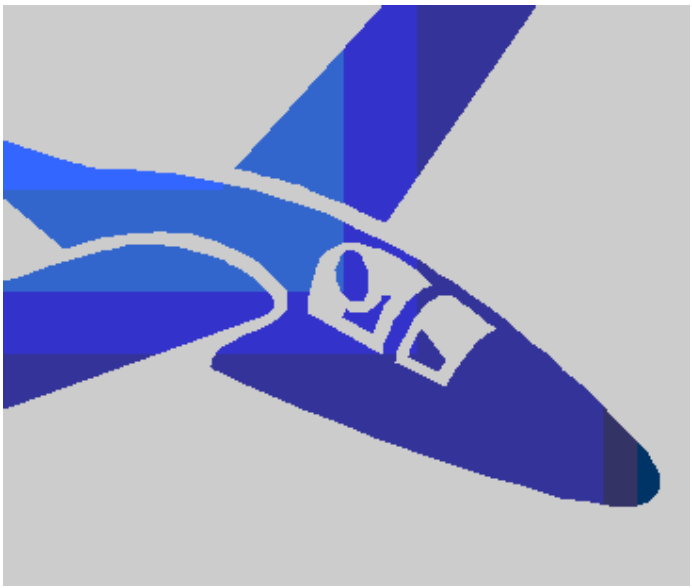
Derbyshire and Lancashire Gliding Club

PILOTS MANUAL
Version 2024-May



Revised May 2024

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SECTION 0 ABOUT THIS MANUAL

The purpose of this Manual is to inform and enable pilots to engage in safe, effective, enjoyable and efficient gliding operations at the Derbyshire & Lancashire Gliding Club (DLGC). It complements the other DLGC Manuals, including: The Ground Training Notes, The Winch Operating Manual, The Launch Marshals Manual, and the Pilots Training Guide. It avoids duplicating advice given in the other DLGC manuals and general advice given elsewhere, including that provided by the British Gliding Association (BGA). Reference is made to the topics covered elsewhere, where appropriate.

In this manual "**must**" means that the action or standard is mandatory – with no exceptions. The use of "**should**" means that it is a practice or standard with which compliance is required unless there is a good reason (normally a safety reason) for deviating from it.

Every member is required to conduct themselves with safety, i.e. the prevention of accidents, in mind. Section 2 covers local rules and requirements which are applicable to every pilot.

The local topography and that of Camphill itself requires specialised circuits, approaches and landings and Section 4 is devoted to full descriptions of these.

The Appendices give more detailed information about specific topics.

The Manual is available in printed form in the clubroom and as a downloadable file on the member's website. Members are told about updates which are recorded on the final page.

SECTION 1 – GLOSSARY OF TERMS SPECIFIC TO CAMPHILL

1.1 GLOSSARY OF CAMPHILL TERMS

THE AIRWAY – Usually refers to that part of Daventry CTA that passes above our site – with no entry for gliders. Its base is at Flight level 65 (FL 65).

THE BACK WALL - The dry stone wall between the airfield and the moor on the East side of the airfield.

THE BOWL – The part of the west edge with a cliff face, south of the windsock.

THE BROUGH FIELD - An out-landing field situated about 2 miles to the north of the airfield.

THE BUNGEE SLOPE - Camphill is one of the few gliding sites where bungee or catapult launching is still possible. The slope from which gliders are launched by this method is just outside the normal boundary of the airfield at the north end, where a 50' length of wall has been replaced by a collapsible fence.

THE BUNGEE GATES - The gates in the wall at the northwest end of the site giving access to the Bungee slope from which gliders are launched by bungee (elastic rope).

THE CLOUGH - The valley running east from the south end of the airfield.

THE CLUTCHING HAND - A powerful down draught, well known to all experienced hill site glider pilots. The Camphill version lives behind (east of) the back wall and emerges from the heather when the wind is from the west.

THE GULLEY - The small valley on the west ridge north of the trig point, called Deadman's Clough.

THE LAUNCH MARSHAL An authorised and trained pilot who reports to the instructor in overall charge of the day's flying is given delegated responsibility for the supervision of launch operations.

MAM TOR - Known locally as the Shivering Mountain because of the continual landslip on its SE face, this hill, 1700' high and three miles to the NW of the airfield, is used for slope soaring in easterly winds. It can be reached from a good winch launch but getting back again requires the finding of thermal or wave lift. Mam Tor is very popular with hang glider and paraglider pilots, and modellers.

THE RADIO MAST - The transmitter mast on the hilltop some two miles east of the airfield is a useful guide to visibility and cloud base. If the top is in cloud then cloud base is probably too low for flying.

SHATTON - A north facing soarable slope north of Abney Moor, overlooking Bamford and Hathersage.

TREAK CLIFF - An east facing soarable slope between the Winnats Pass and Mam Tor at the west end of the Hope Valley.

WAVE BOXES – Areas of class A controlled airspace east of Camphill which cannot normally be entered by gliders but which can be entered provided the required procedures are adhered to, pilots have required qualifications and the glider is equipped as required. This airspace is therefore available to DLGC gliders for high climbs and cross country tasks whilst wave soaring.

THE WEST FIELDS - A series of fields used for bottom landings by gliders soaring the west edge when they are unable to climb high enough to start a safe circuit onto the airfield.

WIN HILL / LOSE HILL– hills across the valley north of the site that provide hill soaring in west and south westwinds.

SECTION 2 - FLYING RULES

2.1 INTRODUCTION

These Flying Rules apply at Camphill in addition to the Law and Rules of the British Gliding Association (BGA) and are for the furtherance of safe flying. All pilots in charge of gliders at Camphill are to comply with these rules. There follows the definitive statement of the Derbyshire & Lancashire Gliding Club (DLGC) flying rules, and only the Chief Flying Instructor may add to, change or waive them.

2.2 GENERAL REQUIREMENTS

a. Flying must take place only under the overall supervision of a person authorized by the Chief Flying Instructor (CFI). All DLGC Full and Senior Assistant Rated Instructors (SARIs) are so authorised. Introductory Flights must only takeplace under the supervision of a full rated instructor or SARI.
b. Launching must only take place under the supervision of a locally qualified Launch Marshal
c. All pilots must have read and be familiar with this Pilots Manual (including visiting pilots)
d. All persons wishing to fly must ensure they meet the requirements of the duty instructor.
e. Any pilot flying club aircraft or using club equipment will be responsible for the integrity and safe return of that aircraft or equipment to the hangar or place of storage.
f. Pilots are required to ensure the club aircraft are washed clean prior to being returned to the hangar after use.
g. Any instructor may require any pilot to produce evidence that they are qualified to fly on any day. Failure to do so may result in the pilot not being allowed to fly or being subject to a check flight.
h. If the Duty Instructor is away from the launch point for some time, for instance when flying, DLGC self-briefing pilots may launch.
i. Basic Instructors, Introductory Flight Pilots and Approved Mutual Flyers must obtain a briefing from the Duty Instructor each day before starting to fly.
j. Instructors holding a restricted rating due to age or medical conditions may only instruct pilots who can reasonably be expected to recover the aircraft safely in the event of instructor incapacity.This means they may only fly with a solo pilot and in weather conditions that are likely to be no more than one card above the card held by the P2.
k. As part of their responsibilities with regard to safety, pilots are required to report occurrences (accidents or incidents) to the Safety Officer and/or CFI. The process for reports is outlined in the “Safety Lessons Log Briefing” linked to from the Links Library of the Members Website
l. an introductory flight must not be flown without the IF wearing a parachute, that fits and that the IF can reasonably be expected to operate.

2.3 THE INSTRUCTOR IN OVERALL CHARGE

2.3.1 Weekend and Bank Holidays

The senior duty instructor shown on the club rota or
In the absence of the instructor above, the instructor who authorizes flying.

2.3.2 Midweek

The club instructor, either professional or a volunteer or in the absence of the above then any full category instructor or Senior Assistant Instructor or an Assistant rated instructor who has been authorised by the CFI.

2.4 THE CARD SYSTEM AND LIMITS

This is a safety system, aimed at ensuring all pilots (including visiting pilots) fly only within their competence level. There are 5 cards colours. Associated with each colour are limitations placed on the
cardholder. A list of flying cards and their restrictions/privileges is available in the "links library" of the club website and a description in **Appendix A**.

The Blue flying card is issued to a solo visiting pilot or a new member who is already a solo glider pilot. Any pilot with a Blue flying card is restricted to solo launches N to S or S to N (in benign conditions) unless signed off for other wind or launch directions as specified on the card’s limits.

Pilots must establish before flying that they have the experience and qualifications to fly in the prevailing conditions, as determined by the Duty Instructor. This applies equally to all pilots. The Duty Instructor will specify the flying card colour required to fly solo on the white board mounted on the launch point vehicle.

Pilots who do not meet the set levels may only fly with the specific permission of the Duty Instructor. A satisfactory check flight may be required. It is the responsibility of the individual pilot to demonstrate that they are competent to fly in the prevailing conditions.

2.5 PRE-FLIGHT PREPARATION

- A glider, private or club, must not be flown without a satisfactory Daily Inspection (DI) which is recorded in the glider's DI book. The DI will include a positive control check and cable release check.
- Details of who can carry out DI's is detailed in **Appendix H**.
- Rigging is directed by an Authorised person experienced on the type, in accordance with the flight manual, and without interruption or distraction. An independent rigging check must be carried out after a Camphill club glider has been rigged and signed for in the DI book.
- All faults discovered during a DI must be recorded in the DI book, which must be signed by the person making the inspection.
- No gliders should be taken from the area of the hangar or the trailer park, to the launch point until they have been fully rigged and a DI completed,
- A Test Flight may be required before a club glider is returned to serviceable status from being un-serviceable (U/S). Test flights may only be performed by pilots authorised by the CFI. It is recommended that owners of private gliders also follow this test procedure when necessary. The recommended procedure to be adopted for a test flight can be found in **Appendix B.**
- The following ABCD external checks will precede the standard CBSIFTBEC internal checks:
    - **A – Airframe -** Look for any defects or damage by walking all around the glider starting and ending at the cockpit. Remove the rudder lock, any tow out dollies and wing bag.
    - **B - Ballast -** Check ballast as required and secure. Check that the combined weights of the two pilots wearing parachutes or the solo pilot wearing a parachute will be within placard cockpit loading limits.
    - **C - Controls –** Check movement is in the correct sense.
    - **D- Dollies -** Ensure the tail, wing dollies, rudder lock and wing bag have been removed.

