



# Mendip Gliding Club

# OPERATIONS MANUAL

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# 1 Introduction

## 1.1 Purpose

This document comprises the Operations Manual for Mendip Gliding Club (MGC). Its purpose is to ensure safe and consistent operations within the club.

MGC, in common with all gliding operations, uses a range of specialist equipment within the unique geographic environment of Halesland airfield. Done well and safely this allows us to enjoy our sport in the setting of the Mendip Hills Area of Outstanding Natural Beauty (AONB).

The Standardised European Rules of the Air (SERA), Air Navigation Order (ANO), Rules of the Air, Sailplane Pilot Licence (SPL) and British Gliding Association (BGA) Rules and Operational Regulations, including Managing Flying Risk, take precedence in all operations at MGC. Accordingly, this Operations Manual does not reproduce content from those sources.

The Operations Manual focuses upon the locally specific aspects of the club's operations, which includes:

- All flying
- Club instructing, coaching and management of training
- Launch point management
- Launching covering winch and aerotow methods
- Aircraft ground handling
- Member training in operational matters
- MGC safety policy and plan

The Manual is also designed to act as a source of advice and guidance for club and visiting pilots with respect to local flying considerations and soaring opportunities.

The Operations Manual is complimentary to the MGC Standard Operating Procedures (SOPs). The SOPs are the basis of detailed training covering new members induction, ground operations, Duty Pilot and winch drivers. Given the level of detail SOPs are required to cover they will change more frequently than the Operations Manual; for example, a change of retrieve vehicle may result in an amendment of the relevant SOP but not the Operations Manual. The Operations Manual can be regarded as the statements of principles and local rules, and the SOPs as the best means of undertaking the operational aspects using the current facilities.

Note that club derogations can be applied to the Operations Manual in event of exceptional circumstances, notably the COVID-19 pandemic.

## 1.2 Document Conventions and Definitions

Local rules are stated as 'must' requirements. Adherence to these is mandated.

Those requirements worded as 'should' are statements of highly desirable practice and would only be varied from by experienced members with good and clear reason to do so.

All location diagrams are North Up.

Licensed pilots are those holding either a Sailplane Pilots Licence (SPL) or a BGA Bronze Cross-Country Endorsement.

Junior Pilots within this Operations Manual means all members aged under 18 years, regardless of qualifications.

The term 'First Flight' has been adopted to cover both trial lessons and introductory flights.

### 1.3 Document Management

This Manual will be reviewed on an annual basis as a minimum and re-issued with clear mark up of any significant changes applied (bar in left hand margin). The contents of this Manual may only be changed with the joint agreement of the club Chief Flying Instructor (CFI) and Club Safety Officer (CSO).

## 2 Flying Supervision

### 2.1 Authority to Launch

- All launching of gliders from MGC must be authorised by a qualified instructor or named supervisory pilot under the delegation of the CFI.
- Details of authorised MGC instructors and supervisory pilots are published on the Club notice board and website.
- The Duty Instructor (DI) will normally be rostered, but the role may be supplemented, or in event of an 'NRI' day, undertaken by a volunteer authorised instructor/supervisory pilot.
- The motor glider syndicates members are self-authorising for syndicate flying under the delegation of their appointed senior pilot.

### 2.2 Daily Briefing

- A daily briefing should be provided on routine flying days by the Duty Instructor.
- Pilots arriving after daily briefing must familiarise themselves with the day's weather conditions and forecast, appropriate NOTAMs, and airfield set-up and operation. Confirmation of such knowledge must be displayed to an authorised Instructor's / Supervisory Pilot's satisfaction prior to flight.

### 2.3 Currency Requirements

- To be considered current for launching from MGC the following requirements must be met:
  - For pre-licence pilots, 3 flights in the last 4 weeks on the launch type.
  - For licenced pilots: 3 flights in the last 90 days on the launch type.
- Pilots who are not current must undertake a development/standardisation flight with an instructor prior to solo launching
- In addition to currency requirements, development and standardisation minimum requirements for pre-licence/Bronze XC endorsement and Junior Pilots are:
  - Junior Pilots: a developmental/ standardisation flight must be undertaken after 5 solo flights.
  - Pre-licence Pilots: a developmental/standardisation flight should be undertaken after 8 to 10 solo flights.

### 2.4 Colour Card System

- MGC operates a colour card system based on pilot experience, qualification, and instructor documented assessment.
- The 4-colour card system is defined below and comprises in ascending level of experience and capability White, Red, Yellow and Blue categories.
- The Duty Instructor or Supervisory Pilot should nominate the colour category when calling the day, noting that Supervisory pilots must only authorise Yellow and Blue card pilots.
- All categories are subject to MGC Currency and Cross-Country flight requirements.

#### 2.4.1 WHITE Card

##### 2.4.1.1 Guideline Experience

Either:

- New Solo Pilot who should have completed ten solo flights and signed off by an instructor as not requiring a daily check flight prior to solo, referred to commonly as "off checks".

- Previously solo, low experience and has completed a refresher syllabus, including two monitored solo flights.

#### 2.4.1.2 *Conditions Guide*

- Benign weather conditions
- Soaring Opportunities: reliable and predictable to engage soaring opportunities.
- Ideally a ridge day with a 10 to 15 knot WSW wind or moderate height thermic conditions with a 5 to 10 knot wind aligned reasonably to launch and landing conditions.

#### 2.4.1.3 *Sortie Authorisation*

- Assistant or Full Cat Instructor

#### 2.4.1.4 *Aircraft*

- K13, K8 or Junior subject to Pilot qualifications

#### 2.4.1.5 *Pre-Flight*

- Sortie brief.

#### 2.4.1.6 *Progression to RED category*

Either:

- Bronze Award
- On instructor approval. Guideline 50 flights PIC and 20 hrs. Noted and signed by instructor in pilot logbook.

### 2.4.2 RED Card

#### 2.4.2.1 *Guideline Experience*

Either:

- 20 hrs PIC and instructor approval
- Bronze badge

#### 2.4.2.2 *Conditions Guide*

- Reasonable weather conditions. Moderate cross wind component (7 – 8 knots max).
- Soaring Opportunities: Good chance of soaring.

#### 2.4.2.3 *Sortie Authorisation*

- Assistant or Full Cat Instructor

#### 2.4.2.4 *Aircraft*

- K13, K8 or Junior. Astir where conversion completed.
- Private aircraft subject to day specific authorisation if less than 10hrs experience.

#### 2.4.2.5 *Pre-Flight*

- Sortie brief.

#### 2.4.2.6 *Progression to YELLOW category*

- Licence or Bronze X/C award.

### 2.4.3 YELLOW Card

#### 2.4.3.1 *Guideline Experience*

- Licenced or Bronze X/C Endorsement.

#### 2.4.3.2 *Conditions Guide*

- Moderate weather conditions. 8 to 10 knot cross winds.
- Soaring Opportunities: Can include less reliable or weaker ridge lift, thermic NW to northly flows, westerly/SW wave.

#### 2.4.3.3 *Sortie Authorisation*

- Self-authorising for local flights

#### 2.4.3.4 *Aircraft*

- Any including private for which the pilot is qualified.

#### 2.4.3.5 *Pre-Flight*

- Self-brief.

#### 2.4.3.6 *Progression to BLUE*

Any of:

- Silver badge award.
- Gain of an IFP or Basic Instructor rating.
- Exceptionally Via Full Cat rated instructor approval noted and signed in logbook.

