



Midland Gliding Club
Long Mynd, Shropshire

Instructions for Glider Pilots



MGC is one of the oldest clubs in the UK with all year round operation, seven days a week March to November and offers wave, thermal and ridge soaring for novice and accomplished pilots. We run glider pilot training courses throughout the summer and welcome visiting expeditions.

How to Find Us

Airfield Information

Grid ref: 340.32 291.56

Lat/Long: 52°31.119N 002° 52.857W

Trig: MYN

Control frequency: 129.975

Height ASL: 1450'

Tel: 01588 650206

The Long Mynd is a range of hills just west of Church Stretton in the middle of Shropshire. The word Mynd in Welsh means "hill" so you can see we are not far from the Welsh border country or "marches". The Mynd is 1450 feet high so in the winter it can get snowed in and the roads to the club are steep and sometimes very difficult, if not impossible, to negotiate. However there are always ways to get here, even if it means leaving a car at the bottom and a short walk up the hill from Asterton.

The A49, the main road between Shrewsbury and Ludlow, runs through Church Stretton. There are buses from the north and south and a railway station in Church Stretton itself.

From Church Stretton, if approaching from the south on the A49, turn left at the traffic lights or right if coming from the north. Go over the railway bridge up the main road to the cross roads with a bank on the opposite corner. Go straight over and follow the road for about 2m to a fork with a finger post. This road is single track and very steep at the bottom but does have passing places. Caution is advised especially with trailers. In the winter it is sometimes impassable. We advise calling the club first if there is any concern about the weather to check the road conditions. At the fork bear left for a further 3m to the gliding club.

On Arrival

We welcome all visitors to the airfield but ask that you close the gate at the entrance behind you, maintain a safe driving speed at all times, keep a good look out for aircraft (we land in all directions) and keep all dogs and young children under control. Airfields can be dangerous places for the unwary. Once through the gate follow the road and park in either of our two parking areas.

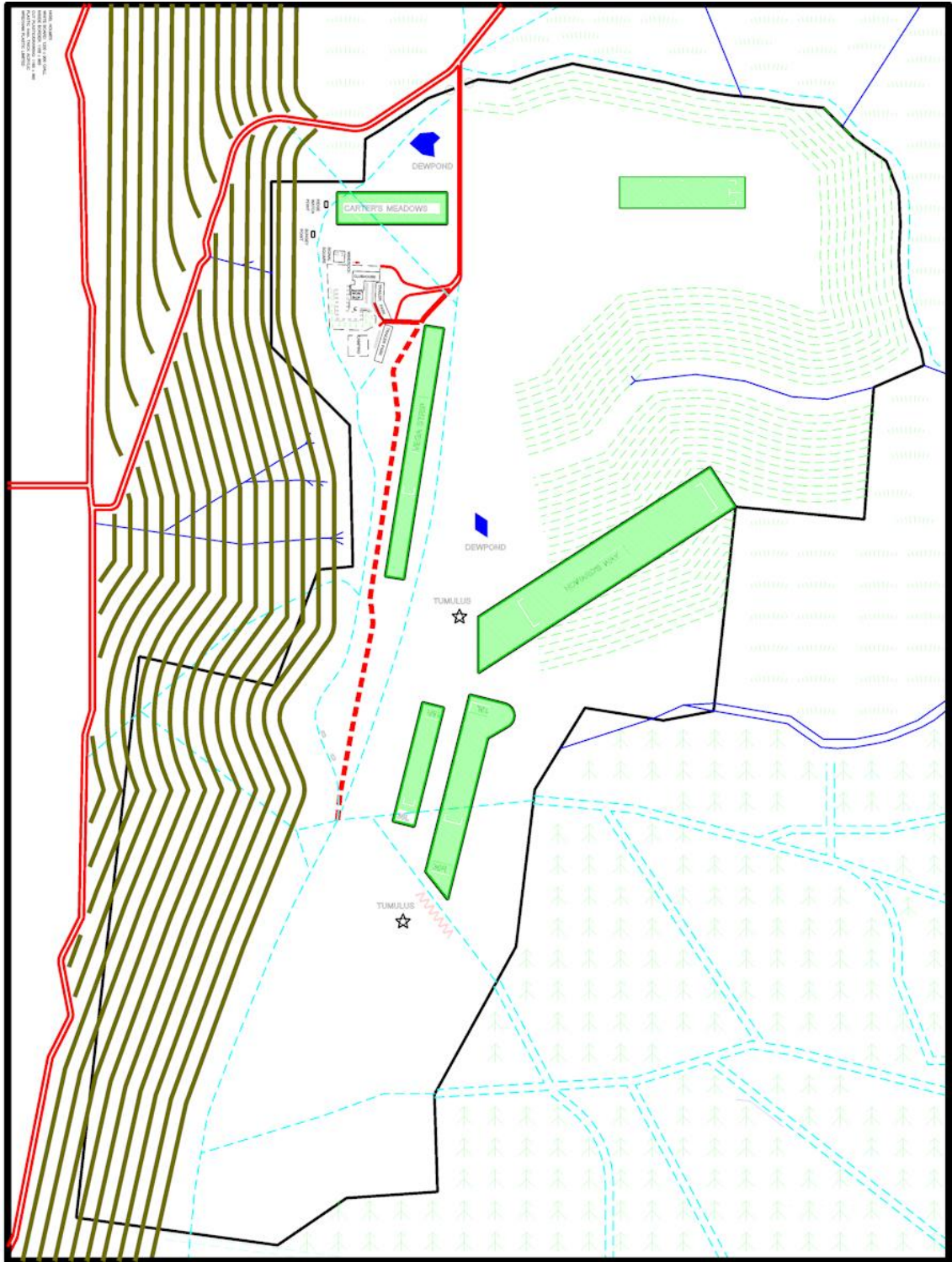
As a visitor please report to the office first, before you do anything. We need to know if you are on site. The car park is behind the trailer line to the south of the hangar. The door to the clubhouse is in the North West corner of the car park next to the hangar. The office is immediately inside the clubhouse.

