

MID WEEK FLYING ARRANGEMENTS

Appended below are the arrangements for winter mid week flying which begins Monday 31th October (the day after the clocks go back) and will run until end of February but possibly into the first part of March.

However, we will be operating full time over the Christmas period from Saturday 24th through until Monday 2nd January but excluding Christmas day.

It is a fairly loose arrangement, seems to work well and can result in some wonderful flying during the winter months.

BASIC RULES

Either Silver C or completion of the BMGC post solo progress card.

Bronze C only with an instructing supervisor on site (can be the tug pilot).

Pre-post early solo pilots will need a volunteer instructor on site and it will be the responsibility of such pilots to arrange instruction.

No visitor flying unless they have flown at BMGC previously, been checked out and meet the above requirements.

THE PROCEDURE

I will keep an eye on the weather and if I identify a good day then we will put up an advance warning notice, probably 2-3 days before, indicating that flying is likely on that particular day. If you are up for it then just leave a note on the forum to that effect.

If I seem to be overlooking a good day then by all means drop me an email to nudge me into action!

If by around 6pm the day before flying is predicted, and we have sufficient responses, I will put a message on the forum indicating so. Tug pilots will have been rostered "on standby" for mid week during the winter and all they need to do is confirm back that they are available.

If you are new to the forum please ensure that you set up your profile so that any messages posted are automatically emailed to you. This makes life easier as it means you don't have to keep logging into the Forum to see if there are any messages.

The only point I would make is that please don't try and fit the weather to your particular circumstances and hassle me to declare a flying day which is clearly not going to attract sufficient pilots. It is not fair to ask a tug pilot to attend for just one or two launches.

If there appears to be more than one good flying day in any particular week then I will generally try and pick what I consider, after consulting with others, to be the better day as we have found that most people are satisfied with one day.

However, if there is sufficient demand (usually more than 4 pilots) then we will operate on as many days as requested.

ON THE DAY

Everyone who turns up on the day will need to take responsibility for assisting in the flying operations. That includes shutting the gates, chains across road, electric fence up/down, sheep off field, and generally mucking in to help in a safe operation - i.e. we all muck in and help out.

Unless an instructor or senior pilot wishes to do a formal briefing then it is important to stress that each pilot should take responsibility in "**self briefing**" regarding weather, local conditions and especially NOTAMS.

However, if you are unsure of anything then don't be afraid to ask a senior pilot for their advice, opinion, etc.