

# **Nympsfield Airfield Information for Visiting Pilots**



(photo above shows the approach from the South West)

This document is designed to help you understand the airfield.  
Please study it carefully before you visit.

*BGGC Notes are articles produced by experienced Club instructors and pundits. The articles provide topical and informed views on a particular feature of the flying at Nympsfield. They are not intended as substitutes for formal training or detailed instructor briefings.*

## 1. INTRODUCTION

The Bristol & Gloucestershire Gliding Club (BGGC) has its own dedicated airfield on top of the Cotswold edge with a large grass strip oriented East/West (070°/250°). We overlook the Severn Vale looking across to the Black Mountains in Wales to the West and the Malvern Hills to the North. This means we get excellent thermal, ridge and wave offering soaring potential through the year; our members have carried out flights in excess of 750 km and reached over 20,000 ft in wave. In the winter months we enjoy around 100 km of usable ridges (in the right wind directions) from Broadway in the North to Bath in the South.

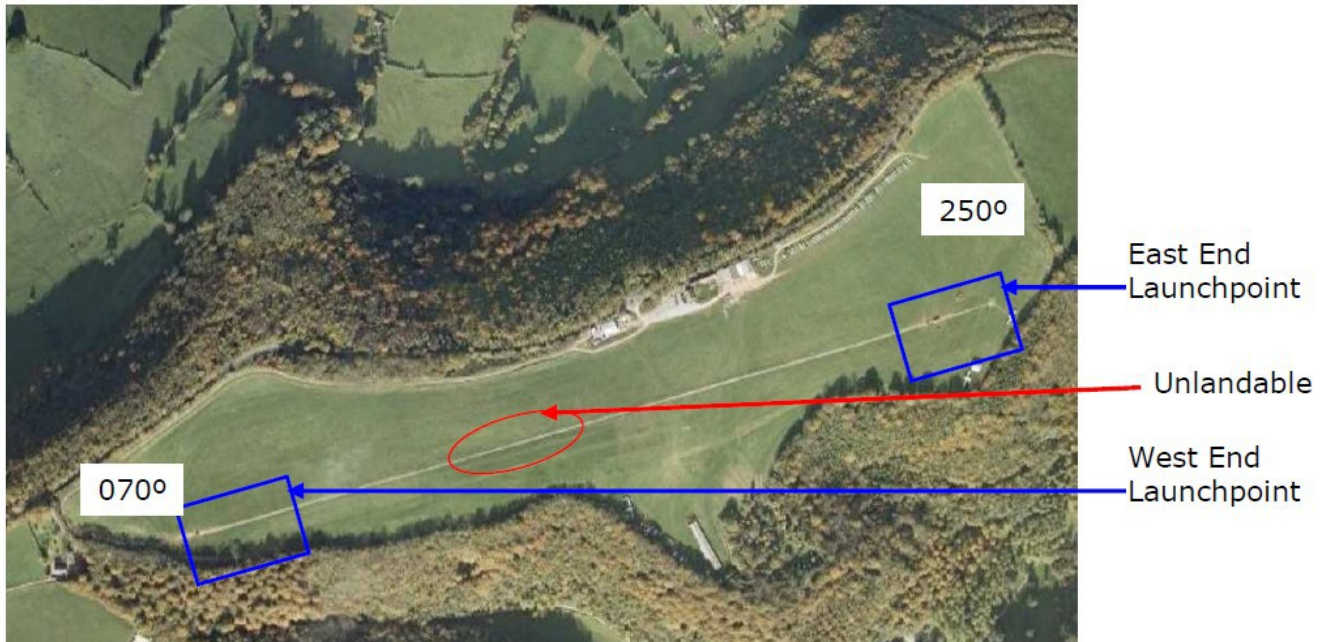
We launch by Aerotow and Winch 7 days a week, with on-site trailer parking, caravan site, purpose built clubhouse, hangars and workshop.

There are approximately 70 gliders based on the site plus a variety of powered aircraft and tugs.

