

Lanyon – Site Brief

**This brief is for Duty Pilots (generally Safety Officers) to provide to all pilots.
It should provide a basis for discussion of safe operations on the hill.**

Site Description and General Conditions:

- Lanyon is an inland hill, which faces the prevailing NW winds.
- A key is needed to access the road up to launch, please contact the club if you need one. Alternatively, you can walk up the hill.
- This launch is on CROWN LAND however the landing zone is privately owned. The club does not hold any formal permissions to fly at the site.

Please don't contact PROPERTY OWNERS for access

Contact the club committee for any enquiries.

- Launch: S35° 29'01" E149° 06'27": 2985' (910m) AMSL
- LZ: S35°28'42" E149°05'42" : 2130' (650m) AMSL
- Controlled airspace starts at 4500' AMSL; see VTC for other regional airspace

Site Rating: [Describe as Guidelines]

- Wind Direction: W to NNW winds. WARNING – In thermic conditions, a NNW or N wind can be especially turbulent. If the winds are moderate and crossed from either direction (Too SW or too N) the spurs protruding on both sides of the launch subject the launch area to rotor.
- Site rating is dependent on conditions. Some guidelines:
 - PG2, PG3 – Wind Gusting less than 23 km/h
 - Novice HG – Wind Gusting less than 40 km/h
 - PG4 – Wind Gusting 25 to 30 km/h
 - Intermediate HG – Wind Gusting 40 to 45 km/h
 - PG5 and Advanced HG – To make own appraisal.
- Other factors will contribute to the assessment of safe launch conditions:
 - Is the wind strength trending up?
 - What is your airspeed on your wing?
 - What are the observations at other regional sites (is Mt Ginini strong)?
 - How many other pilots are in the air?
 - Is the seabreeze coming?
 - How thermic is it?

Weather Hazards: [Describe weather information sources]

- Weather conditions can change rapidly.
 - Rapidly increasing W wind from mid morning to late afternoon.
 - Late afternoon seabreeze from the E. Often with no notice if it comes from the south.
- Strong thermic conditions low to the ground during the middle of the day.
- If it is strong enough to stay up, it is strong on launch. If Spring Hill is blown out from the W there are likely to be strong winds up higher at Lanyon

Launch Hazards: [Describe launch areas]

- Strong turbulence can exist during thermic conditions when the wind is from the NNW or N (North of a line protruding from Launch to Lake Tuggeranong)
- Hot days increase the northerly valley breeze and make it un-flyable.
- The launch area can be influenced by rotor if moderate winds are crossed from either direction (SW or N).

Landing Hazards: [Describe landing areas]

- Main paddock slopes away from the hill.
- Uneven landing surface.
- Fences are difficult to see, especially during sunset.
- Turbulence in thermic conditions and during early evening katabatic wind.
- Turbulence from trees in strong winds.
- Landing in other areas is forbidden by land owners.
- Safe top landing window for PG is very small. If it is strong enough to top land, it is often too strong to safely collapse your wing, especially if thermic or gusty.

In Flight Hazards: [Describe typical flight areas]

- Strong winds can create a wind wave, which can quickly push you through airspace.
- Main flight path to Canberra airport is a few km's east of launch, paralleling the Monaro Highway.

Site Closure Procedures:

- A Duty Pilot might close the site due to unsafe conditions, or if there is an accident:
 - All pilots in the air must proceed to land immediately if the site is closed.
 - A cross symbol on launch or landing indicates the site is closed.
 - A pilot in the air sitting out of the harness indicating with running legs is another indication the site is closed.

Emergency Procedures:

- In the event of an accident involving injury call 000.
- The site must be closed in the event of any injury that involves ambulance attendance (air or ground) from the moment the ambulance is called.
- Report the incident by phone to an ACTHPA SSO.

Site Rules:

- All pilots must be HGFA members.
- Drive on roads only – no driving on grassed areas including paddocks.
- 4WDs only to go up the hill, and use low range if possible.
- Please do not use the dirt road from the water tank to LZ, it goes directly behind the houses and local residents will lodge complaints.
- No Dogs.

Site Recommendations:

- Pilots should monitor the HGFA UHF frequency (472.125Mhz).