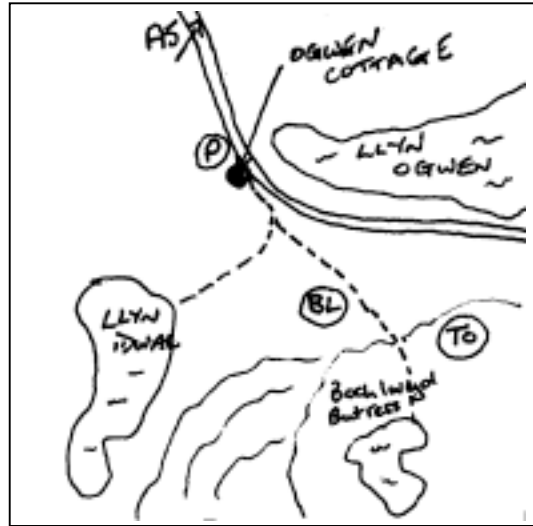


Bochlwyd/Cwm Idwal

Grid Ref SH 655 595
Wind Direction N – NW
Height 550m
Top to bottom 200m

Getting to take-off: Park at the Ogwen Cottage car park gr 649 603 and walk along the well made path towards Cwm Idwal. Where this path turns 90° right (after about 300m) carry on in the direction that you were heading along a grassy path, which leads towards Glyder Fach. You should see a steep stream about half a km ahead, walk towards this. The path crosses a large flat area (the landing site) before climbing steeply up the true left bank of the stream. Take-offs can be made from just below the lip of the cwm above (on the other side of the stream) or more comfortably from the lip of the cwm gr 655 595 (Cwm Bochlwyd).



Site Description: This is a true mountain site in magnificent scenery which given the right conditions can provide stunning “alpine” flying. Wind conditions need to be spot on however as severe rotor can be found in cross wind conditions. Essentially the wind funnels up the valley in front and there are numerous large thermal sources close by.

From this site you can explore Tryfan and the Glyders, XC from here is largely unexplored but the potential is eXcellent with the Moelwyns a few km behind.

It is unlikely that this site would ever overcrowd but we have been asked to restrict numbers to 10 or less.

Landing: The landing area is the flat grassy area which you walked over on the way up gr 653 599, please do not land in the bottom of the valley in front nor near the foot of Tryfan.

Restrictions: This site is to be flown at weekends only due to being on the low level jet route during the week. An incident between the RAF and paragliders here could have a severe impact on free flying in the area.

SNOWDONIA SKY SPORTS



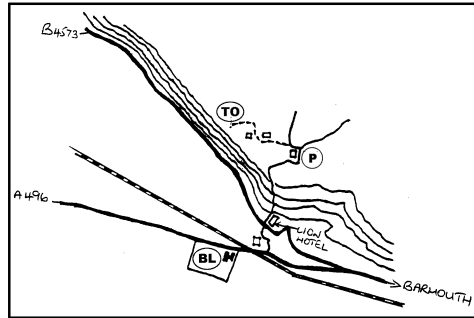
SITES GUIDE - 2002/3

Harlech

Grid Reference: SH 595 315
Wind Direction: NW.
Height ASL: 200m
Top to Bottom: 200m

Getting to Take-off. From the high street in Harlech turn up the hill past the Lion Hotel and continue for 1/2 mile. Park on side of the road next to the Welsh Water works (high tennis court style fencing).

Follow the track on the left, immediately after the WWW, and go through a gate marked 'Rhyd Galed Uchaf'. Continue on passing through one more gate and a holiday home with large glass conservatory. The track now runs uphill until you reach the top of the crag. Walk in a NE direction until the ground drops down to a field. Take-off is directly in front.



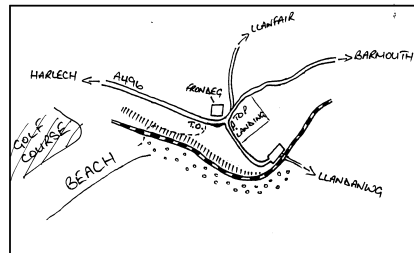
Site Description. This is a ridge about a mile long running from Harlech to Talsarnau. It is also possible to connect with the next ridge and waft off to Barmouth. There is good thermalling in Spring at this site, but it's prone to sea breezes in Summer.

Landing. Landing is in the Secondary school field (SH 579 315), by the main road, whenever possible. If forced to land below take-off choose a sheepless field. Top landing is tricky due to severe rotor.

Harlech Cliff (Llanfair)

Grid Reference: SH 574 296
Wind Direction: NW & W.
Height ASL: 50m
Top to Bottom: Down to sea level.

