

Gliding into Sleaf

Sleaf is primarily a power airfield. Gliders using Sleaf need to be aware of this and think a little differently, especially if arriving from a cross-country without the opportunity for an on-site briefing.

Following some simple procedures, which amount to no more than good airmanship, will keep everybody happy. NOTHING in these notes should be taken as overriding the principles of safe flight: Aviate, Navigate and Communicate, IN THAT ORDER.

Always remember that although you technically have the right of way over power aircraft, that is no consolation if you have a mid-air. Keep a very good scan going and be prepared to take avoiding action or change your plan if necessary.

Arriving at Sleaf

Once you are in the area (say within 5 miles), change to **Sleaf Radio on 122.45** and listen out to get an idea of what traffic is about and which runway is in use. However, as some traffic may not have radio, you must also maintain a good look-out throughout particularly for power traffic on long finals when you are on the base leg.

Sleaf radio is only manned at the weekend – at other times you MAY get a response, but don't count on it.

Planning your Circuit

If it looks likely that you will land at Sleaf, start to position yourself for a circuit onto the correct runway

- At the weekend, use a Right-Hand circuit (power will be Left Hand)
- During the week, stay on the EAST side (i.e. Left Hand for Runways 23 or 18, Right Hand for runways 05 or 36). Power will be the same.

Give yourself plenty of height and time to do this, so you can get to where you want to be without cutting across the power circuits.

Don't enter the ATZ (i.e. get within 2 miles of the centre of the airfield below 2000') unless you are planning to land.

Plan to start the downwind leg at around 800' AGL – this will put you safely below the Power circuit.

Flying your Circuit

You should fly a traditional (square) circuit. As you enter the downwind leg, make a radio call on 122.45

'Sleaf Radio, Glider XYZ is downwind (Left / Right) for Runway XX'

If you get a response, you may acknowledge it simply with your callsign – '**Glider XYZ**'.

As you turn onto the base leg, make a second call

'Sleep Radio, Glider XYZ is (Left / Right) Base for Runway XX'

As you turn final for the runway, make a third call:

'Sleep Radio, Glider XYZ is final for Runway XX'

Don't get distracted by other radio chatter – concentrate on a safe landing. Remember that you are telling them what you are doing, NOT asking for permission.

On the Ground

Once on the ground, clear the glider from the active runway immediately

- If you are able to turn off into the disused runway 28/10, do so.
- If you can stop close to a runway intersection, do so and then push the glider off the active runway.
- Otherwise, push the glider onto the grass at the edge of the runway.

Don't wander around on the runway after landing – the power pilots will be anxious to use it!

If Shropshire Soaring Group are on the airfield they will of course help. Otherwise, make your way (safely!) to the control tower.

If it all goes pear-shaped...

Do not land on the grass or crop within the airfield perimeter except in emergencies.

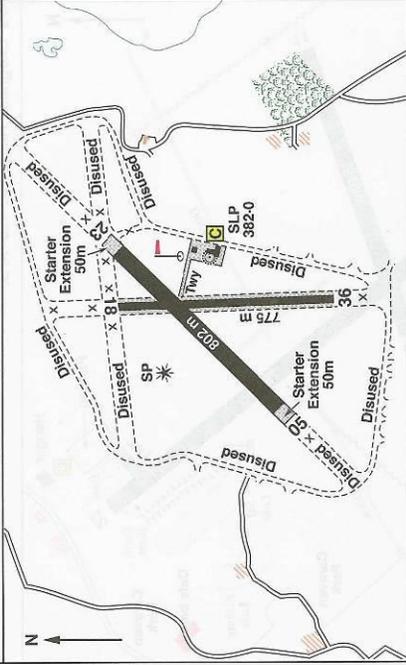
Do not roll across the runway edges onto or off the runway, particularly on 05/23 where there is a risk of hitting runway lights.

The disused runway 28/10 is perfectly landable by gliders if necessary – but as it is possible that you will roll across the active runway, this should not normally be used.

In the event of circuit emergencies including serious traffic conflicts or height misjudgments, remember your priorities are to aviate, navigate and communicate strictly in that order. ie:-

- The first priority is to maintain a good look-out, safe airspeed and height margins.
- The second priority is to land safely on any part of the airfield or elsewhere that does not endanger anyone else.
- Finally, and only if you have time, tell *Sleep Radio* and/or other traffic of your revised intentions.