### 2.4.4 BLUE Card

#### 2.4.4.1 *Guideline Experience*

Any of:

- Any BGA or Part-FCL FI Gliding Instructor rating.
- BGA IFP Qualification
- Silver C.
- Full Cat rated instructor approval.

#### 2.4.4.2 *Conditions Guide*

- Flyable including strong conditions.

#### 2.4.4.3 *Sortie Authorisation*

- Self-authorising

#### 2.4.4.4 *Aircraft*

- Any including private for which the pilot is qualified.

#### 2.4.4.5 *Pre-Flight*

- Self-brief.



2.4.5 Colour Card Summary

Criteria/Card	WHITE	RED	YELLOW	BLUE
<b>Experience:</b>	Completed refresher syllabus or new solo	50 flights and 20 hrs or Bronze badge	Licensed or Bronze X/C	Silver C or IFP or Instructor Rating
<b>Conditions:</b>	Benign. For soaring, reliable and predictable lift	Reasonable. For soaring, reasonable opportunities	Moderate conditions	Moderate to strong conditions
<b>Sortie Authorisation:</b>	Instructor	Instructor	<ul style="list-style-type: none"> <li>Self-authorising for local flights</li> <li>DI for early X/C</li> </ul>	Self-authorising
<b>Aircraft:</b>	K13, K8 or Junior	<ul style="list-style-type: none"> <li>K13, K8 or Junior. Astir where conversion completed</li> <li>Private aircraft (authorised if &lt;10hrs)</li> </ul>	Any qualified in	Any qualified in
<b>Pre-Flight:</b>	Sortie brief	Sortie brief	Self-brief	Self-brief
<b>Guideline Progression:</b>	50 flights and 20 hrs or Bronze Badge award	Licence or Bronze X/C endorsement award	Silver Badge, IFP or Instructor Rating award, Exceptionally Full Cat authorisation	n/a

## 2.5 Duty Pilot (DP)

- Club Members will only be appointed to the Duty Pilot (DP) roster based on experience or after receiving training for the role.
- The Duty Pilot must work in conjunction with the Duty Instructor to ensure a safe and efficient operation.
- A Duty Pilot should be rostered for all normal operations days (Thursday, Saturday and Sunday).
- Where a rostered Duty Pilot is not available for any reason, a suitably experienced club member or members must be appointed; a replacement must be appointed prior to handover of the duty.
- The Duty Instructor must make an assessment on the availability of suitably experienced members to fulfil the role of Duty Pilot and to ensure safety can be maintained prior to commencing operations:
  - Particularly on 'course' and 'soaring' weeks.
  - Put in place suitable arrangements to ensure the safety of launches.
  - If unable to reassure themselves of safe launches, then flying should be stopped.

## 2.6 Glider Launching

- All launches must be conducted under the auspices of a solo pilot acting as launch marshal.
- Once the pre-flight checks are commenced the flight crew must not be interrupted without justifiable cause.
- Where pre-flight checks are interrupted for any reason, PIC must restart checks from an appropriate point or entirely repeat them.

### 2.6.1 Winch Launching

- The launch signaller within the bus must have the window facing the launch point open throughout the launch so that verbal communications from the launch point can be heard.
- In light to moderate wind conditions, the into-wind wing tip should be held for launching.
- In strong cross wind conditions, 10 knots and above, the downwind wingtip should be held.

### 2.6.2 Aerotowing Operation

- For aerotowing to occur, both generally and with respect to specific launches, the agreement of both the Duty Instructor/Supervisory Pilot and Tug Pilot must be in place.
- Halesland Block A must be opened to a minimum of 4000' QNH before aerotowing operations can commence (see Letter of Agreement, LoA).
- The tug pilot must ensure that Block A is open prior to commencing launching.
- Aerotow launches should be conducted using radio telephony (RT).
- If, for rare and unforeseen reasons, radio communication is not possible, then launching may proceed using bats as a fall back. Where bats are used, the signaller must be positioned well forward of the tug to be able to relay a Stop signal effectively to the tug pilot.
- An aerotowing risk assessment must be completed by the tug pilot for all flights when this launch method is used.

## 2.7 First Flights Weather Minima

- Must only be conducted at Halesland within the following additional weather minima to the BGA recommended meteorological limits for First Flights:
  - A cross wind component of 15 knots or less.
  - Without orographic cloud present or deemed imminent.

## 2.8 Non-Instructor Club Members Dual Flights ('Buddy' Flights)

- Must be individually authorised by the Duty Instructor/Supervisory Pilot.
- PIC must be and both member pilots should be licenced: the passenger member must hold a Bronze Endorsement as a minimum.
- Pilot in Command (PIC) must be nominated prior to launch and recorded within GlideX.
- Unless authorised (see below), PIC must occupy the front seat of the aircraft.
- Club members wishing to command from the rear seat must be trained and hold specific CFI permission.
- PIC should conduct all elements of the launch, circuit, approach and landing; in all cases flight crew must pre-brief for all stages of the flight where there will be a planned handover.
- These rules apply equally to club or private 2-seat aircraft launching from MGC.

## 2.9 Carriage and Use of Ancillary Equipment

- In-flight filming places a considerable workload on the pilot and is a major distraction both prior to and during flight:
  - Air-to-air filming requires significant expertise both by pilots and camera operators and must only be conducted with explicit CFI authorisation against a written plan.
  - External cameras must not be mounted on club aircraft.
  - Externally mounted cameras are discouraged on private aircraft; launching with these attached must be with the agreement of the Duty Instructor/Supervisory Pilot.
  - Internally carried cameras must not be used in club aircraft flown solo.
  - If members wish to take pictures or film in flight from within a club 2 seat aircraft then an instructor or IFP must pilot the aircraft at all times and a plan must have been agreed in advance.
  - For clarity, First Flight Members may operate cameras in flight but must do so only with the agreement of the Instructor/IFP.
- Flight directors, barographs, radios and any other ancillary equipment must be securely attached or stowed during flight.

## 2.10 Cross Country Flying

- Cross-country flying from Halesland is encouraged, although the challenges in doing so are clearly recognised. Pilots are advised to consider techniques and approaches that take predicted weather conditions into account such as utilising aerotows for remote starts and planning a remote finish.
- The local Inter Club League (ICL) is particularly recommended as a supportive environment for early cross-country flights.
- All silver 50km attempts from Halesland must be briefed and authorised by an MGC non-restricted Assistant, Full Category instructor or FI(S).
- Pilots who have attained a 50k silver leg but have not completed a 100k task must review their planned cross-country flights from Halesland with an MGC non-restricted Assistant, Full Category instructor, FI(S) or supervisory pilot.
- All cross-country flights from Halesland should use FLARM and a flight director with up-to-date airspace; pilots must be suitably proficient in use of the fitted equipment prior to flight.
- All pilots intending to fly cross-country task from MGC must leave at the launch point control details of:
  - Their intended route.
  - Arrangements for retrieval including crew, trailer, vehicle and keys.

- Details of a charged mobile phone being carried.

### 2.11 Aerobatics

- Aerobatics in suitably placarded MGC club aircraft must be limited to wing overs ('chandelle') and inside loops only.
- Aerobatics must only be flown either:
  - Under the instruction of a suitably experienced MGC Instructor, OR,
  - By club members who have attended an aerobatics course as a minimum and preferably hold a BGA Standard Aerobatic Badge.
- All aerobatic manoeuvres must be flown such that they complete not lower than 1200' QFE; such manoeuvres should be conducted off the ridge.