Getting to Take-off. The site is a mile or so South of Harlech on the Barmouth road. At Llanfair turn right towards Llandanwg and park at the side of the road. Walk back along the main road, past a bus stop, and take a public footpath on the left. You are now in a sloping field, the bottom of which is the cliff-top. Take-off is immediately on your right below the top wall of the field.



Site Description. This is a sea-cliff site with an unconventional take-off area. There are risks of rotor on take-off (from the bottom wall). The cliff/slope is soarable along to Harlech itself on a good day, with the possibility of joining the main Harlech site.

Landing. Bottom landing is down on the beach. Top landing is in the flat field at the top of the cliff, directly to the left of the take-off field. Beware of rotor when top landing here - there's sure to be some. Do Not land on the golf course at the bottom

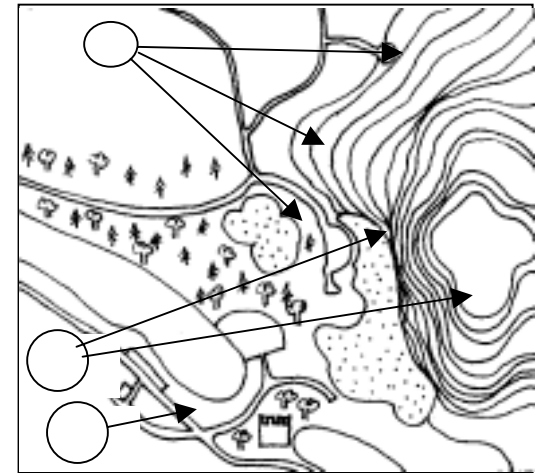
- 12 -

Elidir Fach

Grid ref: SH 604 613
Wind Direction: NW, W & SW
Height ASL: 795m.
Top to bottom: 700m

Getting to take-off Heading south from Bangor on the B4547 take the left hand turn for Deiniolen, then first left up a steep hill, following the road as it turns sharp right beside a forestry plantation. Continue until the road terminates at a gate and parking area (SH 597 631). Continue on foot up the tarmac road, taking the first right fork (after 1/2 mile). Keep going up, round the bends, until the road end.(another mile or so) You are now facing Llanberis to the SW.

Scramble up the last 150m to find a suitable take-off on and around the summit.



For the Garret take-off park at the Bus turnaround (SH 591 611) and enter the quarry through the gate. Carry on until level with the grand waste heaps on the left, up which you'll see a track. Follow this winding track until it emerges onto a level take-off area facing WNW (SH 595 611).

Alternatively, find your way to the top of the 'Garret' road where there is parking for 4 or 5 cars (SH 594 614). Walk up the rest of the road into the quarry. Contour right, along a track to find a NW take-off. This is 'The Garret' take-off. 'The Garret' car park is a SENSITIVE place. On no account block this area, or the road. It is used regularly by the local farmer who needs to turn a trailer at the parking area.

From Garret it is possible to pick your way up quarry tracks to the summit of Elidir Fach. Be careful in the Quarries!

Site Description: Elidir Fach summit is a rounded, slightly rocky place. From here there is a 700m flydown to Llanberis, high over the top of the quarry holes. This is a good straightforward proposition on stable winter days and evenings.

The quarry area is a massive thermal source - all that dark slate baking in the sun. Flying is serious stuff at this site - especially at the Garret take-off where launching and getting up and away is not to be undertaken lightly. There can be monster lift and corresponding sink and turbulence so watch out.

Landing: Directly below the Garret take off is a flat area, which is a reclaimed and grassed quarry-hole. This is the 'Bus-Stop' landing field. Its pretty good but watch out for power lines. Alternatively if you're going all the way down to Llanberis, there is a large area of grassy fields on the edge of the village and lying by the lake. Land by the football pitch that lies amongst these fields (not the football pitch on the far side of the main road) - and then off to Pete's Eats in the village for a brew.

There is nowhere to land between these two landing fields!!

- 1 -

Pen yr Helgi Du

Grid Reference: SH 698 630
Wind Direction: SE & W.
Height: 833m.
Top to Bottom: About 500m.

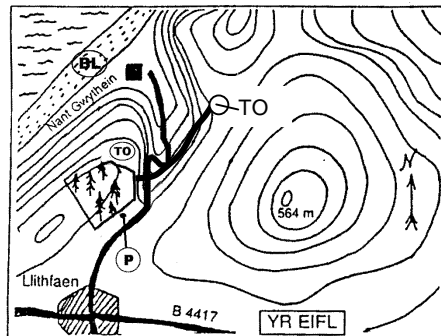
Getting to Take-off: The footpath leaves the road at SH 692 603 (about 2 miles west of Capel Curig on the A5). Find a place to park along the main road, then take the marked footpath that leads up to the crest of the ridge, crossing the leat. The leat contours around the hill at 1/3 height. Below the leat the hillside is fenced into enclosures (and thus contains livestock). Take-off is anywhere on the open hillside above the leat.