Pilots rigging their gliders, performing the DI or doing their pre-flight checks will not be engaged in conversation or distracted in any other way.

2.6 LAUNCHING TO THE WEST

Pilots may launch to the West only if they have been signed off all relevant launch failure procedures. Launching should take place to the West if the West Ridge is expected to be soarable at or above 600 ft. above airfield height in ridge lift.

2.7 CROSS WIND LAUNCHING

Pilots must control their launch, to ensure that the falling cable cannot endanger persons or objects on the ground, or fall off-site, even if there is a launch failure.

2.8 TWO-SEATER FLYING

Other than solo, there are three categories of two-seater flying; Instructional, Introductory and Mutual. Full details of the conditions which a pilot must satisfy as a pilot in charge of a two-seater at Camphill are provided in **Appendix C.**

In particular:

When flying privately owned 2 seaters under any of the categories, the pilots must comply with the club rules as well as any rules or restrictions specified by the members of the glider syndicate.

Solo flying

Both the K13 and the Puchacz are used for training and the pupil will fly solo in which ever he or she finally proved their competence. Conversion to the Ka8 will require flights in the K13 and some may be solo at the instructor's discretion.

2.9 HILL SOARING

Thermalling amongst hill soaring traffic can be dangerous and local rules apply.
Below 800ft above the edge hill soaring traffic can become congested and a circling glider effectively sterilises a section of the ridge thus compromising the safety of pilots who may be just hanging on or trying to set up a circuit. Pilots wishing to take a thermal should adopt hill soaring convention by, initially, not circling, instead doing outward turns to lurk or do outward S turns while the thermal lasts.A full circle may only be contemplated if there is manifestly no potential conflict with hill soaring traffic. Below 800ft circling gliders should give way to hill soaring ones.

When hill soaring, pilots without a Bronze endorsement, must not fly below a safe circuit height. Pilots holding Bronze and Cross-Country endorsements (XCE) or higher qualification may deliberately carry out low-level hill soaring on the west edge after appropriate training. Pilots must exhibit common sense and good airmanship when carrying out low level hill soaring. This is of particular importance if more than one glider at a time has descended onto the hill. Pilots should keep a watchful eye for hang gliders and paragliders, especially when north of the gully. Generally speaking, sailplanes should overtake hang gliders on the upwind side which is the reverse of the normal rule. Low level flying is for the purpose of improving handling skills.

More detailed information about flight with local Hang glider and Paraglider pilots is shown in **Appendix D**

2.10 FLYING CLOSE TO CONTROLLED AIRSPACE

A pilot soaring above cloud must be qualified to XCE level.

2.10.1 Controlled Airspace

Camphill is surrounded by controlled airspace. This section does not attempt to identify all the airspace and the rules governing access to it. However, pilots must not enter controlled airspace either by mistake or voluntarily unless they are qualified to do so and have followed the correct procedures.

Pilots locally soaring must be aware of the local airspace, its boundaries and heights. All solo pilots must be aware of Altimeter setting procedures.

2.10.2 Wave Areas (or "Wave Boxes") in M868 and L26/L603 and the L975 Crossing

Negotiations with Scottish Air Traffic Control have produced letters of agreement, which allow qualified pilots who have had an appropriate briefing within the previous 12 months, to climb in airspace nearby and to cross a section of the airway. Full details of the terms, conditions and requirements are available on the members website. Pilots wishing to use this facility must comply with the letters of agreement.

2.11 VISITORS

Visitors wishing to fly must seek permission from the Duty Instructor and obtain a briefing, regardless of their experience. Visiting pilot are required to fly within the limits of their blue card.

2.12 LOG BOOKS

All pilots must keep a logbook. Pilots must be prepared to produce their logbook to the instructor in charge of flying each time they wish to fly.

2.13 RECIPROCAL LANDINGS

Reciprocal landings may only be carried out in the following circumstances: -

In an emergency, OR where the downwind component is within the glider's limitations as specified in the glider Flight manual AND it is being carried out as a training exercise AND there has been prior arrangement with the Launch Marshal, OR there is a very limited operation such that all landings may be reciprocal.

2.14 CHECK FLIGHTS

Pilots who have not flown in a glider for the periods of time shown below are subject to check flights before flying as P1. The defined periods are known as "Recency" (The checking instructor will take into consideration the pilots "currency") : -

- **Instructors 86 days (nominal 3 months)**
- **Silver Badge 58 days (nominal 2 months)**
- **Bronze Endorsement 30 days (nominal 1 months)**
- **Pre-Bronze 23 days (nominal 3 weeks)**
- **White card pilots 8 days (nominal 1 week)**
- **Early solo pilots 1 day**

The detailed conditions to be met and the rules which apply to "recency" check and annual checks are detailed in **Appendix E**.

2.15 AEROBATICS

2.15.1 General

No aerobatic manoeuvres or "beat-ups" are permitted during an Introductory flight.

No pilots may complete an aerobatic manoeuvre below 2,000 ft above ground level unless authorized by the C.F.I. This rule does not apply to practice stalls and spins, although it is good advice for early solo pilots.

No pilot may carry out advanced aerobatics involving rolling or inverted flight without specific authorization from the C.F.I., a pre-requisite of which will be proof of adequate training in the planned manoeuvres.

2.15.2 Loops, Chandelles, Tight Turns, etc.

Pilots must obtain dual training in these manoeuvres before trying them solo.

A DLGC flying instructor can use discretion when deciding the minimum heights to complete an aerobatic manoeuvre which is for training purposes, in a 2 seater glider.

Low-level aerobatics above the airfield and beat-ups of the airfield itself are permitted only on rare occasions for display purposes and the specific permission of the CFI must be obtained on each occasion.

2.16 FINAL GLIDES

Pilots on final glides should aim to arrive with enough height or speed to convert to height, to carry out a normal circuit and approach. They should monitor the airfield radio frequency in use and take care to avoid other airfield traffic. Finishes from final glides should not be carried out over the airfield itself, instead using a remote turnpoint such as "Camphill Start/ finish" or an extended finish line based on CPH.

2.17 PRE-LANDING RADIO CALL

Pilots flying gliders equipped with radio from Camphill are recommended to make the following radio calls prior to landing

CALL
"CAMPHILL BASE, CAMPHILL BASE"
"ALPHA BRAVO CHARLIE" (i.e. appropriate glider call sign)
"DOWNWIND" (or *"BASE LEG"* or "FINAL" as appropriate)
"RIGHT HAND" (i.e. direction of turns in circuit)
"*TO THE WEST"* *(as appropriate),*
"CAMPHILL BASE"

Once the call has been made pilots will be expected to land.
Pilots intending to make a dummy approach, for instance in west winds or a motor glider, should add that intention to their call.
Radio calls should only be made if the pilot has the capacity to do so; Pilots must prioritise 'Aviate –navigate – communicate'.

2.18 FLARM

The fitting of a serviceable FLARM device to any glider operating from Camphill is positively encouraged.

2.19 BRONZE and CROSS-COUNTRY ENDORSEMENT (XCE) FIELD LANDING EXERCISES

It is recommended that cross country pilots maintain their competence for field selection and landing, by annual refresher training in a Motor glider. Before any practice field landing in a pure glider is made, the pilot must inform the Duty Instructor who shall satisfy themselves that the pilot has the ability and is qualified to carry out the flight.
The usual courtesy arrangements must be made with the landowner.

2.20 CROSS COUNTRY FLYING

A pilot with a Red Flying Card may fly only within gliding range of the site until the Cross-country endorsement or Sailplane Pilot Licence Cross country test has been completed.

Pilots without a silver badge intending to fly beyond gliding range must obtain a specific briefing on the day from a flying instructor.

Pilots wishing to make a silver distance badge flight must obtain a briefing prior to the flight from a Full Category Instructor who shall satisfy themselves that the pilot has the capability to carry out the flight safely and is properly equipped.

Silver Badge holders are classed as self-briefing.

2.21 INFORMATION FOR OPERATION OF PRIVATELY OWNED GLIDERS

a. All gliders flown at this site must be in an airworthy condition and carry documentary proof of continuing airworthiness whether as a CAA registered or Annexe two aircraft.
b. All gliders must have a BGA logbook kept up to date, with all the Airworthiness Directives,modification, repairs and inspections recorded and certified by a BGA Inspector
c. The glider must be covered by third party insurance to the minimum amount currently specifiedby the BGA.
d. Any defect that significantly effects airworthiness must be reported by the owner to the Club Technical Officer in writing, for onward transmission to the BGA.
e. Any VHF radio fitted to a glider must be subject to a Radio Station Licence issued by Ofcom under the authority of the Civil Aviation Authority.
f. Any member planning to bring a new aircraft on to site or join an existing syndicate must first obtain the permission of the CFI and a request made in writing to the Club committee.
g. Private owners are expected to understand the technical information in their aircraft's Manual,seek rigging and DI training from a competent person who knows the type and routinely undertakes these tasks.

2.22 SELF-LAUNCHING MOTOR GLIDERS(SLMG) AND TURBO GLIDERS

a. The club committee reserves the right to specify who may operate SLMG or turbo powered gliders from the site and what type of aircraft they may be.
b. No person may permanently bring a self-launching or turbo glider onto the site without first seeking permission from the committee and the Chief Flying Instructor. Any person wishing to bring either type of glider onto the site must satisfy the Chief Flying Instructor that they are properly qualified and licensed to operate such an aircraft.
c. Owners of both types of aircraft will be responsible for ensuring the safe storage of fuels.
d. The detailed guidelines for the safe and considerate operation of both types of glider from Camphill are available in **Appendix F** and may be subject to alteration from time to time.

SECTION 3 - PRE-FLIGHT

3.1 GROUND RULES

In calm weather when the visibility is good, prior permission is not required before taking a glider to the launch point. Where conditions may be outside the experience of the pilot, they should consult the Duty Instructor before taking any glider to the launch point. Gliders should not be left parked at launch points. Gliders left out unattended must be properly picketed.

