

Headon Microlight Flying Club

# FLYING ORDER BOOK



## **FLYING ORDER BOOK**

2026

It is implied that all paid members have read and understood the contents of this Flying Order book in order to fly at Headon Airfield

Use of 'Microlight Airfield" and "Microlight Club"

membership presumes total acceptance of these orders.

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## HEADON MICROLIGHT CLUB FLYING ORDER BOOK

### CONTENTS PAGE

01. LICENSES
02. PILOT HEALTH
03. INSURANCE
04. CHECK FLIGHTS
05. PASSENGERS
06. LOG BOOKS
07. CHARITY FLIGHTS
08. AIRCRAFT OPERATION
09. FLIGHT SAFETY
10. WEATHER
11. MICROLIGHT AIRFIELD - OPERATING HOURS
12. BOOKING OUT / IN
13. SOLO AUTHORISATION
14. CLOTHING
15. SMOKING
16. AIRCRAFT PREPARATION
17. FUEL
18. STARTING ENGINES
19. TAXIING
20. NOISE SENSITIVE AREAS
21. CIRCUIT PROCEDURES
22. LOCAL AREA FLYING
23. LOW FLYING
24. UNCERTAIN OF POSITION / LOST PROCEDURE
25. STUDENT PILOTS LANDING OUT
26. AIRSPACE INFRINGEMENTS
27. AIRPROX
28. ACCIDENTS
29. BREACH OF ORDERS

Should an amendment be necessary during the flying year, this will be promulgated via the WhatsApp group or emailed for those not on the group, to ensure everyone is aware of the changes

## HEADON MICROLIGHT CLUB FLYING ORDER BOOK

### 1) Pilot Licenses

- All pilots must know the extent of the privileges of their licence and fly within those privileges.
- It is the responsibility of the licence holder to ensure that they have a current Certificate of Experience or Revalidation as appropriate.
- The licence must be available for inspection by the Club if requested

### 2) PILOT HEALTH

- All licensed pilots and solo student pilots must be in possession of a valid medical certificate or declaration of health as required by their particular licence.
- Pilots should only fly when in good health
- Pilots should be aware of the side effects of some medication on their ability to operate the aircraft.
- The current regulations concerning alcohol and flying impose a limit that is one quarter of the allowed limit for driving a car in the UK.

In detail the prescribed limits are:

When acting as a pilot of an aircraft during flight;

- In the case of breath: 9 microgrammes of alcohol in 100 millilitres.
  - In the case of blood: 20 milligrammes of alcohol in 100 millilitres.
  - . In the case of urine: 27 milligrammes of alcohol in 100 millilitres.
- It is suggested that no pilot or passenger should fly in an aircraft from this club site within ten hours of consuming any amount of alcohol.

## HEADON MICROLIGHT CLUB FLYING ORDER BOOK

### 3) INSURANCE

- Solo students and club pilots must have valid third party insurance for ground and flight operation of the aircraft.
- Club pilots must have valid passenger insurance for ground and flight operation of the aircraft, unless flying solo only.

### 4) CHECK FLIGHTS

- Solo students and licensed Club members who have not flown for 90 days or more may be required to undergo a check flight at the discretion of the CFI
- The student or Club member will be responsible for any cost incurred

### 5) PASSENGERS

- Pilots are reminded that the law requires that to carry a passenger the pilot must have carried out at least 3 take offs and landings as the sole manipulator of the controls of an aircraft of the same type within the previous 90 days.
- Pilots wishing to carry passengers are responsible for Briefing the passenger before flight as required by law

### 6) LOG BOOKS

- The completion of flight records including pilot log books is required by law. Club members should note the following requirements:
- Pilots should complete log books post flight showing aircraft type, registration, flight times and destination.
- Students should also include exercises flown and signed by the instructor.
- Log books must be kept for a minimum of 2 years after the date of the last entry.

## HEADON MICROLIGHT CLUB FLYING ORDER BOOK

### 7) PAYMENTS AND CHARITY FLIGHTS

- It is only legal for payment to be made for flight in a microlight aircraft if the payment constitutes an equal share of the cost of the flight
- If a payment is to be made over and above an equal share of the flight then this can only be done if payment is made to the club
- Raffle and draw prizes where the winner has paid for a ticket are deemed to be public transport flights if the flight is not instructional or an examination. Public transport flights cannot be given in microlight aircraft.
- Charity flights are flights where the full cost of the flight has been paid to a registered charity for the purpose of the flight.

### 8) AIRCRAFT OPERATION

- Pilots must be in possession of aircraft manuals and have knowledge of the operational limits and required procedures.
- Pilots must know the registration and airworthiness requirements for their aircraft and comply with them.
- All club members operating any aircraft from Headon airfield, are to have a radio fitted/carried to be able to communicate on the Microlight Common Frequency 129.830 while flying.

