



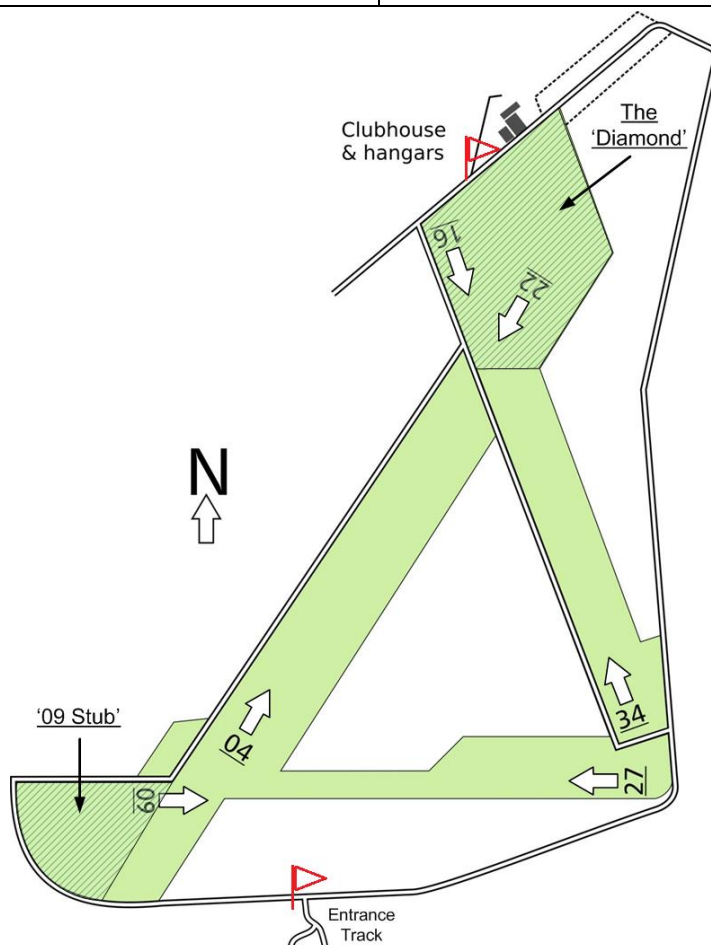
## Visiting Cambridge Gliding Centre by Air

Gliders, including powered sailplanes, are always welcome. If a relight or aerotow retrieve is required we will endeavour to provide it.

Powered aircraft, including motor gliders, are strictly PPR which will be granted only for visits in connection with gliding.

### Airfield Information

Gransden Lodge	Elevation 254'	Hours	HJ
"Gransden Lodge Base"	131.280	Strictly PPR Aeroplanes and TMGs	
Coordinates	521041N 0000653W	BGA Waypoint 'GRL'	(Clubhouse)
Fuel (members only)	100 LL		
Office: 01767 677 077		Club house: 01767 679 111	



There are no runway boundary markers or designators. There is no signals square. There are two windsocks as shown above. There are no published figures for TORA, LDA or manoeuvring area

## Flying Powered Aircraft at Gransden Lodge

dimensions. As a guide the 'main' run identified as 22/04 is about 130 metres wide and the length available for winching is about 1100 metres. Trying to land entirely within 'The Diamond' is not recommended for visitors. The '09 Stub' is best avoided.

### Airfield Activity

The airfield is active, weather permitting, every day (and some evenings) in summer and most days in winter with glider winch launching up to 3,254' AMSL. We also aerotow and operate a TMG.

### Winch Cables

Our cables are made from lightweight Dynon. Please do not attempt to land, take-off or taxi over them. They are very strong in tension but very easily damaged if 'driven' over. Being light they could get sucked up into a propeller which could spoil your day.

When the 04/22 run is in use cables are normally on the south-east side. On 16/34 on the western side. On 09/27 they are straight down the middle.

### Runway in use & Circuits

Run in use for winching is usually evident from the position of the winch and the gliders parked by a bus waiting to launch by a bus. However, aircraft may also be using other runs for landing or powered flight so must be assumed to be active as well. Lookout, listen on the radio and state your intentions.

Gliders may do left or right handed circuits or sometimes straight in from a long final. Keep a good lookout especially on base leg.