Designated car parking areas on the airfield are shown in **Appendix G**

Any pilot taking a glider to the launch point should first check that it has been properly DI'd.

Camphill airfield is small and gliders which have landed must be moved without delay and as quickly safely as possible to clear the landing area being aware that gliders can land in any direction at any time. More information on how this can be achieved is in the Members Website Links Library.

The only reason to reach through the DV panel from outside is to access the canopy release catch and this is only done when the glider is stationary.

Members are reminded that they are responsible for their actions, and, in the interests of safety, any damage found or caused must be reported on a fault reported.

3.2 LAUNCH MARSHALS (LM)

The presence of an authorised and trained Launch Marshal during glider winch launching at Camphill is mandatory. An authorised and trained Launch Marshal list is held by the Chief Launch Marshal and published on the club website. A copy is also displayed on the launch point bus. The Launch Marshal reports to the instructor in overall charge and is given delegated authority and responsibility for the supervision of launch operations. The role of the Launch Marshal is covered in the Launch Marshals Manual which is published on the club website and a hard copy is available in the club room. Members should appreciate that the key objective of the Launch Marshal is to supervise a safe and efficient launching operation and should do everything they can to assist the Launch Marshal to achieve this.

3.3 GLIDER GROUND HANDLING

Detailed information on ground handling is available in other document such as the 'Ground Training Manual'. Visiting pilots are encouraged to refer to this document which is available in the Manuals section of the members web site.

SECTION 4 LAUNCHES AND LANDINGS

4.1 LAUNCHES - GENERAL

4.1.1 General Responsibilities

The Launch Marshal is responsible for initiating the launch. The pilot at all times remains responsible for their own safety, the safety of others outside the glider and the glider itself. If the pilot considers the launch should not commence, they must not accept the launch rope or release the launch rope if it has been attached.

4.2 THE LAUNCH – FOR THE PILOT

4.2.1 General

- Gliders at Camphill can fly very close to the boundary of the airfield especially when hill soaring the local edges. This can cause a hazard when aircraft come close to launching gliders. It is the duty of both soaring pilots and the launch point crew to ensure that a conflict does not occur. The launch point crew should stop the launch and the soaring pilot must turn away from the airfield.
- To avoid risk of collision with launch ropes gliders must not overfly the airfield at less than a very generous winch launch height unless the winch tow out vehicle is crossing the field.

4.2.2 Dyneema Launch Rope

Offset hooks and Dyneema
Dyneema is very light compared with wire cable. At the start of the ground run this lightness quickly lifts the Dyneema off the ground and it pulls immediately straight. (This is unlike wire cable which can remain in a curved loop on the ground for longer and pull the glider off to one side). In the case of a very rapid all-out with Dyneema, the immediate pull can affect a glider with an offset hook. For example, if the offset hook is off to the left then the straightening force on the glider will yaw the glider to the right.

A pilot who has not flown a glider type with an offset hook before or is new to flying on Dyneema should get a briefing from an instructor before launching.

4.2.3 Slopes

Camphill has many slopes associated with launch and landing areas.

Down slopes
A downslope in front of the glider can result in the overrunning of the launch rope during the ground run. Measures that are taken to avoid this occurrence are outlined in the Launch Marshal Manual.

Cross Slopes
The south end launch points require that gliders be launched from a cross slope (West to East). A pilot unfamiliar with this situation and the potential hazards must ask for a check flight.

Also see 4.5.2 Landings

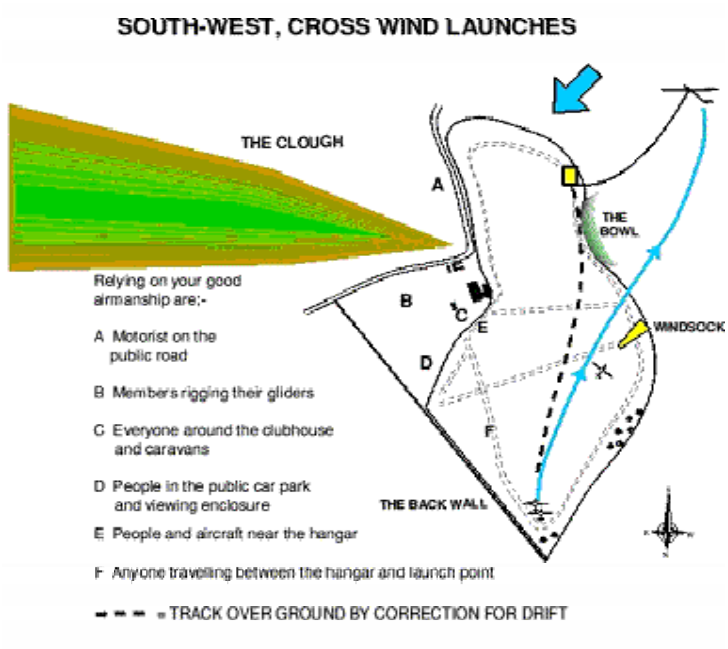
4.3 CROSS WIND LAUNCHING and DRIFT

Drift occurs when launching takes place in cross winds and increases the stronger the cross wind. It can mean that falling cables especially broken ones may potentially fall outside the airfield perimeter track. Safe launching is possible in cross wind provided sensible precautions are taken. Safety is paramount.

Pilots should make a habit of always looking again at the windsock after having the cable hooked on in order to reappraise the wind strength and direction. The launch should be refused if the crosswind component is outside the limits in the glider's manual or if the pilots considers they are unable to cope with the cross-wind.

Pilots launching in crosswinds must be capable of flying the glider well out to one side of the cable run, in the direction from which the wind is blowing. The pilot's objective must be to drop the cable,whether the launch fails or not, near the cable run and to achieve this in strong cross winds the glider needs to be taken well out to one side, perhaps 100 to 200 yards upwind. This is called laying off for drift. Pilots who fail to lay off for drift will be given coaching in the two seaters until they learn how to carry out this type of launch correctly.

Correction for drift is especially important when launching to the south in south westerlies. Pilots are reminded that they are responsible for articles dropped from their aircraft; this includes the winch cable and its attachments. Demonstration and practice launch failures must not be carried out in a significant Westerly cross wind when launching from the south or north.



4.3.1 Failed Launches

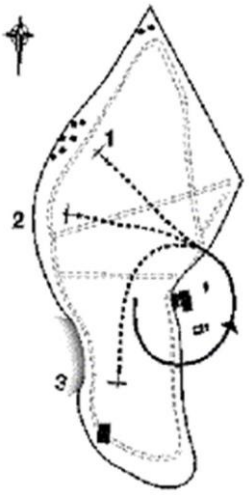
At Camphill there is often a marked wind gradient. If the launch fails in or above the wind gradient, then it may be necessary to put the glider into a surprisingly steep recovery attitude to achieve the approach speed. The wind gradient is more significant due to the bowl like shape of the ground.

ALWAYS LAND AHEAD IF THERE IS ENOUGH ROOM AND IT IS SAFE TO DO SO.

As a general rule, when the full length of the airfield is being used for launching, as soon as the glider is too high to safely land ahead it is normally quite high enough to be turned through 360°.
If there is no room to land ahead safely, then favoured options vary in different wind conditions. They are described with text and diagrams on the following pages.
If for any reason it is not possible to land safely on the airfield, then there are land-out options in the valley which give another 200-400ft of thinking time.

4.3.2 Launch failures when launching to the South

The wind might be anywhere between east, through south, to west but the configuration of the airfield dictates that the best option is turning to the east, i.e. to the left.

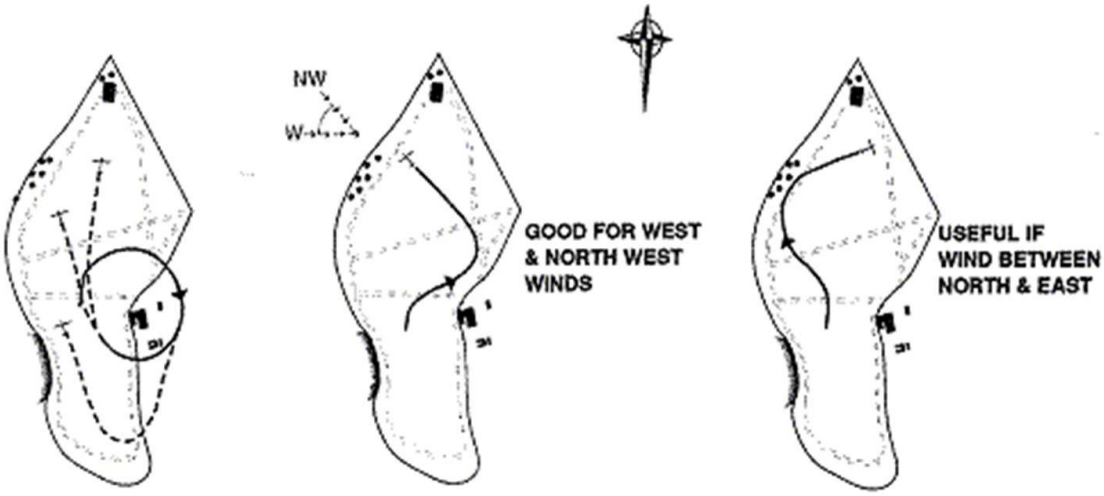


1. Suitable in W wind
2. Suitable in W or SW wind
3. Suitable in SW, S, SE or E wind

S-turns are undesirable when launching to the South because the South end of the airfield is rather narrow & leaves little room for error.

4.3.3 Launch failures when launching to the North

The wind might be anywhere between west, through north, to east. Since the north end of the field is quite wide, rather more options are possible, including S turns. Unless the wind is from the E of north, an S turn would be to the right followed by left (Diagram 2). If the wind is East of North then the opposite is the case (Diagram 3). However, it is rare to find a circumstance where the aircraft is too high for the “land ahead” option but not high enough for the“mini-circuit” option (Diagram 1) so the “S” turn or landing out of wind are not preferred options.