Visiting pilots who wish to fly solo in an MGC aircraft MUST lodge a copy of a valid medical certificate with the office before flying. This is a condition of our insurance. Anyone flying without doing so will not be insured.



On our extensive airfield (about 134ha), the club buildings include hangar, glider workshops, winch garage and workshop, heated parachute storage, battery charging in the Portacabin, a comfortable clubhouse with dining room, TV room, lounge, bar, office, briefing room, and overnight accommodation in centrally heated bunkrooms and private rooms with modern showers and toilet facilities

The club operates 7 days a week from mid-March until the end of October and from Thursday through Sunday and other suitable flying days throughout the winter. In summer, evening flying takes place on most days, with evening courses for club members held on several evenings each week.



LOCAL FLYING RULES

These are the rules and practices relating to flying and airfield operations of the Midland Gliding Club at the Long Mynd for members and visitors.

Definitions

In these Rules:

- (1) a reference to a “glider” includes both Club and private gliders including visiting gliders; and
- (2) a reference to a “member” or “members” of the Club includes a visiting pilot or pilots

unless the context in any case does not require this.

1. General

- 1.1 All members share in the obligation to ensure smooth and safe flying operations.
- 1.2 All airfield and flying operations at the Long Mynd shall be carried out in accordance with the relevant provisions of the current edition of the BGA Laws and Rules.
- 1.3 Pilots must ask the permission of the number one instructor of the day for permission to fly

2. Club vehicles

- 2.1 Club vehicles shall only be driven by members holding a Full Driving Licence for motor cars.
- 2.2 Club vehicles shall not be driven on any public highway.
- 2.3 No repairs, adjustments or modifications shall be made to any Club motor vehicle except by the winch driver or by a member authorised to do so by an officer of the Club or the MT member of the Committee.
- 2.4 Members should note that a person driving a Club vehicle may be held legally liable for any loss or injury to a person or to property caused by the driving of the vehicle.

3. Winches and cables

- 3.1 The main and retrieve winches shall only be operated by a member who is either:
 - 3.1.1 under training and being supervised by an authorised operator, or
 - 3.1.2 authorised by an instructor or launch director to be an operator.
- 3.2 No dead cable shall be made live (i.e moved by a winch) until the operators of both the retrieve winch and the main winch have agreed the operation. This applies ordinarily to a launch, but it also applies to a failed cable retrieve and to cases when a repair or adjustment is being or has been carried out to a winch or cable. The operating key on the retrieve winch shall be removed whenever a repair or adjustment is being made by the main winch driver to the cable or to the main or retrieve winch, and the key shall only be returned on instructions from the main winch driver.
- 3.3 No repairs, adjustments or modifications shall be made to any winch except by the main winch driver or by a member authorised to do so by an officer of the Club or the MT member of the Committee
- 3.4 No person shall approach a live cable until it has come to rest.

