

Husbands Bosworth - Information for visiting aircraft

Strictly PPR only.

Please phone the office on 01858 880521.

General Information

Grass airfield 27/09 1400m long x 160m wide.

Radio 'Hus Bos Traffic' **127.580 MHz**

505' amsl.

Limited fuelling (UL91 only) may be possible by prior arrangement.

On arrival report to the office to pay the Landing Fee and complete the aircraft movement log.

Cautions

Intense gliding activity and glider launching.

Glider circuits are normally north of the field, but may be south on occasions. Power circuits are usually south of the field (but not exclusively).

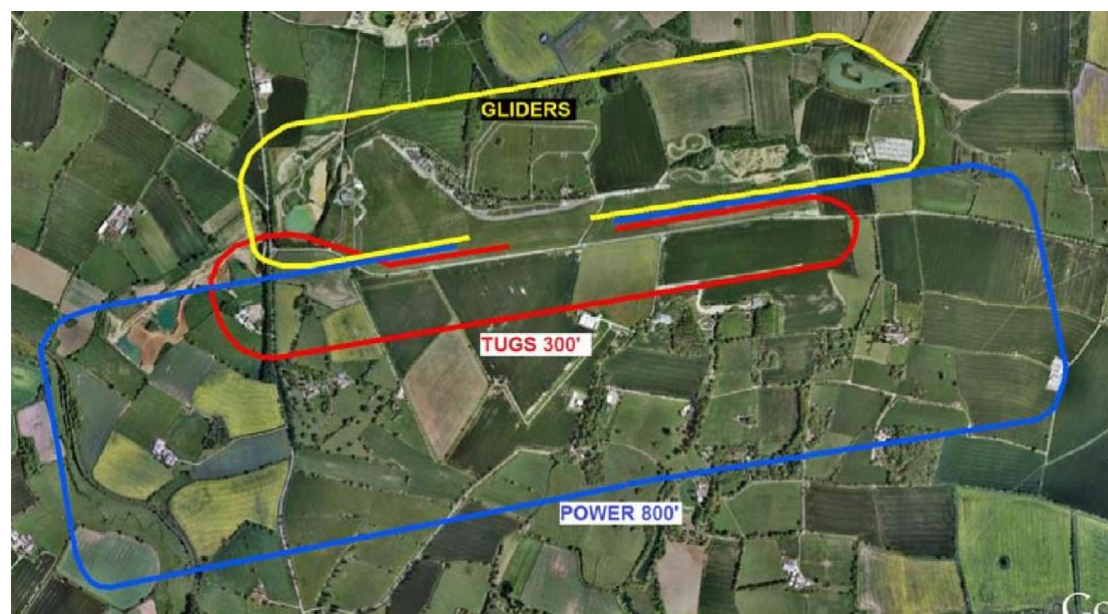
Tow planes fly a 300ft circuit. There is no 'Dead side'.

Do not over-fly the airfield – gliders are launched by winch up to 3000ft agl.

Occasional power movements and police helicopter operations (call sign Police 22) on the south side of the airfield at Sulby strip – see separate briefing below.

Arrivals

Make inbound radio call approximately 3 minutes out. Join downwind 800ft agl. Refer to next section for operations on 09 Grass or 27 Grass as appropriate.

