LOCAL FLYING RULES AND PROCEDURES

Flight checks

All pilots should perform checks before launch, after launch and before landing.

- CB SIFT CBE before launch. Do not omit "Eventualities"
- After launch: TUF – Trim, Undercarriage and Flaps
- Pre-landing check: WULF - Water, Undercarriage, Loose objects including the pilot and Flaps

Omitting TUF can cause you to raise the undercarriage just before landing. Note also that pre-landing checks are not called "downwind checks". These should have been dealt with before the distractions that may arise in the circuit. Water also takes longer to drain than the time needed to fly the downwind leg.

Hazards

Before taking-off on a flight to/from Lasham Airfield, all visiting pilots (both power and gliding) visiting the airfield require a briefing on its hazards. The main hazards are:

- Dense concentrations of thermalling gliders - up to 100 gliders can be in the vicinity at once, up the 5,500 feet QNH
- Winch cables up to 3000 feet above the ground. This is 3618 feet QNH, so do not fly over the airfield below this altitude. No overhead joins under any circumstances
- Occasional movements of large jet airliners
- Strong turbulence from trees on the airfield boundary can be expected if there is a significant northerly component to the wind.

The airfield can be extremely busy during the summer months and at weekends with many gliders and tugs operating without radios and flying non-standard circuits. The level of traffic exceeds Heathrow Airport at times.

Take-off

The take-off procedure follows the procedures of the British Gliding Association. Accepting a winch or aerotow cable means that you are ready for take-off. To abandon a launch, first release the cable and then notify the launch-point controller. No hand signals are given.

There is no requirement for pilots at Lasham to use the radio. However it is strongly recommended that pilots are tuned to Lasham's frequency (131.025 MHz) during an aerotow launch. It is then possible quickly to alert the tug-pilot of a problem.

Airspace

The London TMA (Class A) is overhead at 5500 feet QNH, ie above sea mean level, which is 4882 feet above Lasham. This is class A airspace and cannot be penetrated in any circumstances.

Solent CTA class D airspace is five miles to the south-west. This can only be penetrated with permission from Solent Radar.

Odiham MATZ incorporates Lasham within its boundary. This is not controlled airspace but is very busy with mostly helicopters from Odiham often on instrument training. Military aircraft flying

into Odiham use standard instrument approach procedures. These are flown with safety pilots in normal VFR weather but be aware that visibility from some of these aircraft cockpits is not very good. Do not assume that they have always seen you.

Odiham airfield is four miles from Lasham. It has an ATZ centred at Odiham within 2.5 miles of Lasham. This ATZ can only be entered with permission from Odiham or in emergencies. At weekends the Kestrel Gliding Club and an ATC Squadron of motor-gliders operate in and around the ATZ. You still require permission to enter the ATZ at these times as well.

If you are unsure that you can reach Lasham, it is better to land at Odiham than to attempt a field landing.

Farnborough Airfield is a centre for business jets. Their ATZ can only be penetrated with permission and in emergencies. This is very much a 'see and be seen' area, jets flying at 250 knots leave little time for avoiding action. Jets fly in the class G airspace under radar guidance. Farnborough's primary radar might see a glider in this area but will have no height information. This means that they have to route all radar traffic around you even if you are 3000 feet above the other traffic.

When Farnborough airfield is using their easterly runway, the base leg is usually just east of Alton. The approach centreline is overhead Lasham and the actual approach normally starts east of Odiham. The business jet customers inbound to Farnborough are increasingly being required by their operating company to be vectored for an ILS. When Farnborough are using their easterly runway this will involve the aircraft being positioned overhead Odiham at 2,400 feet. Gliders operating outside and above the Odiham ATZ should be aware that they may not be observed on radar. If you are intending to go within 6 miles of Farnborough and have the spare capacity to do so, it is good airmanship to contact Farnborough Radar LARS west on 125.250MHz. You need an RT licence to do this. This is to inform them of your position and altitude to help them coordinate traffic into and out of Farnborough with adequate separation from you and not cause unnecessary rerouting of air traffic."

