

Irish Hang Gliding & Paragliding

Sites Guide 2004

Compiled by **Philip Lardner**

Foreword

Bored with Mt. Leinster? (gasp!) Why not check out some of these sites and inject a little variety into your flying life! What started out as something simple, a list of sites and wind directions for my own personal use, has rapidly snowballed into something altogether larger. Some of the information in this guide comes from my own personal experience of flying them, but I have also shamelessly pillaged other sources, like the old Cork and Kerry site guide and harassed unsuspecting pilots who just happen to live near a good site. All's fair in love and war!

At the time of writing, I have some 151 sites on my master list and have written up detailed descriptions of only a few of these, most of which I haven't actually flown. This guide is constantly growing and evolving, so if you see an error in the guide then please let me know about it a.s.a.p. and I will update the relevant page. If you know of a site that I do not have on my list, and I know there are hundreds out there, then let me know about it, even if it is only a name or location and a wind direction. I'll do my best to dig out more info. and post it up on the website. If you feel really enthusiastic, I have included my site guide information template below. If you fly, or just know of, a site, please feel free to fill in the blanks and email the details to me at philiplardner2020@gmail.com. I am also after any photos you may have which show the site from the ground and from the air; from on top, or down in the landing field. These will eventually make it onto the website and onto a master CD copy which will include detailed maps. So get rummaging and let me have 'em!

Enjoy,

Philip.

Site Guide Information Template

Name of Site
County or Counties that it's in
Brief description of its location - what towns or villages is it near – main approach roads?
Brief description of the site and surroundings / good or bad rigging or laying out area?
Any special access details - keys, permissions, etc
Any special restrictions or hazards - Is it in an Air Traffic Control Zone?
ATC contact number (if needed)
Discovery Map Number
Wind directions flyable
Suitable for HGs?
Suitable for PGs?
Is it suitable for novice, Intermediate or only experienced pilots?
Is it a Coastal or Inland site?
Launch site(S) name
Launch site(S) grid reference
Launch site(S) altitude in meters and feet
Can you drive to launch (4-wheel drive only?) or is there a carry up - if so, how far
Is the site privately owned or 'commonage'?
Are there any farm gates which need to be gone through?
Landing site(S) grid reference (and name, if any)
Landing site(S) altitude in meters and feet
Description of the LZ or LZs and any hazards on approach
Can you top land near take off?
XC potential?
Name of the land owner if known (address and phone number, if known)
Any other useful information.

If you have any photos of the area, from the ground or from the air,
that give an impression of the site then please let me have them..

For

Shane O'Reilly

1969 - 3 June 2003
Celtic Cup 25 May 2003
Mt. Leinster

Ian Cross

Mt. Leinster

Leonard Mullins

15th July 1984
Training at Lacken

Trevor Wilde

9th May 1982
Knockroe, Mt. Leinster

Alvin Russel

Sugar Loaf Mt.
May 1976

*Fearless, I direct my flight
To the vast Olympian Height;
Thence at random, I repair,
Wafted in the whirling air;
With an eddy wind, and strong
Over all the fields of song.
Let me live and let me sing
Like a bird upon the wing.
- Aristophanes. c400 BC*

Controlled Airspace Awareness



Irish airspace is mainly Class G (uncontrolled) airspace. However a number of our sites are in or close to controlled (Class C) airspace. We need to be especially aware of controlled airspace when planning an XC flight.

Click on the map on the right to see a fullsize image of Irish controlled airspace with major gliding sites shown.

The three main airports have extensive controlled areas around them.

The smaller airports have a 10 nautical mile radius of controlled by local ATC. They also have additional stubs, generally 10 nautical miles long and wide, along extended runway centrelines, and extending from 2500 feet ASL upwards. These stubs are controlled by Shannon ATC. You can safely fly below these stubs (i.e. below 2500 feet).

If you want to fly in controlled airspace you must obtain ATC permission by telephoning the appropriate airport.

Note: This is not an aeronautical chart. It is a simplified view of Irish airspace for information purposes only. It does not depict all restricted airspace, including restricted airspace surrounding Baldonnel.

Aeronautical Charts are available from the Irish Aviation Authority, Ordnance Survey, Government Publications Office, and flying schools at airfields.

Sites Close to Controlled Airspace

Killiney Hill

Killiney is within the Dublin Control Zone. You must obtain ATC permission to fly this site. Phone 01 8144601 before first pilot launches and after last pilot lands. The max height you can go to is 700 feet ASL (200 ATO), and you must stay within half a mile of the Obelisk. In addition to ATC restrictions, this is a hazardous site. You must have 50 hours logged to fly at Killiney.

Bray Head

Bray Head lies below the Dublin Control Area, which extends from 2500 feet upwards. You are unlikely to reach 2500 feet at Bray so there is no danger of infringing on that.

Lough Bray

Lough Bray lies just south of the Dublin Control Zone. Do not go over the back of Lough Bray towards Tallaght because you will first enter Dublin Control Zone, and then cross into Baldonnel Restricted airspace. Heading west towards the transmitter on Kippure is fine.

Keeper Hill

Keeper and most of the Silvermines are below the Shannon Control Area. Stay below 3500 feet ASL.

Truskmore

Truskmore is on the edge of the Sligo Control Zone. If you fly west or south from Truskmore you are in controlled airspace. Contact Sligo ATC beforehand if you want to fly the hills west of Truskmore, including Ben Bulbin.

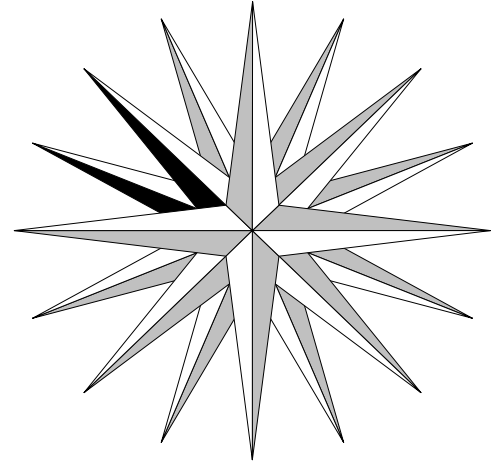
Suitable for HG PG	<h1>Blackstairs Mts.</h1> <p>Co. Carlow / Co. Wexford</p>	Discovery Map 68
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The Blackstairs Mountains present the pilot with a 10km long unbroken ridge run which is flyable in a Northwest or West Northwest. While it is possible to drive up the forestry tracks to the launch site at the triangulation point and take off from there, most pilots would launch from Mt. Leinster and hop across the Scullogue Gap onto Blackstairs Mountain and then fly the ridge. There are numerous good landing fields out in front of the ridge, but again, it is common practice to fly down to the southern end of the ridge and go over the back to land near Ballywilliam well to the South of White Mountain. It is rumoured that there may be a pub in Ballywilliam.

There are several entrances to the network of forest tracks around White Mountain and some have been found to be locked on occasion to prevent knackers indulging in their favourite pastime... burning cars. Try the entrance at S764367.

The forest road up to Caher Roe's Den usually does not require a four-wheel drive vehicle. Follow the farm road up to S808411 and cross your fingers!

Wind Directions Flyable



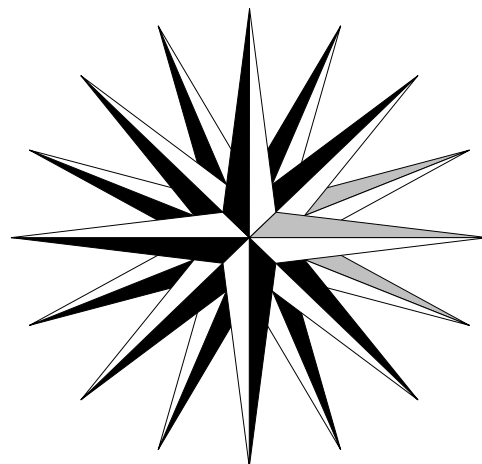
Launch Sites	Grid Ref.	Altitude AMSL	Landing Site	Grid Ref.	Altitude AMSL
NW Triangulation Point	S786401	504m/1653'	Ballywilliam	S777333	60m/197'
NW Caher Roe's Den	S795433	380m/1247'	The world is your oyster... pick a spot!		

Suitable for HG PG	<h1 style="margin: 0;">Mt. Leinster</h1> <p style="margin: 0;">Co. Carlow / Co. Wexford</p>	Discovery Map 68
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Mt. Leinster, Ireland's premier free flying site, lies at the northern end of the Blackstair Mountains on the border of Co. Carlow and Co. Wexford. With a metalled road leading all the way up to its summit at 2608 feet, Mt. Leinster reaches some 2280 feet above the surrounding plain, offering commanding views of the surrounding countryside. Mt. Leinster is flyable in almost all wind directions except an easterly and, with so many launch sites, offers something for every one from the novice (under supervision) to the top XC comp hound. Cross-country flying is possible in all directions. A simple hop down onto the Blackstairs will take you at least 15km, while, with a leap of faith, you can head 30km+ north to the Wicklow Mountains or east to the coast.

Access to the summit road from the Nine Stones is through a locked gate. New keys are issued to IHPA members each year when they renew their membership and insurance. Please do not allow non-IHPA or visiting pilots through the gate unless they have received express permission from the IHPA.