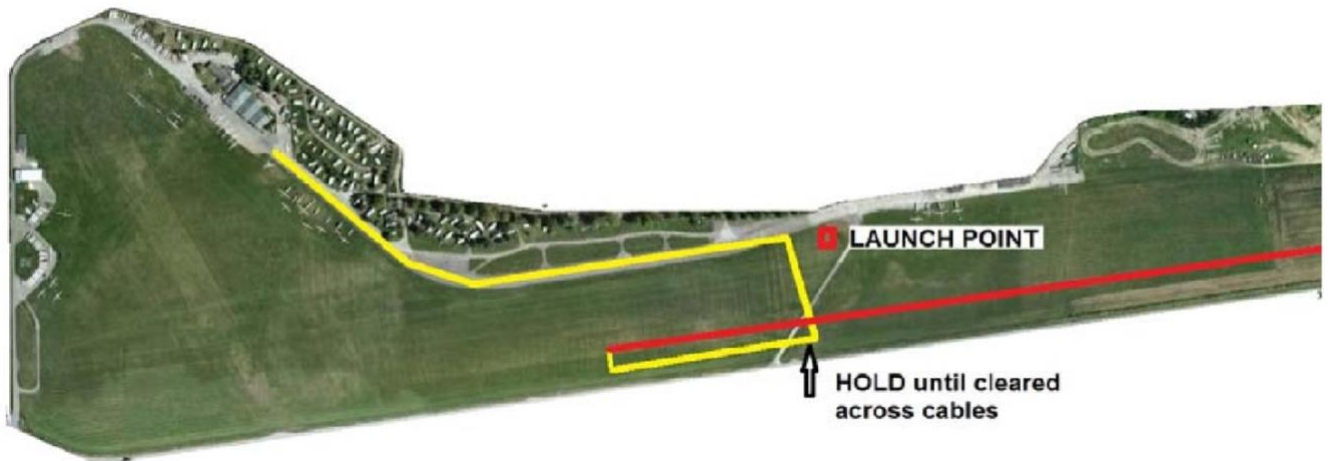


Runway 27 Grass arrival

Land close to the boundary fence, parallel with road.

After landing turn left and taxi close to the southerly fence to abeam the launch point and hold.

When signalled by the Launch Point Controller, taxi across the field in front of the launch point and any gliders waiting to launch. Cross the winch cables and taxi down the asphalt strip to parking.

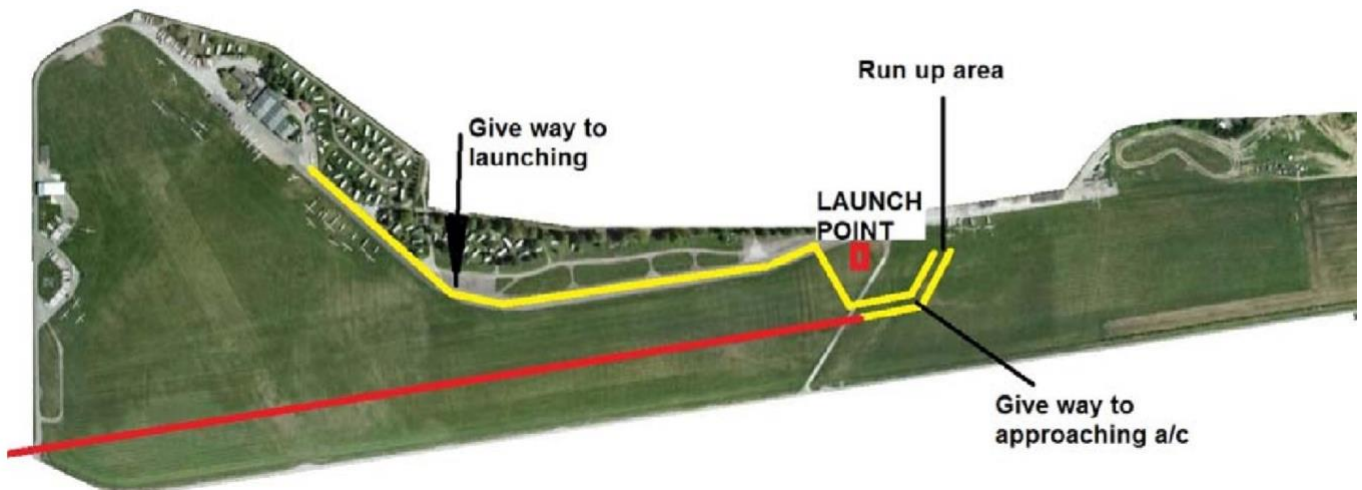


Runway 27 Grass departure

After checking no launching in progress, announce intentions to backtrack the asphalt strip.

On reaching the launch point and when signalled by the Launch Point Controller, taxi across the winch cables in front of the launch point and any gliders waiting to launch and then position behind the launch point for checks. Give way to landing gliders.

When ready for departure, check no launching in progress and no aircraft on approach. Announce intention to depart and taxi to abeam the launch point. Depart, observing noise abatement.