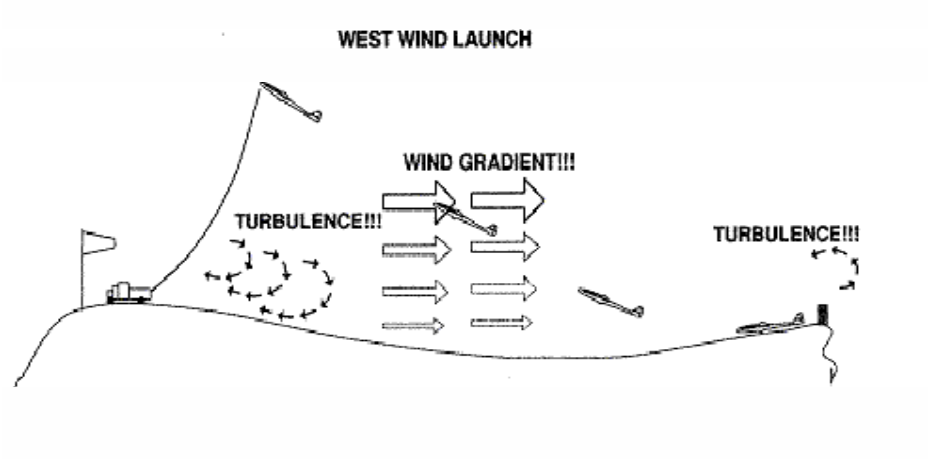


4.3.4 West Wind Launches and launch failures

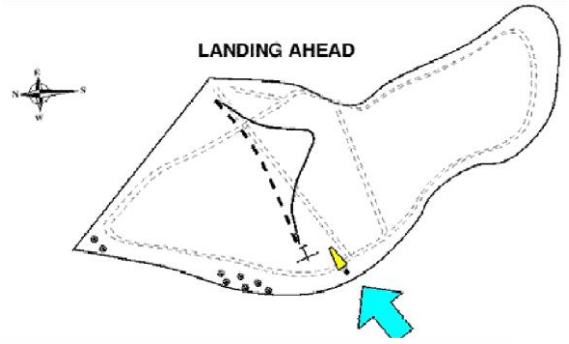
In addition to the points made on the preceding pages, launches to the west deserve the following considerations. The height attained is usually a mere 400 to 600 ft but this is acceptable since we only launch in this direction when good hill lift is expected immediately beyond the winch.

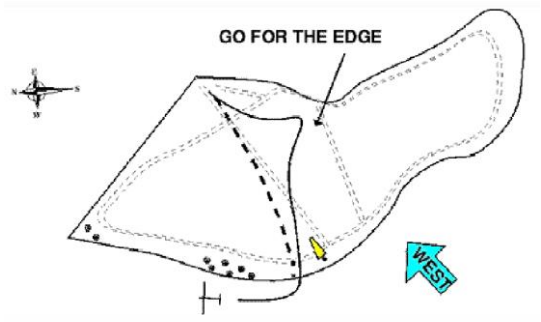
The distance from winch to launch point is only 400 yards and there is bound to be a significant wind gradient, perhaps a severe one, and therefore a launch failure may put the pilot into a critical situation demanding fast reactions and good judgement. It follows that pilots should do what they can to reduce the probability of a launch failure and to make recovery from the failure easier.

The method of launching to the West is very different to the standard method and pilots will be trained in the safe technique.



That part of the west edge south of the windsock has a sharp contour and spills turbulent air into its lee. This turbulence will involve the area around the hangar and the west wind launch point if there is a southerly component in the west wind and may add to the pilot's problems during the initial launch. It certainly will if a landing is made South of the cable run.





4.4 CIRCUITS

Before entering the circuit gliders equipped with radios are recommended to make a call on the airfield frequency. See section 2.17.

4.4.1 Pre-Landing Checks

The pilot must ensure that they are prepared, and the aircraft is configured, for landing,

4.4.2 General

Pilots should avoid a ground run over the launch ropes. A landing should not end up in a place that will obstruct the launch operation unless it is unavoidable on safety grounds.

4.4.3 Camphill Circuits

Circuits at Camphill fall into two types depending on wind strength and direction. In light wind the pattern is the same as that taught at flat sites, and when the wind is strong the circuits are peculiar not only to Camphill but each individual wind direction.

Winds over hills produce areas of turbulence which tend to be in the same place for a given wind direction. The turbulence may manifest itself to a pilot as dramatic changes in air speed and high sink rate as well as a rough ride. Even when the air flows smoothly, it spills downwards over leeslopes giving areas of strong sink.

These areas are no place to be turning or flying low or slow, so our circuits are modified to ensure that the turns are completed above the bad air and the time spent flying through it is minimal, i.e. the circuits are close into the airfield and the final turn disproportionately high.

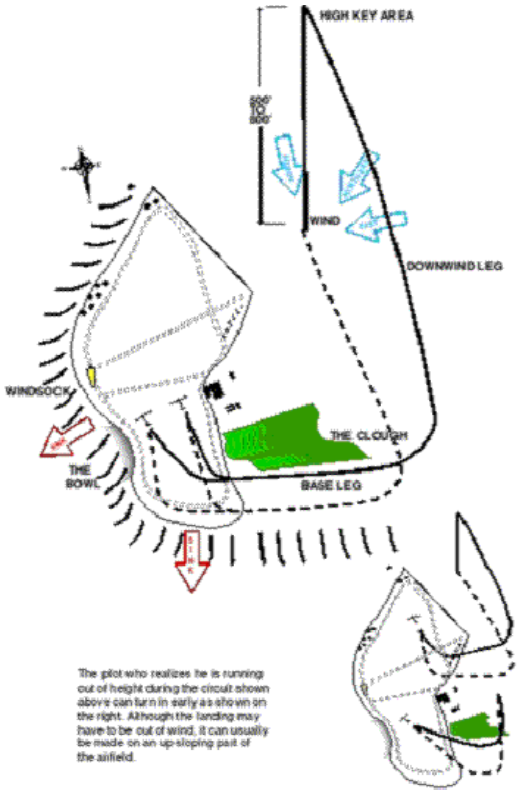
Because of the airfield's position on the top of a plateau there is, effectively, no undershoot option so landing safely on windy days entails an additional skill set to that called into play when landing in calm conditions or in the flatlands.

Strong winds produce significant wind gradient and most landings at Camphill are uphill so approaches are usually faster than they would be on a flat site or calm day.

There follows a series of diagrams outlining the typical circuit patterns for the various wind directions.Final approaches and landings are considered on the subsequent pages.

4.4.4 Right Hand Circuit Landing to the North

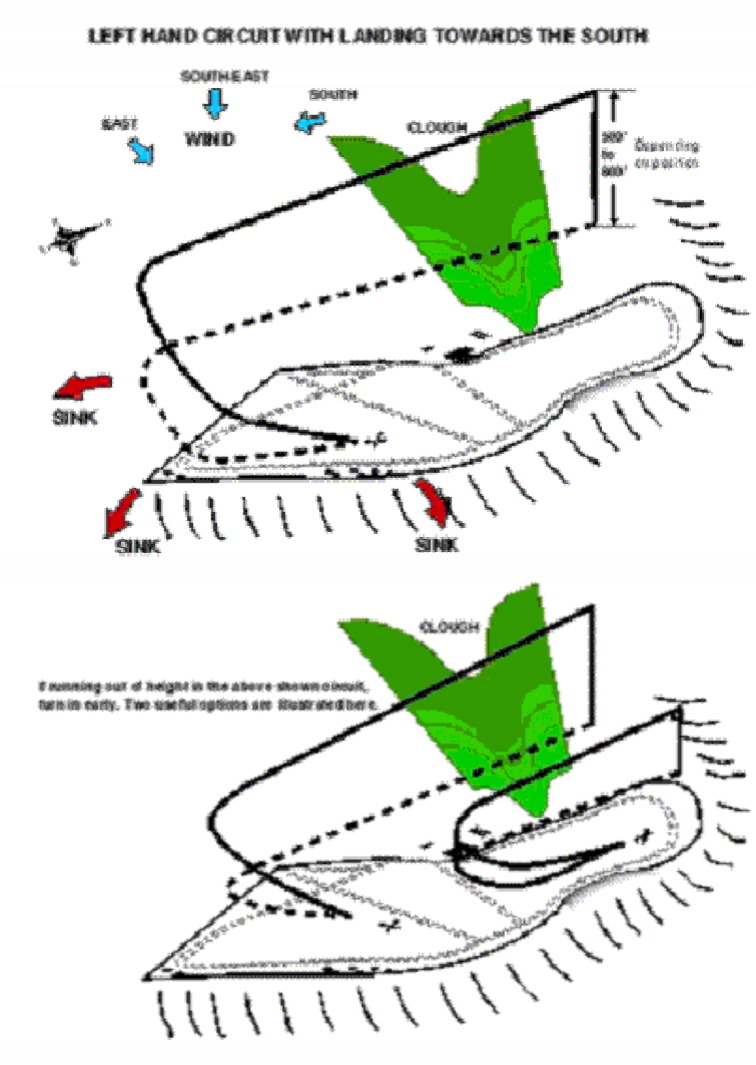
This circuit is suitable for winds of any significant strength from N through NE to E. It is not recommended when the wind is NW unless it is light. In moderate to strong winds between NW andW the circuits shown for W winds should be used instead. This is because strong sink can be expected over the Clough.



If there is a light W or NW wind when launching from the south, then left hand, similar, circuits maybe preferred, using the same landing areas.

