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	<b>Document Title:</b>	Nant-y-moel Site Guide		
	<b>Reference Number:</b>	SG0014	<b>Rev:</b>	1

Section	Release/Amendment Summary	Rev	Date
All	Initial issue	1	23/01/2017

<b>Created By:</b>	Mark Cousins Committee Member	<b>Date &amp; Sign:</b>	
<b>Reviewed By:</b>	Chris Jones Avon Committee Member	<b>Date &amp; Sign:</b>	
<b>Approved By:</b>	Steve Millson Safety Officer	<b>Date &amp; Sign:</b>	
<b>Management Representative:</b>	James Price Chairman	<b>Date &amp; Sign:</b>	



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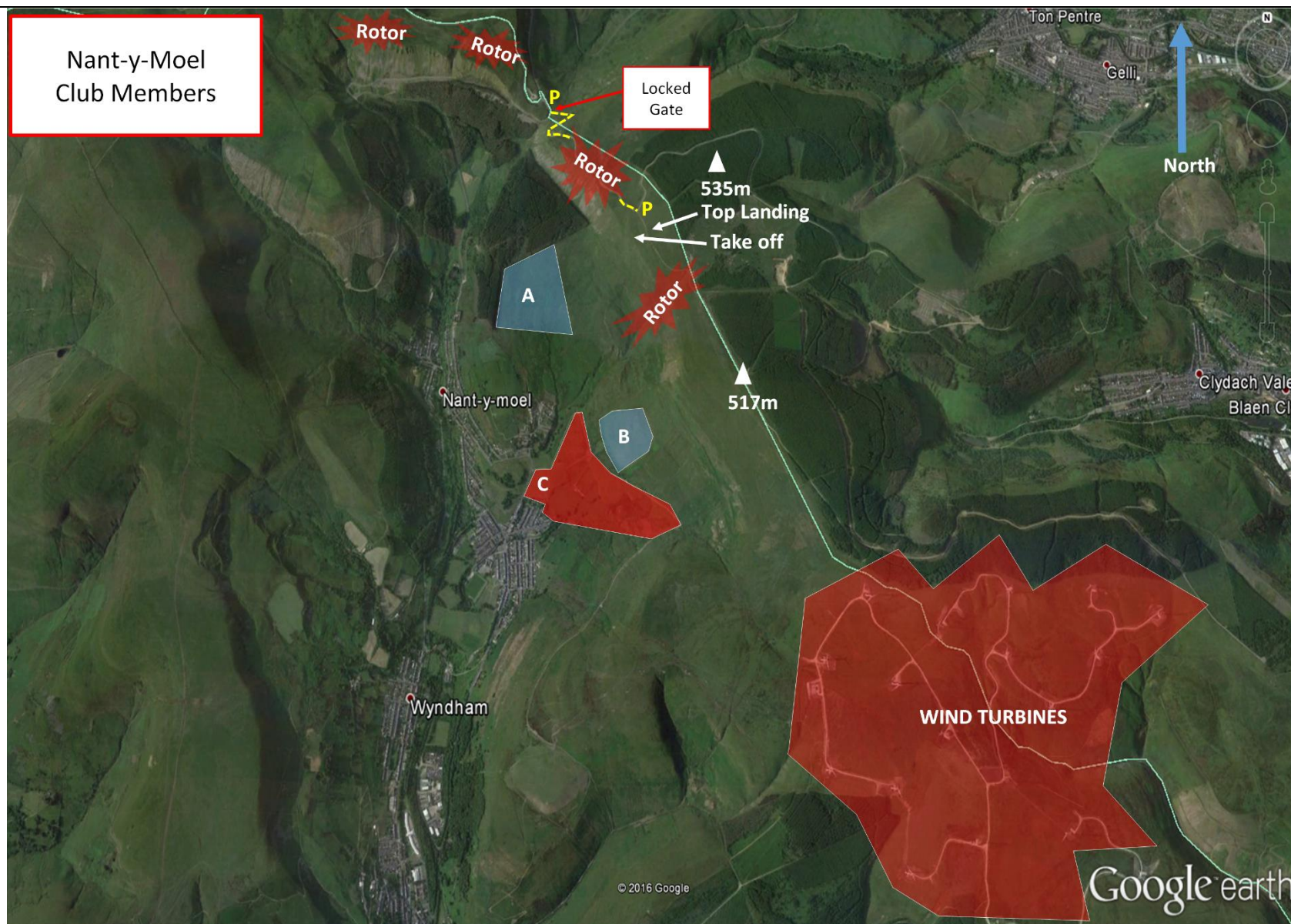
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## Site Image:

Nant-y-Moel  
Club Members





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<b>Site Latitude:</b>	N51.633150	<b>Height ASL Meters:</b>	490m
<b>Site Longitude:</b>	W003.525706	<b>Height ASL Feet:</b>	1600ft
<b>Wind Direction:</b>	SSW - WSW	<b>Height Top to Bottom Meters:</b>	335m
<b>Best Direction:</b>	SW	<b>Height Top to Bottom Feet:</b>	1100ft
<b>Minimum BHPA Rating Hang Glidierg:</b>	BHPA Pilot rating	<b>Members Status:</b>	Members Only
<b>Minimum BHPA Rating Paragliding:</b>	BHPA Club Pilot rating	<b>OS Grid Reference and Prefix:</b>	SS 944 938

Parking 1 Viewpoint		Parking 3	
<b>Latitude:</b>	N51.639263	<b>Latitude:</b>	
<b>Longitude:</b>	W003.534609	<b>Longitude:</b>	
Parking 2 Top (Key holders only)		Parking 4	
<b>Latitude:</b>	N51.633084	<b>Latitude:</b>	
<b>Longitude:</b>	W003.525731	<b>Longitude:</b>	

## Road Access:

From M4 J36 at Bridgend or from the Rhondda on A4061. Alternatively from Maesteg and Port Talbot on 4017. Vehicular access to take is via rough track by kind permission of the landowners.

A locked gate is fitted across the track entrance and only key-holders should leave cars parked on top of the hill adjacent the take-off area. Non key-holders can drive to the top if the gate is found open, but only to drop-off equipment and you should not leave your cars parked on the top as once the gate is locked as you will be trapped inside the gate (please note there is currently no local contact available to unlock the gate under such circumstances, you have been warned).

## Parking:

Non-key holders should park in the public lay-bys near to the road entrance to the track. Do not park on top unless you have a gate key, you will almost certainly get locked in and there is no contact to unlock the gate and let you out.



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## Take-off:

Vehicular access to take-off is restricted to key holders (keys can be obtained from the club with a refundable deposit, see website for details). Access for all other pilots is by foot only (around a 20 minute carry up), although drop-off of equipment is allowed if the gate is open and there are pilots with keys on the hill (please note it is your own responsibility to ensure that you do not become trapped inside the gate).

The main take-off is shallow and relatively easy for the proficient pilot. Beware of rotor behind the cliffs to the north of the take-off, above the trees, and the gully immediately to the south of take-off. This is a thermic site, which is subject to sea breeze, and it can be turbulent at times.

## Landing:

The best top landing is behind take off (beyond the track) but it and indeed the take-off area can be turbulent in all wind directions. The scree slope to the north of take-off above the trees should be avoided (note it is not suitable for any form of slope landing)

Slope landings in front of take-off are allowed, but watch out for the odd rock and hole in the long grass!

Pilots can land on the rough ground in front of take-off just beyond the stone wall (A) which is bounded on two sides by trees and the other two sides by a wire fence, but note it is rough and a deceptively long and hard carry out. An alternative is the rough ground to the east of the track (B) which offers an easier walk out along the zig-zag track.

Do not land in the fenced fields adjacent to the track (C) as they often have stock or horses in them and do not land in the main sports fields in the village.


## Top Landing General:

South East Wales sites often have very large, undefined take off and top landing areas, which may change position according to conditions. To avoid the potential for collision, pilots making a top landing should keep well away from gliders taking off, who may in some cases have limited visibility.

