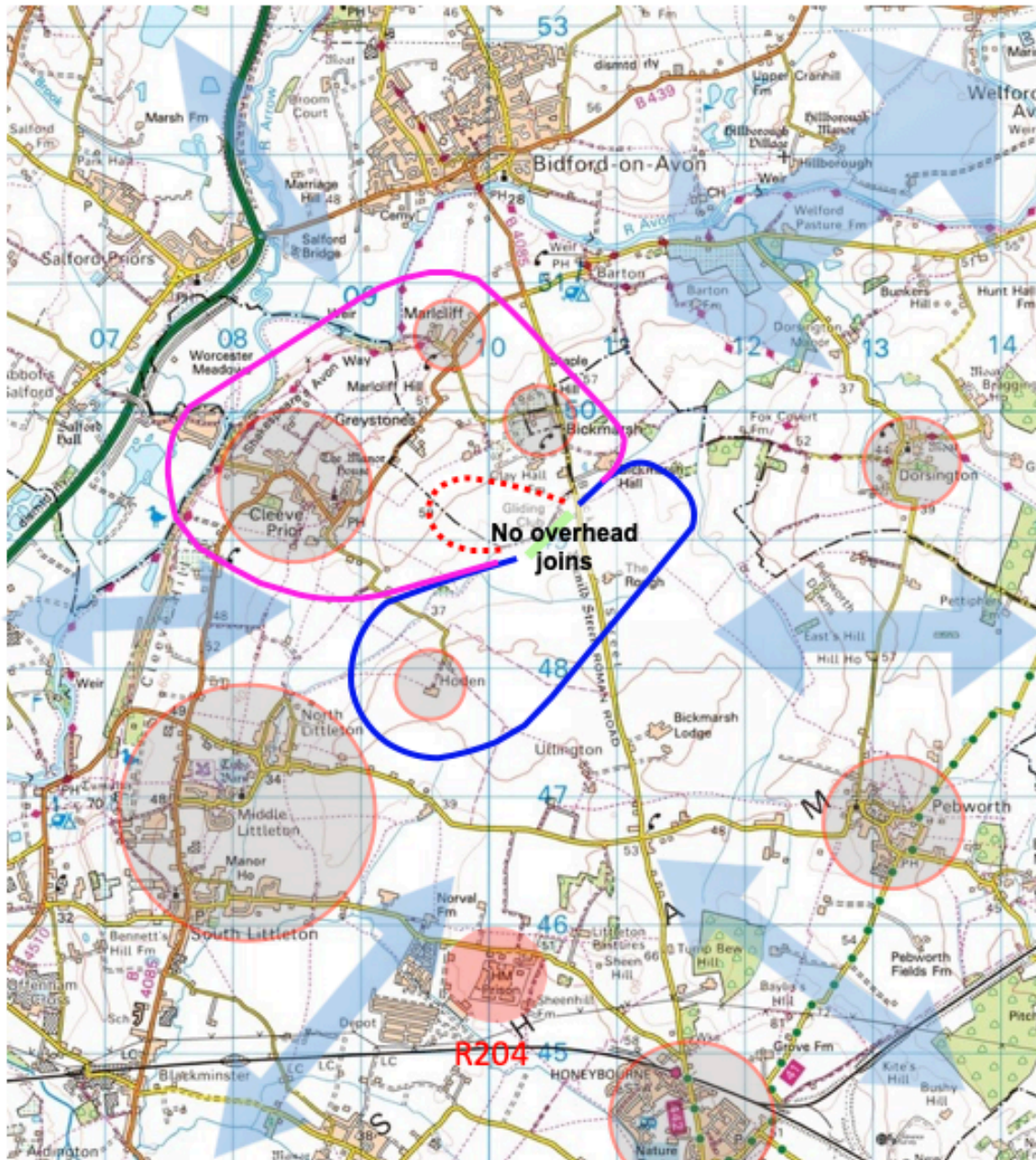


Bidford Gliding and Flying Club

Powered Aircraft Inbound and Outbound routes

Overhead joins prohibited

Preferred circuits are to the south - no "dead side" joins



- Tug circuit landing on 06
- Runway direction 06-24 - OVERHEAD JOINS PROHIBITED
- Noise sensitive area - AVOID OVERFLYING
- Standard (preferred) power circuit
- Alternative power circuit
- ↔ Powered aircraft inbound and outbound routes