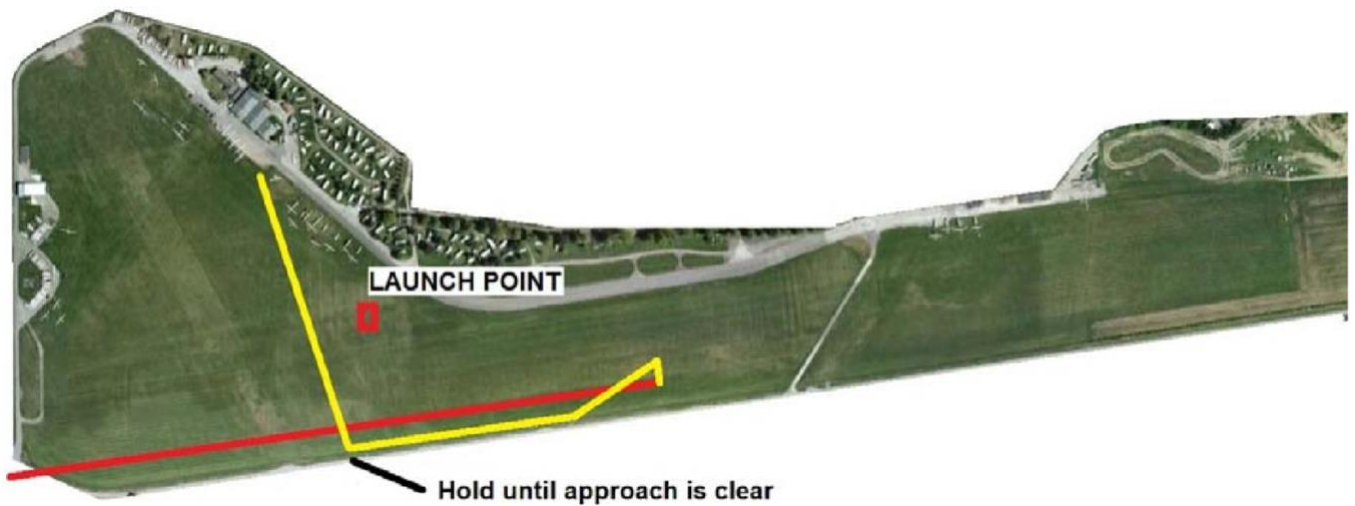
Runway 09 Grass arrival

Land close to the boundary fence, parallel with road.

After landing turn left and taxi close to the southerly fence to abeam the launch point.

When the approach is clear, taxi across the field behind the launch point and any gliders waiting to launch. Taxi to parking.

Beware – gliders may land on the grass either side of the launch point.



Runway 09 Grass departure

Taxi to a position behind the launch point and behind parked gliders and tugs for checks.

Beware – gliders may land on the grass either side of the launch point.

When ready for departure, check no launching in progress and no aircraft on approach. Announce intention to depart and taxi to abeam the launch point. Depart, observing noise abatement.



Departure information

Before start up the pilot must be fully aware of operational procedures at Husbands Bosworth. If there is any doubt, consult the Duty Instructor at the launch point.

All departures must start abeam the launch point in use and without interfering with any current operations.

