Denbigh Gliding Club

Flying Orders

Version 2.0

1/1/25

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1 INTRODUCTION

These FLYING ORDERS supplement, but do not override the latest BGA ‘Laws & rules for glider pilots’, and should be read in conjunction with that document.

1. Gliding at Lleweni Parc is always to be undertaken at the discretion of the Chief Flying Instructor. All Denbigh Gliding flying activities are to be conducted in accordance with the British Gliding Associations Operational Regulations.

2. All pilots flying at Lleweni Parc must make themselves familiar with the contents of the latest BGA ‘Laws & Rules for glider pilots’.

3. Members are individually responsible for ensuring that they obey laws, rules, orders and recommendations, and must not expect the CFI, or instructors, to remind or check the member’s compliance.

2 FLYING DISCIPLINE

1. The CFI shall have full authority over flying of all aircraft at Lleweni Parc. The Duty Instructor, in the absence of the CFI shall be in charge of flying.

2. Members wishing to fly on any occasion may only do so with the authority of the Duty Instructor. Orders given by the Duty Instructor should be complied with promptly.

3. Each member is to keep an accurate, up to date record of their flights in a logbook, which should always be available for any instructor to examine on demand.

4. Any member infringing flying orders will be liable to suspension from flying activities by the CFI or Duty Instructor.

5. Before flying solo, a member must make available upon demand, a valid medical certificate indicating his/her fitness for gliding, a copy of which is to be held by the Denbigh Gliding Club.

6. Smoking is prohibited in the clubhouse, hangar, and workshop and near to club aircraft or launch equipment.

7. Absolutely no alcohol is to be consumed during a flying day. Any alcohol consumed prior to flying automatically renders that pilot unfit to fly. Consuming alcohol “the night before” may also render a pilot unfit to fly; this is certainly true if the effects are still evident.

8. Every pre silver pilot MUST get a briefing from the duty instructor before flying.

9. Obtaining a briefing from an instructor does not absolve any pilot from their responsibilities as “Pilot In Command”

3 AIRCRAFT

1. Approval of the CFI must first be sought when bringing a new glider on site.

2. Any aircraft that has been rigged must be signed off by the person completing the DI and a second independent inspection of controls and pins must be made and also signed in the DI book.

3. All aircraft are to be inspected and signed for in the aircraft daily inspection book by an approved member each day before flying starts. Approved members are minimum solo pilots that have been trained to do a daily inspection by a fully rated instructor or FI(S).

4. Aircraft are not to be flown unless in a serviceable condition and with a current C of A and A.R.C. (or equivalent where regulations permit).

5. No alteration or repair is to be undertaken on any DGC aircraft except on the instruction of the Technical Officer, Duty Instructor or CFI. Where necessary engineering advice is to be obtained.

6. Before flying a type of glider for the first time, pilots must receive a briefing from an Instructor familiar with that type.

7. It is the responsibility of the pilot of any glider, before flight, to acquaint themself with the operation of its controls and flight characteristics, and to comply with any limitations or restrictions imposed on that glider

8. The pilot is responsible for ensuring that the glider is flown within its permissible centre of gravity range and that any extra ballast used is properly secured during flight and removed after flight.

9. The pilot is responsible for a club aircraft from the time he takes charge of it until the next pilot takes over or until the aircraft is returned to the hangar safely or to the launch point to the satisfaction of the Duty Instructor. Report and damage/issues to the duty instructor of the day, or to the CFI.

10. It is the responsibility of the pilot returning club aircraft to the hangar to switch off all electric instruments, put the battery on charge and remove any ancillary items.

4 WEATHER MINIMA

1. The following weather minima are to be observed when launching gliders flown by experienced pilots:

1.1. Cloud Base: 1,000 ft above airfield level. Where special circumstances exist, the Duty Instructor may authorise flying with a lower cloud base.

1.2. Wind Strength: Normal limits 30 knots. Where special circumstances exist the Duty Instructor may authorise flying in higher winds, providing adequate ground handling facilities exist. Launching gliders with any apparent tailwind element is strictly prohibited.

