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. Information regarding operations at Husbands Bosworth is published on The Gliding Centre website under the link 'Arriving by air ?' on the left side of the home page www.theglidingcentre.co.uk. Further information may be available by phoning the office on 01858 880521

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 resevoir Bridge coordinates N52° 25.467' W001° 02.550' or N52° 25' 28'' W001° 02' 33''

See following pages for circuit procedures.

↓

Sulby Strip Rwy 04 / 22 420m x 17m

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"

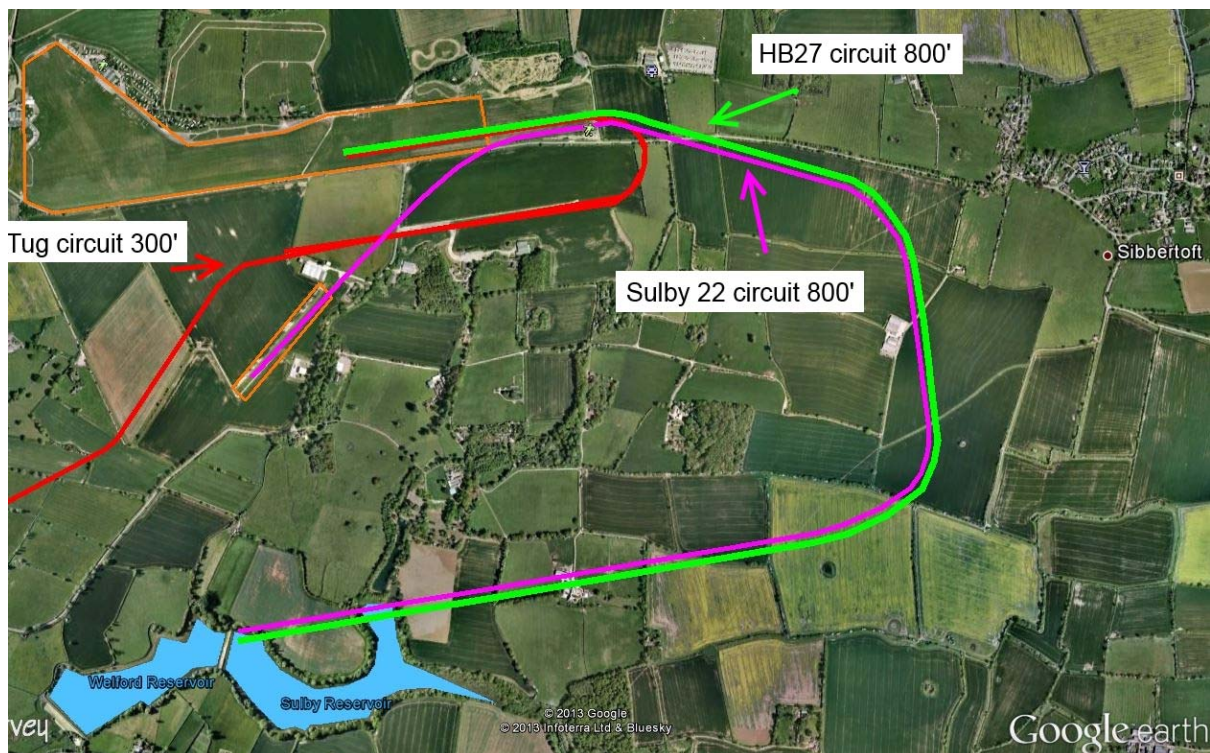Prior to joining finals for 27, look carefully for gliders joining finals from the north

Call "Hus Bos traffic, G-CD, finals 27, landing Sulby strip"

Break left to land Sulby strip

Caution:

There may be one or more glider tugs joining the circuit inside the normal power circuit.

If necessary, widen your circuit to allow tugs to approach as number one.
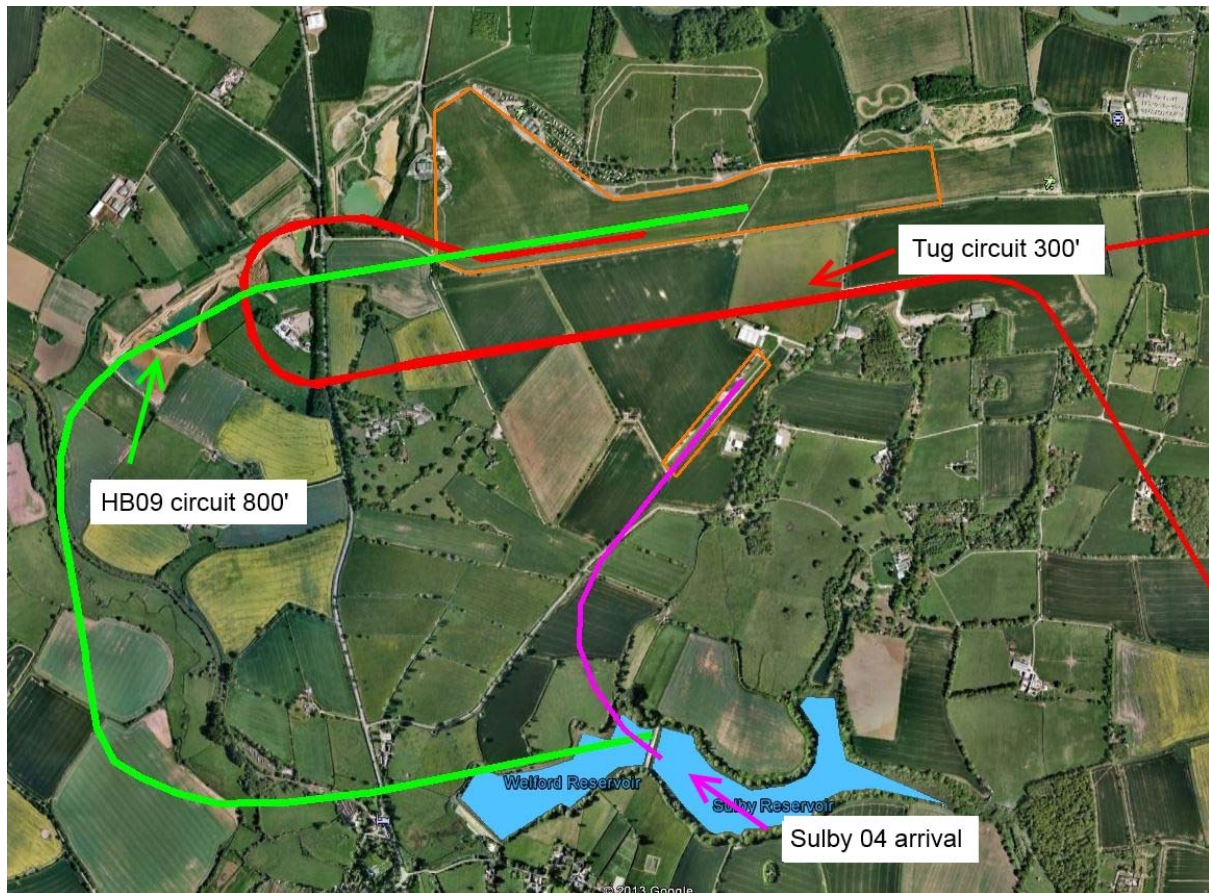

Next page

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'

Next page

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 resevoir bridge and then as required but remain clear of the Hus Bos circuit area.

Departures from runway 04 at Sulby

When gliding operations are in progress, there are multiple threats to consider when departing from 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

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 procedures.