### 2.12 Visiting Glider Pilots

- Visiting pilots are welcome and encouraged at Halesland.
- Must have read and confirmed understanding of the Flight Rules and Considerations content of this Operations Manual (Chapter 3).
- All visiting pilots must have a site brief prior to first flying at Halesland. This must include a walk round of the field with a focus on the prevailing conditions; re-brief will be required for different conditions.
- Must provide evidence of experience and launch type currency.
- Must only fly MGC aircraft as P1 with the permission of the Duty Instructor.

## 3 Flight Rules and Considerations at Halesland

### 3.1 General

- Halesland is a rewarding site to fly and soar from, but it does present a series of challenges. These arise from both the site's coastal proximity, ridge-top location and the shape and slopes present on the airfield (the topography). The effects of the airfield topography are exacerbated by certain weather conditions.

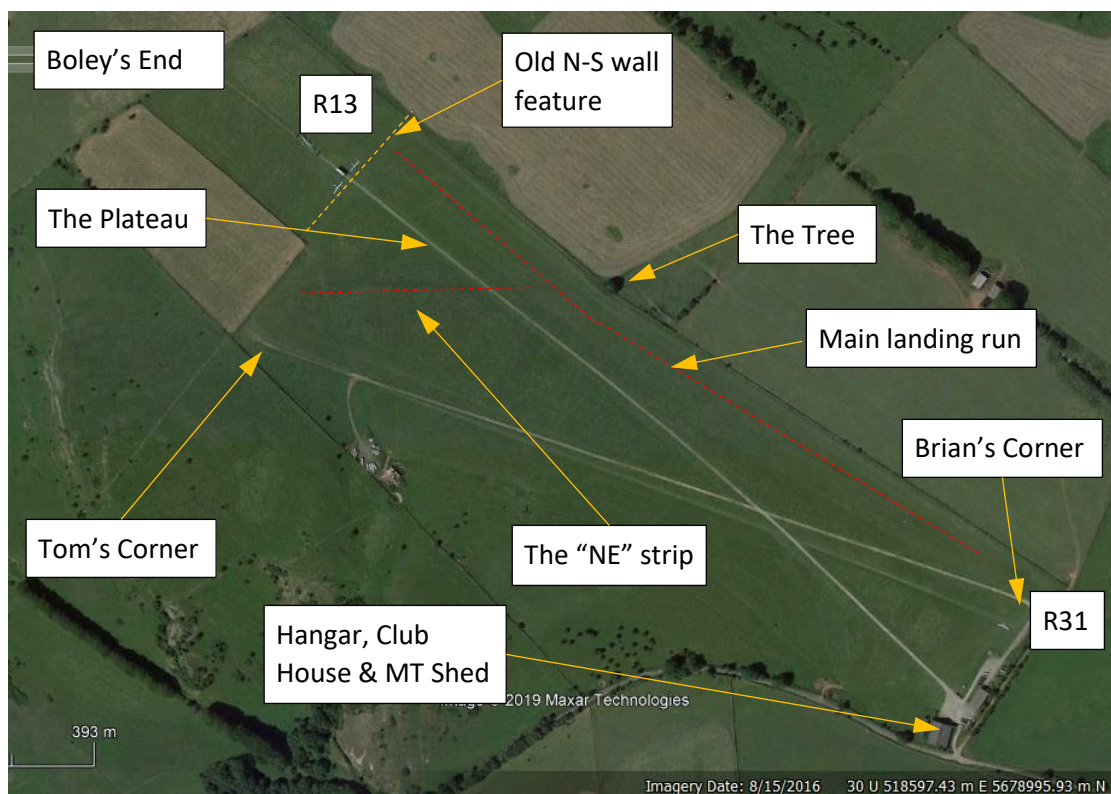


Figure 1 Some Key Features of Halesland

#### 3.1.1 Orographic Cloud

- As a ridge top site within visibility of the coast and facing into the prevailing westerly winds, orographic and low cloud is a particular, if unwelcome, feature of Halesland.
- Orographic cloud can and does develop suddenly, this has occurred on a number of occasions whilst aircraft are in flight. A sufficiently damp airmass and temperatures close to the dew point will see orographic cloud form extremely quickly on an autumn or winter ridge soaring day for example.
- When ridge soaring in such conditions pilots should have a clear escape route or 'Plan B' which normally requires a land-out in the Cheddar Valley using one of numerous acceptable fields.

#### 3.1.2 Sea Breezes

- Halesland is within sight of the Bristol Channel and Bridgwater Bay, hence, unsurprisingly, sea breezes are a fact of life at the site and will, on summer days, come through from early afternoon onwards. Pilots flying cross-country tasks should therefore consider:
  - Departing on task somewhat earlier if the conditions are suitable.
  - A remote start if using aerotow.
  - Remote finish at a more in-land site (The Park, BWND GC, is ideal).
  - Heights and distances for final glides through the stable sea air.

- Sea Breezes can, of course, have benefits including sea breeze convergence fronts with strong lift along the resulting linear feature. On otherwise light wind days they can be of sufficient strength for the south western ridge face to be used.

### 3.1.3 Airfield Landing Areas (see Figure 1)

- The main runway at Halesland (13/31) is of adequate length at some 700m, however, it is not overly wide, being bounded to the north by a low stone wall and to the south by a strip of tussock grass and a gravel track with a steep lip in on its southern side.
- The launch point at the eastern end of the airfield (Brian's Corner) is set at the very start of the landing area and, hence, when winch launching from that point aircraft landing on the strip prevent launches; a similar situation exists at the western end launch point (the Plateau) where the majority of pilots sensibly elect to land to the east, rounding out after the old N/S wall feature.
- Several airmanship considerations result:
  - When aerotowing is taking place, landed gliders should be cleared to the southern side of the track and preferably on the grass cable retrieve pathway (if towing back to east end)
  - Taxiing after landing to provide additional room for landing aircraft is a manoeuvre that should only be undertaken by competent pilots in suitable conditions and at the end of their ground run. Taxiing is not encouraged.
  - If a launch is clearly about to commence, experienced airborne pilots looking to land should consider whether subject to their capabilities and the safety of the situation with respect to soaring and circuit/ridge activity they can remain airborne until the launch has completed.
- When landing from the west (on R13) pilots need to take account of the following features:
  - There is a distinct bend in the northern boundary and wall of the main runway:
    - This occurs roughly halfway down the airfield at the tree and there is enough room to land both before and after this feature.
    - If considering landing from the west with a view to a longer ground run onto the eastern end of the runway then the approach track should be based on the landing run direction required
  - There is a very shallow gulley crossing the far east end of R13 close to the concrete pad for power aircraft crossing of the track. If landing long on R13:
    - This can cause a ground run deflection to the south and hence downhill towards the track in the event of an overly long landing and at the point where energy will be low.
    - Ground runs should be planned to complete before this ground feature and pilots attempting such long landings must make themselves familiar with the area.
- Boley's End (western end):
  - Boley's End is the western extension of the field, running west from the line of the old (removed) wall to the boundary stone wall.
  - The airfield slopes down distinctly in Boley's End.
  - Solo landings to R13 using Boley's End which are planned to come to a halt prior to (west of) the old N/S wall ground feature must only be carried out by pilots with both detailed experience of the site and holding a Silver C. The uphill round-out for this specific approach requires considerable energy in hand on the approach.

