

**Bristol & Gloucestershire
Gliding Club**

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A MEMBER OF THE BRITISH GLIDING ASSOCIATION

BGGC Flying and Information Manual

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Introduction

The rules, recommended practices and supporting information contained in this document have been compiled to ensure the Bristol and Gloucestershire Gliding Club (BGGC) meets its operational guidelines and fulfils its safety requirements.

The manual will be updated as required and notifications of changes published on the Club's website.

It is the responsibility of each member to ensure they read and understand the contents of the information manual.

Flying Rules

The Flying Rules are the operational regulations of the BGGC. They are mandatory and apply to all club members and visitors who fly at the BGGC.

- All BGA rules (as per latest issue of "Laws and Rules") must be obeyed at all times and all flying must be within the bounds of good airmanship.
- Permission from the committee and CFI is required before anyone keep a glider, motor glider or powered aircraft at Nympsfield.
- The commencement of flying each day must be approved by a full rated instructor except as specifically authorised by the CFI.
- Pilots without a Silver C must obtain a briefing from a full rated instructor before flying each day.
- If there is any significant wind blowing, or any doubt at all as to the flying conditions, before flying all pilots must talk to an instructor who has already flown that day. This applies to pilots of powered aircraft and motor gliders as well as gliders.
- Check Flights: All pilots require a check flight if they have not flown a glider for:
 - 3 Weeks, if they have flown less than 5 hours P1 in gliders.
 - 6 Weeks, if they have flown less than 25 hours P1 in gliders.
 - 3 Months, regardless of experience

Every 12 months all solo pilots must have their log books signed to show check flights covering simulated launch failures, the recognition of stall and spinning symptoms and recovery.

Periods are maxima and assume currency, not just occasional flights. All pilots must ensure that these periods are not exceeded. An instructor may request a check flight at any time.

- Visiting pilots must seek permission from the duty instructor before flying. Check flight(s) may be required, depending upon experience and the weather. Further flight(s) may be required if conditions change.
- Visiting pilots must be able to provide evidence of their experience, currency and medical approval to the satisfaction of the duty instructor before being permitted to fly.
- Solo ridge running (including lead and follow): The minimum experience necessary is a Silver C and to be very current cross country and field landing practice. It is strongly recommended that Motor Glider training be given in field landing from ridge top height.
- Undercarriages must not be raised whilst on tow. This could result in a tug upset.
- Baseball caps, or hats that limit vision upwards or sideways must not be worn when flying.
- All persons who fly from Nympsfield, or who fly in Club aircraft from other sites, must sign a Club indemnity form and have some class of BGGC membership.
- The maximum winch launch height is 2,000 feet and "kiting" is not permitted. This is to prevent the fluid flywheel overheating and disconnecting the drum from the engine.

Recommended Practices

Recommended Practices are not mandatory, but are important enough to be observed by all Club members and visitors.

- Whilst in the circuit all pilots should have their radios tuned to 129.975. Those expecting to fly an unconventional circuit, or who suspect they may not have been seen, should briefly give their position and intentions, provided that they are able to fly the aircraft safely. Instructors should take every reasonable opportunity to teach pilots how to make calls without compromising safety.
- Minimum soaring height for local ridges: - West (Northern end) 700 feet and North 500 feet.
- All pilots must familiarise themselves with all characteristics and configurations of their gliders promptly after conversion and before attempting cross-country flights. This should include stalling and spinning behaviour.
- A pilot going cross-country must have a crew arranged and inform them where they are going. Any pilot who lands "out" must report back to the club as well as their crew as soon as possible.
- At the end of the flying day the Duty Instructor will make sure that everyone is accounted for. Make sure that you are "logged down" after you land to avoid unnecessary worry.
- Immediately after landing, gliders must be moved to as close as possible to the side of the field. Do not "taxi" to the sides of the field, the ground run should be as straight as possible.
- Practice GPS & flight computer programming on the ground. Complete all programming before flight.
- Instructors should fly all Club gliders at least once a year.
- Parachutes should be worn whenever possible.
- All clear above and behind? Also check ahead. If your view is obstructed then use a safely positioned forward signaller.
- When parked outside the North Hangar area all Tugs must be chocked. Gliders' tail dollies must always be removed. Glider main wheels must be chocked if there is any possibility of the glider moving. If it's windy leave them in the hangar.
- A person must be available to prevent gliders from over-running the towing vehicle when they are being towed with a rope (1 wing holder and 1 release walker).
- Always ensure that gliders are launched from in front of the launch point and do not "walk" aerotows past parked gliders.
- It is strongly recommended that at least once a year all pilots practice slow flying, stalling and spinning in all gliders that they normally fly.
- Cars must be kept to the edge of the field when flying is in progress. The speed limit for all vehicles on all grass parts of the airfield is 20 MPH.