**Power circuits** are done outside the glider circuit to avoid descending onto gliders already in the circuit. Joining on base leg at 500' is usually sensible.

**Glider Circuits** are best done on the downwind side of the runway you intend to use, but not if that would involve flying over the run being used for winching.

### Joining & Arrival

No overhead joins due cables.

### Flying over Obstacles

If flying over obstacles on the airfield, for example to land long, the minimum safe height with a tow rope attached is 300' otherwise 200'. If unachievable ensure lateral separation and if appropriate use another runway.

### Radio

'Gransden Lodge Base' 131.280 is used mainly for pilots to announce their position in the circuit. Please make standard calls but don't expect any responses. Don't use the call sign "Gransden Radio" - this causes confusion because that is the call sign of our neighbours at Little Gransden airfield 1 nm to the south west. You can ask for the runway in use – but may not get a response.

### Facilities

Clubhouse facilities include toilets, tea, coffee, soft drinks, confectionary and aviation gossip.

The Booking in / out sheets are in the small briefing room in the office building.

### Departure

A briefing from the duty tug pilot, or an instructor is advised. Main points:

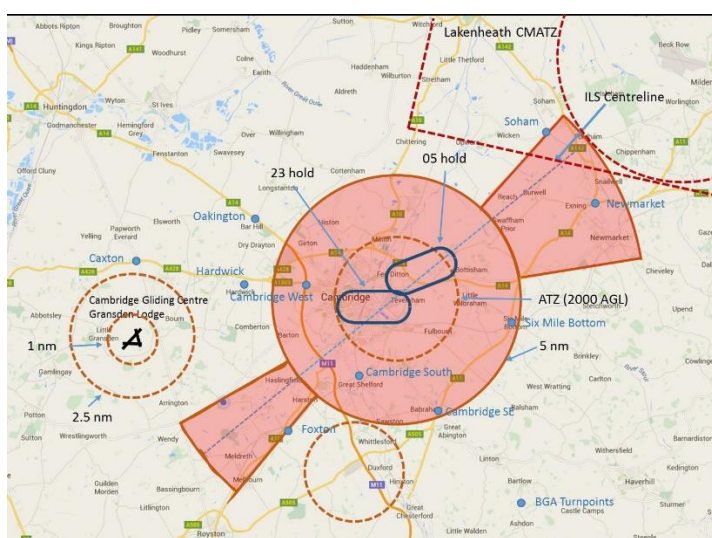
## Flying Powered Aircraft at Gransden Lodge

- Don't overfly The Gransdens or Little Gransden airfield.
- Remain outside the Little Gransden exclusion area.
- Departures on 22 normally require a left turn towards the water tower.
- Departures on 27 are particularly awkward.

### Our Neighbours

#### Cambridge Airport EGSC 120.965

Cambridge Airport is moderately busy and accepts aircraft up to Boeing 747 size. It has a hold overhead from 3,000' upwards and instrument approaches to runways 23 and 05 starting 10 nm out. The club has an agreement that our traffic will call Cambridge Approach/Radar on 120.965 before entering the circle of 5nm radius shown on the chart below, or within the ILS feathers out to 10nm. Please help us to maintain good relations by talking to them before entering the shaded area at any altitude.



#### Bourn Airfield EGSN 124.355 (Rural Flying Corps)

Bourn is an unlicensed airfield with light fixed and rotary wing traffic. Note that the main runways are no longer in use. There is a new runway 36 RH / 18 LH on the old taxiway, with a grass extension to the north about 600 m long with 1,000' circuits to the east – which means dead-side descents to their circuit height take place on our side of their airfield. Being unlicensed there is no ATZ but calls to Bourn Radio on 124.355 are appropriate if passing nearby.