Wind Directions Flyable



Launch Sites	Grid Ref.	Altitude AMSL	Landing Site	Grid Ref.	Altitude AMSL
N - Nine Stones	S817547	430m/1410'	Nine Stones LZ	S822558	210m/689'
			Top Landing	S816546	430m/1410'
NE – Slievebawn	S817547	430m/1410'	Nine Stones LZ	S822558	210m/689'
			Top Landing	S816546	430m/1410'
SE - South East Bowl	S831524	760m/2493'	Diamond Field	S791519	120m/394'
<p>Warning: Do not fly the SE Bowl site or land in the Diamond field if there is a high pressure inversion layer, even in light conditions. The winds down in the Diamond field can be severe. Extreme wind shear and 180° direction change have been experienced and can be fatal. The winds are funnelled through the Scullogue Gap and are compressed by the inversion to produce a lethal combination of strong gusting eddies. It would be safer to fly over the back and land in the Bonesetters field. If you are not certain that you can do this then don't fly. This site requires that pilots have a minimum of 10 hours airtime, as there is no easy landing field in front of take off and novice pilots will be caught out.</p>					
SE & S - Slievebawn	S808547	500m/1640'	Diamond Field	S791519	120m/394'
			Cross Roads Field	S795523	130m/426'
SW - Mast	S828524	790m/2592'	Diamond Field	S791519	120m/394'
			Cross Roads Field	S795523	130m/426'
			Top Landing	S826526	790m/2592'
W - Westerly Car Park	S833567	350m/1148'	Westerly Landing Field	S822563	190m/623'
			Bonesetter's Field	S816583	145m/476'
NW - Black Banks	S832551	420m/1378'	Westerly Landind Field	S822563	190m/623'
			Top Landing	S833552	425m/1394'
NW & W - Mast Road	S825532	650m/2132'	Diamond Field	S791519	120m/394'
			Cross Roads Field	S795523	130m/426'

Suitable for HG PG	<h1>Claragh</h1> <p>Co. Cork</p>	Discovery Map 79?
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Claragh, adjacent to Millstreet Town, offers a splendid view of the Blackwater valley and may be accessed by the public road to the west.

The rigging area is large and pilots may launch from the westerly spur of the hill. Top landing is possible, though restricted to a fairly narrow area. There is a good bottom landing area.

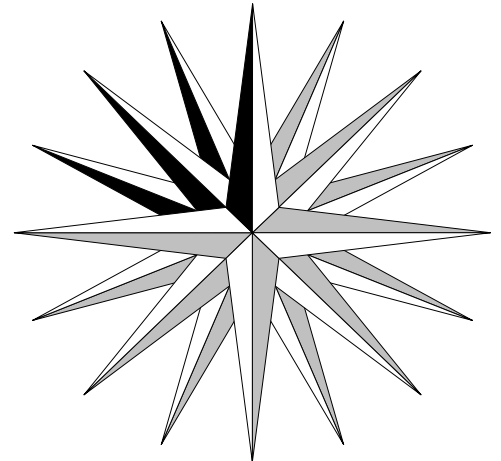
Claragh offers excellent XC potential and pilots should try the ridge run to the west.

Park off the road and shut all gates behind you.

If you fly this site then please fill in the blanks and let me know!

- Name of Site
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- Brief description of its location - what towns or villages is it near?
- Brief description of the site and surroundings
- Any special access details - keys, permissions, etc
- Any special restrictions or hazards - Is it in an Air Traffic Control Zone?
- ATC contact number (if needed)
- Discovery Map Number
- Wind directions flyable
- Suitable for HGs?
- Suitable for PGs?
- Is it suitable for novice, Intermediate or only experienced pilots
- Is it a Coastal or Inland site
- Launch site name
- Launch site grid reference
- Launch site altitude in meters and feet
- Can you drive to launch or is there a carry up - if so, how far
- Landing site grid reference (and name, if any)
- Landing site altitude in meters and feet
- Can you top land near take off?
- XC potential?
- Name of the land owner if known (address and phone number, if known)
- Any other useful information.

Wind Directions Flyable



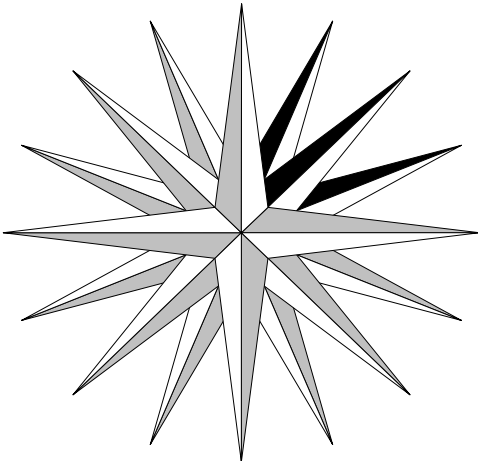
Launch Sites	Grid Ref.	Altitude AMSL	Landing Site	Grid Ref.	Altitude AMSL
NNW			Claragh		
NW			Claragh		
WNW			Claragh		

Suitable for HG PG	<h1 style="margin: 0;">Kippagh</h1> <p style="margin: 0;">Co. Cork</p>	Discovery Map 79?
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This site is located on the southerly spur of Kippagh and looks on to Claragh and the Bogeragh Mountains, taking a generally northeasterly wind. Access to this site is by mountain road.

Wind Directions Flyable

There is a large rigging area and top-landing is easy here. There is a large bottom-landing area on the plateau below. Beware of the valley to the left of launch, as there are no bottom landing options there.



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Launch Sites	Grid Ref.	Altitude AMSL	Landing Site	Grid Ref.	Altitude AMSL
NNE			Kippagh		
NE			Kippagh		
ENE			Kippagh		

Suitable for HG PG	<h1>Knockgour</h1> <p>Co. Cork</p>	Discovery Map 84?
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Knockgour can be found almost at the southwest end of the Slieve Miskish Mountains at the tip of the Bear Peninsula, overlooking Castletown Bearhaven on Bantry Bay. The northwest side of the mountain overlooks the town of Allihies, where there is a nice sandy beach, and from where the site may be approached. There is a good road all the way to the top, which offers lovely views.

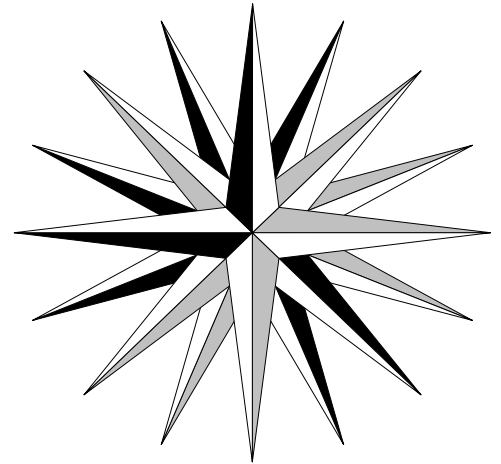
Knockgour is a good coastal soaring site and has a large, clean rigging area and take-off slopes. This site is not suitable for top landing (?) except possibly at the north end of the ridge.

Choose your bottom landing with care. A suggested landing site is on the spur to the southwest, adjacent to the road. If anyone flies this site, could they please let me have details and photos of LZs and the general area.

If you fly this site then please fill in the blanks and let me know!

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- Brief description of the site and surroundings
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- Name of the land owner if known (address and phone number, if known)
- Any other useful information.

Wind Directions Flyable



Launch Sites	Grid Ref.	Altitude AMSL	Landing Site	Grid Ref.	Altitude AMSL
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NNW – N – NNE
 WNW – W – WSW
 SE - SSE

Suitable for HG PG	<h1>Mt. Gabriel</h1> <p>Co. Cork</p>	Discovery Map 88?
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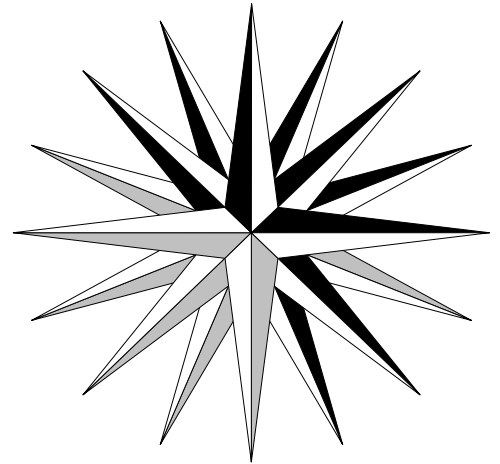
Mount Gabriel is the dominant feature on the Mizen Peninsula and offers spectacular views, overlooking the village of Schull to the south, the Fastnet Rock (La Bon's Bane) and Roaringwater Bay. Access is from the north side of the mountain where there is an excellent, tarred road to the top. Do not enter the tracking station's grounds.

This is a good soaring site with the ridges to the north often producing wave which is exploitable from this site! The rigging area and launch slopes are somewhat craggy and care should be taken.

This site is not suitable for top landing and the safest bottom landing may be found below the northeast face. (Locations, please!)

The village of Schull offers excellent amenities and is a major (take this with a pinch of salt... it's not exactly the Big Smoke!) holiday and water sports centre. There is also an excellent Planetarium which is well worth a visit – see the heavens spinning around your head without the effects of alcohol!