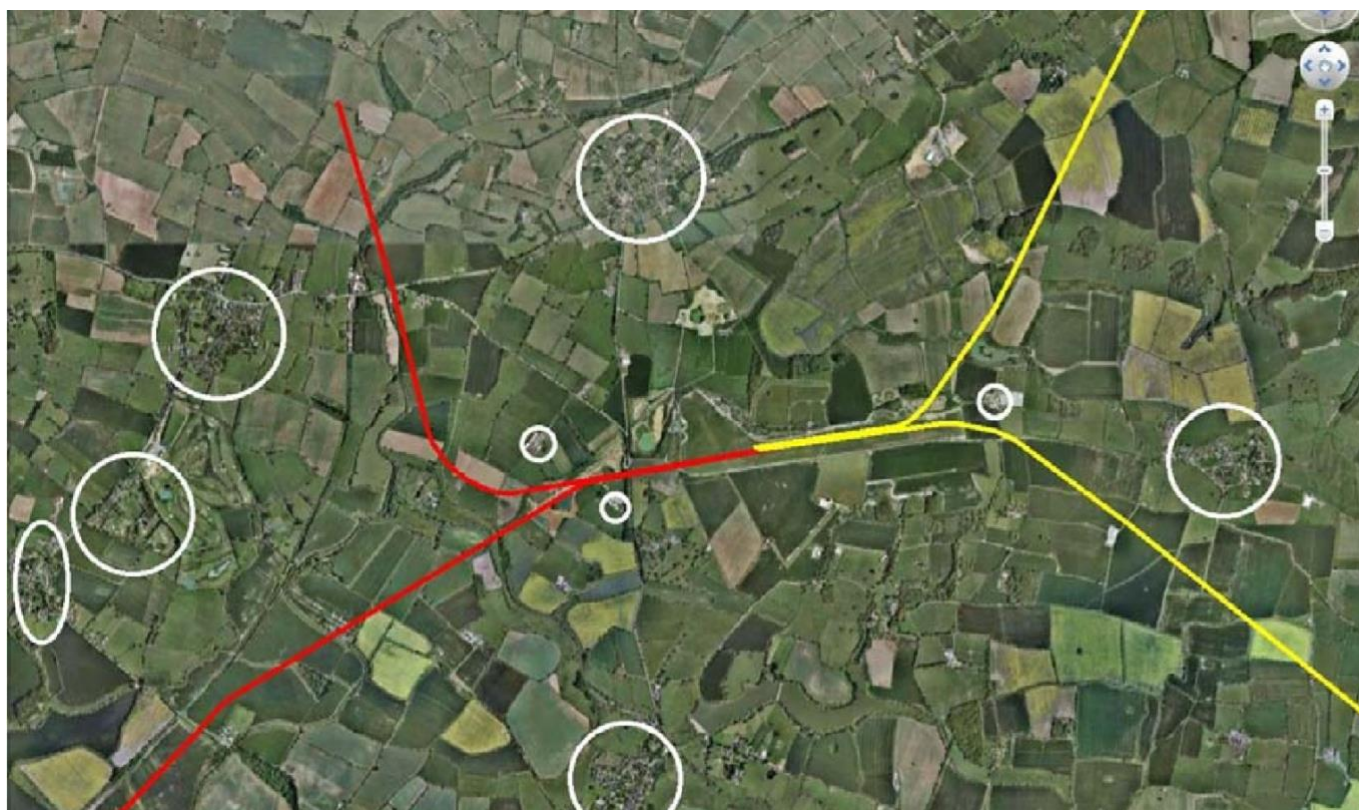
Noise abatement

On westerly departures, maintain runway heading until crossing the A5199, then turn left 20° or turn right 90° (keeping the canal on your left until above 2,000').

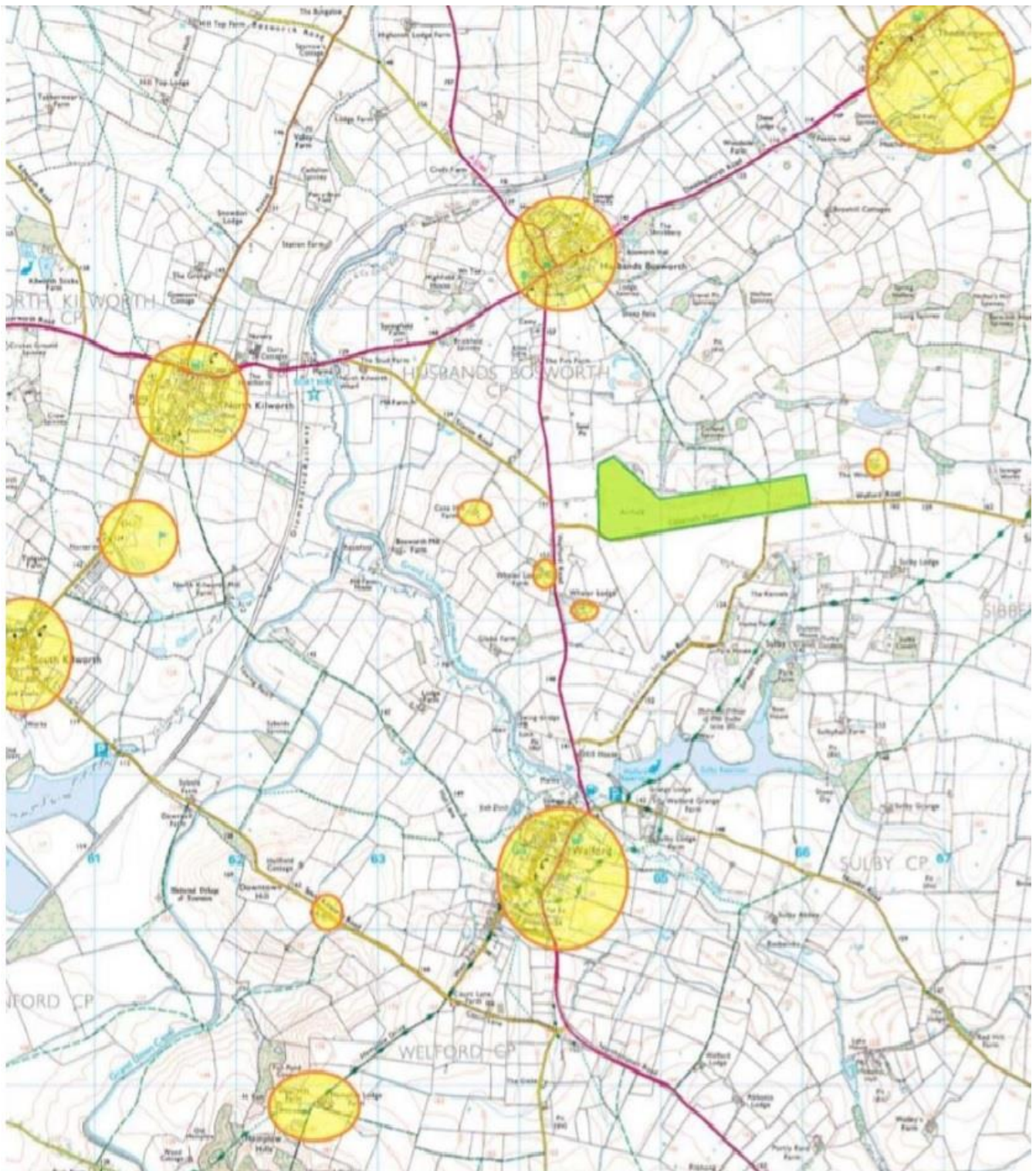
On easterly departures, pilots should turn left or right to avoid overflying the farm at east end of the airfield.

