



Ridge Flying at Long Mynd.

Standard ridge soaring rules are as follows:

Always turn away from the ridge.

Always overtake between the glider and the ridge, you know that the glider you are overtaking will not turn into the ridge.

If you are head on to another glider, the glider with the ridge on the left gives way (the glider with the ridge on the right cannot turn right, it would be turning into the ridge)

In addition to this we operate a lane system:

Aircraft on a northerly heading fly closer to the ridge (i.e. maintain a track to the east of the line of the road at the foot of the hill)

Aircraft on a southerly heading fly further out (i.e. maintain a track to the west of the same line)

This means you must turn away from the ridge at the South end to turn back onto the ridge.

The line that divides the traffic lanes is the road at the foot of the ridge, where there is mooreland on one side and fields on the other. In case you're still not sure, have a look at the map on the last page.

Remember that your left wingtip must never go over this line, that way you can't collide with anyone who is also following the rules.

The reason for the traffic lane system is that the glider heading South is on the outside of the ridge so can give way easily without cutting across other traffic.

If you are sinking slowly and worry that there will be less lift on the Westerly run to the South, then land before you get too low. Remember that you **MUST** turn away from the ridge to start your circuit, and any judgement of a safe height to start the circuit must take that into account, it is not acceptable to decide you are too low to do a safety turn and turn straight from the ridge on to a circuit.

If you are not cleared for or comfortable with field landings then don't go below a safe height to start a circuit, (600 ft generally) and if you do go below a safe height to start a circuit, have your fields picked.

If you turn in thermal lift low down on the ridge you must keep a good lookout as you turn, and if there is anyone on the ridge behind you, you must not continue the thermalling turn but fly back down the ridge otherwise you put them in a very difficult position.

Do not fly in the moronosphere, the wispy bits below the cloud, you are all flying up and down the same band of lift, you can't see people coming the other way, and they can't see you. If you think you need to be that high to get a circuit in, it's not safe to fly so land.

Ridge running and low level ridge soaring Rules

Ridge running is permitted only in the following circumstances:

The whole length of the ridge is first observed to see what other activities are taking place.

The pilot shall agree what is intended with the number 1 instructor,

The number of gliders permitted to ridge run at any one time shall be limited at the discretion of the number 1 instructor but shall never exceed 3.

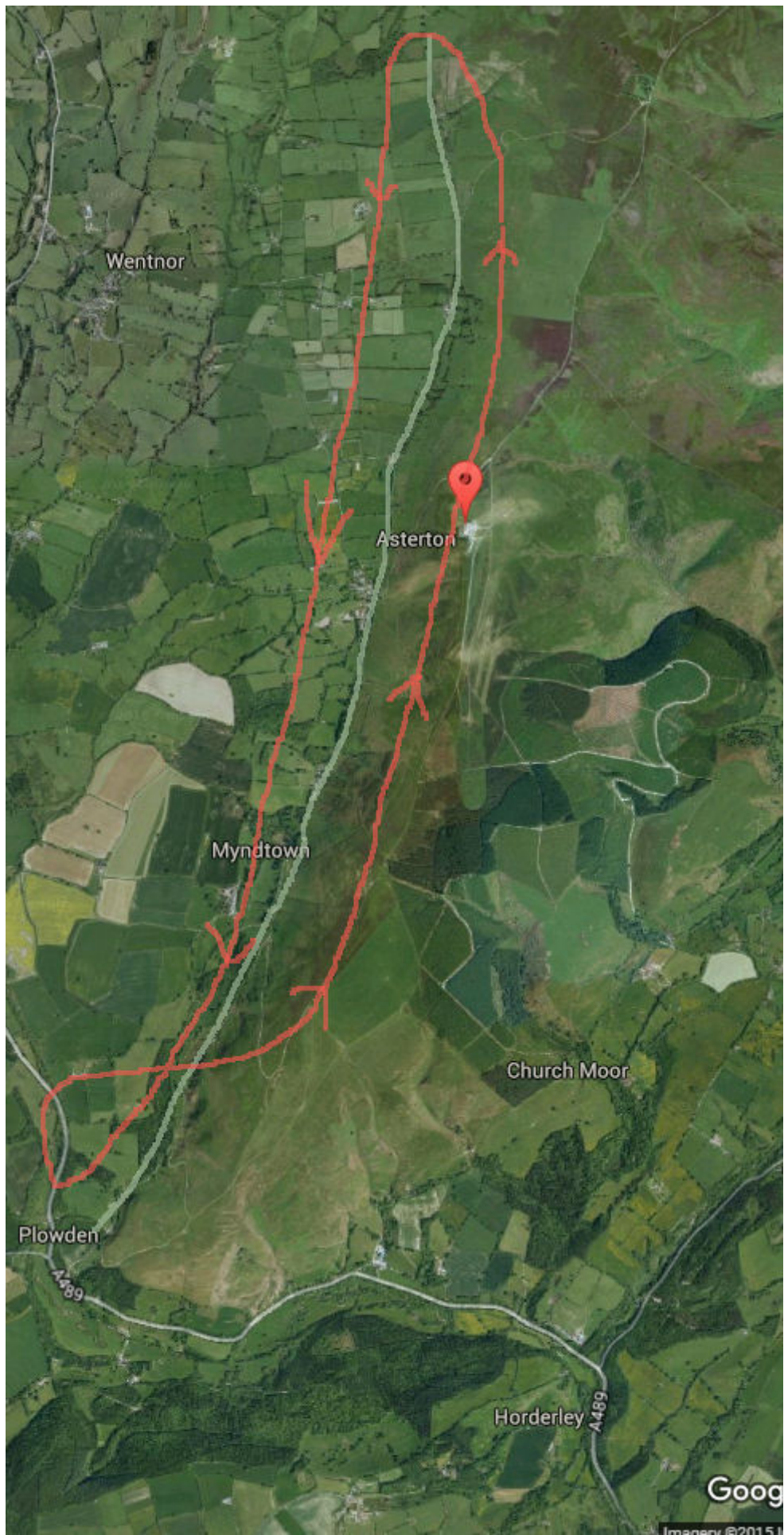
Any pilot ridge running or soaring the ridge at a low level shall not fly in a way which conflicts with flying operations of hang gliders, parascenders and the model gliders.

Keep well clear of the areas in which any hang gliders and/or model gliders are operating.

Keep well clear of the area in front of the bungee point so as not to conflict with gliders being launched and powered aircraft departing.

Do not fly near to persons walking, cycling or horse riding.

Pilots are reminded that a glider shall not fly closer to any person, vehicle or structure than 500 feet, but there is an exemption for hill soaring (UK Rules of the Air 1996, Rule 5).



Wentnor

Asterton

Myndtown

Church Moor

Plowden

Horderley

Goog

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