

## VISITING LASHAM BY AIR

### Introduction

These notes are intended to brief glider pilots and power pilots who plan to arrive at Lasham Airfield by air. For operators of approved Twin Engine Aircraft, separate procedures apply, please contact Lasham Gliding Society for further information.

### Prior permission required

Arrival by powered aircraft is strictly **Prior Permission Required**. Prior to takeoff, please call the office at Lasham for further details and briefing (01256 384900). Failure to comply could endanger you and other users of the airfield. Gliders from other clubs can land at Lasham without prior permission, provided that they have received a full briefing on the hazards at the airfield before taking-off.

### Location

Lasham Airfield is six miles south-south-east of Basingstoke in Hampshire near the village of Lasham. Large jet airliners can usually be seen at the western end. This distinguishes it from RAF Odiham nearby. The airfield is at 618 feet (188 metres) above mean sea level. The main runway is 1790 metres (5700 feet) long. The airfield frequency is 131.030 MHz. The ICAO identifier is EGHL. The coordinates of EGHL is (51° 11' 13.80" N 001° 02' 00.60" W). Magnetic variation is 0.5W

### Airspace

The London TMA (Class A) is overhead at 5500 feet above sea mean level. This is class A airspace and cannot be penetrated in any circumstances by VFR aircraft.

Solent CTA class D airspace is five miles to the south-west. This can only be penetrated with permission from Solent Radar on 120.230MHz.

RAF Odiham is four miles from Lasham. It has an ATZ centred at Odiham of 2 nautical miles. This ATZ can only be entered with permission from Odiham or in emergencies. At weekends the Kestrel Gliding Club is based there. You still require permission to enter the ATZ at these times as well. However in an emergency it is better to land at Odiham than to choose a field. Odiham's frequency is 119.225 MHz

Odiham MATZ incorporates Lasham within its boundary. This is not controlled airspace for gliders but frequently has helicopters from Odiham, often following approach procedures on instrument training. Visibility from these helicopters can be limited. Do not assume you have been seen.

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, though jets flying at 250 knots leave little time for avoiding action. Traffic flies 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 3,000 feet clear of the traffic.

When Farnborough airfield is using its easterly runway, the base leg is usually just east of Alton. The approach centreline is overhead Lasham, though the actual approach normally starts east of Odiham. Occasionally these business jets are routed much closer to Lasham. If you are intending to go within six miles of Farnborough and have the spare capacity to do so, it is a good airmanship to contact Farnborough Radar LARS (Lower Airspace Radar Service). This will help them coordinate their traffic with adequate separation without unnecessary re-routing to their traffic.

### **Hazards**

Before taking-off on a flight to 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 – occasionally up to 100 gliders can be in the vicinity at once, up the 5,500 feet QNH
- Winch cables up to 3,000 feet above the ground. This is 3,618 feet QNH, so do not fly over the airfield below this altitude. No overhead joins under any circumstances
- Occasional movements of large jet airliners and so there will be wake turbulence afterwards
- Strong turbulence from trees on the northern airfield boundary can be expected if there is a significant northerly component to the wind.
- Lasham airfield occupies over 500 acres. This requires maintenance and occasionally parts of the airfield are unlandable while new grass is growing or before pot holes have been filled. This applies especially on the south side of the airfield.

The airfield can be extremely busy during the summer months and at weekends with many gliders and tugs operating non-radio and flying non-standard circuits. The level of traffic exceeds Heathrow Airport at times.

### **Jet movements**

At any time large jet aircraft, such as 737's or 757s, may land or depart from Lasham. These add to the risks of other aircraft using Lasham Airfield.

The most obvious sign from the air that a jet take-off or landing is about to occur is that the gliders and launch point vehicles that are usually situated on the main tarmac runway, move off to the side of the airfield. Fire engines will also be stationed on the perimeter track and there may be approach lighting on the airfield. **If you believe a movement may be taking place, make a call to "Lasham Radio" run by 2Excel Engineering who coordinate the jets on 126.650MHz for information.**

All pilots arriving at Lasham must be thoroughly familiar with the dangers of wake vortices of preceding heavy aircraft traffic and the recommended separation that applies to their aircraft. In general, if following heavy traffic that has just landed, make your approach on a steeper approach path than theirs and aim to touch down after their nose-wheel has touched down. This should not pose a problem at Lasham because of the large amount of landing distance that available. Also note that in light wind conditions vortices last longer than when there is a breeze to disperse them.

