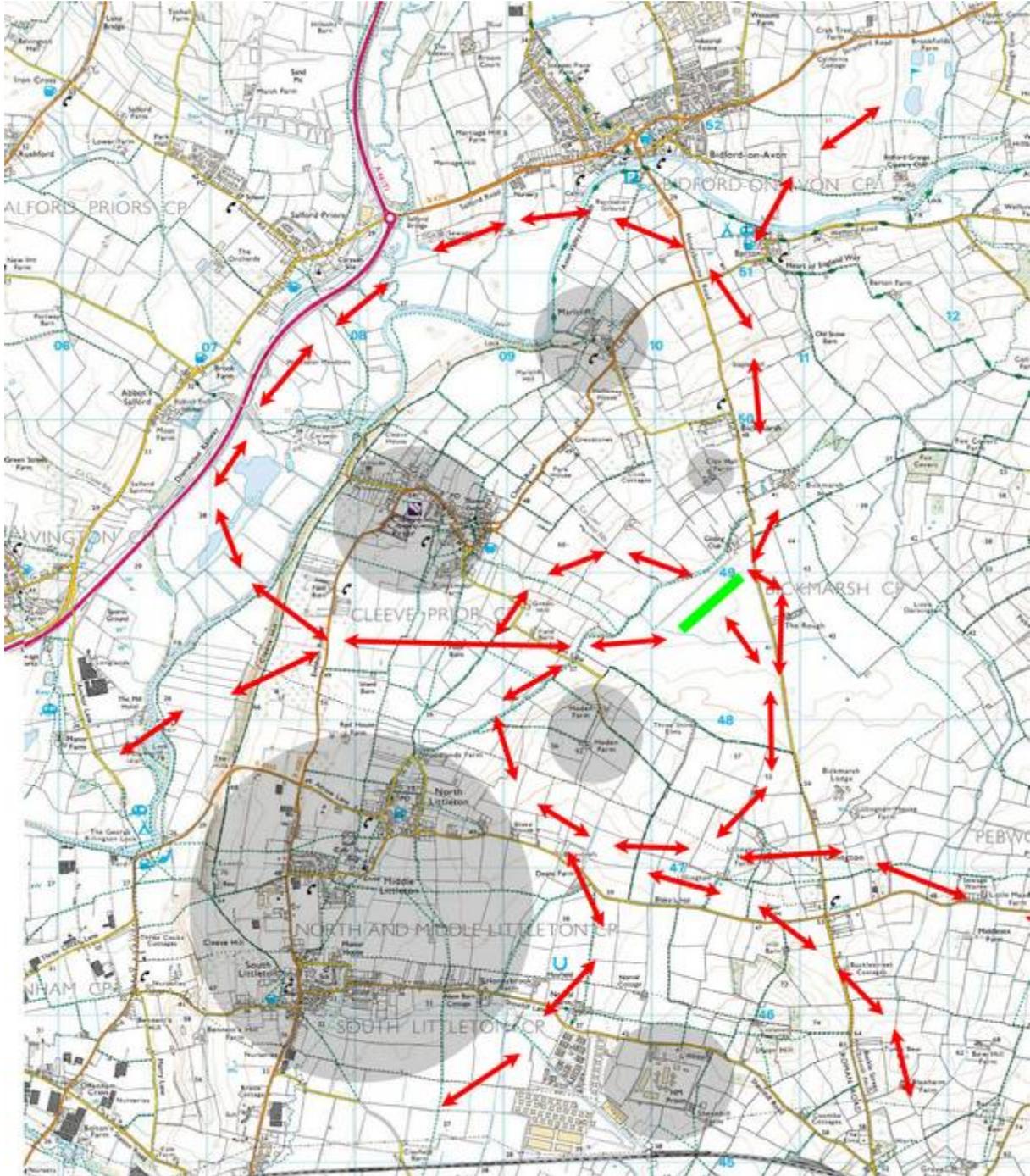


# Bidford Airfield Pilot's Notes

## Powered Aircraft Inbound and Outbound Routes



Avoid overflying the grey areas as they are noise sensitive.

## Overview

### Gliding & Power

It should be remembered that Bidford is primarily a gliding site and that additional power flying is a secondary activity. Powered aircraft should always give way to gliders, especially in the following circumstances:

- If a glider is in the circuit to land, powered aircraft should remain clear until it is safe to join the circuit. Remember that the glider will be flying much slower than the powered aircraft
- If a glider and tug combination are lined up at the launch point preparing for take-off, powered aircraft should remain clear of the circuit until after the combination has launched in order to maintain the efficiency of gliding operations.

### Understanding the Operation

Power pilots should understand that gliders will fly different circuits to powered aircraft and that the tug aircraft may not necessarily land in the same direction as the gliders.