Site Description: A 2km long ridge, generally flat topped, leads South from the summit of Pen yr Helgi Du. This ridge is flyable on its W and E sides. The West face becomes very turbulent in moderate winds. The summit is rocky and descends steeply on the North side so don't risk getting blown back.

Landing: There are good clear areas in front of the ridge faces making easy landings for inexperienced pilots, but please keep away from any areas of livestock in the lower fields, and the area of the farm.

Nant Gwythein

Grid Reference: SH 350 444
Wind Direction: NW.
Height ASL: 300m.
Top to Bottom: 300m.



Getting to Take-off: Take the mountain road out of Llithfaen that leads towards Nant Gwythein. Park in the car park, by the trees, just before the road descends steeply. Walk down the road till a sharp right-hand bend where you're looking out to sea. Contour left from here and find a suitable take-off place amongst the heather and facing the sea. Alternatively walk along the track which parallels the power cables at the back of the bowl and take off from the grassy slope which faces NW. Give the power lines plenty of room!

Site Description: A series of hills and cliffs bisected by a narrow valley giving a large site of great, panoramic coastal soaring, with the option to make a few 'jumps' and do a touch of exploring. One recorded incident of a direct hit from a Buzzard attack!

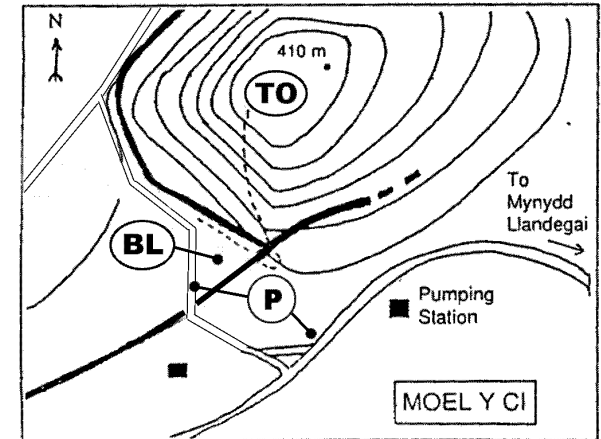
Landing: Top land with great care. Normal landing on the beach but be extremely aware of the tidal state as there's no beach left at high tide. There is a cafe down there in the summer. Don't land right by the buildings.

Landing: The landing field is the one immediately over the lane opposite the small tarmaced parking bay. If parked at the quarry car park it is also possible to land on the slope just above.

Moel y Ci

Grid Reference: SH 591 661
Wind Direction: SW, W & NW.
Height ASL: 400m.
Top to Bottom: 50m.

Getting to Take-off: For the SW facing side of the hill take the mountain road that links Deiniolen and Mynydd Llandegai. If travelling from Deiniolen you'll see a track on your left (SH 593 654) leading to the col between Moel y Ci and its sister hill Moel Rhiwen. Drive up this for 100yds and park immediately you pass through a gate. Re-attach your exhaust pipe. There's room here for 5 or 6 cars if parked well, but please don't block the track or drive further along from the gate.



If this area is full, or you're particularly fussy about the bottom of your car, simply park at the bottom of the track, but again don't block it, or the road. Only room for about two cars here. From the gate car park walk along the track for 100yds until a small gate on your right gives access to a path alongside a wall. Follow this path for 100yds (the triangle of heather on your right is the landing field) and go through a kissing gate. Go through, and immediately on your left you'll see a small track leading up the hill.

SW take-off is any suitable place on the SW side.