Circuits

Circling is not permitted below 500 feet AGL in any part of the circuit pattern.

Circuits can be either left or right hand and are shared with the tugs and motor gliders. You must not to cross the extended runway centre-line on the base leg. If the nearside of the airfield is obstructed, it is still better to land further up the airfield than to cross the centre-line. Saving yourself a longer walk is not an acceptable reason. If you believe it would be safer to cross the runway centre-line, look very carefully for other gliders on the opposite circuit and look down wind for gliders on a longer finals than you.

Visiting pilots should be aware that there can be several gliders and tugs in the circuit. Keep a good look-out at all times and be prepared to land well up the airfield if necessary. The lower glider should always have priority over other gliders and tugs. Touring motor gliders should be treated as gliders. They will not give way to gliders and should not be expected to start the engine to avoid conflicting with another glider.

Everyone must fly in a manner that assumes that other aircraft in circuit have not seen them. Regardless of who has right of way. No "touch-and-go's" are allowed by powered aircraft, EXCEPT for training and flight checks with the Tugmaster or another Tug Check Pilot on board. (See *Tug Manual*).

If you are worried that a high performance glider ahead will do a lower circuit, turn in early and land further up the airfield.

Normally no radio calls are necessary when landing at Lasham. Pilots are responsible for their own pre-landing checks and need not announce their completion. If you are going to land long into the landing area to get to the hangar or your trailer, or to land anywhere unusual, it is good airmanship to make a radio call of your intentions on the Lasham frequency. It is therefore recommended that all pilots in the vicinity listen on Lasham's frequency (131.025 MHz) in case another pilot is announcing an unusual circuit. Change to Lasham's frequency as you approach the airfield after a cross-country.

Landings

All landings must be made parallel to the current direction of take-off unless they have permission to do otherwise from the launch-point controller or an instructor. Landing in an unconventional direction so as to land near the hangar or a trailer is not acceptable.

Landings should not be made within one wingspan laterally of another glider or of any other obstruction. Leave a two-wingspan clearance from the edge of the landing area for your touchdown point. Gliders can swing on landing and this separation will prevent accidents. In a cross-wind or if the glider is liable to ground-looping, then give even more separation.

After touching down, check that you have a functioning wheel-brake before turning to clear the landing area. Only if you are sure that it is clear, can you turn during the ground run. In particular it is possible that a glider may break the two wing-spans rule and land between you and the edge of the landing area.

The rules of the air state that if you are overtaking another aircraft on the ground, you should land to the right of it. However this does not allow you to land less than two wing-spans out and if you think there is a risk that the glider in front may taxi to the side.

