

Cambridge Gliding Centre 'Field Book'

April 2013

Having said all the above, your overriding priority is to fly the aircraft – Remember: “Aviate, Navigate, Communicate”.

Whilst discussing the use of Radio, it is good practice to make contact with any large airfield: Marshalls, Cranfield, Wyton, Lakenheath / Mildenhall etc. as you pass by within say 10km or further out if they are surrounded by larger portions of airspace i.e. MATZ . This not only gives them a ‘heads up’ as to your location (they may not have active Radar and anyway Gliders do not show up well!) allowing them to inform their airspace users of your existence and thus improving your safety, it builds up a trust between the airfield’s ATC and the gliding community and will hopefully reduce the likelihood of any of our local airfields from applying for controlled airspace. If you tune in to the airfields frequency and you can tell that the ATC are busy with their existing traffic and you are not in a position that may cause direct conflict with the airfields users, instead keep a listening brief on the frequency. When they become free, then give them a call, they will not require you to comply with full RT procedure but do try and keep the conversation succinct.

The quality and size of Farm Strips can be varied. Some are just mown strips of grass just wide enough for the owner’s small GA aircraft or microlight, whilst others can be more akin to commercial airfields with hangars and wide well mown runways. Unless you know the site, treat Farm Strips with a large amount of caution.

Those Farm Strips where the owner has mown the runways wide enough for their own aircraft may only be 10m across. Easily wide enough for their aircraft but nowhere near wide enough for a 15m glider to make a safe landing!

The availability of Farm Strips may also vary with the season as crops close the edge of the runways, grow throughout the year. So one may be okay during the early parts of the growing season but very quickly become unlandable for gliders as the height of the crop increases.

There may also be no one about when you land if the strip is remote from any habitation.

Landing at active Military Bases (particularly Mildenhall and Lakenheath but not Wyton which does not have an ATZ) should usually be avoided where ever possible. There are large, fast aircraft flying about and a glider arriving within their security perimeter will be treated with a great deal of suspicion. Arriving without previously making a radio call, will mean that you will be greeted by a number of armed Military Personnel and asked to ‘explain’ yourself. This may be the case even if you do make a radio call! Recovery of your aircraft will probably involve significant time and paperwork. However, if you have a dire emergency (and the last land-out at a Military Base that I’m aware of involved a Mid-Air collision, suspected structural failure and a ‘Mayday’ call!) then these airfields remain a valid option.

Not all Gliding Clubs operate 7 days a week, even during the summer, so after your land-out you may find yourself on a lovely airfield all on your own. You may be allowed to Aerotow out from these locations but who’s going to hold your wing? Access may also be awkward as gates may be locked. However if you have the choice of landing in a Farmer’s field of unknown crop / surface and a known airfield – the best choice is the airfield. Better you land safely with no damage and have a delayed retrieve than risking damage in a cropped or a rutted field.

This pre-amble in no way should be considered a replacement for Field Landing training and this document is not intended to suggest that your only option is land at one of the listed sites. In many cases throughout your cross country flying, you will not be within flying distance of an airstrip / airfield and instead will need to choose a farmer's field and you should already know the criteria to be used when making that choice from your previous training. Instead the information contained here should be treated as an aid, giving you the options as to what land-out options are available out there and which should be avoided.

This document should be treated as a 'Living Document' that is to say the information contained within it may already be out of date / invalid however it has been put together with the best available at the time. The usual caveats apply – LANDING IS STRICTLY AT THE PILOT'S DISCRETION - you must check the suitability of your selected field based on what you see at the time.

If you do land-out at any one of these or any other airfields, please pass back any details that need to be added or changed. The 'Field Book' can then be updated and remain useful to future pilots.

A 'Google Earth' file: '*Field Book Apr2013.kmz*' has been created that shows the listed sites, allowing you to look at aerial view of the locations. Again the Icons have been colour coded: Yes- **Green**, No – **Red** and With Caution - **Yellow**. This file can be downloaded from the members section of the Club's Web Site.

Alternatively this 'Google Earth' file can be loaded into 'Google Maps' instead by:

1. Firstly go to Google Maps (<https://maps.google.co.uk/>) and login using your account (Create one if you do not have one).
2. Click on 'My Places' and then 'Create Map' which creates a new map in your account.
3. Select the 'Import' option – located adjacent to the 'Done' and 'Save' buttons.
4. Then select 'Choose File' and point to the location of the .kmz file.
5. Select 'Upload from File'

Colin Cownden
CGC Flight Safety Officer
April 2013

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Alconbury

23km East North East of Gransden Lodge (52° 22.528'N 0° 13.341'W)

Landable? : **With Caution**

Radio Freq / Callsign: N/A



Disused USAF base with a single concrete runway 30/12

Issue(s):

Runways are used to store Containers, Cars and other equipment.

HGV training also takes place so beware of these vehicles together with traffic cones

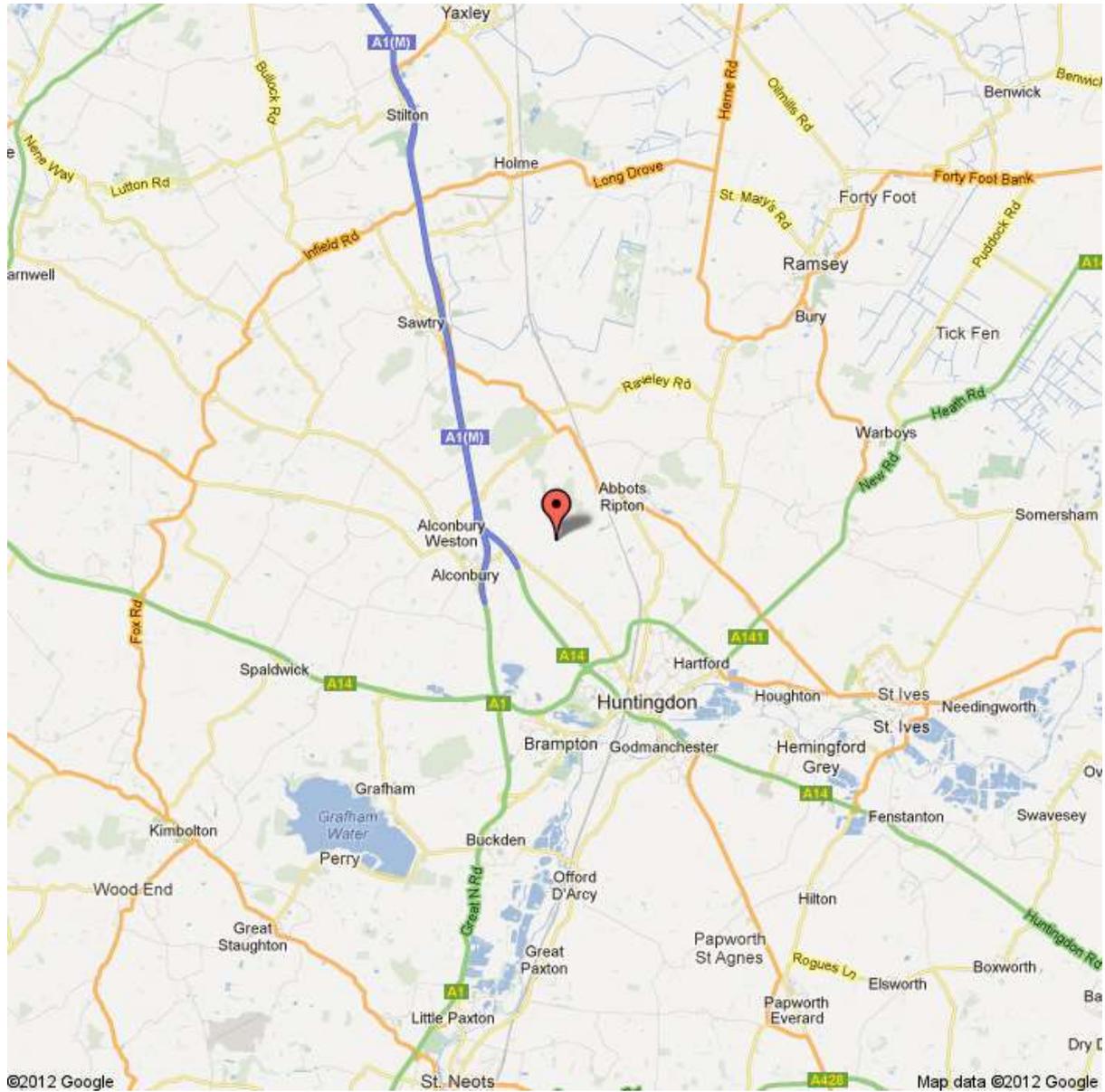
Part of the Alconbury Airfield has been selected by the Government as one of a new wave of Enterprise Zones designed to encourage investment, attract innovative companies which means that activity may increase on the airfield.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – No

Alconbury cont.

23km East North East of Gransden Lodge (52° 22.528'N 0° 13.341'W)



Bassingbourn

10km South South East of Gransden Lodge (52° 5.907'N 0° 3.486'W)

Landable? : **With Caution**

Radio Freq / Callsign: N/A



Disused Airfield / Army Base.
Partial Concrete runways, grass area to the SE.

Issue(s):

Until recently, Bassingbourn was the location for the Army Training Regiment (ATR). Currently the site is due to be mothballed at the end of 2012 and so may become unmaintained.

Beware of other activities that may be using the runways: Remote control aircraft and Land Yachting.

Following mothballing, access may also be a problem.

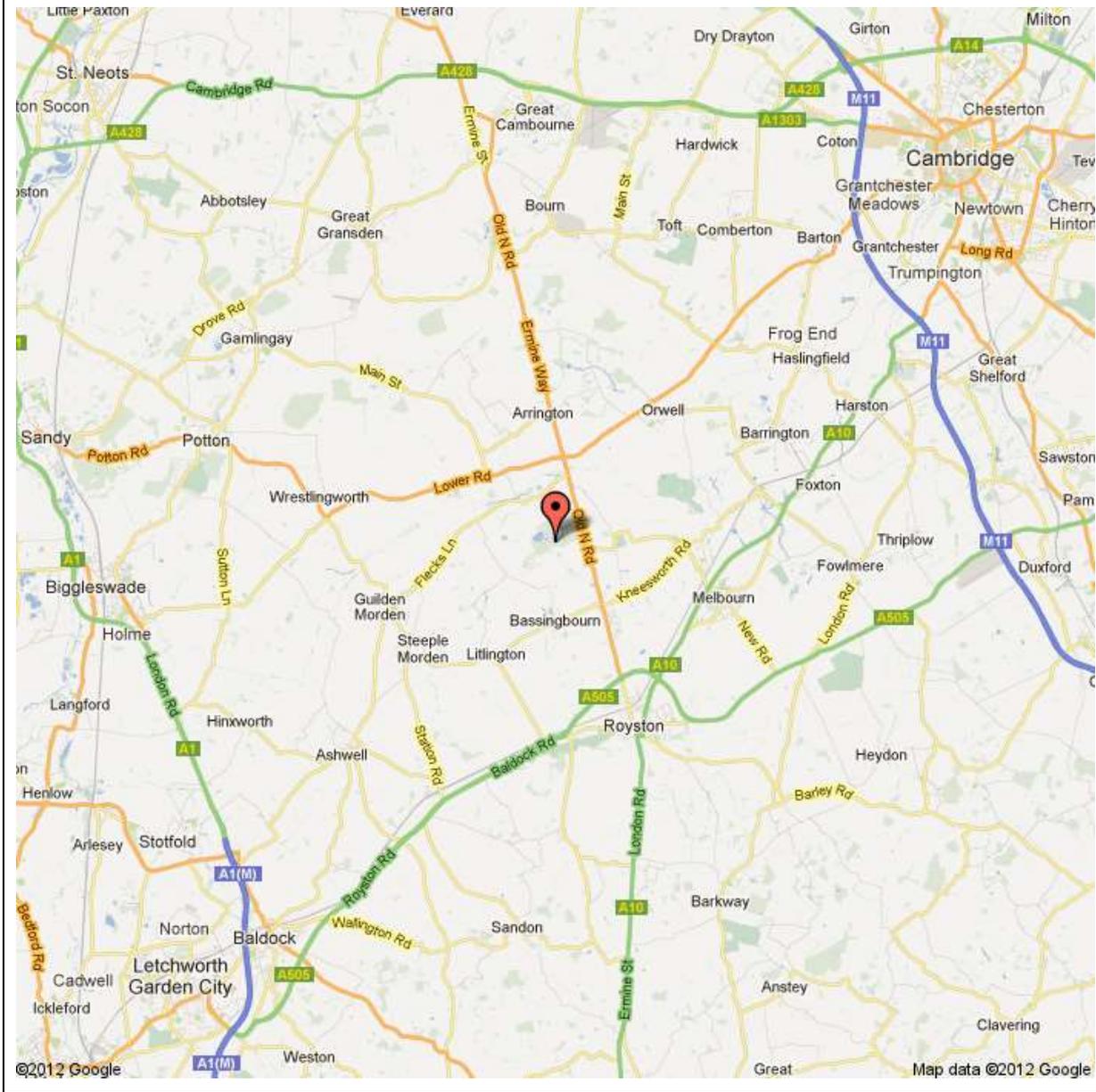
No recent landout to provide any updated information as of Nov'2012.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – No

Bassingbourn cont.

10km South South East of Gransden Lodge (52° 5.907'N 0° 3.486'W)



Bedford (Cardington)

22km West South West Gransden Lodge (52° 6.382'N 0° 24.974'W)

Landable? : **Yes**

Radio Freq / Callsign: N/A



Area surrounding the two extremely large Airship Hangars to the south of Bedford town.

Issue(s):

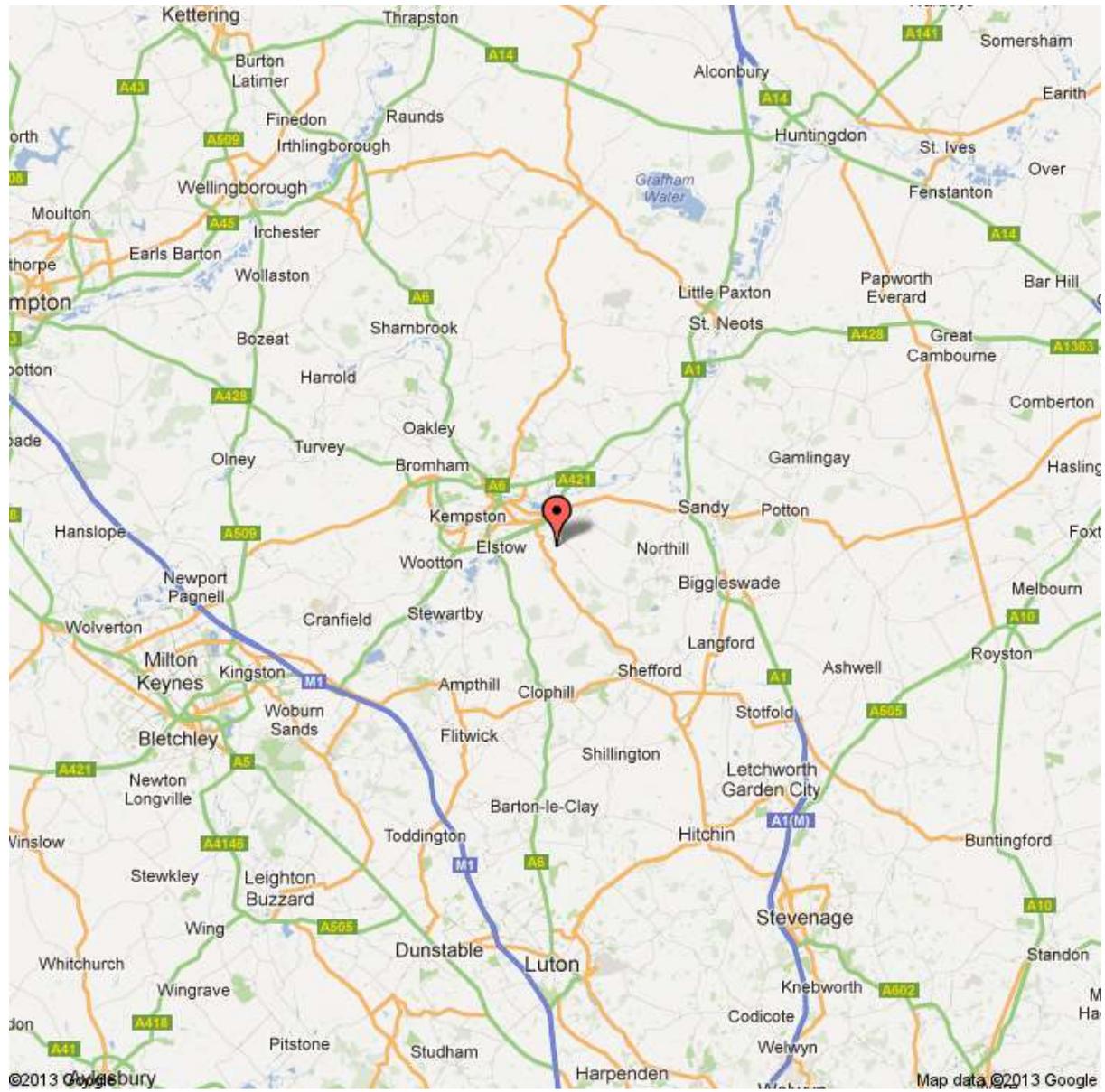
In the middle of Danger Area D206 which is only active Weekdays.
The danger area is a warning of balloons but these aren't just the big airships, they are also likely to be small Met Office research balloons with wires all the way to the ground so beware of wires. The aircraft strip to the south of the hangars was re-laid during 2012.
On occasions golf flag poles have been placed along the edge and the threshold of the grass runway.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – Yes

Bedford (Cardington)

22km West South West Gransden Lodge (52° 6.382'N 0° 24.974'W)



Bedford (Thurleigh)

24km West of Gransden Lodge (52° 13.901'N 0° 27.358'W)

Landable? : **Yes**

Radio Freq / Callsign: 119.025 MHz / Bedford Radio



Active Runway used by **Bedford Autodrome** for arriving & departing client aircraft.
Runway 26/08 is concrete and 1095m long, 29m wide.

Issue(s): .

The main runway 26/08 is divided in two with one section given up to storing cars, with the Eastern end used by Bedford Autodrome for arriving & departing client aircraft. There is a fence separating the two sections....!

For further information see the website site: <http://www.bedfordaerodrome.com>

Make a Radio call prior to landing wherever possible.

No recent landout to provide any updated information as of Mar'2013.