Wind Directions Flyable



If you fly this site then please fill in the blanks and let me know!

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- Landing site altitude in meters and feet
- Can you top land near take off?
- XC potential?
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- Any other useful information.

Launch Sites Grid Ref. Altitude AMSL Landing Site Grid Ref. Altitude AMSL

Suitable for HG PG	<h1>Mullaghmesha</h1> <p>Co. Cork</p>	Discovery Map 85?
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Mullaghmesha stands at the head of Bantry Bay, about half way between Bantry and Dunmanway, and looks down the length of the bay to the Atlantic. It is essentially a coastal site that takes a generally westerly wind.

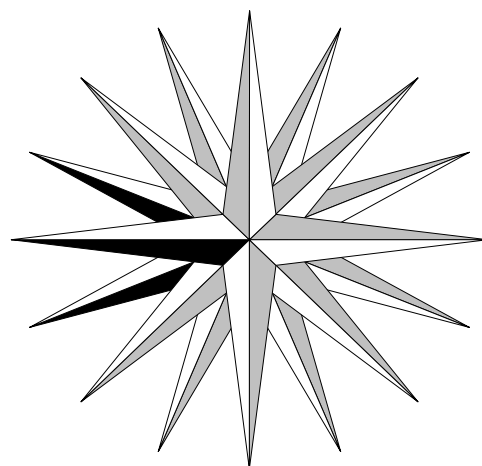
The access road is steep but usually passable and there are numerous gates, all of which must be shut behind you. There is an excellent rigging and launch area, a long coastal ridge, and a large top landing area. Do not bottom land if possible as this involves a long drive to retrieve. This site offers good XC potential.

The old sites guide suggests that this site may only be flown by appointment (contact Richard Hudson at 028 37211 – old number) and that it can be busy as a paragliding school operates here.

If you fly this site then please fill in the blanks and let me know!

- Name of Site
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Wind Directions Flyable



Launch Sites

Grid Ref.

Altitude AMSL Landing Site

Grid Ref.

Altitude AMSL

Suitable for HG PG	<h1>Rocky Hill</h1> <p>Co. Donegal</p>	Discovery Map 2/6
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Rocky Hill is located at the northeastern end of Scalp Mountain, which straddles the neck of the Inishowen peninsula between Lough Foyle and Lough Swilly. Access is through Grainia's Gap (sounds like fun!) and there is a short carry up to the rigging area.

The hill is well rounded and take-off is easy. There are some trees and rough ground in front of take-off but these do not present a serious problem. Beware of using LZ1 if the wind is too far to the south.

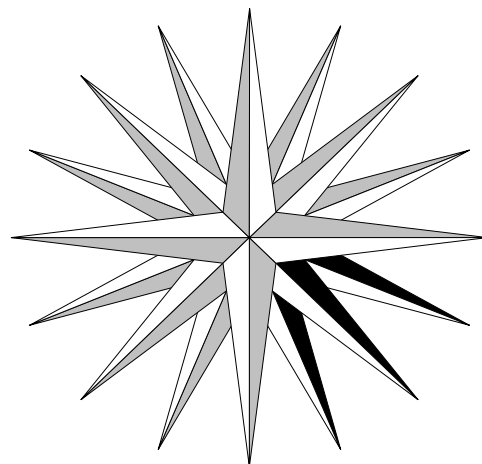
LZ1 – This is along the road to the north of Grainia's Gap. Hang gliders should go further back and land on the upslope part of the LZ. If the wind is off to the south then hang gliders should use LZ2.

LZ2 – Two fields directly in front of take-off and adjacent to the road to Burnfoot. They have a slight down slope but will accommodate high performance hang gliders provided that the pilot makes a good attempt to land in the first quarter of the field. That said, it is not as steep as the landing field at Boveil.

Top landing should present no problem as the hill is well rounded, but it is not necessary as cars are parked at LZ1.

More than five gliders using this site need specific permission from the landowner. Do not make noise as the farmer does not want his livestock disturbed. No shouting! Scalp Mountain is out of bounds.

Wind Directions Flyable



Launch Sites	Grid Ref.	Altitude AMSL	Landing Site	Grid Ref.	Altitude AMSL
ESE-SE-SSE Rocky Hill	C430274?	350m/1148' ?	LZ1	?	270m/886' ?

Suitable for -Experienced- HG PG	<h1>Killiney Hill</h1> <p>Co. Dublin</p>	Discovery Map 50
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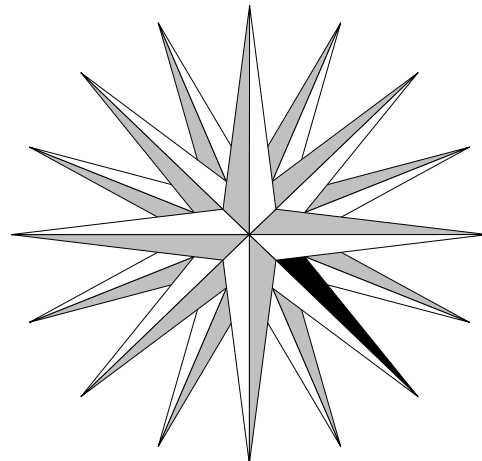
Killiney Hill (Dalkey Hill) is a coastal site offering stunning views of the bay area from Hoath, to the north of Dublin, all the way south to Bray Head. Secreted almost within the city itself, Killiney is just a few minutes drive off the N11, Dublin's main artery to the south. There is ample parking in the Dalkey Hill Public Car Park.

Killiney Hill takes a South East wind and may only be flown by pilots with a minimum of 50 hours airtime, as there is no margin for error. Take off is over a precipitous cliff, which falls straight into the sea. The LZ on Killiney beach is 1km to the south. The beach is very narrow at high tide, backs onto the electrified DART line, is crosswind and is often crowded by people out walking. Sea angling is also popular on this stretch of beach and pilots must be on the lookout for fishing lines stretched across their approach.

Killiney Hill is within the Dublin Air Traffic Control Zone. IHPA pilots have permission to fly this site on condition that they notify the Dublin ATC Duty Controller that flying is about to commence. The last pilot out of the air must call Dublin ATC on the same number and confirm that flying has ended for the day. Notifying ATC at the start and end of flying is not optional – it is mandatory. Failure to do this means that helicopter and light aircraft pilots, who frequently over-fly the area, will not be made aware of your presence.

Flying is restricted to 750'/229m AMSL, about 250'/76m above the hill. For this reason, no XC flights are possible from this site.

Wind Directions Flyable



Dublin ATC Duty Controller

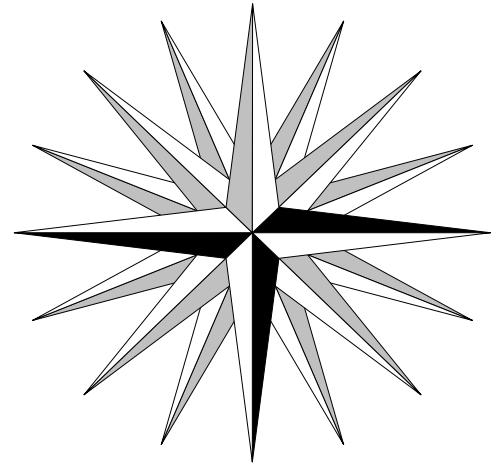
01 844 4900

Launch Sites	Grid Ref.	Altitude AMSL	Landing Site	Grid Ref.	Altitude AMSL
SE – Killiney Hill Obelisk	O261255	150m/500'	Killiney Beach	O261249	3m/10'
SE – Dalkey Hill (HG)	O263258	140m/460'	Killiney Beach	O261249	3m/10'

<p>Suitable for</p> <p>HG</p> <p>PG</p>	<p>Eagle Mountain</p> <p>Co. Kerry</p>	<p>Discovery Map</p> <p>?</p>
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Eagle mountain (1800' ASL) requires a decent FWD vehicle as the track up is a long slog! The east and west faces suitable for PG & HG. The south facing slope suitable for PG only. You need to be able to either land on the road that runs around Slea Head or side/slope land. Not for low air timers as if you miss your in Dingle bay and fish fodder.

Wind Directions Flyable



Launch Sites

Grid Ref.

Altitude AMSL Landing Site

Grid Ref.

Altitude AMSL

Suitable for HG PG	<h1>Mweelin</h1> <p>Co. Kerry</p>	Discovery Map 79?
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Not to be confused with Mweelin on Achill Island, this is a large inland site in the heart of the Gaelic speaking area on the Cork and Kerry border. This site may be approached using the Ballingeary to Kilgarvan road, and there is a rough but essentially passable road up to the launch site. On warm days many people cut turf on the mountain. Drive slowly and shut all gates behind you.

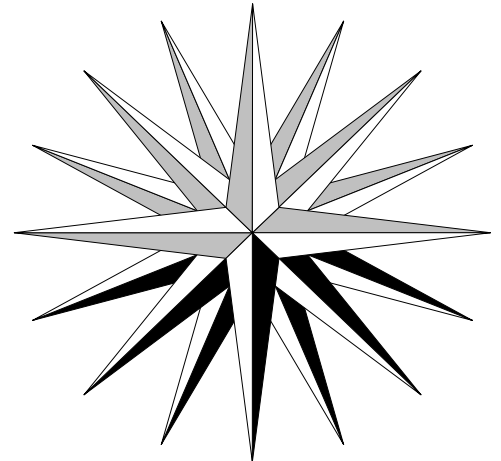
This site offers a choice of many safe launch areas and has a long ridge and a large bowl. Top landing is possible if one takes care to avoid the turf cuttings. Beware of rotor behind the fence on the southwest face.