1.3. Visibility:1.5Km Min for normal circuit flying, 4Km Min for aero tow or soaring.

1.4. Precipitation: Gliders are not to be launched in rain because of the increased risks.

1.5. Separation from Cloud: Gliders must remain well clear of cloud when launched.

2. Duty Instructors are to use their own judgement to adjust these minima for less experienced pilots.

5 LOCAL SITE FLYING

1. The duty instructor must assume the responsibility of the site ensuring safe operation and the safe return of all gliders.

2. Dual flying may take place when P1 is first established and is either Basic Instructor or Passenger rated.

3. Flying may be conducted in the absence of an instructor by self-briefing pilots (Bronze XC or above) when no instruction is required. On these occasions, type-conversion flights and tug pilot training are not permitted.

4. FLARM is mandatory in ALL aircraft operating at Lleweni Parc from 1st January 2025.

6 FLIGHTS AUTHORISATION

1. When operating with a Duty Instructor: Every flight by an DGC glider is to be authorised by the Duty Instructor.

2. Authorisation for flights will normally be conveyed verbally. A daily flying log is to be maintained in the office.

7 GLIDER LAUNCHING

GLIDER LAUNCHING REGULATIONS

1. Pilots should check that controls are operating freely and in the correct sense prior to flight.

2. Pre-flight Vital Actions are to be conducted immediately before each launch as stipulated by the BGA in "Laws and Rules".

3. The approved BGA launching procedure will be followed.

4. The rope is to be attached to the glider only on instruction of the pilot and only when the pilot is fully prepared for the launch and is satisfied that the area in front, above and behind the glider is clear. Once the cable is attached, no one is to walk in front of the glider.

5. When self-launching aircraft are operating, any winch cable runs must be positioned so as not to endanger departing aircraft. Every motor glider or Tug aircraft must not take off with winch cables nearby.

6. Upon releasing from an aerotow, the glider shall slow the glider down to avoid flying into the rope. The towplane may do a diving turn in whichever way they prefer. The glider can do a climbing turn once released should they see fit.

7. Signals for commanding the launch are done over radio, 129.060

8. If the glider does not have a serviceable radio, they must not launch.

9. The person hooking on should visually check airbrakes are locked and canopy locked before hooking on.

10. First flight after rigging, gliders must have completed positive control checks before launching.

8 CIRCUIT REGULATIONS

1. Attempts at thermal soaring by novices below 700 feet are prohibited. Silver C pilots however may circle down to 500 feet if they are not interfering with the circuit pattern of other gliders.

2. Pre-circuit vital actions must be performed to configure the glider for landing.

3. Target Approach Speeds should be modified to suit the conditions.

4. The final turn to land should be completed by 300 feet above ground level and a straight-in approach made.

5. The approach path should not be over any obstruction on the airfield unless there is no other safe alternative, in which case the pilot should maintain a vertical separation of at least 50ft.

7. It is acceptable to approach over the top of another stationary glider on the runway during the approach. The vertical separation must be minimum 100ft, unless there is no other safe option.

8. The landing run it is recommended to test your wheel brake before you need to use it at the end of the runway. If the wheel brake fails, you should have enough time to turn on to the grass to stop safely.

9. Gliders are to be cleared off the runway as soon as safely possible, to allow landing gliders to use the full length of the runway.

10. Landings should always be made so that the following glider(s) have room to land. Ie, land and roll to the end of the runway unless it is not safe to do so.

11. Circuits are to be done on the south side, unless otherwise briefed or unsafe to do so.

9 SOARING

1. Mid-air collisions are the greatest hazard in gliding. Pilots must keep a sharp lookout at all times.

2. All pilots must know and conform to the BGA soaring protocol when sharing thermals.

3. No pilot may fly out of the gliding range of the airfield unless he holds a Bronze "C" with cross-country endorsement or higher qualification. Silver C + can self- authorise for a cross-country flight.

5. Bronze XC pilots must seek approval, from the duty instructor, before cross country flights, or leaving safe gliding range of the airfield.

4. There is controlled airspace nearby Lleweni Parc. All solo pilots must make themselves familiar with the airspace before flying and should have a serviceable moving map to aid navigation. Pilots are responsible for their own navigation and remaining clear of all Controlled Airspace.

