

# Back to the Future – SSDR Microlight Rally 2019

## PILOT'S NOTES

Issue 3, January 2019

### **IMPORTANT**

ENSTONE AIRFIELD IS UNLICENCED AND ALL MOVEMENTS ARE UNCONTROLLED  
EACH PILOT IS SOLELY RESPONSIBLE FOR THE SAFETY OF THEIR OWN AIRCRAFT,  
ANY PASSENGER AND THIRD PARTIES

### **Airfield**

- Enstone airfield, Enstone, near Chipping Norton. See figure 1.
- The airfield is approximately 550' AMSL.

### **Runways**

- The runway for the Rally is 08/26 Northside Grass, which is the mown grass runway to the north of the hard runway. See figure 2. Northside Grass is unmarked, runs across disused runways, and is bumpy, particularly at the eastern end. Use entirely at your own risk.
- The length of Northside Grass depends on how much is mown! If it is mown as marked in figure 2 it is approximately 750 metres long.
- The hard runway – 08/26 Hard – is also available, but its use is subject to an additional landing fee. Beware that taxiing from the hard to the Rally involves crossing the western end of the Northside Grass runway.
- Do not land if the runway is occupied.
- Beware that Enstone's runways are slightly higher in the middle than at either end, and you may not be able to see aircraft at the other end of the runway.

### **Circuits**

- All circuits are to the north of the airfield. See figure 1. Microlight circuits are at 600' AAL. Avoid directly overflying houses and farms in the circuit.
- Beware of light aircraft in their larger circuit, and traffic using the hard runway. Do not drift south of the Northside Grass extended centreline on final approach or on climb-out.

- Standard overhead joins at not below 1500' AAL are preferred. Microlights should descend dead side over the southern half of the airfield, then join crosswind. Avoid directly overflying houses and farms in the circuit.

### **Radio**

- 'Enstone Radio', air-ground, frequency 129.880 MHz.
- Enstone radio is not always manned. In case of no response make blind calls to 'Enstone Traffic'.
- State which runway you are using, e.g. 'G-ABCD final 26 Northside Grass'.
- Always expect non-radio traffic.

### **Public safety**

- Public access is restricted to the car parking area, aircraft parking area, club house and hangar (when supervised).
- Engine running should normally be restricted to the manoeuvring area and the runway. See figure 2. The ONLY exception to this is at very quiet times. Please ask for assistance pushing aircraft between the manoeuvring area and the aircraft park.

### **Noise abatement**

- Avoid overflying settlements near the airfield, and avoid directly overflying houses and farms in the circuit. See figure 1.
- Make use of the 3 preferred entry / exit routes. These are to the north-west, north-east and south.

### **Hours of operation**

- Northside Grass has unrestricted operations (½ hour before sunrise to ½ hour after sunset).
- Other runways: first take-off 0800 local; last take-off 1930 local.

### **Other traffic**

- Beware of large/fast aircraft doing 10+ mile instrument approaches – in uncontrolled airspace! – into Kidlington airport (Oxford) from the north. Aircraft approaching/leaving Enstone from/to the east are advised to call Oxford Approach on 125.090 MHz.





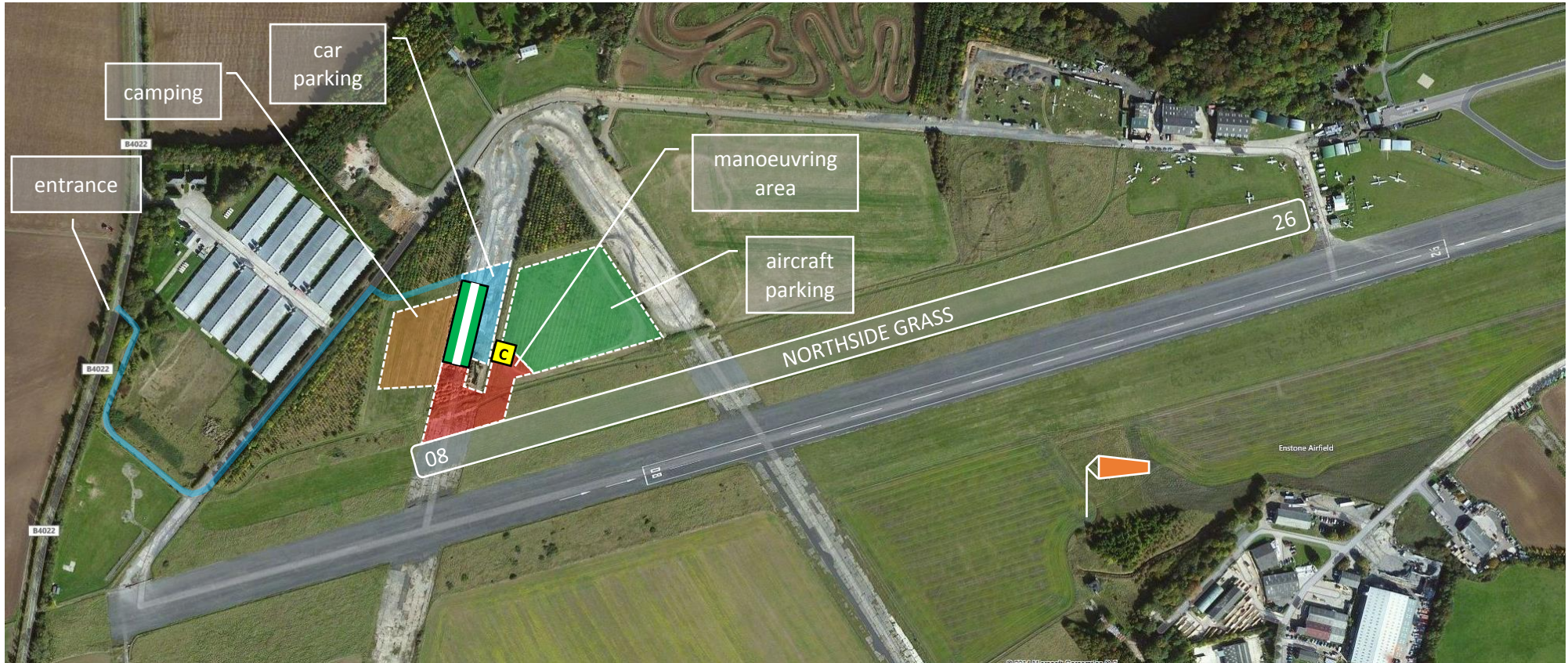


Figure 2: Enstone airfield