There are many good bottom-landing options, and the old sites guide suggests that the "Ard na Laoi" pub in Ballingeary is a good bet for food and beer!

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- Can you top land near take off?
- XC potential?
- Name of the land owner if known (address and phone number, if known)
- Any other useful information.

Wind Directions Flyable



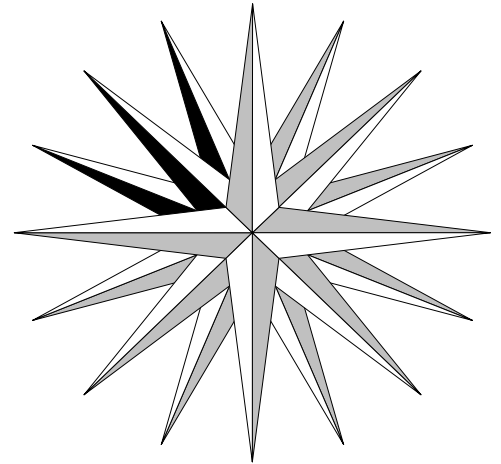
Launch Sites	Grid Ref.	Altitude AMSL	Landing Site	Grid Ref.	Altitude AMSL
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Suitable for HG PG	<h1>Portmagee</h1> <p>Co. Kerry</p>	Discovery Map 83?
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This coastal site, on the Iveragh Peninsula, offers lovely views out towards Portmagee Channel and Valencia Island on Dingle Bay.

There is a good public road to the top from the southwest and there is an excellent rigging and launch area. There are several good bottom-landing fields and the site is suitable for top-landing also.

Wind Directions Flyable



If you fly this site then please fill in the blanks and let me know!

- Name of Site
- County or Counties that it's in
- Brief description of its location - what towns or villages is it near?
- Brief description of the site and surroundings
- Any special access details - keys, permissions, etc
- Any special restrictions or hazards - Is it in an Air Traffic Control Zone?
- ATC contact number (if needed)
- Discovery Map Number
- Wind directions flyable
- Suitable for HGs?
- Suitable for PGs?
- Is it suitable for novice, Intermediate or only experienced pilots
- Is it a Coastal or Inland site
- Launch site name
- Launch site grid reference
- Launch site altitude in meters and feet
- Can you drive to launch or is there a carry up - if so, how far
- Landing site grid reference (and name, if any)
- Landing site altitude in meters and feet
- Can you top land near take off?
- XC potential?
- Name of the land owner if known (address and phone number, if known)
- Any other useful information.

Launch Sites Grid Ref. Altitude AMSL Landing Site Grid Ref. Altitude AMSL

The Rossbeigh Run

By Gilbert Mc Glennon IHPA

One of the great flights in the south west of Ireland is the “Rossbeigh Run” as it is affectionately known by us Munster Kestrels. Rossbeigh is one of our favourite and best loved sites.

This is a really spectacular flight covering some 27 km from Seefin, above the Caragh River to Ballycarbery castle, just North West of the town of Cahersiveen.

The route takes the flyer over some of the most breathtaking scenery in Ireland, the south side of Dingle bay.

I have completed the run more than 10 times and each time I enjoy it as much as the first time. I land each time with mind and body refreshed.

To complete the full run of 27km the flyer should take off from Seefin (V697, 913). The take off is from the shoulder of Seefin at a height 270 mts. facing north east.. There is a road to the top, so it is suitable for hang gliders. See O.S. Map 78.



View from Seefin takes off

A shortened run is available from Rossbeigh Hill, 260 mts. (V642,903). The Rossbeigh Hill take off may result in an even longer flight if the pilot opts for an out and return to Seefin first. This would add 10k to the distance from Rossbeigh.

The run will take between 1½ to 2½ hrs. in a paraglider depending on the wind direction and thermal activity of the day.

Hang glider pilots should consult Richard Hudson ,a veteran of this run for hang gliding details.

The best wind for the run is North or North with max 25° West or North with max 20 ° east. North is best because it allows an out and return to the end of Knocknadobar, about 40km if desired.

Too much East is bad as the ridge turns to face the North West at Knocknadobar resulting in loss of lift in an inhospitable spot.

I once had to make an emergency landing in Coonanna (west of Knocknadobar) on account of this. The fields are small in this area so hang gliders beware; also there is a possibility of landing in rotor at Coonanna if the wind is too far to the East.

Now for the run in detail.

Assuming a north wind and some thermal activity (no one has ever completed this run in winter i.e. in pure ridge lift)

After a take off from the nose of Seefin, 270 mts it is usually possible to climb to about 600 mts on one of the thermals that break away from the nose. This will allow a glide to Rossbeigh Hill following the main road and flying over the picturesque village of Glenbeigh and on to the Eastern part of the hill, just after Glenbeigh village. A distance of about 5 km.



Glenbeigh village

Alternatively if the nose thermals are not obliging, work back from the nose and climb Seefin in the North East facing bowl. This should achieve the same result, a height of about 600mts.

Once on Rossbeigh Hill, ridge lift will keep you there until you get a good thermal, usually over "Hurricane Cottage" just east of the village of Rossbeigh, about the middle of the hill. Climb as high as possible here as you may not get any more lift until you reach the shoulder of Drung, the next hill west on the run. 600 mts. will be enough if the day is any good at all. Don't be in too much of a hurry to leave Rossbeigh, take your time and savour the marvellous views of the Rossbeigh spit, the Cromane peninsula, Glenbeigh village and view west along Dingle bay.



The Rossbeigh Spit



Approaching Rossbeigh from Glenbeigh

When you at last bid farewell to Rossbeigh (at 600 Mts.) fly south west over Knockatinna 206mts.and on to the centre of Knockboy 159mts. There turn south with a minimum height of 250 mts. Your goal is the East shoulder of drung hill 200mts.

The shoulder is the best bet. If you go directly for the bowl or the west side, most likely you will have to go back to the shoulder or worse you may go down.

Drung is a bad place to go down, huge boulders everywhere and very wet.

Once on the shoulder of Drung it is a relatively easy climb to the summit 640mts

There are some really marvellous views looking east and west from the summit of Drung. There are some good photo opportunities from this lovely place.

A skilful paraglider pilot may land here and soak up the scenery.

The view west is towards Kells bay and the view east is towards Rossbeigh beach.

For some reason, probably too close to the sea no one has ever got any real height over Drung.



View east from Drung Hill



View West at Drung (Mt.Foley in the middle)

Get the best you can here, but be over Drung. I have a “magic number” for Drung. That is the departure height that will allow a glide over Kells bay to the eastern shoulder of Knocknadober. This is the longest glide on the run, about 5 km.

That number is 710 mts. (Drung is 640mts.)

From Drung it depends on the day as to which strategy is best. If the day is good i.e. good thermic lift head straight for the northern side of Mt.Foley 355 mts. keeping just south of the N70 Rd.

If the day is not so good it may be better to fly North West from Drung for as long as you are in level flight. When you start to lose it turn West for Mt.Foley.

Between Drung Hill and Mt.Foley is the Gleensk River spanned by the Gleensk viaduct. This was part of the old Cahersiveen railway which ran along the south side of the bay to Cahersiveen. The railway is long closed but the viaduct is still standing and in reasonable repair. I have walked over it as well as flown over it.



The Gleensk viaduct

Once past the viaduct it is over to Mt.Foley taking any lift there. Once again there is never much lift here but if there is a few metres, take it. There are some good views of Kells from here. If you are losing height here don't waste time go straight for Knocknadober.

After Mt.Foley go for the Eastern shoulder of Knocknadober, flying over Kells harbour and further along over Kells Lake.

You should arrive at the shoulder at least 200mts. That is about 50 mts. over the shoulder .If you arrive below the shoulder you may be in trouble and have to land near the lake ending the run. The trick is to make sure you arrive high by taking all lift offered to you on way from Drung until you are sure you will make it.

Pilots have arrived below the shoulder and recovered. It depends on the day.

You now have a rare treat in store. Mighty Knocknadober, 690 mts. high and 8000mts.long from Kells to Coonanna in some really wild terrain. Flying over lakes, gullies, Bowles, shear sides and breathtaking views of Dingle bay.



Kells harbour from 500mts.

There are good views of Kells village and pier from east Knocknadober.

The North side Knocknadober runs hard on dingle bay with the Western end running directly down to the sea and steep with it.

The flyer is totally spoiled here with a host of goodies such as Kells Lough, the Glenalough lakes, vertical faces, large and small gullies, grassy slopes and much more.

Having flown over the Killurly Commons, really delightful terrain, one comes to the western end of Knocknadober. Directly south is the summit O.S. mark 690 Mts. and to the southwest is Cahersiveen.