10 RIDGE SOARING

1. All pilots must make themselves familiar with the latest BGA’s guidance on hill/ridge soaring.

2. The Civil Aviation Authority permits, under an exemption to ‘SERA.3105 Minimum Heights’ and SERA.5005(f) ‘VFR Flight Minimum Height’, a glider to fly below 150 metres (500 feet) above the ground or water or closer than 150 metres (500 feet) to any person, vessel, vehicle or structure if it is hill-soaring. In doing so, pilots must comply with ‘SERA.3101 Negligent or Reckless Operation of Aircraft’, which states that an aircraft shall not be operated in a negligent or reckless manner so as to endanger life or property of others. Public/third-party safety is the absolute priority. It is extremely important that the exemption is only utilised for its intended purpose.

3. **NEVER** fly close to, towards, or low overhead any people walking on the ridge.

4. Pilots should leave the ridge with enough height to do a circuit, join the downwind leg or base leg. Pilots should avoid landing straight in where possible, but must advise intentions over the radio.

11 CLOUD FLYING

1. No pilot is to fly in cloud unless they have serviceable cloud flying instruments, moving map and parachute. If, operating with a SFCL license, then a cloud flying endorsement must be on the pilot’s license. It is strongly advised that, where possible, pilots receive cloud flying training before flying in cloud.

12 CROSS COUNTRY FLYING

1. It is the pilot’s responsibility to acquaint themselves with any official notices, such as “NOTAMS”, and meteorological data that may be relevant to their flight. They are also responsible for ensuring that their flight is legal and safe, and complies with all current BGA regulations.

2. The safety of the aircraft is the pilots' responsibility until it is returned to the site.

3. The condition of the trailer must be verified as legally road worthy and capable of completing a retrieve from the furthest turn point on task.

4. Prior to launching, the pilot must arrange a “retrieve crew” to recover the glider in the event of an out-landing.

5. Before taking a glider cross-country the pilot

5.1. Must have at least 5 hours on that type and

5.2. Must have demonstrated good approach control and landing in type.

13 LAND OUTS

1. Upon landing out, the duty instructor/CFI must be informed as soon as possible.

2. Permission from the farmer should be approved before any crew enters the field with the trailer.

3. Familiarise yourself with the BGA’s Guidance on field landings before flying cross country.

14 AEROBATICS

1. Pilots with an aerobatic endorsement may self-authorise an aerobatic flight if they are current and are flying a glider permitted for the intended manoeuvres.

2. Aerobatics, except for instructional spinning, must be completed by 1,000ft AGL unless cleared to a lower height by an aerobatic instructor following an aerobatic course.

3. Aerobatics must not be performed in rough air.

15 FINISHES AND COMPETITION (GO-AROUND) RACING FINISHES

1. Racing finishes and practice racing finishes are permitted if safe to do so.

2. Regardless of the position of any finish line, glider approaches towards the airfield should prescribe a descending flight profile (other than to go-around where necessary) and, whenever possible, the landing area should remain in the Pilots sight at all times. The approach should be flown no lower than 100 feet AGL at any point prior to, or after crossing the airfield boundary, before or after the finish, except when on final approach to land, and in a manner that cannot endanger persons (seen or unseen), vessels, vehicles or structures.

3. A go-around may only be performed if the kinetic energy in the glider can be readily converted to an increase in height allowing the pilot to fly a safe abbreviated circuit resulting in a final turn in excess of 300 feet AGL. That said, a straight in approach to land should always be carried out if there is any doubt regarding the ability to fly a safe go around.

4. Whenever possible, the Pilots intention to finish a task should be relayed to Lleweni Parc by way of radio call(s) giving the estimated time(s) of arrival – ideally these calls should be made at 10 minutes and 2 minutes out.

5. In all cases it is the Pilot's responsibility to ensure that the manoeuvre is flown safely by conducting a complete and thorough look out throughout the exercise.

6. Pilots should ensure that they comply with the requirements of CAP393 ANO Rules of the Air Section 2 Article 5 (low

flying rule) and Section 1 Article 74 (reckless or negligent endangerment of any person or property).