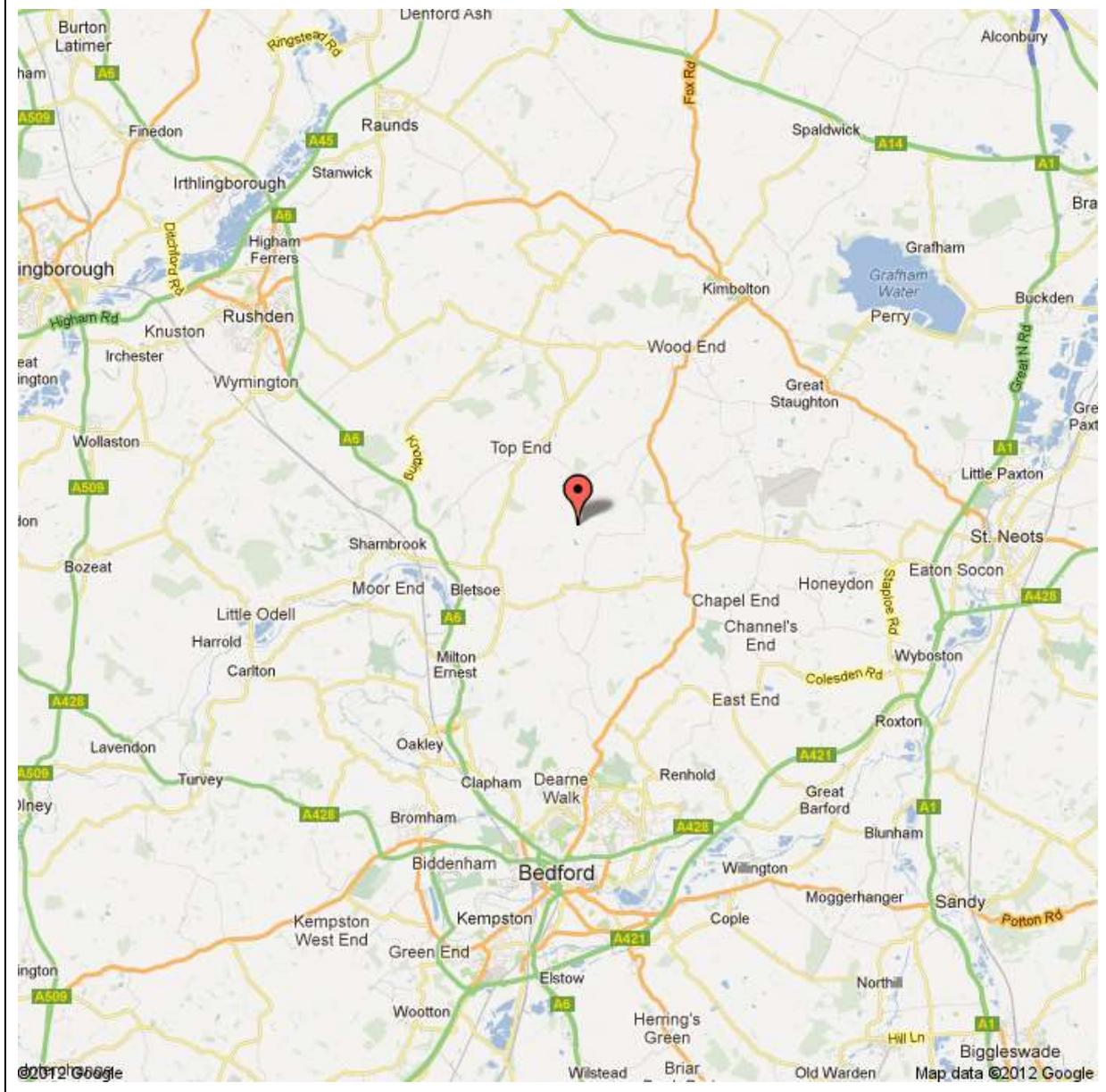
With sufficient height, Sackville Farm is located only 4km to the NE of Bedford (Thurleigh) which provides an easier retrieve.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – Possibly but no knowledge of this being carried out

Bedford (Thurleigh) cont.

24km West of Gransden Lodge (52° 13.901'N 0° 27.358'W)



Bicester

75km West South West of Gransden Lodge (51° 54.986'N 1° 7.908'W)

Landable? : Yes

Radio Freq / Callsign: 129.975 MHz



Home of the *Windrushers Gliding Club*.

Issue(s):

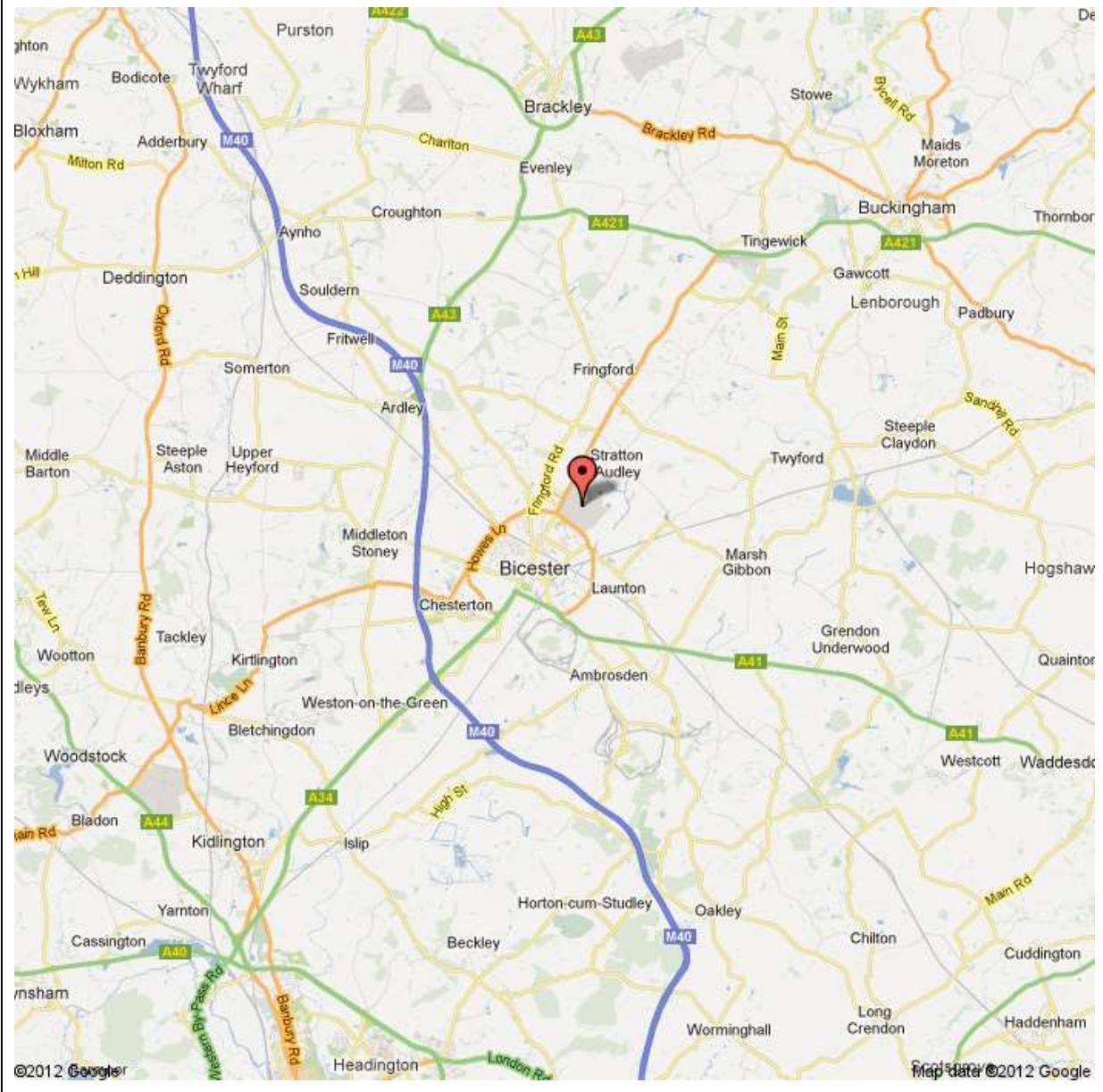
Being an original 'Round' airfield, there are no marked runways although regular runs are used. If landing whilst gliding is in operation, do not cross the extended centre line on the approach, that is to say; if doing a RH Circuit stay to the Right of any indicated landing strip and vice versa if completing a LH circuit.

Possibility of a re-launch? – Yes

Aerotow Retrieve Possible? – Yes

Bicester cont.

75km West South West of Gransden Lodge (51° 54.986'N 1° 7.908'W)



Bourn

6km North West of Gransden Lodge (52° 12.841' N 0° 2.289' W)

Landable? : **Yes**

Radio Freq / Callsign: 124.350 MHz / Bourn Radio



One of our local Power Airfields. Two marked runways: 06/24 & 18/36. No ATZ but recommend treat as though it has. Make a Radio call prior to landing wherever possible.

Issue(s):

Land within the marked runways, other areas of the airfield may contain obstructions. Airfield is used for Bank Holiday markets which attract large crowds – use extreme caution if landing during one of these events.



Possibility of a re-launch? – None

Aerotow Retrieve Possible? – Yes

Cambridge (Marshalls)

20km East South East of Gransden Lodge (52° 12.385'N 0° 10.631'E)

Landable? : **Yes**

Radio Freq / Callsign: 123.600 MHz/ Cambridge Approach



One concrete runway 05/23 with a shorter parallel grass strip to the SW. There is also a shorter grass strip running 28/10. Grass areas outside the marked runs may contain navigation equipment!

Issue(s):

Marshalls is an increasingly busy business airport and training facility. There may also be a number of 'heavy' aircraft movements: C130 Hercules and Tristars. Helicopters also operate from the airfield. It is **imperative** that you make a Radio call prior to landing.

Marshalls have been very helpful regards Gliders operating in their vicinity and at times have allowed aircraft to attempt to climb away within their ATZ following a Radio call requesting such. In an effort to continue this good relationship it is good practice to contact Marshalls on 123.600 MHz whenever passing close to their location.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – Yes

Chatteris

37km North North East of Gransden Lodge (52° 29.299'N 0° 5.363'E)

Landable? : **With Caution**

Radio Freq / Callsign: 129.900 MHz/ Chatteris Parachutes



Home of the **North London Skydiving Centre**.

Issue(s):

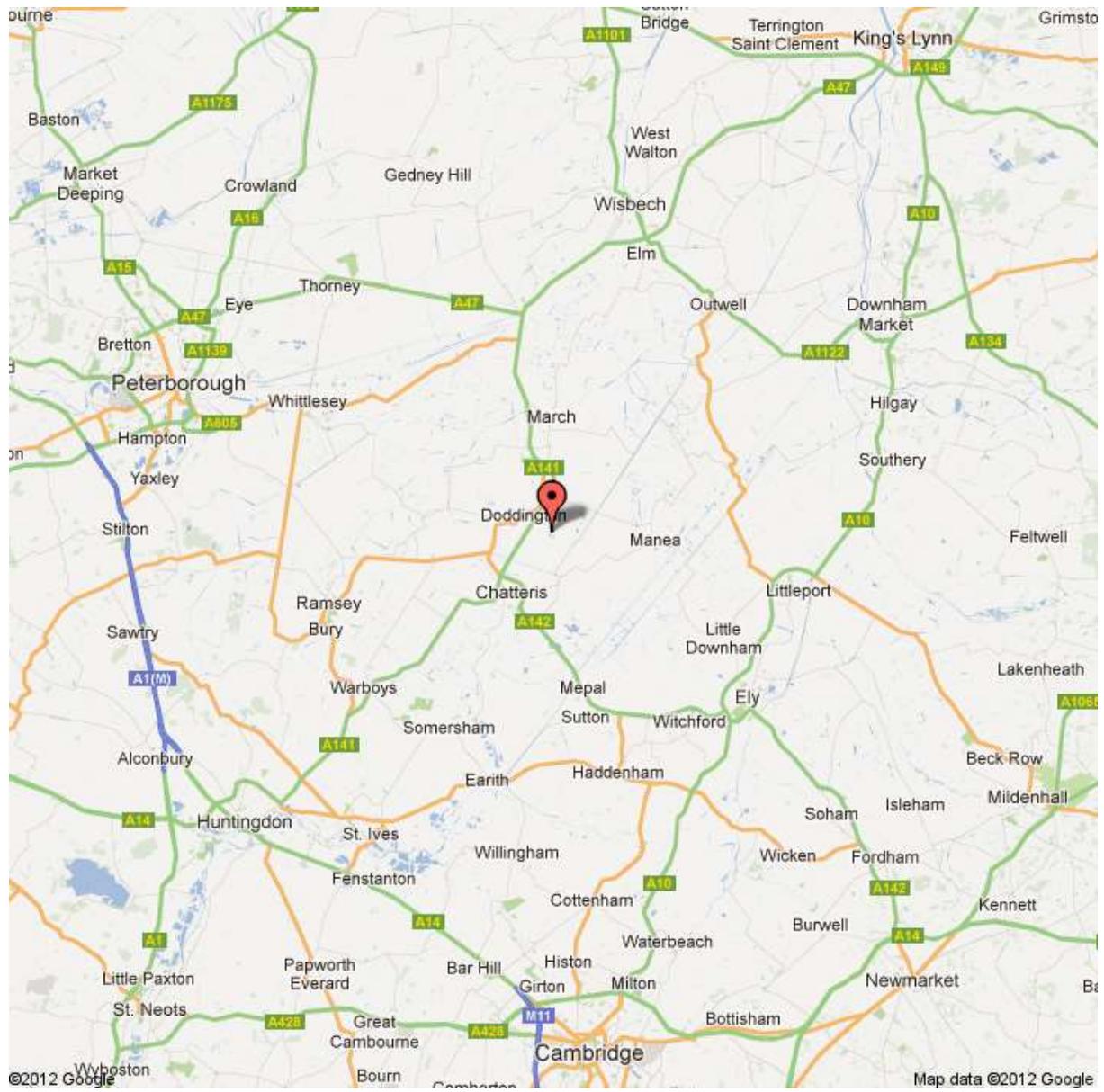
Usually Parachute sites are given a wide berth, however if a landout here is the only option, it is imperative that you make a Radio call prior to landing. If parachuting is active, it is unlikely that you will be given permission to land and must NOT attempt to do so. If no response is heard from the Radio frequency you must assume that parachuting is active and keep clear.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – Possibly but no knowledge of this being carried out

Chatteris cont.

37km North North East of Gransden Lodge (52° 29.299'N 0° 5.363'E)



Cranfield

36.5km West South West of Gransden Lodge (52° 4.308'N 0° 37.029'W)

Landable? : **Yes**

Radio Freq / Callsign: 122.850 MHz / Cranfield Radar



Main concrete runway 03/21 1800m long. There is an intersecting runway 36/18. Grass areas outside the marked runs may contain navigation equipment!

Issue(s):

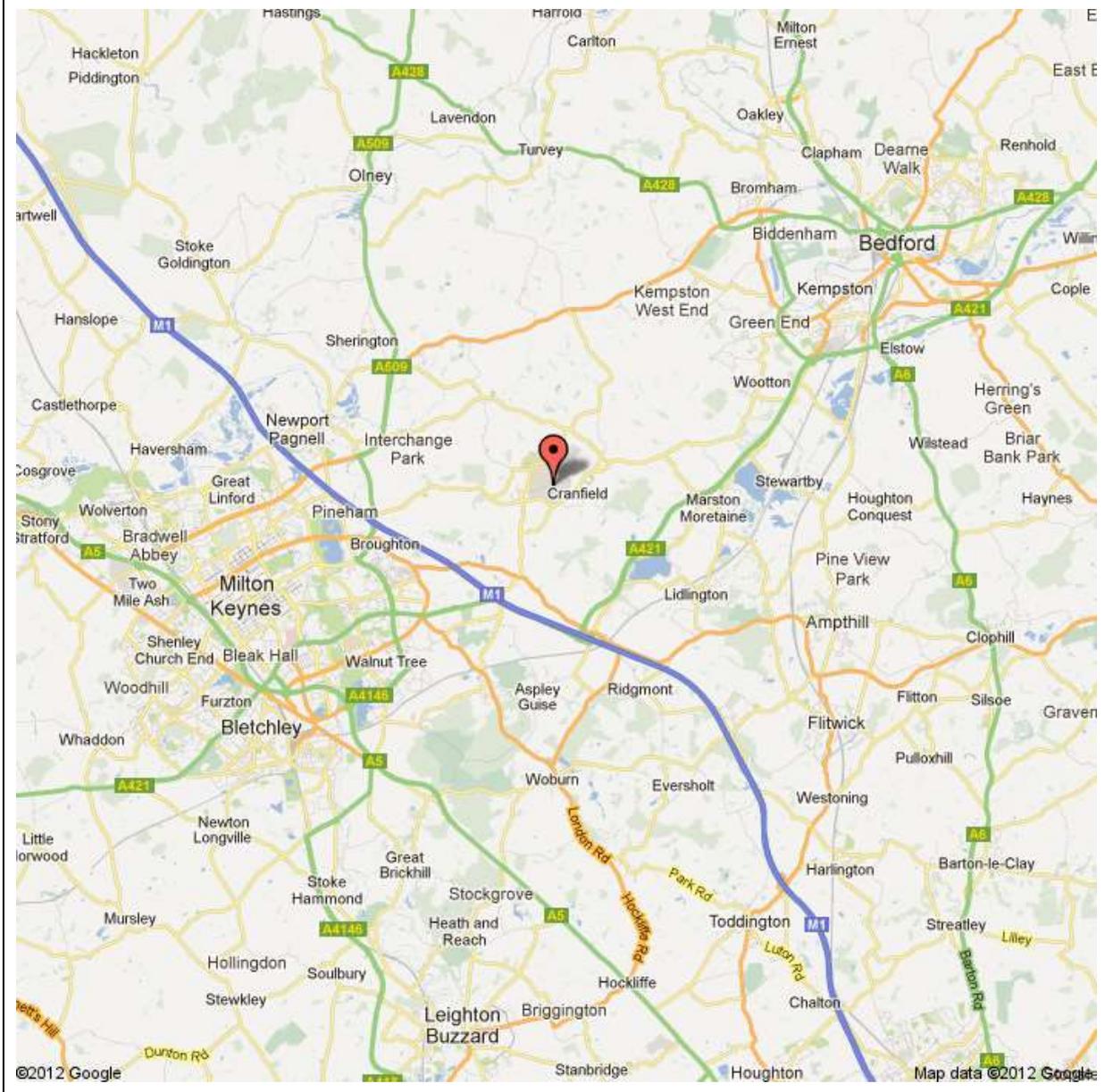
An increasingly busy business airport. It is **imperative** that you make a Radio call prior to landing. Cranfield have been very helpful regards Gliders operating in their vicinity have allowed gliders to land following a Radio call requesting such. In an effort to continue this good relationship it is good practice to contact Cranfield on 122.850 MHz whenever passing close to their location. Landing on the grass runway in front of the Control Tower is the usually preferred option.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – Yes

Cranfield cont.

