

# TILSTOCK AIRFIELD

## VISITING AND RESIDENT PILOT'S BRIEFING NOTES

### OVERVIEW

Tilstock is a private airfield situated 8NM due north of RAF Shawbury and 2NM south of Whitchurch. Its position is directly on the centre line of the approach to Shawbury's main ILS (19) runway. Technically, the airfield is clear of the Shawbury MATZ which extends from 1000' a.g.l. above Tilstock to 3000' a.g.l. Good airmanship dictates that two-way radio contact should be established with RAF Shawbury whenever they are operational, whilst inbound or outbound from Tilstock.

Use of Tilstock Airfield by fixed-wing and rotary aircraft is welcome from Monday to Saturday 0900 - 2100 hrs., subject to obtaining prior permission (PPR). **NO FLYING IS ALLOWED ON SUNDAY DUE TO LOCAL PLANNING RESTRICTIONS.** The airfield is not licensed for public transport operations or flying training and its use is entirely at the risk of the aircraft owner/pilot, with no liability as to the suitability of the airfield for flying operations being accepted by the owners and managers of the airfield.

The principle use of the airfield is for parachute training by 'The Parachute Centre' and is home base for other general aviation aircraft.

At random, the airfield is also used for other sporting activities and the runway may be blocked without prior notice, so PPR is essential and can be obtained from:

1. The Parachute Centre. Telephone 01948 841111
2. Richard Matson Esq. Telephone 01948 664966
3. Direct contact on the discrete VHF frequency 118.10 call sign 'Tilstock Radio'.

### ABOUT THE STRIP

The elevation of the airfield is 301' a.m.s.l. and only one runway is available, length 792 metres, fence to fence. Its orientation is 330° M and 150° M (33/15) and it is unmarked but easily identified because it lies parallel and to the east of the main road from Whitchurch to Wolverhampton (A41). The strip is bordered by livestock fences and the approach to runway 33 is further restricted by trees which can cause turbulence on late final. Usually on the threshold to runway 15 there is a stockpile of stones and wood bark just within the boundary fence extending up to 200 metres. Pilots should make themselves familiar with the take-off and landing performance requirements of their aircraft on a hot and hazy day before visiting Tilstock. There is also a grass strip, parallel and to the West of the concrete runway.

### ENVIRONMENTAL ISSUES

The airfield is located in an environmentally 'noise sensitive' area and care needs to be taken to minimize aircraft noise by not overflying the village of Ash whilst downwind left hand for runway 15. Also by not overflying the village of Higher Heath whilst late L.H. downwind and turning base leg for runway 33.

Circuit flying other than for essential pilot familiarisation is discouraged.

Because the airfield is also an active Parachute Drop Zone up to 12,000', standard overhead joins are extremely dangerous and pilots are requested to join base leg for the appropriate runway, without flying overhead.

## INBOUND PROCEDURES

1. When 10NM or 5 minutes away from the Shawbury MATZ, call them on 120.775 for MATZ penetration. During weekends and evenings only a local 'Tower' or 'Flight Information Service' is often available with no radar facilities. However, you cannot assume anything because they never advertise war games and you may embarrass yourself and meet a Tornado or two overhead on finals for Shawbury.
2. **NEVER** fly overhead Tilstock. Call 'Tilstock Radio' or 'Tilstock Traffic' (in the absence of a DZ controller's response) at least 5 minutes or 5 miles out from the airfield.
3. When the DZ controllers respond, establish whether there is parachuting activity in progress. If affirmative, position the aircraft on base leg and orbit until all canopies are down. Then land quickly.
4. If the DZ controller does not answer, try again; he may be temporarily indisposed. In the absence of a response from the DZ controller, the pilot of the parachute jump plane should respond and issue joining instructions with regard to the current situation.
5. If there is no response, continue to listen and to broadcast standard 'Traffic' position reports, establishing the most suitable into-wind runway to land on and check that it is clear of obstructions.
6. After landing, proceed to the western end of the airfield along a narrow taxiway, towards the aircraft parking area. Please park sensibly without blocking in any other aircraft.
7. Book in with 'The Parachute Centre' which is marked with a black 'C' on a yellow background. Alternatively, when closed, try the farmhouse opposite.
8. The taxiway AND RUNWAY is often used by heavy goods vehicles which visit other areas on the airfield and can cross close to the threshold of runway 33. The drivers may not appreciate the Air Navigation Order to give way to aircraft, so beware!

## FACILITIES

AVGAS is usually available on the airfield for the resident users and technically is not available for general resale. However, good airmanship dictates that if you are short, don't take a chance. Ask the Parachute Centre, they will try to oblige you with a supply.

FOOD and DRINK is available at the Parachute Centre on Saturdays and Bank Holidays.

## TAXI AND TELEPHONE

Available at the Parachute Centre.

## PARKING

Overnight parking and longer term parking is available at the pilot's/owner's risk and tie-downs need to be supplied and fitted by yourself.

## RECOMMENDED LOCAL PUBS AND GUEST HOUSES

Available at the Parachute Centre.

## OUTBOUND PROCEDURES

1. Establish that runway is clear of obstructions and the direction of intended take-off
2. Prior to engine start-up, call 'Tilstock Radio' for start-up clearance (to check that no canopies are open in the sky directly above and behind you) and to test the radio.
3. Don't expect to be controlled on the ground and when ready to taxi, make the appropriate 'taxiing for runway xx' call, look around and go.
4. The taxiway from the parking area to the runway is a one-way system. Give way to incoming aircraft always. There is no room for two aircraft to pass.
5. Position the aircraft clear of the taxiway and runway approach, for your checks.
6. When ready for departure, look around and call 'lining up for immediate departure, runway xx' and go when safe to do so.
7. At 600' a.g.l. or below, stop your climb and if Shawbury is active call them for further clearance under their appropriate R/T or radar service.

## AIRMANSHIP

Tilstock welcomes safe and conscientious pilots who are sympathetic to the wishes of our local residents by not overflying their fine-weather barbecues.

Low passes and beat-ups or any other illegal act, will qualify for an instant ban from using any of the facilities at the airfield ever again.

THE MANAGER  
TILSTOCK (INTERNATIONAL) AIRFIELD  
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