- In winds with an easterly component pilots need to be aware of and plan for strong sink on that approach. Often referred to as 'clutching hand', the effects of this are felt with a laminar air flow present and are markedly increased if approaching low. Pilots must pick a reference point well into the field (beyond the old N/S wall feature) in such conditions and a high, well braked approach is required.
- Easterly landing runway (R09) (see Figure 1)
  - Commonly referred to within the club as the 'North East strip' due to its associated use in that wind direction, this one-way landing only run is actually orientated 090.
  - This 160m strip runs from just north of Tom's corner across to the edge of the northern cable retrieve track in the direction of the tree on the northern boundary wall.
  - It provides a usable landing run when there is a minimum 10 knot NE to E surface wind. The landing run can be extended across the cable retrieve track if required adding a further 100m.
  - Obvious care is required to not turn finals too far back as that is directly over one of the steepest parts of the ridge which will have considerable associated sink (6 to 8 knots down is common).
  - Equally, and especially given the view ahead having turned finals which looks 'short', pilots should take care to select a reference point sufficiently into the field from the dry-stone wall.
- Outside of the listed landing areas above most of the enclosed field surface is unsuitable for landings.

### 3.2 Winch Launch Failures

- The straight-ahead land option should always be taken when safe to do so both as a general rule and specifically for Halesland where there are significant topographical and potential airmass related challenges.
- The topography at Halesland includes a north to south slope across the strip towards the well-defined ridge along the airfield's southern side. Hence, when a launch failure cannot be flown as a straight-ahead landing, any manoeuvre or abbreviated circuit should be conducted towards the ridge (south) as this allows, in the event of an early turn in, an up-hill landing across the relatively narrow airfield; it, of course, also opens up opportunities to fly out into the valley.
- Where a manoeuvre or abbreviated circuit is necessitated towards the ridge then the pilot must be cognisant of the wind direction and resultant effect; a northerly component of any strength can mean extreme sink over the ridge requiring a tighter to the airfield and a more demanding circuit may be required, conversely a southerly component can result in minimum sink or even lift being encountered and the abbreviated circuit will need adjustment accordingly.
- Where landing straight ahead is not an option pilots should always be prepared to contemplate an off-airfield landing in the event of a launch failure.
  - Good options exist in the valley to the south when launching from any point on the airfield, although wind direction and strength need to be taken into account with northerly wind component.
  - Good fields to the immediate east of the airfield on the ridge top are available straight ahead when winching from the western launch points.
- Use of a 'tear drop' launch failure recovery must only be undertaken by pilots with suitable experience or after training; white and red card pilots must not attempt this recovery



manoeuvre. Guidelines for employment of this manoeuvre are a maximum surface level 5 knots head wind component and a cross wind surface strength of not more than 10 knots.

### 3.3 Aerotow Launch Failures

- The Rotax Falke used for aerotowing from Halesland is an effective launch facility overall, however, it does have a low rate of climb and the tug pilot will need to build speed prior to initiating the climb; as a result pilots need to plan eventualities in the knowledge that they will be low for the initial part of the launch.
- Tug pilots at Halesland will always attempt to keep the combination within gliding range of a safe landing area during the early part of the launch.
- On launches towards the west, this may involve a combination 180° turn to run down the south side of the airfield above ridge top height, presenting options for a landing into the valley with a very early launch failure prior to the first turn and back onto the airfield once that turn is complete.
- When launching towards the east, and especially behind the Rotax Falke, pilots should be aware that they will be very low until such times and if the tug pilot crosses the ridge edge; in the event of an early launch failure there are however good fields immediately to the east of Halesland. An immediate and well braked landing into these is a safe option whereas any attempt to turn back to the airfield at the likely height the pilot will find themselves at would be extremely dangerous.

### 3.4 Letters of Agreement with National Air Traffic Services (NATS): Halesland Block A & B

- All solo pilots at MGC must be familiar with the details of the Letters of Agreement (LoA) in force.
- All solo pilots are required to demonstrate knowledge of the LoA on an annual (calendar year) basis by completion of the Annual Flight Review (AFR).
- When required, Halesland Blocks A & B should be opened in accordance with the LoA by the Duty Instructor/Supervisory Pilot or a club member delegated to do so by them.
- All requests for access to airspace under the LoA must be recorded in the provided airspace log maintained at the launch point.
- When any local airspace is opened:
  - Details of blocks, altitude and QNH must be displayed clearly and as soon as possible on the Board outside the launch point control.
  - If aircraft are airborne, best endeavours to communicate the information via RT should be made.
  - Requested and opened airspace should be released back to Bristol as soon as possible.

### 3.5 Soaring the Mendip Hills Southern Ridge

- Ridge soaring is an obvious and particular attraction of Halesland with some 13 miles of ridge available to us. Good ridge soaring can be had in all wind directions from west through to south. This section deals with general considerations in respect of soaring the ridge.
- The southern Mendip Hills ridge runs broadly NW/SE from Cheddar to Wells, a distance of some 8 miles. Halesland airfield is located almost halfway along this significant feature on top of the ridge at an altitude of 870'. To the west of Cheddar, the ridge continues for a further 5 miles on a more E/W alignment until it reaches Crook Peak at the M5.
- A more detailed study of the topography will be rewarded by enhanced soaring opportunities especially to the east of the airfield.



- Close attention to existing Letters of Agreement and airspace associated with Bristol International Airport is required to exploit the full ridge; use should be made of a flight director with up-to-date airspace information plus an operable radio to allow contact with the club and if required Bristol Radar.
- Note that the circuit pattern for Halesland on a ridge day is always over the ridge; circuit plans will need to take account of potential for both lift on the downwind leg and curl over once crossing the ridge, the latter best defence for which is height in hand.
- Pilots need to be aware that in lighter wind conditions paragliders fly the ridge from either west or east of Halesland (typically 5 to 10 knots wind strength).
- Thermal activity, and occasionally wave, can influence and in some cases 'switch off' the ridge lift. When these conditions prevail, care is required to ensure sufficient energy is in hand to be able to complete a safe circuit and landing.
- Ridge running (low and higher-speed flight on the ridge crest) should only be undertaken by pilots who are suitably experienced and trained. Strict adherence to the rules of the ridge are required when doing so and especial consideration must be given to:
  - Other aircraft in circuit for the airfield.
  - The safety of any members of the public and in particular on top of the Draycott Sleights nature reserve.
  - Any model flying taking place from the rocks.
- Excessively low passes near members of the public will not be tolerated and may constitute unsafe flying.

### 3.6 Flying the Mendip Ridge in Weaker Conditions

- White Category pilots must not soar the ridge solo below circuit height
- Red Category Pilots must not soar the ridge solo below 600' QFE
- When flying in weak conditions, and where thermal or wave activity can influence the ridge lift, pilots shall have a clear fall-back plan and escape route, e.g. out landing area/field identified or options for a 'downwind' landing on the airfield if conditions are suitable.

### 3.7 Soaring Opportunities/Guide

- This section provides an extremely brief summary of local soaring knowledge for Halesland. Pilots in Command, of course, remain responsible for the safety of the flight when using this information/using the features described.
- Ridge soaring opportunities are referred to above.
- Local known thermal sources include:
  - The rocks to the immediate south of Tom's Corner (SW corner of airfield).
  - Southern 'bowl' on the main ridge to the SE of the airfield.
  - Quarry on the main ridge to the SE of the airfield (beyond the bowl).
  - Shallow bowls to the NW of the airfield next to the Cheddar Gorge road.
  - Cheddar village.
  - Draycott village.
  - Motocross track immediately north of airfield.
- Wave can be present:
  - In SW winds, from Exmoor and the Quantock Hills. Pushing into wind from the ridge between the club and Cheddar can gain access.
  - In NW winds, generated from the Welsh mountains.