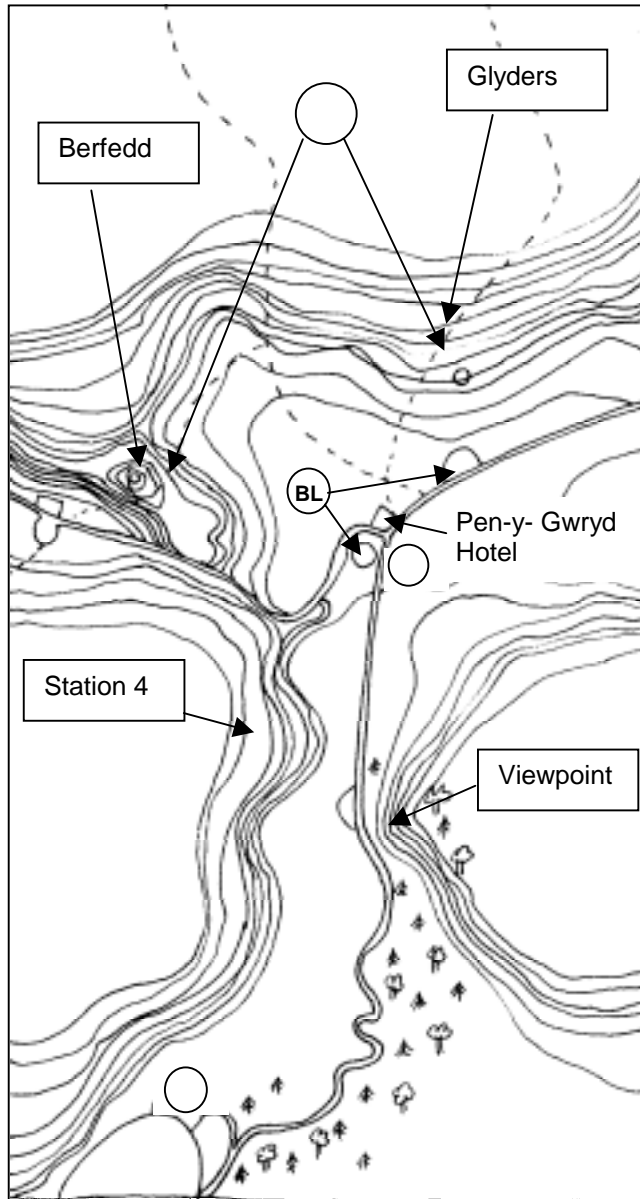
W take-off is a walk round to the, er, well West of the hill.

NW take off is...

Site Description: This is a small site by local standards and of interest mainly due to its convenience for local pilots. Its small size means a small lift band, thus with more than four or five gliders it gets crowded on a light day. The hilltop is flat and so good for top landing and quite forgiving.

Landing: It is very important to land only in the triangular heather field by the parking area (unless you're in a spot of bother). This is sometimes possible even when flying the NW side, though it may be in rotor. Otherwise top land anywhere you want on the hill but not below the track on either the SW or NW sides. Beware of the power lines when soaring low or trying to land low on the NW side!

GWYNANT VALLEY MAP



Gwynant Valley

Moel Berfedd

Grid Reference:	SH 652 557
Wind Direction:	E & SE.
Height:	480m.
Top to Bottom:	Landing field 280m.

Important notice: The club may have a no-fly agreement on this site during lambing, so if flying in March, April or May please look out for, and observe, any notices that will be prominently positioned on entry points to this site, and/or contact the club. Please frequent yourself with the map that follows this section. During this period there is an agreed alternative take-off site - 'Station 4'. This is outlined with the map.

Getting to Take-off: Find a parking space somewhere around the Pen y Gwryd hotel (SH 660 558). Don't park in their car park. At the top end of the Gwryd car park you'll see a ladder over the fence. Go over this and make your way up the hill. If you look at the hill you can see a stone wall that disappears over its top roughly in the middle. Where this wall disappears onto the hilltop you'll find a great and grassy take-off. You can also take off in suitable places on the lower slopes. From this Easterly take-off you can also walk around to the S/SE face. Search hard for suitable looking take-off ledges.

Site Description: Moel Berfedd offers good soaring for the non-XC pilot. For the XC pilot it is a serious mountain-flying proposition. The eastern faces of the Snowdon massif are complex and unpredictable, with the area being the meeting point of three major valleys. The thermals can be strong and rough and the winds prone to sudden changes in direction as the valley winds fight for supremacy. It is not unusual in summer, whilst soaring in a pleasant Easterly wind to suddenly find a strong North-westerly sea-breeze spilling up and over Pen y Pass. If inexperienced and intending an initial XC flight it may be prudent to seek a little local knowledge first. Landing in this area can be interesting even for experienced locals!

The S/SW take-off side of the hill is well known for being more than 'a little rough'; beware of wave from Snowdon and sea breezes spilling up the pass from the right.

Landing: The main landing site is situated down by the Pen y Gwryd hotel, in the area directly over the road from the ladder you climbed over.

If you go XC towards Snowdon and can't get back, the landing field is right down in the bottom of the Gwynant Valley, in the fields immediately beside the lake. This is also a campsite. There is no landing area between Moel Berfedd and this lakeside field. Do not get caught short or you will seriously jeopardise the good relationship we have with the farmer. The trip to the lake field is a mini XC in itself and a great first XC - but don't fall short!

SNOWDONIA SKY SPORTS

SITE LIST

Grid references for the following sites all appear on the OS Outdoor Leisure Map No.17.

