

Below is a copy of the original CODE OF PRACTICE between DSGC and Dunkeswell Parachute School. Whilst it is a bit out of date in respect of contact details, phone numbers and radio frequencies, it is the best we have at the present. However the spirit of the wording and the lines on the map are still correct.

DSGC has been trying, for the past three years, to negotiate a more relevant CoP with the new parachuting organisation at Dunkeswell, but with limited success.

Pete Harmer  
CFI DSGC

DEVON & SOMERSET GLIDING CLUB  
DUNKESWELL PARACHUTE SCHOOL

CODE OF PRACTICE  
TO PROMOTE ADDITIONAL SAFETY AWARENESS DURING  
ADJACENT GLIDING AND PARACHUTING OPERATIONS

1. Because the Gliding Club and Parachute School telephones are not permanently manned, there is always an element of uncertainty in making contact. Therefore, on each day, before glider launching begins, the Gliding Club's Duty Instructor will contact Exeter ATSU (Tel.No. 01392 367433, Ext.215) to obtain current information on the Parachute School's intended programme. This will assist with making judgements on flight procedures in relation to the DZ.
2. When parachuting operations begin on each day, the "jump aircraft" pilot will make a general radio call on 130.1Mhz, to "any North Hill gliders", to advise that parachuting is imminent. Further general calls will be made at intervals during the day, as an additional safeguard.
3. The Gliding Club's pilots will be expected to conduct their flying and airmanship in a manner which does not bring them into conflict with any parachutists. This means planning each flight to take due account of the wind direction and strength, the sector of the DZ in which parachutists are likely to be dropping and whether any sections of the DZ may safely be entered without causing conflict. The greatest risk is likely to be encountered in W – NW winds since parachutists will then be dropping in the western sector of the DZ, e.g. over or just to the west of Sheldon village. Gliders thermal soaring up to 2nm north of the gliding site and drifting downwind in these conditions may present a serious risk to both glider pilots and parachutists, particularly so above 2000ft.agl, where the parachutists must be assumed to be in "free-fall". In these conditions, therefore, pilots should follow the recommended safety procedures below:-
  - a) ~~Above 2000ft.agl, gliders without radios or with unserviceable radios should not be flown to the east of a line running north from the eastern boundary of the gliding site, i.e. fringing Westcott Farm.~~
  - b) Gliders with serviceable radios may be flown to the east of that line only if the pilot makes contact with Dunkeswell School of Flying on 123.47Mhz(Dunkeswell Radio) and receives information enabling him/her to judge that there will be no conflict with parachutists. The implications of Dunkeswell's ATZ must also be taken into account.
4. Glider pilots on cross-country flights, wishing to transit the DZ, must have serviceable radio in their gliders and, whilst clear of the DZ, must first contact Dunkeswell School of Flying on 123.47Mhz (Dunkeswell Radio) to obtain current information on parachute operations. If the decision to transit the DZ is taken, then, irrespective of heading, further radio calls must be made to declare entering the DZ and subsequently leaving it. If inbound to North Hill below 2000ft.agl, the implication of crossing Dunkeswell's ATZ must also be taken into account.

Signed..... Devon & Somerset Gliding Club  
Chief Flying Instructor

Signed..... Dunkeswell Parachute School  
Chief Parachute Instructor

Date.....1999