36.5km West South West of Gransden Lodge (52° 4.308'N 0° 37.029'W)



Crowland

60km North Gransden Lodge (52° 42.554'N 0° 8.394'W)

Landable? : Yes

Radio Freq / Callsign: N/A



Home of the Peterborough and Spalding Gliding Club
Two grass strips North South (03/21) and East West (09/27)

Issue(s):

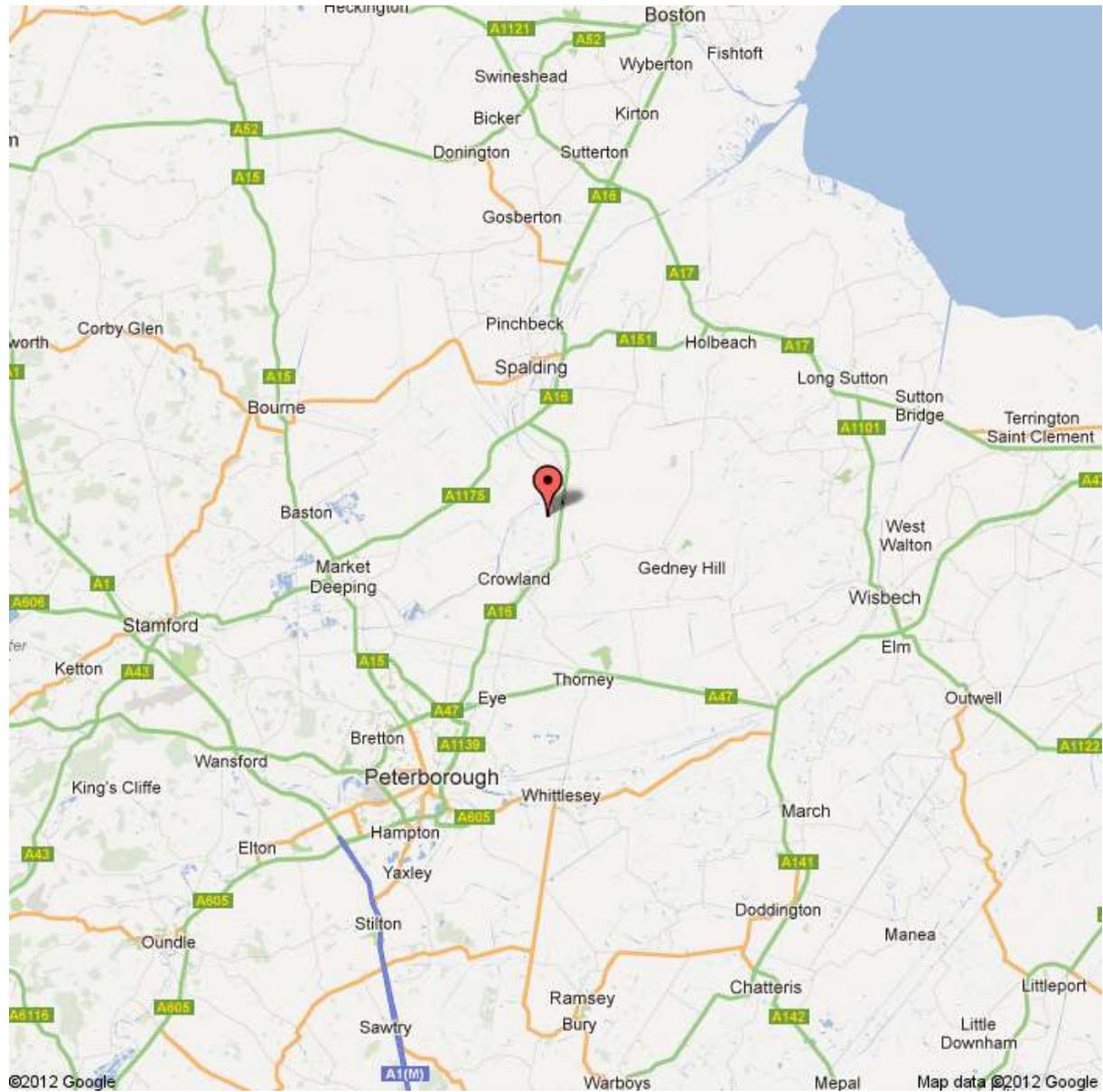
Crowland Airfield is an all Aerotow site and is also a relatively small field. There is no fixed circuit direction for any runway, although in general gliders do right-hand circuits and power left-hand. Due to the narrow width of all runways, landing on the right is the rule. Other gliders and tugs will land to the left of you. The airfield is surrounded by a number of drainage channels!

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – Yes

Crowland cont.

60km North Gransden Lodge (52° 42.554'N 0° 8.394'W)



Dunstable

45km South West of Gransden Lodge (51° 52.138'N 0° 32.813'W)

Landable? : No

Radio Freq / Callsign: N/A



Home of the London Gliding Club.

Issue(s):

Contained within Class 'D' Controlled Airspace – Luton CTR SFC – 3,500'.

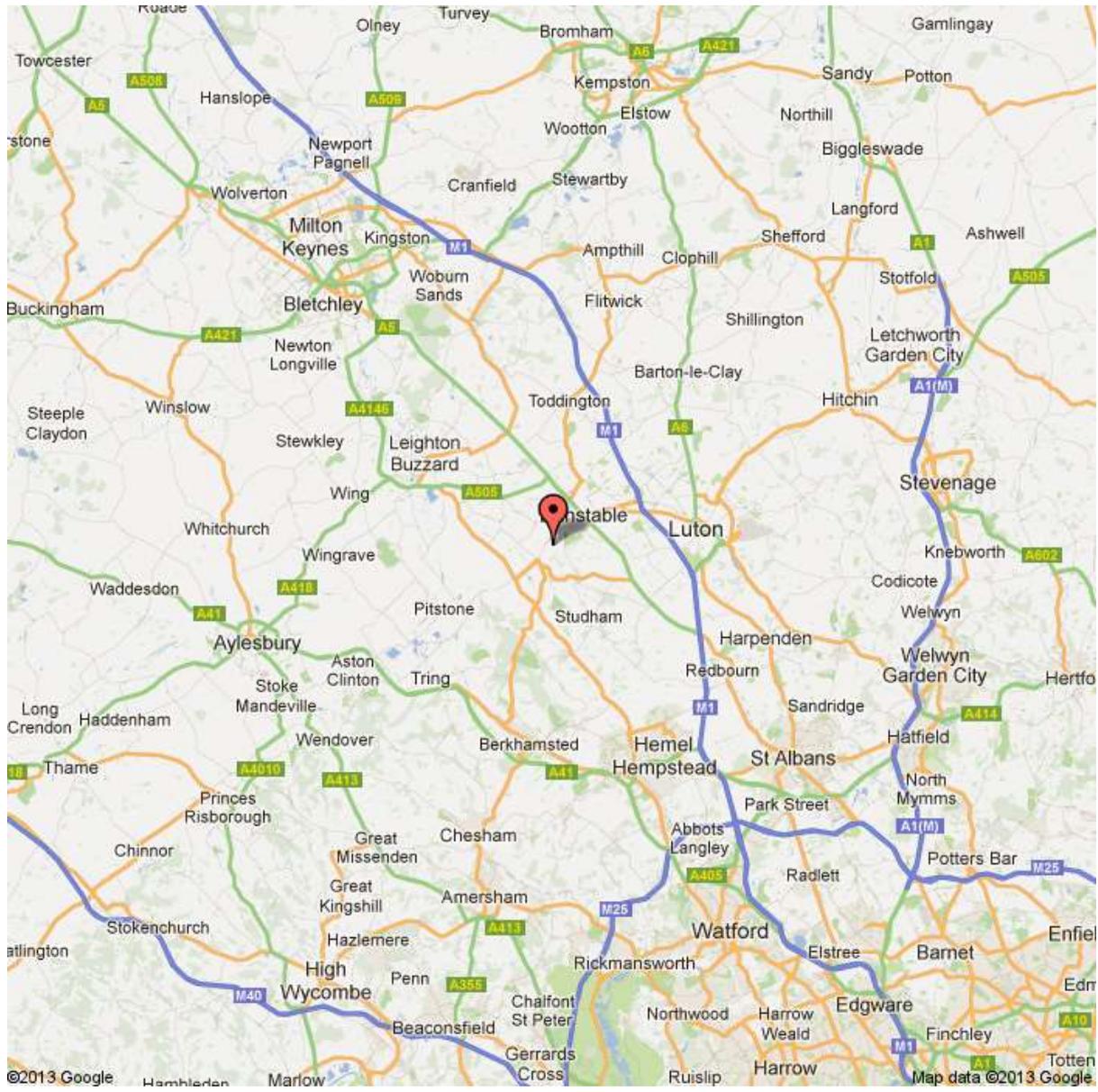
Only Pilots that have taken off from Dunstable and have had a current airspace briefing can land back at the site.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – No

Dunstable cont.

45km South West of Gransden Lodge (51° 52.138'N 0° 32.813'W)



Duxford

19km South East of Gransden Lodge (52° 5.511'N 0° 7.899'E)

Landable? : Yes

Radio Freq / Callsign: 122.075 MHz / Duxford Information



Location of the Imperial War Museum. Two parallel runways 06/24: Concrete 1222m long, and Grass 890m long.

Issue(s):

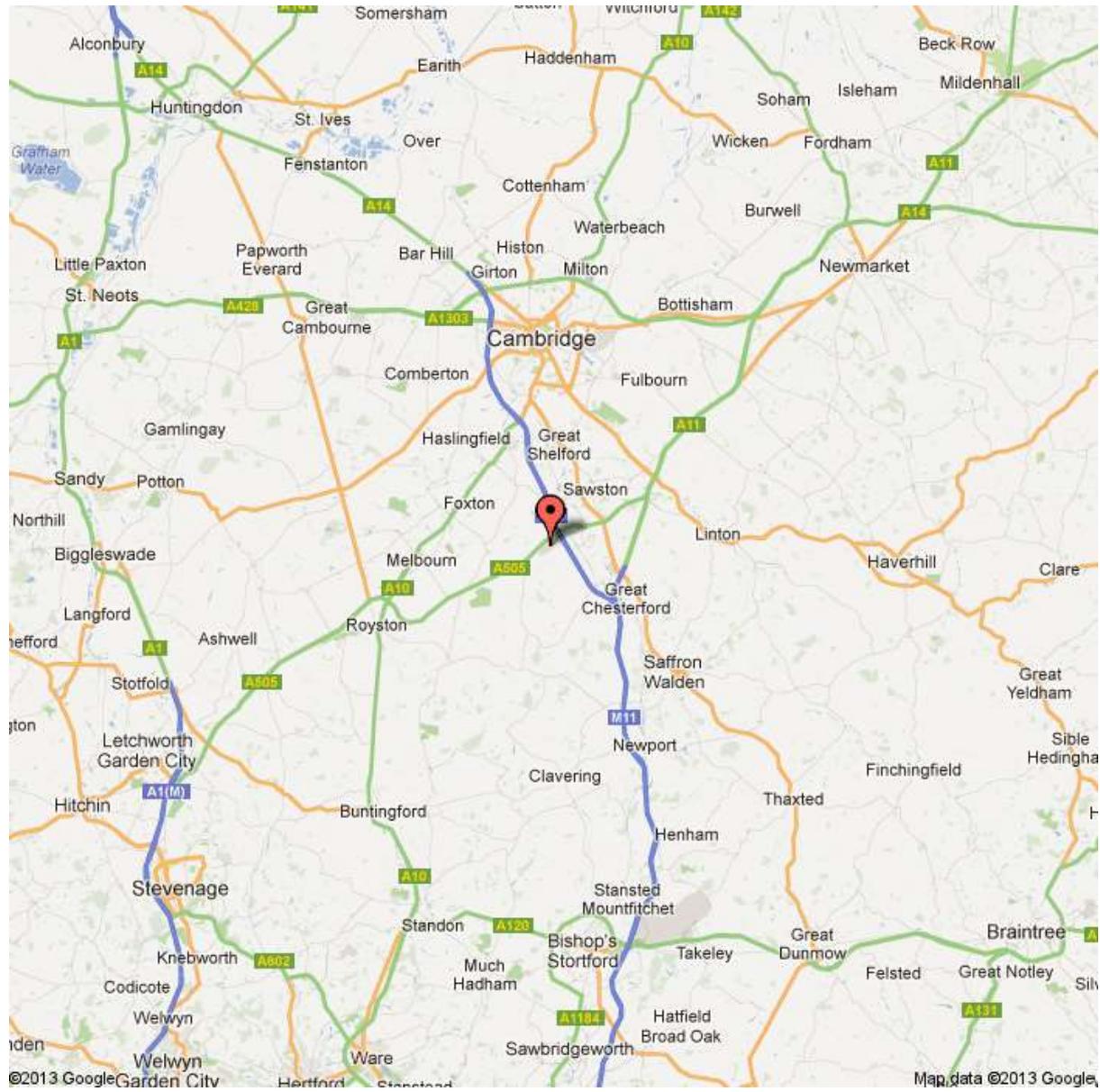
Relatively busy airfield supporting both GA and historic aircraft.
Regular air displays (which are normally Notamed) when it's best to avoid this location.
Prior call on Radio 122.075 MHz is imperative.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – Yes

Duxford cont.

19km South East of Gransden Lodge (52° 5.511'N 0° 7.899'E)



Edgehill

95km West South East of Gransden Lodge (52° 5.100'N 1° 28.419'W)

Landable? : Yes

Radio Freq / Callsign: 129.975 MHz



Location of the Shenington Gliding Club. The club usually operates from one of their two grass runways. The club operates both Winch and Aerotow 7 Days a Week.

Issue(s):

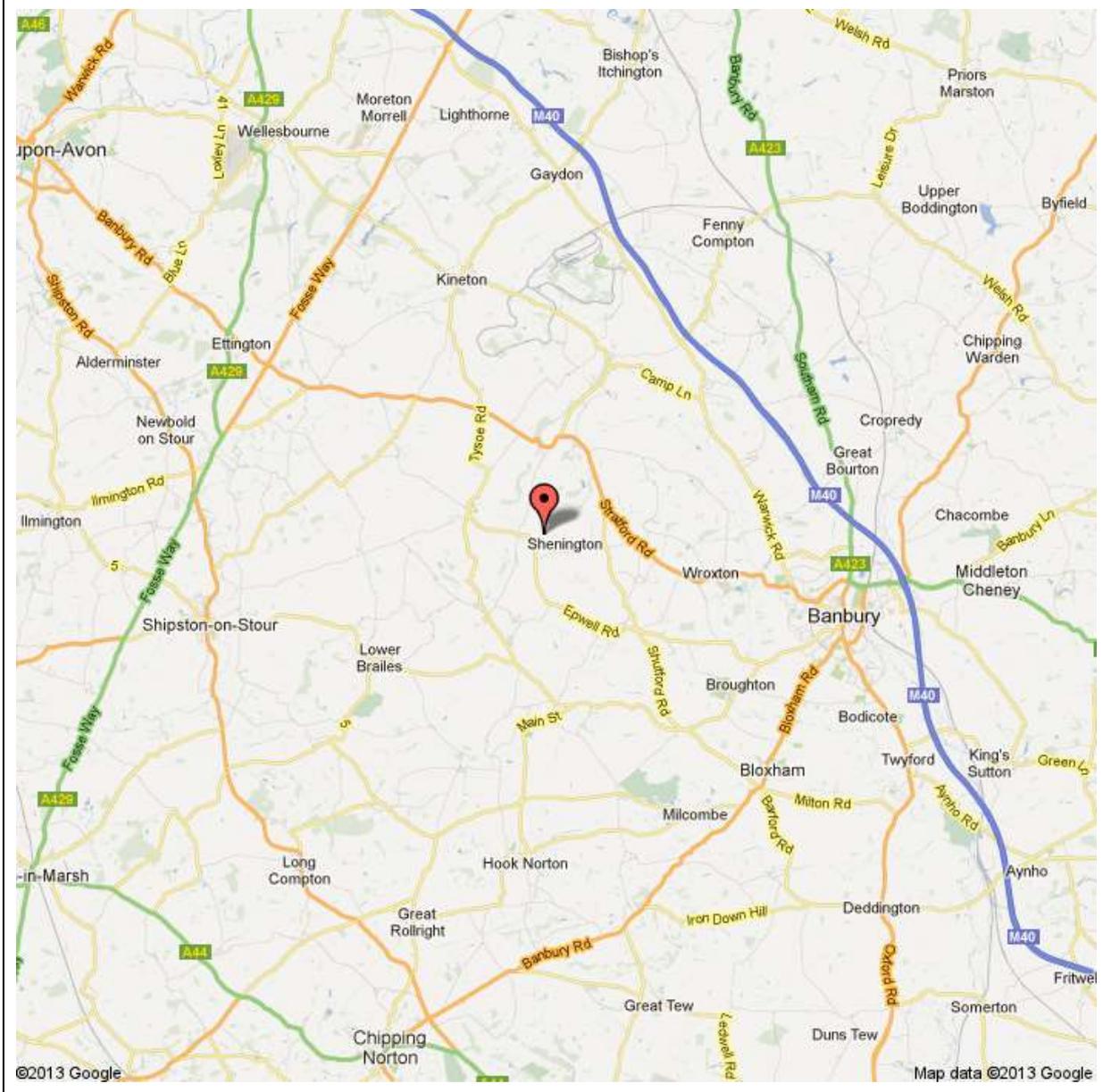
Conform to the circuits and landing areas used by other gliders.

Possibility of a re-launch? – Yes

Aerotow Retrieve Possible? – Yes

Edgehill cont.

95km West South East of Gransden Lodge (52° 5.100'N 1° 28.419'W)



Fowlmere

16km South East of Gransden Lodge (52° 4.655'N 0° 3.712'E)

Landable? : Yes

Radio Freq / Callsign: 135.700 MHz / Fowlmere Information



Location of Modern Air – Training and Maintenance organisation.
Single grass strip 07/23 740m long x 40m wide.

Issue(s):

Close to Duxford Airfield so beware of aircraft operation from that location.
Prior call on Radio 135.700 MHz is advisable.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – Yes

Fowlmere cont.

16km South East of Gransden Lodge (52° 4.655'N 0° 3.712'E)



Honington

63km East North East of Gransden Lodge (52° 20.588'N 0° 46.470'E)

Landable? : **With Caution**

Radio Freq / Callsign: 128.900 MHz/ Lakenheath Radar (CMATZ)



No longer an active RAF flying station but still home to the RAF Regiment. Also some RAF Flying Clubs Association (RAFFCA) aircraft operate from here.

Issue(s):

As a military establishment, Honington accept genuine 'emergency and precautionary diversions' (for which a land out qualifies a weather diversion.) However the greeting may not be overly welcoming and there will be paperwork to complete!

Airfield is still used by RAF and Army Rotary aircraft.

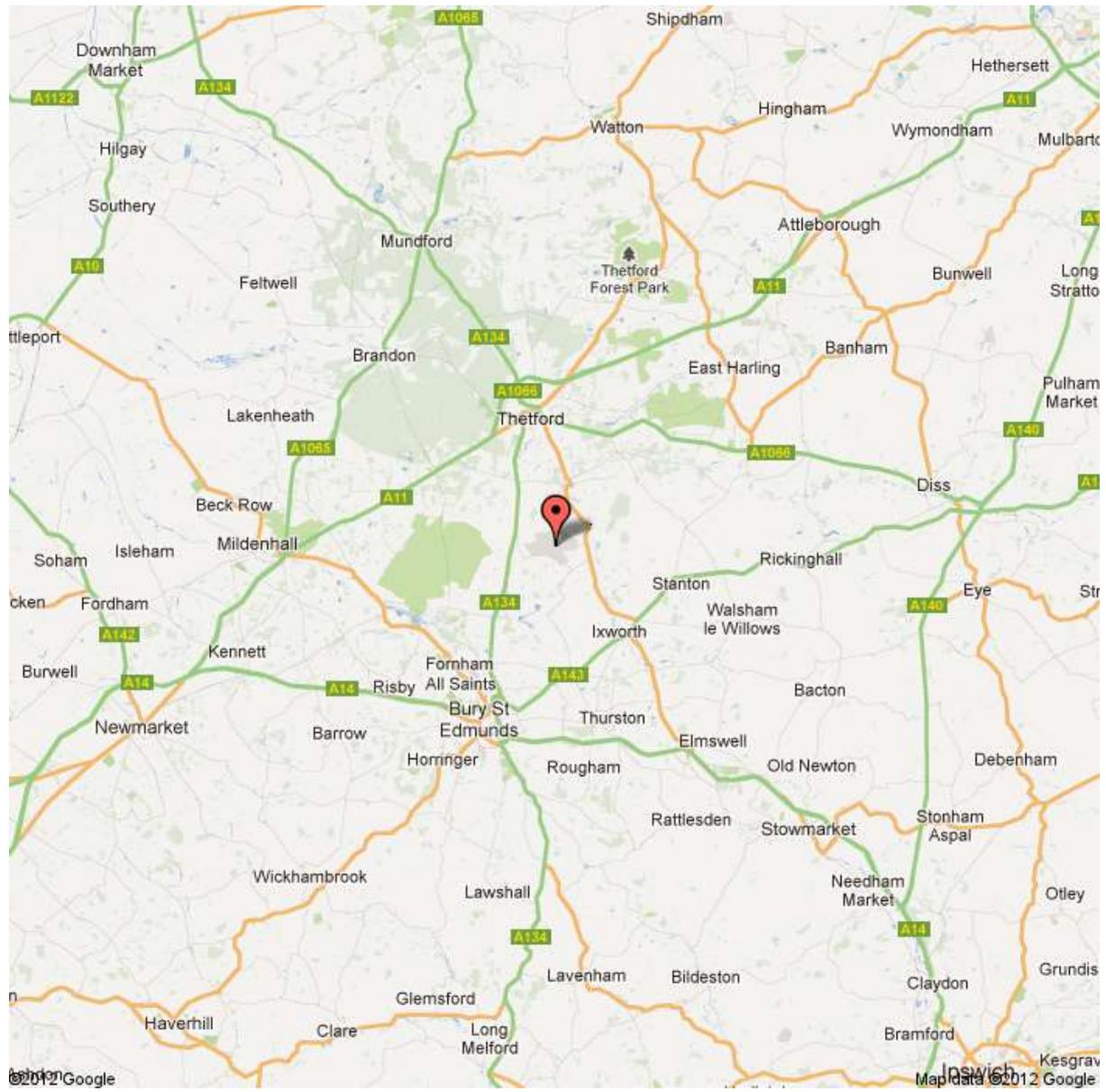
It is **imperative** that you make a Radio call on 128.900 MHz prior to landing

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – No

Honington cont.