Elidir Fach	NW, W, & SW	mountain site.	Page 1
Moel Elio	N, NW, W, & SW	mountain site.	Page 2
Moel -Y-Ci	NW & SW	hill site.	Page 3
Moel Wynion	NW & SW	mountain site	Page 4
Moel Berfedd	E & SE	mountain site.	Page 5
Station 4	NE to SE	mountain site.	Page 6
The Glyders	SE to SW	mountain site.	Page 6
Viewpoint	SE to SW	mountain site.	Page 7
Foel Lus	NW & NE	coastal site.	Page 9
Penmaen Bach	NE	coastal site.	Page 9
Pen yr Helgi Du	E & SW	mountain site.	Page 10
Bochlwyd/Cwm Idwal	N & NW	mountain site	Page 13

Grid references for the following sites appear on OS Landranger Map No.123.

Nant Gwytheyrn	NW	coastal mountain site.	Page 10
Trefor	N & NW	small 20m coastal site	Page 11

Grid references for the following sites appear on OS Outdoor Leisure Map No.18.

Tremadog	SW	cliff site	Page 11
Harlech	NW	coastal site	Page 12
Harlech Cliff (Llanfair)	NW to W	coastal site	Page 12

This site guide is for reference only. Inclusion of any sites in no way implies right of access.

This guide is not for general distribution and serves only as a record of the clubs activities to date.

Snowdonia Sky Sports

Snowdonia Sky Sports was set up by local pilots in 1990 to protect the local sites and the interests of pilots flying in northern Snowdonia.

Initially it was only a handful of local activists walking up on to the high mountains to take the huge fly downs the area offers and, at the time, there was little in the way of club maintenance. But as our sport has grown and sites become more crowded, inevitably issues have occurred and so the need for the clubs existence has become more and more important.

Hang gliding and paragliding are very visual sports. We and many others love to see pilots free flying around the hills but, to landowners and farmers, we can sometimes be seen as an increasing problem and even a threat to their livelihoods. All our sites are in a traditional hill farming area and livestock is almost always present whenever we fly. Conflict between landowners and the free flying community can easily occur in these sensitive areas, and sites can be lost through one unfortunate incident.

SSS now manages the flying sites on and around the Snowdon massif and, in agreement with the National Park, National Trust and the other private landowners, it is the recognised representative body for hang gliding and paragliding in the area. Our sites are registered with the BHPA, but site sovereignty goes nowhere without the consent of the landowners themselves. SSS works hard to keep communication and relationships open and positive with the local landowners but this relies heavily on the attitude of the pilots on the hill.

Understanding the negotiated agreements for flying in this area is key to the continued freedom we have in these hills. SSS has produced a guide to all the major flying sites in this area, detailing the parking and launching agreements and any local restrictions arranged with the landowners - your possession of this information in everyone's interest.

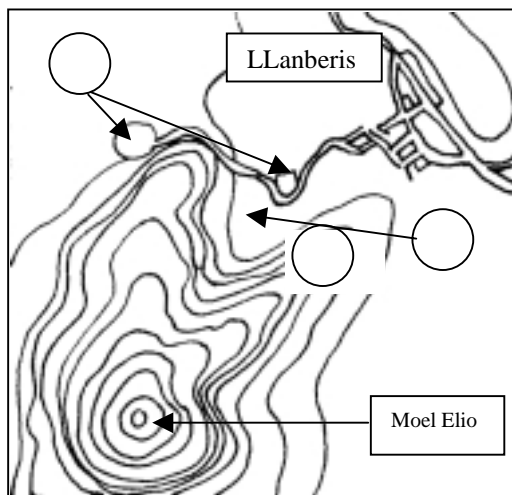
Your membership to SSS helps pay for the production of these sites guides and newsletters and goes towards helping us maintain good open relationships with the landowners, with the limited resources we have.

Northern Snowdonia is an incredible place to fly and with everyone's help it can remain an open and friendly area to fly. Please respect the information provided in the sites guide and go out and enjoy some of the finest mountain flying in the UK.

Moel Elio

Grid reference: SH 566 577
Wind direction: N, NW, W, & SW.
Height ASL: Take-off 350m,
Summit 726m.
Top to Bottom: 270m.

