



Barton on Sea

OS Grid Ref: SZ 241 929 (Map 195)

GPS: N50:44:07 W1:39:34

What3Words: [///chromatic.sweeter.fists](http://chromatic.sweeter.fists)

Owned by:	New Forest District Council	Wind Direction	SW – SE (135° to 225°)
Nearest Phone:	Junction of Marine drive and Barton Court Rd	Height AMSL	50ft (16m)
		Top to Bottom	50ft (16m)
Casualty Units:	Southampton General Hospital	Pilot Grades	HG not permitted
	Minor A&E Lymington		PG Pilot recommended,
	Royal Bournemouth Hospital		Club Pilot + 25hrs minimum,
			Compulsory site briefing
			(SEE PAGE 7 OF THIS GUIDE FOR DETAILS)

THIS IS WESSEX MEMBERS ONLY SITE

IT IS NOT OPEN TO RECIPROCAL CLUBS OR VISITORS

Before flying you must phone the New Forest DC voicemail* to log your details. You will be asked to state your name, BHPA number and wing colour.

THE VOICEMAIL NUMBER IS 01202 375360 - put it in your phone now.

Several pilots can register using one phone message.

Flyers can expect to be asked for proof of membership by Club members and Council Wardens. Any rogue pilots (people who are not Wessex members) are to be reported to our Sites Officer with; time, date and wing colour & any other relevant information.

Before flying one person **MUST** notify Bournemouth Air Traffic Control that Paragliders will be flying at Barton-on-Sea from Milford-on-sea to Highcliffe. After **you** have notified Bournemouth Air Traffic Control **you must** leave a message on our Telegram Wessex Site Reports group. If there's no message on our Telegram Wessex Site Reports group – phone ATC. This is not only to open the airspace at Highcliffe but ATC will advise other aircraft of our activity.

BOURNEMOUTH ATC 01202 364150 - put it in your phone now.

Please file a CANP the day before flying. This is important because it will inform General Aviation airspace users of the presence of paragliders, SAR Helicopters will see the NOTAM and they will route offshore to avoid conflict. To help avoid conflict please phone SAR Operations and give them the same information as Bournemouth ATC.

SAR OPERATIONS LEE-ON-SOLENT 02392 559180

The New Forest DC have stipulated that all pilots must use an anemometer or use Weatherfile.com for local actual windspeeds to assess wind strength before launching.

Barton is an SSSI (Site of Special Scientific Interest). Treat the cliff and under-cliff with respect. **DO NOT CLIMB UP THE CLIFF FACE.** Take your litter home.

General Site info

Barton on Sea is a sensitive site where members of the public are always present and must be given priority. Take off is close to parked cars and a busy road. A number of incidents involving paragliders have caused significant concern to residents and the Council.

The site is classified **CP+25hrs MINIMUM REQUIRED**. The local council requires Wessex HGPG to keep a record of Pilots who have been site briefed by any Wessex HGPG Club member who is Pilot rated and has a minimum of 10 logged flights at Barton on Sea. This briefing will be added to your record in the membership database, please ensure that you **comply***. Despite looking benign, Barton-on-Sea has a good number of hazards to catch out the unwary, particularly in marginal conditions or when the wind suddenly picks up.

It is essential that your ground-handling and spot-landing skills are good.

If you can't keep the glider under control in strong, gusty conditions then you must not attempt to fly at Barton. Newcomers must not fly without a thorough briefing from one of the Wessex coaches who have experience of the site.

The low cliffs and long cliff runs in either direction provide a site that is fun to fly. With a variety of gaps, changes in cliff height, and some cliff face direction changes the site can prove a challenge depending on conditions.

A civilised site with toilet, café and ice cream facilities nearby!

*The Wessex HGPG club regularly provides New Forest District Council with a list from the Wessex HGPG club membership database consisting of all members who are shown as CP rated +25hrs and have had the site briefing. If you wish to fly Barton-On-Sea please ensure the membership database has your correct rating, hours and date of Barton briefing. Your rating can be verified or checked online at the Wessex website

Directions

From the A337 Lymington to Christchurch Road look out for signs to Barton on Sea. Go down First Marine Drive and turn left at the bottom.