Bidford Gliding and Flying Club

OVERVIEW

It should be remembered that Bidford is a **joint gliding and powered flying** site, however, **powered aircraft must ALWAYS give way to gliders**. Great consideration must be given to how the arrival, entry into the circuit, and departure will be flown. **Overhead joins are prohibited**, and care must be taken not to overfly noise sensitive areas. Additionally, tug aircraft will fly close-in circuits, and often land with a tailwind - ie in the opposite direction to other aircraft. When conditions are favourable, the great majority of aircraft movements will be gliders - or glider-tug combinations - and multiple tugs may be in use. Due to their slow approach speed, gliders may appear to be almost stationary against their background, making them harder to spot. Additionally, gliders may join the circuit from almost any direction - be prepared at any point to discontinue the approach and **give way**. If, when approaching the airfield, a glider is in the circuit to land, powered aircraft should remain clear until the glider has landed.

- Circuit height for powered aircraft is **800ft AGL**.
- If a tug/glider combination are lined up and preparing for take-off, unless radio communication has been established with the tug pilot and a different plan agreed, powered aircraft should remain clear of the circuit/delay takeoff until after the combination has launched.
- Never join overhead or overfly the runway as this may bring you into conflict with a departing tug/glider combination that has already launched, or a tug on a tight circuit.
- RWY 06 has a marked **upslope** (= downslope RWY 24). When the wind is light (or nil), for performance reasons tugs and gliders will be departing RWY 24, and landing upslope (ie **opposite direction**) on RWY 06.

It should be noted that gliders fly different circuits to powered aircraft, and are committed to landing from the approach, with **no margin to take late evasive action**. Remember - the tug aircraft may fly a different circuit again, in order to maximise the efficiency of the gliding operations for the day.

Use of Radio

All pilots must use the airfield frequency 118.685 MHz, even when gliding is not active. If no reply is received, continue to make blind calls ie "Take-off", "Downwind" and, if necessary, "Finals" etc. Calls should be prefaced and followed with "Bidford" e.g. "Bidford traffic, G-AC left downwind RWY 24, Bidford". If gliding is in progress, do ask for runway in use when inbound to facilitate easier circuit entry. Seek clarification from the tug aircraft if in doubt as to if/when a launch is imminent.

Note: 118.685 is a general gliding frequency, and is used by many clubs. If the launch point radio is in use (i.e. gliding is active), it may be manned by low experience pilots, and pilots should be aware that formal traffic information and clearances cannot be provided. **The onus remains with the Pilot in Command to ensure that separation with other aircraft is achieved**. Continue to make standard calls/broadcasts in the circuit as airmanship dictates.

Planning

The field is strictly PPR Telephone **01789 778807** or 07359166722, or email office@bgfc.uk stating total number of POB, aircraft type, aircraft registration, and contact telephone number of PIC.

NOTE: The airfield can become water-logged after periods of rain. You will be advised of the current runway state when you call.

Bidford Gliding and Flying Club

Fuel

Fuel is available. Unless you have set up an account, payment is by cash or card (in the office). Please ask for assistance if you require fuel.

Arrival and Landing Procedures

Do not operate into or out of Bidford without being fully familiar with the following procedures, which should be read in conjunction to the attached map.

- Do not overfly (grey) marked areas below 2,000 ft on arrival or departure.
- **Fly the circuit at 800ft AGL** and avoid overflying any habitation when below 1,000 feet.
- With the exception of tugs and gliders, the preferred circuit (blue route) is to the SOUTH - no dead side joins. Beware - BOTH runways may be used simultaneously on days of little or no wind.
- **NEVER** directly overfly the launch line of gliders.
- There are no runway edge markers - as far as is practical, it is recommended that aircraft land on the SOUTH side of the airfield (the smoothest part).
- Landing gliders will often roll to a stop a considerable distance in from the runway ends - if insufficient room remains for a safe landing (or takeoff), powered aircraft may have to hold until the glider is towed clear of the runway.
- **OVERHEAD JOINS ARE PROHIBITED.** A tug with a glider on-tow will often be departing in the overhead, occupying a considerable parcel of airspace - the combination have virtually no ability to manoeuvre to avoid proximate traffic. Powered aircraft should never fly overhead the airstrip unless in an emergency - if gliding is active, ask for "runway in use" to determine circuit direction.