## Flying:

A relatively friendly site in the midst of the Spectacular Rhondda. The site has, however, its own microclimate and can become turbulent as the winds start to become southerly or westerly or if sea breeze starts to reach the site, which can be as early as midday in good XC conditions. Once the sea breeze has become established conditions generally stabilise, but there is generally little if any XC potential thereafter. There is often a restitution towards the end of a good summer day, which provides relaxed chilled out flying.

The site has great XC potential but beware of the deep steep sided valleys behind the hill and onwards toward Merthyr Common, which suffer from both sea-breeze and valley-wind effects than can easily catch even the experienced pilot out. It is recommended to stay safe and land on top if you do leave the hill and go XC.

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<b>Hazards:</b>
<p>Rotor behind take-off and above the gully to the south of take-off, especially when there is a strong westerly or southerly wind.</p> <p>Modellers use the site regularly (sometimes for large world ranked competitions). The recognised protocol is to stay well clear of them and not fly through the area they are using, if in doubt go and have a friendly chat with them before flying, they are generally a friendly bunch and take safety (both ours and theirs) seriously.</p>

<b>Other Rules:</b>
<p>All enclosed fields on the mountain are strictly out of bounds. Dogs must be kept on a lead to prevent issues with live-stock.</p>


<b>Site Status:</b>
<p>SEW Members Only Site. You must have in date membership subscription to SEWHGPGC. SEW helmet sticker to be stuck on your helmet at all times.</p>

<b>Site Owners:</b>
TBC

<b>Site Club Contact:</b>
Steven Mackintosh

<b>Site XC Potential:</b>
<p>Nant-y-moel amazing XC potential in light SW'ly winds and thermic days. Flights to Brecon, Abergavenny and beyond are relatively common. Flights generally head along the heads of the valleys but beware of the steep sided valleys on-route especially those in the section between Nant-y-moel and Merthyr Common, they suffer either valley wind or sea-breeze affects and sometimes a mixture of both that can catch out even the most experienced XC pilot.</p> <p>Alistair Andrews has flown 128.4km on the 20<sup>th</sup> April 2013 landing in Shrewsbury.</p>



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#### Mapping / Imagery:

All rights belong to Google Inc. SEWHGPGC is a nonprofit making organisation.

#### General notes:

If you require further advice about a particular SEWHGPGC site please contact a Club Coach. Please report all accidents to The Club Safety & Training Officer Steve Millson and the BHPA. Please visit the BHPA for the most current Incident Report Form.

This document is a guide only.

**We advise that anyone Hang Gliding and Paragliding conduct a dynamic risk assessment prior to flying any site. This should be continuously re-assessed due to the changeable conditions of the outdoor environment.**

All individuals are advised to take the following into account when making their dynamic risk assessment:  
Paragliding and Hang Gliding are dangerous sports that can cause serious injury including bodily harm, paralysis and death. Flying SEW sites is undertaken with the full knowledge that Paragliding and Hang Gliding involves such risks. As the pilot you take exclusive responsibility for all risks associated with your part taking in the sport.  
Any liability claims towards the club are excluded.

If you are not sure. **DO NOT FLY.**

#### Who to Call in an Emergency in the UK:

In the Mountains/Rivers/Lakes  
Dial 999/112 and ask for the Police and then Mountain Rescue.

If you are away from the road side then dial 999/112 and ask for the Police and then Mountain Rescue explaining your circumstances.

If you cannot make voice calls, you can now contact the 999 Emergency Services by SMS. NB you must register this prior to an emergency.

#### In an emergency 999 need to know:

##### Who is Calling?

Your name and mobile number.

##### What?

Briefly, what is the problem, including the state of the casualty. Ensure you use the buzzword **Fall From Height** and **Remote Location**.

#### Where? (see page 3 for location details) Description below:

Nant-y-Moel Mountain 1.42km NE of Nant-y-moel village. Best access will be on the Mountain road near the A4107 & A4061 interchange.



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## XC Potential Continued:



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