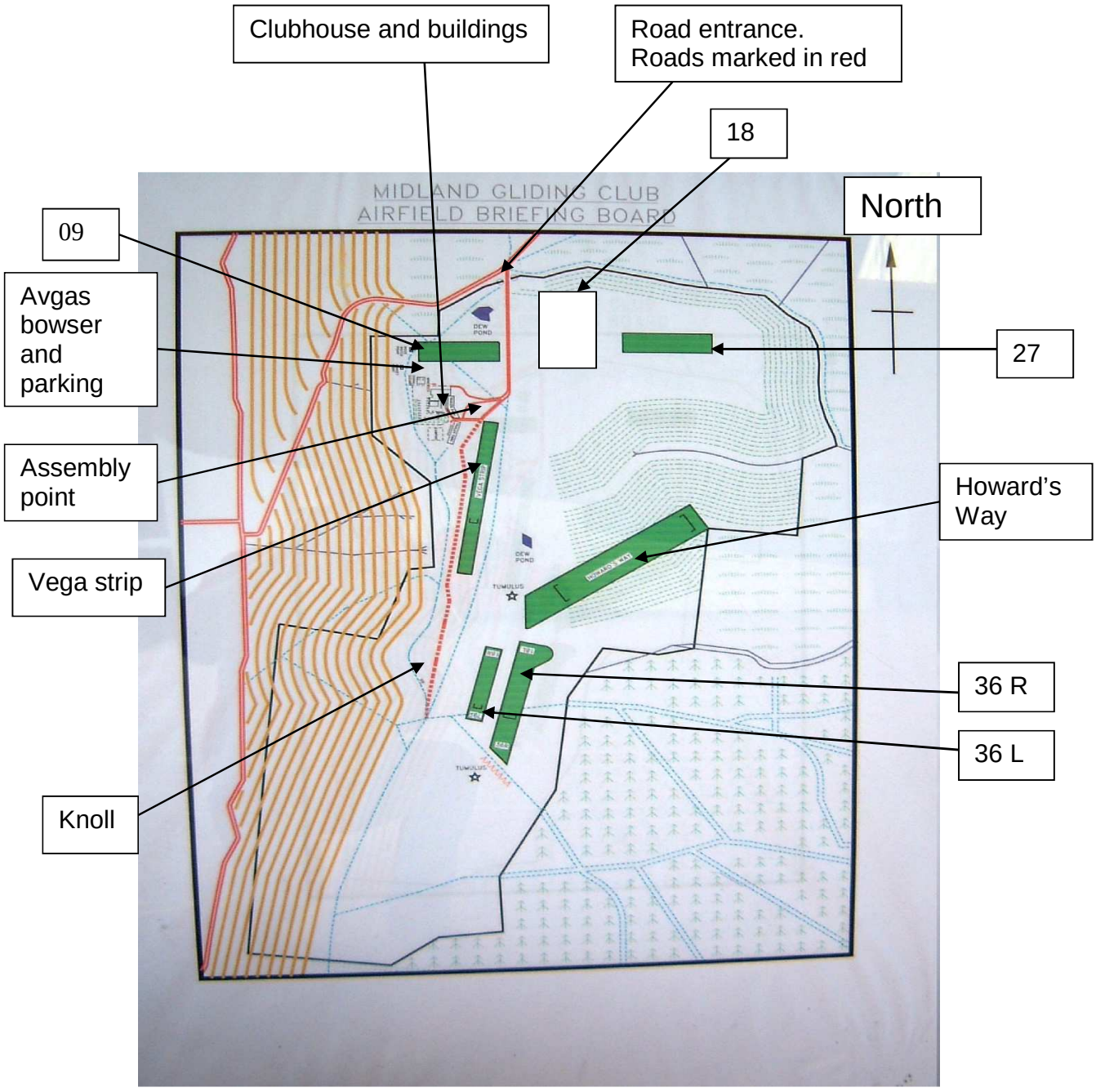
Midland Gliding Club – Airfield Layout



Airfield information.

The airfield is owned and operated by the Gliding Club and is always PPR!
This includes departures, which MUST be briefed and agreed with the No 1 instructor of the day!

This information is given as guidance for safe use of the field, but is not all encompassing – it is the pilots responsibility to ensure the safe operation of his aircraft.