Landing Runway 24 (downslope)

- The preferred circuit for runway 24 is left hand (south of the airfield).
- After landing on RWY 24, **you must turn left to back-track** the runway, as a turn to the right might be into the path of a landing glider. Continue taxiing back along the very southern edge of airstrip, as close to the adjacent field as possible, until reaching the eastern end of the airstrip (ie RWY 24 threshold/gliding launch point). If gliding is active, beware of pedestrians crossing from the direction of the fuel pump to the launch point. When safe, cross in front, well clear of the tugs and gliders as there may be tow ropes laid out across the grass. Taxi as close to the road as practical until clear of the approach, before turning for the fuel pump/parking area. Be aware that the north side of the airstrip may be boggy and unusable during wet winter months.

Landing Runway 06 (upslope)

- The preferred circuit for RWY 06 is **right** hand (south of the airfield). Avoid over-flying the farmhouses on base leg (see diagram), which are just to the south-west of the RWY 06 threshold.
- Plan to fly through the runway extended centre-line on base leg, turning right onto finals 20-25° offset to the **north** (see diagram). This ensures that your track avoids the above-mentioned farmhouses. If for safety reasons this is not possible, a report must be made to the office.
- After landing on RWY 06, continue taxiing close to the southern edge of the airstrip until reaching the end of the runway (threshold RWY 24). When it is clear, taxi close to the road until well clear of the approach path before turning for the fuel pump and parking area. Be aware that the north side of the airstrip may be boggy and unusable during wet winter months.

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Takeoff and Departure Procedures

It is your responsibility to ensure that departing will not bring you into conflict with other traffic. Receipt of an all clear signal from the launch point (if it is manned) still does not absolve you of this.

NOTE: If a glider has its wings level, a launch is in progress. If in doubt, seek clarification by radio - the tug pilot should be able to indicate **IF** there is time for you to depart ahead.

- A 360 degree clearing turn is mandatory before rolling if you cannot see through 360 degrees from the holding point. Remember; a glider cannot go-around, and **a tug or glider could be landing from the opposite direction.**
- If departing immediately behind a tug-glider combination, **wait until one minute after the combo has become airborne** before rolling, in case of an emergency 180°(ie opposite direction!) return-to-land by the glider (following a cable break).

Take Off Runway 24 (downslope)

Taxi towards the northeast corner holding point of the airfield, next to the airfield entrance. Be aware that the pedestrian route to the glider launch point follows roughly the same path, so keep a good lookout throughout. Power checks and pre take-off checks should be done with this in mind, and (ideally) to the east of the fuel pump. When the approach is clear, AND you are ready for an immediate departure, taxi across to the glider launch point (RWY 24 threshold).

Recommended Departure Routing Runway 24

- When safely airborne, turn right by 20-25°, preferably before the threshold of runway 06. Maintain the heading until the farmhouse marked on the departure/arrival chart is at your 8 o'clock position. Then EITHER:
 - 1) Make a climbing left turn to pass between the marked houses and North Littleton. OR
 - 2) Maintain heading to leave the line of white houses on the western edge of Cleeve Prior on your right, before turning at the river.
- Alternatively, very high performance aircraft, after getting airborne and if safe to do so, may make an early crosswind turn to the left BEFORE the runway 06 threshold. (i.e. departing over the field directly to the south of the airstrip).

Takeoff Runway 06 (upslope)

It is recommended that power and pre-take-off checks are made in the area adjacent to the windsock in the northeastern corner of the airfield (as for a departure from RWY 24). This avoids cluttering up the 06 threshold at the narrow end of the field. Taxi down to the launch point using the north side of the field, keeping a good lookout for pedestrians and landing aircraft. Past the western windsock there is a marked downslope to the southwest, and it is more difficult to see activity toward the RWY 24 threshold end. If in doubt, stop and wait. Do not taxi past the western windsock until you are ready to depart and all appears clear. Remember - if winds are light, aircraft may be departing (downhill) from RWY 24 !

Departure Routing Runway 06

Straight ahead climb-outs are to be avoided. Having passed the road and the power lines and when at a safe height, a turn to the left or right should be made to avoid the Dorsington Village area.