If arriving shortly after a jet has taken off, land short. The wake turbulence is less before the airliner reaches rotation point.

**Further information is available about Jet Movements in a separate document under "Airfield Manual".**

## Radio

The call-sign for the airfield is “*Lasham Gliders*”. The frequency is 131.030MHz. Lasham is licensed to use this frequency within 10 miles and 3000ft of Lasham airfield. The Radio is usually manned by staff or club members at the launch point, some with no formal RT qualifications but they are expected to have good RT discipline and terminology.

‘Lasham Gliders’ will endeavour to respond to all calls but this cannot be guaranteed. ‘Lasham Gliders’ will also endeavour to give relevant information to enhance a safe join or departure of any aircraft that operates at Lasham.

**‘Lasham Gliders’ cannot give joining or departing aircraft “take-off” or “landing” clearances. All takes-offs, landings, and taxiing are entirely at the discretion of the pilot in command.** If no response is heard, then make blind calls of your intentions and obey your briefing. QFE and QNH are not available.

## Circuits

**NEVER DO AN OVERHEAD JOIN AT LASHAM AIRFIELD.** You may be struck by winch cables.

Circuits may be on either side but crossing through the extended centreline to land on the other side is prohibited except in emergencies. Since the club-house and other facilities are on the north side of the airfield, the circuits should be planned accordingly.

## Runway edges

Many of the edges where the grass areas meet the concrete sections are smooth. However this cannot be guaranteed. It is therefore good practice not to plan a take-off or landing run in which the edges are crossed.

## Runways 09/27

Runway 09/27 is the main East/West runway at Lasham. It is the only runway that is maintained and is the runway off which Lasham Gliding Society tries to operate most of the time. Due to the gliding operation and equipment being based on the runway, the runway is unavailable for light aircraft. When gliders are operating here, visiting power pilots can expect to “join downwind for runway 27/09, landing on the grass to the north of the main runway”. (See diagram below.) The grass surface here is very smooth and poses no problems for take-offs and landings.

Visiting glider pilots wishing for another launch should aim to touch down well within the perimeter track and at a safe distance away from the winch cables and launch point. Otherwise also land on the “Grass to the north of the main runway” (see diagram).

## Runway 05/23

Runway 05/23 is the Medium Runway and runs north-east/south-west. It stands out well from the air but the surface is rough and is not used for take-off or landing. Visiting light aircraft will land in the grass centre triangle formed by the crossing of the hard runways. If landing on the south-westerly run or taking off to the north-east, turbulence can be expected due to the line of trees that you cross on landing / take-off.

Visiting glider pilots should note that there is a great risk from undershooting in both directions and should therefore aim to land well up the airfield in this wind direction. If this runway is in use, the wind is likely to be strong and so there will be a wind gradient and turbulence.