The take-off/top-landing is between First Marine Ave. and Second Marine Ave. An alternative landing area is opposite Sea Road and 'The Cliff House' restaurant/pub – however, due to recent cliff erosion and a fence, it is not ideal as a take-off and is very rarely used.

ONLY ONE TAKE-OFF TO BE ACTIVE AT ANY ONE TIME.

Parking and Access

There is plenty of free parking roadside along the front, however pay and display car parks also exist adjacent to the golf course and adjacent to the café. Always park with consideration to the local residents.

Public toilets are situated at the bottom of First Marine Drive ([///interests.fuzzy.attending](#)) opposite the café.

The take-off is between First Marine Ave. and Second Marine Ave and is located at [///talked.retaliante.bath](#) (within the red bounded area on the first map).

Hazards

The general public use the cliff and beach area. It is our responsibility to fly with their safety as our priority.

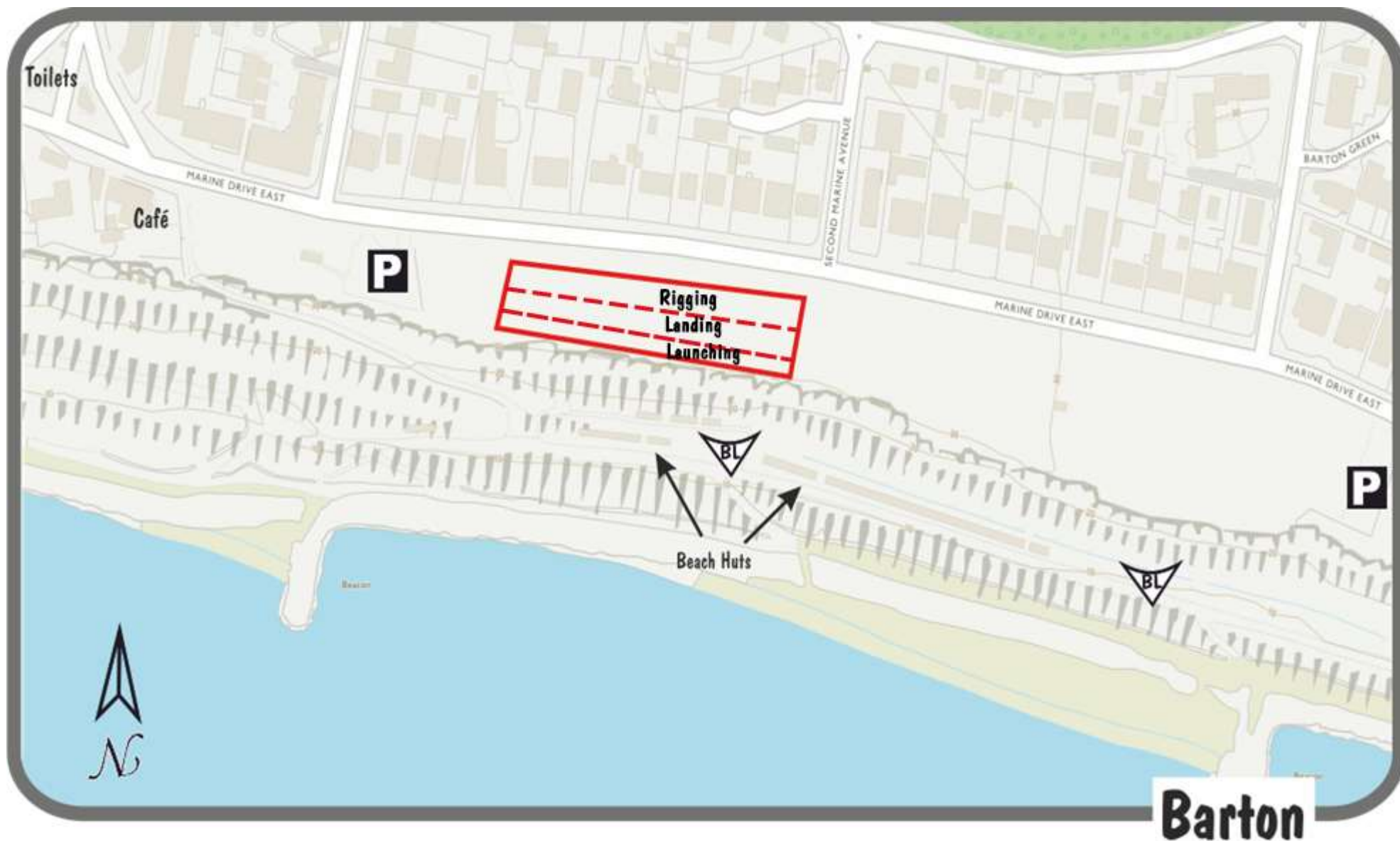
The take-off area is in rotor. You will be launching in rotor and it can be very difficult to inflate your wing. You might need assistance to reach the cliff edge on breezy days. The secondary take-off is very rarely used but can be easier in WSW winds but negotiating the fence is difficult.