Qualifications to Fly Club Aircraft

These are minimum requirements to fly P1 in Club aircraft. Exceptions may only be granted by the CFI.

Type Conversions

All type conversions shall be approved by a full rated instructor for gliders and the Tug master for tugs. Suitable check flights will normally be required. Conversions may only be carried out if the pilot is in good current practice.

Two-Seat Gliders

Glider	Reg	Requirements
ASK K13	EUC	<ul style="list-style-type: none"> Any pilot with an instructor's permission *
K21	FYV	<ul style="list-style-type: none"> Any pilot with an instructor's permission *
Grob Acro II	P70	<ul style="list-style-type: none"> Any pilot with an instructor's permission *
DG 505	913	<ul style="list-style-type: none"> Silver C and a minimum of 150 hours P1 CFI's permission

* Not normally flown solo, except for the first few solo flights before conversion to the Ka8b or Grob 102 II

Single-Seat Gliders

Glider	Reg	Requirements
Ka8b	DUK CMN	<ul style="list-style-type: none"> Solo Pilot with prior training on the ASK K13
Grob 102 III	EKF	<ul style="list-style-type: none"> Solo Pilot with prior training on the Grob Acro II
Astir CS	FDF	<ul style="list-style-type: none"> In practice on Grob 102 & approximately 5 hours solo.
Astir CS	HXM	<ul style="list-style-type: none"> In practice on Grob 102 & approximately 5 hours solo. Bristol University students may fly this glider with less solo hours
LS4	MY	<ul style="list-style-type: none"> Bronze "C" + X-Country endorsement + 30 hours solo (or Silver "C") All prospective pilots must be familiar with the pilot's notes. Solo experience in other glass type or conversion via club Grob CFI or Deputy's permission

TUGS

Tug	Reg	Requirements
Pawnee	MF	<ul style="list-style-type: none"> PPL or NPPL Tail Dragger differences training 50 Hours Power, with at least 25 Hours P1 on SEP Aircraft Silver "C" Tug master's Permission.
Scout	GD	<ul style="list-style-type: none"> PPL or NPPL Tail Dragger differences training 50 Hours Power, with at least 25 Hours P1 on SEP Aircraft Silver "C" Tug master's Permission.

* Minimum tug renewal requirements are 10 hours P1 gliding and 10 hours tugging per year.

Pilot in Charge Requirements (two-seat)

The requirements apply to both Club and privately owned two seaters. All pilots must be in current practice on site, type of glider and method of launch. Concessions on the above requirements may only be granted by the CFI. Please address any questions on interpretation of these requirements to the CFI.

Full and Assistant Instructors

Requirements	Description
Privileges and Limitations	As per BGA Syllabus Operate Airfield (Full Rating Only)
Approvals	CFI Approval
Annual Renewal - Hours	As per BGA Syllabus + Additional 20 Hours Gliding
Annual Renewal - Checks	As per BGA syllabus

Basic Instructors

Requirements	Description
Privileges and Limitations	As per BGA syllabus
Approval	CFI Approval and Full Rated Instructor (on the day)
Annual Renewal - Hours	As per BGA syllabus
Annual Renewal - Checks	As per BGA syllabus

Cross Country (Non Instructors)

Requirements	Description
Privileges and Limitations	Fly as P1 with a passenger Fly club two-seat gliders Must do all handling below 500'
Approvals	CFI Approval
Annual Renewal - Hours	40 Hours P1 Gliding and 1,500 Km Cross-Country
Annual Renewal - Checks	Annual Refresher Flight(s).

Guest (Non Instructors)

Requirements	Description
Privileges and Limitations	Fly as P1 with a passenger Fly club two-seat gliders locally Fly privately owned two-seat gliders Must do all handling below 500'
Approvals	CFI Approval (case by case basis) Full Rated Instructor (on the day)
Annual Renewal - Hours	20 Hours P1 Gliding
Annual Renewal - Checks	Refresher Flight(s).

Medical Requirements for Above

- All medical requirements are as per BGA rules (repeated here for clarity).
- DVLA Group 2 medicals signed by a GP are due on the following birthdays: 45, 50, 55, 60, 65, 66, 67, 68, 69 and then JAR Class 2 from aged 70 onwards.
- Professional instructors (paid for a continuous period of 12 weeks or more instruction) need a JAR Class 2 Medical. In all cases a higher medical is acceptable.