## 4 Non-Instructor Members' Privileges and Obligations

### 4.1 Annual Flight Reviews (AFR)

- MGC operates AFRs for post-solo pilots.
- The AFR is intended to support pilot development as well as promoting the safety culture within the club; pilots are encouraged to engage in the spirit intended and to maximise the use and value of the self-selected development exercises contained within the review.
- An MGC pilot does not need to complete an AFR within the current calendar year where any of the following applies:
  - Holds any instructor rating in that calendar year.
  - Went solo in that calendar year.
- Each eligible pilot must complete an AFR within each calendar year and is responsible for ensuring that the completed form is filed and the GlideX record updated.
- AFRs may be conducted by all unrestricted Assistant and Full category instructors.
- Note that part or all of an AFR's flying exercises can be completed as part of other activities such as a Bronze skills test. Those flying activities must still be signed off on the AFR form.
- Where an eligible pilot fails to complete an AFR in the preceding calendar year they will not be authorised to fly solo from January of the next year until such time as an AFR is successfully completed for the preceding year. **NB** A new AFR for the current calendar year will still be required.

### 4.2 Pilot Progression in MGC Aircraft

- Pilot conversion to MGC aircraft must be briefed and authorised by an MGC Instructor taking into account pilot experience, capabilities, aircraft characteristics, prevailing conditions and available launch facility.
- Aerotow should be used for first of type flights, subject to the pilot's experience of this launch method.
- In authorising a first-of-type flight, Instructors will seek to ensure a sufficient flight time to allow the pilot to become familiar with the aircraft.
- The pilot must prove themselves fully conversant with the flight manual prior to flight and to spend sufficient time in the cockpit for familiarisation (10 minutes minimum) off line from the launch point prior to the first flight on type.
- The following experience guidelines should be applied to pilot's progression between club aircraft:
  - ASK K8: Minimum 10 solo flights in K13s.
  - Junior: 12 solo flights in the K8 and 8 hrs PUI time in total.
  - Grob Astir CS:
    - 12 solo flights in the Junior and 8 hours logged flight time in that aircraft.
    - Bronze C with, for preference, Bronze Cross Country Endorsement.
    - For preference and by Instructor decision, experience from glass fibre two seat instructional flights.
- All first-of-type flights must be preceded by a minimum of two instructional flights.
- To support transition to the Grob Astir MGC collaborates with the Bath, Wiltshire, North Dorset GC (BWND, The Park) and Devon & Somerset GC (DSGC, North Hill) to provide experience in 2-seat glass fibre.

### 4.3 Non-Paying Passenger Carrying

- This section refers to those licenced pilot members who do not hold a BGA instructor rating, FI(S) or BGA IFP and in relation to the carriage of non-paying temporary members of the club.
- Non-instructor Members seeking to fly non-paying passengers in MGC aircraft should hold a BGA Introductory Flight Pilot rating (IFP).
- CFI written permission for carriage of temporary club member passengers in MGC aircraft must be held by PIC; such permission is annual and subject to yearly review.
- All flight crew must be members of the club; a temporary (First Flight) membership form must be completed prior to flight by non-paying passengers.
- A Duty Instructor must be present to supervise any passenger flying
- Permission from the Duty Instructor for each passenger carrying flight must be obtained; this will take into account aircraft utilisation/demand
- PIC must fly from front seat unless they hold CFI written permission to command from the rear seat.
- Any private 2-seat aircraft syndicates operating from MGC will understandably be interested in carrying passengers; agreement must be sought from the CFI as to arrangements for individual syndicate members to do so based on their ratings held, experience and currency both generally and on type.
- For all passenger carrying flights, an aerotow launch should be used and is highly recommended.
- All passenger carrying flights must be conducted within First Flight weather minima conditions.
- Carriage of MGC members as passengers in either club or private 2-seat aircraft is covered under 'Buddy Flying' (see Section 2.8) above.

### 4.4 Private Gliders at MGC

- Private ownership is encouraged as a means of expanding members' participation in the sport.
- CFI permission must be obtained prior to bringing any private aircraft onto site.
- CFI approval must be obtained prior to members joining an existing Halesland-based syndicate.
- Members looking to form or join a syndicate, or those existing syndicates considering procuring a different aircraft, are strongly advised to discuss options with members of the instructional team at the earliest possible stage. Instructors will be pleased to offer advice and guidance.

## 5 Airfield Setup & Operations

### 5.1 Care of Visitors at Launch Points

- The Club has a duty of care towards not only the guests we fly as First Flights, but also to their attending friends and families.
- It is incumbent upon all members present at the launch point to ensure our visitors' safety.
- Visitor safe areas are defined below for each launch point.

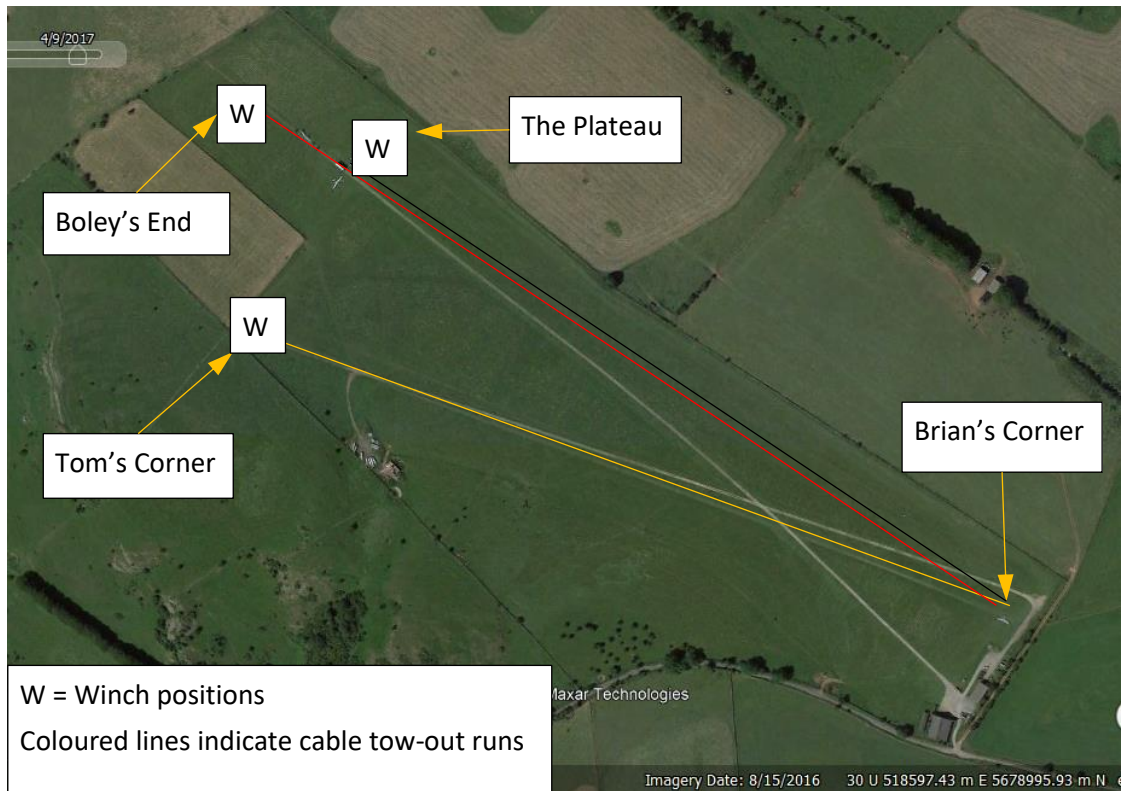
### 5.2 Launch Points for Winching Operations

- Winch launching is not to be conducted in north easterly wind directions of 040°T to 070°T; this is to avoid the risk of a cable being dropped over New Road to the south of the airfield.
- Stock must be cleared from the field and secured within a suitable paddock prior to aircraft being brought onto the airfield.
- There are four recognised launch points at Halesland from which winch launching may occur.
  - North East Corner, "Brian's Corner"
  - Club House
  - Plateau
  - South West Corner, "Tom's Corner"
- Details of each Launch Point's location and use are provided below.
- All four are fitted with communications points.
- A summary of the acceptable winch positions for each of these four points is contained in the following table.