7. Passenger carriers may not perform racing finishes with passengers.

8. Only members of DGC may be passengers during a racing finish.

9. Only one racing finish may be performed within the same manoeuvre.

13. In certain circumstances, during a controlled environment for example, the CFI may temporarily relax or change some of the above rules.

16 INSTRUCTORS

REGULATIONS

1. Instruction in basic aerobatics is only to be given by instructors approved by the CFI. Instruction in advanced aerobatics is only to be given by a BGA approved aerobatic instructor.

2. Air tests on aircraft are only to be undertaken by pilots approved by the CFI.

DUTY INSTRUCTOR RESPONSIBILITIES

1.1. The runway direction for launching and landing is carefully selected with respect to wind direction and other relevant conditions.

1.2. All flights are verbally or otherwise authorised and flights are recorded on the log sheets.

1.3. No member is allowed to fly solo unless he/she meets the required medical standards. Failing satisfactory evidence of this, the member is to fly dual only.

1.4. Pupils and qualified pilots are correctly briefed or self-briefed for all flights, and that they are fully paid up members who have read and understood Flying Orders.

1.5. The highest possible standards of flying and air discipline are maintained.

1.6. Pilots must not be sent on their first solo if the tug pilot is under training.

1.7. In the case of an accident, the detailed BGA guidelines must be followed. Further guidance is provided in the DGC “Accident and Incident Procedures Manual”

2. At the end of flying, he/she is to ensure that:

2.1. All club gliding equipment is cleared from the airfield and that DGC property is stowed in the hangar or returned to the clubroom.

2.2. Batteries are removed from all aircraft and stored in their appropriate places or recharged as necessary.

2.3. Wing and canopy covers are fitted when available after the gliders are washed if necessary.

2.4. The flying sheets, properly compiled and clearly annotated with the achievements for the day, are filed.

2.5. The entire site is secured.

17 CURRENCY and CHECK FLIGHTS

1. Non-current pilots must notify the duty instructor and seek approval for solo flight, whether this includes a check flight or not.

2. Currency lapses for:

2.1. A solo when they have not flown for 2 weeks.

2.2. A Bronze pilot when they have not flown for 3 weeks.

2.3. A passenger carrier or Silver pilot when they have not flown for 4 weeks

2.4. A Basic Instructor when they have not flown for 4 weeks.

2.5. An Instructor/Gold/Diamond Badged pilot when they have not flown for 6 weeks.

18 FLYING INSTRUCTION

1. Pilots are to maintain a record card and an up-to-date logbook, which they will present if asked to, by their Instructor before flying.

2. Pilots are only to be converted to a different type of glider with an Instructor's approval.

2.1. Once type conversion has successfully been achieved a logbook entry must be made by the checking instructor.

19 CLUB FLEET FLYING REQUIREMENTS

1. Pilots must meet currency requirements (see “CURRENCY” section above)

2. Solo pilots:

2.1. May fly the club 2-seater(s) when approved by an instructor

2.2 Pre bronze pilots may fly the club LS4 when appropriately experienced and approved by the CFI.

20 GROUND HANDLING OF GLIDERS

Inadequate precautions whilst handling cause damage to gliders every year. Careless parking or disorganised towing of gliders can result in expensive repairs. In strong winds correct handling is vital and the aircraft must be adequately manned at all times.

1. Gliders should be returned to the hangar if there is a risk of damage due to weather, unless they are about to fly.

2. If gliders are to be parked outside in strong winds, then they must be secured appropriately to avoid any weathercocking or wing swapping and any other risk.

3. If tow out gear is being used, they must only be used if in serviceable condition.

4. If a glider is being retrieved by rope, then the belly hook must only be used.

4.1. When ground retrieved by rope, there must be one person with the wing, one person by the cockpit who can act as a brake as well as able to release the cable.

5. Canopies are fragile and expensive. No canopy is to be left open or unlocked when the glider is unattended. Canopies are to be held open by another person when the pilot is entering or leaving the cockpit in windy conditions.