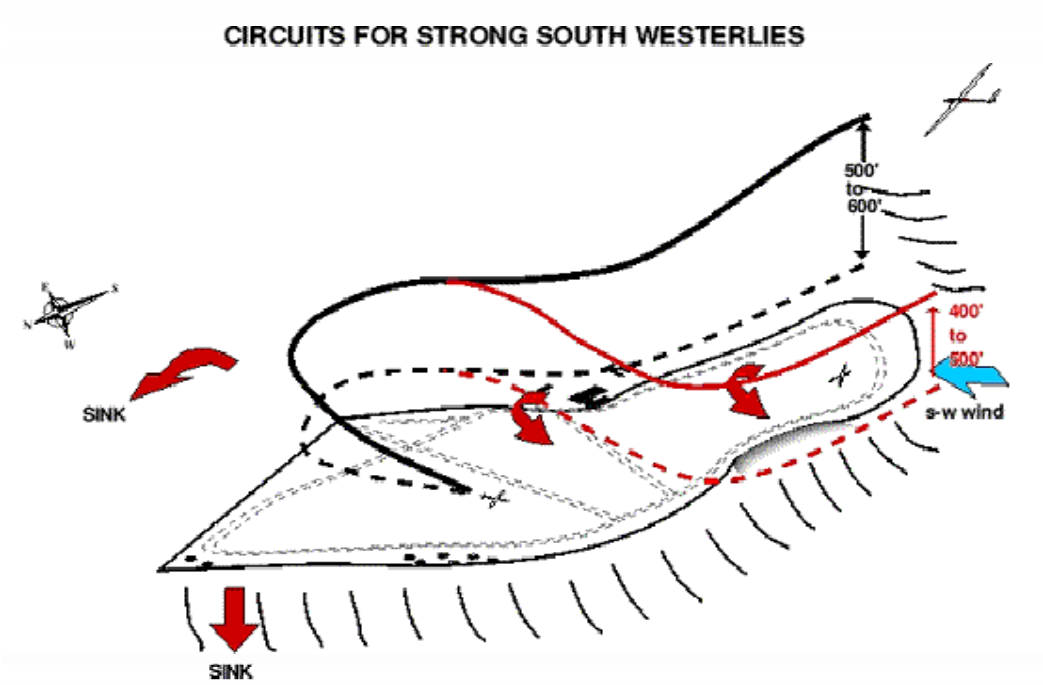
4.4.5 Left Hand Circuit with Landing Towards The South

This circuit is suitable for winds of any strength from E through SE to S. It is only appropriate in south westerlies if the wind is light, (circuits for strong south westerlies are shown overleaf). The circuit begins roughly above the south edge.

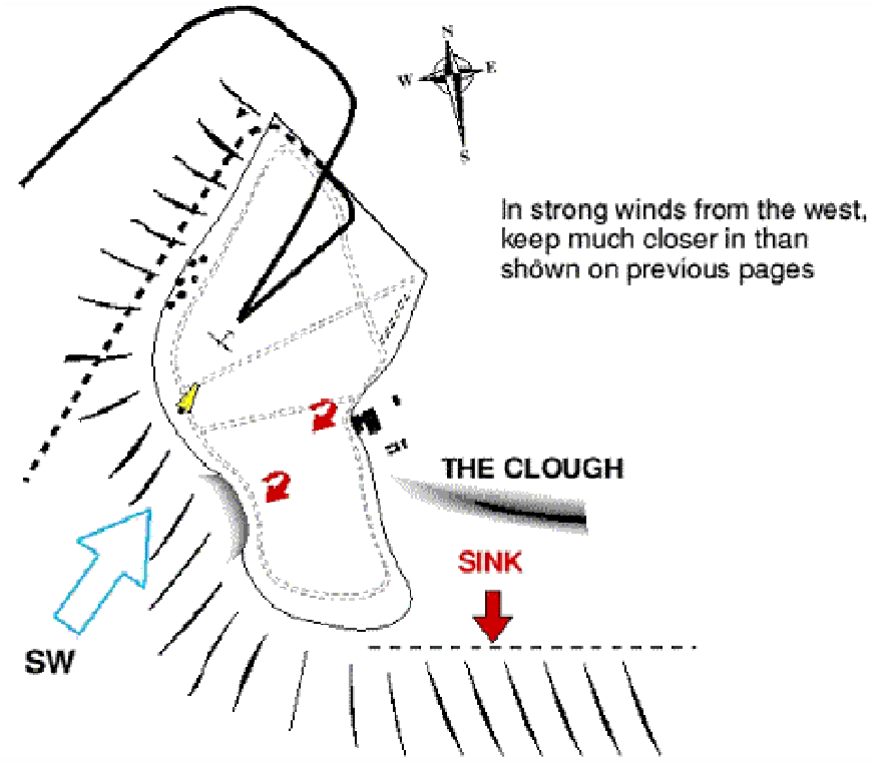


4.4.6 Circuits For Strong South Westerlies

The recommended left-hand circuit starting either on the south edge at 500-600' along the public road or from the west edge just south of the windsock at 400-500' (but be alert for launching aircraft).There will be turbulence (curved arrows) downwind of The Bowl and sink over the Clough, the BackWall and even just NW of the field.



Below is shown a right-hand circuit applicable to SW winds. Expect no lift (and possibly sink instead) north of the windsock, which should be passed at 400' or more. Turn in before reaching the north end of the airfield.

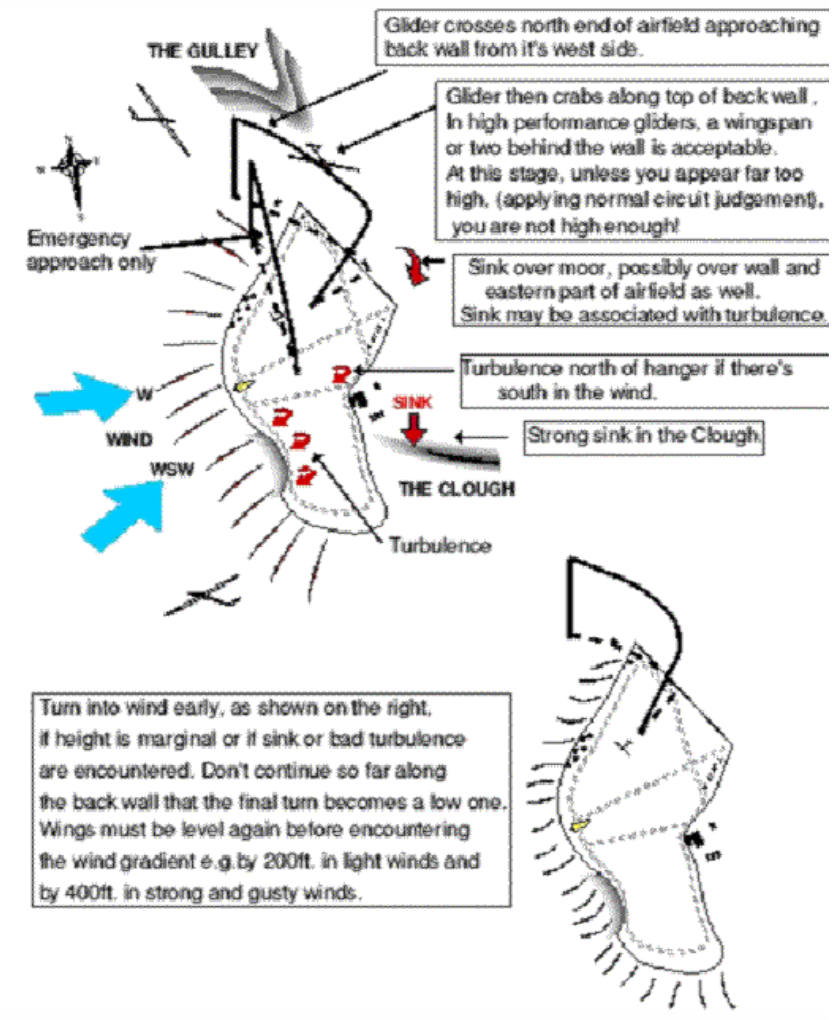


4.4.7 The Right-Hand Circuit for Soarable West Winds

The Camphill soarable west wind circuit is different from most other circuits, and particularly so if you are a visitor from a flat site. If you have any doubt about the conditions or correct approach, then ask for a briefing or demonstration from a club instructor: -

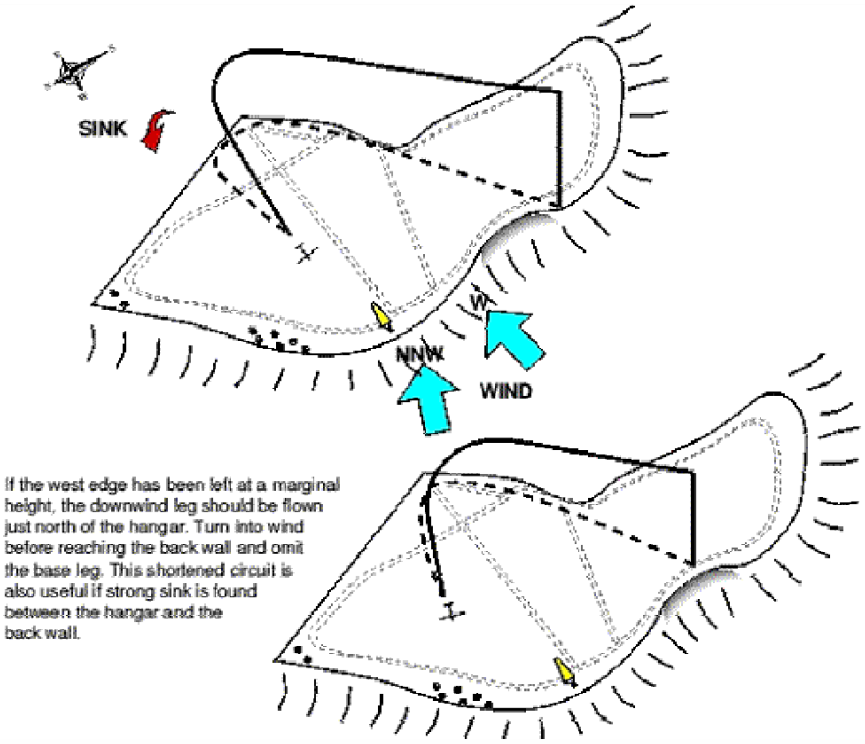
West Wind Circuits, Approaches and Landings (with special reference to the end of the landing run)
There are two quite different approaches and landings to the West at Camphill.
1. The strong soarable West wind approach.
2. The light wind approach.
It is not good to finish the ground run close to the peri-track, because a slight misjudgement could mean going over the West edge. There is certainly no club requirement to stop near the peri-track and any such idea must be dispelled.
This advice is given for approaches anywhere in the sector from ENE through to ESE. In both strong or light winds, the reference point should be the start of the uphill slope and the aim should be to stop 30-50m (paces) from the peri-track.
The same outcome is achieved with the different recommended approach speeds for the conditions. Even in strong winds there will only be little headwind low down in the middle of the field. There may even be wind reversal. In the light wind conditions, the final turn should be well behind the East wall, the circuit is flown as for a flat site, or when doing a field landing.

