

Shenington GC Guidelines for Power Aircraft

Membership

All power pilots based at Shenington should hold some form of flying membership at SGC. Please be aware that by signing your membership form you have agreed to keep up to date with and adhere to SGC Operating Procedures and related information. There is a variety of self-briefing material available in the clubhouse and online via the clubhouse computer, as well as at the Launch Point when gliding is in progress. **If in doubt, ask for the Duty Instructor.**



Use of Radio.

Pilots should note that many gliders are **NOT** fitted with radios and batteries in gliders can become flat during flight. Therefore, "nothing heard" on the radio **MUST NOT** be taken as "nothing there" when flying in the circuit.

- It is **NOT** the intention to offer a ground/air radio information service either for use by gliders or power aircraft operating from our site. However, we may sometimes be able to pass limited information to pilots of current airfield activity, weather conditions, preferred circuit pattern, etc. We are **NOT** able to give any instruction or permission to land, and this must be at the pilot's discretion.
- When gliding operations are in progress, all pilots of powered aircraft operating from Shenington are to contact the glider launch point and obtain airfield information before taxiing. This may be achieved by contacting the Duty Instructor personally at the launch point or if appropriate/available contact by radio can be made. Taxi should not commence until appropriate briefing/information has been received and it is safe to commence taxiing.

Authorisation

- The club takes the view that licensed power pilots flying private aircraft are self-authorising. Booking out and checking weather, NOTAMs, Royal Flights and RA(T)s, etc are duties which fall to the pilot-in-command, although club procedures will normally mean that the gliding club Duty Instructor will have checked these for the local area and posted them on the Launch Point Briefing Board each morning.
- It is the pilot's responsibility to check and respect medical, licensing, maintenance and C of A expiry dates whether flying a private or club aircraft. See also 'SGC Operating Procedures'.
- Pilots flying tugs at SGC shall operate under the guidance of the Tug Master. Pilots wishing to fly privately owned tugs when not being used for towing operations will need authority from the owner.
- **Use of the Club Motor-Glider:**
 1. All club members wishing to fly the club motor-glider as pilot-in-command must be approved by an SGC SLMG PPL Instructor and inform the CFI. SLMG Pilots should read the *BGA Motor-Glider Handbook*.
 2. The club motor-glider can be booked using the club booking system.
 3. If a pilot wishes to take the motor-glider off site and 'land away' over night he must receive permission from the SGC Committee.
 4. To comply with legal and air safety requirements flying should be booked OUT/IN on the power movements log in the clubhouse.
 5. Before using the club motor glider, all authorised pilots shall inform a club official (Authorising Instructor, Staff Member or Committee Member). A note containing the club officials name should be written in the remarks column of the power movements log.

Arriving By Air (GPS Co-ordinates R/Ws 17/23 52° 4.912' N 1° 28.486' W. Trigraph = EDG).

CAUTION: DO NOT JOIN 'OVERHEAD' DUE TO RISK OF COLLISION WITH LAUNCH CABLES ALWAYS KEEP A GOOD LOOKOUT FOR GLIDERS

- Beware of Intense gliding activity in the vicinity of the airfield. Glider winch and aerotow launches. Launch cables up to 3,200ft AMSL.



- Shenington is strictly PPR by telephone. For safety reasons, a briefing on the day of arrival is required. Gliding operations take priority. The above photo shows the airfield layout and some suggested circuit patterns along with the primary local noise avoid villages: **Shenington, Tysoe** and **Epwell**, plus '**Upton House**' - a National Trust manor house (0.5nm N of position shown).
- Pilots unfamiliar with the airfield should be aware that the numbers shown on the diagram of the airfield are for general guidance and orientation only. Pilots should remember that Shenington Airfield is a 'private farm-strip.' The surface of the airfield contains hazards that could cause damage to some aircraft types. Hard surfaces are not maintained to licensed airfield standards. Additionally, some hazards are not easy to see from the air, e.g. hidden drainage points. Pilots land entirely at their own risk and must use discretion when deciding whether it is safe to land.
- All joins are to be made 'Downwind' to the Primary Run in use to avoid conflict with gliders & cables unless 2-way radio contact has been established with the Launch Point and de-confliction has been arranged. The winch cables are normally laid out on the 'downwind side' of any crosswind component on the **Primary Run** (often on a slight diagonal). Winch cables are almost impossible to see. When laid out they will run from the launch point at the downwind end of the run to the winch at the upwind end of the run.
- Shenington Airfield is unlicensed and has no ATZ. Make radio calls when 5 minutes out on 129.975 MHz. This radio frequency is a shared "Common Glider Field Frequency" and is also used by other nearby gliding airfield operators, so it is essential to include 'SHENINGTON' in ALL transmissions. The frequency is not always manned so if there is no reply pilots should make BLIND CALLS and continue at own discretion following the PPR telephone brief. Once you have positively identified the airfield call 'Field in site'.
- No instructions will be passed unless to avoid an immediate flight safety hazard. If the frequency is manned, basic airfield information may be passed. Please note that if a response from the club is received it may contain 'non-standard' phraseology when describing the preferred circuit and landing area. e.g. "Preferred circuit is right-hand for the '8-Acre'" (rather than '28'). See the airfield diagram earlier in these notes. Pressure setting info is NOT available, but a local QNH can be obtained from Birmingham ATIS on 136.025 (BHX is approximately 20nm NW of Shenington).
- Call 'Downwind' and 'Final' using the following protocol "Shenington, [aircraft call sign] downwind [left / right], [landing area/run]". **Power circuits should be at 1000ft AAL (QFE) i.e. approx 1650ft AMSL (QNH) outside and clear of the normal glider circuits.** Remember that gliders may turn in early and land on any part of the airfield. Depending upon a number of factors gliders may not always be able to fly a standard circuit. It is not uncommon for some gliders to use a secondary landing area with a different **de-conflicted** and **non-overlapping** circuit pattern. (See **SGC Operational Procedures** document for more detail).
- Despite its appearance to the untrained-eye, Shenington Airfield is a hill site. Thus, in some wind directions **very strong wind gradients and turbulence** can be encountered on approach in any significant wind strength, i.e. wind greater than 10kts. This is of particular importance as safe undershoot options are extremely limited on most runways.
- When choosing your landing direction, the position of the launch cables must be borne in mind. **LANDING IS STRICTLY AT THE PILOT'S DISCRETION.** Always avoid a landing direction that would mean flying across the winch cable line. Always have a safe plan in case of a go-around. Due to wind direction or pilot experience this may not always be possible when gliding is in progress, so it is up to you to work out the safest course of action, *which may involve diverting to a different airfield.*
- **Remember ALWAYS give way to GLIDERS. Gliders may not always land in the same direction that you have chosen.** Powered aircraft should vacate the 'active landing area' as expeditiously as is safe to do so. Beware of cables and of 'lips' when crossing between grass and hard surfaces.
- Pilots should book IN/OUT at the Clubhouse. This is located at the southern end of the airfield. Amenities plus Tea and Coffee is normally available in the Clubhouse.