Getting to take-off: There are two areas for parking cars. The least sensitive area is approached via the mountain road from Waenfawr (SH 537 598). At the track's end (a five-bar gate) there is ample parking on rough ground associated with the disused slate quarry (SH 557 599). Gain either face of Elio by walking up the north ridge. (20 mins - easy angle)



For the sensitive parking place turn off Llanberis high street at the Spa. First right. First left. Keep going, through a gate, 'till the road turns into a track. You're there (SH 567 595). This is a small, tarmaced parking bay that you might think holds ten cars if packed in double. It doesn't. It holds about three! Any more and the farmer can't turn his trailer round and, justifiably, gets pissed off. He's a great guy so don't upset him. If this place has more than three cars in it there's a lay-by 100yds back down the hill. If parked at right angles to the road we can squeeze about six cars in this spot. Finally, as a last option, go back up the road to the sharp right hand bend where it turns into a track. Between the bend and the gate above you'll see a sloping field on the right. Drive onto the edge of the field and park. Do not drive further into this field than is absolutely necessary! Try not to scuff up the grass with tyres. The field should only be used when the other options are full. When parking anywhere here please don't block the road or track and don't block any openings into fields especially the openings into and opposite the derelict by the parking bay. Do try to share lifts up to the parking area.

Phew! We're out of the car. Just below the small tarmac parking bay is a track leading towards the bottom of Elio's main spur. Take this, through the gate, then along for about 200m. Now bear right off the track and up the hill towards a fence-ladder. Over this ladder is the start of the spur and the main take-off area (SH 567 590).

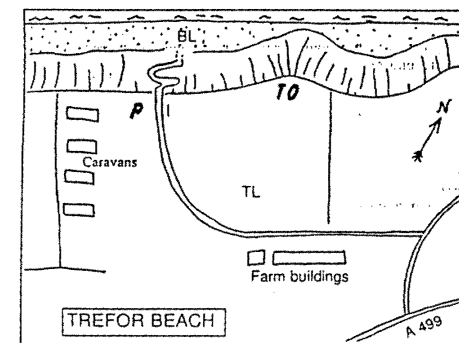
Site Description: Moel Elio is a conical hill overlooking Llanberis to the North, and is strategically well placed for XC flights to Snowdon and beyond. Top landing is not recommended under strong conditions as the summit is conical and there are cliffs over the back on the NE side. The ridge leading east towards Snowdon is spine backed, irregular and rocky with the associated hazards of strong compression and rotor. The main cause of accidents here has been inexperienced pilots being blown back over the spur and mashed in rotor!

Do not land in the bowl on the east side of the spur (the one with the lake) as this land is out of bounds to us. Equally, do not take off on the eastern side of the take-off spur.

Trefor

Grid Reference: SH 388 474
Wind Direction: N & NW.
Height ASL: 20m.

Getting to Take-off. Turn off the A499 just NE of the village of Trefor. Follow the signs for the campsite and drive down the lane to the farmhouse. Ask permission to fly at the farm. Continue on to the cliff edge at the end of the caravan park, and rig in the field to the NE of the caravans.



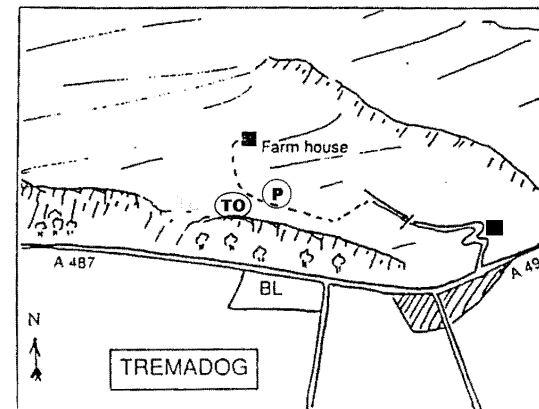
Site Description. This is a small mud-cliff, 20m or so high, providing interesting soaring when low cloud or high winds preclude flying on mountain sites. The cliff edge is soarable for several kilometres along the coast in moderate breezes. On a hang glider it is possible to jump back to the hills behind, from where a spectacular coastal run is possible to Nefyn and back.

Watch out for rotor at the cliff edge.

Tremadog

Grid Reference: SH 555 408
Wind Direction: SW.
Height ASL: 130m.
Top to Bottom: 120m.

Getting to Take-off. Take the A498 East out of Tremadog (towards Beddgelert). Take the first left up a hill and round a sharp bend. Continue through a gate and turn left onto the rough track that leads to the farmhouse. Pay the farmer the parking fee (currently £2/car) and proceed to take-off.



Site Description. This is a rocky cliff with a restricted, and rather tricky, take-off area. Once airborne the cliff provides good dynamic soaring as well as being well thermic considering its proximity to the sea. If the wind is off to the south it can get pretty turbulent.

While XC potential is good, the terrain downwind is distinctly mountainous.

Landing. Top landing for paragliders is in rough area immediately west of take-off, where the cliff edge rounds off. Bottom landing is in the field next to the road. There is no safe hang glider top landing.