The following two pictures show the latter part of the right-hand circuit for soarable west winds



The Left-Hand Circuit for Soarable West Winds

This circuit is suitable when the wind is from the west and may be preferable to the right-hand circuit shown on the previous page if there is a significant northerly component in the wind although the right-hand circuit is normally preferred since it tends to be a longer circuit with more time for pilots to prepare for the landing.

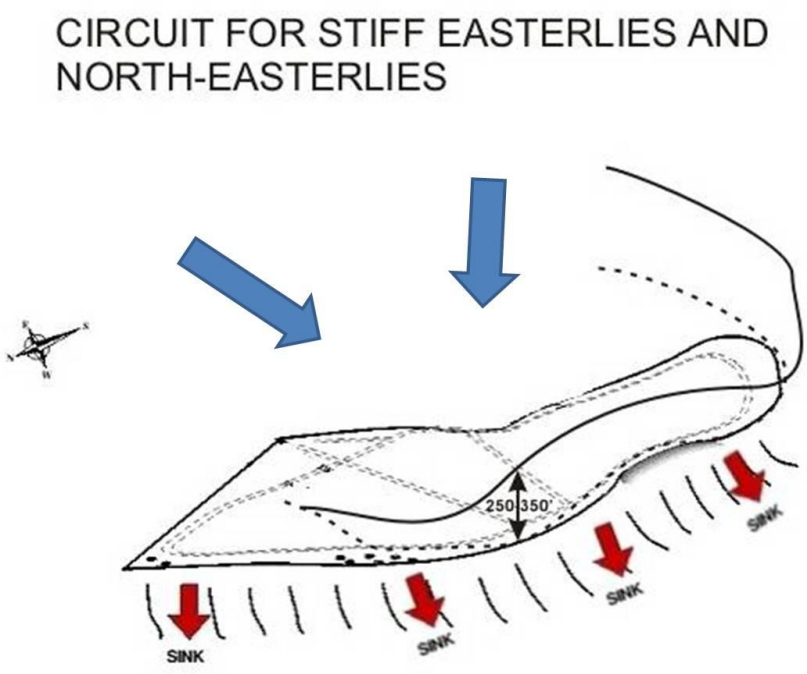


NOTE

Pilots soaring the west edge may experience other sailplanes, hang glider and para-gliders in close proximity. They may also find other gliders returning low to a soarable edge, gliders from Camphill launching and others returning to land. This calls for airmanship of a high standard.

4.4.9 Right-Hand Circuits for East and North-East Winds

This circuit allows for landings less cross wind than may be achieved by landing to the North. The rough ground on the Eastern side of the airfield restricts landings to the Northern end and some degree of cross wind component must be accepted especially as the wind veers toward the South-east.
The base leg along the West edge must be essentially along the hill crest such that if the glider is affected by the sink of the lee slope downdraught a right turn takes it immediately over the airfield.
The final turn should be judged such that it is not much higher than 300ft. It is not a full 90deg turn so is less consumptive of height than usual.



4.5 APPROACHES

4.5.1 Approach Speeds

When the wind is calm or light, the circuit patterns at Camphill are similar to those used at flat sites.

On these light wind days, Camphill is no different in this respect from the flat site. But when a strong wind is blowing, especially if it has a westerly component, it is not uncommon to put the glider's speed up to some 60 or 70 knots for the final approach, i.e. for the descent (or dive) through the wind gradient after the final turn.

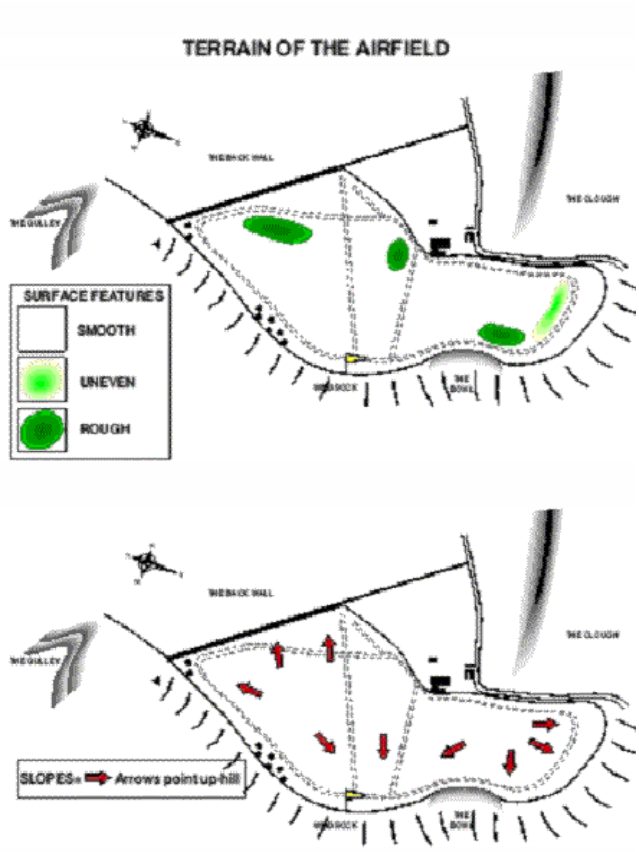
A flat site rule of thumb for determining the approach speed is by adding ten knots to the gliders stall speed and adding half the surface wind to that. This does not always work at Camphill, where wind gradients can often be more than 20 knots. Curl over and wind shear can also cause problems for even the experienced pilot. This means that approach speed may well have to be 10 or more knots higher than calculated by this formula.

Mistakenly exercising the windy day techniques on a calm day risks an overshoot so pilots should always be mindful of the distinction.

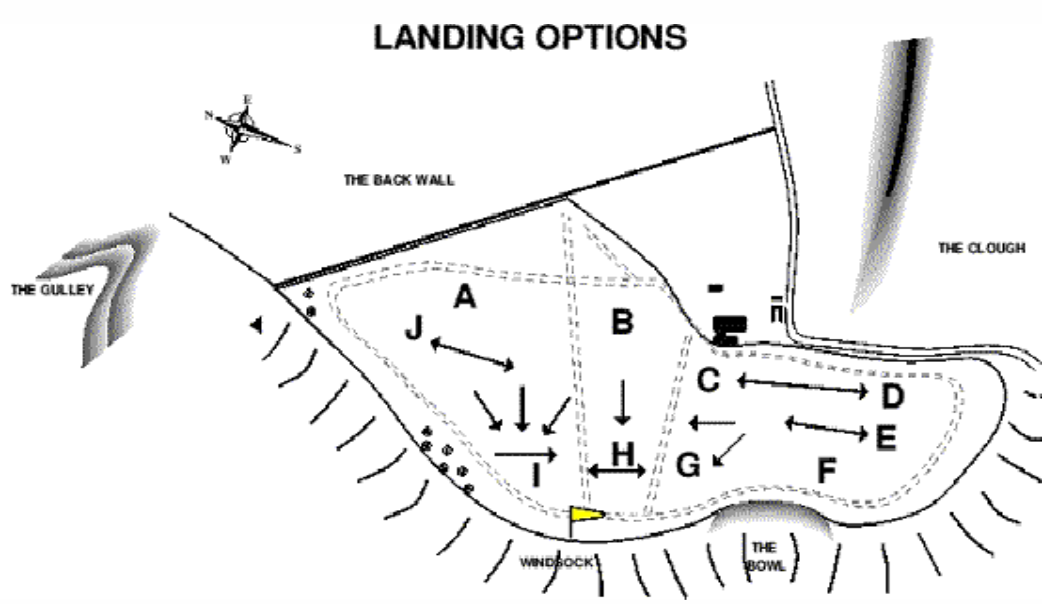
4.5.2 Landings

The shape of our airfield means that in most conditions pilots will be landing uphill. In exceptional circumstances, (generally easterly winds) landings may be carried out downhill. It is therefore important to have some knowledge of the general shape of the airfield. The slopes are not all bad as they can be used to a pilot’s advantage when landing uphill.

The next two pictures give some idea of the surface condition and directions of the slopes. The third picture gives some idea of the landing options and the problems the pilot may encounter.



4.5.3 Landing Options



The main landing areas are C, G, H and I. Try not to land in areas A and B which can be rough and the grass sometimes left longer than the ideal (D, E and J are useful in some circumstances). These areas are described on the next page.

A is 'the rough'. It is uneven in places and often quite boggy. Although we often launch across it we try to avoid landing here.
B just north of the hangar is a very small area of smooth ground hemmed in on all sides by roads and tracks. It is tempting to land short here in soarable west winds in order to shorten the retrieve but it's tricky so inadvisable. Area H is preferable and is only a slightly longer walk.
C is a good landing area, the surface is smooth. There may be turbulence in easterly winds. D is not a good landing place, as the ground is quite rough with undulations and slopes.
E is the best place to make for when landing a long way up the field in a southerly wind
e.g. after a launch failure. In north winds it provides expert pilots with a 'short landing' area. F is too rough to use unless there is no option.
G is the normal landing area for north winds. This area is quite narrow and can easily become cluttered with gliders.

When this happens, fly further up the field to H or I.
H is a reasonable place to land in any wind except a stiff south westerly when the air here will be rough.
I is the normal landing area for S, SW and W winds. In strong SW winds, use its most northern part. J is the reciprocal of E, with comparable uses. It slopes up quite strongly at its north end.

4.5.4 General Advice about Landings

Plan the approach and landing so the glider passes over no obstructions such as vehicles and aircraft when below about 100 ft QFE. Especially do not overfly the launch point

Keep straight. Never deliberately use the rudder to divert the glider from straight unless there is a good reason such as an obstruction in front or because someone might be landing behind you and will not be expecting you to veer off.

Don't land too near the hangar. The best landing area for a club glider (destined for the hangar) is towards the windsock - in areas G, H and I (see map on previous page).

If the wind is strong, pilots of single seaters should remain in the cockpit until help arrives. The pilot who last flew the glider is in charge of its safety until it is packed in the hangar, securely parked or handed over to the next pilot. Personal ballast should be removed promptly and must not be left aboard a glider that is parked.