Landing areas

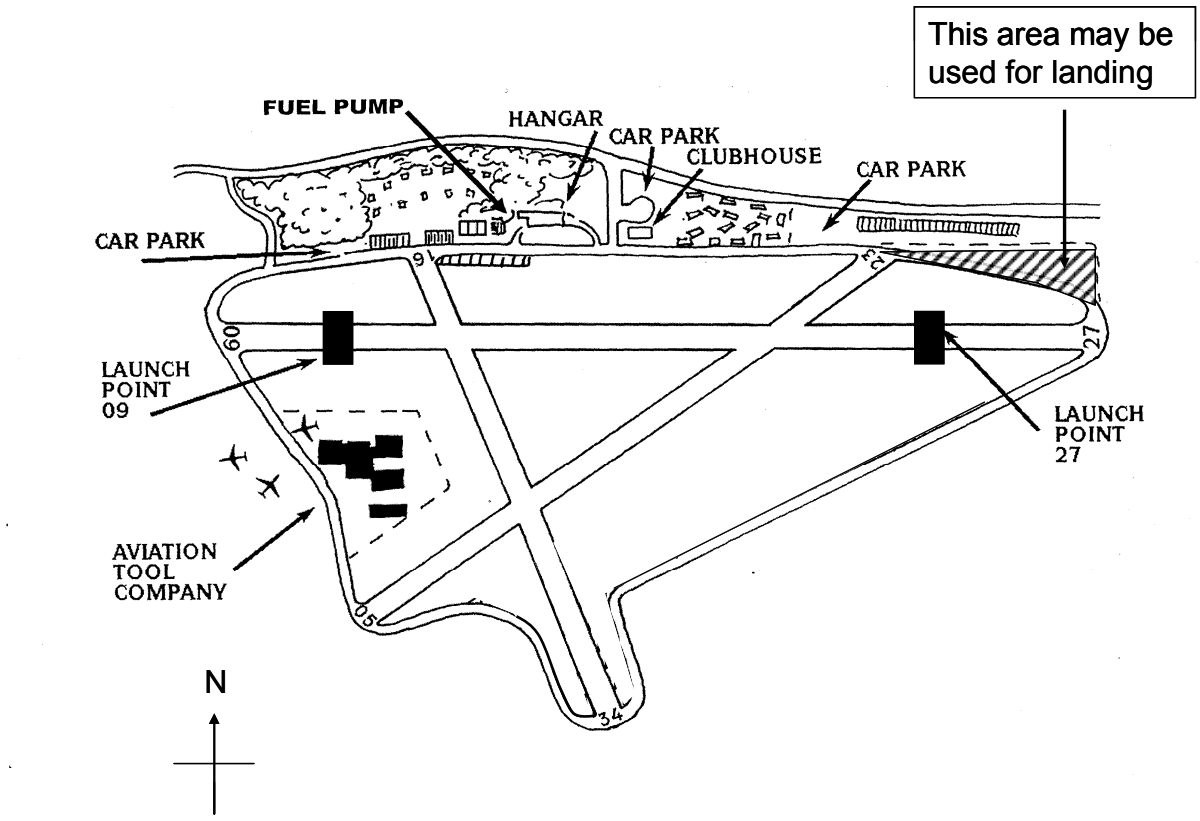
All the land inside the perimeter track is the landing area and should be kept clear at all times so it is available for aircraft movements.

The hard runways are all adequate to land upon although generally the grass areas are the preferred option for landing. Only the main runway 09/27 is in good condition and suitable for take offs. The other runways are not suitable to take-offs, due to the possibility of stone damage to the glider and tugs. When gliding is not taking place the 09/27 hard runway is to be kept clear for aircraft landing in emergencies.

Generally the transitions between grass and concrete at the runway edges are in good condition. However this cannot always be assumed. We recommend you plan your landings not to cross runway edges. The grass areas are constantly being maintained but by their nature they do change depending on weather, usage and many other factors. If you find any area unacceptably rough then inform a member of the flying staff and we can arrange for it to be fixed in due course.

The grass in the shaded areas at the southern end of the short runway is more uneven than the rest of the airfield but it is landable, except there are concrete blocks in the grass, about 15 metres from the end, on the left-land side of the southern end of Runway 34.

When crossing landing areas by foot or in a vehicle you should maintain good look-out and cross at 90 degrees to the perimeter track. Spend as short a time as possible actually on the landing area.



Note that a small area outside the perimeter track is also part of the landing area. Its northern boundary is delineated by white markers.

Over-flying Lasham

Winch launches frequently achieve heights of over 2000ft and on windy days up to 3000ft above ground level. Do not over-fly the winch run below 3000 feet at any times that the winch is set up.

Final glides to Lasham

If you are planning a practice competition finish, call on the Lasham frequency five minutes out, roughly when crossing the M3 motorway to the north. This is to get airfield information in case they have changed the direction of take-off and landing. This radio call does not clear your way. It is your responsibility that your practice competition finish does not interfere with any other glider or tug. If there is another glider in the circuit on your side of the airfield, do not continue with your practice finish. If you make the other glider change its circuit to avoid you, you could cause an accident. It might be a low-hours pilot, who is not expecting a high speed glider. If there is another glider in the circuit, do not expect that it has a radio. Calling one minute before you arrive might conceivably alert another glider with its radio on, but this provides no reassurance that your way will be clear or that anyone else is aware of your presence.