Avoid overflying all villages whilst below 2000ft agl.

The most noise sensitive areas are shown in the two illustrations below.



Noise abatement:
Avoid circled areas



Operations at Sulby airstrip

Sulby airstrip is situated inside the circuit pattern of Husbands Bosworth which has intense gliding activity as well as power movements. The police helicopter is also based at Sulby and their call sign is 'Police 22'.

Gliders normally fly circuits to the north of the airfield but can make an approach from any direction, especially in the event of winch launch failures which are practiced regularly. Glider traffic may conflict with the Sulby traffic pattern at any time. You must give way to gliders. Note that gliders may not be fitted with radios.

Tug aircraft that are returning to Hus Bos will enter downwind at 300' and 120 knots. They should make radio calls approaching the airfield (e.g. 'Tug NA approaching from the east') and again when in the downwind position. Tug aircraft will be trailing a 180' rope which will also extend below the altitude of the tug and is difficult to see.

Gliders are also launched by a winch using steel cables. The cables are almost invisible during the launch.

Winch launch operations are conducted using light signals and aerotow operations use signalling by radio on 127.580.

Aircraft inbound to Sulby strip should comply with the following:

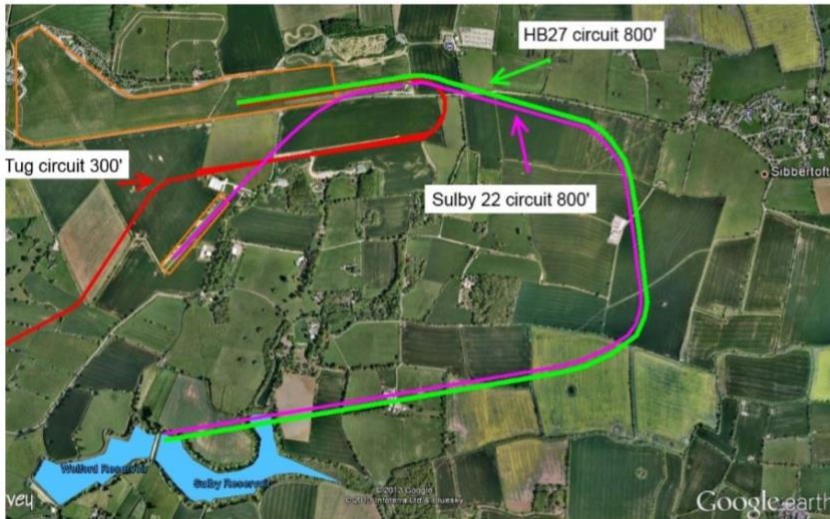
- All radio calls should be clear and emphasise the aircraft is using Sulby strip
- Make an inbound radio call to 'Hus Bos traffic' on 127.580 approx 3 minutes out
- Do not over-fly the airfield. Inbound routing via the bridge across Sulby reservoir
Bridge coordinates N52° 25.467' W001° 02.550' or N52° 25' 28'' W001° 02' 33''