Emergency landing by paraglider is possible here but not desirable. Hang glider landing here is probably close to impossible



Cahersiveen in view (Castlequin hill right)

Decision time here, fly directly to Cahersiveen behind Castlequin hill 361 mts. or keep north of Castlequin and head for the ring forts and Ballycarbery castle. Before Castlequin is Coonanna harbour and Carriggower quay. A delightful spot just under the Western end of Knocknadobber. If going down at the end of Knocknadobar paragliders may land here. Friendly natives may even drive you to Cahersiveen. (it has happened).



Carriggower pier

Keep north of Castlequin is the best decision as some lift can be got at Castlequin albeit very rough at times. I have climbed out here on a rough thermal gaining about 200mts until I could no longer put up with the turbulence .Anyway there is no point of any more height here as there is nowhere to go. There is only the sea to the West.

There are some interesting ring forts past Castlequin . Cahergal and Leacanabuaile. Cahergal is quite large and a tourist attraction in the area. Worth a visit.

At this stage your destination Ballycabery castle will clearly be visible in the distance. The castle sits on a large field, although not flat it is no trouble to paragliders. There are adjacent fields for hanggliders.



Castlequin hill 361 mts.



Ballycarbery castle (note wires)

There are a few electric wires in the area to be careful of.

Once on the ground you will be filled with a great sense of wellbeing, achievement and privilege together with knowledge that you have been where very few people have been and have seen sights known only to the few.

You will also feel that there is more to be seen and that you should have spent more time in some of the very special places you have flown over. I feel that every time, even after 10 times.

I hope you enjoyed this literary flight on the Rossbeigh run and I look forward to flying the actual run with any visitors who are interested. My number is 087 2595724.

Good flying

Gilbert Mc Glennon IHPA

Suitable for HG PG	<h1>Rossbeigh</h1> <p>Co. Kerry</p>	Discovery Map 83?
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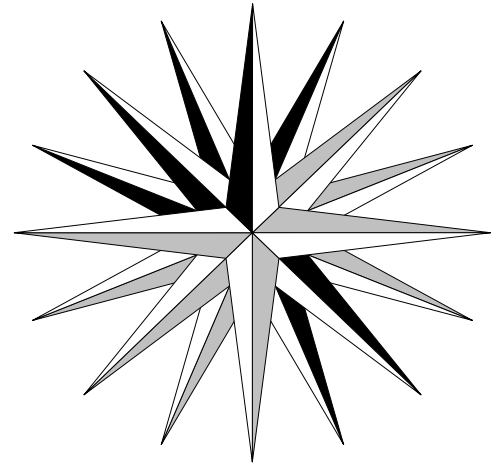
Rossbeigh (or Rossbehy) is a coastal site overlooking the village of Glenbeigh with beautiful views of Rossbeigh beach and Inch beach across the inlet. Access is by road to the west, to a car park at the top, which was provided by the local Community Council specifically for hang gliders and paragliders.

This is a good coastal soaring site with a long steep ridge and excellent rigging and launch area. It is not, however, suitable for top landing. Bottom-landing is on a huge beach area with a public car park at the rear of it. This site offers good XC potential.

If you fly this site then please fill in the blanks and let me know!

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- County or Counties that it's in
- Brief description of its location - what towns or villages is it near?
- Brief description of the site and surroundings
- Any special access details - keys, permissions, etc
- Any special restrictions or hazards - Is it in an Air Traffic Control Zone?
- ATC contact number (if needed)
- Discovery Map Number
- Wind directions flyable
- Suitable for HGs?
- Suitable for PGs?
- Is it suitable for novice, Intermediate or only experienced pilots
- Is it a Coastal or Inland site
- Launch site name
- Launch site grid reference
- Launch site altitude in meters and feet
- Can you drive to launch or is there a carry up - if so, how far
- Landing site grid reference (and name, if any)
- Landing site altitude in meters and feet
- Can you top land near take off?
- XC potential?
- Name of the land owner if known (address and phone number, if known)
- Any other useful information.

Wind Directions Flyable



Launch Sites Grid Ref. Altitude AMSL Landing Site Grid Ref. Altitude AMSL

Suitable for HG PG	<h1>Seefin</h1> <p>(Iveragh Peninsula) Co. Kerry</p>	Discovery Map 83?
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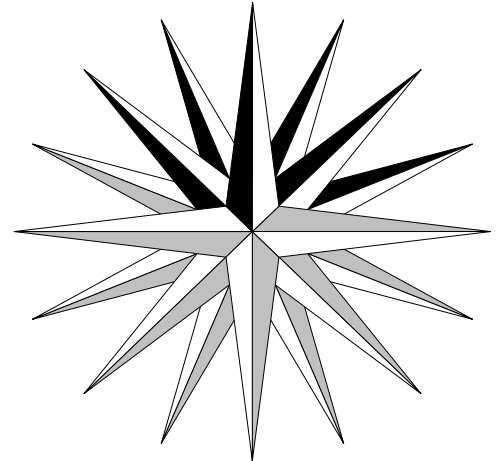
Seefin is a coastal site to the east of Glenbeigh village, on the Iveragh Peninsula, with spectacular views overlooking Caragh Lake to its east. Access to this site is from the east up a good road to the top. Please make sure that you close the gate at the bottom of the access road.

Seefin is a good coastal soaring site with an excellent rigging and launch area. Launch from the spur to the northeast of Seefin. Top-landing is possible here, though there is also a reasonable bottom landing area. XC potential from Seefin is good.

If you fly this site then please fill in the blanks and let me know!

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- County or Counties that it's in
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- Any special access details - keys, permissions, etc
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- XC potential?
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- Any other useful information.

Wind Directions Flyable



Launch Sites Grid Ref. Altitude AMSL Landing Site Grid Ref. Altitude AMSL

Suitable for HG PG	<h1>Slieve Mish Mts.</h1> <p>Dingle Peninsula - Co. Kerry</p>	Discovery Map 71
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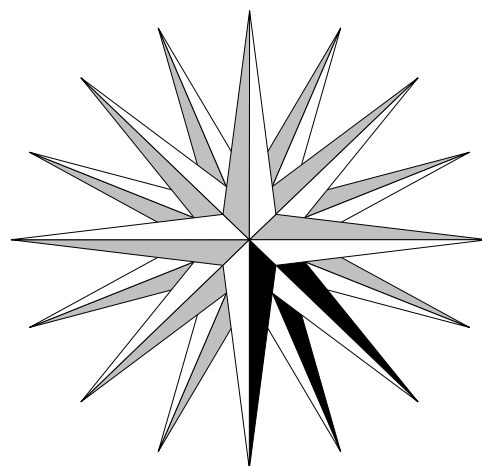
Located at the eastern end of the Slieve Mish Mountains, just south of Tralee on the Dingle Peninsula, Knockmoyle looks south over Killorglin to the Magillicuddy Reeks.

Access is by a steep public road. The rigging site and launch slopes are excellent and there is a large top landing area. Beware of bottom landing as the fields all have a down slope. This site offers excellent XC potential, and the old site guide suggests trying a ridge run down to Dingle... 45km to the east! In early 2003, Shane O'Reilly and Ger Doherty managed to climb in wave, in a moderate south-southeast wind, to over 11000 feet!!! When it 'works', it really 'works!' Enough said? ☺

If you fly this site then please fill in the blanks and let me know!

- Name of Site
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- Brief description of its location - what towns or villages is it near?
- Brief description of the site and surroundings
- Any special access details - keys, permissions, etc
- Any special restrictions or hazards - Is it in an Air Traffic Control Zone?
- ATC contact number (if needed)
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- Suitable for HGs?
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- XC potential?
- Name of the land owner if known (address and phone number, if known)
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Wind Directions Flyable



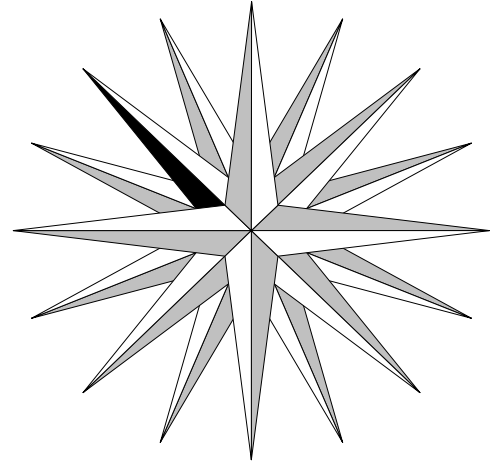
Launch Sites	Grid Ref.	Altitude AMSL	Landing Site	Grid Ref.	Altitude AMSL
Knockmoyle	Q828081	410m/1345'	Toplanding Dingle!	Q826081 Q423023	427m/1400'

Suitable for HG PG	<h1 style="margin: 0;">Galty Mts.</h1> <p style="margin: 0;">Co. Limerick / Co. Tipperary</p>	Discovery Map 74
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The strange beauty of the Galty Mountains, which take a generally northwest wind, must owe their nature to the fact that they are Ireland's best example of 'fold' mountains, looking, as they do, as if they were formed from soft jelly folded in on itself. Nestled between Tipperary Town to the north, Caher to the east and Mitchelstown to the south, access to the Temple Hill take off area may be made starting from the village of Anglesborough, located at the western end of the range. From there, pilots need to negotiate a complex network of forest roads starting at R819188 and make their way to R821217 where the road meets the edge of the forest. The road is rough but does not normally require a four-wheel drive vehicle.