4. Access by vehicles

- 4.1 The barrier at the entrance to the airfield shall be kept closed at all times during flying operations.
- 4.2 No private motor vehicle shall be driven on the airfield and other land of the Club except by a person holding a Full Driving Licence for motor cars.
- 4.3 Members driving private motor vehicles on the airfield and other land of the Club do so at their own risk. Members are advised that insurance policies for vehicles on the airfield may not provide cover in respect of any loss or damage to persons and property. The definition of `airfield` for the purposes of the policy may include all land surrounding the airfield including the access roads, car parks and caravan enclosure.

5. Mynd Progress and Log Book

- 5.1 All full flying members, with the exception of instructors, shall hold a Mynd Progress and Log Book which is to be kept fully up to date as to membership, medical requirements, annual check flights and other flying achievements.
- 5.2 Members intending to fly P2 should present the Log Book to the instructor so that the instructor can decide what training or briefings are appropriate, and then ensure that the Book is completed afterwards.
- 5.3 Members intending to fly P1 may be required to produce the Log Book to the launch director or the duty instructor.

6. Launching operations

- 6.1 In general:
 - 6.1.1 no launch by winch or aerotow shall take place if the main or retrieve winch drivers consider that a vehicle or person walking, cycling or horse riding within the airfield boundaries would be endangered or at risk if the launch proceeded;
 - 6.1.2 in the case of any doubt in the minds of the main or retrieve winch drivers in respect of safety to launch, the launch shall be stopped and a decision to proceed or not shall be made by the Launch Director or an Instructor on any advice from the duty winch driver; and
 - 6.1.3 any member perceiving a hazard or risk to persons, aircraft, property or animals if a launch by winch or departure by any aircraft (including an aerotow) proceed shall immediately raise their arms and shout out loudly "STOP".
- 6.2 Notwithstanding the generality of the provisions set out in paragraph 6.1, the following provisions apply in any event:
 - 6.2.1 no launching to the south, southwest or north by winch or aerotow shall take place if vehicles or pedestrians are situated in, or are about to enter:
 - the Port Way within the area between a line running eastwest through the launch point and a line running east-west through the main winch position, or
 - any other bridleway or footpath within the boundaries of the airfield, but this does not include the Starboard Way.
 - 6.2.2 No launching by winch or aerotow in any direction shall take place if there is a person riding a horse on any footpath or bridleway within the boundaries of the airfield including the Port Way and the Starboard Way.
 - 6.2.3 In respect of short west launches by winch:
 - the main winch shall be sited so that the driver has a clear view of the Port Way in both directions, and warning signs for those using the Port Way shall be positioned close to the main gate and also at the junction of the Port Way with the track leading to the car park.
 - 6.2.4 No powered aircraft shall depart to the west (including aerotows) unless there is a ridge watcher in radio contact with the pilot of the aircraft.

6.2.5 In respect of launches to the north, south and southwest, the main winch shall be stationed so that the winch driver has a clear view of the airfield to the front and to each side of the main winch.

7. Launching

7.1 No cable or rope shall be attached to a glider for any type of launch until the pilot has specifically requested it.

7.2 Winch launching

7.2.1 If a retrieve winch is in operation, no glider shall be winch launched unless:

- it is stationed immediately opposite the retrieve winch with the nose of the glider being level with the front of the retrieve winch, and
- the wing tip nearest to the retrieve winch is no less than 15m distant from the retrieve winch.

7.2.2 All launching signals between both winches shall be given by the lights.

7.3 Aerotowing

The signals to the tug pilot for an aerotow launch shall be given by radio by a competent member, who has a clear view above and behind and also in front of the tug.

7.4 Bungee launching

7.4.1 All pilots and ground crew taking part in bungee launching shall be familiar with the detailed Bungee Briefing Notes. Duty instructors shall give a briefing based on the Notes to all members taking part prior to bungee launching being commenced.

7.4.2 The DG 505 shall not under any circumstances be launched by bungee unless all of the following conditions apply:

- the wind speed at ground level at the bungee point is at least 30 knots,
- the glider is sitting firmly on its tail wheel at the bungee point owing to either cockpit loading or because of tail ballast, or because it is held in that position by the elevator, and
- the main wheel is located in a depression about 2 to 3 m back from the edge of the hill because otherwise there is a serious risk that the aircraft will fail to be launched safely.

8. Use of radios on the circuit

All pilots shall ordinarily announce by radio on 129.975 MHz that they are on the downwind leg, though flying safely always takes priority.