### 9) FLIGHT SAFETY

- It is the pilot's responsibility to always operate the aircraft in a safe manner.
- No parking of aircraft or vehicles on Rwy 32 overshoot while flying activity is taking place
- Pilots must not fly in a manner likely to endanger people, property or the aircraft.

### 10) WEATHER

- It is the pilot's responsibility to obtain weather forecasts for the route to be flown and destination airfields.
- No aircraft may be flown unless the weather minimum with regard to licence and aircraft requirements can be complied with.

## HEADON MICROLIGHT CLUB FLYING ORDER BOOK

### 11) OPERATING HOURS

- Flights from Headon Airfield may only be made during the following times.
  - No take off before 08:00 and landings 30minutes after sunset
  - No circuit flying before 09:00
- All times are local.

### 12) BOOKING OUT AND IN

- Before all flights pilots are requested to book out on the flight record sheet giving details of intended take off time, and destination airfield.
- Failure to book out or in may lead to missing aircraft not being noticed and aircraft not safely in the hangar being reported as missing.

### 13) SOLO AUTHORTSATTON

- Solo students may not fly unless authorised by an instructor and may only fly authorised exercises.
- Students must obtain authorisation for cross-country flights before take off.
- Student pilots must have their booking entry countersigned by the authorising instructor before flight.

### 14) CLOTHING

- Safety helmets must be worn at all times when in an open cockpit aircraft including during ground engine runs and taxiing for position
- suitable clothing affording protection in the event of an aircraft tipping over must be worn at all times in aircraft. This includes gloves and full cover for arms and legs.
- Suitable shoes should be worn at all times in aircraft. Sandals have straps that make them unsuitable footwear.

## HEADON MICROLIGHT CLUB FLYING ORDER BOOK

### 15) SMOKING

- Smoking is forbidden on the Airfield

### 16) AIRCRAFT PREPARATION

- All aircraft must be thoroughly checked and prepared before flight in accordance with manufacturers manuals, the permit to fly conditions and air law requirements.
- Ref Doc:            Aircraft manual  
                         Permit to Fly

### 17) FUEL

- Aircraft must not be refuelled:
  - Inside the hangar.
  - Fuel is only to be stored in approved containers
  - Within five yards of the hangar door.
  - Whilst still running or whilst the engine is hot

### 18) STARTING ENGINES

#### **Engines must not be started or run:**

- In the hangar.
- In congested areas.
- Outside the hangar where propeller wash will go into the hangar
- Where propeller wash will cause a problem to other people or aircraft.
- Engines should not be started with the propellers facing the red chain link fence
- If it is not possible to start the aircraft in the usual seated position, the aircraft must be secured before an outside start sequence is initiated. It is recommended to have another pilot acting as safety person in attendance
- UNDER NO CIRCUMSTANCES shall a pilot leave an aircraft running unattended

### 19) TAXIING

Aircraft should not Taxi above jogging pace. Consideration should be given to walkers occasionally on the airfield and the public footpath half way along 14-32.