63km East North East of Gransden Lodge (52° 20.588'N 0° 46.470'E)



Hulcot Farm

40km West South West Gransden Lodge (52° 2.194'N 0° 37.072'W)

Landable? : Yes

Radio Freq / Callsign: N/A



Farm Strip 488m long x 42m wide close to Milton Keynes and M1 J13 and 4km South of Cranfield

Issue(s):

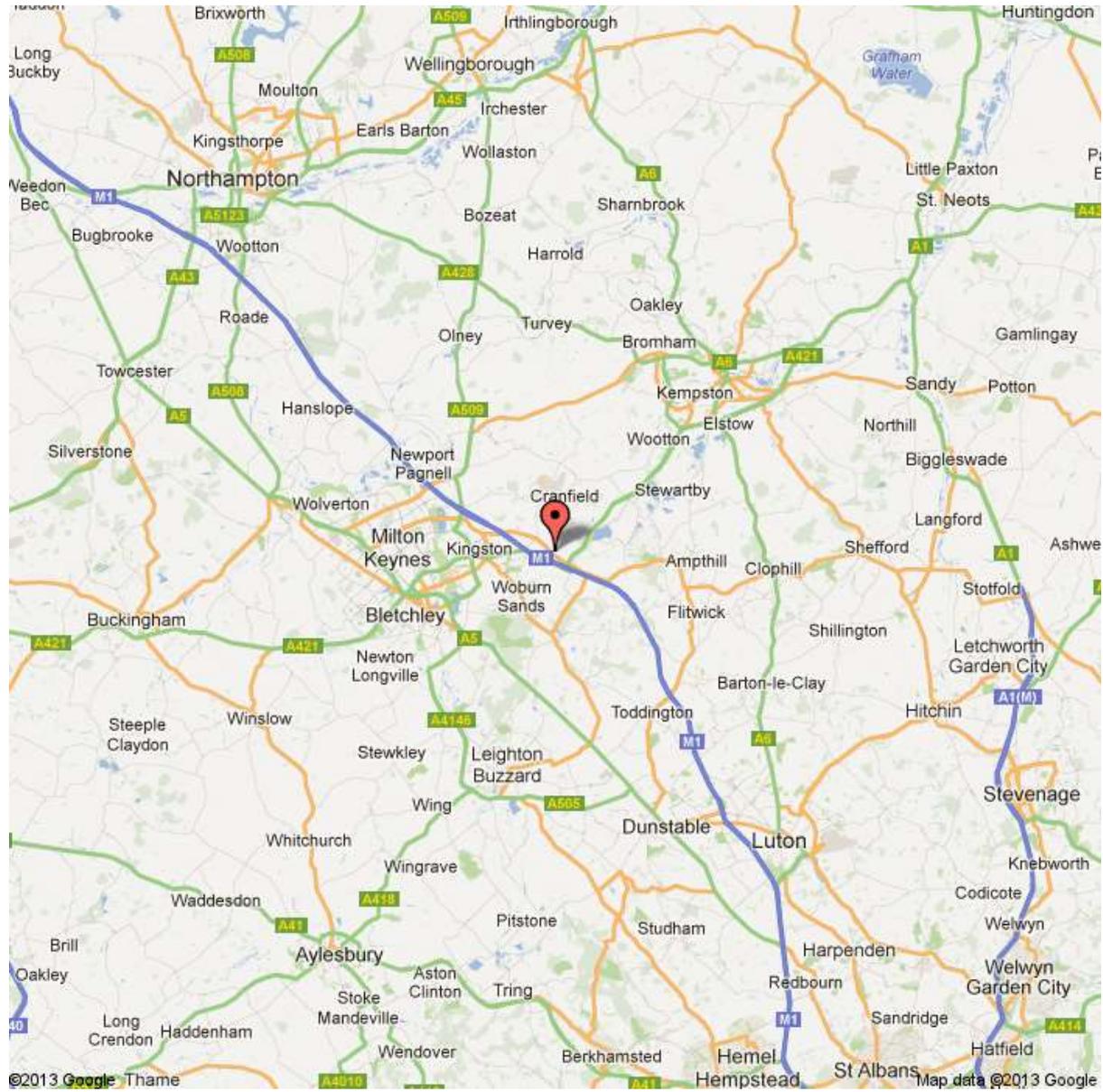
A Farm Strip so usual caveats apply. Last reported successful out-landing 2010.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – No

Hulcot Farm cont.

40km West South West Gransden Lodge (52° 2.194'N 0° 37.072'W)



Husbands Bosworth

70km West North West of Gransden Lodge (52° 26.318'N 1° 2.379'W)

Landable? : **Yes**

Radio Freq / Callsign: Hus Bos Traffic / 127.575 MHz



Home to the Soaring Centre, Main grass runway is 10/28

Issue(s):

Conform to the circuits and landing areas used by other gliders.

The following information is from the Hus Bos Web Site:

Glider circuits are normally north of the field, but may be south on occasions.

Power circuits are south of the field.

There is no "Dead side"

Do not over-fly the airfield – gliders are launched by winch up to 3000ft agl.

Police helicopter operations on south side of airfield. Call sign 'Police 22'

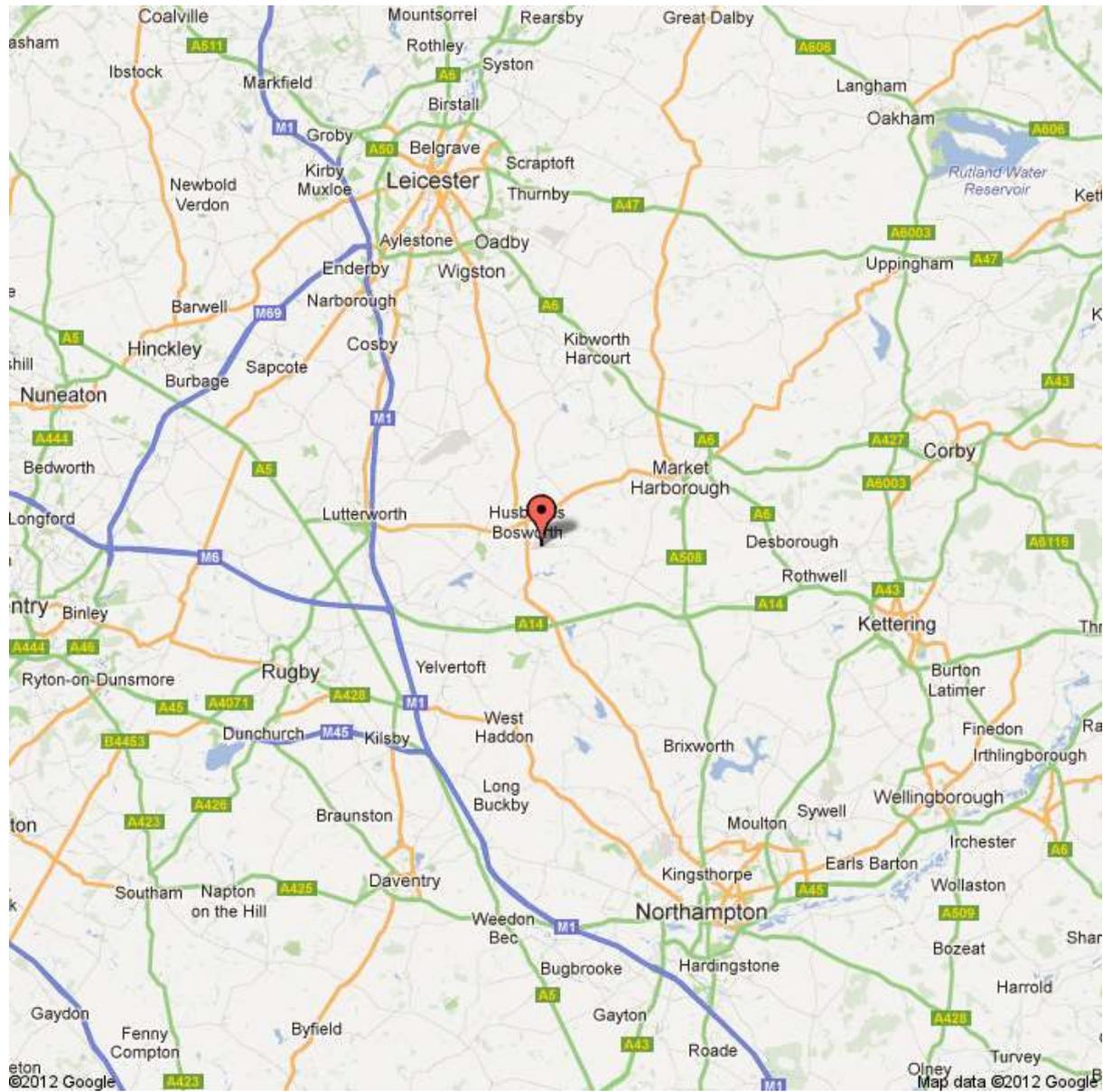
Tow planes fly a 300ft circuit.

Possibility of a re-launch? – Yes

Aerotow Retrieve Possible? – Yes

Husbands Bosworth cont.

70km West North West of Gransden Lodge (52° 26.318'N 1° 2.379'W)



Lakenheath

52km West North West of Gransden Lodge (52° 24.581'N 0° 33.680'E)

Landable? : **With Caution**

Radio Freq / Callsign: 128.900 MHz/ Lakenheath Radar



USAF Base

Issue(s):

As a military establishment, Lakenheath accept genuine 'emergency and precautionary diversions' (for which a land out qualifies a weather diversion.) However the greeting may not be overly welcoming and there will be paperwork to complete!

It is **imperative** that you make a Radio call prior to landing.

Lots of heavy fast traffic, both fixed wing and Rotary.

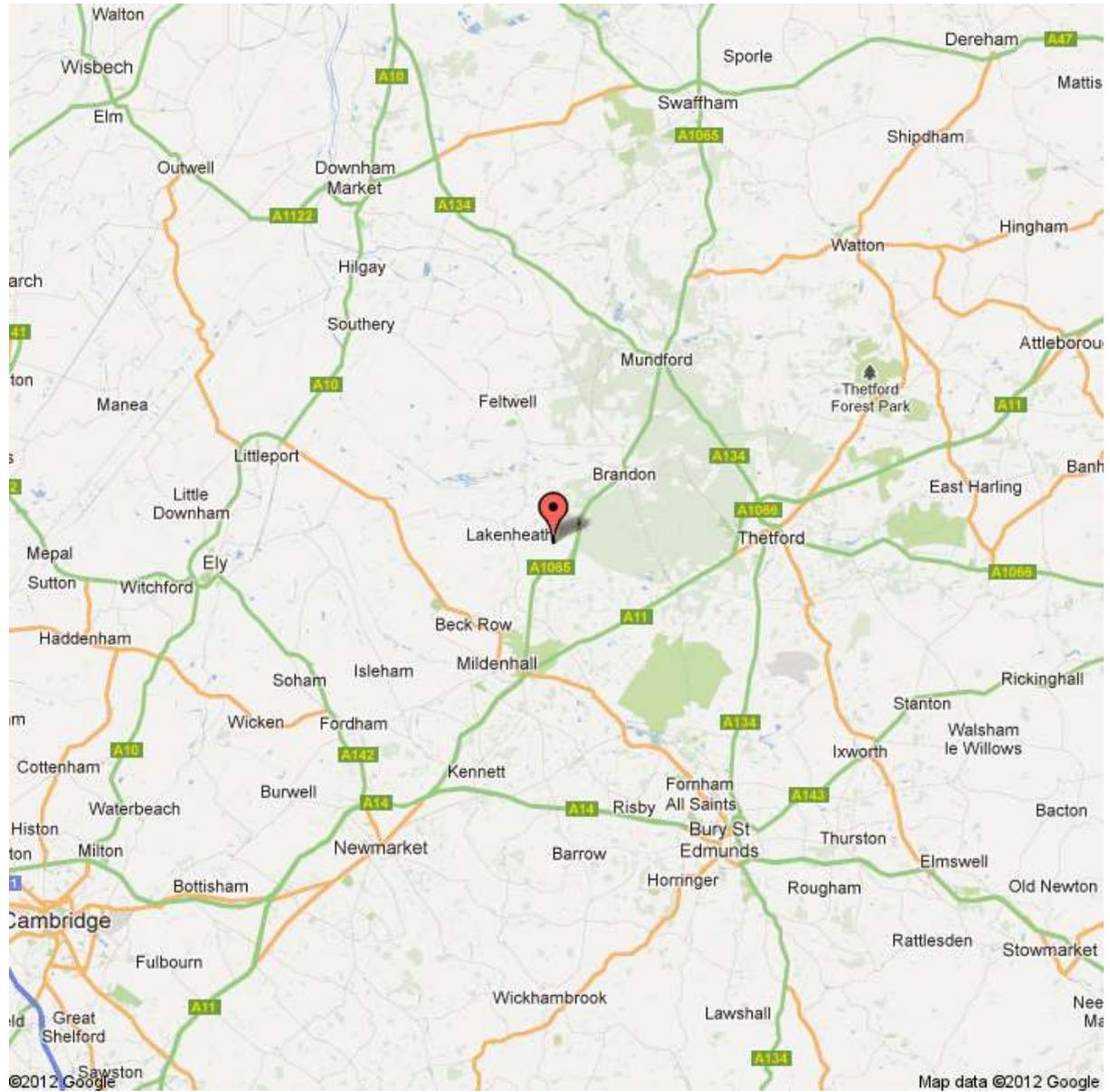
Use only as last resort or in an emergency.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – No

Lakenheath cont.

52km West North West of Gransden Lodge (52° 24.581'N 0° 33.680'E)



Lavenham

60km East of Gransden Lodge (52° 7.976'N 0° 46.425'E)

Landable? : **With Caution**

Radio Freq / Callsign: N/A



Disused WWII RAF station, one part of which is used as a Farm Strip.

Issue(s):

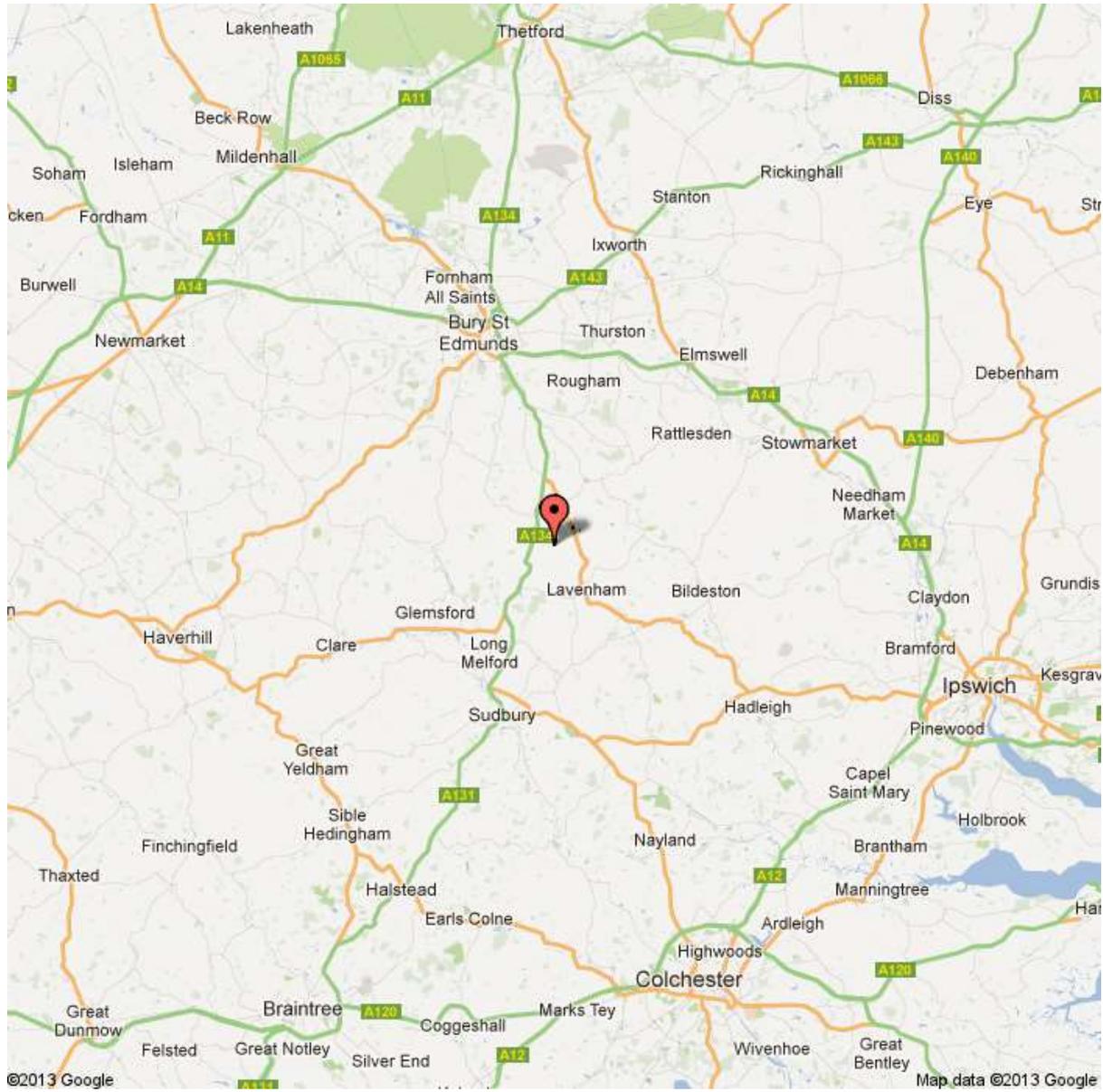
Usual caveats regarding Farm strips, including narrowness especially when crops are high.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – Yes

Lavenham cont.

