Scottish Field Landing Database
Version 3 – 2026

Purpose and Scope

This document forms part of a pilot-compiled database of potential **land-out fields in Scotland**. It is intended **solely as a planning and situational-awareness aid** for cross-country gliding.
The database provides indicative locations, orientations, and qualitative assessments of fields that *may* be suitable for landing. It does **not** replace in-flight judgement, local knowledge, or proper reconnaissance.

Important Disclaimer

- **No guarantee** is given that any listed field is landable or safe.
- **No responsibility** is accepted for the use of any information contained in this database.
- Many locations have **not been visited** and were identified using aerial photography, mapping tools, or Google Street View.
- Where runway or field orientation is shown, the field **may be sloped** and landable only in specific wind conditions.
- **None** of the listed landing options have prior permission from landowners or tenants.
- Field availability can change rapidly due to agricultural activity, livestock, events, or other temporary obstructions.

All entries should be treated as a **starting point for your own assessment**, not as approved landing sites.

Data Sources and Provenance

The database draws on multiple sources, including:

- The historical Scottish land-out database hosted on the SGC website.
- Original work developed by **Richard Arkle**, with later contributions from **Phil Dolan**, **Steve Kenyon-Roberts**, **J. Jack**, and **S. Reid**.
- Additional locations identified through aerial imagery, mapping tools, and limited ground or airborne reconnaissance.

While many sites were visited at the time of inclusion, **conditions may have changed** since then.

Naming and Classification System

Locations are identified using the naming convention **A01, B01, C01, Z01**, etc.
The letter prefix indicates a **relative assessment of landing difficulty and risk**, not suitability or approval.

Classification Definitions

- **A** Very high probability of a smooth landing. May include airfields or sites with clearly favourable characteristics.
- **B** Landable, but with some risk of damage depending on conditions, technique, and aircraft.
- **C** Challenging. Potentially landable only if the pilot is current and conditions are favourable. Glider or aircraft damage is likely.
- **Z** Locations from the original database that were **not visited** and were identified solely from imagery. These should be treated with particular caution.

Jack Stevens ("J*") and Steve Kenyon-Roberts Entries

Some locations are prefixed with **J***. These originate from a separate land-outs dataset compiled by **Jack Stevens**, based on aerial photography and site visits carried out by Jack and Steven from Aboyne.

Key points regarding these entries:

- Jack either flew over or visited all J* sites.
- Photographs exist in the black folder at the Aboyne clubhouse.
- **Steve Kenyon-Roberts** reviewed these locations against maps and satellite imagery and added brief notes and observations.
- Where possible, Steve provided estimated field lengths and orientations.
- An orientation listed as, for example, *360* indicates a preferred landing direction due to slope or terrain; this does **not** imply suitability in strong opposing wind conditions.

To differentiate these entries, Steve used identifiers such as **A101, B101, C101**, applying the same A/B/C classification system. As many of these sites have not been fully ground-checked, they should be treated with caution.

Ongoing Updates and Corrections

The database is intended to be a **living resource**.

If you:

- Identify new land-out locations in otherwise landing-poor areas, or
- Discover sites that are no longer safe or viable,

please report them to Stewart Reid via WhatsApp.

Contributions help keep the database relevant and improve safety for the wider community.

Final Notes

This database reflects the collective experience and judgement of its contributors at the time of compilation. **Fields change, conditions vary, and responsibility always rests with the pilot in command.**

Use this information thoughtfully, conservatively, and at your own discretion.