Moel Wnion

Grid Reference: SH 649 697
Wind direction: NW & SW
Height ASL: 580m
Top to bottom: 250m

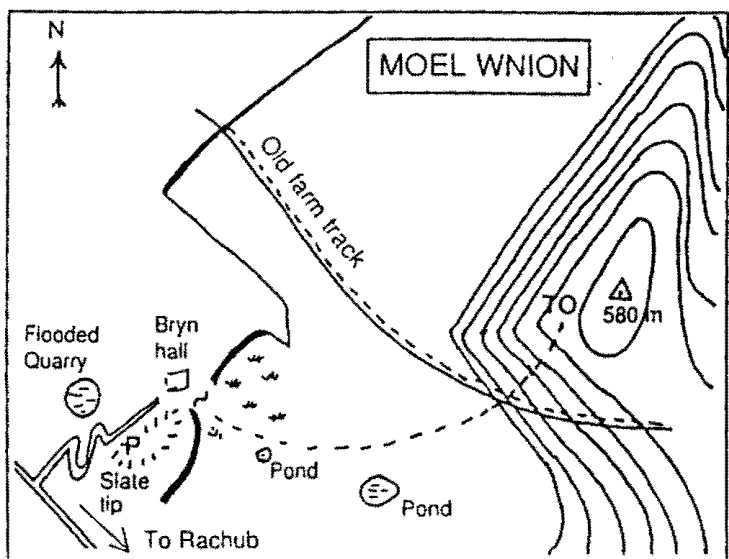
Getting to take-off: Drive up the lane (which becomes a track) that terminates at Bryn Hall (SH 634 694). Once on the track drive round a couple of sharp bends until, just above the flooded quarry hole, you see a right-hand junction off the track. Park here. Do not park past this place. Walk up the track to where it ends at Bryn Hall and go through the gate, on your right, into the fields. Follow the rough track up onto the hill.

Site Description: This rounded grassy hill offers excellent soaring in NW & SW winds. Its NW face is about 1km long and 200m high. It is steep and grassy, with a good flattish top. At the southern end the ridge turns into an open SW facing bowl. While not so steep or long as its neighbour, this SW side is nevertheless a good soarable site in moderate breezes.

Moel Wnion is a very forgiving site by local standards and offers great ridge soaring with good opportunities to hone those top-landing skills. The hill is well used by the two local schools, so be aware that you may be sharing the sky with novice pilots.

Landing: The landing site is basically anywhere at the bottom of the hill, but usually back down towards Bryn Hall.

NB. No Dogs. No ground handling above track. Please do not fly if sheep being moved. Please do not leave wings laid out for long periods of time. We have agreed these measures with Graziers Association and NT.



Foel Lus

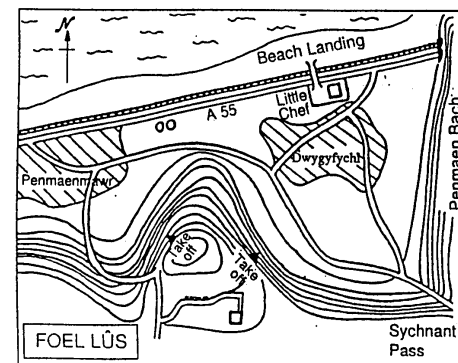
Grid reference: SH 733 763
Wind direction: NW & NE.
Height ASL: Take-off 250m, Summit 360m.

Top to bottom: Landing at sea-level.

Getting to take-off: (See map). Foel Lus is situated on the North Wales coast east of, and overlooking, Penmaenmawr. Drive up the hill until you are facing out to sea on the side of the hill with a pair of old stone gate pillars in front of you. Park here. Do not block the track and do not drive up the hill any further.

Site description: Just over 1000ft high, Foel Lus can be soared in both NW & NE winds. It offers good soaring and the limited opportunity of ridge runs along the coast, though there are some tricky 'jumps' and some nasty power lines about.

Landing: Top landing is possible but can be tricky in lifty or scratchy conditions. It is OK to land on the rough ground in front of the football pitch at the Little Chef. Another landing is at the campsite at the base of the spur, on the other side of the road that joins Pen and Dwygyfychi, pay the farmer £1 and you can park and land all day. Do not land on the Golf Course. If you are intending to land on the beach, keep an eye on the tides - high tide means no beach.



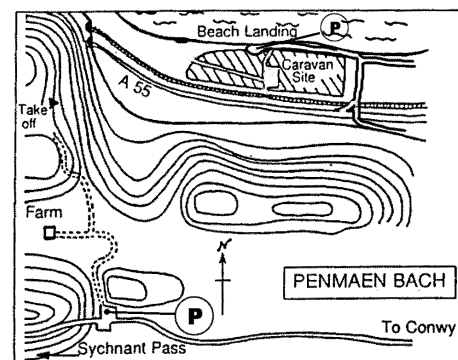
Penmaen Bach

Grid Reference: SH 748 781
Wind Direction: NE.
Height ASL: 230m.
Top to Bottom: 230m.

