



**BRISTOL AND
GLOUCESTERSHIRE
GLIDING CLUB**

SOARING WITH THE BEST

Tel: 01453 860 342
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Email: office@bggc.co.uk
www.bggc.co.uk

[A MEMBER OF THE BRITISH GLIDING ASSOCIATION](#)

Nymphsfield Airfield Information for Visiting Pilots



(photo above shows the view from the South West)

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



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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, café, hangars and workshop.

There are approximately 60 gliders based on the site plus a variety of powered aircraft and tugs.

2. THE SITE

The airfield is a 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. The field surface is rough in places. 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.

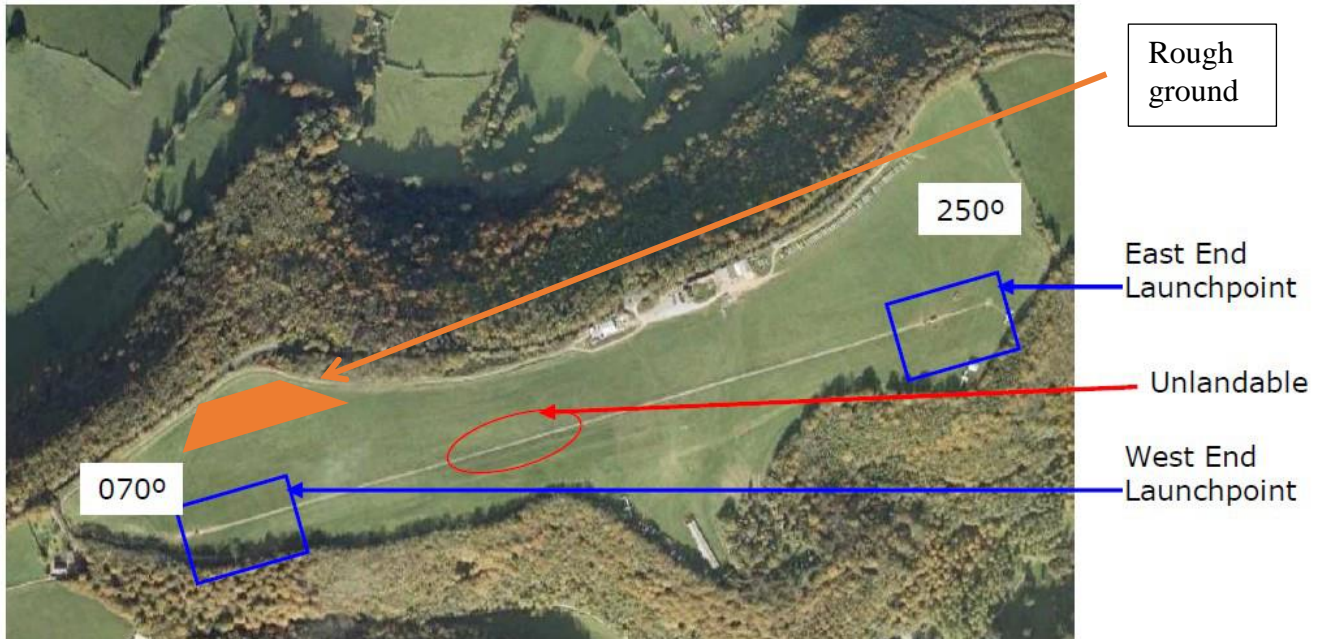


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Some wind directions, particularly anything from about 280° to 010°, can cause severe and unpredictable wind shear and turbulence over the field and this can be found even with light winds.

3. GLIDING OPERATIONS

Nympsfield is a very active gliding site and gliding operations will always take precedence 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 blind broadcast 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 5mm stranded steel cables run the length of the field, and during glider launching may reach 2,700ft AMSL. The cables normally lie on the ground adjacent to the winch track but in the event of a cable break may be lying anywhere on the airfield. 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 away. Due to the winch launching facilities, overhead joins are prohibited.



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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 the ridge to the North side and a deep valley to South, in any significant cross wind 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. With Northerly wind components the wind sock indications are often misleading. The wind turbine situated a short way to the South of the field is generally a more reliable indicator of wind direction than the windsock. Please refer to the BBGC 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.

Pilots who are current on winch may be offered a winch launch at the Duty Instructor's discretion. If there is any cross wind component it is mandatory to lay off into wind as soon as established safely in the climb to counter any cross wind drift and prevent cables being dropped outside the airfield boundary.

5. VISITING POWERED AIRCRAFT

Nympsfield is strictly PPR (Prior Permission Required) by telephone on 01453 860342 for all visiting powered aircraft including those visiting Targett Aviation the 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.

If the office cannot be contacted please call the launch point: 07707 710380.

Visiting powered aircraft must maintain a listening watch on Channel 129.980, 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 – whilst 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 close 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.



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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 Targett Aviation. 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 Monday to Friday from 09:00 to 13:00 in the winter and 09:00 to 16:00 in the summer.

The Pilot in Charge must complete an entry in the Movement Book to be found in the clubhouse foyer.

Please telephone the office for PPR on 01453 860342. Where it is not possible to contact the office call the Launch Point on 07707 710380 and speak to the duty instructor.