9. Tug Pilots

9.1 No member may fly the tug aircraft unless the pilot:

9.1.1 is aged under 75 years,

9.1.2 holds a silver C,

9.1.3 has a minimum of 100 hours flying time P1 power with a PPL or NPPL

9.1.4 has the appropriate type endorsement, and

9.1.5 has the approval of the CFI.

9.2 The pilots of tug aircraft shall fly an approach to the airfield which will not result in the towrope:

9.2.1 hitting or otherwise endangering any person or property within or outside the airfield boundaries, and

- 9.2.2 passing close to any person or property within or outside the airfield boundaries.

10. Daily briefing

- 10.1 Before flying commences there shall be a briefing conducted by a member of the instructing team.
- 10.2 All members intending to fly on the day are encouraged to attend the day's briefing.
- 10.3 Any pilot intending to fly who did not attend the day's briefing shall ask for a briefing from the duty instructor or his nominated deputy before flying.

11. Persons under the age of 18 years

- 11.1 No person under the age of 12 years may fly in a glider.
- 11.2 A person aged between 12 and 17 years intending to fly P2 in a glider shall before flying:
 - 11.2.1 become a temporary member of the Club by completing the appropriate form endorsed with the signature of a parent or guardian or other person acting in loco parentis,
 - 11.2.2 be fit and be capable of satisfying the medical requirements for temporary membership,
 - 11.2.3 be capable of being properly secured by the aircraft harness and of meeting the weight and balance requirements with ballast, if appropriate,
 - 11.2.4 in addition to the normal pre-flight briefing, be instructed not to interfere with the canopy locks and aircraft controls, and be judged to have understood these instructions, and
 - 11.2.5 be capable of receiving flying instruction to meet the requirements of a trial lesson.
- 11.3 No person may fly solo before reaching the age of 16 years.

12. Persons aged 70 years and over

- 12.1 No member who has reached the age 70 years may fly solo in Club aircraft unless:
 - 12.1.1 details of the member's flying experience has first been given to the Club's insurers or brokers as often as is required, and
 - 12.1.2 the approval of the Club's insurers is given on such terms as they determine.
- 12.2 A member who has reached the age of 80 years may only be a pilot in a mutual flight if the other pilot is:
 - 12.2.1 an instructor, or
 - 12.2.2 aged 69 years or less and holds a DVLA Group 2 medical declaration.

13. Visiting pilots who are not holiday course members

All visiting pilots shall:

- 13.1 apply to become a Temporary Member by completing the appropriate form,
- 13.2 meet current BGA medical requirements,
- 13.3 familiarise themselves with the site and its characteristics by studying the Visitors' Handbook in the clubhouse and walk the site (when flying is not in progress) with a knowledgeable Club member,
- 13.4 not fly solo until the duty instructor has given permission, and
- 13.5 obtain the duty instructor's permission to fly :
 - 13.5.1 at the beginning of each subsequent flying day, or
 - 13.5.2 if the direction of the launch changes, or
 - 13.5.3 if the weather conditions materially change.

14. Visiting Instructors

- 14.1 Visiting Instructors wishing to instruct in a visiting aircraft shall:
 - 14.1.1 comply with the requirements in paragraph 13,
 - 14.1.2 be checked out by a Midland Gliding Club Instructor,
- 14.2 Visiting instructors wishing to instruct in a Midland Gliding Club aircraft shall:
 - 14.2.1 comply with the requirements set out in paragraph 14.1; and
 - 14.2.2 obtain the permission of the CFI of the Midland Gliding Club or, in his absence, the DCFI.
 - 14.2.3 provide evidence that he is current in instructing at the home club, and
 - 14.2.4 complete the annual check folder in the Club office before any instructional flight takes place and be given a copy to present to any other Club Instructor.

15. Rig checks and positive control checks

- 15.1 A rig check shall be carried out before flying in respect of each newly rigged glider in addition to the daily inspection.
- 15.2 A rig check shall ensure that the glider has been rigged correctly in all respects.
- 15.3 A rig check shall be carried out by a member who is cleared to daily inspect and who was not involved in any part of the rigging operations.
- 15.4 The glider's DI book shall be endorsed by the member carrying out the rig check before the glider flies that the check was satisfactory.
- 15.5 A positive control check shall be carried out on every glider before it flies, whether it has been newly rigged or not:
 - 15.5.1 before being taken to the launch point, and
 - 15.5.2 at the launch point.

16. Visitors and temporary members

- 16.1 Temporary members shall:
 - 16.1.1 before going onto the airfield be given a briefing as to safety by the instructor in charge of any trial lesson or by a competent member,
 - 16.1.2 be escorted to and from the launch point by a member or be briefed on how to do so safely.
- 16.2 Friends and family accompanying temporary members for a trial lesson flight are not permitted to go onto the airfield.