#### Little Gransden EGMJ 130.850 (still 25 kHz channel) – home of Yak UK

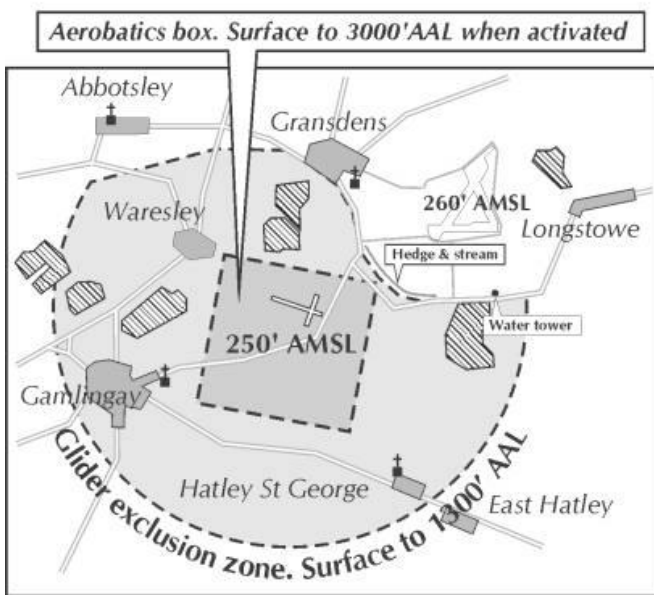
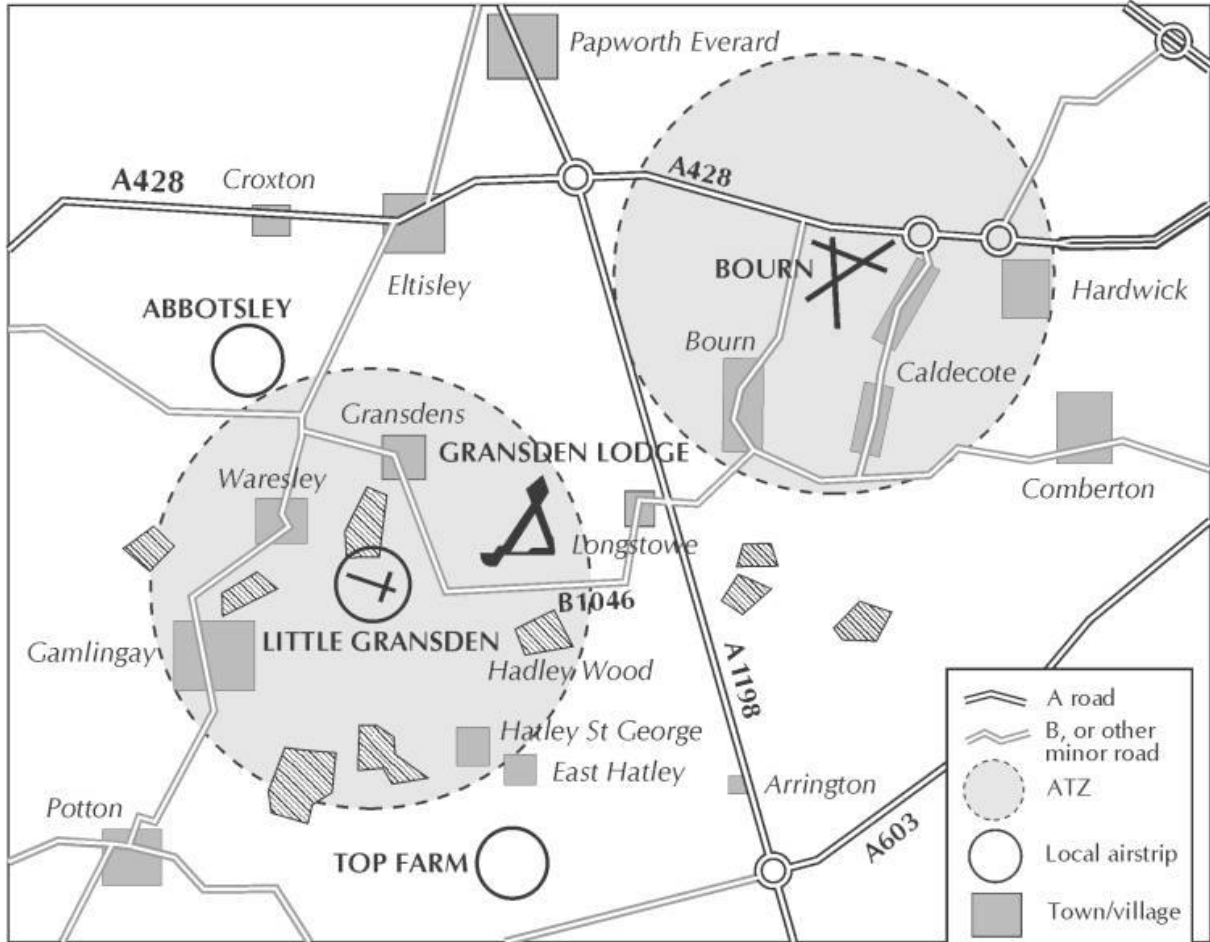
Little Gransden is an unlicensed airfield 1 nm to the SW of Gransden Lodge. Its main grass runway is 10/28 with all circuits to the south. It has frequent aerobatic sorties taking place overhead up to at least 3,000'.