Taxiing and Departure Procedures

On the face of it, taxiing over apparently inert launching cables can seem an innocuous process. However, a number of fatal accidents at gliding sites around the world have shown, instead, that it is astonishingly easy for the cable to be picked up with disastrous consequences. See AAIB Fatal Accident Report: http://www.aaib.gov.uk/cms_resources.cfm?file=/dft_avsafety_pdf_023906.pdf

The following guidance is provided to keep self-launching / powered aircraft safely apart from cables, both those lying on the ground as well as those in the air:

- Sherington is a primarily a winch launch gliding site. Thus, **for safety reasons pilots of departing aircraft are to inform the Duty Instructor / Launch Point of their intentions** and ensure they cause minimum disruption and to glider operations.
- When winch operations are taking place the winch will be located at the upwind end of the active runway. When winching is in progress or about to commence a rotating beacon will be flashing on the top of the winch. The winch cables are laid out along the Primary Run.
- If landing on an alternate run or taxiing, the cables may be across your path.
- If the winch light is on, STOP and stay out of the way. A moving cable is very hazardous.
- Avoid taxiing across the cables if at all possible. If you do have to trample the cables, do so slowly and with extreme caution. It is strongly recommended that trampling of cables is only done on a hard surface (not the grass). Pilots must make sure they have not snagged the cable before taxiing further.
- **If the cables are trampled when taxiing out for departure, it is imperative that pilots are absolutely certain they have not picked up a wire before departure.**
- **Visually inspect the wires after trampling across them before departing. It may be necessary to make a back-track to facilitate this.**
- **When departing on cable run directions 05-23 (Short Hard) or 17-35 (Long Hard) the departure must NOT take place with cables laid out.** Pilots of powered aircraft must wait for the cables to be used. If no gliders are waiting to winch launch, liaise with the launch point to have them retracted.
- **Due to the significantly wider run in directions 10-28 (Main Grass Run) there is often enough width available alongside the cable run to enable safe lateral separation to be maintained.**
- **It is the responsibility of the Pilot-In-Command of a departing powered aircraft to ensure he is satisfied that safe lateral separation between the aircraft and the cables will be maintained and that the cables will NOT be crossed.**
- **IF YOU ATTEMPT TO TAKE-OFF WITH A WIRE ATTACHED TO THE UNDERCARRIAGE OF YOUR AIRCRAFT YOU WILL CRASH.**
- Do NOT take-off until you have checked that both circuit directions are clear. Note that a 'thumbs up' from the Launch Point only indicates that nothing has been seen by the signaller. It is NOT a clearance and does NOT guarantee that it is safe to proceed. Pilots should only depart when they are completely sure it is safe to do so.
- **Remember that on a gliding site anyone can STOP a launch or departure if they see a potential safety hazard.**
- If a winch launch has taken place you must wait until you see the winch parachute hit the ground with the wire in tension and under power and that the wire has been safely retrieved by the winch. You do NOT want to hit a wire that is still flying. A broken wire will 'float down' and is likely to make the departure run unsafe for use. Only depart when you are sure it is safe to do so.
- After take-off depart the airfield in a safe and expeditious manner keeping a good lookout for gliders. Try to avoid the local noise sensitive areas if it is safe to do so.