Getting to Take-off: Take-off is approached by foot. Do not drive up the track. Park in the small car park at the top of the Sychnant Pass (SH 750 770) and walk about 3/4 mile to the take-off area (about SH 750 780).

Site Description: This is a large headland with a 1/2 mile soarable face. It is possible to go right, along the northerly faces to Conwy when the wind is right.

Landing: Top landing is possible on the open moorland behind take-off, but serious rotor has been experienced. Bottom landing is on the beach. Do not leave it too late to break away from the hill as there's a lot of serious stuff to fly over - roads, railways and campsites.



The Glyders

Grid Reference: SH 663 566
Wind Direction: S & SE.
Height: 400m.
Top to Bottom: Landing field about 260m.

Getting to Take-off: From the Pen y Gwryd Hotel (SH 660 558) carry on the road towards Capel Curig for 200yds and park in the lay-by. Walk back along the road and go over the ladder just before the first house. Follow the path, over the stream, and keep going up the hill beside the stone wall. Follow this wall until it contours to the right, where there's a ladder. You are now at the lower take-off. If you want a higher take-off, go over the ladder and climb the path for ten minutes until you see a suitable heathery area on your right. This is the upper take-off. You can walk all the way up if you want, but finding good take-off spots is surprisingly difficult. It's also totally knacker.

Site Description: The Glyders is a pretty fine launch site for exploring a couple of miles of the South facing slopes of the Glyders. There's good thermal flying as well as soaring, though the terrain can be committing at times. There is XC potential over the back towards Conwy, as well as mini XC trips along the ridge to Capel Curig. This is not quite the gentle place it appears at first sight, and has had more than its fair share of accidents.

Landing: Down by the lay-by, on either side of the road. Watch the little lake! And don't climb the fences.

Station 4

Grid Reference: SH 648 548
Wind Direction: NE, E, SE.
Height: 360m.
Top to Bottom: Not available during no fly time

This site is mainly useful as an alternative to Moel Berfedd during the lambing 'no-fly agreement'. It is then imperative that you are both familiar with the area and confident of completing an XC flight without jeopardising the site agreement. During lambing, we suggest that only pilots that have experienced flying to 'The Pump' from Moel Berfedd should use this site. Anyone landing in the out of bounds area marked on the map will incur not only the wrath of the farmer but also the Club. You will damage the agreements we have made.

Getting to Take-off: The nearest parking is at Pen y Pass. Take the Miners Track for 800m until the path bends to the right and a spur leads, on the left, SE towards the valley. Follow the spur down until several small take-offs can be found before a steeper drop. The exact position of take-off varies according to the wind direction.

Site Description: Whilst not a soaring site in itself, Station 4 provides access to 'The Pump'. From here it is possible to gain height up to Gallt y Wenallt and, subsequently, the main Snowdon arena. If possible gain height above take-off, then fly right past the pipeline beyond which is a large crag sticking out into the valley - this is 'The Pump'. Gain height here and have a nice day.

Landing: If conditions prove to be lighter than expected, either top land on the high plateau between take-off and 'The Pump' or fly down the valley to land in the camp site at the end of the lake. Beware of any rotor behind 'The Pump'. The campsite is attainable on glide from the top of 'The Pump' for most gliders - do not lose too much height searching for a save. DO NOT LAND SHORT.

Viewpoint

Grid Reference: SH 659 542
Wind Direction: S/SW.
Height ASL: 250m.
Top to Bottom: Not available! Top landing only!

Important Notice: This site may sometimes be subject to a flying ban during lambing. If you are flying during March, April, or May please look out for, and observe, notices that will be posted on the access point to this site, and/or contact the club for more information.

Getting to Take-off: From the Pen y Gwryd Hotel go down the main road towards Llyn Gwynant. After about 3/4 mile you'll see a parking area on the right with wonderful views across to Snowdon and its spurs and ridges. Park up, have an ice-cream, and when you can tear yourself away from the view walk directly across the road, carefully step over the fence, and walk about 50yds up the slope. Take off facing down to the lake.

Site Description: This is a tiny site that provides little interest for ridge flying. Due to the necessity to avoid landing below the road at all costs, it should only be used as a launch point for XC excursions. It is only soarable in a S/SW wind direction, at which time The Glyders offers a better alternative site.

Landing: Outside any no-fly agreement, landing below the road is to be avoided unless a total necessity. Top land above the road only. During any no-fly agreement, landing below the road is definitely a no-no. Failure to comply with this will jeopardise our agreements. If you are not confident of going XC then leave this site alone during lambing.