60km East of Gransden Lodge (52° 7.976'N 0° 46.425'E)



Little Gransden

2km West South West of Gransden Lodge (52° 9.949' N 0° 9.122' W)

Landable? : Yes

Radio Freq / Callsign: 130.850 MHz/ Little Gransden Radio



One of our local Power Airfields. One marked runway: 10/28. No ATZ but contained within the GRL glider exclusion zone however available for out landings. Aerobatics take place at various times. Make a Radio call prior to landing wherever possible.

Issue(s):

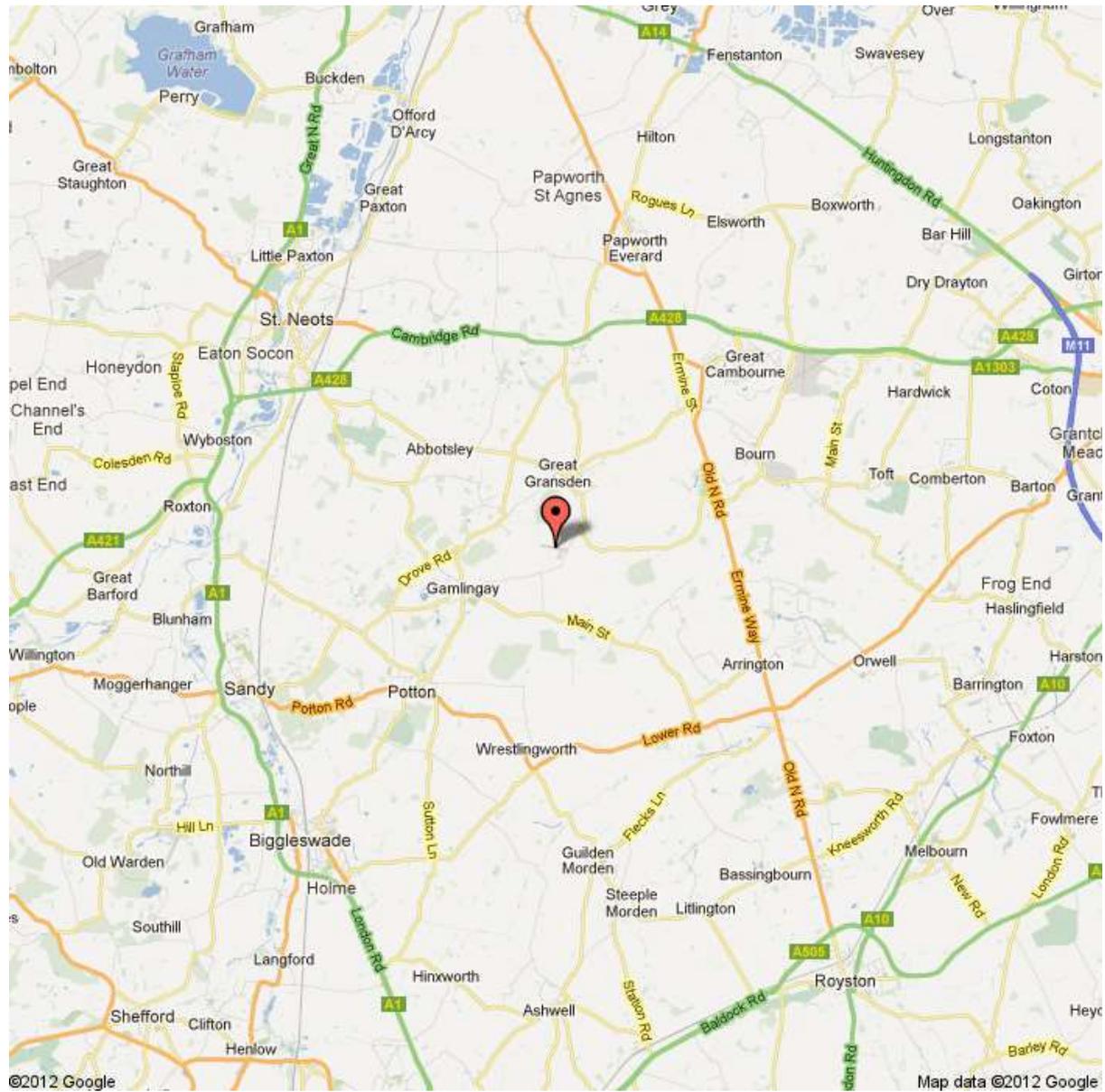
Land within the marked runways, other areas of the airfield may contain obstructions. Airfield hosts an Air Display each August Bank Holiday which attracts large crowds – out landings will not be possible during such events.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – Yes

Little Gransden cont.

2km West South West of Gransden Lodge (52° 9.949' N 0° 9.122' W)



Little Staughton

18.5km West North West of Gransden Lodge (52° 14.621'N 0° 21.726'W)

Landable? : Yes

Radio Freq / Callsign: N/A



Single concrete runway running approx. 06/24. Location for a number of GA maintenance companies.

Issue(s):

The runway is reported as being quite bumpy with lots of loose stones but remains landable. On occasion there is no one on site; however the main gate has an intercom service to an offsite control room through which it's possible to gain access. The main gate is to the West of the airfield.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – Yes

Lyveden

45km North West of Gransden Lodge (52° 27.918'N 0° 34.470'W)

Landable? : Yes

Radio Freq / Callsign: 129.975 MHz



Home of Welland Gliding Club. The club has a single grass runway 1200 metres long (26/80). The club operates bot Winch and Aerotow.

Issue(s):

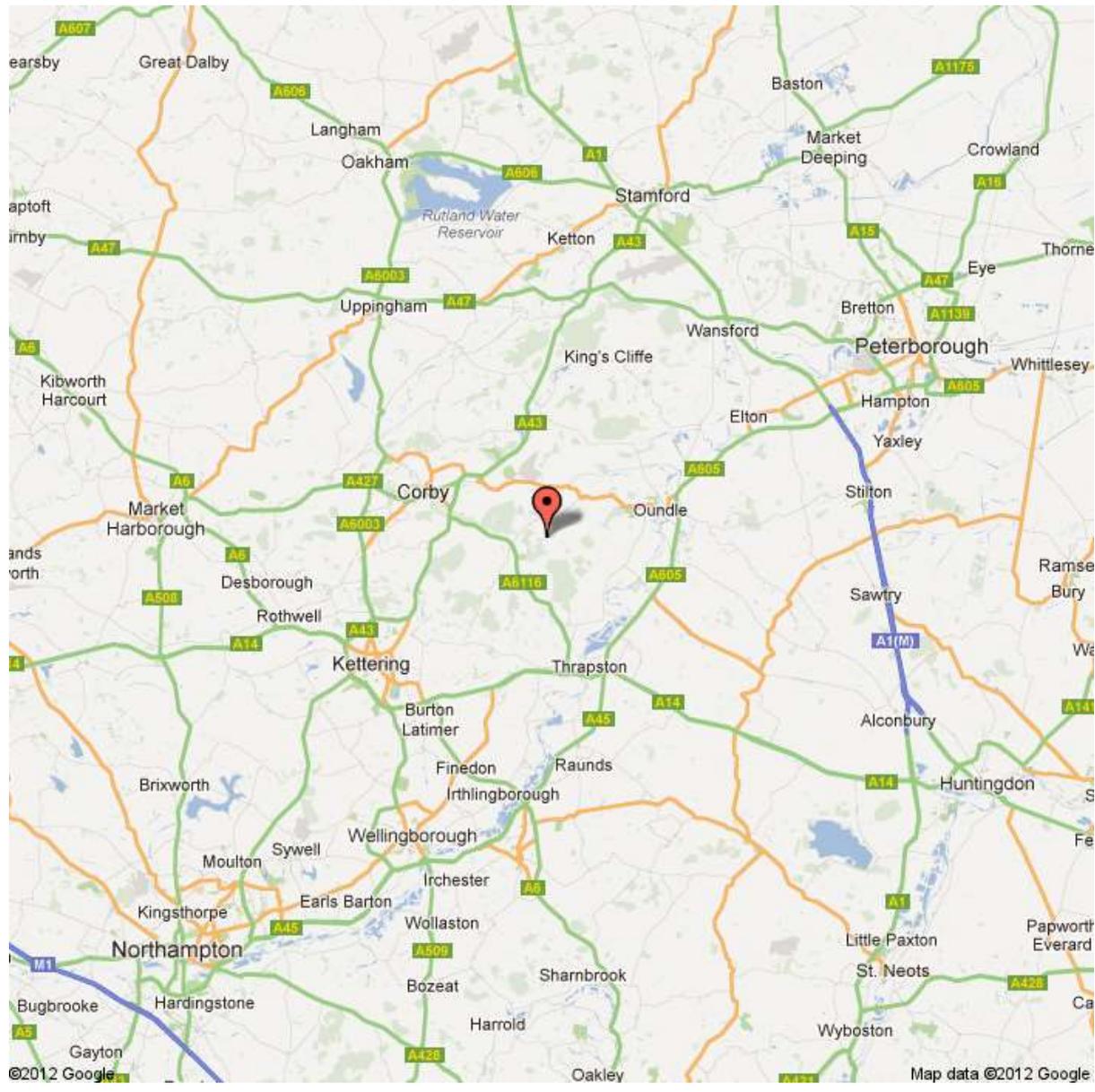
Club operates Weekends only plus Wednesdays during the summer.

Possibility of a re-launch? – Yes

Aerotow Retrieve Possible? – Yes

Lyveden cont.

45km North West of Gransden Lodge (52° 27.918'N 0° 34.470'W)



Mildenhall

45.5km North East of Gransden Lodge (52° 21.733'N 0° 29.063'E)

Landable? : **With Caution**

Radio Freq / Callsign: 128.900 MHz/ Lakenheath Radar



USAF Base

Issue(s):

As a military establishment, Mildenhall accept genuine 'emergency and precautionary diversions' (for which a land out qualifies a weather diversion.) However the greeting may not be overly welcoming and there will be paperwork to complete!

It is **imperative** that you make a Radio call prior to landing.

Lots of heavy fast traffic, both fixed wing and Rotary.

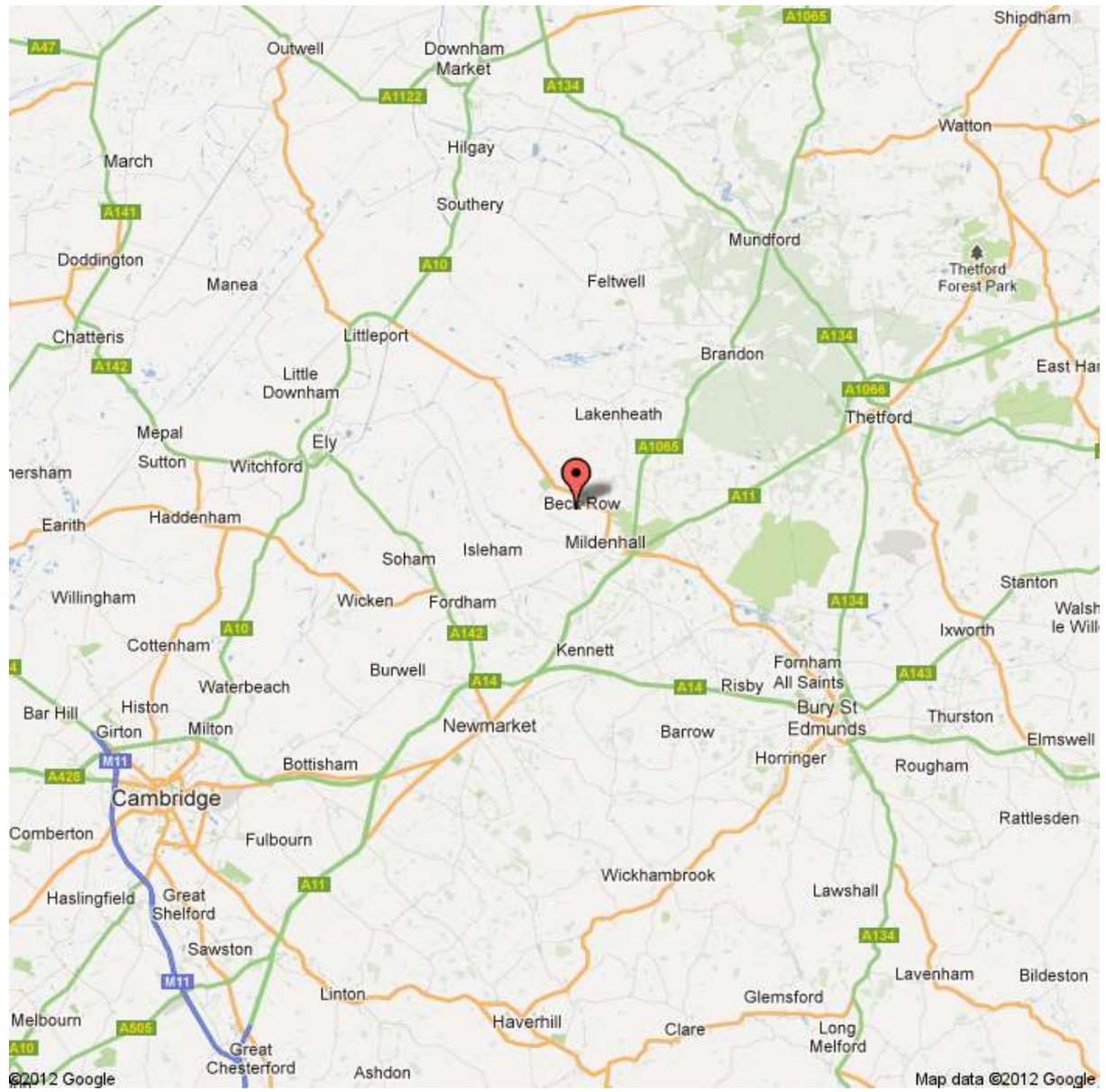
Use only as last resort or in an emergency.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – No

Mildenhall cont.

2km West South West of Gransden Lodge (52° 9.949' N 0° 9.122' W)



Newmarket

32km East South East of Gransden Lodge (52° 14.150'N 0° 21.000'E)

Landable? : Yes

Radio Freq / Callsign: N/A



Single grass strip running NW/SE located to the South West of the main Race Course.

Issue(s):

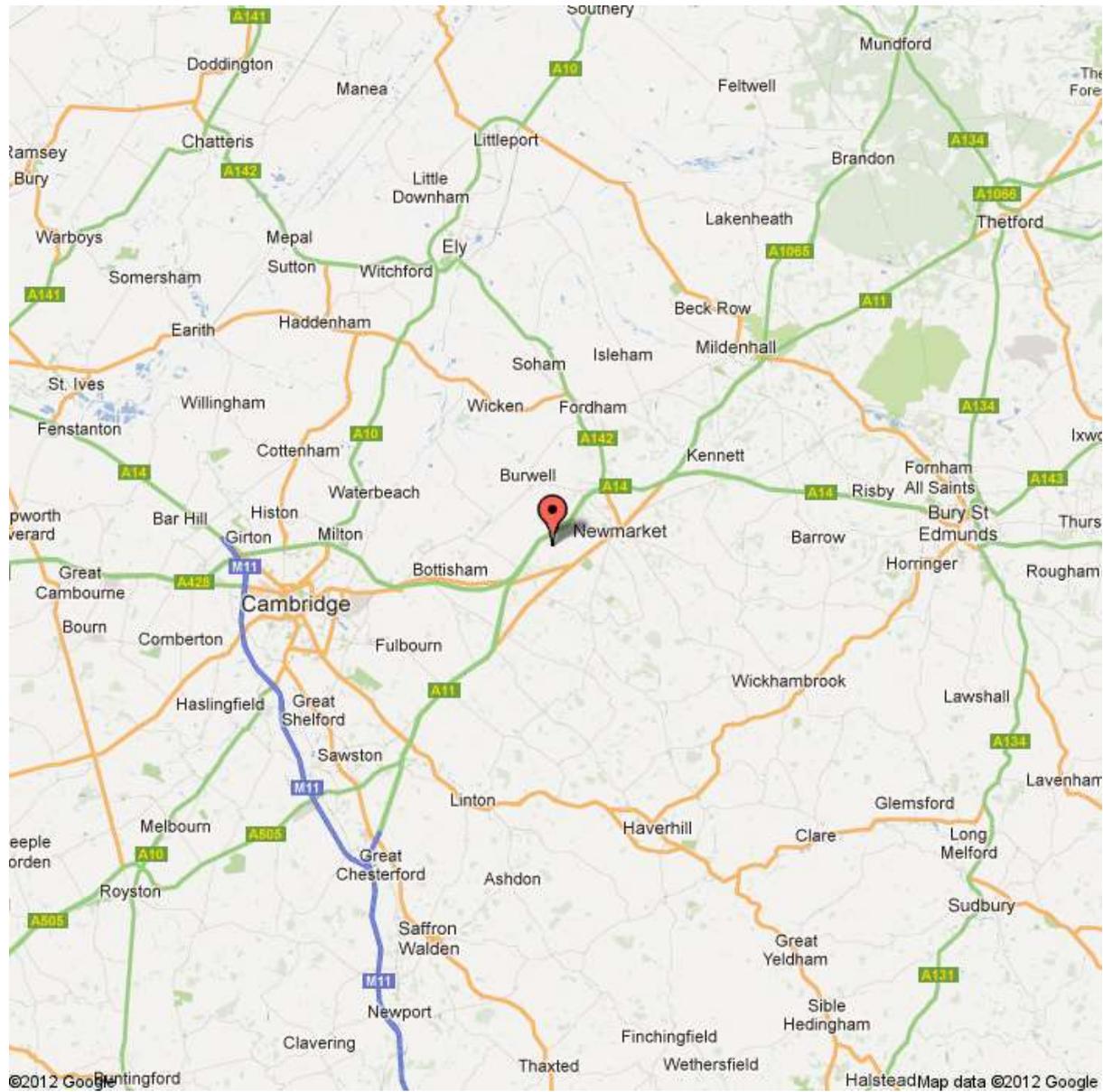
Surrounded by paddocks and the Race Course containing expensive livestock!
Can be busy with aircraft arriving and departing during Race days when it is best avoided.
Difficult to find unless you know where to look.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – Yes

Newmarket cont.

32km East South East of Gransden Lodge (52° 14.150'N 0° 21.000'E)



Oakington

16.5km North East of Gransden Lodge (52° 16.475'N 0° 0' 4.266'E)

Landable? : Yes

Radio Freq / Callsign: N/A



Remainder of the old runway located outside the now closed Immigration Centre.

Issue(s):

Since the closure of the Immigration Centre, access may be a problem.
Cattle can be grazing loose in the area.
Construction of new housing in the area will soon commence.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – No

Old Walden (Shuttleworth)

17.5km South West of Gransden Lodge (52° 5.135'N 0° 19.171'W)

Landable? : **Yes**

Radio Freq / Callsign: 130.700Mhz / Old Warden Information



Home of the Shuttleworth collection of historic aircraft. Single grass strip 03/21.

Issue(s):

Stop Press 6th April 2013 : Old Walden is currently closed due to essential maintenance work to improve the main runway and taxiways.