EGCV
 SLEAP
 275 ft AMSL
 10 nm N of Shrewsbury.
 SWB 116-80 304 4-4. WAL 114-10 165 36
 MCT 113-55 217 36-4
 c/s SLEAP Radio. 122.45 A/G. Shawbury Zone 120-775
 NDB 'SLP' 382.0 (On A/D). Nav. only.



Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
05/23	802x46	Asphalt	05-802	05-802	Thr Rwy LITAS 3-5°
18/36	775x18	Asphalt	23-802 *	23-802	Thr Rwy LITAS 3-5°
			18/36-775	18/36-775	Nil
					IBN 'SP' G'n

* Additional 50 m starter extension available for take-off, during daylight hours only.
 Op hrs: PPR essential. 0930-1700, until 2115 on Thursdays.

Landing Fee: Singles £8.00. Twins £16.00.
 Hangarage: Nil.

Maintenance: Available. 01939-290361
 Customs: PNR

Remarks: Operated by Shropshire Aero Club Ltd., in conjunction with RAF Shawbury during weekdays. PPR and briefing essential for centreline joining procedures. Airfield situated within Shawbury MATZ.

Following Procedures apply during weekdays only:

- Pilots must contact Shawbury App 120-775 for MATZ clearance.
- No deadside. Join over head centre line at 2000 ft QFE.
- Civil Fixed/Rotary Traffic- all circuits to east of aerodrome. Circuit page opposite.
- Beware of intensive military helicopter activity.

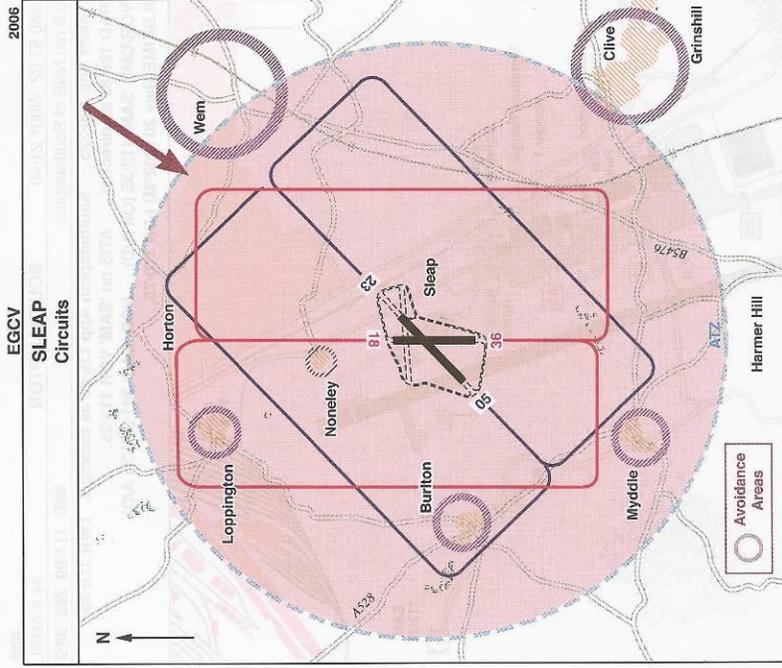
Standard overhead joins at 2000 ft QFE at all other times.

Frequent tug and glider activity, usually at weekends; gliders normally RH circuits.

Warning: Taxiway from the apron to the intersection of the runway is the only taxiway available for use. No aircraft to be parked within the taxiway strip, taxi with caution and, if necessary, seek the assistance of a Marshaller.

Restaurant: 'Lock Lounge', open daily.
 Fuel: 100LL, Jet A1.

Tel: 01939-232882 Ops.
 Fax: 01939-235058.



EGCV
 SLEAP
 Circuits
 2006

Circuit Height 1000 ft QFE.
 Circuits normally Left Hand except when RAF helicopters are operating on the airfield. During these periods, civilian circuits are to the east of the airfield.
 Circuits should be contained within the ATZ. Circuit patterns shown are required maxima.
 Avoid overflying Wem, Clive, Myddle, Loppington, Noneley and Burfton.
 Aircraft approaching Rwy 23 on a straight-in or long final should keep to the west of Wem (large arrow, approximate track 220°).
 Aircraft, especially high-powered singles or twins, departing from Rwy 36 should make a 10° right turn after take-off to avoid Noneley.