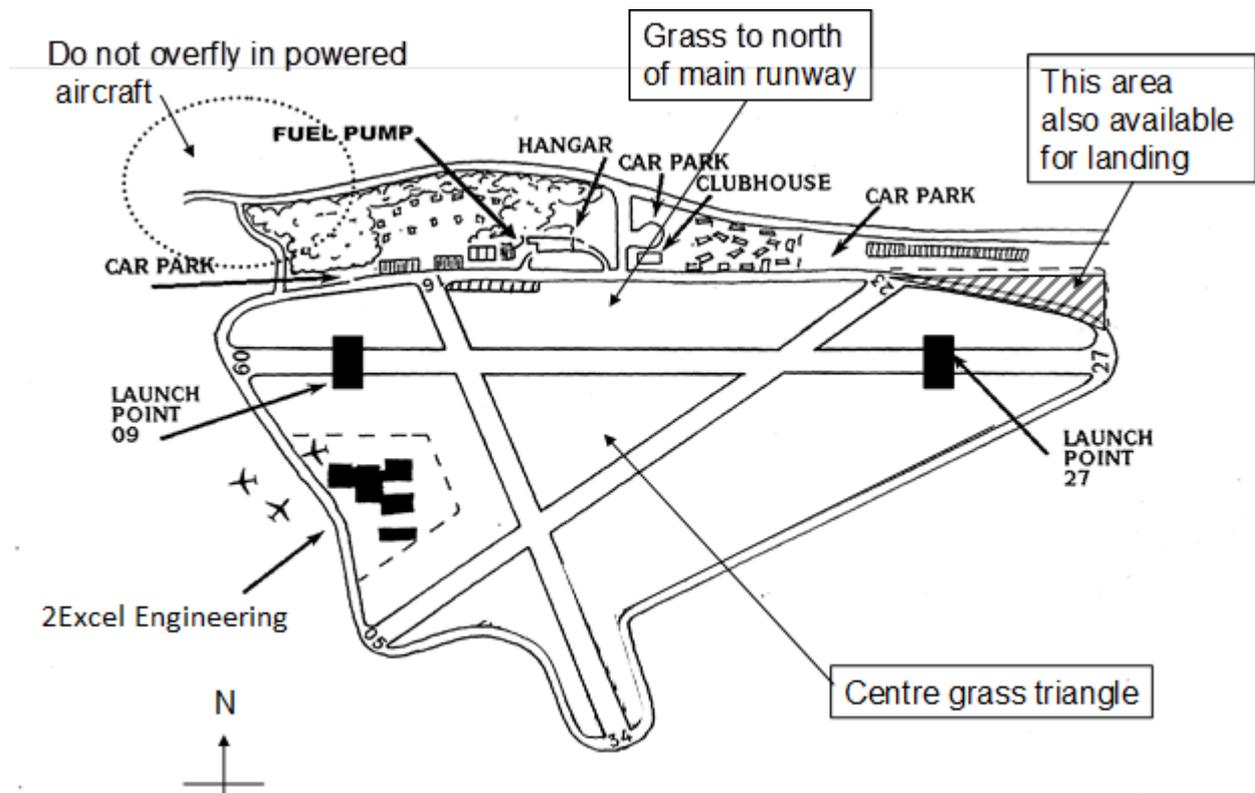
### Runway 34/16

Runway 34/16 is the least used of the runways at Lasham, and the shortest of the available runs. Again the hard surface is unsuitable for operations. The designated landing area for powered aircraft is the grass centre triangle that can be seen on the diagram below. The approach onto runway 16 is over high trees situated just off the perimeter track so curl-over and turbulence can be expected. When taking off to the north-west, be aware of the trees on the climb out and the possible turbulence.

Visiting glider pilots should note that there is also a great risk from undershooting in both directions and should therefore aim to land well up the airfield in this wind direction.

### Fuel

100LL Avgas is available through the gliding club office.



Other infrequent launch points for other wind directions are not shown on this diagram

### Taxiing after landing (gliders)

If in any doubt about other traffic which may land alongside, glider pilots should not taxi at Lasham. However if you aim to land about two wingspans out from the perimeter track, no other glider should land between you and the track. If you are sure it is clear, it is then permissible to taxi on the ground run to clear the landing area.

### Taxiing (power)

The perimeter track is often used to rig gliders and therefore quite congested. Power pilots must taxi on the grass adjacent to the perimeter track unless it is absolutely clear. When completing power checks, make sure you are well clear of parked aircraft.

### Booking in and out

Remember that power pilots have a legal requirement to book in and out. The booking-in book can be found in the entrance to the club-house. Visiting glider pilots should also notify the office or the duty instructor of their arrival.

### Noise

Lasham tries its best to be a good neighbour. Avoid flying over the villages in the vicinity of the airfield as all of these are publicised as areas in which to avoid noise. Do not over-fly Avenue Farm (see map) in powered aircraft.

### Visiting Lasham with your glider

Visiting glider pilots must report to the office or the duty instructor before flying again from Lasham. The office needs to know about the glider as well as the pilot. Solo pilots may be allowed to fly from Lasham after agreement by the CFI or his deputy, but a site check-flight may be required first.

