



## Visiting Buckminster Gliding Club by Air

Gliders, including powered sailplanes, are always welcome. If a relight or aerotow retrieve is required we will endeavour to provide it.

As we are a gliding club powered aircraft, including motor gliders, are strictly PPR which will normally only be granted for visits in connection with gliding. This must be requested at least 24 hours prior to arrival by contacting the Office who will seek approval from the CFI/DCFI or Tug Master. Office hours are Monday to Friday 9am to 2pm. The following information will be requested:

- Aircraft Type
- Aircraft Registration
- Pilot Name and number on board
- Departure Point
- Confirm whether aircraft is FLARM equipped
- Purpose and duration of visit
- Contact telephone number
- Email address

## Airfield Information

Saltby Airfield	Elevation 480'	Hours – SR to SS
"Saltby Base"	129.980	Strictly PPR Aeroplanes and TMGs
Coordinates	N5249.77 W00042.65	BGA Waypoint 'SBY'
Fuel	100LL & URL91	
Telephone	Office: 01476 860385	Launch Point: 07503 259637

Runways are marked with designators. There are two windsocks – one on the right of Rw 25 and one on the left of Rw 07. As a guide the 'main' runways in use are 25 and 07. Runways 02 and 20 may be used to land in appropriate wind conditions – however on 02 you should land after the runway designators, on runway 20 you should land after the triangle both are due to runway damage. The triangle should be avoided. On the day of arrival please call the clubhouse before 9am to speak to the Duty Instructor who will advise on conditions and runways in use.



### Airfield Activity

The airfield is active, weather permitting, every day of the week (and some evenings) with glider winch launching up to 3,480' AMSL, 3,000 AGL. We also aerotow and operate two tugs and a number of motorgliders.

### Winch Cables

Our cables are made from rope. Please do not attempt to land, take off or taxi over them. They are very strong in tension but very easily damaged if trampled.

When 25/07 run is in use the cables are normally to the south of the hard runway. We do not winch from 02/20 run.

### Runway in use & Circuits

Runway in use is usually evident from the position of the winch and the gliders parked by our Launch Point Control vehicle. However, aircraft may also be using other runs for training landings or powered flight so must be assumed to be active as well. Lookout, listen on the radio and state your intentions.

Gliders may do left or right handed circuits or sometimes straight in from a long final. Keep a good lookout especially on base leg for gliders on long finals or on conflicting circuits. Gliders are very hard to see!

**Power circuits** are done outside the glider circuit to avoid descending on to gliders already in the circuit. At all times power gives way to gliders.

**Glider circuits** are best done on the downwind side of the runway you intend to use, but not if that would involve flying over the run being used for winching.

## Joining & Arrival

No overhead joins due to the possibility of winch cables being in use. If approaching from the North ensure you have received a daily briefing as we may be carrying out aerobatic training to the North of the airfield and the aerobatic box will be open up to 4,000' AGL and must be avoided if active.

Landing on the grass is advisable. If landing on 07 land long beyond the cross runway. Once landed you should depart the runway to the South and taxi to the parking area as close to the treeline on the south as possible to ensure all landing areas are kept clear for gliders.

Parking should be in the grass area to the South of Runway 25 behind the boundary line.



## Flying over obstacles

If flying over obstacles on the airfield, for example to land long with a tow rope attached, the minimum safe height with a tow rope attached is 300' otherwise 200'. The approach to 25 is over a public right of way and you can expect walkers and cyclists at any time so you **MUST** come in high over this area.

## Radio

'Saltby Base' 129.980 is used mainly for pilots to announce their position in the circuit. Please make standard calls but don't expect any responses. You can ask for runway in use and wind – but you may not get a response.

## Facilities

Clubhouse facilities include toilets, tea, coffee, soft drinks and confectionary.

## Departure

A briefing from the Duty Instructor or Duty Tug Pilot who will be available by calling the launch point mobile **is essential** before departure. Advice will be given regarding:

- Exiting Parking Area safely to fit in with BGC operations
- Departure advice

## Flying Visiting Powered Aircraft at Saltby Airfield

- Avoiding overflying Hazard's Farm
- Ensure you avoid BMFA Sewstern when departing to the South



## Our Neighbours

**BMFA Sewstern** - This is the national centre for model flying (British Model Flying Association) potentially operating 7 days a week. It is situated 3km south west of Saltby. Their airspace is Notam'd and is a radius of 1 nm up to 3000' AMSL/2,500' AGL.

**Langar Parachuting Zone** - this is a very active parachute drop zone to the North West of Saltby.