Paragliders can launch adjacent to the parking area while hang gliders may wish to carry up the very steep grassy hill for a hundred meters, or so. There are several large fields out in front of take off but many are strip fenced. The two fields at R807233 and R806233, either side of the road leading directly away from the mountain are clear and level. Muscle-clad 'He-Man' types may find it quicker to walk back up the hill than drive!

Wind Directions Flyable



Launch Sites	Grid Ref.	Altitude AMSL	Landing Site	Grid Ref.	Altitude AMSL
NW – Temple Hill	R825217	520m/1706'	Bomb out field	R808233	145m476'

Suitable for HG PG	<h1>Achill Island</h1> <p>Co. Mayo</p>	Discovery Map 30
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Menawn on one side and Mweelin on the other, it's all the same mountain, with a good road right up to the top where there is a TV mast, a large rigging area and reasonably clean take off slopes.

The northwest take off looks out over the huge expanse of Keel beech where you could easily land a Jumbo jet in nil-wind – it's that big! If you get any decent height then try hopping back onto Knockmore, Derreen and over to Corraun Hill (a mountain, really) on the mainland. You might want to stop there, as your next hop back will put you in the drink, in Clew Bay!

To get to the southeast takeoff, drive up to the northwest takeoff and turn around 180°! The two sites are back to back. Here you may need to be a bit more careful as there may be some rotor coming off Knockmore in stronger winds. Release a few Calypsos and see what happens to them first before you decide! Again, if you get any height, try hopping across the island onto Slievemore. If you go down, you're spoiled for landing fields... well, bogs really.

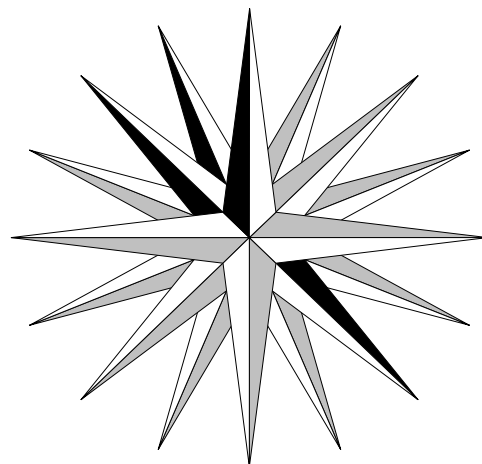
Top landing should be possible here in both wind directions. There are probably plenty of bottom landing possibilities for the southeast side of the mountain, but I don't know them... yet!

If it's not 'on' and you can't fly then why not rent a wetsuit and go surfing in the sea or boardsailing on Keel Lough, or horse riding on Mallaranny beach? Or if you're a real slob, you can just drive around the Neffin Range and soak up the stunning scenery. Fresh air is not only compulsory, it's unavoidable!

There are numerous pubs on the island, with craic to be had wherever you go, but do check out Lynot's pub on the road between Achill and Keel. It's priceless!

For God's sake stand up when they play the national anthem at the end of a night's drinking in the Menawn Heights – your life depends on it!

Wind Directions Flyable



Launch Sites	Grid Ref.	Altitude AMSL	Landing Site	Grid Ref.	Altitude AMSL
NW – Menawn Heights	F670028	400m/1312'	Beech LZ	F643045	2m/6'
			Golf Course LZ	F645047	6m/20'
			Top Landing	F671028	400m/1312'
SE – Mweelin	F670028	400m/1312'	Pick a spot or Top Land!		

Suitable for HG PG	<h1>Croaghmoyle</h1> <p>Co. Mayo</p>	Discovery Map 31
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Just five miles to the northwest of Castlebar, in the heart of Mayo, Croaghmoyle is accessible by road right to its summit where there is a transmitter mast. It is unknown whether there is a locked gate on this road, so if you are in the area, then please check it out, and let me know.

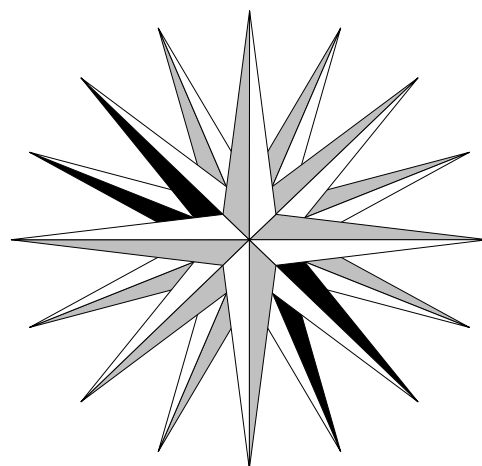
Croaghmoyle appears on the old site guide map and should take west-northwest, northwest, southeast and south-southeast winds. It may be possible to fly other wind directions if you are willing to carry over to other parts of the summit area. The northwest face of the mountain looks particularly good, as it is long and steep. It should also be possible to take off from the road up to the top. This side of the mountain takes a southeast or south-southeast wind. It should be possible to top land in most wind directions. But do check out a bottom-landing site first!

I have driven around this area and the views and scenery are spectacular. With Nephin to the north and the Nephin Beg range to the northeast, the XC potential from this site must be awesome!

I haven't flown this site, so if you do, then please let me have a full site work-up for the guide.

Westport, Newport and Castlebar are all close by and offer a wide range of excellent drinking and dining opportunities. There is also an excellent sports centre and swimming pool in the Westport Sports Hotel if it's not flyable. If your liver needs a rest, then a sauna or a steam bath is just the ticket to banish that hangover!

Wind Directions Flyable



Launch Sites	Grid Ref.	Altitude AMSL	Landing Site	Grid Ref.	Altitude AMSL
NW – Croaghmoyle Mast	M098983	430m/1410'	Unknown – let me know how you get on! ☺ Top Landing	M099984	401m/1315'
SE – Croaghmoyle Road	M097975	330m/1083'	Unknown – let me know how you get on! ☺ Top Landing	M095975	340m/1115'

Suitable for HG PG	<h1>Slievenamon</h1> <p>Co. Tipperary</p>	Discovery Maps 67/75
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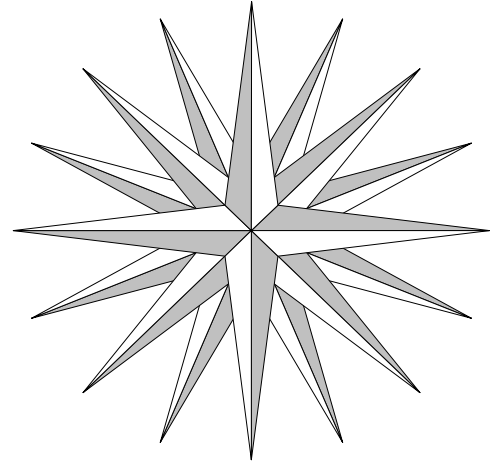
Slievenamon is a large rounded, heather covered mountain situated less than ten miles to the north of the Comeraghs. It can be approached using the main N24 road between Clonmel and Waterford.

There is a track all the way to the top of Slievenamon, most of which can be negotiated by an ordinary car, but the steepest sections are very steep and covered in loose shingle which require a four-wheel drive to get up.

Launch sites
 Landing sites
 XC potential... etc.

The village of Kilcash is conveniently located at the bottom of the access road to the top and the pub there has a unique portrait collection on its walls... of sheep! If any of the locals come up to you carrying a banjo while you're enjoying a pint and tells you to "Bleat like a sheep, boy"... RUN!

Wind Directions Flyable



Launch Sites Grid Ref. Altitude AMSL Landing Site Grid Ref. Altitude AMSL

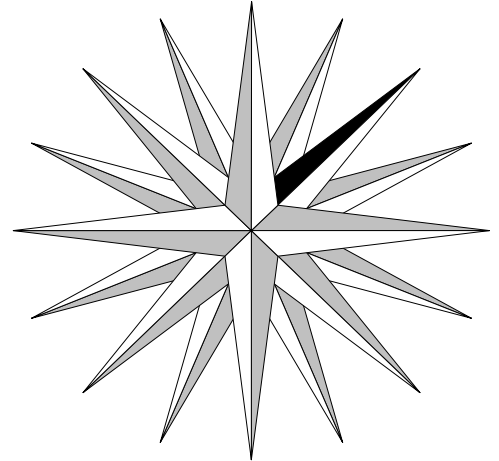
Suitable for HG PG	<h1>Comeragh Mts.</h1> <p>Co. Waterford</p>	Discovery Map 75
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Lying just to the south of Clonmel and southwest of Carrick-on-Suir, the Comeragh Mountains offer an 8km complex ridge run of unparalleled scenic beauty. The steep, and in places, sheer, chain of mountains are the product of glacial erosion during the last ice age and are punctuated by many glacial corrie lakes cut into the cliffs where eagles nest.

Access to the take off area is up a winding forestry road that (usually) does not require a four-wheel drive vehicle. There is then a substantial carry-up from the parking area (S280175) to the rigging area. Although the carry up is only a few hundred meters, the climb is very steep and rises 100m in that distance. Pace yourself – it’s worth it!

The landing field in front of take off is large, but has a deceptive down slope to it. Also, the edge of the forest at the upper end of the field can produce unwanted lift and turbulence just as you are trying to put yourself on the deck. You can always land out away from the ridge in one of the many large flat fields out in front of the mountains. There are plenty of small roads leading towards the mountains from the R676, which runs the length of the chain.