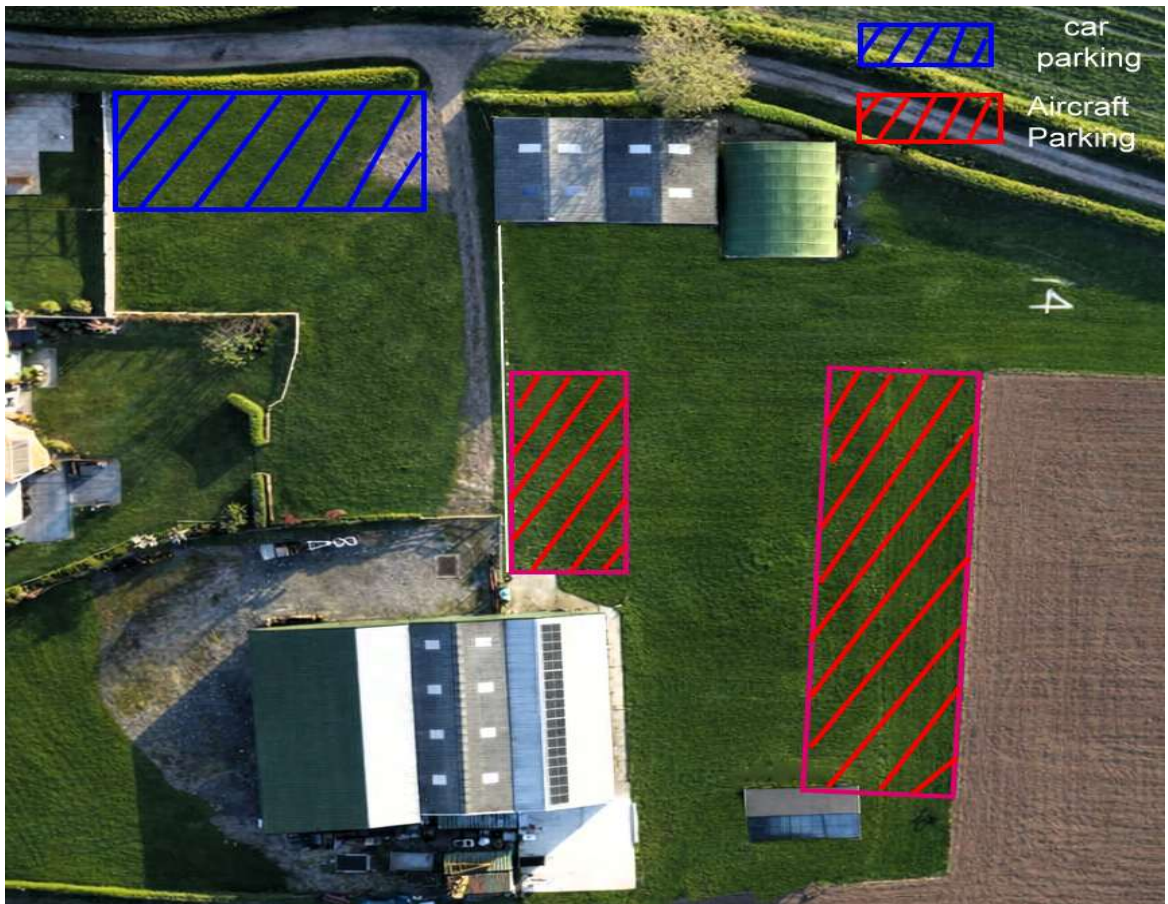
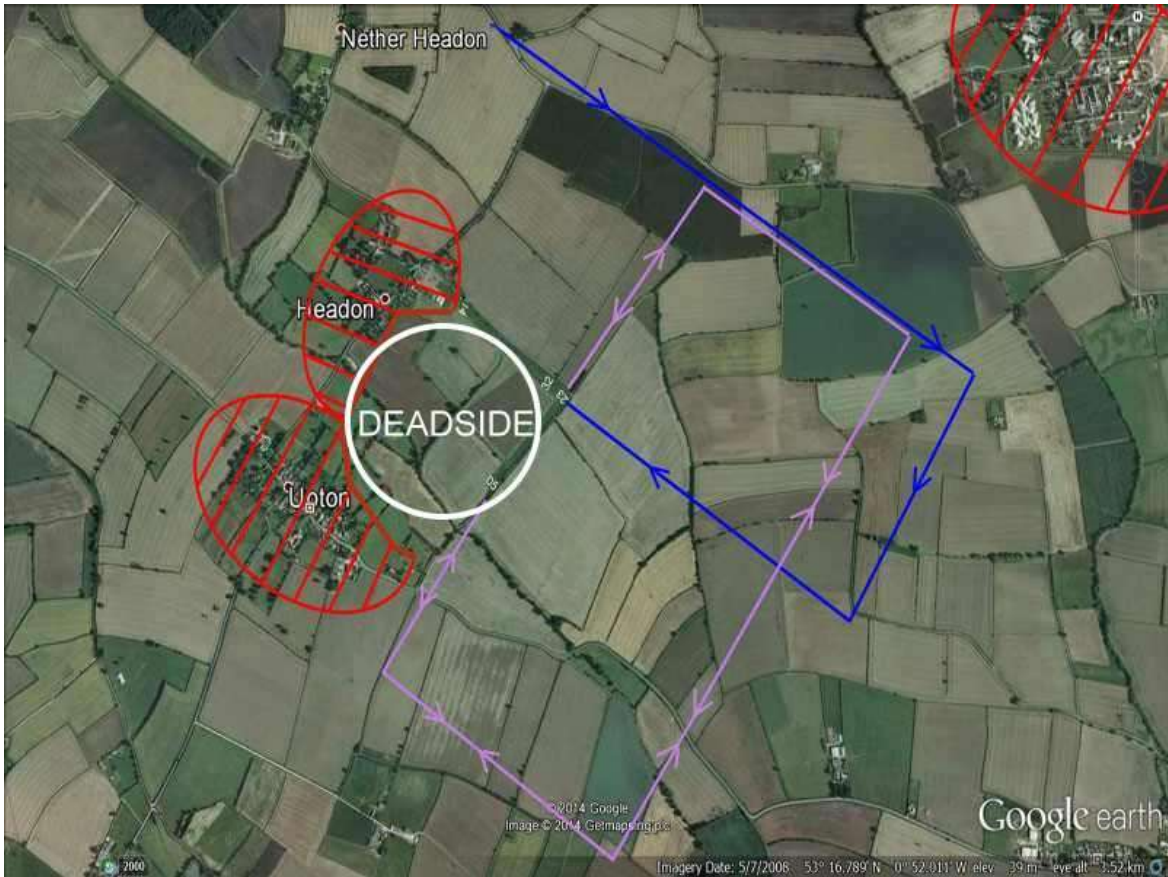
## HEADON MICROLIGHT CLUB FLYING ORDER BOOK

### 20) NOISE SENSITIVE AREAS

- All flights must avoid noise sensitive areas as shown on the local area map situated on the Flight Safety board.