4.5.5 Cross Wind Landings

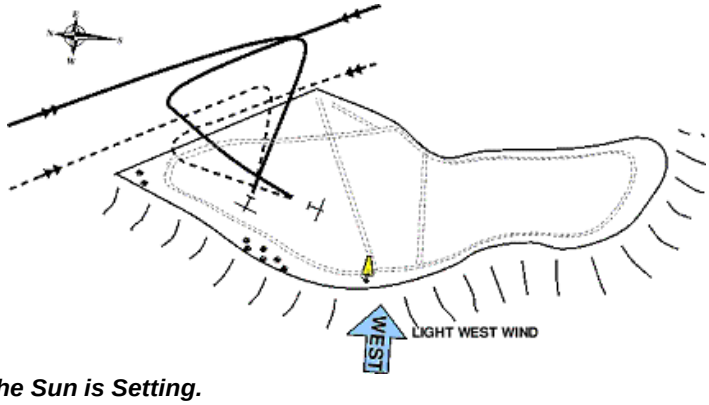
It is not always possible to land directly into wind. Furthermore, there are occasions when it is far better deliberately to land out of wind even though an into wind landing is possible. The main examples are as follows: -

Running out of height in the circuit.

One major cause of serious gliding accidents is spinning from a low final turn. Often the turn is made in a needless attempt to get the glider round into wind when the safe option is to abandon the normal circuit pattern and make a crosswind landing. All solo glider pilots should be able to recognise when they are getting low in the circuit and should know what to do about it; that is to turn promptly towards the nearest available landing area and go straight in. Several examples are illustrated in the sections dealing with circuits.

Light west winds.

In a light west wind (10 knots or less) inexperienced pilots are in danger of overshooting if they land at right angles to the west edge. Pilots who are unsure should get training or a briefing



When the Sun is Setting.

When soaring the west edge in the evening, keep an eye on the length of the shadows cast across the airfield and then you will know whether you are likely to be dazzled by the sun during the roundout and hold off. It is worth landing some 30° out of sun to avoid this problem.

Appendix A

Reference: The Card System

This is a safety system, aimed at ensuring all solo pilots (including visiting pilots) fly only within their competence level. There are 5 cards colours. Associated with each colour are limitations placed on the cardholder. A list of flying cards and their restrictions/privileges is available in the "links library" of the club website.

The card held and Pilot logbook, together provide the duty instructor with a wealth of information about a pilot. Pilots can monitor their progress through a defined plan. The card system can be used to structure post solo training and can assist the instructor in limiting who can fly in conditions prevailing on a particular day.

The equivalent DLGC card colour is allocated to the Blue Card, depending on the gliding qualifications held by the pilot. Visiting pilots who already hold a Blue card from previous visits may be required to undergo check flights on each visit or if inexperienced in the conditions on a given day. The duty instructor's decision is final.

The allocation of the DLGC card colour equivalent is based on specific gliding qualification and solo experience:

Solo <15 solo launches - White & daily check flight
Solo >15 solo launches - White (consider for off daily checks)
Solo > 25 solo flights - Red
Navigation, Field select and Land, XCE/ Sailplane Pilots Licence (SPL) XC - Yellow
Silver badge & 150hrs P1 or Full or Asst Instructor rating or SPL with FI(s) rating – Green

An instructor will take account of previous solo experience before allowing a pilot to fly solo. Any pilot with a Blue flying card is restricted to solo launches N to S or S to N (in benign conditions) unless signed off for other wind or launch directions as specified on the cards.

Pilots must establish before flying that they have the experience and qualifications to fly in the prevailing conditions, as determined by the Duty Instructor. This applies equally to all pilots. The Duty Instructor will specify the flying card colour required to fly solo on the White board mounted on the launch point vehicle.

Pilots who do not meet the set levels may only fly with the specific permission of the Duty Instructor. A satisfactory check flight may be required. It is the responsibility of the individual pilot to demonstrate that they are competent to fly in the prevailing conditions.

Appendix B

Reference: Pre-flight preparation

TEST FLIGHTS

A Test Flight may be required before a club glider is returned to serviceable status from being U/S. Test flights may only be performed by pilots authorised by the CFI. It is recommended that owners of private gliders also follow this test procedure.

Pre Flight
Carry out a thorough DI and instrument check.
Launch
Handling to be normal for type, sensible ASI, vario and altimeter readings
Free Flight
Trim for hands off, yaw string centred.
Carry out a straight stall, recovery to be normal with no wing drop.
Check airbrakes, deployment to be symmetrical. If asymmetric, plan for no-brake approach. NB wing bending may prevent deployment in some cases.
Carry out medium turns left and right.
Carry out dive, handling normal, no snatch or flutter of controls.
Approach/Landing
Check airbrake operation - no abnormal trim change.
Post Flight
If handling satisfactory, make an appropriate entry to that effect in the DI Book, mark the glider as serviceable ("S") and sign it. If there are queries or concerns, record these in the DI book, confirm the U/S status and report the outcome to an inspector, preferably the inspector involved prior to the test flight.

Appendix C

Reference: Two-seater flying

Other than solo, there are three categories of two-seater flying; Instructional, Introductory and Mutual.

• The British Gliding Association (BGA) medical requirements and other regulations for each category must be adhered to and can be found on the BGA web site under “Laws and Rules”.
• When flying privately owned 2 seaters under any of the following categories, the pilots must comply with the club rules as well as any rules or restrictions specified by the members of the glider syndicate.

Instructional
An instructor may fly a two-seater as pilot in command under the privileges of and within the limits of their rating. Visiting instructors will require the approval of the CFI, a DCFI or senior instructor specifically approved by the CFI.

Introductory Flight Pilot (IFP) Endorsement
• The UK Air Navigation Order (ANO) provides the opportunity for BGA member clubs to use pilots who are not instructors to carry out introductory flying where the passenger pays for the flight.
• In support of the need to mitigate the associated risks to third parties and to others involved in the activity, the BGA requires those pilots carrying out introductory flying where the passenger pays for the flight to hold a BGA Introductory Flight Pilot (IFP) endorsement to their gliding certificate. Instructors and Basic instructors are exempt from the requirement to qualify for the IFP endorsement.
• In unpowered sailplanes the requirement at Camphill, is for the pilot to hold an SPL or Bronze and Cross-Country endorsement (or above), 100 hours pilot in command at Camphill, CFI approval and completion of an approved BGA Introductory Flight Pilot course.
• The detail can be found in BGA Laws and Rules (Gliding certificates and endorsements.) and via the relevant BGA web page.

Mutual Flying
• Mutual flying describes two DLGC solo pilots sharing a non-instructional flight.
• Both pilots must have been approved by the CFI or a Deputy CFI, be at least 16 years of age, have 50 hours flying as P1 at Camphill, have an SPL or a BGA Cross Country endorsement (or above), have been briefed to ensure familiarity and compliance with the guidance in the BGA publication, Managing Flying Risk (MFR), section 11, “Flying with Other Pilots” and with the DLGC Mutual Flying – (a) Guidelines and (b) Record of Preparation form, both of which can be found via the Members' Website Links Library in the Regulatory section.
• Full and assistant rated Instructors are deemed to be approved mutual flyers.

Solo flying in club two-seater gliders
• Both the K13 and the Puchacz are used for training and the pupil will solo in which ever he or she finally proved their competence. Conversion to the Ka8 will require flights in the K13 and some may be solo at the instructor’s discretion.
• Instructors subsequently may see it appropriate to allow solo flight in a two-seater after a series of training flights, because of time constraints or lack of single seat gliders.

• Otherwise, solo use of the two-seaters initiated by non-instructors may only take place with the specific approval of the duty instructor. The pilots must be manifestly competent on type which rests on the instructor’s judgment. The conditions should be well within the pilot’s known competencies. Flights will be conducted within the privileges of the pilot’s card colour. The flight time should be limited by the duty instructor to ensure appropriate availability of the glider, with a maximum of two hours.

Appendix D

Reference: Hang Gliders and Paragliders

At Camphill we have followed a policy of co-existence and co-operation.

Due to outside factors, The Derbyshire Soaring Club no longer controls the Bradwell Edge site; pilots flying from there do so as individuals and thus there is no control over the pilots. However, we have established understandings with the DSC regarding our operations and they make considerable efforts to convey these to the hang/para gliding community generally. They normally have members on Bradwell Edge when there is flying from the hill and there is a radio on the hang/para-glider frequency in our Launch Point Vehicle. This radio can be used to request them to clear an area near the airfield if there could be conflict with our circuits or launch operations.

Sailplane pilots will have to get used to encountering hang gliders and para-gliders almost anywhere,miles away from the launching sites and all the way up to cloud base or higher. It falls largely to the sailplane pilot to steer clear since a glider’s airspeed is much greater and the hang glider, with its much smaller radius of turn, can change direction very quickly and perhaps unexpectedly. Pilots of sailplanes should treat hang gliders the way a responsible motorist treats cyclists and pedestrians.
Glider pilots should observe the strictest rules of airmanship when flying close to hang gliders.

When hill soaring at similar heights sailplanes should pass UPWIND of hang gliders since their ground speed is negligible when flying against a hill soarable wind and they do not reliably acknowledge the same hill soaring rules as sailplanes, such as always turning outwards from the hill

Appendix E

Reference: Check Flights

Pilots who have not flown for the periods of time shown below are subject to check flights before flying solo. The defined periods are known as “Recency” : -

- **Instructors 86 days (nominal 3 months)**
- **Silver Badge 58 days (nominal 2 months)**
- **Bronze Endorsement 30 days (nominal 1 months)**
- **Pre-Bronze 23 days (nominal 3 weeks)**
- **White card pilots 8 days (nominal 1 week)**
- **Early solo pilots 1 day**

An early solo pilot may be taken off 'daily checks' following a minimum of 15 solo flights, no recurring issues arising during check flights, no observed issues with solo flying, currency (at least 5 solo flights in the previous month) and spin training completed and signed off. An instructor will sign the pilot's logbook to confirm the new status. A pilot may be returned to daily checks if it is considered necessary by an instructor.

Separate checks may be required for specific reasons such as west wind soaring;(see section on the card system), or any other strong or turbulent conditions in which pilots are inexperienced. Visitors will have been issued with a Blue Flying card which specifies the particular wind conditions that require a check flight before solo flight.

Occasions may arise when a pilot has a successful recency check but does not manage to fly solo on the same day. The checked pilot may be regarded as within the requirements until the relevant expiry date. Solo flight after a check is not a requisite for recency, although it is desirable.
An instructor may decide to stipulate immediate solo flight as a conclusion to a check. e.g. For pilots known to be infrequent fliers or a marginal 'pass'. This will be clearly written in the pilot's logbook.