Wind Directions Flyable



Launch Sites	Grid Ref.	Altitude AMSL	Landing Site	Grid Ref.	Altitude AMSL
NE - Shauneenabreaga	S277177	460m/1500'	Bomb out field	S285182	230m/755'

Suitable for HG PG	<h1>Annagh Hill</h1> <p>Co. Wexford</p>	Discovery Map 62
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There are two entrances to Annagh Hill, both through farmyards. The first is at T110672, which leads up a track between large sloping grass fields to the foot of the heather. Beyond that there is dirt track which zigzags all the way to the top, but which requires a four-wheel drive vehicle.

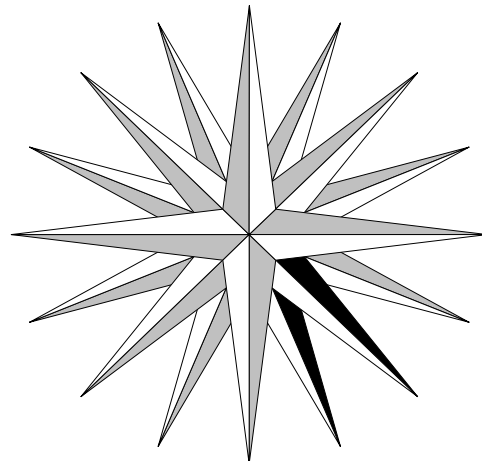
The second entrance is also through a farm, The Lug (owned by Ned Byrne), at T112678. This route requires that you get permission from the farmer first as you will be driving through his fields to reach the parking area. It is possible, in dry weather, to make this drive in an ordinary car, but it's rough going and you still have a substantial carry up ahead of you. A 4x4 will get you to the top without too much difficulty and save you the carry up.

Don't try to land on the sloping fields at the foot of the hill – their slope is deceptive. Fly out over the road running parallel to the hill and pick one of the many large flatter fields out there. There is a large and easy top landing site right along the top of the hill.

2005 – Ned Byrne warns that his bulls have the run of many of the HG landing fields and that they must not be used without explicit permission. A bull killed a farmer recently, making this a sensitive issue. There are plenty of other large, usable fields.

Annagh Hill is often flyable when the wind is too strong or it is clagged in on Mt. Leinster. You don't have to be high to fly!

Wind Directions Flyable



Launch Sites	Grid Ref.	Altitude AMSL	Landing Site	Grid Ref.	Altitude AMSL
SE – Annagh Hill / The Lug	T104679	400m/1312'	Bottom Landing Top Landing	T110669	190m/623'
SSE – Annagh Hill	T100676	300m/984'	Take your pick		190m/623'

Suitable for HG PG	<h1>Annagh Hill</h1> <p>Co. Wexford</p>	Discovery Map 62
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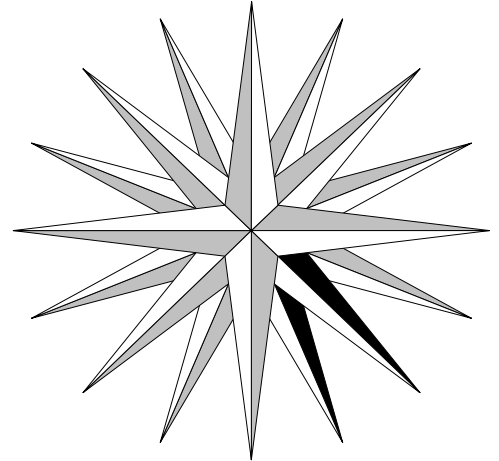
There are two entrances to Annagh Hill, both through farmyards. The first is at T110672, which leads up a track between large sloping grass fields to the foot of the heather. Beyond that there is dirt track which zigzags all the way to the top, but which requires a four-wheel drive vehicle.

The second entrance is also through a farm, The Lug (owned by Ned Byrne), at T112678. This route requires that you get permission from the farmer first as you will be driving through his fields to reach the parking area. It is possible, in dry weather, to make this drive in an ordinary car, but it's rough going and you still have a substantial carry up ahead of you. A 4x4 will get you to the top without too much difficulty and save you the carry up.

Don't try to land on the sloping fields at the foot of the hill – their slope is deceptive. Fly out over the road running parallel to the hill and pick one of the many large flatter fields out there. There is a large and easy top landing site right along the top of the hill.

Annagh Hill is often flyable when the wind is too strong or it is clagged in on Mt. Leinster. You don't have to be high to fly!

Wind Directions Flyable



Launch Sites	Grid Ref.	Altitude AMSL	Landing Site	Grid Ref.	Altitude AMSL
SE – Annagh Hill / The Lug	T104679	400m/1312'	Bottom Landing Top Landing	T110669	190m/623'
SSE – Annagh Hill	T100676	300m/984'	Take your pick		190m/623'

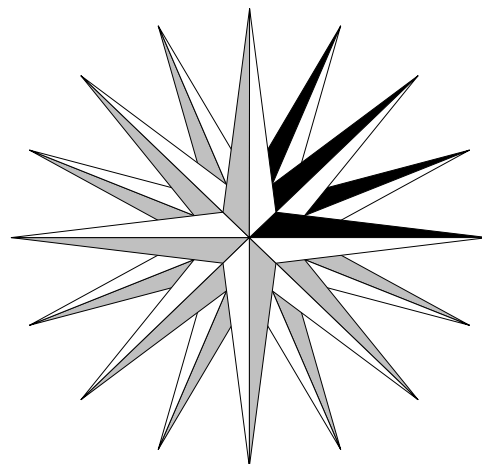
Suitable for -Experienced- HG PG	<h1>Bray Head</h1> <p>Co. Wicklow</p>	Discovery Map 56
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Bray Head is a coastal site, which lies between Bray and Greystones and is easily reached from the N11/M11 which runs past Bray. Bray Head is privately owned land and is part of the Meath estate adjoining Kilruddy House. Access to the site is through a locked farm gate. The key is held by the farmer who lives in the house directly down the hill facing the gate at O275153... his name is Tom Jenkinson.

Make sure you close all the gates behind you as there are livestock roaming around on top. Return the key at the end of the day.

Bray Head is flyable in a northeast, east-northeast or easterly (also a north-northeast for paragliders launching from the cross) wind but is restricted to pilots with a minimum of 50 hours airtime as there is no margin for error. This site is even more dangerous than Killiney Hill as there are no landing options within 2Km of takeoff. Normal practice is for pilots to top land beside their cars. Bottom landing on either Bray beach or Greystones is only for emergencies.

Wind Directions Flyable



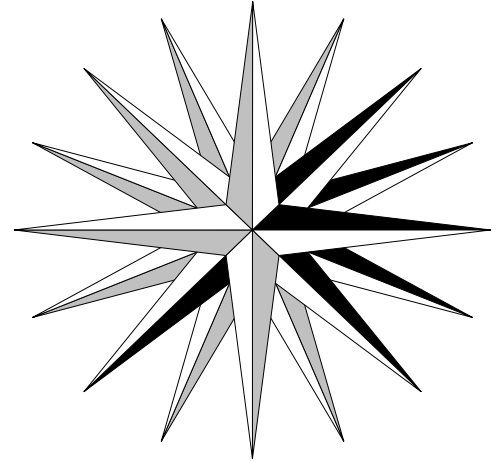
Launch Sites	Grid Ref.	Altitude AMSL	Landing Site	Grid Ref.	Altitude AMSL
NE – ENE – E	O284162	200m/656'	Top Landing	O282160	210m/689'
			Bray Beach	O275180	3m/10'
			Greystones	O289137	3m/10'
The Cross NNE – PGs only	O282173	197m/646'	Bray Beach	O275180	3m/10'

Suitable for PG	<h1>Sugar Loaf</h1> <p>Co. Wicklow</p>	Discovery Map 56
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Once popular with hangies when it was possible to drive most of the way up the back of the mountain, the track has now been blocked to prevent knackers and tinkers setting up camp there. It is a long walk up from the public car park to the shoulder and even further to the summit, which makes this site practical only for paragliders. The views from the top, however, are worth the climb alone. All of Dublin Bay, Bray and as far down the coast as Arklow are visible on a clear day, as is the view up Glencree to Lough Bray. The southeastern slopes of the Sugar Loaf are ideal for hang glider training, with nice top to bottoms to be had.

The summit is very rocky and only the southeast takeoff direction is suitable for beginner paragliders. There is no room for error. If you plan to land on the GAA pitch, make sure it is not in use!

Wind Directions Flyable



Launch Sites	Grid Ref.	Altitude AMSL	Landing Site	Grid Ref.	Altitude AMSL
Summit	O237131	501m/1670'			
Training Bowl (PG)	O236138	280m/940'	GAA pitch	O243141	120m/400'
SW – Shoulder	O236130	430m/1430'			

Suitable for PG	<h1>Maulin</h1> <p>Co. Wicklow</p>	Discovery Map 56
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Maulin is a fine flying site located close to Dublin on the south side of Glencree at its eastern end and offers a wonderful panorama of the east coast, with Killiney and Dublin to the north, all the way down the coast to Bray, Greystones and on down to Arklow to the south.

