

Site briefing for visiting light aircraft pilots to Aboyne Airfield

Location

2 miles west of Aboyne village, 2 miles east of Dinnet, 100m south of A93, north of a loop of the River Dee. Sawmill directly across river to SW of airfield is a good visual aid.

N5704.52 W 000250.08. 460 feet AMSL.

PPR by calling 01339 885 339. Email office@deesideglidingclub.co.uk

Glider launching by Aerotow or Self-Launching. Do not land or take off over AC on runway.

Runways

09/27N Tarred 520 x5.5m Normally used for takeoffs. Electric fence 50m beyond West end

09/27S Tarred 540 x7m Normally used for landings. Electric fence 50m beyond West end

The Electric fence is lowered when take-offs are to the east.

When busy, it may be necessary for both RW to be used for landings.

12/30 Grass 350m 12 foot drop at far end of RW 12!

05/ 23 NO MARKINGS Grass 300m long. Grass is kept cut for **Emergency use only.** Landable section of 23 starts between runways. Maintenance Hanger blocks approach to 05.

12 foot drop immediately short of threshold of 30, and within 50m of thresholds of 27 N & S

RW 25 was shown on some older drawings and is now used for glider trailer parking only.

Grass runways may be unsuitable for nosewheel AC.

Un-mowed areas are long grass, may be rough, and may have hidden rabbit holes. In winter, any visible Molehills may be solid due to ice. Runways are not treated in winter.

BEWARE TOWROPES which are normally attached to tugs, trailing up to 200 feet behind, and across runways etc. Do not attempt to take off over a tow rope.

Gliders have priority over power.

Hours of Operations

Operations SR-SS any day, Daylight only, no airfield lighting.

Communications

Aboyne Radio 130.105 may be manned. If no reply, proceed using good lookout and making blind calls throughout the circuit. Gliders have single (or no) radios, and may not make calls, or only "Downwind"

Navigation.

Caution High terrain in vicinity and local hills in circuit.

No Nav aids on field. ADN VOR/DME, and Radar coverage are all masked at low altitudes due to terrain.

Yellow painted bars across runways as “approach reference”, 10m from RW end.

Aberdeen CTR/CTA and Class A Airway 1.5 miles to east and south of field, contact Aberdeen Radar. Airfield not in Controlled Airspace.

Met.

There is a Met office weather station on the field, 200m east of the clubhouse. Its data may be read via a link on the club website “Webcam” page , or directly...

<http://www.metoffice.gov.uk/public/weather/observation/gfjuxqwcs>

There are two webcams showing actual conditions, one to the west, and one to the south. Pictures updated every 3 minutes (approx.)

Sea breeze occurs late afternoon on calm days with convection.

Busy times

The Deeside Gliding Club is active at weekends all year, weather permitting and 7 days operations May to October, with ad-hoc operations midweek at other times.

Very busy early September to mid-October due to UK Mountain Soaring Competition, with up to 40 visiting gliders for wave flying. (Normally NOTAM-ed)

Wind effects

Windssocks (N & S of the runways) may differ due to local effects. Caution strong turbulence due to terrain and mountain wave rotor in most winds. Large differences between upper and surface wind guarantees strong windshear, and heavy sink, possibly at low altitudes.

Approach & Circuits

Landings/Takeoffs at Pilot discretion. Hard runways are narrow, making AC alignment challenging in crosswinds for novices, and give a false perspective compared to “airports”. No sharp drop off at RW edges.

Circuits on downwind side at all times, but be aware that gliders returning from cross country tasks may join on “wrong” side, and perhaps lower than circuit height, and perhaps faster. If wind is along runways, fly a Left hand circuit.

Gliders will normally join the circuit around 800 feet AAL and fly the downwind leg approximately 600m out, descending constantly. They may be preparing for landing further upwind around 1000 ft AAL, “High Key Point”. Glider circuits have a diagonal leg between downwind and base leg, and the position of the diagonal/base leg depends on wind strength, and any sink experienced in the circuit, varying from around 500m back in calm winds to almost nothing in very strong winds. Give way to gliders in the circuit.

Declare which RW you intent to use, and “Handed-ness” of the circuit, e.g. “Aboyne Traffic, G-BXSP, downwind 27, right hand”. Although conventionally, the south runway is used for landing, it is not

necessary to specify which of the 2 runways you intend to land on to allow late changes due to other aircraft. A call stating for example "G-SP final for 27 south" may be made if necessary.

Tugs may be descending rapidly at high speed, normally from upwind, and fly descending circuits, and lower than "normal". The tow rope hangs about 40 feet below the tow aircraft, and up to 200 feet behind.

11Kv Power lines (c20 feet high) run NS on boundary one field west of 09 thresholds, but normally would only be a hazard for extremely low approaches, or if dragging a tow rope.

Departures to the West.

Avoid overflying Dinnet.

With a Northerly wind component suggested departure straight ahead on RW heading to the south of Dinnet.

If there is a southerly wind component, then it may be advisable to turn North about halfway between west end of RW and Dinnet, to avoid the village and potentially to escape sinking air and turbulence from the ridge line south of the Dee.

In case of Engine failure, there are three fields between runway and river and one field over the river, thereafter forest. 11kV power lines run N/S across west boundary of first field west of the airfield.

Departures to the East

Avoid overflying Aboyne, and group of houses at bend in South Deeside Road to South (1 mile SE of the field, at end of the ridge to south of field)

In case of engine failure, field beyond Eastern end 09 to river is very rough. Fields across river are smoother but may be in crop.

Livestock

Any local field may have livestock. (Cattle, Sheep, or Horses, possibly mixed)

Noise sensitive areas

Avoid overflying villages of Aboyne and Dinnet.

Avoid the "Horses for Heroes" farm, 400m North of West end of airfield. (Ferrar) Their fields are the Southwest face of the hill N of airfield (Craig Ferrar).

Avoid group of houses 1nm SE of airfield where South Deeside Road turns South around the ridge towards Glentanar.

Ground movements.

When landing, land long or taxi to far end of runway in case of following traffic, which may be unseen or not using radio. Gliders have no Go-Around Capability, and treat Motor gliders as gliders.

Park in Visiting AC Parking area. Do not block the farm access road, the fuel pumps, other AC, or hangers.

Beware Oxygen Cylinder trolley which may be on south side of visitor parking area. (Black bottles).

Maintenance

Not available.

Hangarage

Not normally available. Picketing is strongly suggested for any overnight stay or longer.

Landing Fees

Online at www.deesideglidingclub.co.uk

Catering

Soft drinks and snacks available in clubhouse all year. Bar for members and their guests in the evening. Cooked Breakfast and Lunch available September and October.

Restaurants/cafes in Aboyne & Dinnet, supermarket in Aboyne (Coop, by former railway station)

Accommodation

Bunkrooms for member /guest use in clubhouse. Laundry and Shower facilities. Camping possible on site. Booking via office.

Local B&B, Hotels and Chalets in Aboyne & Dinnet, and surrounding area.

D Innes for Deeside Gliding Club, February 2016

Revisions:-

07/01/2019 Change of frequency 130.1 to channel 130.105