Launching From	Acceptable Winch Position	Requirements & Comments
North East Corner (Brian's Corner)	South West Corner (Tom's Corner)	Normal position
	Plateau	Cables will lie on south side of active strip
	Boley's End (approx. 150m west of Tom's Corner)	DI Approval on day. Cables will lie on south side of active strip.
Club House	Plateau	Boley's End is not acceptable for winching
Plateau	Club House	Use in SE winds
	North East Corner (Brian's Corner)	080T to ESE winds. Cables will lie on south side of active strip.
South West corner (Tom's Corner)	North East Corner (Brian's Corner)	Not permitted for the arc from 040°T to 070°T as cables can cross the road.

#### 5.2.1 North East Launch Point, "Brian's Corner"

- Located immediately to the west of the N/S track from the car park and south of the E/W track marking the southern boundary of the main landing strip (R31/R13) at the east end of the airfield (see Figure 2). This is the club's principal launch point taking into account prevailing winds.



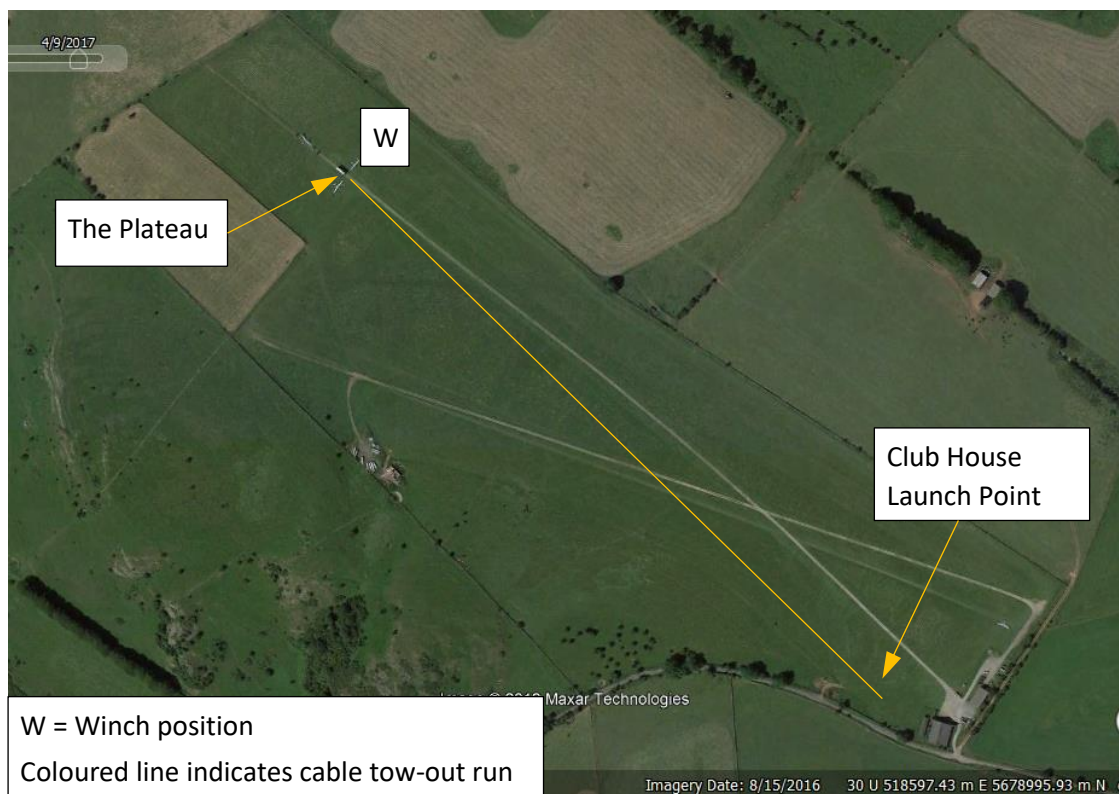
**Figure 2 Brian's Corner (NE) Launch Point and Winch Positions**

At this launch point:

- Aircraft to be launched should be organised in two rows, wings should not overlap, and the launching aircraft must not be behind the lead aircraft in the adjacent row
- Cables should be brought to the middle of the launch point in good ground conditions; care will be required with layout to allow the cable retrieve vehicle to exit the area safely and the cable retrieve vehicle may not exit the launch point until positive confirmation that cables have been detached and the towing arms safely stowed.
- In poor ground conditions the cables are to be retrieved along the track and the south cable must be used first for launching.
- Gliders not preparing for launch should be placed to the south of the launch point, either alongside the car park fence or east of the track and south of the bus.
- Acceptable winch positions for this launch point are the south west corner ("Tom's Corner"), the Plateau and Boley's End.
- The safe area for Visitors at this launch point is defined as:
  - On or immediately adjacent to the N/S track
  - South of the W/E track
- Glider rigging is strongly discouraged at this launch point:
  - If gliders are rigged at the launch point than the maximum permissible trailers are two and the owners must remove these immediately at DI or DP request.
  - Syndicates may use the level apron area once the hangar is fully unpacked; in doing so owners must not prevent access to club aircraft.

### 5.2.2 Club House Launch Point

- Located at the airfield south east corner, immediately outside of the club house (see Figure 3).



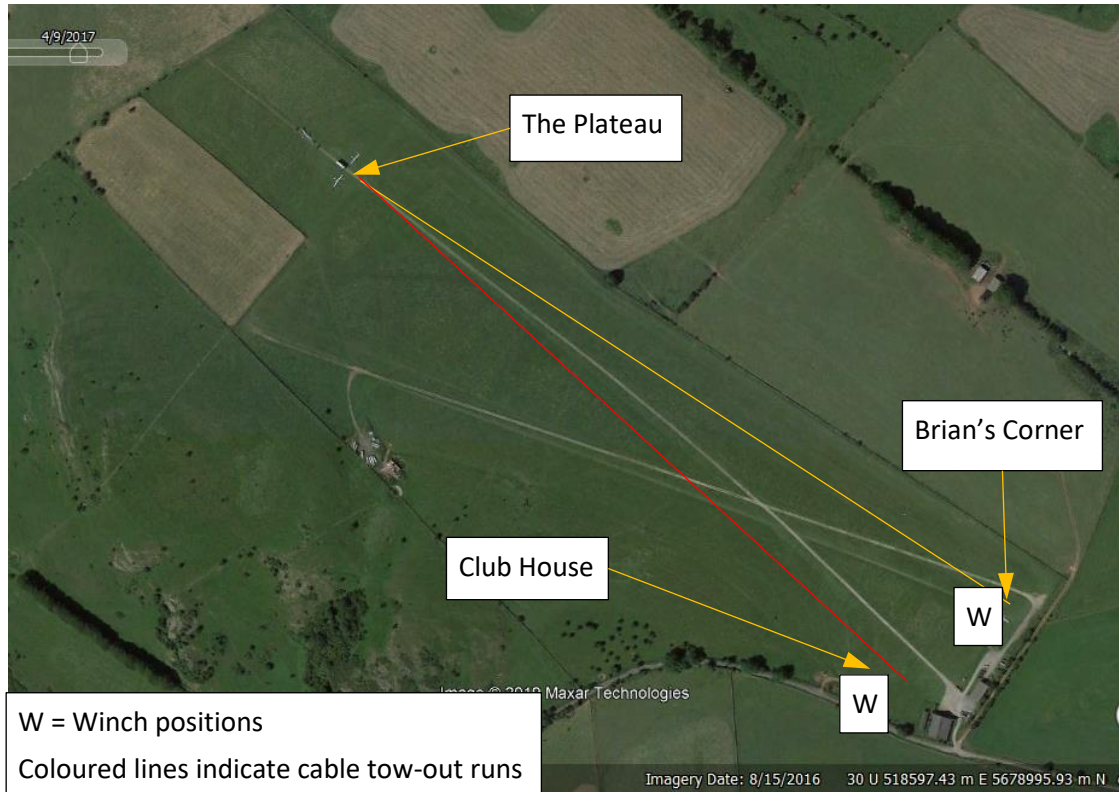
**Figure 3 Club House (SE) Launch Point and Single Winch Position**