17. Trial lesson evenings

The duty team on a trial lesson evening party shall include at least one assistant or full category instructor.

18. Mutual Flying

- 18.1 A mutual flight means any flight in a two seat glider with two pilots during which no flying training and instruction is to be given.
- 18.2 The prior permission of the duty instructor is required for any mutual flight.
- 18.3 The P1 for the flight shall be agreed by the pilots before they get into the cockpit and the following principles apply:
 - 18.3.1 the pilot at the higher Stage shall hold a Silver C badge and shall be P1,
 - 18.3.2 if both pilots are at the same Stage, the duty instructor shall decide who is P1,
 - 18.3.3 P2 shall be at Stage 3 or above and hold a Bronze badge with the cross country endorsement, except as mentioned in paragraph 18.4,
 - 18.3.4 both pilots shall be Stage current and shall hold the appropriate endorsements for the flight to be undertaken, and
 - 18.3.5 if one of the pilots has reached the age of 80 years the other pilot shall be an instructor or hold a DVLA Group 2 medical declaration.

- 18.4 The C F I may authorise a P1 who is not an instructor to fly with a pilot at Stage 2 or above who does not hold a Bronze badge with the cross country endorsement for the purposes of cross country coaching.
- 18.5 The P1 shall occupy the front seat, except that an instructor may occupy the rear seat.
- 18.6 The P1 shall be at the controls at all times when the glider is under 500' agl.
- 18.7 An instructor shall be appointed by the C F I to authorise individual members of a privately owned two seat glider to fly P1 in that glider and to carry out appropriate checks for members of the syndicate.
- 18.8 The P1 shall ensure that the launch point Log Book correctly records who is P1.
- 18.9 The P1 shall be in command at all times.
- 18.10 Flying mutually as P1 is a privilege and may lead to the CFI asking the P1 to train as an instructor, but the privilege may be suspended or cancelled in the event of any flying to a poor standard or in breach of any Rule.

19. Beat Ups

Flying beat ups is not permitted.

20. Ridge flying

Aircraft shall at all times when ridge soaring adopt the following "traffic lanes" pattern to assist in separation:

- 20.1 aircraft on a northerly heading shall ordinarily fly closer to the ridge (i.e. ordinarily maintain a track to the east of the line of the road at the foot of the hill), and
- 20.2 aircraft on a southerly heading shall ordinarily fly further out (i.e. ordinarily maintain a track to the west of the same line).

21. Ridge running and low level ridge soaring

- 21.1 Ridge running is permitted only in the following circumstances:
 - 21.1.1 the whole length of the ridge is first observed to see what other activities are taking place,
 - 21.1.2 the pilot shall agree what is intended with the number 1 instructor,
 - 21.1.3 the pilot is required to hold the relevant ridge running endorsement and be current, and
 - 21.1.4 the number of gliders permitted to ridge run at any one time shall be limited at the discretion of the number 1 instructor but shall never exceed 3.
- 21.2 Any pilot ridge running or soaring the ridge at a low level shall:
 - 21.2.1 not fly in a way which conflicts with flying operations of hang gliders, paragliders and the model gliders,
 - 21.2.2 keep well clear of the areas in which any hang gliders and/or model gliders are operating,
 - 21.2.3 keep well clear of the area in front of the bungee point so as not to conflict with gliders being launched and powered aircraft departing, and
 - 21.2.4 not fly near to persons walking, cycling or horse riding.
- 21.3 Pilots are reminded that a glider shall not fly closer to any person, vehicle or structure than 500 feet, but there is an exemption for hill soaring (UK Rules of the Air 1996, Rule 5).

22. Incident reporting

- 22.1 All incidents shall be recorded in the Incident Book kept in the Club Office or via email on the form on the downloads page of the website.
- 22.2 For the purposes of this rule, an incident means any occurrence or lack of action connected in any way with the flying operations, whether on the ground or in the

air, which is not required to be reported to the BGA but which may highlight an issue or practice which needs to be addressed by the Club or the CFI in the interests of safety or good practice.

23. Private ownership of gliders

- 23.1 No glider shall be kept at the Club on a permanent basis without the prior permission of the CFI.
- 23.2 No member shall become an owner of a glider to be kept on a permanent basis at the Club, or acquire a share in such a glider, without the prior permission of the CFI.

Declaration:

I have read the local flying rules and agree to abide by them

Name:

Date:

Signature: