

# TALGARTH BRIEFING NOTES

## Take off directions



"Gate" is the main entrance to the field. The preferred take off direction is "from the gate" in a north westerly direction. This is downhill heading towards the valley to give you an easy escape route in the event of a rope break. It also avoids crossing the road to the farm.

"From the hedge" heading due west is the second choice. It is slightly uphill to start with and crosses the road to the farm. In winter the take off area is rather soft but is otherwise quite a good run.

The north east takeoff is not shown as this is only used in strong winds and needs an individual briefing.

## Landing

Circuits are to the north of the field (top side of this picture) because that make you visible from the launchpoint and gives you several running out of height options.



Landing "over the gate" should not be attempted except in strong winds because of the downslope. It is much better to use one of the uphill runs and accept a cross wind.

"Over the hedge" landing west is straightforward but, obviously, there is no undershoot.

Southwest is also straightforward in principle. New pilots are often concerned about landing towards a hedge and, aided by sink on the approach, land too short until they get used to the field. There is actually plenty of room.

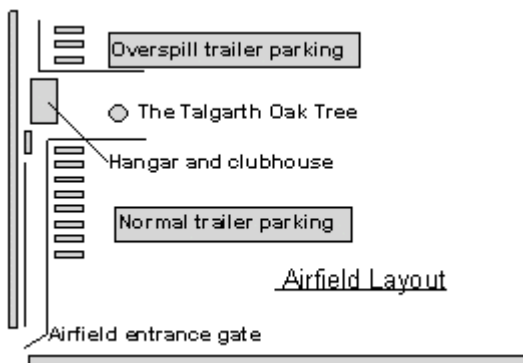
Southeast is similar but not often used.

Landing east is a good option in calm weather. There is a large undershoot field. Try not to stop before the road as this blocks the field for following aircraft. Touch down on or just short of the road and run on into the main part of the field where it is wider. In an east wind beware of turbulence which can be anywhere in the circuit.

## Daily briefing

A short daily briefing will be given at 10am in the clubhouse. All pilots should attend. In the event of poor weather the duty instructor may announce re-briefing at another time. Any visitor who has missed the daily briefing must have an individual briefing from the duty instructor before flying.

## On arrival



If you arrive with a trailer, please park it in the trailer park at the east end of the field (towards the hill). As space is limited, please park closely and within the notice boards. If there is no space left, then use the overspill area. Gliders can be picketed out using the chains near the eastern boundary of the airfield.

## Airspace restrictions

Before you fly, make sure that you are familiar with the few airspace restrictions that apply to us. A25 passes directly overhead the site with its base at FL105. As you know, gliders are NOT allowed to fly in airways even under VFR. This means that gold and diamond height climbs have to be made away from the airway. In practice, this is not a problem as the wave is usually present over large areas. The map in the clubhouse shows the details ... learn them and respect them please!

When wave is extensive, the controlled airspace is high enough to allow cross country flying over all of central Wales and does not restrict a return to Talgarth. When thermal flying, avoid the military training ranges of Sennybridge D203 and the SAS training area south west of Hereford D147. RAF low level fast jet training takes place most week days, but is mostly below 500 ft and follows the valleys.

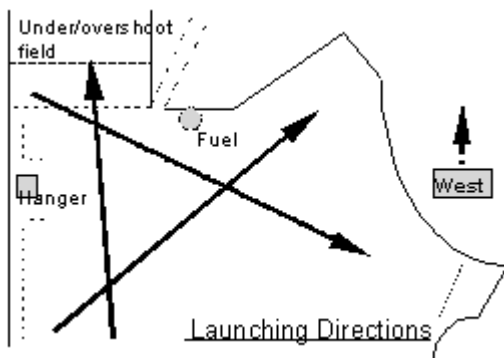
## Radio

All gliders flying from Talgarth must have a serviceable radio on board. 130.1 MHz is used for all communications. It is normal procedure to call on the downwind leg stating circuit direction and runway for landing. It is useful to also call "5 minutes" before leaving the ridge.

## Launching

All launches are by aerotow using our 235hp Pawnee (registration G-AZPA). The dropping zone will normally be suggested during pre flight briefing and is at the discretion of the tug pilot who will normally be listening out on 130.1Mhz. Being located in a National Park, we are naturally very careful to keep aircraft noise to an absolute minimum so climb out patterns are varied. For this reason, and also because of the short field, self launchers are not permitted to take off under their own power. Visiting power aircraft are strictly PPO.

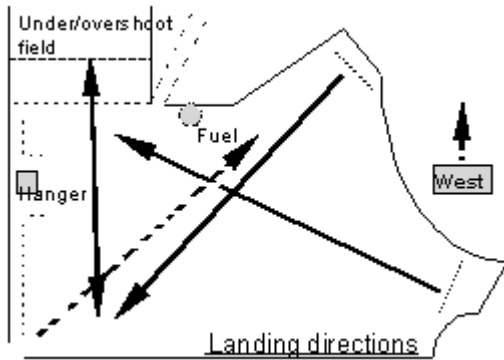
Before flying, take the opportunity to walk around the airfield. Because of sloping ground, the choice of runway for both take off and landing will not always be into wind. The runways in use will be mentioned in briefings and shown on the magnetic board in the clubhouse. In wave conditions, the local wind can be very variable, so always check the windsock immediately before take off and from the downwind leg before landing. We usually launch away from the mountains to take advantage of the slope.



In the unlikely event of a failed launch or rope break, remember that we are well above the valley floor where there are plenty of large fields. There is plenty of time to sort things out and select a nice field. At the risk of stating the obvious, don't even think of landing back on the airfield unless you have enough height to fly a proper circuit.

## Circuits and landing

Whilst not mandatory, circuits are generally to the north or west of the airfield so that landing gliders can be seen more easily from the launch point. It also gives you some options in the event of strong sink. We suggest you fly circuits a little higher and closer than is usually taught. In wave conditions, complete all your pre landing checks in smoother air at altitude. With a glider ahead in the circuit, call number 2 so that it is aware of the need to land long.



When landing on the east, south west or south east runways, care should be taken to touch down after the white markers. When the wind is strong, there is sink over the down slope below the approach. With a moderate wind from the north west, we favour landing through the gap in the trees on the west runway. A cross wind is preferable to a short runway with a downward slope and also take offs by other gliders are not obstructed. Landing on the north west runway over the entrance gate should only be attempted in a wind which exceeds 20 Kts. If there are aircraft behind you in the circuit, land long and allow plenty of room behind.

The north east runway is never used for landing, use the east runway and accept the cross wind. Try and touch down at about the road and run on past the clubhouse where there is more space for following aircraft. There is sometimes an electric fence raised on the threshold of the east runway. The field short of the threshold can be used in an emergency. Watch for cars or people on the road that crosses the airfield. On all runways in wave conditions, be prepared for strong turbulence on the approach which generally does not continue all the way down to the ground.

## Clearing the landing area

It is a priority to clear the landing area as soon as possible. All pilots are expected to help each other using the car in the summer or manpower if the field is wet.

## Use of club gliders

Permission for visiting pilots to fly BMGC's single or two seaters solo will be at the instructor's discretion taking into account the hours flown from site and P1 on type. This will vary from pilot to pilot but typically might be 10 hours on site, or 15 hours P1 on type and 5 hours on site.

## Medical certificates

Visiting pilots who may wish to fly P1 in a BMGC club glider must provide a copy of his/her medical certificate to the club before flying.

## Visiting instructors

Any instructor with the relevant experience who wishes to instruct at Talgarth must obtain prior permission from the CFI.

## Daily briefing

A short daily briefing will be given at 10am in the clubhouse. All pilots should attend. In the event of poor weather the duty instructor may announce re-briefing at another time. Any visitor who has missed the daily briefing must have an individual briefing from the duty instructor before flying.

## Flying in the circuit

Circuit planning at Talgarth requires more thought than most other sites because it is a smaller site. You will not find the practical application of your skills any more difficult than your home site, but you have less room for error or complacency.

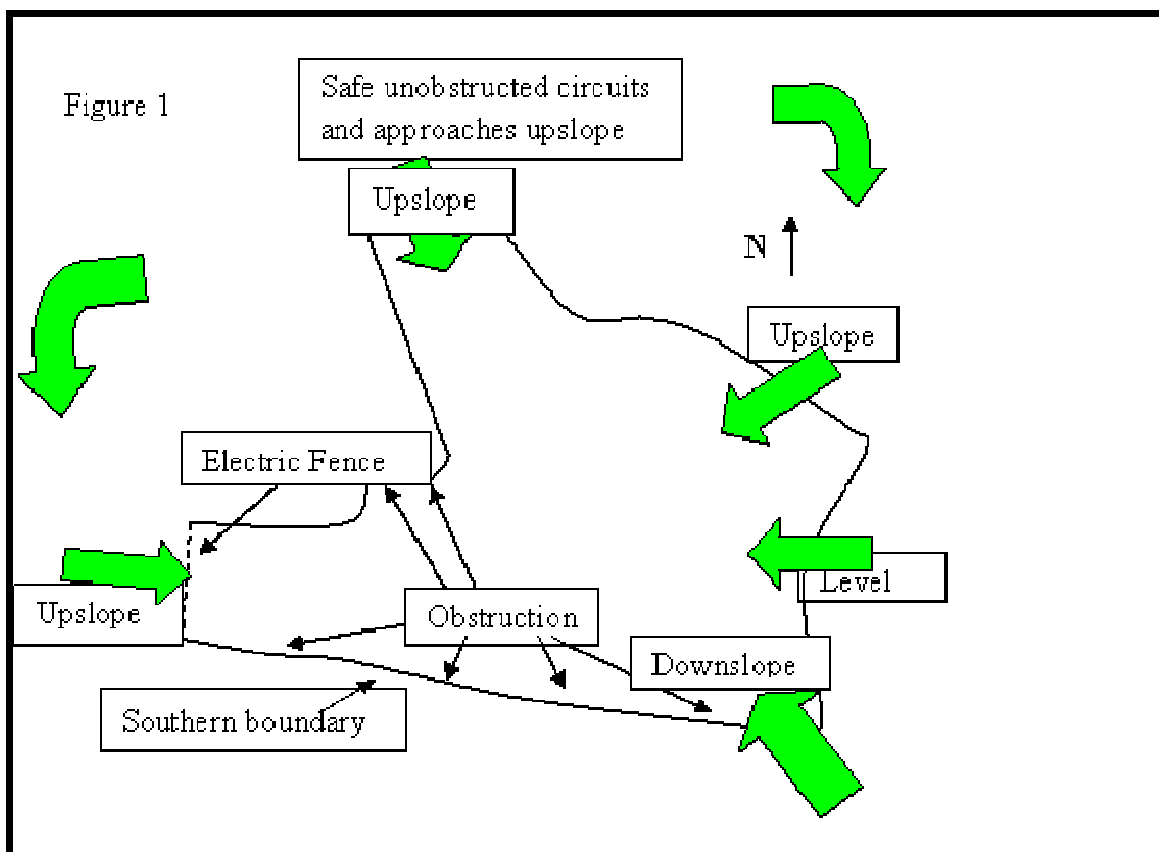
## General Layout

The field slopes away from its Southern edge in all directions, like an upturned saucer.

The Southern edge has a tall hedgerow, trailer park and hanger. For this reason, it is generally better to fly your circuit on the North side of the field.

Turning in early options are much improved if you are on the North side of the field. From the north most approaches are upslope with few obstructions. From the South most approaches are downhill with significant obstructions. (Figure 1)

If you have to choose between landing downhill and into wind or uphill and downwind, choose to land up the slope.



## On the ground

1. The field is relatively small, please help by clearing landing aircraft ASAP. Get a briefing for the club vehicles.
2. Logsheets must be kept, please help with this.
3. The tug pilot needs assistance to refuel, don't wait to be asked.
4. All clear above and behind has a different meaning here, we seldom have a take off direction the same as the landing direction.
5. Please use the yellow bat to signal, and stand behind the port wing.
6. Discipline at the launch area means ensure your glider is not parked too close to the take off run.
7. Local pilots do not check the aerotow release hook prior to take-off. If you want to check the release please do so before getting on line.
8. Weather and airfield briefing material is placed in the clubroom daily. Weekday briefings are 10am.
9. Even if you are self-briefing (please look at this material).

## Take off

Please be well prepared, get your checks done in good time. You will not be thanked for unnecessary delays.

Radio checks are on 130.1. The tug pilot will happily oblige. Your call should be - Papa alpha, followed by your call sign, radio check please.

Often you will find you are taking off down slope. This is good news for take off performance, but can also catch the unwary.

1. If the ground is firm you may roll forward after the slack has been taken out of the rope. Watch out for this; if the signaller has not spotted it pull off. Top tip; if you have a wheel brake use it. If your wheel brake is at the end of the airbrake travel you should advise the tug pilot you plan to hold the glider on the brakes and will close them when rolling. (radio130.1).
2. Be prepared to follow the tow plane downhill, do not allow yourself to get too high.

## Eventualities

There are several good fields in the valley, but do not rely on any particular field being available to you---farmers do move sheep around!

Your pre-take off check should include:

1. Wind direction and likely orientation of a landing field.
2. What landing directions are acceptable today, should a safe return to the field be possible.
3. What is your approach speed for today's conditions?

## On Tow

The tow-plane will fly towards the mountain. The mountains obscure the natural horizon. Maintain your position with reference to the distance the tow plane appears up the canopy. When approaching high ground you may be tempted to get high, please resist it.

When approaching the mountain, resist any temptation to move away from the hill--- this will swing the nose of the tug towards the hill!! Your task is to remain in station behind the tug.

On release, be absolutely certain the rope has gone. Wait and see it go. The tug may be within close proximity of the hill, and would prefer not to be tipped towards it. Once sure, make a climbing turn towards the hill, the tug will descend away from the hill.

## Return to the field

When approaching from the South, the field can be difficult to spot; the trailers are screened by the hedgerow. If in doubt locate Y Das and Talgarth hospital, the airfield is between the two and will become more obvious as you get closer.

Always check the windsock before deciding your landing direction. Wind conditions change more frequently in hilly areas.

Listen out on the radio; other gliders will often make a radio call when downwind in the circuit; this will help your situational awareness. If it is busy, you may decide to continue soaring until the rush is over.

## Considering the wind

Hill sites can suffer from 3 different wind characteristics.

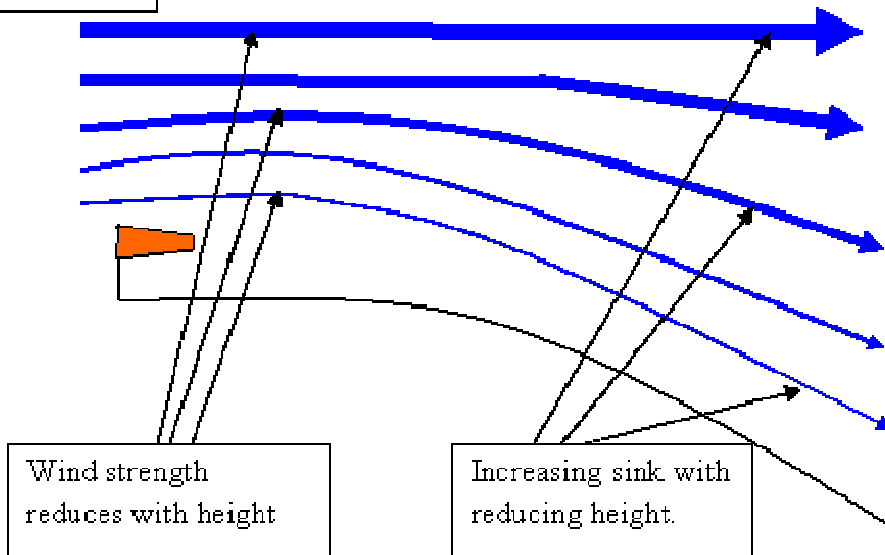
1. Wind gradient
2. Clutching hand
3. Turbulence/low level windshear.

Wind gradient is caused by friction with the ground, resulting in higher winds aloft and a progressively weakening wind as we descend. A dynamic loss of airspeed is to be expected in a wind gradient, and extra speed is required to provide a safety margin.

Clutching hand is caused by the airflow following the contours of the ground. The closer to the ground, the more pronounced the downward vector becomes. Even relatively light winds can produce significant sink as you approach the lee of a slope. Any uphill landing at Talgarth has a potential for clutching hand, (Figure 2)

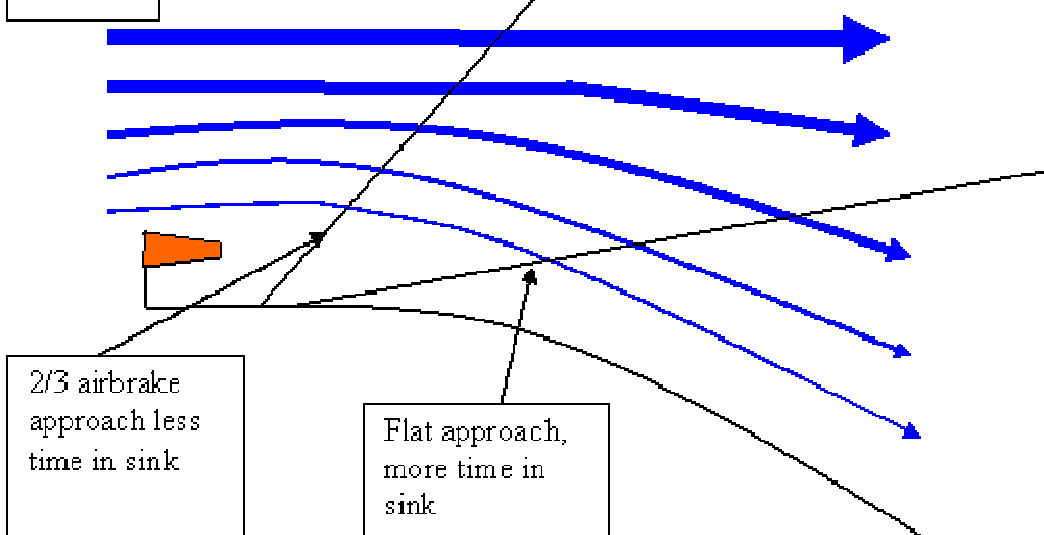
Turbulence is caused by the airflow being disrupted in some way, trees and buildings are the most common causes. Wave rotor is the primary cause at Talgarth. Easterly wave can cause severe turbulence, and take-offs with a southerly wind can be affected by turbulence off the trees.

Figure 2



Intercepting and maintaining a 2/3 airbrake approach ensures the risk of a late undershoot minimised, because airbrake can be reduced if necessary at the latter stages of the approach. (Figure3) It also keeps you out of the worst of the clutching hand. If you get caught in clutching hand it is absolutely relentless and goes all the way to the ground---if you do get caught, increase speed, get into ground effect, do not attempt to stretch the glide.

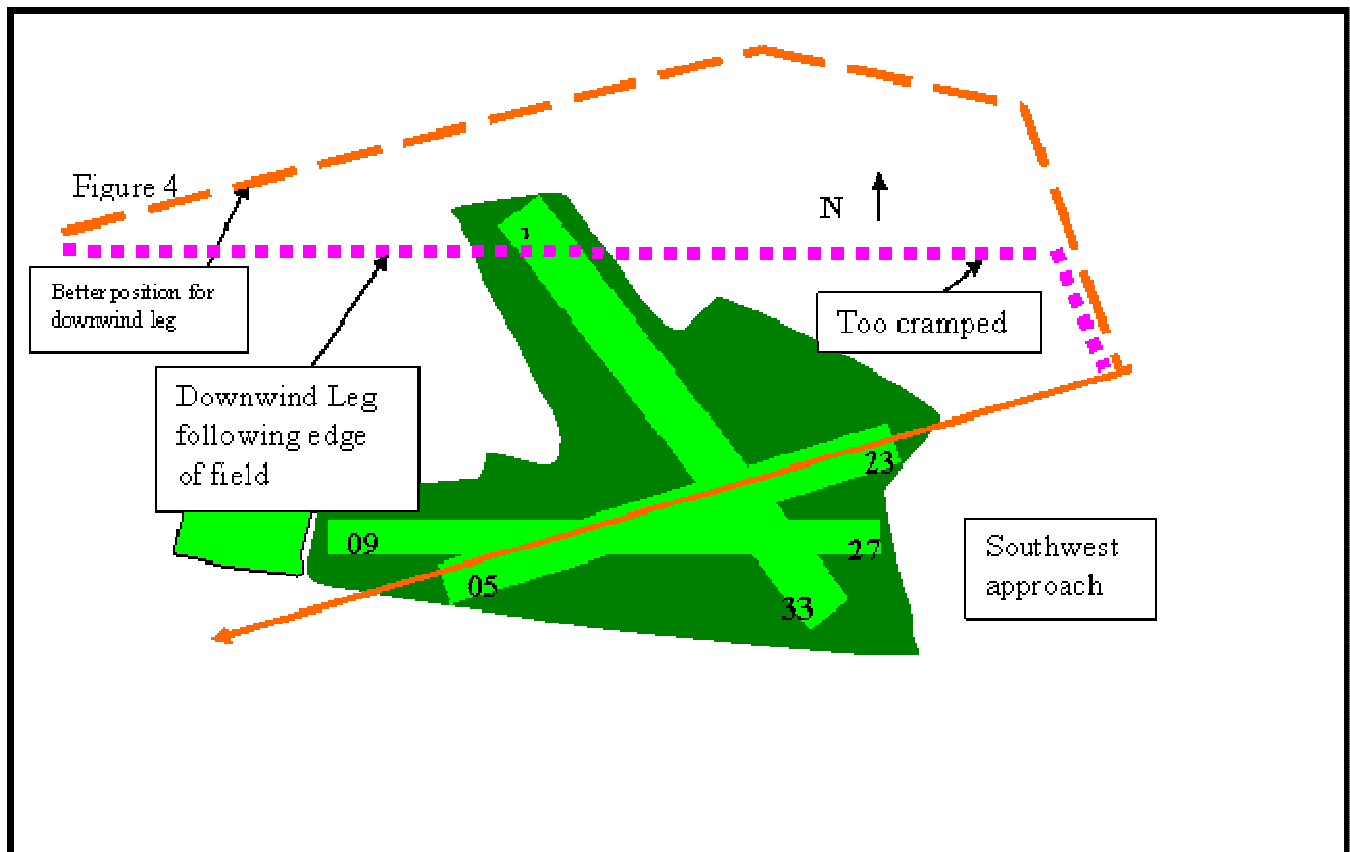
Figure 3



## Down wind Leg

The landing direction is rarely the same as the take off direction; the anticipated landing direction is provided at the morning briefing. It is still your responsibility as the pilot to check the windsock and review the landing direction.

It sounds obvious, but the downwind leg is parallel to the approach direction. Many pilots get too cramped because there is no obvious line to follow. Try to visualise an extended runway (a line running across the country side and use that line as your guide. Figure 4 shows the general idea for the Southwest approach (Runway 23).



When judging your circuit you cannot use some of the cues you have become accustomed to. The terrain around you varies in height, you are in effect landing on a platform. Some features (Y DAs) are higher than you. Remember your basic training and judge the angle between you and your reference area, other factors may be deceptive.

## Radio call

In the interests of safety, it is preferred if you make a radio call early on the downwind leg. This is not mandatory, if you are too busy, concentrate on the flying and leave the radio.

Using 130.1 MHz , example – “Talgarth---your callsign---downwind---right for 23.”

If another glider is in circuit indicate your position in landing order. –“Talgarth---your callsign---downwind right for 23 ---number two.”

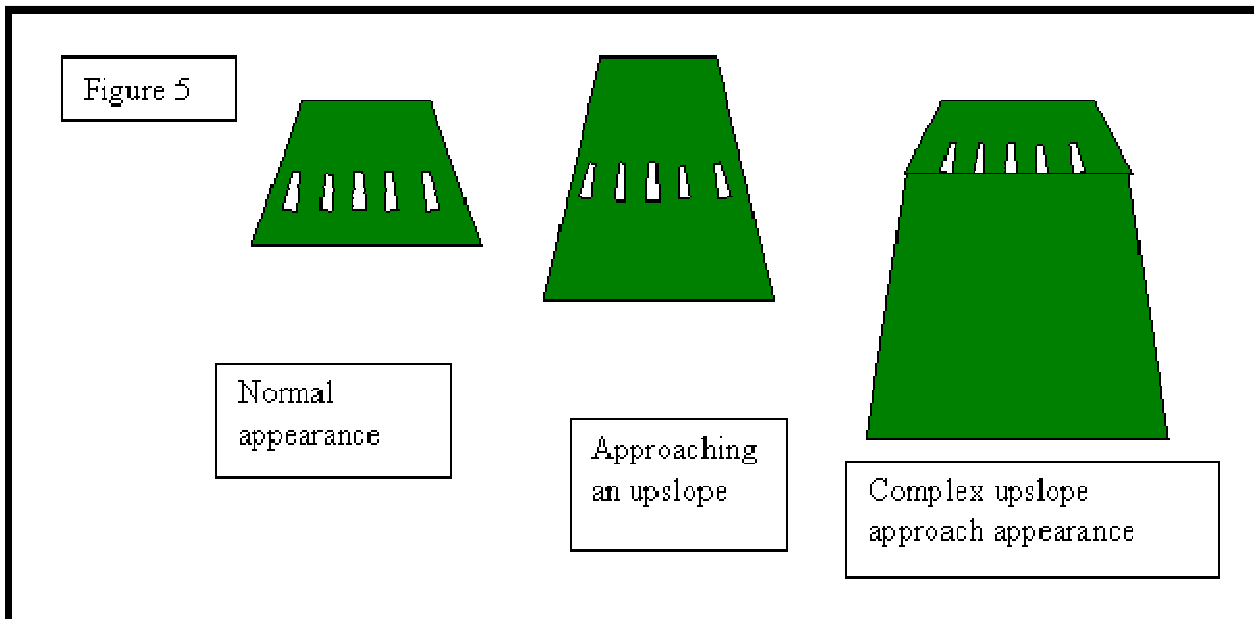
DO NOT WORRY ABOUT THE EXACT WORDING.

## The approach

Most approaches are upslope, add 5 knots extra to allow for the roundout.

The markers are very important; do not plan to land before them. On 23, they indicate a significant change in slope, on 05 they mark the line of the electric fence.

Again the approach up a slope can be deceptive, you may feel too high (and of course you may be), your basic training will help you again---if the reference area is going up, you are undershooting.(Figure 5). If the runways are obvious (after grass cutting) the effect is more obvious.



You will notice that the complex slope makes the markers look a disproportionate distance into the field, you should only be interested in the apparent vertical movement of the markers, not the distances. Sub consciously there is a risk you will want to land short---after all who would want to waste all that landable area in an already small field!!

## The ground run

- If you can land long it is always appreciated. But make sure you are safely in the field first.
- When you come to a stop, get the glider moved as your first priority, chat about your great flight afterwards.

I hope you enjoy your flying at Talgarth. Keep it safe, and we will enjoy your visit too.

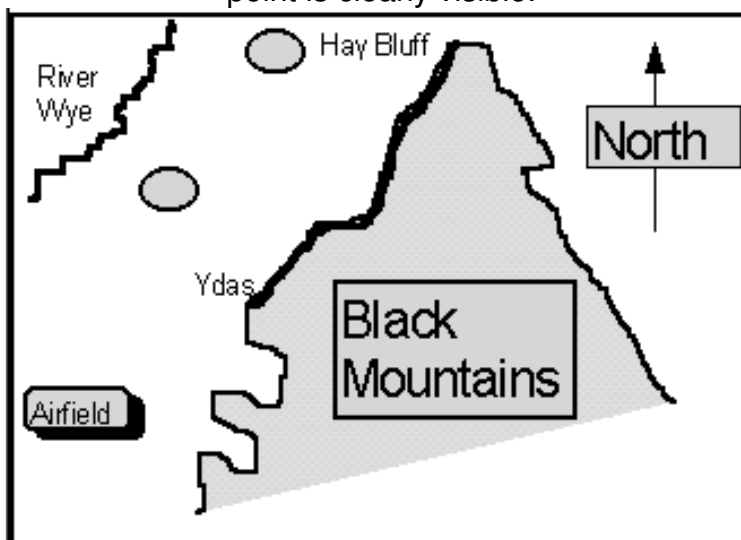
## Ridge flying

If you have never soared real ridges before, be prepared to enjoy yourself as ours are amongst the best in the country! A few reminders for novices...

- Keep a good lookout at all times ... all turns are away from the ridge.
- Check height and that all is clear before converting into a thermal turn.
- Flying along a ridge looking directly into a low sun is very difficult especially if your canopy is not really crystal clean.
- If you have the hill on your right you "theoretically" have right of way but be prepared to take avoiding action in good time just in case the other pilot hasn't seen you.
- Hang gliders and para gliders also use the ridges especially in light winds. Their rate of sink is higher than yours ... give them a wide berth at all times.
- Overtake other gliders inside or well clear above/below.
- Never fly in formation without pre briefing.
- Fly faster than normal to make sure you can maintain control close to a ridge face or in turbulent conditions.
- Keep well clear of cloud anywhere near a ridge. Orographic cloud can form extremely rapidly. Turn towards low ground before opening the airbrakes.
- Unless you are 100% sure you can see around a rain shower and can avoid it by flying to the other end of the ridge, land. (Showers have a nasty habit of expanding as they approach a ridge, especially if they are between you and the field).
- Snow showers - flying in snow gives you about 50 yards visibility - think about it.
- Don't "beat up" hill walkers, many do not like gliders near them and they are entitled to enjoy the peace of the countryside.
- If the ridge lift starts to weaken for any reason, (distant wave, wind strength decreasing or changing direction), return to the field before you get too low. Always have a clear idea of what your minimum height should be.

## Main ridge

The main ridge stretches from Y Das just east of the airfield to Hay Bluff to the north .. a run of 6 km. This ridge will work in the lightest of winds from west round to north and reaches a high point of 2660 feet amsl about half way along its length where a trig point is clearly visible.



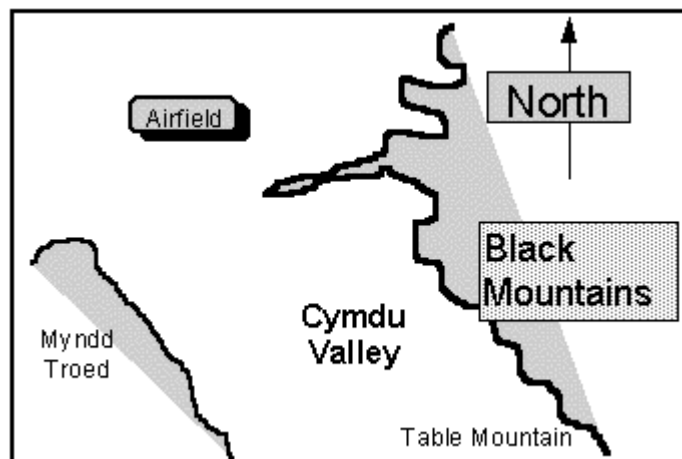
To reach the main ridge, a launch to 1,000ft above site is all that is required once you have flown it a few times. Hang gliders and para gliders use this ridge so take care to give them plenty of room.

If you get too low on the ridge, there is a large common on the north west side of Hay Bluff which can be landed on in parts. Coming back towards the airfield, there is another large common called Rhos Fawr which is also landable. There is always the option of heading out into the Wye Valley some 500ft below where there are easier fields.

Between the main ridge and the river Wye is the lower ridge... not usually flown but can be useful under a very low cloud base or when returning from the north east.

## Cwmdu Valley

This run works best in a south westerly. The run stretches from the "south bowl" behind the club all the way down to Table Mountain above Crickhowell. Early solo pilots are permitted in the south bowl but only those holding a Silver badge should go beyond the "burnt patch". Care needs to be taken on this run as Mynydd Troedd (1,997 feet amsl) is to the south west on the other side of the valley and this causes a lot of lee turbulence lower down. The nearest part of the valley is unlandable.

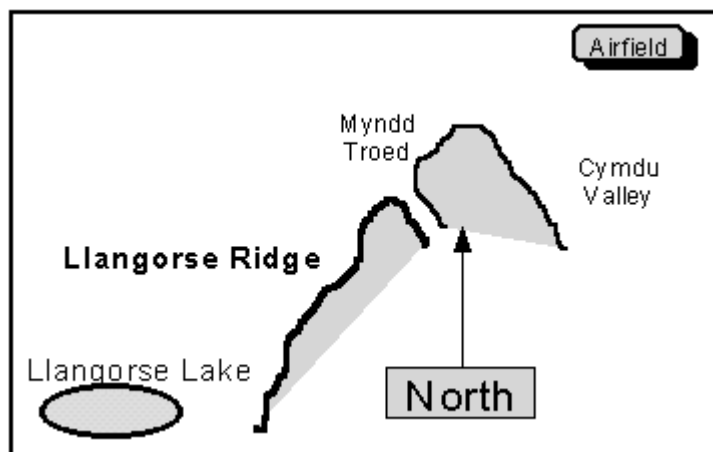


If you are flying the Cwmdu ridge and get below ridge top height, you may well experience a lot of turbulence and sink together with wind shifts caused by valley funnel effects. If you do get low and start to run in to trouble, remember that the Cwmdu Valley is unlandable and the way to safety is to head south towards Tretower at the southern end of the valley. The ground drops all the way so there is normally no problem as the Tretower area is about 600ft below airfield height. Rumour has it however that the local farmer at Tretower needs to be passified with whisky!

When the wind is more southerly, it is possible to track along the Usk Valley past Crickhowell towards Abergavenny and the Sugar Loaf. There are plenty of good fields in the valley so landing out is not usually a problem.

## Llangorse Ridge

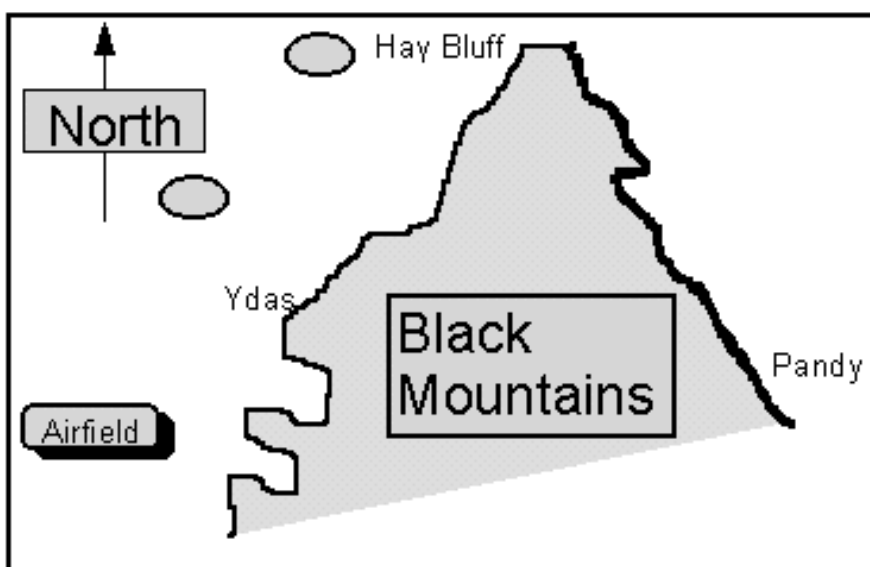
This extends from Mynydd Troedd (1,997 feet amsl) south to Bwlch and works well in wind directions from north west round to south west.



It is often possible to soar this ridge when cloud is halfway down the main ridge.

## Hay Bluff to Pandy

This extends from Hay Bluff all the way down to Pandy in the south ... a run of 16km. This ridge works well in north easterlies and is reached by taking a 2,000ft tow towards Hay Bluff and a glide on to the ridge at Black Hill. Fly south to the end of Black Hill and then drop back on to the superb ridge which usually works well all the way down to Pandy. If things do not go to plan, the fields get bigger and better towards Pandy.



To return to the airfield from this ridge, you will have a tail wind and a medium performance glider usually makes it back from Hay Bluff with 1,500ft above site ... that is just above hilltop height. Route back well clear of the slope to avoid the largest areas of sink.

So far we have described the local ridges ... many pilots do not venture beyond these but they are missing the best bit! From almost anywhere on the local ridges, you can see the Brecon Beacons and the highest point Pen Y Fan standing out at 2,907ft amsl. If conditions are right, give in to temptation and fly the Beacons! It is beyond the scope of these briefing notes to give a detailed rundown of soaring the Beacons ... John Bally's booklet "Mountain Flying Talgarth" is a very useful source of info if you can get hold of a copy.

# Soaring the Brecon Beacons

This generally possible in wind directions from north west round to north east. Ridges exist from the Blorenge in the east near Abergavenny and as far west as the Carmarthen Black Mountain and the castle of Carreg Cennen. It is possible to reach the Beacons in a north easterly from Pandy jumping on to the Llangattock escarpment and then heading west.

Generally however, the Beacons are flown in a north westerly when the jump is made from the south end of the Llangorse Ridge by way of the Bryn tracking north of the Allt and on to the ridges running up to Pen Y Fan. The thrill of running up towards the summit of Pen Y Fan with all the hill walkers peering down at you just has to be experienced .. it is fantastic! Build up a bit of height with few turns in the bowl, a final glance down at the crowds on the summit and off to the west to ..... then it's up to you! In the words of Ivor Shattock who pioneered mountain flying in Wales (and still shows us how to do it) "It's beautiful countryside, but it gets better, so keep going".

## Wave

With mountains all around us, wave can occur in almost any wind direction. The current site record is held by Tony Burton and stands at 32,000ft amsl so forget all those long treks north of the border and come and try Talgarth Wave! Like soaring the Beacons, it is beyond the scope of these briefing notes to teach you wave flying ... if you have not flown in wave before, you are strongly recommended to do some background reading before arrival. A few points to remember however:

- Airway Amber 25 runs over the top of the site so ensure that you are fully familiar where you can go and where you cannot. There is plenty of free airspace up to FL195 around us. Check the maps in the clubhouse if you are not sure.
- Remember that if you are sitting high and comfortable in wave, sunset will occur on the ground much earlier and you may be forced to land in the dark. Don't get caught out! It can take a surprisingly long time to descend from high levels ... the quickest way is to move to the "down" of the wave and open the brakes.
- Clear the ears frequently on the descent by chewing or you will experience a sharp pain, temporary deafness or worse. Never go wave flying with a head cold.
- If the wave is strong, you will experience tremendous rates of climb ... and sink.
- Always be ready to descend if the wave slot shows signs of closing. If you do get caught out, in westerly wave, head downwind. The ground is lower, the air drier and the fields larger in England. Do not attempt a GPS descent through cloud without prior practice in clear air.
- When landing in an easterly when there is wave about, the approach can be very rough indeed but it usually smooths out near the ground.

As mentioned earlier, wave can and does occur in almost any wind direction at Talgarth. The usual mountain waves at Talgarth are:

## **East to north east**

In these winds, the primary wave can occur directly over the clubhouse and diamond heights are possible clear of the airway. The launch will be rough so be warned but it is well worth it to sit looking down at the Main Ridge above the clubhouse with the vario hard on the stops. Often, we will launch you on to Mynydd Troedd (1,997amsl) to ridge soar until you can pick up the wave in the valley. Again, it can be rough, but pressing out into the valley usually gets you into the rotor which is the way up into the wave. We have seen this wave last for a full couple of days and enjoyed super flying when the rest of the UK was grounded.

## **North round to west**

Being the prevailing wind, this is the most often encountered wave. It does not usually go much above 10 - 12,000ft but is easy to use and works over very large areas so cross countries are easy. Normally the wave is over the Wye Valley and can be reached from the Main Ridge. Towards the end of the day, it is often possible to sit at 5 or 6,000ft in front of the wave cloud looking down at the River Wye in the sunlit valley below. The views are out of this world and it is easy just to cruise north to Shobdon at min sink before a gentle return to the club.

## **South round to south west**

This is the wind direction for the big climbs ... the current club altitude record of 32,000ft is held by Tony Burton who made the climb over Madley in a strong south westerly. With the wind in the south, the Brecon Beacons can produce spectacular wave with the primary forming above Llangorse Lake .... once you're settled in it, you can head west still in the primary for many miles. With a south westerly, you can still soar the primary over Llangorse Lake but then, if conditions are right and you're feeling good, drop right back towards the north east past the club, past Hay Bluff where the Black Mountains get in phase with the Beacons to form the really big wave over Madley Airfield (easily spotted thanks to the huge BT satellite dishes) in the Golden Valley. This is well clear of the airway and is the Talgarth Diamond Mine. So have fun!

## **Summary**

Thanks to the vision and enthusiasm of Derek Eckley and John Bally, we have enjoyed 16 years of fantastic gliding at Talgarth. In April 1998, the site was purchased by the members and the future secured for us all. We, the members of Black Mountains Gliding Club, welcome you to Talgarth and hope that you have as much fun gliding here as we do! See you up in the wave!!

## Distances in kilometres between the BGA turning points.

	<b>TAL</b>	<b>BRE</b>	<b>BUI</b>	<b>HEC</b>
<b>BEU</b>	31.7	27.6	12.1	60.0
<b>BRE</b>	11.3	0.0	23.5	45.9
<b>BUG</b>	44.7	56.0	55.2	11.1
<b>BUI</b>	23.2	23.5	0.0	48.2
<b>CVN</b>	57.0	65.9	50.1	43.7
<b>HAY</b>	12.0	21.8	20.5	28.4
<b>HEC</b>	34.7	45.9	48.2	0.0
<b>HER</b>	34.9	46.2	47.3	2.4
<b>KNI</b>	41.9	49.6	32.3	39.5
<b>LED</b>	53.3	64.4	67.2	19.2
<b>LEO</b>	42.8	53.7	46.5	19.8
<b>LLW</b>	34.1	37.2	14.5	49.1
<b>LUD</b>	54.3	64.3	52.2	34.9
<b>MOM</b>	39.0	47.0	60.7	27.0
<b>PON</b>	24.6	34.4	44.8	17.2
<b>PRE</b>	35.7	44.5	30.6	31.4
<b>RAG</b>	34.8	41.0	57.7	33.0
<b>RHY</b>	41.3	41.2	18.3	61.0
<b>SAR</b>	27.4	38.1	32.9	17.7
<b>SEN</b>	24.9	14.2	25.0	59.5
<b>SHO</b>	37.0	47.1	37.4	23.6
<b>TAL</b>	0.0	11.3	23.2	34.7
<b>WAL</b>	46.2	55.3	41.0	35.0

Calculated by applying the Pythagoras method to the National Grid references.

## Description of the turning points

<b>Name</b>	<b>Ref</b>	<b>Ease</b>	<b>Place</b>	<b>Lat &amp; long</b>	<b>Description</b>
Beulah	BEU	C	A483/B4358	52 08.928N 003 34.686W	T junction near village centre, 6 NMI W of Builth Wells
Brecon	BRE	A	A40/A470 R'bout	51 56.468N 003 21.522W	Roundabout N of two bridges over river. P-L
Burley Gate	BUG	A	A417/A465	52 07.254N 002 35.761W	Roundabout SW side of village
Builth Wells	BUI	A	A470/River	52 09.024N	Br over River Wye, just S of

			Bridge	003 24.069W	Roundabout, N side of town
Craven Arms	CVN	B	B4368/Rail Br	52 26.375N 002 50.229W	S side of village, 5 NMI SSE of Long Mynd site. P-L
Hay-on-wye	HAY	A	River Bridge/B4351	52 04.577N 003 07.663W	River Wye bridge NW side of Hay-on-Wye town. P-L
Hereford Cathedral	HEC	B	Central Tower	52 03.249N 002 42.944W	S side of town, 400 m NE of main river Wye bridge Difficult to spot, Hereford Racecourse is better
Hereford Racecourse	HER	A	A49/4103	52 04.514N 002 43.323W	Roundabout just NE of racecourse, NW side of city
Knighton	KNI	C	A488/A4113	52 20.637N 003 02.936W	Town Centre, few fields. 12 NMI SSW of the Long Mynd
Ledbury	LED	C	A438/A417 R'bout	52 02.657N 002 26.155W	NW side of town, 200m S of rly, 700m W of stn.
Leominster	LEO	A	A44/Rail	52 13.896N 002 44.002W	Level Crossing on NE edge of Town. P-L
Llandrindod Wells	LLW	B	A44/A483	52 16.492N 003 20.233W	Roundabout at Crossgates, 3 NMI NE of town
Ludlow	LUD	C	Castle, Inner Bailey	52 22.056N 002 43.424W	Centre of Inner Bailey walls, NW side of castle outer walls. W side of town on E bank of river. P-L
Monmouth	MOM	A	River/A466 Bridge	51 48.680N 002 42.556W	River Wye bridge in town centre just E of dual carriageway A40
Pontrilas	PON	D	B4347/River Bridge	51 55.591N 002 51.495W	D1 NMI SE of town over River Monnow, towards Grosmont Castle. <b>Note Danger Area D 147 to the N</b>
Presteigne	PRE	C	River Bridge	52 16.518N 003 00.112W	Br. over R. Lugg nr Church Tower, close to town centre on NE side of town. P-L
Raglan	RAG	A	A40/A449	51 46.025N 002 50.070W	E side of Town, 3 NMI N of Usk GC. P-L
Rhayader	RHY	C	B4518/River Bridge	52 17.961N 003 30.836W	SW of town, Difficult landing country
Sarnesfield	SAR	C	A4112/A480	52 09.092N 002	E of 2 T juncts on SW side of village, 6 NMI S of Shobdon A/F

55.227W

Sennybridge	SEN	C	A4067 over A40	51 56.962N 003 33.899W	NE of town, 6 NMI W of Brecon. Difficult landing country. P-L
Shobdon	SHO	A##	E end of single R/W	52 14.524N 002 52.466W	Airfield with ATZ, with light aircraft & microlights. Herefordshire GC site. Alternative TP avoiding ATZ is LEOMINSTER. P-L
Talgarth	TAL	D	Clubhouse	51 58.774N 003 12.366W	Black Mountains GC site. 2 NMI SE of Talgarth Village. P-L
Walford	WAL	C	A4113/B4530	52 20.912N 002 53.702W	T junction NE side of village, 5 NMI E of Knighton

## = Active airfield. Should not normally be used as turning point. Power traffic on south side so suggested alternative of Leominster not really suitable for Talgarth gliders.