- At this launch point:
  - Gliders will normally be launched in a single row, immediately south of the SE/NW track, with the launching aircraft positioned on the flat part of the launch point so as to minimise the risk of cable over run.
  - Gliders may also at the Duty Instructor’s discretion be launched from immediately north of the track
  - For both launch rows the launching aircraft wings must be held parallel to the sloping ground
  - In good ground conditions cables will be retrieved to the south of the track
  - In poor ground conditions cables will be retrieved along the track.
  - The southern cable should be used first when the track is used for cable retrieve.
  - Gliders not preparing for launch should be placed alongside the fence to the north of the launch point.
- The only acceptable winch position for this launch point is the Plateau.
- The safe area for Visitors at this launch point is defined as:
  - On or immediately adjacent to the apron area, which is where the launch bus will be located.
  - The decking and grass in the fenced off area is an obvious and good vantage point for viewing, especially for younger visitors.
- Glider rigging for this area should be undertaken either on the apron after the hangar has been fully unpacked and without hindering access or at the north east launch point area if the ground is in good condition.



### 5.2.3 Plateau Launch Point

- Towards the west end of the main landing strip (R31/R13) with the launch bus located on the track (see Figure 4).
- There is a notable ground ridge on the north launch queue where the launch point hard standing is located and hence, if using the north launch row option, the launch point is not to be situated west of that point.

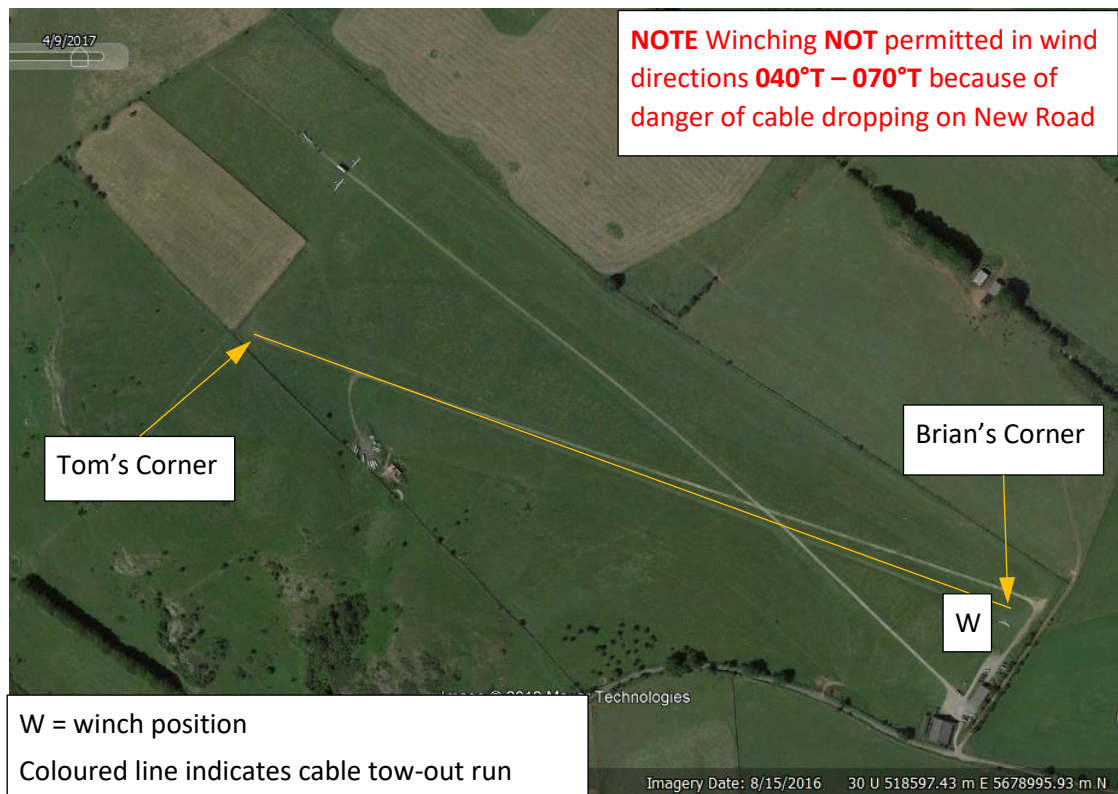


**Figure 4 Plateau (NW) Launch Point and Winch Positions**

- At this launch point:
  - Aircraft may be launched in two rows, north and south of the launch point bus
  - The southern cable should be used first when the winch is located at the club house and the track is used for cable retrieve.
  - Where launching from either side of this launch point, the launch marshal must ensure visibility of approaching aircraft on both sides of the launch point bus.
  - Gliders not preparing for launch should be placed behind the launch point and close to the track (not blocking the landing areas in the north and south undershoot areas).
- Acceptable winch positions for this launch point are the club house launch point as preference or in the north east, “Brian’s Corner” launch point when ground conditions are suitable to support cable retrieve over the grass.
- The safe area for Visitors at this launch point is defined as:
  - Immediately next to the launch point bus – north, south sides and front
  - Visitors should be prevented from venturing behind the bus or to the south side, which is not an immediately obvious landing area.
- Glider rigging should be undertaken to the west of the paddock (south of the launch point)

### 5.2.4 South Western Launch Point, “Tom’s Corner”

- In the south western corner with the launch point bus on the end of the track (see Figure 5).



**Figure 5 Tom’s Corner (SW) Launch Point and Single Winch Position (NOTE RESTRICTIONS)**

- At this launch point:
  - A minimum 5 knot headwind component is required to launch from this point to mitigate the valley topographic feature directly in front of the launch point.
  - Note prohibition on launching gliders in NE wind directions (040T to 070T) due to risk of cable falling onto the road.
  - Gliders not preparing for launch should be placed along the paddock stone wall to the north of the launch point.
- The only acceptable winch position for this launch point is in the North East, “Brian’s Corner” location.
- The safe area for Visitors at this launch point is defined as:
  - Immediately to the side of the launch point bus (north side)
  - The area to the south and behind the bus
- Glider rigging should be undertaken to the west of the paddock (north of the launch point)

### 5.2.5 Winch Set Up

- Voice and signal communications must be proven with the selected launch point prior to launching commencing; and must cease if communications are lost.
- Hazard cones and chains must be in position around the winch prior to launching
- Approved winch positioning for each launch point are stated above.
- In more details, the variations permitted or not on the precise winch positioning are:
  - Tom’s corner – on the track or to the north close to the N/S boundary wall in good ground conditions.
  - Plateau – on the track.



