



Yorkshire Gliding Club

Notes for Visiting Glider Pilots

1. Introduction

Welcome to the Yorkshire Gliding Club at Sutton Bank. The club has operated from this site since 1932 and has something to offer all glider pilots. These notes have been compiled to provide visitors with a brief introduction to our site and facilitate a pleasant stay with us.

2. General

Sutton Bank offers a variety of great soaring opportunities with ridge, thermals, and wave lift. In common with other hill sites, conditions can vary markedly. Visiting pilots should be prepared for briefings and check flights according to their experience and to take additional check flights if there are significant changes in weather conditions.

As visiting pilots, you may find that operational procedures at your home site differ from those at Sutton Bank, so please ensure that you are familiar with our Standard Operating Procedures before you fly. All club gliders are FLARM equipped as are most gliders based here. It is strongly recommended that all aircraft flying from Sutton Bank are fitted with working FLARM equipment.

Attending the morning briefing at 09.30hrs is essential to help you get the best out of your stay at Sutton Bank.

Please observe and comply with all safety and information signs while on Yorkshire Gliding Club property.

3. Accommodation, Facilities and Billing

Accommodation is available on site in our clubhouse bedrooms and camping is also available. We have 7 bedrooms on site, 6 single rooms and one twin bedroom. Bedrooms are available from 3pm on the day of arrival and check out is 10am on the day of departure. Bed linen is provided at additional cost unless you prefer to bring your own. Towels are not provided. If you are bringing a caravan, motorhome or tent please check with the office before pitching.

You will need to complete a reciprocal/visiting pilot membership form before you fly at the Yorkshire Gliding Club. A temporary membership account will be created for you by our office staff and flying and other charges will be made against this account.

We have a fully equipped members' kitchen that you are welcome to use for self-catering. We also have a café that is open for breakfast and lunch between 9am and 2pm, Wednesday to Sunday. In addition, there is a upstairs self-service bar available for use by members and visitors. Male and female toilets and showering facilities are available inside the clubhouse.

We operate a flying list system at the launch point and flight logs are not inputted until the following day. Therefore, it is not possible to pay for your flight on the same day that it was undertaken. Please speak to the office about payment options in the event you need to depart site on the same day you have flown. If flying in two-seat gliders, by default the P2 will be charged for the flight.

The office is open from 9:30am until 4:30pm Monday to Friday and 10:00am until 3pm Saturday and Sunday. If you are arriving outside of these times, please email the office using enquiry@ygc.co.uk to request site access instructions.

4. Trailers

Visitors with glider trailers are requested to park trailers at the North-Eastern end of the airfield, beyond the members' trailer lines in the sign posted area. Visitors will need their own tie-down kit as there are no hitch posts in this area. All trailers must be secured against strong winds even during the summer months.

5. Other Visitors

If you are bringing family members or inexperienced crew members onto the site, please ensure that they are briefed regarding active areas of the airfield. Club members and visiting pilots must make every effort to prevent non-flying visitors from putting themselves and others in dangerous situations.

6. Airfield and Surrounding Area

The airfield has public rights of way around almost its entire boundary, including a stretch of public highway. In view of this, attempting to land back on the airfield following a launch failure, or during a marginal final glide, may not always be the safest option. Always check which fields are within gliding range of the airfield before flying, and note that the fields closest to the airfield slope significantly. There are no public rights of way across the airfield.

Light aircraft operate from Bagby Airfield, approximately 2nm West South West of Sutton Bank, which may be used with care by gliders up to 20m span owing to the presence of runway edge lights. If you intend to land at Bagby, a call to BAGBY RADIO on 123.255 MHz would be appreciated.

The radio frequency in use at Sutton Bank is 118.685 MHz. Other gliding sites in the Vale of York use this frequency as well, so care should be taken to prefix the call with SUTTON BASE.

Beyond the Northern perimeter of the airfield is an area known as "The Gallops", and a large professional stable has been developed here, with up to 300 racehorses on site. Whilst the safety of your flight is paramount, we ask you to avoid flying low over this area in gliders or tugs unless absolutely necessary. Standard YGC circuit patterns are briefed every morning at 09:30 where any questions or concerns regarding this matter can be discussed. If you are unable to attend the briefing it is essential that you talk to the Duty instructor before flying.

Please do not walk along the tree line to the eastern edge of runway 20/02 to get between the clubhouse/hangers and the trailer park or Northern launch point. Instead, you should walk

through the caravan park. Visitors should consult up-to-date satellite imagery, such as Google Maps, in order to familiarize themselves with the layout of our airfield prior to their visit.

7. Flying Operations

Please consult the current version of YGC Standard Operating procedures and seek a briefing from the Duty Instructor before flying here.

8. Club Aircraft

Visiting pilots who wish to fly YGC gliders must have a satisfactory type conversion, check flight or briefing, according to their experience and qualifications and the permission of the CFI or Duty Instructor.

9. Airspace

The Vale of York is an area of intense air activity (AAIA). To the North West is RAF Leeming. Hawk Jet activity from Leeming may be found anywhere in the Vale of York, to the west over the Pennines and over the North Yorkshire Moors, where low level exercises take place. The airfield is extremely busy with visiting fighter aircraft and heavy transport aircraft in addition to the Hawks. The ATZ at Leeming should always be regarded as active and pilots should coordinate with Leeming Zone on 133.375 before entering the MATZ.

To the west is RAF Topcliffe. The **Yorkshire Air Ambulance** is based here and operations take place round the clock; additionally, Air Training Corps gliding activity takes place most weekends and bank holidays. Aircraft wishing to transit the ATZ are requested to make calls to Topcliffe Radio on 121.450 MHz (Monitored Weekends Only).

If you are requesting Topcliffe MATZ information or a MATZ crossing, you should contact Leeming zone 133.375 Mhz.

Gliders operating to the West of the main East Coast railway line should call Leeming on 133.375 MHz if North of Ripon.

Visiting pilots must ensure they have an up-to-date aeronautical chart when flying away from the site and must have familiarized themselves with local airspace before their flight.