Because of its close proximity we have an LOA that excludes our aircraft from an area based on a circle of 2 nm radius and up to 1300' Gransden Lodge QFE (1554 QNH) but with a large bite out of it in the vicinity of our site. The boundary of the exclusion area near our site more or less follows the line of the Longstowe to Gransdens road. Please see the drawing below. The area between Hayley Wood and the threshold of their runway 28 is particularly sensitive because that is where they perform their final turn.

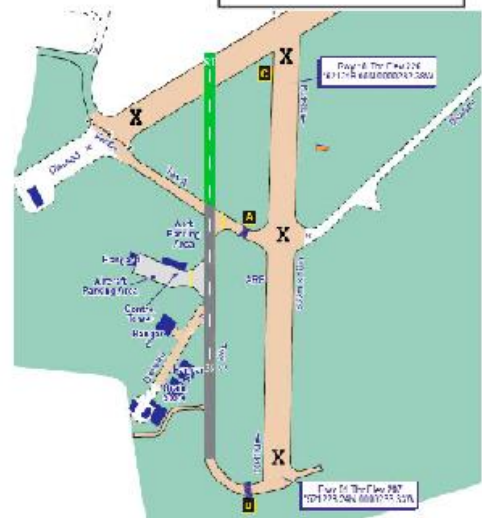
Noise

Please avoid overflight of all villages in the vicinity and individual buildings within a radius of 1 nm.

Local airspace around Gransden Lodge (not including TMA)



Little Gransden (Fullers Hill Farm)



Bourn airfield

## Arrivals

22	<ul style="list-style-type: none"> <li>• Join left or right base at 500'.</li> </ul>
04	<ul style="list-style-type: none"> <li>• No straight in approaches due Little Gransden airfield.</li> <li>• Join right hand keeping east of water tower.</li> <li>• Avoid left hand circuit / join until familiar with site due noise.</li> </ul>
34	<ul style="list-style-type: none"> <li>• Join final or right base keeping east of water tower.</li> </ul>
16	<ul style="list-style-type: none"> <li>• Join downwind right at 500'. <b>Do not overfly house just north of clubhouse.</b></li> <li>• Join left base close in. <b>Do not overfly house just north of clubhouse.</b></li> <li>• No straight in approaches.</li> <li>• No right base join due Gransden villages and Little Gransden airfield.</li> </ul>
09	<ul style="list-style-type: none"> <li>• <b>09 arrivals best avoided until familiar with site.</b></li> <li>• No straight in approaches.</li> <li>• Left base angled over cranes.</li> <li>• Right hand circuit involves very tight turns keeping north of Longstowe road.</li> </ul>
27	

## Departures

22	<ul style="list-style-type: none"> <li>• No right turnout on departure due Gransden villages.</li> <li>• No straight ahead departures unless specifically briefed on route and LOA procedures due Little Gransden airfield.</li> <li>• Left turn must be inside Longstowe road until at water tower to ensure no penetration of Little Gransden's final approach.</li> </ul>
04	
34	<ul style="list-style-type: none"> <li>• Bear left towards cranes or right towards pig farm. Must not overfly nearby residences.</li> </ul>
16	<ul style="list-style-type: none"> <li>• Keep east of water tower.</li> </ul>
09	
27	<p><b>27 departures best avoided until familiar with site.</b></p> <ul style="list-style-type: none"> <li>• No right turnout on departure due Gransden villages.</li> <li>• No straight ahead departures unless specifically briefed on route and LOA procedures due Little Gransden airfield</li> <li>• Left turn must be inside Longstowe road until at water tower to ensure no penetration of Little Gransden's final approach.</li> </ul>

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