Flying with Other People

Instructional flights can only be undertaken by a qualified and current BGA instructor. Dual flying where neither pilot holds an instructor's rating has always been a difficult area to govern. The general principle is; all pilots who want to fly other members, family or friends should complete a basic instructor course.

Two-Seat Syndicates

Two-seat syndicates are welcome at Nympsfield. Pilots (non instructors) who form or join a two-seat syndicate and want to fly with other people in their own gliders will have to demonstrate they are safe, competent and comply with BGA rules and club recommended practices and remain so.

BGA Laws and Rules

- 'A person may not be flown in a glider owned or operated by a BGA club unless he becomes a member of that club.'
- 'Before carrying a club member in a glider, the pilot in charge must be authorised by his CFI and hold a Bronze badge or higher certificate and have at least 50 hours P1 on gliders.'

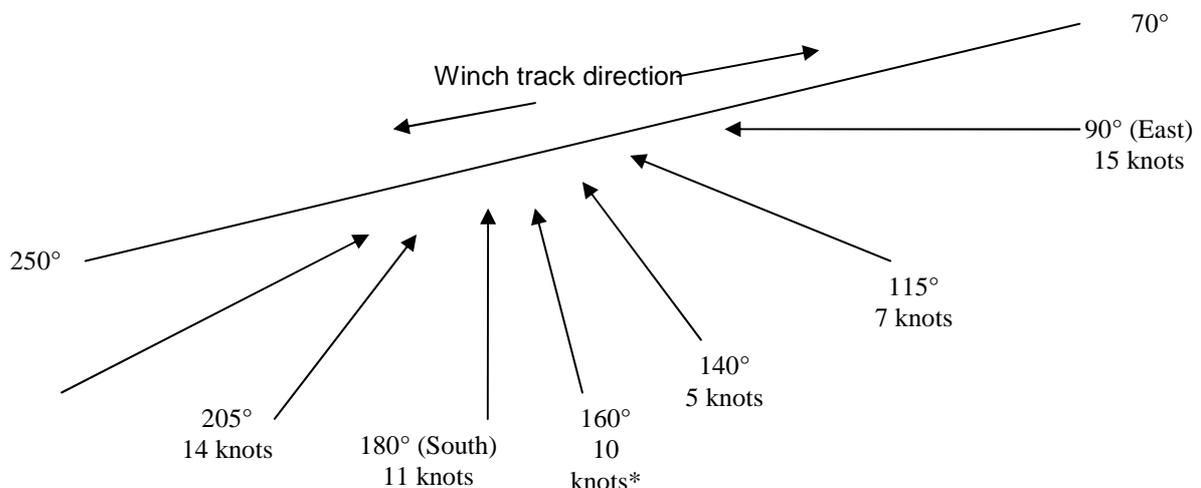
BGGC Requirements

- All dual flying will be authorised by the CFI or deputy on a case by case basis.
- All pilots will need to complete an annual "passenger" flying check in addition to the annual spin and cable break checks to maintain their two-seat flying privilege.
- Cross-country flying in privately owned gliders will be subject to the same qualifications and requirements as single-seat gliders.
- Cross-country flying in club two-seat gliders will need specific permission from the CFI. It will only be granted if the pilot is an experienced and current cross-country pilot.
- All pilots will have to meet annual renewal requirements (see Renewals)
- Pilots are referred to the Club's insurance requirements.

Winch Launching in Southerlies

All launches must be conducted so that if the winch cable broke there must not be any possibility of the broken cable or parachute falling on anything other than the airfield grass.

- If there is any southerly component in the wind the small cable chutes must be used.
- The maximum southerly cross wind component for winching is 5 knots when launching from the West end and 10 knots when launching from the East end. This is the wind speed measured at wind turbine height of 200 feet. See the chart below.
- If the winch driver is not happy to launch he must not do so, and must not be coerced into doing do by over enthusiastic pilots or instructors.
- The winch driver must never purposely “cut” the launch because the pilot has not allowed for the cross wind correctly. It is safer to continue the launch, wind the cable in normally, and then seriously consider whether to do another launch that day.
- All pilots must correctly “lay off” to sufficiently compensate for crosswinds. If a pilot does not adequately correct for drift after direction from an instructor prior to launching, then the duty instructor should refer the incident to the CFI or Deputy.
- If a winch parachute lands where it can’t be seen by the winch driver (e.g. woods), the winch driver must find it and move it to near the centre of the field before winding it in.
- The observation and application of these measures does not absolve the winch driver, duty instructor, and all pilots, from launching sensibly with the objective of minimizing the risk of a broken cable drifting towards the North side boundary of the airfield.
- The following chart represents the maximum wind directions and speeds for Winch launching in Southerly winds. Winch launching must not take place or cease if wind speeds exceed these limits.