Check on the status of this work at: <http://www.shuttleworth.org/airfield-status/>

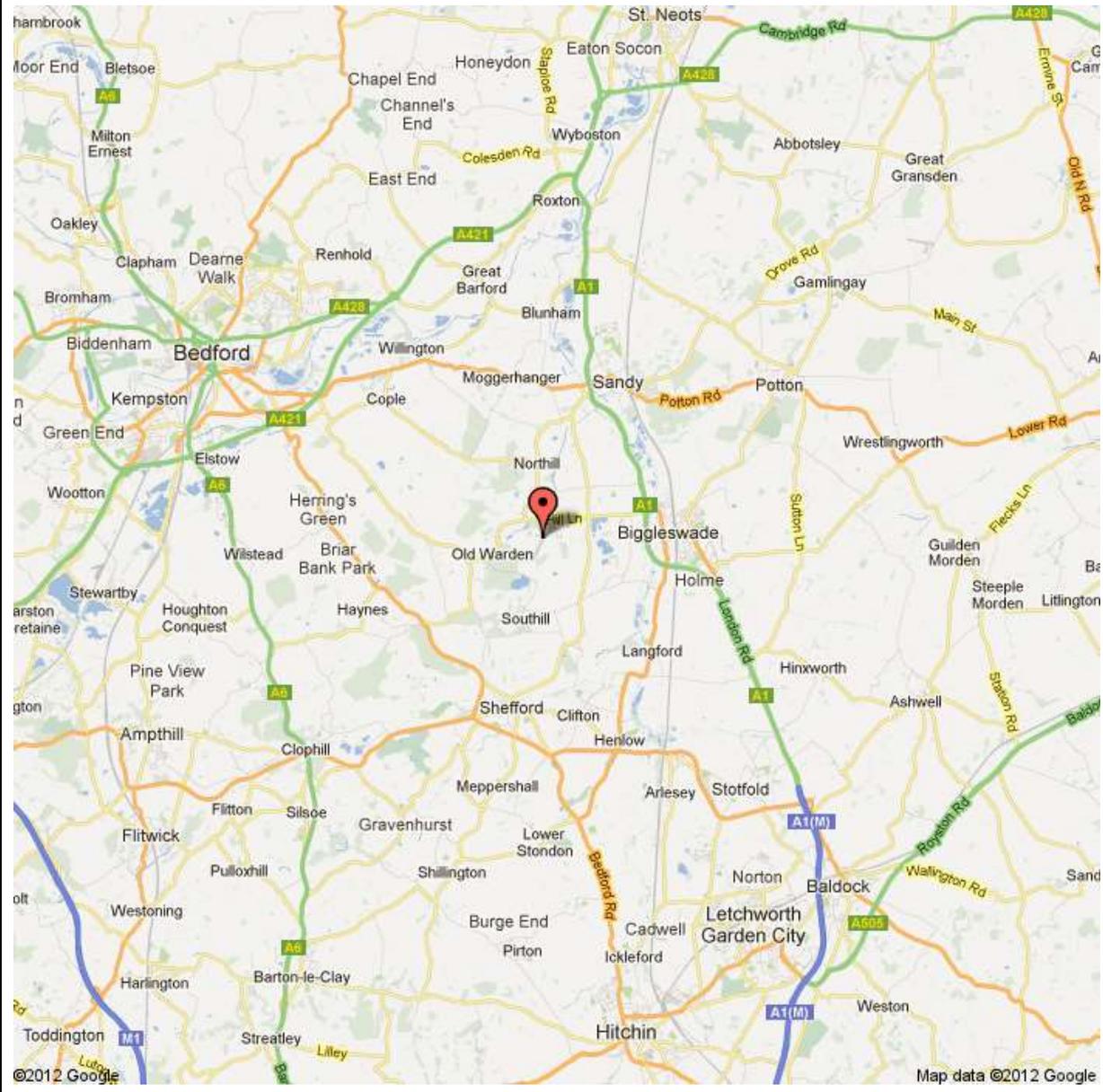
Occasional Air Displays (which are Notamed) when it's best to avoid Old Walden if at all possible. It is important that you make a Radio call on 130.700MHz prior to landing.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – Possibly but no knowledge of this being carried out

Old Walden (Shuttleworth) cont.

17.5km South West of Gransden Lodge (52° 5.135'N 0° 19.171'W)



Orchard House Farm Strip

5.5km North North West of Littleport (52° 29.906'N 0° 16.694'E)

Landable? : No

Radio Freq / Callsign: N/A



Farm strip 5.5km NNW of Littleport, abeam the parallel drains going out into the Fens.

Issue(s):

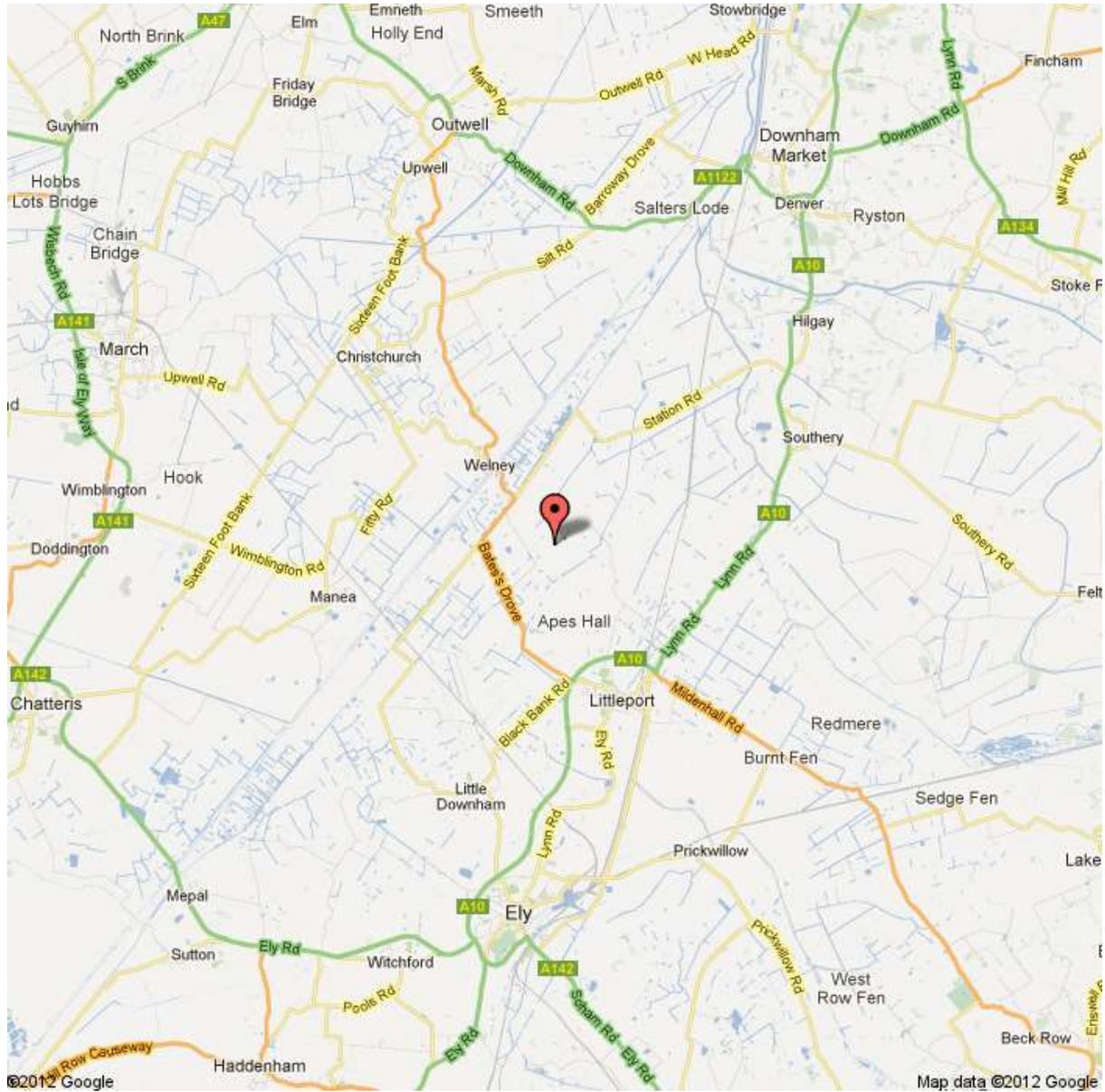
Farm Strip that is currently only mowed to a width of 10m (Summer 2012). The owner's aircraft is considerably smaller than the span of a 15m glider!

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – No

Orchard House Farm Strip cont.

5.5km North North West of Littleport (52° 29.906'N 0° 16.694'E)



Peterborough (Conington)

33.5km West North West of Gransden Lodge (52° 28.087'N 0° 15.146'W)

Landable? : Yes

Radio Freq / Callsign: 129.725 MHZ / Conington Radio



Home to the Flying Club Conington and Aerolease Ltd. Two concrete runways 10/28 987m long and 16/34 800m long.

Issue(s):

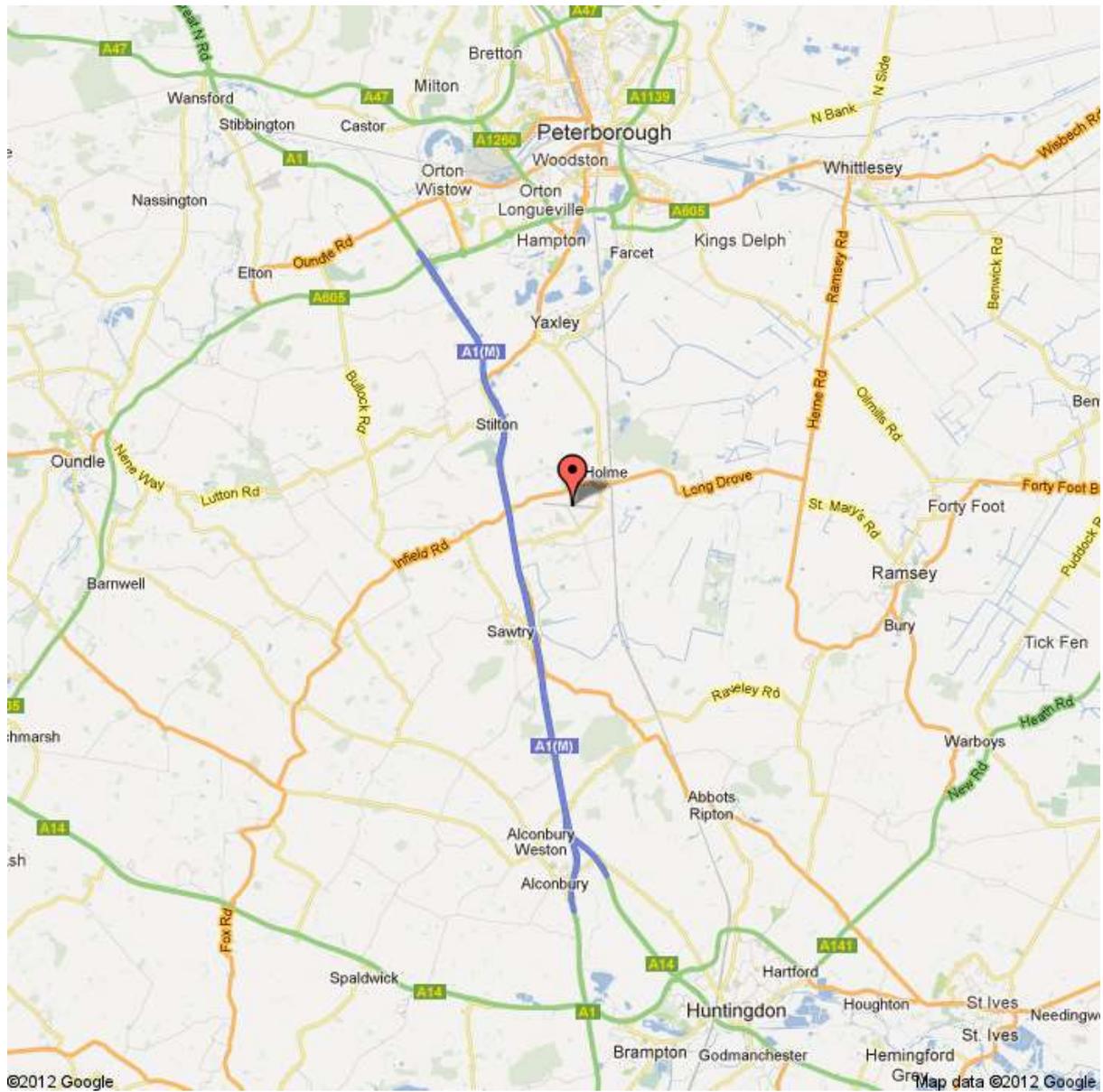
It is important that you make a Radio call on 129.725MHz prior to landing.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – Yes

Peterborough (Conington) cont.

33.5km West North West of Gransden Lodge (52° 28.088'N 0° 15.121'W)



Peterborough (Sibson)

46km North North West of Gransden Lodge (52° 33.410'N 0° 23.279'W)

Landable? : **With Caution**

Radio Freq / Callsign: 120.325 MHz/ Sibson Radio



Home to UK Parachuting Sibson

Issue(s):

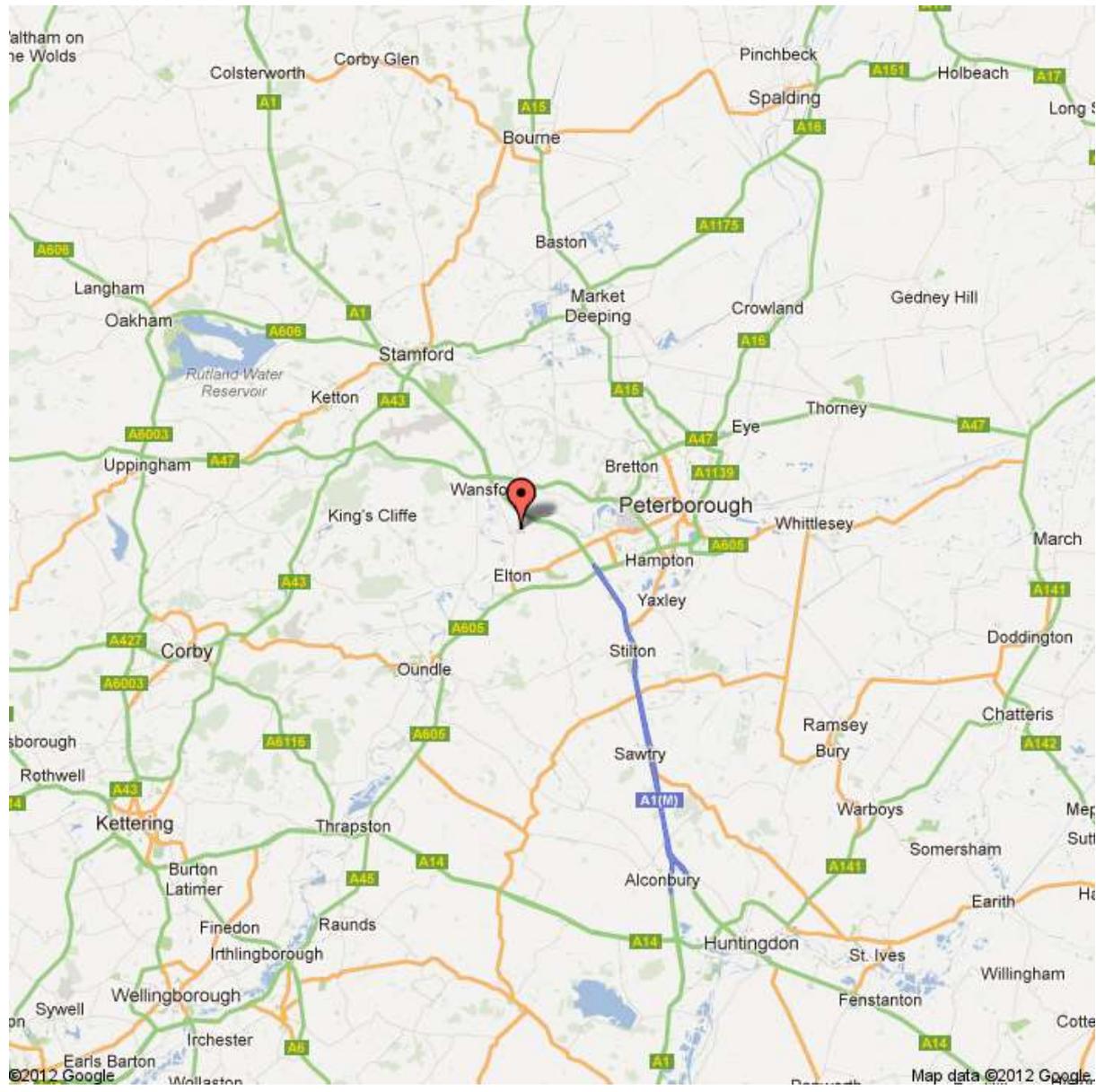
Usually Parachute sites are given a wide berth, however if a landout here is the only option, it is **imperative** that you make a Radio call prior to landing. If parachuting is active, it is unlikely that you will be given permission to land and must NOT attempt to do so. If no response is heard from the Radio frequency you must assume that parachuting is active and keep clear.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – Yes

Peterborough (Sibson) cont.

46km North North West of Gransden Lodge (52° 33.410'N 0° 23.279'W)



Podington (Santa Pod)

6km South of Rushden (52° 14.001' N 0° 36.171' W)

Landable? : No

Radio Freq / Callsign: N/A



Ex-Airfield, inviting Tarmac runway, now used as a Drag Strip.

Issue(s):

Concrete walls down the entire length of the 'runway' makes this unlandable due to the width restriction this imposes (see detailed picture). Estimated width between the walls is approx. 18m

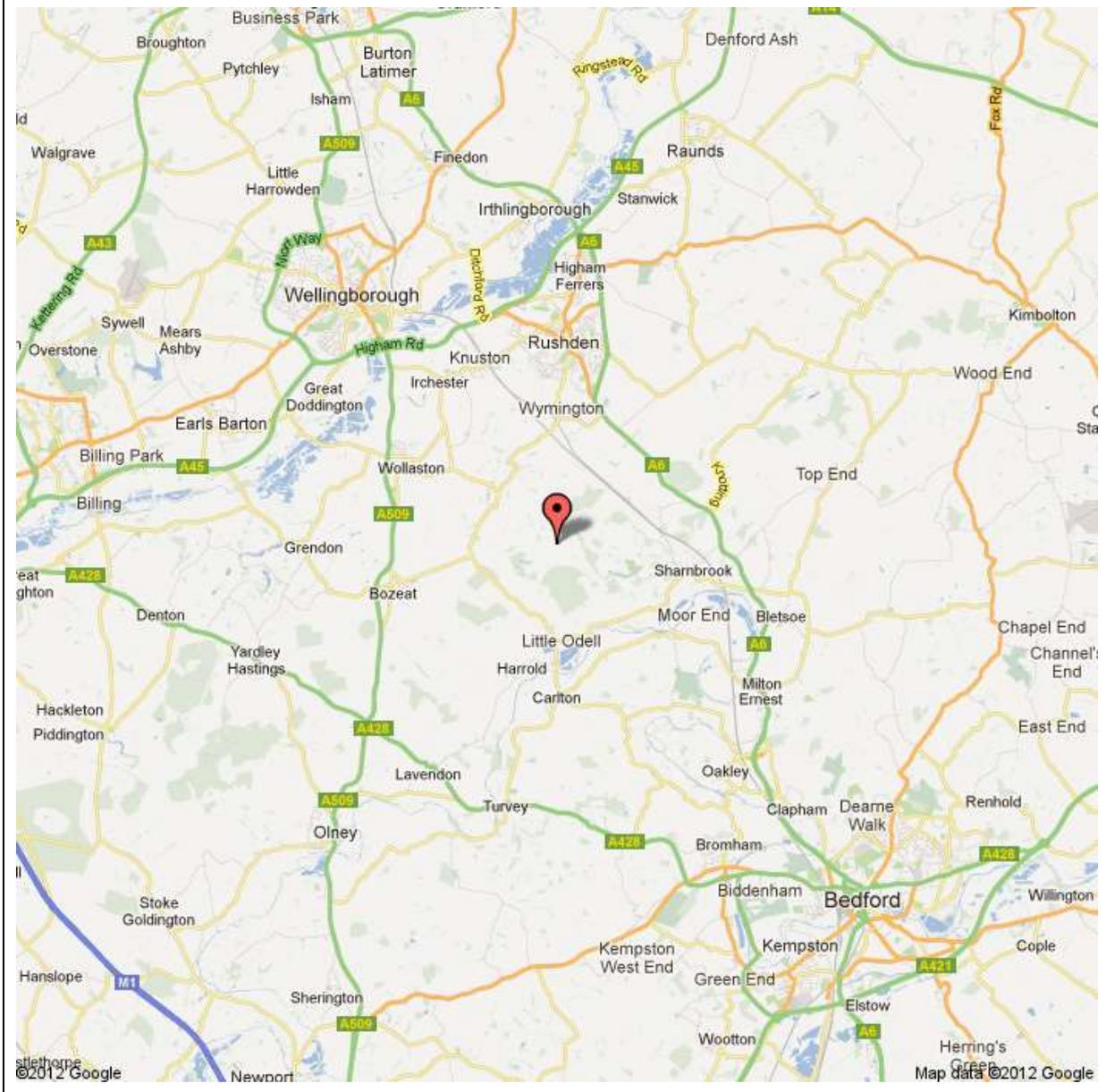


Possibility of a re-launch? – None

Aerotow Retrieve Possible? – No

Podington (Santa Pod) cont.

