

OS Grid Ref: SY 642 854

Owned and farmed Mr M. Mayo	Wind Direction	S (180°)
by: Waddon Farm	Height AMSL	320ft (100m)
Friar Waddon	Top to Bottom	
01305 812514		
Nearest Phone: Coryates village	Pilot Grades	HG Not permitted
Casualty Units: County Hospital Dorchester		PG Club Pilot
		Site briefing advisable

For your own safety warn the Portland Coastguard Helicopter (01305) 760 439

They have been known to low fly in this area

Read site restrictions

Original notes by Russell Whyte edit by Alastair Florence

General Site info Friar Waddon is a new site to the club in 2006. It has had some use in previous years and parts of the ridge have been used for training.

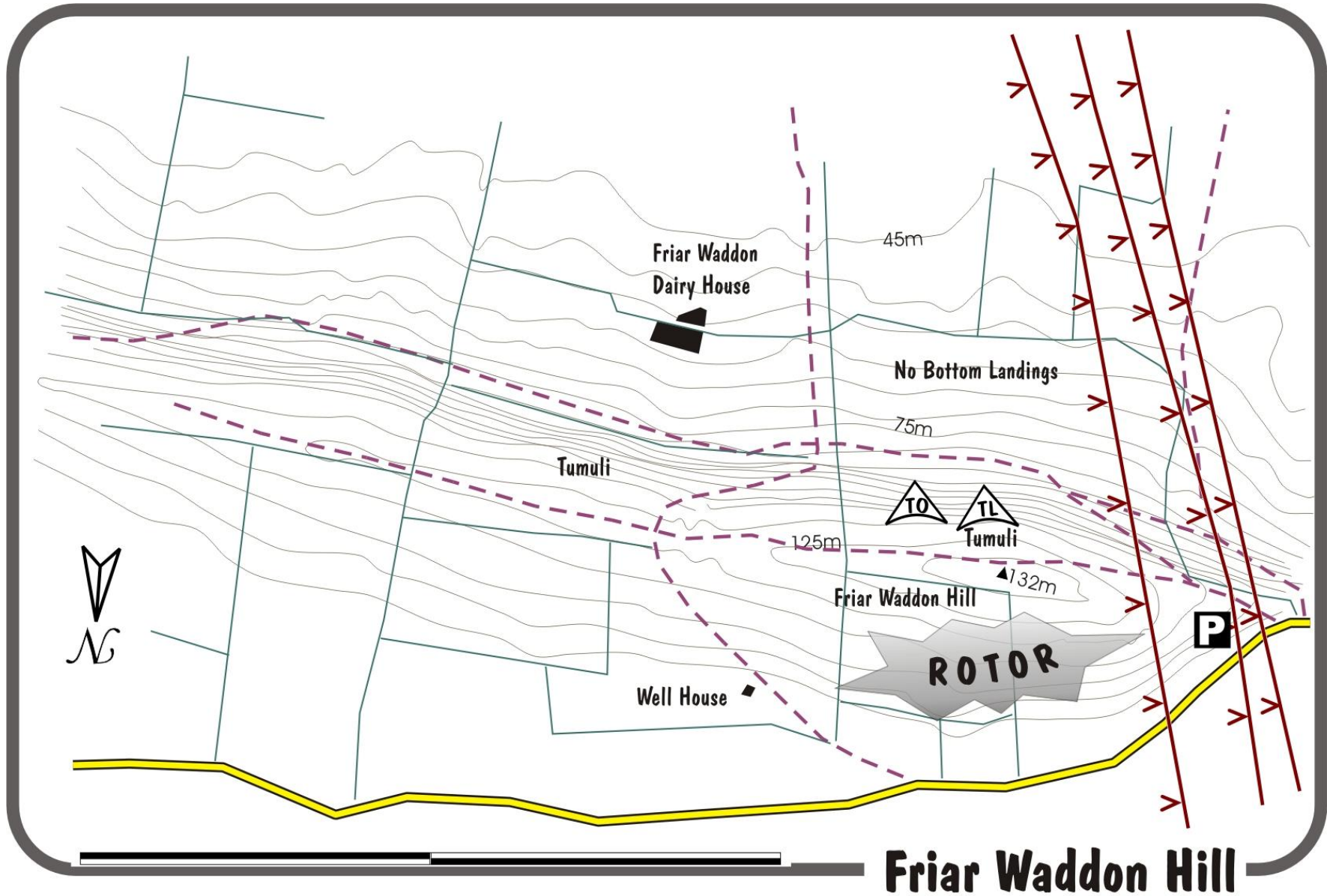
The site is suitable for all grades of pilot CP and above.

There should be great potential for extensive ridge runs from the hill in the correct conditions with several gaps to jump opening up long ridge distances.

If it was possible to connect with the fabled sea breeze front an extensive run down West may be possible.

XC potential should be excellent. The site is close to the sea which may hamper initial XC from the site but with the right conditions and some careful thought to downwind airspace the potential is great.

Friar Waddon



- Directions** From the A354 Dorchester to Weymouth Rd come over the Ridgeway around the hairpin bend under the railway bridge and turn right into Elwell St, Upwey, continue to the end of the road. At the "T" junction turn right and follow the road to Goulds Hill. As you start up the hill take the next turning left into Friar Waddon Rd. Continue to Corton Gap (immediately under the pylons) park safely and sensibly on the extended verge (on your right as you approach). If approaching from the west B3157 as you enter the village of Portesham turn left at the Kings Arms Public House and take the first right, Friar Waddon Rd and follow it to Corton Gap.
- Parking** Parking is limited and requires care and consideration as this is a narrow country lane. There is room for approximately 4 vehicles on the obvious wide part of the verge on the north side of the Corton Gap. The farmer will tolerate 2 vehicles at his free range egg outlet at the farm but permission must be sought beforehand. Under no circumstances should any part of your vehicle overhang Friar Waddon Rd.
- Access** At the Corton Gap walk eastward to the corner of the hill. To the left of the pylons, there is a stile. Walk up and under the pylons to the face of the ridge and take off is approx 150m to the east of the smaller pylons.
- Hazards** The face of the ridge at take off is very steep and in some places almost rises vertically. There is sufficient space to land back on top in the bounded field, However, at the rear of the top field the slope runs down towards the north with the problems of rotor and turbulence. The field is bounded on all sides with barbed wire fencing.
- The field is used by walkers and riders and is occasionally stocked with livestock.
- Electrical:**
- There are major and minor distribution pylons immediately to the west of take off.
- Top Landing** Land back on take off. Note that the hill drops away behind take off and is likely to suffer turbulence and rotor should you be blown back.
- Bottom Landing** There is currently no permitted bottom landing. Only bottom land in extreme emergency giving regard to crops and livestock.
- Specific site restrictions**
- 1) All pilots must report to the "Hen House" at Waddon Farm prior to flying, before noon. If after midday then phone Mr Mayo. If no answer, leave a message.
 - 2) Ask permission to park at "Hen House" if there is no available space near Corton Gap.

- 3) Always have your BHPA card as the farmer will ask to see it to ensure you have BHPA public liability insurance.
- 4) If parking on the verge, no part of vehicle may overhang the road.

N.B. It will help our relations if you buy a tray of eggs.

Ridge Runs, XC

On a thermic day there should be good potential for ridge runs particularly to the west.

If you manage to get away XC then there is potential for some serious XC distances.

The site may be used if conditions at White Horse are becoming strong as with a lower altitude the site will take higher wind speeds.

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