- Boley's End – on or adjacent to the orange-coloured ground plate on the track.
- Club House – on or adjacent to the track near the apron fence or on the grass immediately north of that point.

### 5.3 Aerotow Launch Points

- There are two aerotow launch points at Halesland located at either end of the main R13/R31 runway.
- The two points are:
  - North East corner, north of the winch launch point and on the north side of the track
  - North West end, commencing from west of the old wall within Boley's End
- Note that should an aerotow grid be in operation, i.e. for Inter Club League (ICL), specific instructions for gridding will be briefed on the day including the suspension of winch launching during the grid despatch.
- Further details are provided below on the routine operation of these two aerotow launch points.

#### 5.3.1 North East Aerotow Launch Point

- Is operated in conjunction with the North East/Brian's Corner winch launch point
- Gliders should not be left on this launch point if not preparing for launch; it is on R31 and directly underneath the approach.
- Visitors and guests must always be chaperoned when attending at this launch point.

#### 5.3.2 North West Aerotow Launch Point

- Is operated in conjunction with the Plateau winch launch point
- The position for the glider to launch from is marked by an inset white painted block; it is set well down into Boley's End
- Four white painted blocks (aligned north to south) are provided as a guide to the tug pilot as to where to cross the line of the old wall during the initial part of the launch. (**NB** This should NOT be confused with or used as a reference point).
- Gliders should not be left on this launch point if not preparing for launch; it is in the undershoot for R13 and directly underneath the approach.
- When not in use, tug aircraft should be parked behind the launch point bus next to the track.
- Visitors and guests must always be chaperoned when attending at this launch point.

### 5.4 Vehicle Access and Movement on Airfield whilst Flying

- When the launch point is located at the west end, members needing to drive down must go via the winch and gain permission; the winch driver will liaise with the launch point and launching will be halted until the vehicle has arrived at the launch point.
- The number of non-club vehicles on the airfield during operations should be minimised
- Private owners will need to access and move trailers as part of normal operations and are likely to do so using private vehicles in addition to club ones
- The landowners and graziers have a right and need to access the land and stock whilst the club is operational which must be accommodated safely. A good situational awareness is to be maintained to control their safety and flying must be stopped if landowners and graziers access the airfield in an unsafe manner.
- The electric fence across the hangar apron must be closed during operational flying. A notice board stating who to contact for access should be posted beside the electric fence.

## 5.5 Emergency Rescue Equipment

- The Accident and Emergency trailer containing the rescue kit must be positioned at the active launch point whilst flying is taking place.

## 5.6 Communications

- Winch launching must not occur without proven communications between launch point and winch.
- An RT facility should be available at the launch point, tuned to the MGC ground-to-air frequency of 129.980 MHz whenever flying operations are in progress.
- Communication mechanisms for club vehicles moving on the field should be provided and operational.

## 5.7 Club Aircraft Preparation & Care

- Full MGC aircraft DIs must only be conducted by pilots holding a bronze certificate (see training and supervision arrangements below).
- Daily Inspection (DI) of MGC club aircraft is to include:
  - Parachute provision – including inspection.
  - Installed and secured, charged battery/batteries.
  - Cleaned canopy.
  - Cleaned wings.
- Training of pilots to conduct the DI of an MGC aircraft can only be undertaken by an instructor or the Club Technical Officer (CTO).
- DI of club aircraft can be undertaken by pre-bronze solo pilots under training for the purpose, but the supervising instructor or CTO must counter-signature the DI book.
- Club aircraft should be washed down at completion of days flying whenever practical e.g. not in freezing conditions. Particular attention should be paid to:
  - Leading edges and bugs.
  - Mud/stock faeces around wheel boxes, underside of fuselage and under wings and horizontal stabiliser.
- All defects, major and minor, noted during or after the DI must be recorded in the aircraft DI book and should also be noted on the equipment status board provided in the MT hangar.
- Where an aircraft is declared unserviceable (U/S), a statement to that effect must be prominently displayed in the cockpit when the airframe remains rigged.

## 5.8 Glider Retrieval

- When towing gliders, the retrieve driver must always have both windows of the vehicle open and maintain a look out behind on the aircraft crew.
- Aircraft must only to be connected to tow ropes once all involved members are ready to move; unattended vehicles or gliders must not be left attached to tow ropes.
- Normal retrieval from the main runway is immediately to the north wall and then along to the launch point; as mentioned under aerotowing, to facilitate any waiting aerotow launches recovery should be made to the south of the tracks bounding the main runway.
- Gliders must not be towed down the hill from the vicinity of the North East/Brian's Corner to the hangar or the Club House launch point. Such movements must be undertaken by manual means only to prevent over running of the tow rope/into the vehicle.

## 5.9 Airfield Close Down

- The duty team, comprising the duty instructor, duty pilot and duty winch driver, must ensure that an orderly close down of the airfield and club occurs at the end of the operation. All club members are expected to assist with these tasks.
- All aircraft launched must be accounted for, including land-outs with known arrangements for recovery in place.
- Any gliders unaccounted for must be reported as soon as the DI believes there is reasonable cause for concern via the Distress and Diversion service (D&D) or Bristol ATC.
- Any opened local airspace must be closed, with time recorded in the airspace log; the airspace board should be cleaned to avoid any confusion on the next flying day.

## 6 Instructor Management

### 6.1 MGC Authorised Instructors and Supervisory Pilots

- A list of authorised instructors, including privileges such as MGIR, instructor coaching etc. will be maintained and published on the club's notice board and website.
- A similar list of supervisory pilots will also be published.
- Authorisation is the sole preserve of the CFI.

### 6.2 Re-Validation

- MGC operates 3-year refresher courses for Assistant and Full rated category instructors; successful completion will be recorded by an entry in the instructor's logbook.
- Instructors are responsible for maintenance of their own ratings and must advise the CFI in suitable time of:
  - Compliance with the annual revalidation criteria.
  - Hours and launches flown solo and instructing in the 12 months preceding revalidation.
  - Requirement for a 3- or 5-year refresher course.

## 7 Visiting Power Movements at Halesland

- Halesland is Prior Permission Required (PPR) for visiting power aircraft.
- Only the CFI and nominated club members may provide PPR. The nominated club members are published on the club notice board.
- PPR should only be granted after a briefing including a walk round of the airfield.
- A list of visiting power aircraft/pilots as appropriate who have standing permission to fly into and from Halesland is maintained on the club notice board.

## Version Control

### Document control

Name	Role	Date	Comments
S Withey	Editor	Nov 2020	CFI
D Close	Contributor	Nov 2020	CSO
R Coombs	Reviewer	Dec 2020	Chairman
J Connor	Reviewer	Dec 2020	Winch Master
Ron Perry	Reviewer	Dec 2020	Tug Master

### Amendment record

Issue status	Version	Date	Actioned by	Description
Draft	V0.9	14/11/19	S Withey	Update after initial review
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Draft	V0.11	18/11/19	S Withey/D Close	CSO & Chairman reviews
Draft	V0.12	20/11/19	S Withey	Tug/Winch Master reviews
Final	V1.0	08/12/19	S Withey	Issued
Draft	V1.1	01/11/20	S Withey	2021 Annual Update. Changes for card system, Junior introduction.
Draft	V1.2	02/11/20	D Close	CSO review
Draft	V1.3	24/11/20	S Withey	SPL terminology changes, Winch and Tug Master reviews
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Draft	V2.1	09/11/21	S Withey/D Close	2022 Annual Update draft.
Final	V2.2	28/12/21	S Withey	Issued