

# Site briefing for visiting pilots

The site is relatively benign, but because of the hills and valleys the air is seldom completely stable. When there is any wind blowing you must expect to find both lift and sink anywhere in the circuit.

The most obvious hazard on the site is the line of tall trees on the approach from the east. Any curlover behind these trees is likely to be accentuated by the steep slope of the hill behind them.

If you do a long shallow approach in this wind direction you may find yourself investigating the curlover.

The safest method is a steep approach from a final turn not too far behind the trees. The final turn must not be below a normal safe height. The base leg can be started high.

At the other end of the field the fence is no problem but one field back the ground drops away and this can cause enough curlover in the undershoot area to be a problem in windy days, particularly when doing a left hand circuit in winds from the SE. There is a public footpath on the western boundary of the field and approaches from this direction must avoid any danger to the public.

There are special instructions for cross wind takeoffs in a southerly wind. They are on the cross-wind instruction page and are essential reading.

When aerotowing the tug may turn out to the North or South so be prepared for possible rope breaks in either direction. On release you should turn left. The tug will turn right.

If flying from the west end and you wish to make a hangar flight the rule is that you must stop before the windsock.

The field can be quite difficult to recognise from the air. The distinguishing features are the line of tall trees on the eastern end and the square copse to the north side, also the lakes and long drive at Longleat house to the north. The drive points directly to the airfield. The A303 to the south is very visible.

On aerotow, release with a climbing turn to the left.

## **Check flight rules for visitors wishing to fly a club single seater**

After examination of the visitor's flying logbook, they must be very thoroughly checked out by an instructor, which at a minimum will include cable breaks and stalls. The minimum requirement to fly club single seaters is a bronze badge.

They should read the notes for visiting pilots in the club order book, and if necessary be given a thorough type conversion briefing.

A copy of their valid medical certificate must be checked by the instructor and attached to the membership form.

No visitor may fly a club two seater solo, except as part of an instructional course, and after all the pre solo exercises on the club progress card have been completed successfully.