6km South of Rushden (52° 14.001' N 0° 36.171' W)



Rattlesden

67km East of Gransden Lodge (52° 10.095'N 0° 51.982'E)

Landable? : **Yes**

Radio Freq / Callsign: N/A



Home to the Rattlesden Gliding Club. Two runways: One concrete 06/24 1000m long and one grass strip 17/35 500m long.

Issue(s):

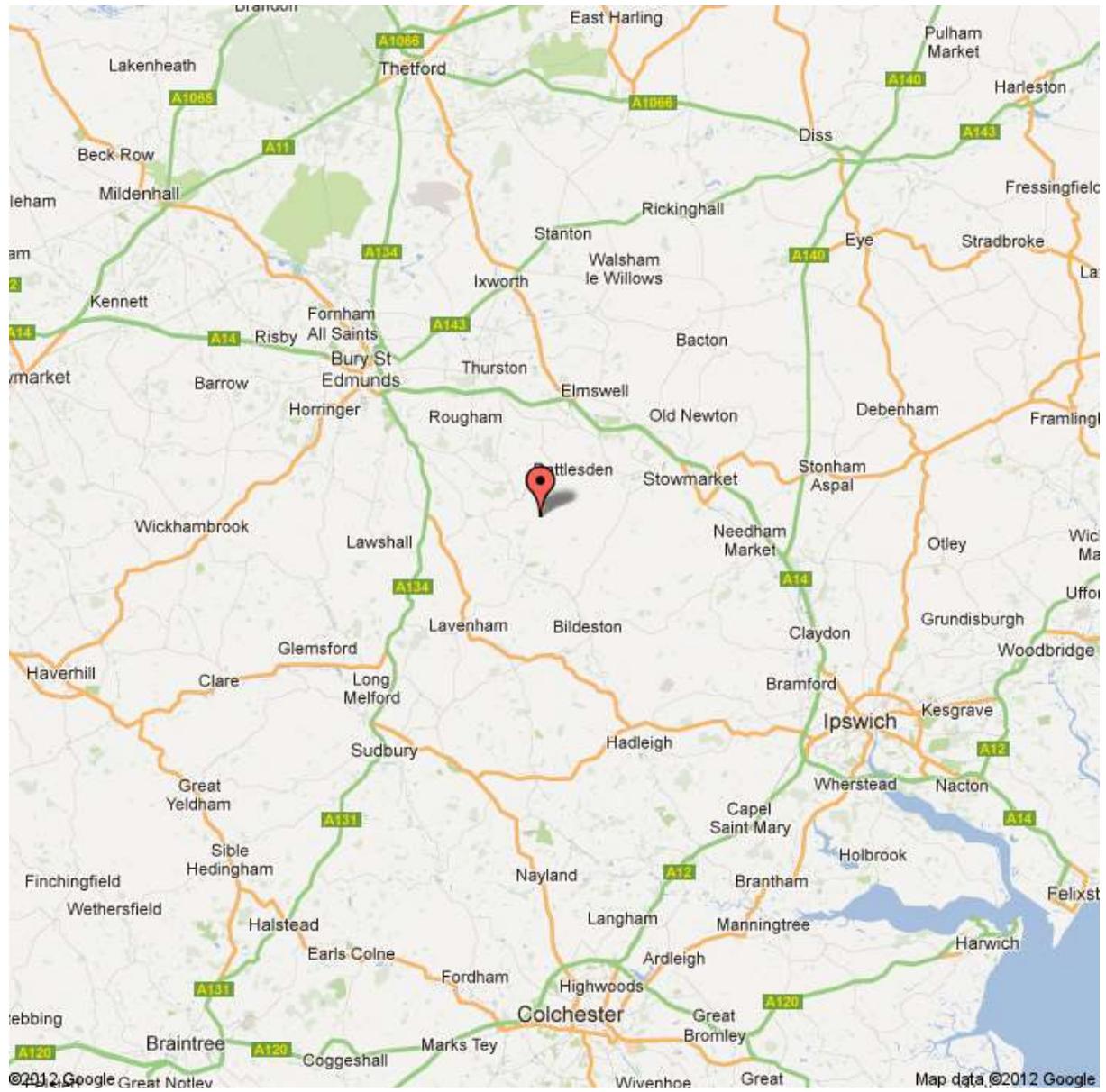
Conform to the circuits and landing areas used by other gliders.
Beware overhead wire passing the SW end of the main runway.
Club does not operate 7 days a week.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – Yes

Rattlesden cont.

67km East of Gransden Lodge (52° 10.095'N 0° 51.982'E)



Rougham

60km East of Gransden Lodge (52° 14.787'N 0° 46.042'E)

Landable? : **Yes**

Radio Freq / Callsign: N/A



Two mainly grass runways: 09/27 930m long and 03/21 430m long.

Issue(s):

Beware the patch of concrete that exists at the intersection of the two runways.

Airfield does not operate 7 days a week.

Info March 2013: Gate combination Code is the date of the Battle of Trafalgar: '1805'.

Annual air display when this option should be treated With Caution.

Be aware that aero model flying also takes place here.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – Yes

Sackville Farm

27km West North West of Gransden Lodge (52° 15.742'N 0° 29.179'W)

Landable? : Yes

Radio Freq / Callsign: N/A



Home to Sackville Flying Club which is a mix of gliding (self-launching only!), microlights and GA.
Single grass strip 13/31 730m long.

Issue(s):

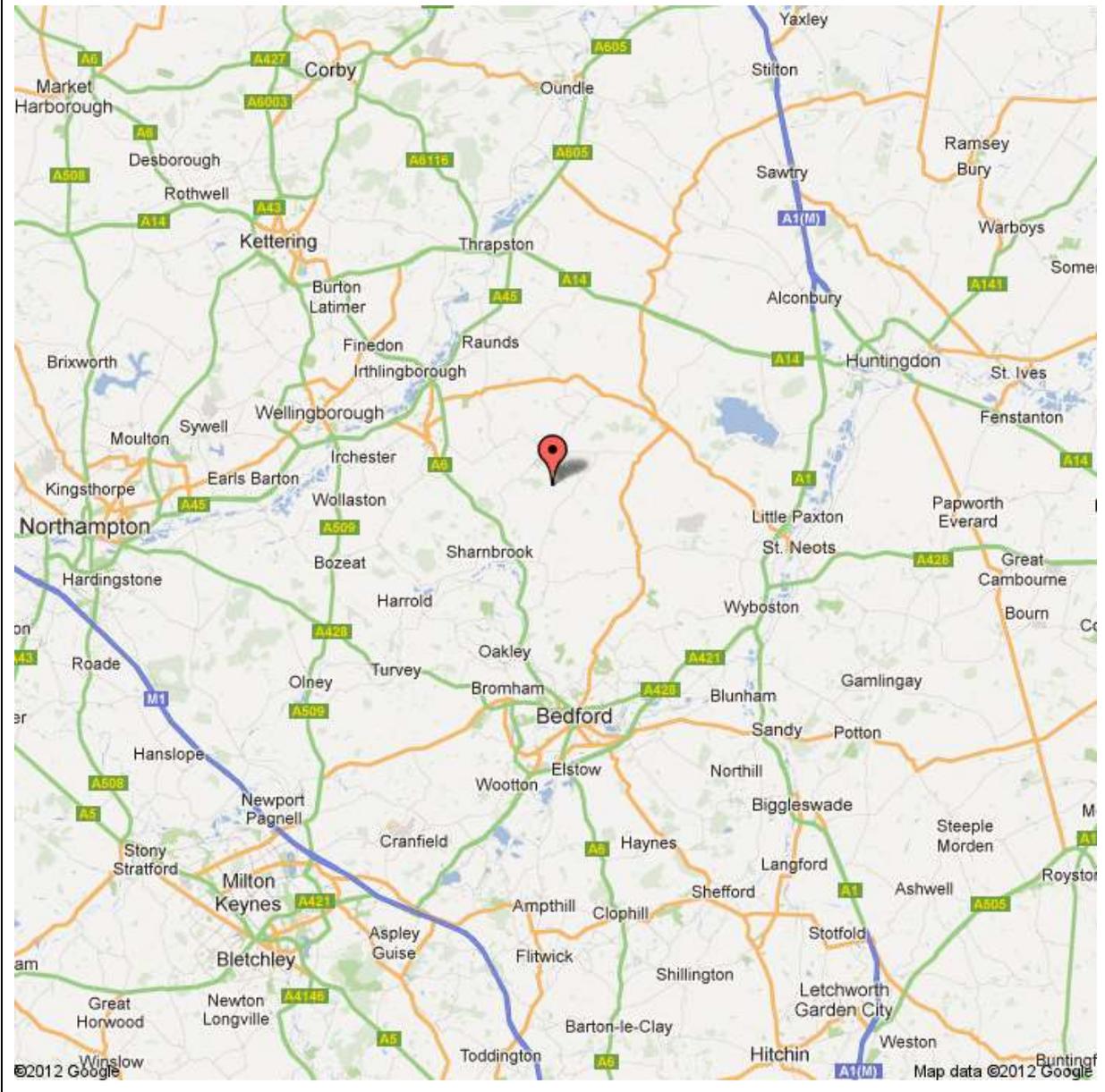
Beware the trees at either end of the main runway.
It's believed that activity levels may be quite low and so the site maybe unmanned.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – Yes

Sackville Farm cont.

27km West North West of Gransden Lodge (52° 15.742'N 0° 29.179'W)



Sywell (Northampton)

48.5km West North West of Gransden Lodge (52° 18.384'N 0° 47.533'W)

Landable? : Yes

Radio Freq / Callsign: 122.700 MHz / Sywell Information



Multitude of runways: 03R/21L Grass 671m Long, 03L/21R Concrete 1268m Long, 05/23 Grass 604m long and 15/33 Grass 528m long.
Grass areas outside the marked runs may contain navigation equipment!

Issue(s):

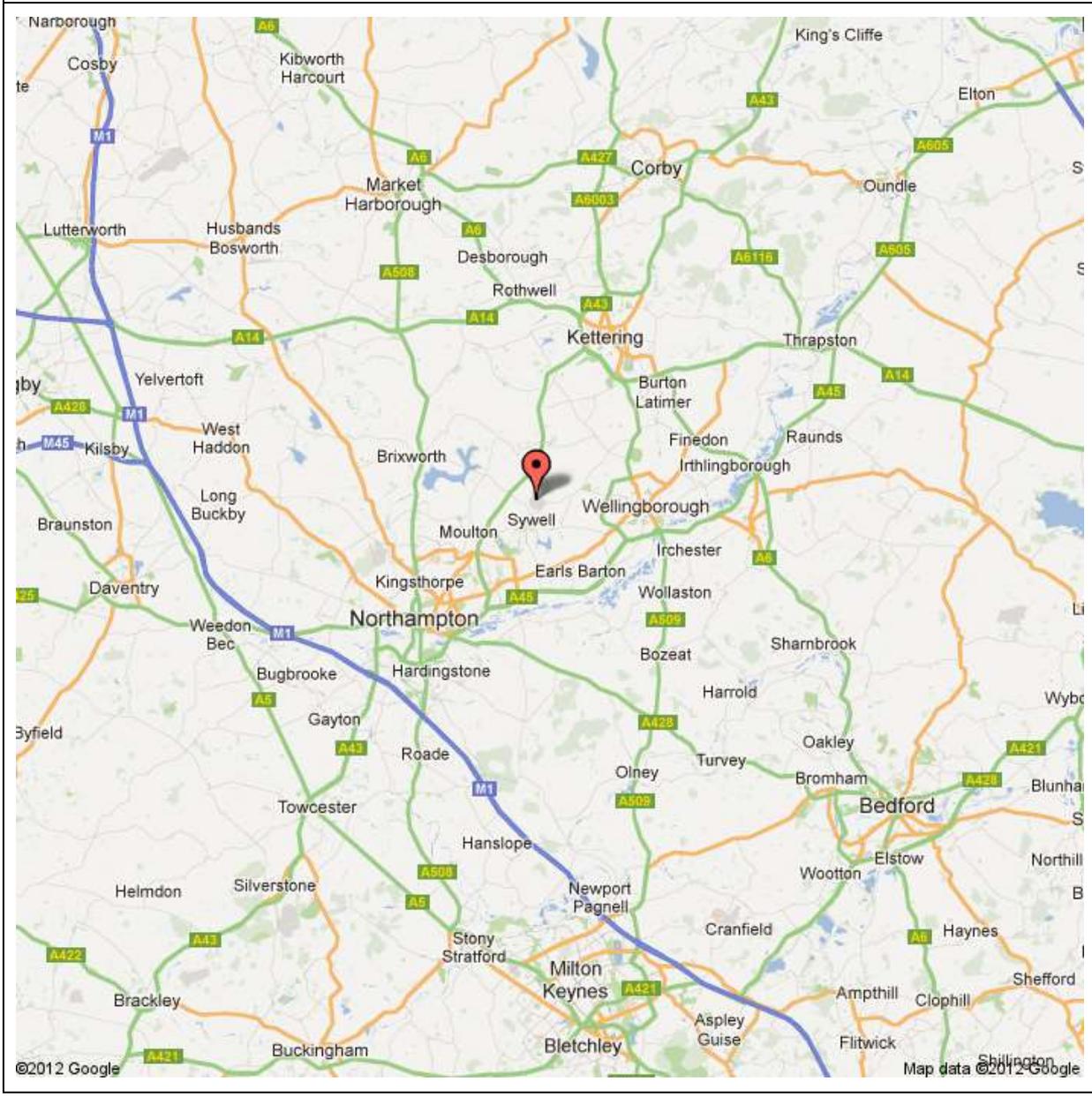
An increasingly busy business/GA airport. It is **imperative** that you make a Radio call prior to landing. Sywell have been very helpful regards Gliders operating in their vicinity have allowed gliders to land following a Radio call requesting such. In an effort to continue this good relationship it is good practice to contact Sywell on 122.700 MHz whenever passing close to their location.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – Yes

Sywell. (Northampton)

48.5km West North West of Gransden Lodge (52° 18.384'N 0° 47.533'W)



Tempsford

10.5km West South West of Gransden Lodge (52° 9.572'N 0° 15.876'W)

Landable? : With Caution

Radio Freq / Callsign: N/A



Disused airfield.

Concrete runways only one is which (South Western end of R/W 12/30) is usually landable.

Issue(s):

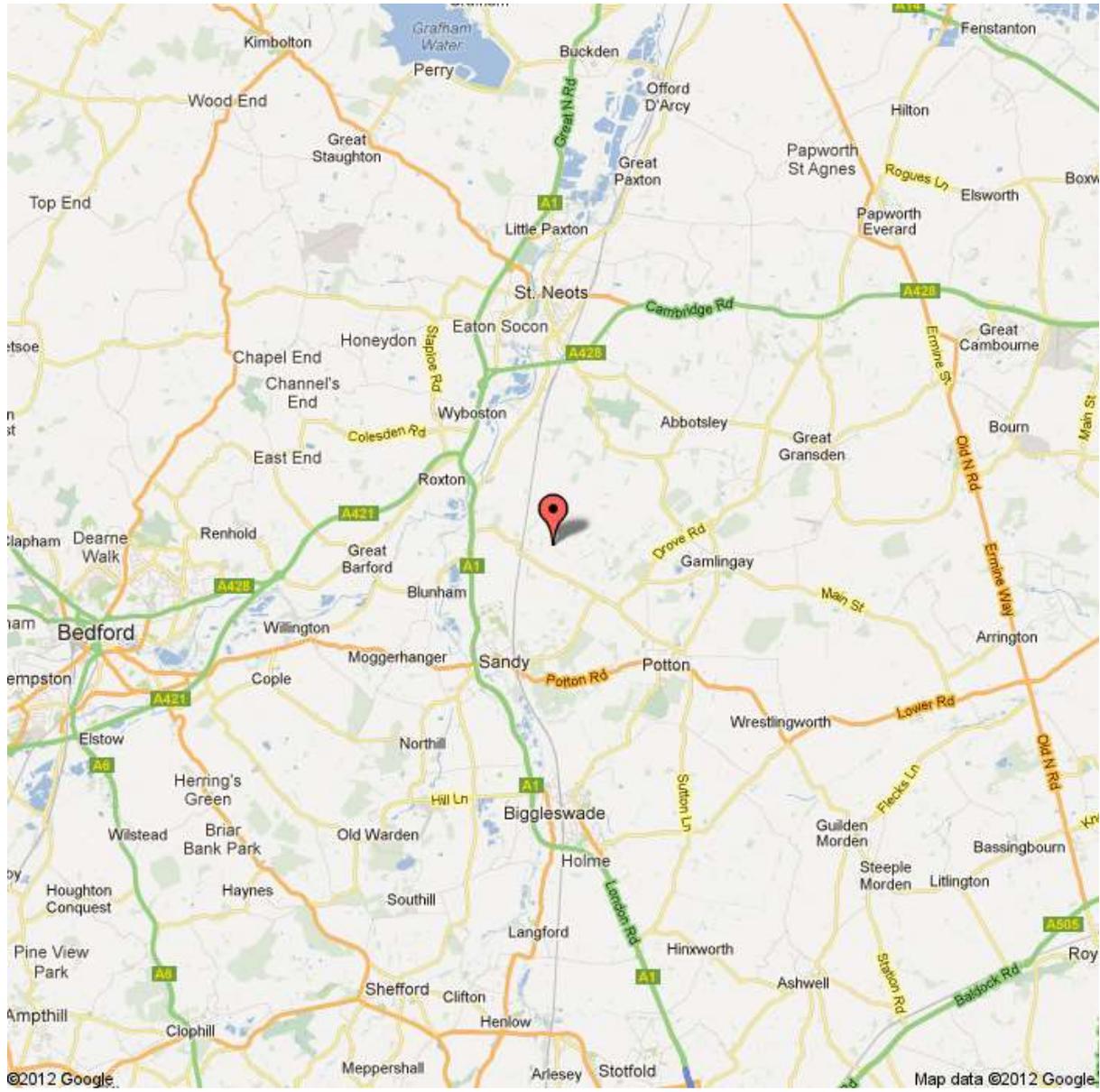
Runways (including the potentially landable runway) may be blocked by farm implements or materials.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – No

Tempsford cont.