6. Care must be taken to prevent harness fittings from banging into the side of the aircraft.

21 RADIO USAGE

1. All aircraft must be equipped with a radio capable of transmitting and listening on 129.060

2. The call will conform to CAA standards (as defined in CAP 413: Radiotelephony Manual) and will contain the destination station, the aircraft call sign, the words "Downwind” or “Late Downwind”, “Left hand” or “Right hand” and the runway designation such as “09” or “27”.

3. The call should be made when starting the downwind leg. If it cannot be made at the start, make the call later as "Late downwind". If for any reason you cannot make the radio call, fly the circuit pattern as normal in a safe manner.

4. Where possible, give notice over the radio before joining downwind, ie, “Glider XX joining circuit in 5/10 minutes” etc

5. When at the end of the runway, call “glider XX at the end of the runway”, which will allow the next launch to commence.

22 OVERDUE ACTION

1. Overdue action is to be taken on a glider at twilight or if there is good cause to believe that the aircraft is missing. See the ‘Missing Glider Actions’ document.

23 SAFETY HARNESSES / DYNAFOAM CUSHIONS

1. Each seat in every club glider is fitted with a serviceable safety harness. This harness is to be correctly adjusted and fastened and must remain fastened during flight.

2. Each seat is fitted with an energy-absorbent seat cushion and pilots should ensure that these are in position before flying. No other types of seat cushion are permitted for use in replace of the safety cushions in club gliders.

24 PARACHUTES

1. Parachutes are provided for all club gliders and are to be worn in all single seat gliders at all times and in all dual seat gliders wherever possible.

2. Parachutes are emergency equipment and are to be treated as such. They are to be examined each day before use and care is to be taken in their handling to prevent damage or contamination of any kind. Pilots are to ensure that their flying clothing and hands are clean before handling them.

3. Parachutes should not be used as wing tip weights.

4. If a parachute is damaged or contaminated the Duty Instructor is to be informed.

5. Parachutes should remain in gliders or the approved storage area.

6. Any form of negligence in the handling of parachutes will result in any costs being borne by that negligent party.

7. Parachutes are NEVER to be placed on the ground.

23 FIRE AND SAFETY PRECAUTIONS

1. The flying safety equipment is to be available on the airfield at all times when flying is taking place. It is located in the tug hangar, ready to be hooked on by any vehicle at any point.

2. Winch safety items will be located with the winches.

3. See ‘POST ACCIDENT GUIDE’ for actions to be made after an accident.

4. See ‘MISSING GLIDER ACTIONS’ in the case of suspected missing glider.

24 MISCELLANEOUS

12. Gliding is recognised as a hazardous sport by most financial services providers. Products upon which you currently rely may be invalid or be subject to special terms and conditions. Please approach your Financial Advisor / Building Society / Insurance broker for further advice.

25 MIXING OPERATIONS WITH DRIVING SCHOOL

1. DriveAge10 is a driving instruction operation, teaching students from 10 years of age and above

2. DriveAge10s cars are authorised to use the perry track as required and runway use is approved by the Duty Instructor when there are no gliders airborne, or about to launch.

3. DriveAge10 will make calls on the airband radio when using the runway.

4. Gliding personnel MUST NOT interrupt a DriveAge10 vehicle unless there is an imminent danger to either party.

5. When crossing the end of Runway 27, DriveAge10 vehicles can continue when there is a glider on approach, but must stop before crossing when there is a glider on the ground, rolling to the end of the runway.

6. It is important to both gliding and driving operations that vehicles and gliders are not parked in a way that the perry track is blocked.

7. Any complaints must be forwarded initially to Chris Gill.

8. Patience must be shown both ways for both operations to run smoothly.

26 SPEED LIMITS

1. The site speed limit is 25mph, but by the front entrance it is 15mph where signposted.

27. MEDICALS

1. All solo pilots must have a medical to fly solo.

2. The office must have a copy of your medical

28 LOCAL MEDICAL FACILITIES

1. (For Major issues) – Glan Clwyd Hospital 01745 583910 LL18 5UJ

2. Denbigh Infirmary – 0300 085 0019 LL16 3ES

3. Beech House Surgery – 01745 812863 LL16 3AY