Final Glides and Finishes

Many people like to practice racing finishes. Please ensure that you conduct yours with the best possible airmanship. You are ultimately responsible in law.

- As per the BGA agreement with the CAA in early 2007, all approaches to gliding sites, including "finishes" must follow a descending flight path. Descending to near ground level, some distance from the airfield, at high speed, and flying in at low level may make you liable to prosecution.
- To ensure that the field is clear, call the launch point on 129.975 MHz when three to five minutes out. If a satisfactory reply is not received, then assume that the airfield and circuit are busy and finish well clear of the field and circuit pattern. A radio call saying that the field is clear does not absolve you of responsibility to look out (it is not an ATC clearance!).
- Low finishes take a lot of practice to get right. A very thorough briefing is essential before conducting a finish below 500 feet.
- Never fly low over anything except grass. For example, do not fly over people, gliders, trees or buildings.
- Never fly within 30 feet of the ground or any object, except when landing (BGA / CAA agreement 2008).
- Never aim a glider at anyone or anything.
- Never carry out a racing finish whilst a launch is in progress or an aircraft or glider is landing. Even if you think that you are well clear, you may frighten the other pilot.
- Do not carry out racing finishes in wooden (or metal) gliders without the specific permission of the CFI for each occasion. This permission will not normally be given. The margins of safety are very low.
- 110 knots is normally the minimum safe speed for "going around" from a low level finish at Nympsfield. This clearly depends upon the glider type and wind conditions. If you are below this speed as you approach the field, slow down to approach speed and land ahead. Even a poorly braked glider can stop in 1,300 meters of Nympsfield from over 400 feet at the boundary with full brakes applied.

Early Cross-Country

Those who have done less than five solo cross country flights need every bit of help they can get. As a minimum before flying cross country (out of gliding range of the site) you are required to have the following:

- A Bronze C and cross-country endorsement. This is the BGA minimum requirement.
- Demonstrated the ability to land the glider that you are flying cross-country accurately.
- A briefing from a fully rated instructor on the day, who, among other things, will decide whether you comply with the above.
- A crew who know where you are going, a suitable car (and its keys) and a serviceable trailer.
- Demonstrated you have read the "Advice when out-landing" document published on the BGGC Web site.
- A current map, hat, drinking water, pee relief system. farmer's outlanding ticket, money, phone, and common sense.
- All those intending to fly cross-country are strongly recommended to talk to an instructor or experienced cross-country pilot before setting off.

Turbo Gliders

These recommended practices should be read in conjunction with a similar paper produced by the BGA (available on the BGA website) and the BGGC Notes – Turbo¹ Gliders document.

- If you are not cross-country experienced you will be restricted to local soaring in the Turbo until you have been trained in cross-country soaring and out landing techniques.
- If you are new to a Turbo glider and not in current field landing practice you should demonstrate your field landing capability in a motor glider before being allowed to fly the Turbo cross-country. This exercise should simulate the process of selecting a field, losing the height necessary to start a Turbo, and then the decision 'has it started or not' taken with the nose being raised when it does and a field landing practised down to a suitable height
- Landing with the engine raised should be practiced at Nympsfield once a year. The exercise should represent a realistic "non start". Get into the normal "start position", high on the downwind leg, try and "start" the engine a couple of times with the fuel or ignition off - then land engine-up.
- Turbos are noisy and slow. Please minimise use near to the airfield so as not to annoy our neighbours.

¹ Turbo" is the term used by Schempp-Hirth for their self-sustaining gliders the Discus, Ventus, Nimbus and Duo Discus. The above notes generally apply to other manufacturer's self-sustainers and self-launching 2-stroke petrol engine gliders.

Powered Aircraft

Pilots flying under the power operating agreement must conform to the rules contained in the Club's Powered Aircraft TMG parking and Operating Agreement and also observe the following guidelines.