### Use of Radio

Power pilots must use the airfield gliding frequency 129.975 MHz. However, pilots should be aware that this is a gliding frequency and is used by many clubs. In particular, Bicester is within radio range and may be confused with Bidford. Therefore all calls should be prefaced and followed with the word "Bidford" e.g. "Bidford traffic, G-AC left downwind for 24, Bidford".

The launch point radio may be manned by low experience pilots and as 129.975 MHz is a gliding frequency, pilots should also be aware that formal traffic information and clearances cannot be provided. If no reply is received, pilots should continue to make "blind" calls in the circuit i.e. "Take-off", "Downwind" and if time permits, "Finals".

### Mandatory Noise Abatement Procedures

Do not arrive or depart from Bidford Airfield without being fully familiar with the following procedures, which should be read in conjunction with the map.

- For all arrivals, the field is strictly PPR via telephone on 01789 778807
- With the exception of tugs and gliders, all circuits are to the South
- Do not fly over marked areas below 2,000 feet on arrival or departure
- On landing runway 24, all aircraft are expected to clear to the left

Make blind radio calls on gliding frequency 129.975 MHz when approaching/during the circuit.

## **Takeoff and Departure Procedures**

### Take Off Runway 24

Taxi towards the northeast corner holding point of the airfield, next to the airfield entrance. Beware that the visitor's route to the launch point is unprotected where it parallels the road, so keep a good lookout. Power and pre takeoff checks should be done with this in mind and ideally to the east of the fuel pump, and well before the pedestrian route. When the approach is clear, taxi across to the glider launch point, and only depart when you have received an all clear signal from launch point. Remember, if a glider has its wings level, a launch is in progress. Several times in the past years, aircraft have taken off with others on finals or gliders about to be launched, or gliders on final approach. Glancing over your shoulder just prior to rolling is not sufficient. If the launch point is unmanned and you cannot see through 360 degrees then a 360 degree turn is mandatory.

### Departure Routing Runway 24

- When safely airborne execute a right hand 20 to 25 degree turn, preferably before the threshold of runway 06. Maintain this heading until the farmhouse marked on the departure/arrival chart is at your 8 o'clock position.
- Then EITHER
  - 1) Make a climbing left turn to pass between the marked houses and North Littleton. OR
  - 2) Maintain heading to leave the line of white houses on the western edge of Cleeve Prior on your right, before turning at the river.

### Takeoff Runway 06

It is recommended to do power and pre takeoff checks in the area adjacent to the windsock on the North side. This avoids cluttering up the 06 threshold at the narrow end of the field. Taxi to the launch point on the North side of the field, keeping a good lookout for pedestrians and landing aircraft. If in doubt then stop and wait. Do not taxi past the windsock until you are ready to depart. Taxi to the end of the runway and depart immediately after receiving an all-clear signal from the launch point. If the launch point is unmanned, ensure that no other aircraft are on the approach and perform a 360 degree clearing turn before commencing an immediate takeoff.

### Departure Routing Runway 06

- Straight ahead climb-outs are NOT permitted. Having passed the road and the power lines and when at a safe height, a turn to the left or right must be made to avoid the Dorsington Village and surrounding area. See departure/arrival map for clarification.

## Bidford Airfield Pilot's Notes

### **Arrival and Landing**

#### Landing Procedures

It is recommended to land on the South side of the airfield as this is the smoothest part. However, do not overfly the launch line of gliders. Arrival

- Fly the circuit to avoid flying over all habitation when below 1,000 feet.

#### Runway 24

- The circuit for runway 24 is left hand to the south of the airfield. Long finals are NOT permitted – DO NOT fly too far downwind due to the proximity of a noise sensitive area at Dorsington (see diagram).
- After landing on runway 24, **you must turn left** (a turn to the right might be into the path of a landing glider). Continue taxiing close to the southern edge of the strip until reaching the end of the runway (threshold 24). When it is clear, taxi close to the road until well clear of the approach before turning for the fuel pump and parking area. Beware that the landing area to the North may be waterlogged and unusable during wet winter months.

#### Runway 06

- The circuit for runway 06 is right hand, to the south of the airfield. Do not over-fly the area surrounding the farmhouses on base leg, just to the south-west of the 06 threshold.
- Fly through the centre-line and then approach the runway on to track 20 to 25 degrees to the north of the centre-line of the runway (see diagram). This ensures that your approach avoids over-flying the area of the farmhouses mentioned above.
- If for safety reasons compliance with the above procedures is not possible, a report must be made to the office.
- After landing on runway 06 continue taxiing close to the southern edge of the strip until reaching the end of the runway (threshold 24). When it is clear, taxi close to the road until well clear of the approach before turning for the fuel pump and parking area. Beware that the landing area to the North may be waterlogged and unusable during wet winter months.