10.5km West South West of Gransden Lodge (52° 9.572'N 0° 15.876'W)



Thame

72km South West of Gransden Lodge (51° 46.585'N 0° 56.333'W)

Landable? : **Yes**

Radio Freq / Callsign: N/A



Home of Upward Bound Trust Gliding Club (previously known as Thame). Single 1,000m long grass runway: 07/25

Issue(s):

May not operate 7 days a week.

Conform to the circuits and landing areas used by other gliders. Preferred circuit direction is to the North of the airfield.

Possibility of a re-launch? – Yes, when active

Aerotow Retrieve Possible? – Yes

Tibenham

92km North East of Gransden Lodge (52° 27.517'N 1° 9.475'E)

Landable? : Yes

Radio Freq / Callsign: 129.975 MHz



Home to the Norfolk Gliding Club. Three concrete runways: 08/26 700m long, 03/21 1600m long and 15/33 1250m long.

Issue(s):

Conform to the circuits and landing areas used by other gliders.
Obstacles may exist in some grass areas.

Possibility of a re-launch? – Yes

Aerotow Retrieve Possible? – Yes

Top Farm

6km South of Gransden Lodge (52° 7.386'N 0° 7.029'W)

Landable? : With Caution

Radio Freq / Callsign: N/A



Private Farm Strip: Single Grass strip running roughly East/ West.

Issue(s):

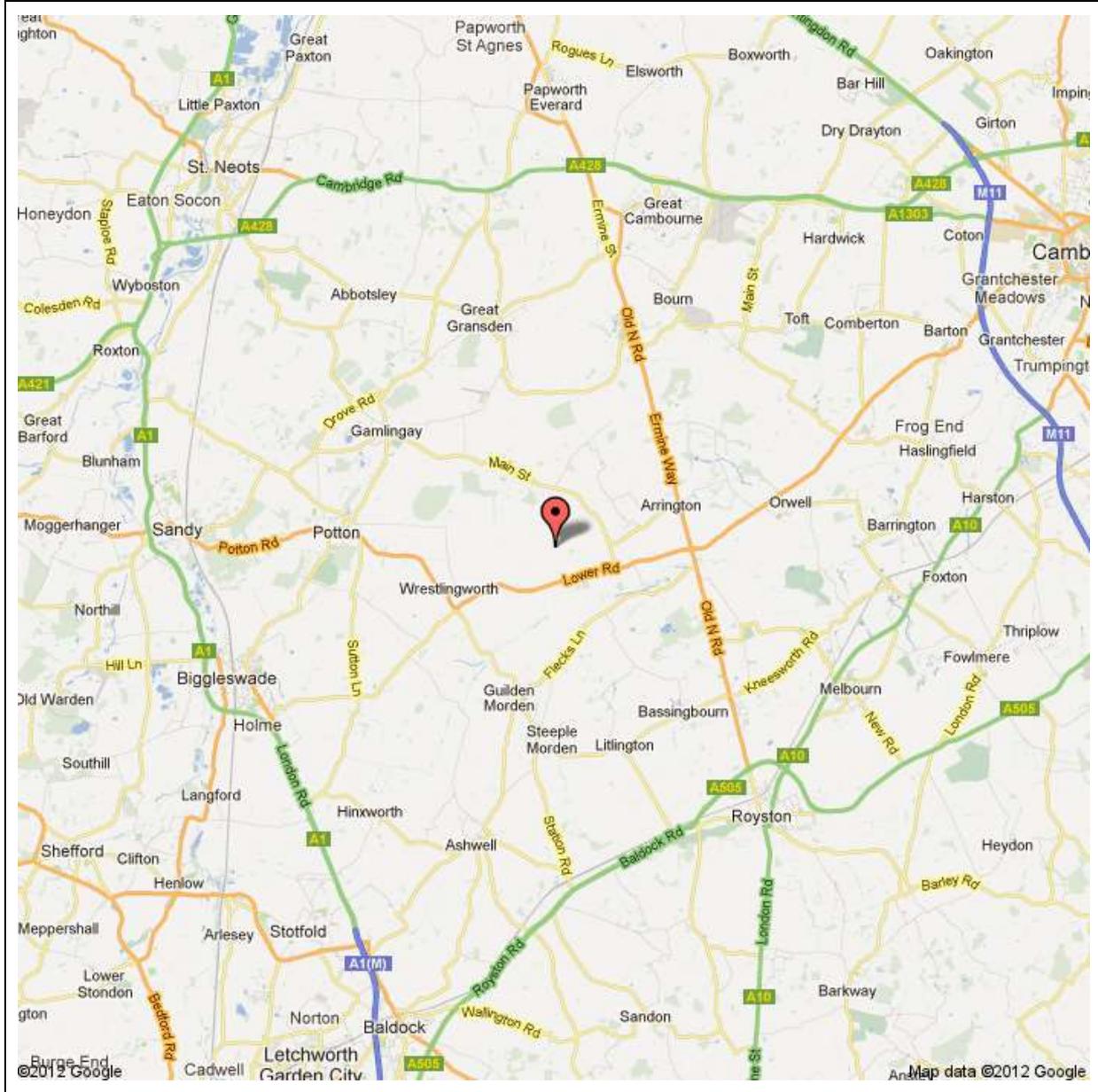
Strip can be narrow for gliders particularly when the crop gets high.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – Yes

Top Farm cont.

6km South of Gransden Lodge (52° 7.386'N 0° 7.029'W)



Upwood

29km North of Gransden Lodge (52° 26.254'N 0° 8.561'W)

Landable? : **Yes**

Radio Freq / Callsign: N/A



Home of the Nene Valley Gliding Club. Single grass runway running approx. NE/SW. The club operates from a section of the mothballed RAF Upwood which is itself fenced off from the club's location. The Club's building are at the Western end of the runway.

Issue(s):

Operates: Weekends Bank Holidays and Thursdays only.

There's a note on the gate with useful phone numbers.

Conform to the circuits and landing areas used by other gliders when operating.

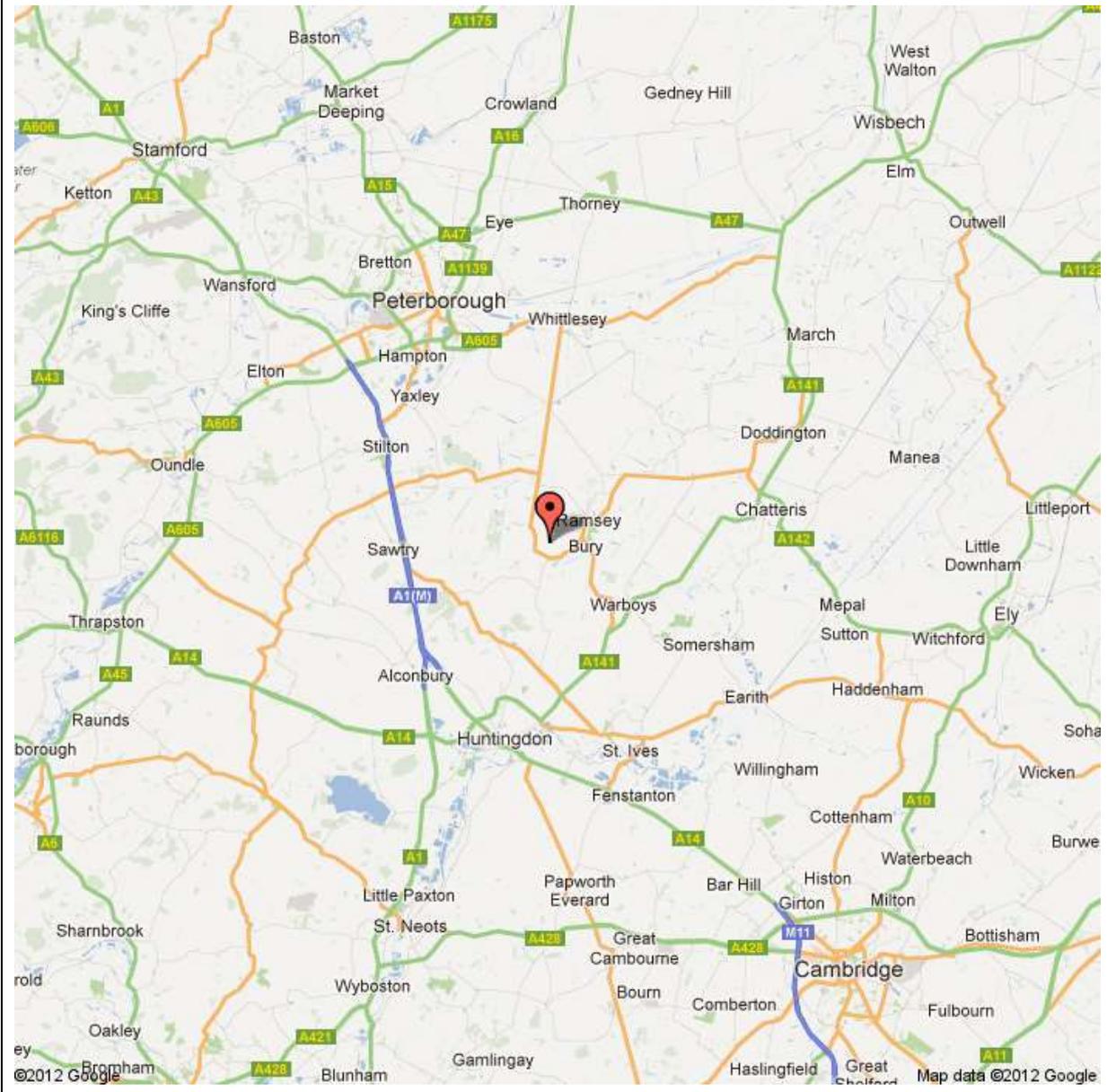
Do not attempt to land on the tarmac runway which is inside the fence and is of unknown condition instead use the grass strip shown on the map above.....!

Possibility of a re-launch? – Yes

Aerotow Retrieve Possible? – Yes

Upwood cont.

29km North of Gransden Lodge (52° 26.254'N 0° 8.561'W)



Waterbeach

23km East North East of Gransden Lodge (52° 16.942'N 0° 11.086'E)

Landable? : **With Caution**

Radio Freq / Callsign: N/A



Disused Airfield / Army Barracks.
Concrete runway 04/22) is possibly landable.

Issue(s):

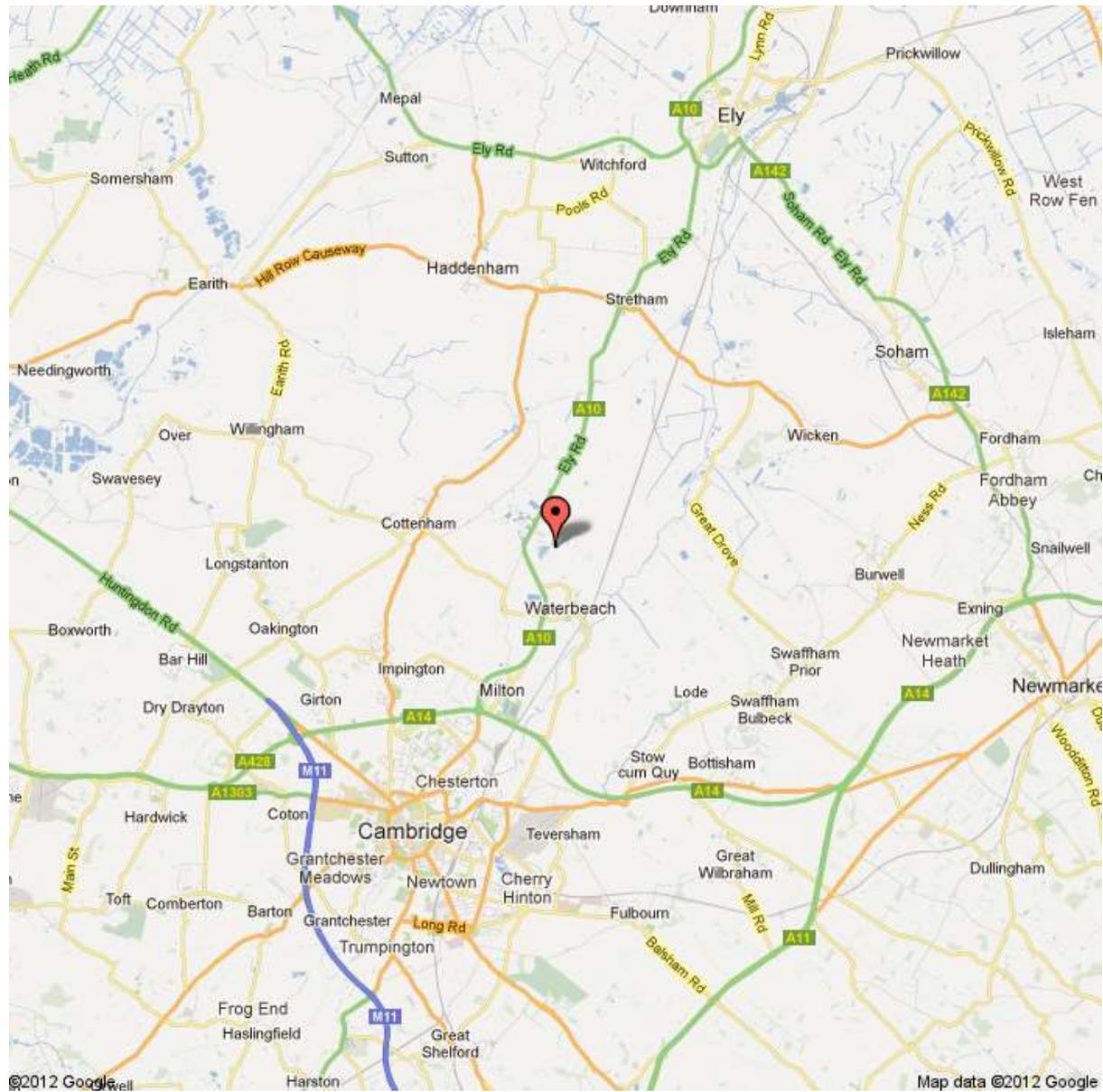
Until recently, Waterbeach was the barracks for the Royal Engineers who trained by blowing up and repairing the runways. Waterbeach was officially closed Jun 2012 and so is currently unmaintained. Access may also be a problem.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – No

Waterbeach cont.

23km East North East of Gransden Lodge (52° 16.942'N 0° 11.086'E)



Wyton

20km North Gransden Lodge (52° 21.414'N 0° 6.728'W)

Landable? : **With Caution**

Radio Freq / Callsign: 134.050 MHz / Wyton Approach



Home to the RAF's Elementary Flying School, Pathfinder Flying Club and base for the MAGPAS Medical Helicopter.

Issue(s):

Active base for RAF flight training including first solo's and early solo navigation sorties flying Grob Tutors. Don't assume that an Instructor is on board...!

As a military establishment, Wyton accept genuine 'emergency and precautionary diversions' (for which a land out qualifies a weather diversion.)

Airfield is still used by RAF and Civilian Rotary aircraft.

It is **imperative** that you make a Radio call prior to landing.

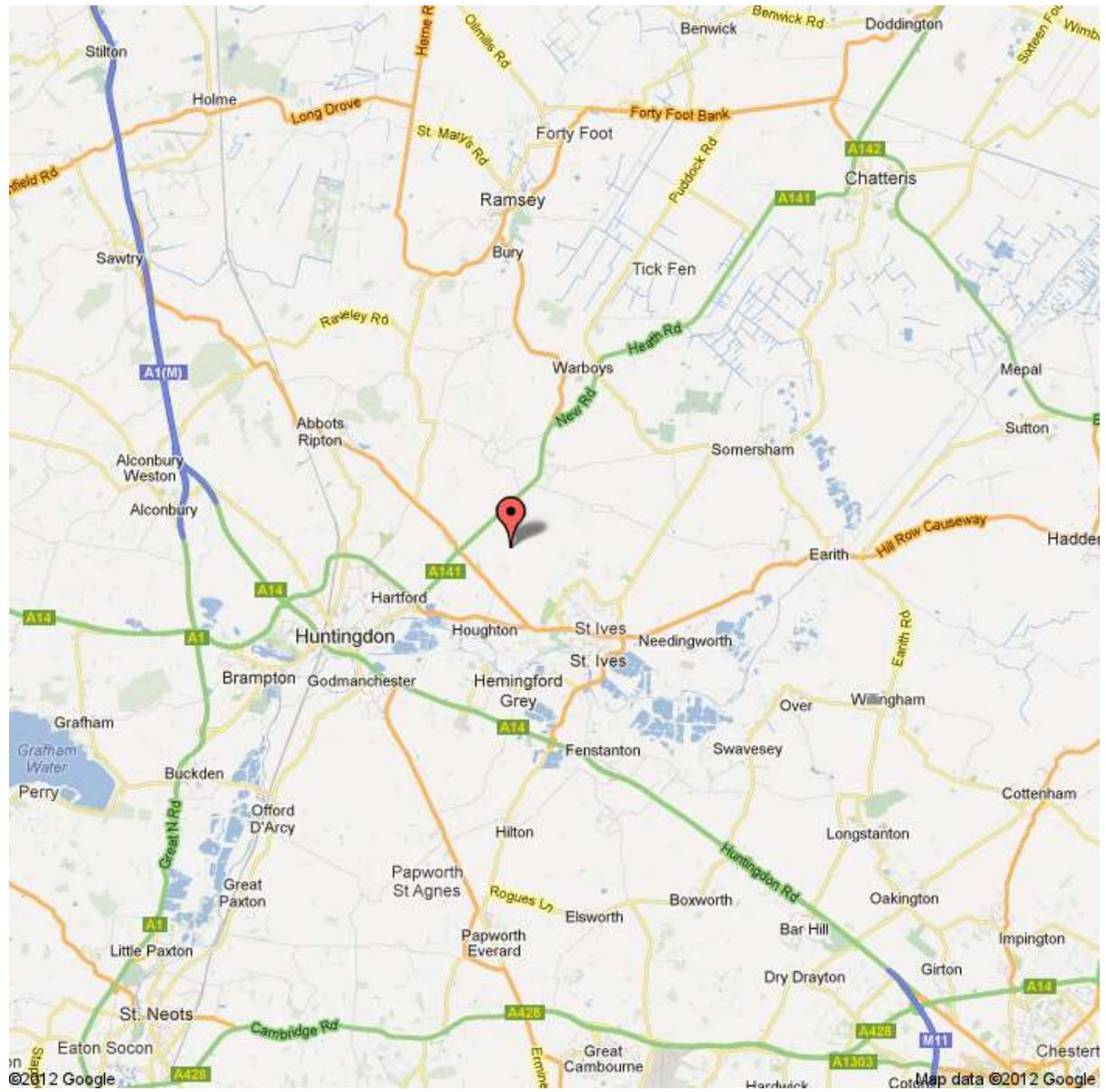
Unlike other Military airbases, Wyton does not have an ATZ.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – Possibly but no knowledge of this being carried out

Wyton cont.

20km North Gransden Lodge (52° 21.414'N 0° 6.728'W)



Woolfox Farm

67km North North West Gransden Lodge (52° 42.431'N 0° 34.871'W)

Landable? : No

Radio Freq / Callsign: N/A



Ex-WWII airfield on the East side of A1 between Wittering and Cottismore.

Issue(s):

Sheep graze freely
Hidden concrete pipes set at random in the grass.
Retrieve access is difficult.
Runways are U/S and the farmer unfriendly.

Possibility of a re-launch? – None

Aerotow Retrieve Possible? – No