### 21) CIRCUIT PROCEDURES

- All arrivals should join overhead the airfield, at 2000ft and on the deadside as indicated on the page opposite
- All pilots must follow the circuit pattern at 800ft AAL as displayed in the school classroom and on the page opposite.
- Landing on 14 is not permitted and departures from 32 should turn right as soon as possible to avoid overflying the houses and hangars
- Caution should be taken when landing on 05 to land after the 05 numbers due to possible sink.
- Care should be taken when departing on Rwy 14 and Rwy 05 if Paramotors are operating on the Rwy 32 platform
- All aircraft should keep station in the circuit and not overtake.
- If in doubt on approach or landing a pilot should execute a GO AROUND climbing to circuit height and clearing the runway centre line before rejoining the circuit on the crosswind leg.
- No aircraft are to orbit in the circuit.
- Be aware of mixed traffic flying which may be slower or not following the standard circuit pattern. Gyro, Paramotors. All aircraft joining the standard circuit pattern via the overhead, are to be aware of the Paramotor arrival and departure procedures. Due to their slower flying speed, you should be prepared to hold in the overhead.



## HEADON MICROLIGHT CLUB FLYING ORDER BOOK

### 22) LOCAL AREA FLYING

- Aircraft should be flown at least 1000 feet above ground level when operating in the local area unless carrying out forced landing practice in a designated area or landing at another airfield.
- Stall and unusual attitude training should be flown to ensure recovery is achieved above 1000 feet above ground level.
- When flying in the local area pilots should remember that there is an intensity of traffic in the local area and spend as little time as possible in it.
- All aircraft are to avoid overflying the Falcon farm 5Km due East of the Airfield and 0.8Km 80deg West of Church Laneham where a large caravan park is also situated.
- All aircraft should be aware of the Gamston ATZ which starts 1.5Km west of the airfield and avoid the Darlton glider site 3.2km, 155deg from the airfield.
- All aircraft must avoid overflying Rampton Hospital

#### **PARAMOTOR PROCEDURES**

- Paramotors will be radio equipped.
- Care must be taken before driving on the airfield, confirm that the circuit is not active.
- Paramotors will call ready for departure, this can take up to 2 minutes to launch.
- Use minimum power required to safely climb away during departure to minimise noise below 500 feet AGL.
- Transmit on Microlight Common frequency 129.830, 2 minutes out, giving direction of approach, when rejoining the airfield. Fly not below 500 feet AGL. Hold off outside the circuit pattern when the standard circuit is active. Approach the deadside before descending to make an approach to land on the Rwy 32 platform.

## HEADON MICROLIGHT CLUB FLYING ORDER BOOK

### 23) LOW FLYING

- Low flying rules must be observed at all times. No flying below 500 feet above ground level within 10 miles of the airfield.

### 24) UNCERTAIN OF POSITION / LOST PROCEDURE

- A pilot who is uncertain of position during flight in the local area should call
- Waddington Zone on 119.505 or if no reply Humberside Approach 119.130 or Conningsby Approach 119.205 and request radar help, or NATS Distress and Diversion on 121.500

### 25) STUDENT PILOTS LANDING OUT

- Student pilots landing out at other than the planned destination must not take off again without first informing the authorising instructor of the circumstances of the landing.

### 26) AIRSPACE INFRINGEMENTS

- Any airspace infringements must be reported to the Chief Flying Instructor on landing.

### 27) AIRPROX

- Airprox reports should be made on landing to the Chief Flying Instructor and an Air Traffic Control Centre.
- A written report on form CA 1094 must be completed within 7 days

### 28) ACCIDENTS and INCIDENTS

- All accidents and incidents must be reported to the Chief Flying instructor in writing.
- Notifiable accidents must be reported to the AAIB on 01252 512299 and also should be reported to BMAA on 01869 338888

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### **29) BREACH OF ORDERS**

- ANY BREACH OF ORDERS OR BEHAVIOUR LIKELY TO BRING THE MICROLIGHT CLUB INTO DISREPUTE WILL CAUSE LOSS OF MEMBERSHIP PRIVILEGES AT THE DISCRETION OF THE CHIEF FLYING INSTRUCTOR.