

Bidford Gliding & Flying Club

how we make it work



This is a guide as to how our club runs.

It is intended to be of primary use to new members, but is also a refresher for any member.

Background

Bidford Gliding & Flying Club (BGFC) was formed in April 2011 and replaced a proprietary operation. We are a members' club, owned and operated by the members on a volunteer basis. This keeps flying costs as low as possible with any profits from operations kept 100% inside the club to improve facilities. In 2012, we entered into a 15 year lease of the entire Bidford Airfield premises, with the intention of purchasing the airfield at the end of this term.

Initially we borrowed funds to form the club fleet; this now consists of two tow-planes (Pawnee & Scout), 3 two seat gliders (2 x K13 and a Janus) plus a single seat glider (Astir). So far, we have managed to acquire full ownership of the Scout, one K13 and the Astir.

Organisation

The club is managed by an elected committee led by the Chairman David Findon.



Other members are Paul Turner (Finance), John Archer (Secretary) Graham Wright (Admin) Malcolm Lissan (Power Flying) and David Vale (Website and Comms). Frank Jeynes (Chief Flying Instructor) also attends committee meetings when appropriate.

We encourage "new blood" to join our committee to help shape our future, even if it is your first year of membership, you will be most welcome.



As mentioned earlier, Frank Jeynes leads the instructors, which are a 15 strong team, assisted by his deputy Keith Edmunds. Again any member wishing to become

an Instructor will be encouraged and given assistance by the club.

The club's Tugmaster is David Findon who should be contacted by any power pilot wishing to assist with glider towing operations.

Many other duties, including Launch Point



Control, are covered by voluntary contributions from club members. However, a special mention goes to Keith Brackstone for running the bar!



Pete Freeman "Aussie Pete" is our groundsman and much more besides. He is also an active club member, Instructor, Tow-pilot and occasional Comp Director.

The food side of things is franchised to Annie's Kitchen, where great local food is provided by Annie and her father Tony, who cope very well with the varying demands of our weather dependant sport. Annie also helps the club with various admin tasks and is always a good point of contact for information of any kind.

Flying Operations

Tows are offered 7 days a week throughout the main season, which is approximately the 7 months of British Summer Time. Instruction is offered every Wednesday, Saturday and Sunday and is free of charge. The main training gliders (K13s) are also free to use – you only pay for the aero-tow. The office is also open Wed/Sat/Sun and we also offer Introductory Flights to the public on these days. Duty Marshalls (more later) operate

every weekend day in the season to make the operation run safe and smooth.

Power operations are fairly self-sufficient and can operate 7 days a week from Dawn to Dusk, aviation fuel (Avgas) is available at any time.

A computer is available to all members for weather report etc. as is free Wi-Fi for your own devices.

Events

Many flying and social events are offered throughout the year, most notable are the



annual Wings & Wheels event (late May Bank Holiday Monday) in aid of local charities, our annual gliding competition for 9 days in July and an extravaganza of power flying with aerobatics, flour bombing etc. In mid August with ex BMI pilots.

Whether you participate, help or just want to watch, please do come along.



Saturday evenings regularly offer a BBQ or other meal with the bar doing a brisk trade, it's no wonder that our

members' caravan park is so popular.

What about me?



As soon as you have decided to become a glider pilot, we will provide you with a record card

which will track your progress through the syllabus. You should also purchase a logbook

(£3) and one of the recommended gliding books for ground study (our New Glider Pilot Pack at £25 is a good option). At the back of this document, for your reference, you will find a summary of flying/ground and other duties that are involved in being a glider pilot and member.

Next - fly as often as you can, the more you do, the quicker and cheaper it will be to learn. Having said that there is no pressure to reach any set standard, even solo flight, it's your hobby and we want you to enjoy it your way. Just turn up on any Wed/Sat/Sun that you wish, there is usually not much of a wait to fly.

There is no need to attend all day long, although it would be appreciated if you are around to either help get the aircraft ready to fly, or alternatively, put them away clean at the end of the day. Learning doesn't all take place in the cockpit, informal chats at the launch-point and in the bar often augment the formal programme and we hope you will make new friends too.



Once you have gone solo, or have sufficient experience (around 24 flights), you will be asked to take your place on the Duty Marshall Rota.

All glider pilots at Bidford contribute to this on 2 weekend days (or 4 x ½ days) per annum. This is usually an enjoyable session which is an education in the important aspects of handling gliders on the ground and launching them safely. It also helps keep our visitors having Introductory Flights safe, in what is to them a

strange environment and finally, it keeps an accurate record of who flew what and when – essential so we can pay the bills!

At all times there will be a fully qualified instructor with overall responsibility for the day's operation to refer to and help.

If you are thinking about gliding just come along to the club and have a chat with us about what is involved. Gliding at Bidford is open to the whole community and easier to take up than you may have thought. Worried about the costs? To discuss options, please contact the Club Secretary by phone or email.



Finally, if you think we could do something a bit better please say - also if you have a talent that would be useful to the club, we would be glad of your assistance!

And most important of all, any questions, just ask!

Bidford Gliding & Flying Club

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Bidford Gliding & Flying Club (BGFC) is a member of the British Gliding Association (BGA) which is the governing body for the sport of gliding in the UK.

Main Sections to Solo, Bronze & Beyond	<p>Blue sections mandatory Purple recommended further development Green voluntary participation</p>
Flying Training	<p>To Solo: The Glider and its controls Use and effects of controls Approach and Landing Stalling and Spinning Circuit Planning Aerotowing Misc. Extras including Radio and Flarm</p> <p>To Bronze & X-country Endorsement: Navigation Preparation & Practical Field Landings</p>
Ground Operations	<p>To Duty Pilot: Glider Moving, Parking and Storage Post rigging checks & Pre flight inspection Operational Procedures, safe launching Use of Radio and loggers Use of retrieve vehicle Use of Flarm Anti Collision Use of Parachutes Equipment care and maintenance Accurate record keeping Safety of visitors NOTAMs, acquisition and interpretation</p>
Theoretical Knowledge	<p>To Bronze: Air Law & Recommended Practices Airmanship Principles of Flight, Parts 1 & 2 Navigation, Parts 1 & 2 Instrumentation & Communications Weather 1 & 2 Human Performance & Limitations</p>
Further Pilot Development	<p>X-Country Flying Task Planning Silver, Gold and Diamond Badges Competition Flying, including Rules Aerobatics Introductory Flight Pilot Instructor Rating Tow Pilot</p>
Additional Participation & Activities	<p>Office & Administration Grounds Maintenance & Grass Cutting Website, Social Media & Communications Committee or other voluntary posts e.g. Bar Glider Maintenance Social & Charitable Events e.g. Wings & Wheels Escorting visitors for Introductory Flights</p>