If you are doing a marginal final glide, then call to the launch-point in good time to ensure that no launching is taking place when you arrive.

All final glides ending in a practice finish are to be conducted on the North side of the airfield in a West to East direction, along the line of Avenue Road, always north of both the T2 hangar and the clubhouse regardless of the circuit direction. You are not allowed to fly low over the clubhouse. Bear in mind that there are no exemptions to CAA's low flying rules. No practise competition finishes allowed which involve flight below 100 feet (until, of course, the normal approach).

Hangar flights

Do not attempt hangar flights if you will land across the current direction for launching and landing. On some occasions it is not safe to land near to the hangar, and so this should not be attempted.

Parking

Do not park you glider anywhere within the perimeter track. The only exception is on Saturday evenings when we rarely get booking for evening trial lessons. However on the following Sunday we do not want the grid launch and trial flights to be obstructed by parked gliders so avoid these areas. There is ample space to park on the south side of the airfield and at the north-east corner near the SWWAPS museum.

Aerobatics

Lasham has an aerobatic "box" to the south of the airfield. It is recommended that you fly aerobatics in the "box". However gliders and tugs will regularly fly in this area for other purposes. Due to the large number of aircraft at Lasham always do a very thorough HASSLL check prior to any height-loss manoeuvres. All aerobatic manoeuvres should be completed by 1500 feet above the ground. Do not attempt aerobatics unless you have received adequate training and that your glider is suitable and is equipped with a 'g' meter. You should also wear a parachute. Do not perform aerobatics in rough air. (See section on "*Aerobatics")*

Parachutes

All glider pilots flying from Lasham should wear serviceable parachutes if their gliders are built to accommodate them. (See *Care and use of parachutes.*)

Cloud flying

Before any Lasham-based pilot attempts cloud-flying anywhere away from the airfield, he/she should have had training in cloud-flying and be in current practice in this activity.

The BGA Laws and Rules state that "No glider shall enter cloud with a radius of 5 nm of a gliding site except from at least 200 feet below the lowest part of the cloud". "No glider shall enter cloud unless all its occupants are wearing serviceable parachutes and have been instructed in their use."

Because the high density of traffic near Lasham and Odiham, cloud flying without a radio call on 130.4MHz should not be attempted within ten nautical miles of the airfield. Otherwise stop climbing well before cloud-base and do not skim just under the clouds in streets.

To fly in cloud a radio call should be made on 130.4 MHz stating the registration, the intention of entering cloud, the glider's position and current altitude (ie QNH). Any glider pilot in cloud in the same vicinity must reply giving the position and height so that separation can be maintained. If no reply is received, check that you are on the right frequency. If the frequency is correct, enter the cloud but maintain a listening watch on 130.4MHz.

Wind-socks

The bus at the launch point usually flies a wind sock from a short mast. Its colour indicates the difficulty of the wind conditions. A white wind-sock means benign conditions and is the conditions are deemed suitable for inexperienced pilots. If the wind is stronger or if it is across the direction for take-offs and landings, then a red sock will be hoisted. When a red wind sock is flying, pilots with only a white card may not fly solo unless specifically cleared by an instructor. A yellow wind-sock is flown when conditions are more severe. When the yellow wind-sock is flying, only yellow and blue card pilots may fly solo unless specifically cleared by an instructor.

Cross-winds present challenges to inexperienced pilots. A moderate cross-wind will cause a red wind-sock to be flown when a wind of the same strength straight down the direction of taking-off and landing would not.

The wind conditions may gradually deteriorate before someone eventually notices that the wind-sock should be changed. Do not assume that the conditions are automatically suitable for someone of you experience and currency. If you are unsure, discuss the conditions with an instructor.