## 2. THE SITE

The airfield is a less than smooth grass field with various slopes along its length and width, situated at 700 ft above sea level. In particular, this means that when on the ground, aircraft can become invisible due to the field undulations. In addition, the perimeter of the field is surrounded by trees except for part of the east end. Please note that the field at Nympsfield is not maintained to the same standard as might be expected of a busy power site. To that end power aircraft, in particular those with nose wheels, are advised to ensure that they make fully held off landings in order to reduce the risk to their undercarriage. Parts of the airfield are unlandable, as shown in the figure below.

There is a track running most of the length of the field which is visible from the air. This track is provided for the winch cable tow-out vehicle and it is **not** suitable for landing. All landings and take offs **must** be to the North of the track, ideally midway between the track and the boundary.



Some wind directions, particularly anything from about 280° to 010°, can cause severe and unpredictable wind shear and turbulence over the field and this can be found even with light winds.

### 3. GLIDING OPERATIONS

Nympsfield is a very active gliding site, and gliding operations will always take precedent over any power movements. The airspace around Nympsfield can be very busy (we have over a 100 movements on a busy weekend) and separation is strictly on a see and be seen basis. Gliders will be soaring locally and may not necessarily conform to a formal “square circuit” pattern, but normally carry out their circuits on the upwind side of the field. Gliders may approach from non-standard directions and may undertake both left and right hand circuits, or approach straight-in at low level on “final glide” from cross country flights. Many gliders are non-radio or may be on cross-country soaring frequencies; you cannot assume your call has been heard.

A good lookout is vital and power **MUST** give way to gliders. Nympsfield operates both Aerotow and Winch launches, the latter up to 2,000ft above airfield elevation. This means that steel cables run the length of the field, and during glider launching may reach 2,700ft AMSL. Aerotows can be taken up to 5,000 ft above airfield elevation and they are generally within a 2 mile radius of the field, but can be further. Due to the winch launching facilities, overhead joins are prohibited.

## **4. VISITING GLIDERS**

Gliders are welcome to land at Nympsfield at any time, subject to the Pilot's discretion. In light winds circuits can be from either side. With any significant cross-wind the ridge to the North side and a deep valley to South mean it is essential to do circuits on the upwind side of the field (tugs may be using either direction). If you do a circuit on the downwind side you may experience very strong sink on the downwind leg. Please refer to the BGGC Document: BGGC Notes – Flying in Northerlies.

Please do not cross the field below 2,000ft QFE as winch launches can be to this height. Relights will normally be available to suitably experienced pilots, but aerotow availability can be restricted if conditions are rough.

## **5. VISITING POWERED AIRCRAFT**

Nympsfield is strictly PPR (Prior Permission Required) by telephone on 01453 860342 for all visiting powered aircraft, which will only be accepted if on gliding business, or if visiting Roger Targett's aircraft repair business on site. Permission must be obtained on the day of the intended visit from the duty instructor, which enables the latter to provide a briefing on both operations and field conditions. Inexperienced pilots will be expected to visit by road before flying to Nympsfield.

Visiting powered aircraft must maintain a listening watch on 129.975 MHz, and must not expect any instruction or clearances. A call when 5 miles out is recommended, together with circuit position calls. Pilots are requested not to overfly local villages.

Since a glider is not able to "go around" you may find gliders on approach and landing close behind you – while it would be appreciated if you could clear the landing area as soon as safe after landing, please exercise caution when turning & taxiing off at the end of your landing run – there may be a glider touching down behind or to one side of you.

As stated previously the field is rough in places. Pilots are advised to ensure that they complete fully held off landings in order to reduce the risk of upset.

Remember that you must always turn to port to clear the landing area. Taxiing to/from the clubhouse and launch point should be done on the North side of the field. Visiting aircraft must make their intentions clear, and seek confirmation that it is safe to taxi, take-off or land.

The Movements Book found in the main building reception must be completed before departure.

## **6. FUEL**

**The only fuel type available at Nympsfield is UL91.**

Fuel is only available to visiting pilots who are on official business to the club or are visiting Roger Targett's maintenance facility. Fuel must be paid for before departure.

## **7. OFFICE**

The club office is located in the foyer on the ground floor of the main building and is open seven days a week from 09:00 to 13:00 in the winter and 09:00 to 16:00 in the summer. Please telephone the office for PPR on 01453 860342.