



Wenlock Olympian Gliding Event 14th -21st July 2012

Midland Gliding Club, Long Mynd, Shropshire, UK

www.longmynd.com

Supplementary Information for Pilots and Crew

Fire Safety Briefing

- In the event of a fire the alarm will sound.
- You should immediately evacuate the building.
- You should study one of the Fire Action Plan notices fixed to walls around the building and note the quickest way to a fire exit from your current location.
- Should any of these exit routes be blocked follow the standard fire exit signs which will indicate the shortest route.
- Close all doors behind you.
- Assist anyone having difficulty.
- Make your way quickly to the Fire Assembly Point at the windsock on the northwest side of the buildings.
- Report to the Fire Marshall.
- If you are aware that someone is on site but is not at the assembly point tell the Fire Marshall.
- If you believe you may have difficulty evacuating the building contact the Office Administrator for advice.
- Available staff will supervise evacuation of the building.
- You should not re-enter the buildings until instructed that it is safe to do so.
- Alarms often stop sounding before it is safe to re-enter the building.

Notes for Pilots and Local Flying Rules

These documents are available for download from

<http://www.longmynd.com/PDF/Instructions%20for%20Glider%20Pilots2.pdf> and all pilots are required to have read them before taking a launch at the Midland Gliding Club.

Cars

Unattended cars not left in designated car parks must be left unlocked and with the key in the ignition. This is to ensure that the airfield can be cleared quickly if required. Cars may tow gliders to the designated launch point but should be removed from the airfield as soon as possible. Drivers should be aware that undue speed, braking and sharp turns can seriously damage the grass. There is a speed limit of 15mph on all parts of the airfield. When driving to the south end please stay on the stone path. Driving above the speed limit on the path raises a lot of dust and can migrate the stones onto the grass.

Trailer parking

There will be spaces along the members' trailer lines to the south of the hangar. Please use any available space. When these are full other arrangements will be made. Please ask the competition organisers.

Battery Charging

A number of 13 Amp sockets will be made available for this purpose in the portacabin next to the entrance to the members' caravan park.

Briefing

Briefing will normally be held at 10 a.m. in the MT workshop unless otherwise stated.

Launching

Launching will normally be by aerotow to 2,000 QFE or by winch or by bungee in suitable conditions.

Competitors may choose which launch method they take on any day but will be required to demonstrate that they are in check for the chosen method. On strong west wind days competent ground handling is of paramount importance to safeguard pilots, aircraft, crew and motor vehicles, especially for lighter gliders. Seek advice from an MGC instructor.

Competitors are reminded that MGC is 1450 feet above sea level. The MGC operates a retrieve winch system that can give a launch rate of up to 30 an hour to heights of between 1000-1600 ft above site (approx. 2500 - 3000 ft above sea level) depending on wind direction and strength.

All launches will be charged at the published rates, obtainable from the club office or web site. Pilots will be required to provide a credit/debit card at registration; this card will then be charged for the launch costs at the end of the week.

All competitors outside the UK are reminded that there are some small differences in the signals used when launching gliders. It is the pilot's responsibility to have a sound working knowledge of emergency and preventative procedures. The standard BGA signals and procedures are outlined below:

Aero Towing

- When aero-towing, the order of the tug pilot to the glider pilot to release shall be the rocking of the tug laterally. **This order must be obeyed immediately.**
- The signal by the glider pilot that s/he is unable to release shall be that s/he flies out to the left side of the tug as far as is practicable and rocks the glider laterally.
- When aero-towing, the tug pilot shall indicate that the glider's airbrakes are open (or that the glider's drogue parachute is deployed) by wagging the rudder.

Winch Launching

- If the launch is too fast, the standard signal from the glider to the winch driver is to waggle the gliders rudder in a positive fashion. MGC winches are equipped with airband radios. **If the winch driver does not respond in a timely fashion, release the cable immediately.**
- There is no signal in the UK employed to indicate that the launch is too slow. If the launch is too slow, lower the nose to maintain safe flying speed. **If the launch speed does not increase in a timely fashion, release the cable immediately.**

NB: It is the pilot's responsibility to ensure that the correct weak-link is installed BEFORE launching. Please ensure that you are aware of the correct weak-link colour for your glider. MGC gliders all have a coloured disk stuck to the undercarriage doors or next to the wheel on both sides of the fuselage to indicate to the launch crew the type of weak link required. You may wish to do the same.

Water Ballast

Large black plastic water tanks are available in the middle of the trailer park next to the LPG tanks. **DO NOT use this water for drinking.**

Sheep

Pilots are reminded that there are sheep on the airfield at all times. We will do our best to keep them off the landing areas but it is the pilot's responsibility to ensure the chosen landing area is free from obstruction. It is a large airfield with lots of alternatives. Do not hesitate to land long up the field to avoid obstructions as we can retrieve you quickly with a Land Rover. If you are at the launch point and see sheep encroaching onto the landing areas take responsibility for moving them away but keep a good look out at all times.

Domestic

Meals and Provisions

The clubhouse will be open each day for the sale of drinks, sandwiches, confectionery, etc. Food will be available as follows:

Breakfast	from 0800 hours, cooked food to order
Lunch	from 12 – 2pm, sandwiches, soup and light meals available to order
Dinner	available from 7pm, to order

Water

The water on site is natural spring water treated with ultra-violet filters and is checked regularly by the local authority for purity and fitness to drink. However it does sometimes temporarily fail to meet the very stringent standards and notices might be published requesting that you do not drink the water unless it has first been boiled. You are advised to conform to such requests. Bottled water will always be available from the kitchen and bar.

Occasionally in the summer months the airfield suffers water shortages. You are asked always not to waste water and to remember to turn off taps when not in use.

Rubbish

Plastic bags for rubbish will be available from Control. They should be disposed of in the trailer provided near the clubhouse. Any larger items for disposal should be placed in the skip by the portacabin.

Security

The Midland Gliding Club cannot take responsibility for articles lost or stolen. The public can enter the airfield and clubhouse and it is in everyone's interest to keep valuables secured and unattended vehicles, private rooms or caravans locked. Competitors are however reminded that if cars are left outside of a designated car parking area they should be left unlocked with the key in the ignition. Such cars and their contents are left entirely at the owner's risk.

Competitors or crews intending to leave caravans or trailers at the end of the competition must liaise with the office. Any caravans or trailers left without prior agreement may be moved by whatever means necessary, and the Midland Gliding Club will accept no responsibility for any damage incurred during the removal.

Airfield Information

Grid reference:	340.32 291.56
Lat/Long:	52°31.119N 002° 52.857W
Trig:	MYN
Control frequency:	129.975
Power:	strictly PPR
Height ASL:	1450'
Tel control:	01588 650344
Tel office:	01588 650206
Tel members:	01588 650405
Email:	office@longmynd.com

The roads to the airfield are single carriageway and steep in places. During the summer months the roads are heavily used by tourists and locals alike. There are passing places at intervals but getting trailers past each other in opposite directions can sometimes be difficult. Consequently during competitions we operate an unofficial one way system for towing trailers to and from the site. The recommended route is to use the Burway road from Church Stretton on the east side to get to the club and the Asterton road on the west side to get down the hill.

Please be considerate of other road users and especially walkers, horse riders and cyclists.

There is an alternate route to and from the club using the Ratlinghope road which is less steep and suitable for almost any towing vehicle but it is a longer distance. If you have any concerns about towing your trailer and glider up the steep part of the Burway (the first mile from Church Stretton) we recommend that you take the Ratlinghope road or contact the office beforehand. We can usually provide a large four wheel drive vehicle to collect your trailer from the bottom of the hill.