The airfield is situated on top of the Long Mynd, Shropshire.
Post code: SY6 6TA
Grid ref: SO403915, X: 340300m Y: 291500m
Lat 52:31:07N (52.5186)
Lon 2:52:51W (-2.8808)
Altitude: 1450ft asl
For further details: www.longmynd.com

The airfield is grass only and grazed by sheep.
It is not rolled, or smooth, so be prepared for bumps.
The runways indicated on the diagram are not numbered on the ground and not all of them have threshold markers.
The club operates a winch launch with retrieve system which means that a cable runs between the main yellow winch and the smaller yellow retrieve winch at the launch point. This cable is not visible from the air. Aerotowing may take place at weekends. Gliders may be launching to 1500 ft or higher in strong winds.
The area marked '18' is not a specific runway but is a smooth landing area suitable for gyroplanes.

Weather:

The Long Mynd can experience strong winds. A general or aviation forecast may not give a true wind profile.Go to www.metoffice.co.uk. Go to Weather – aviation - login. The F214 and F215 will give forecast and spot winds at altitude. You will have to register but it's free.
In strong winds there will be severe downdraughts and turbulence on the lee side. There is also a deep gully just North of the airfield which generates turbulence in strong Southerlies.

Glider Launch Operations and recommended landing area:

Northerly winds: Main winch in the '18' area. Launch point will be on the Knoll. Glider circuit LH or RH depending on Xwind. *Land on the North end of the Vega strip. It is best to use a curving approach from the south west when landing to the north on the vega strip to avoid overflying the launchpoint*

South wind: Main winch well to the South of the site. Launch point normally to the south of area 18 positioned according to the Xwind. The (rare) aerotow launch will be just to the East of the road. Glider circuit LH or RH depending on Xwind. *Land in the '18' area.*

South-westerly or light Westerly less than 15kt: Main winch will be on the Knoll. Launch point as for south. Glider RH circuit. *Land in the '18'area or on 27 as appropriate.*

Strong Westerly, greater than 15kt. Main winch to the south of 09, launch point to the south of 27. Glider LH circuit. *Land on 27.*

Light Easterlies. Launch direction may be either North or South, the cable run will have as much easterly component as possible. *Land on 09.*

Strong Easterlies, greater than 20kts. The launch point may be just to the North of the clubhouse with the main winch somewhere to the East. Glider circuit LH. *Land on 09.*

Joining instructions.

Ensure you have obtained PPR from the Club.

If possible avoid the villages to the West of the hill in order to minimise noise nuisance.

10 miles out, call Long Mynd launch director on 129.975 requesting circuit and landing information. Give ETA.

If no reply, make a blind call, and state your intentions clearly. Proceed, keeping a good lookout for gliders and cable. Try calling again.

Glider operations do not require the use of a radio, so whilst a listening watch is normally held when operating, there may be no one qualified to respond to incoming calls.

Do not join overhead or overfly the site. Cables can reach 2000ft above site.

Call downwind, and if no specific landing site advised, land behind or to one side of the launch point, keeping clear of the cable – or as recommended in the advice above. Remember, the launch cable will be strung out between the yellow launch and yellow retrieve winches, NEVER land where your aircraft could catch the cable! Keep clear of gliders, and if any are downwind, break off and land once they are out of the circuit or landed.

After landing, clear the landing area as soon as practical, without crossing the launch cable. Stop your rotors (if a gyroplane) before crossing the road, and then taxy to Parking as shown on the map, or as directed. Park in a suitable area and manner where the aircraft does not obstruct glider operations.

Record your aircraft movement in the Aircraft Movement Log by the office at the 'C' point, and pay your landing fee.

Departure instructions

Departing pilots MUST agree/brief their departure plan with the No 1 instructor of the day before any take off. This is a face to face meeting either at the glider launch point or wherever situated. It is permissible to taxy a gyroplane to the launch point, keeping well out of the way of take off and landing areas, and of the cable landing site. The departure time and who authorised the departure is noted in the Aircraft Movement Log by the office.

General notes:

1. The glider launch cable must always be treated as 'live', and never crossed – it could be caught up by a wheel or propeller, even when taxiing.

2. Glider pilots are not required to carry radios, or to have a licence to use them – therefore radio phraseology may not conform to ICAO standard. Further, there is no specific ground radio operator on the site.

3. Gliders that call 'Downwind' mean they are committed to landing without further calls, and have priority!

4. There is no Avgas.

Assembly point (for fire) is adjacent to the signal square
It is recomended that pilots of heavier, (non microlight), have visited the site prior to trying to land here.