- BGGC is not a licensed airfield. All launches and landings are at the pilot's discretion.
- A radio call on 129.975 should be made prior to commencing taxiing and again before take-off (to ensure that it is clear to take-off).
- When taxiing to the hold, aircraft must keep to the edge of the airfield.
- Aircraft shall never cross the winch track.
- All powered movements must move away from the site as soon as practical after take off to reduce the noise levels to our immediate neighbours.
- Training circuits shall not be flown.
- The airfield shall never be overflowed.
- A radio call shall be made on 129.975 when approximately 10 nm or 5 minutes flying time from the airfield. Whether you receive a response or not assume the airfield to be active. Note that Nympsfield does not require that gliders make radio calls and it must be assumed that there may be gliders in proximity to the airfield. Also, since gliders can fly at speeds typically between 45 and up to 125 knots extra vigilance is required at all times.
- Standard radio calls shall be made when in the circuit.
- Circuits shall normally be on the opposite side to that being normally used by gliders. However it should be appreciated that gliders may carry out circuits on both sides of the airfield. If there is a northerly wind component, then glider circuits will generally be to the north.
- Pilots are asked to avoid flying over local villages on approach to reduce noise levels.
- Powered aircraft shall land to the north of the winch track, and turn left before commencing taxiing, keeping a good lookout for landing gliders at all times.
- Ensure that the position of the tow out cables is known before take off. A failed winch launch could leave a cable straddling the airfield, which could be picked up.

Glider Reservations

All glider bookings are organised through the Club Office and recorded in the office diary. It is planned to publish this information is on the Club Web site.

- Booking a glider assures priority, but not exclusive use.
- Club Gliders can be booked mid-week only by those authorised to fly them cross-country and one day at a time. Anyone wanting a glider for more than one day, for example for a competition or expedition, needs Committee permission.
- The only glider that can be booked in advance at weekends is the DG 505. Each Club member can only book one day at a time and only for cross country flying. Again Committee permission is needed for weekend booking for more than one day.
- Apart from the above, all Gliders are available on a first come first served basis except that priority is given for cross-country flying on the DG 505 and the LS4.
- Anyone who has booked a glider must have it at the launch-point by 10 am or it reverts to normal Club use.
- Apart from cross-country flying and badge attempts it is normal to limit all flights to one hour, but members present on a day may make other arrangements among themselves.
- Anyone who lands out is responsible for rigging the glider so that it is ready for use the next day.
- The Bristol University Students have priority use of their Astir (HXM) during Bristol University Term time, but to claim this priority they must have it at the launch-point by 10 am, otherwise it reverts to the normal Club first come first served basis. The Students also have the use of HXM for the inter-University week and two other weeks (9 days Saturday to the following Sunday) a year with prior notification to BGGC Committee.

Insurance limits, Claims & Excess Payments

The committee have decided that, at their discretion, up to the first £750 of whichever is lower, the repair bill or the insurance excess, will be payable by the pilot in charge in the event of accidental damage to a club glider or its associated equipment when flying, ground handling or towing on the road.

Age Limits

The insurance age limit for flying club gliders as P1 is 80.

The insurance limit for instructing is 70 and requires a JAR Class 2 from aged 70 onwards

The insurance limit for flying tugs is 80 and 75 for towing.

Insurance Claims

Up to £750 will be payable after damage to the following:

- Any club owned single-seat glider and equipment.
- Any club owned two-seat glider and equipment being operated solo.
- Any club owned two-seat glider and equipment being operated by two people for mutual flying.

Exemptions

The charge will be waived under the following circumstances:

- A club two-seater being used for training with an **instructor** in charge.
- A club two-seater (K13, K21 or Grob Acro) being used for first solos under the close supervision of an instructor.
- Towing a club two-seater on the road after the land-out of an instructional flight with an **instructor** in charge of the flight.
- Towing a club two-seat glider on the road and during a formally agreed expedition.
- All K8 flying.
- Tugs whilst engaged in towing a glider or towing conversions.
- Approved mentor flying in the DG505.

Examples

1. At night, club gliders will always be stored in a hangar or de-rigged and stored in their trailer. Damage caused to a club glider by failing to comply with this rule will mean payment, by the pilot in charge, of either the full insurance excess in the event of an insurance claim, or the cost of repair if the repair cost is less than the excess.
2. Club members hiring a tug for non tugging purposes, will in the event of an accident or damage, pay either the full insurance excess in the event of an insurance claim or the cost of repair if the repair cost is less than the excess.

Incident reporting

There is a separate safety document that explains the full incident reporting process. The document can be found in the launch bus and office. This section provides a summary outline of the essential requirements.

- Any accident/incident involving damage to a glider or injury to a person must be reported to the CFI, the club Safety Officer and then to the BGA using a BGA Incident/ Accident Report form. Accident forms can be found in the launch bus and office.
- For all other safety related incidents the club operates an Incident Reporting System. There is an option of confidentiality for the person reporting.
- Members are strongly encouraged to report any incident where they feel safety was compromised or there was an increased risk of injury. A report can be made by:
 1. Filling in an Incident report form overleaf and posting it in the office letterbox and marking it FAO of the flight safety officer.
 2. Sending an email to flightsafety@bggc.co.uk