Annual Checks

All non-instructors must undertake annual check flights with an Assistant or Full rated instructor. To be current on these checks, (i.e. allowed to fly solo), pilots must have satisfactorily completed the check flights no more than 12 months after the previous completion date. Check flights undertaken between 10 months and 12 months after the previous completion date can be counted as having a new completion date of 12 months after the previous.

The weight of all pilots presenting themselves for annuals will be checked by the instructor on a set of scales which is stored in the launch point bus. This is to ensure that cockpit placard loadings are not exceeded. Should this be problematical, solo pilots who are aware of the risks which they may exposed to, by flying without a parachute, will be checked in an appropriate club two-seater training glider without having to wear a parachute, subject to the agreement of the checking instructor.
Pilots who fly without a parachute must ensure that they comply with BGA Operational Procedure;
“Parachutes – No glider shall enter cloud unless all its occupants are wearing parachutes and shall have been instructed in their use”.

A pilot seeking an annual check must provide the checking instructor with their total P1 flying time in a glider, over the 12-month period prior to the check. This flying time can include flights as the ‘pilot in charge’ in a two-seater glider. Also required is the total number of winch or aerotow launches undertaken as P1 over the same period. This will be checked by the instructor against the information shown in their logbook, or shown in ‘Free Flight’, to ensure that the pilot satisfies the minimum requirements of the flying card which they hold. This will be recorded and countersigned by the instructor in the pilot’s logbook or pilot’s flying card.

Pilots who fail to satisfy the minimum P1 flying hours and launches stipulated in the Club Flying Card which they hold, may be downgraded by one level, which will only be reinstated when the total flight time and launches for the previous 12 months returns to the appropriate level. Any full rated instructor may reinstate a pilot’s Flying Card, however the CFI or Deputy CFI must be informed of this, so that the Club’s records can be updated.

If during the twelve months preceding their due date, pilots have –
Passed the final test flights for transfer from the white card to the red or the yellow card to the green or
passed the general skills test flights required to obtain the Bronze endorsement, then they may adopt the date of completion of those events as their annual check flight due date.

The checks will require at least two flights. This will involve demonstrating satisfactory handling of the following.
- Winch launch, correct lift-off and rotation with lay-off.
- General flying - scan cycle lookout, trimming, speed control & co-ordination.

- A circuit starting plus or minus 200ft on normal HKA, including correct lookout.
- Final turn & approach.
- Stalls & reduced g or spins & spiral dive.
- Simulated launch failure with correct recovery.

As with any check flight the pilot may benefit by trying additional exercises for training and/or personal satisfaction but the ones listed above will be in the nature of a test not tuition.

Instructors additionally may include topics relating to national or local safety campaigns or changes in recommended practise.

Persistent failure of check flights (or any other problem) entailing a period of re-training will be accompanied by demotion to a lower card
.
In addition, to retain their annual check status pilots holding green cards or yellow cards will be required to fly, between annual checks, at least 15 hours and 15 winch launches and pilots holding red cards, at least 5 hours and 15 winch launches. Power flying hours can count up to 5 hours. Those who have not met these currency conditions will be rated at the next lower card colour until their currency in the previous 12 months returns to the levels above.

If a pilot is in any doubt about their currency or recency, then a check flight should be undertaken.

Any check which results in a tendency for the student to over-rudder the turns will result in a fail.

Appendix F

Self-Launching Motor Gliders – Camphill Rules

a. No more than two SLMGs with non-retractable engines will operate from Camphill
b. When two SLMGs with non-retractable engines are based at Camphill then SLMGs with retractable engines may be based at Camphill provided the engine is not used for take-off.
c. Owners of SLMGs shall be required to provide sufficient fire prevention and safety equipment as is needed for safe operations.
d. Any take-off or landing will be carried out at the discretion of the pilot in charge of the motor-glider, subject to the approval of the Launch Marshal and/or the Duty Instructor.
e. Any take-off and landing should be in line with the direction of the take-off direction being used for winch launching on a particular day.
f. Circuits should conform to the circuit patterns being flown on a particular day.
g. Taxiing should be confined to the edges of any landing area, where possible.
h. Engine warm-ups and tests should be carried out so as not to blow dust/gravel over other aircraft through prop wash.
i. The airfield frequency should be used to communicate with the launch point.
j. Pilots flying a motor glider from Camphill must leave a note of their route plan at the launch point control vehicle.
k. Pilots flying motor gliders from the site must comply with the club's rules about supervision i.e. there must be a person on site qualified to authorize flying and a launch marshal at the launch point.
l. Pilots of SLMG must not carry out repeated circuit practice around the airfield where noise pollution could cause a problem to our neighbours
m. Pilots should also be aware of the sensitive nature of noise pollution in the local community and use climb out patterns that avoid local villages.
n. Climb out patterns should avoid circuit patterns and areas where gliders may be soaring.

The operation of retractable engine gliders

No pilots taking a launch from Camphill may use the engine without
demonstrating to the satisfaction of the CFI that they meet the following conditions.

a. They are fully briefed on the operating procedures for the turbo unit.
b. They know the rules to prevent noise pollution in the local area.
c. They are capable of landing safely in a field with the turbo unit deployed but inoperative.
d. They have satisfied the CFI that they are fully aware of the problems caused by the engine being out and not running.
   Inexperienced pilots may be required to visit a large aero-tow site where the emergency procedure can be practiced.
   No pilot should attempt to use the engine in order to avoid landing out without the pilot having successfully practiced starts, engine retraction and landing with the engine deployed but not operational.
e. Noise pollution is a sensitive issue to local residents and visitors to the Peak District. For this reason the following practices are recommended for starting the engine in the air close to the site:
   Where possible pilots should not use the engine below 3000 feet (QNH) and within 5 nautical milesof the site.
   Prior to cross-country thermal flights, the glider should be thermal climbed to a height above which it is intended to start the task. The engine should then be run for no more time than necessary to satisfy the pilot that the

engine is working (Typically 30 to 60 seconds).
On returning from a cross-country flight where the engine has been used to return to the site the pilot should climb to sufficient height to be able stop and retract the engine prior to approaching the site.
Pilots should not use the engine, persistently, low down to climb away from the site in search of soarable conditions elsewhere.

f. Pilots of self-sustaining gliders should obey club-flying rules in relation to gliders and any guidelines relating to motor gliders that may cover aspects of their flight.

Pilots who fail to observe the spirit of these guidelines may have their permission to operate the glider from Camphill withdrawn.

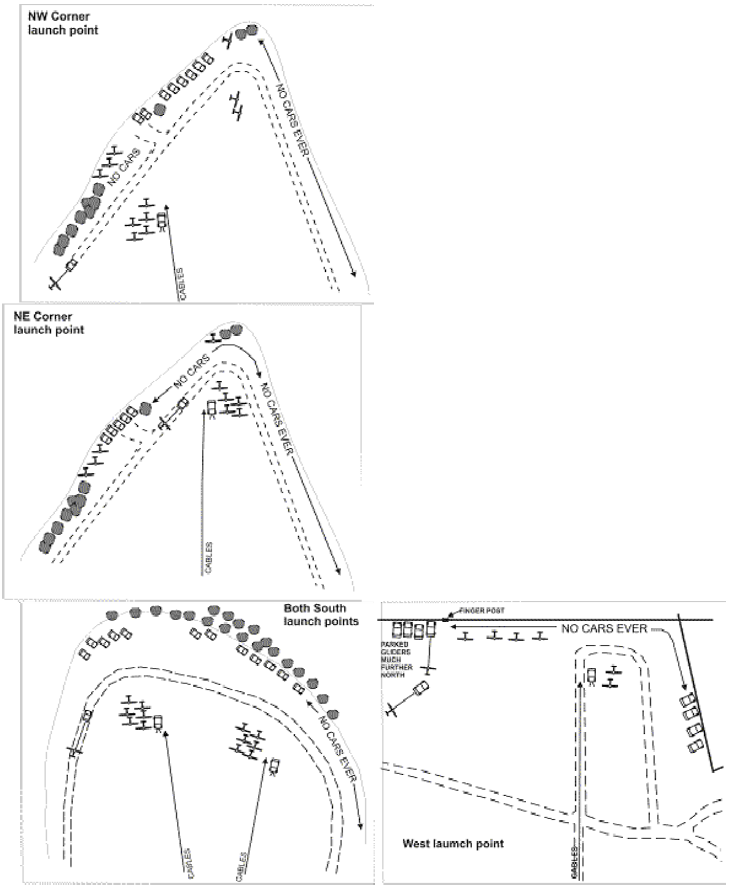
Appendix G

Reference: Designated car parking areas

Vehicles “air side” on the field are governed by a code of behaviour based on good airmanship and the need to conserve the fabric of the field,

In general terms, vehicles are limited to 15 mph and are normally restricted to the roads and tracks except for the purposes of retrieving aircraft off the field, essential work and emergencies.

They should not be parked within 10 metres of any roadway nor in the immediate vicinity of any launch point. See the following diagrams for appropriate parking areas



Most motor insurance companies do not cover private vehicles airside on any form of flying site. So it is likely that in respect of any accident involving your car on an airfield, you are NOT covered and are personally at risk in the event of a claim. However, the club insurers *may* indemnify members for liability in the event of 3rd party claims (but NOT visiting non-members). Some glider policies may include a degree of cover for towing the glider airside. It is important to know the terms of your policy.

Appendix H

Performance of Daily Inspections (DI)

Any Camphill pilot may perform a DI on a Club glider without supervision providing they have been trained. The training will be type specific, recorded in their flying logbook, their training record card and their Camphill flying card.

Camphill pilots with a share in their own glider but who do not hold a LAPL(S), SPL or BGA bronze badge with XCE must be similarly trained.

The DI will include determining any damage or non-functioning but also ensuring the ARC is valid, the insurance extant, that the required documents are aboard and there are no outstanding deficiencies recorded that should be rectified before the next flight. It will also include: a control integrity and launch rings release check.

Manual Updates
Jan 2012
Mar 2012
Apr 2012
Jan 2023
May 2024 (Current)