Arrivals to runway 22 at Sulby

Initially follow the circuit pattern for runway 27 at Hus Bos.

Call 'Hus Bos traffic, G-CD, downwind 27, landing Sulby strip'. Prior to joining finals for 27, look carefully for gliders joining finals from the north call 'Hus Bos traffic, G-CD, finals 27, landing Sulby strip'. Break left to land Sulby strip.

Caution: There may be one or more gliders or tugs joining the circuit inside the normal power circuit. If necessary, widen your circuit to allow gliders/tugs to approach as number one.



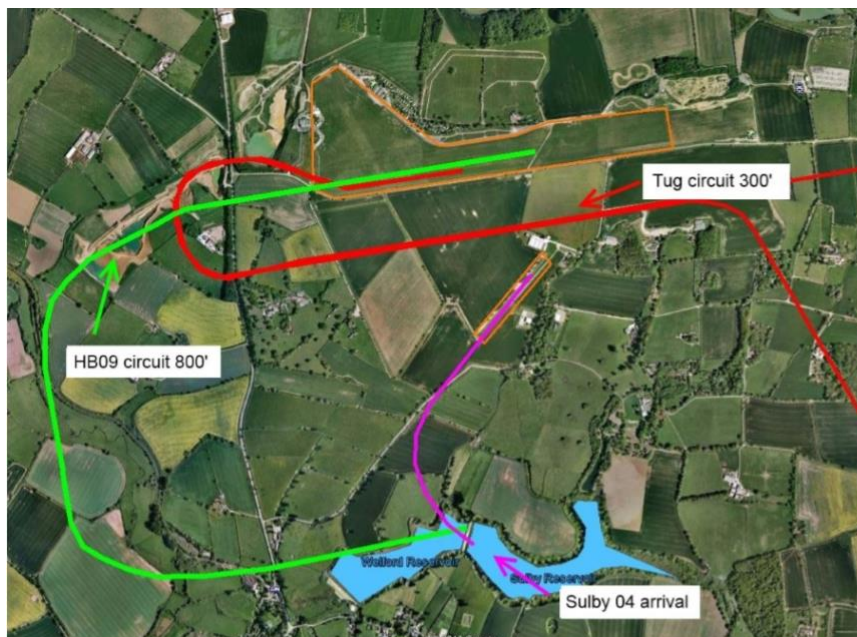
Departures from runway 22 at Sulby

Clearly announce your intention to take off and pause to allow any conflicting traffic to communicate with you. Outbound routing via the reservoir bridge and then as required but remain clear of the Hus Bos circuit area.

Arrivals to runway 04 at Sulby

Route via the bridge to join a right base for 04 Call 'Hus Bos traffic, G-CD, right base 04 Sulby, landing Sulby strip'.

Caution: In the event of a go around, make an early right turn to the south. Beware of tugs joining the tug circuit from the east at 300'.



Departures from 04 Sulby

When gliding operations are in progress, there are multiple threats to consider when departing from Sulby runway 04 – consider using 22 if wind conditions allow.

Prior to departure, clearly announce your imminent departure on 127.580 about 2 minutes before take off and listen for any tug aircraft returning from the east. Just prior to take off, look for gliders being launched by winch or aerotow.

Listen for radio calls of ‘NA take up slack’ or ‘NA all out’ which indicate an aerotow is commencing.

Note that winch launch signals are not broadcast on 127.580. After any aerotow is clear of the departure route and any winch cables have been observed to have fallen from view, clearly announce your intention to take off and pause to allow any conflicting traffic to communicate with you.

Commence take off but continue to watch for inbound tugs from the east or winching or aerotow launching towards the east. An early right turn to join the south easterly tug tow out route will minimise potential conflicts and will also comply with local noise abatement procedures.