There is a public car park at the bottom of the mountain at O192142 and a forest road which winds its way up almost to the summit. It is possible to drive 90% of the way up to the take off area, with just the last couple of hundred metres being too rutted and overgrown by trees to negotiate by even a four-wheel drive vehicle. The rest of the track can easily be driven up in an ordinary car.

Access to the forestry track is through a locked gate and the IHPA have a key for it! It is planned to install a key-safe nearby, as at Mt. Leinster. In the meantime, contact Dara Hogan for the key.

Once you have climbed your way up the path and through the trees, you come to a stile over the forest boundary fence and out onto clear mountainside with a sheer drop to your right. There is a beautiful, precipitous bowl between Maulin and Tonduff to the west, with a waterfall tumbling over the rocks on its way down to the Glencree River.

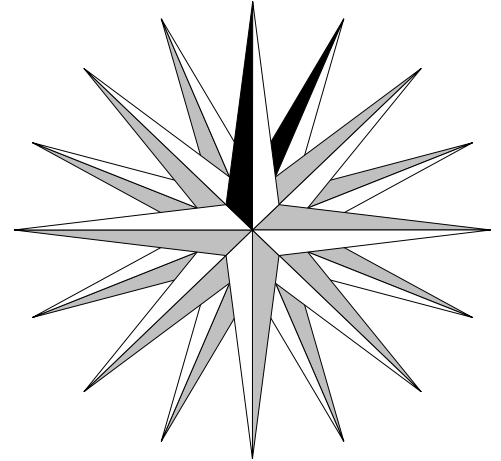
Paragliders can take off at or close to the saddle or may care to walk further around the bowl to the right.

It is also possible to walk along the top of the forest to the east and take off overlooking Powerscourt Waterfall. This part of the mountain takes a generally north-northeast wind.

Top landing should be easy if attention is paid to turbulence or rotor coming off the top of the forest boundary.

Bottom landing could present some problems if a spot has not been selected before climbing the mountain. The ground near the road and car park slopes quite steeply down to the Glencree River at the bottom of the valley. Choose your LZ with care and stick to it. Safe emergency bottom landing options are limited. Beware of landing in the Powerscourt Waterfall demesne as the gates are locked in the evening.

Wind Directions Flyable



Launch Sites	Grid Ref.	Altitude AMSL	Landing Site	Grid Ref.	Altitude AMSL
N – Maulin Saddle	O179130	500m/1640'	Top Landing	O179130	500m/1640'
			Pick your bottom landing with extreme care before you go up to the top.		
			Possible LZ	O205135	155m/508'
NNE – East Maulin	O188130	480m/1575'	Top Landing	O191127	475m/1558'
			Possible LZ	O205135	155m/508'

Suitable for PG	<h1 style="margin: 0;">Lough Bray</h1> <p style="margin: 0;">Co. Wicklow</p>	Discovery Map 56
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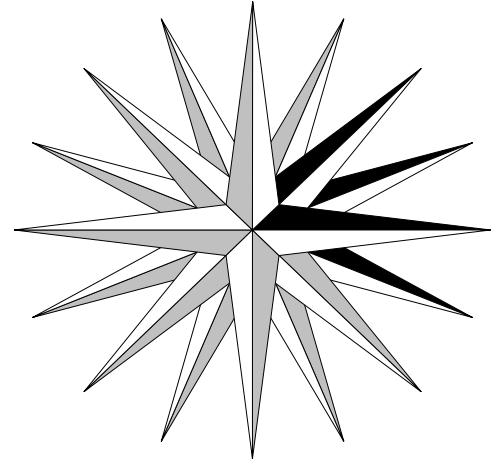
At the head of Glencree and just a short walk from the Military Road, Lough Bray is a beautiful site close to Dublin. It consists of two corrie lakes cut into the flanks of Kippure with their east faces formed by sheer cliffs. It is easily soarable in an easterly wind but will take anything from a north-easterly to an east-southeasterly. On hot sunny days, the sea breeze penetrates up the valley from Bray, straight into the bowl of the lower lake. If conditions are right, you can also get around the corner into the bowl of the upper lake.

This site has XC potential, but care should be exercised not to stray back into the R15 military air space above the Kilbride Rifel Range to the east and slightly to the north. This air space can be avoided in any wind north of east. Both bowls take a northeast.

Park at the side of the Military Road (O143167) and hike straight up the hill to the small plateau, and from there, there are paths worn up the hill to the ridge and along the edge of the ridge. It is a long hike up from the road, especially on a hot day!

Land on top of the hill, down from the small plateau or down near the road. Do not land near the lake or the house.

Wind Directions Flyable



Launch Sites	Grid Ref.	Altitude AMSL	Landing Site	Grid Ref.	Altitude AMSL
E – Lower Lough Bray	O139165	550m/1800'	Bottom Landing	O137166	400m/1312'

Suitable for HG PG	<h1>Lacken</h1> <p>Co. Wicklow</p>	Discovery Map 56
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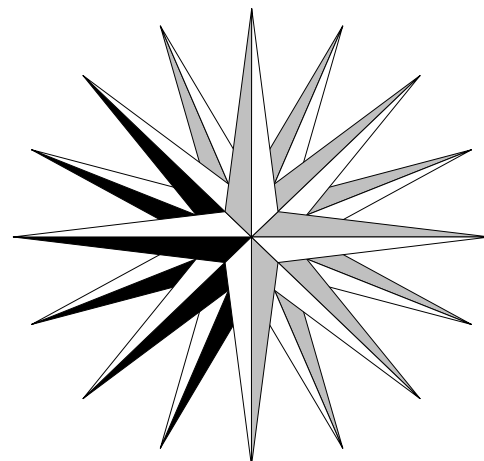
A nice site overlooking the lake at Blessington and long used as a training site by both hang gliding and paragliding instructors because of its gently sloping bowl and soft, if wet, landing area, Lacken also has something to offer the experienced pilot. Sorrel Hill, which takes a Southwesterly, has a nice ridge run to the west, while Black Hill offers the possibility of hopping back onto Mullaghecleevaun in a Northwesterly.

Care should be taken by hang gliders on their landing approach to the car park area. If you miss and go down into the bowl you're screwed. The gentle slope of the bowl will ensure that you end up right at the bottom in knee-deep bog with heather up to your armpits, being chewed by flies, cursing your broken uprights and facing a bastard carry-out! Hangie pilots who trained here remember their student days with mixed emotions... few of them fond! Don't bomb out!!

That said, Lacken is a nice site close to the city and offers some interesting XC potential towards Glendalough and Laragh.

Don't knock it until you've bent some aluminium there ☺

Wind Directions Flyable



Launch Sites	Grid Ref.	Altitude AMSL	Landing Site	Grid Ref.	Altitude AMSL
NW – Black Hill	O043097	525m/1722'	Top Landing Car Park	O043097 O045107	525m/1722' 450m/1476'
W – Car Park (Training only – good luck!)	O044107	450m/1476'	Bottom Landing	O035105	310m/1017'
SW – Sorrel Hill	O113043	500m/1640'	Car Park	O045107	450m/1476'

Suitable for HG PG	<h1>Carrig Mt.</h1> <p>Co. Wicklow</p>	Discovery Map 62
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Carrig Mt., two miles north of Kiltegan and five miles east of Baltinglass, backs onto Keadeen Mt. to the north and over looks Humewood House, a huge Neo-Gothic castle on a beautiful estate. The view of the southern Wicklow Mountains and Lugnaquilla are stunning.

This site definitely requires a four-wheel drive vehicle, determination and some imagination to make it up the rather tenuous track on the mountainside. If you can drive your way up to the 400m contour, close-ish to S962880, hangies can then carry around and up the hill to the rigging area without too much danger of a heart attack. Paragliders can of course park at the top of the farm road at Muckduff Lower, S964875, and carry up from there.

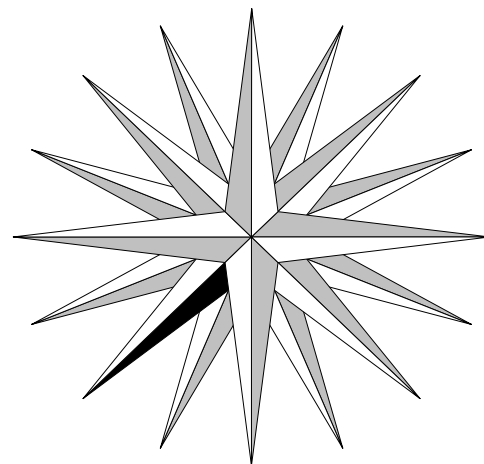
The effort is worth it. Carrig is a lovely steep hill, which produces oodles of lift if there is any wind. Top landing is easy, although you may end up having to carry forward a bit to take off again.

The XC potential from this site is massive, backing onto Lugnaquilla and the Wicklow mountains as it does; only beware of flying over the Glen of Imaal Artillery Range which has a restricted air space over it.

The bottom landing field is large and has a slight up-slope making it easy for intermediate pilots. There are no major obstructions to look out for on approach.

The pubs in Kiltegan and Rathdangan are definitely worth investigating.

Wind Directions Flyable



Launch Sites	Grid Ref.	Altitude AMSL	Landing Site	Grid Ref.	Altitude AMSL
SW – Carrig	S958879	450m/1476'	Bottom Landing	S967865	191m/626'
			Top Landing	S958884	565m/1854'