The wind can increase without warning. Land immediately if you notice the wind speed picking up as getting blown back here is dangerous. White caps on the waves are a good indicator and for safety it is advisable to land on the beach.

Barton is a steep cliff that generates severe turbulence and rotor in a zone behind the edge that will lead to deflation and loss of control of the wing and possible injury to the pilot and members of the public. The area in which the wing remains in clean laminar air is limited to a narrow zone close to the cliff edge. The turbulent zone will vary with wind strength and direction. The turbulence is invisible and not fully predictable. If the wind has picked up or gone a long way off the ideal SSW direction, then it is advisable to bottom land and walk up. A little effort walking back up is always better than a long stay in hospital. DO NOT underestimate the rotor hazard on this site.

Cliff erosion is particularly evident at this site, be aware that you may encounter pipes and other items sticking out of the cliff face.

The debris caused by the collapse of the cliff between Barton to Chewton Bunny Gap is treacherous due to large areas of quicksand, if you land in that area, it is advisable NOT to walk/climb on the collapsed cliff.





- Launching** The take-off is between First Marine Ave. and Second Marine Ave and is located at [///talked.retaliante.bath](http://talked.retaliante.bath) (within the red bounded area on the first map)
- Avoid stepping on the edge of the cliff to minimize the risk of erosion.
- Always keep a look out for members of the public when launching. Allow any pedestrians to get well clear before attempting to inflate your wing.
- Do not attempt to fly if the launch area or bottom landing is busy and restricting your landing options.
- Finding the correct spot to launch amongst the rotor is the key to a successful launch here, listening to an experienced pilot can save you hours of fruitless struggle.
- Landing** Always choose what you consider to be the safest place to land, not the most convenient. This might be the beach or top landing. Consider wind strength, wind direction, high tides, people and groynes.
- Top Landing** Must be in the designated areas (within the red bounded areas on the maps). For your safety & to help avoid encountering rotor ensure that you do not fly or land any further back than 12 metres from the cliff edge & approach as low as practical. Caution should be exercised in stronger winds, especially when directly on the cliff. In this instance it is advised to land on the beach as the rotor is pronounced. Winds with a westerly or easterly component are more forgiving. Set up your approach to avoid any members of the public and be prepared to drop your wing quickly to avoid being dragged back toward the road. Clear the landing area immediately. Be prepared to take several attempts at landing in case your position isn't correct or if pedestrians appear where you have chosen to land.
- Bottom Landing** Don't scratch too low – turn out early, to land on the lower track or beach well clear of the public and beach huts, even if it means a longer walk back.

Special Rules

Only fly in front of the shops, café and houses to continue a flight along the cliff. Do not hang about as some the residents have complained.

As directed by the Council, paragliding schools are not to use the site and no training is permitted.

A portion of the site lies within Bournemouth CTR (when travelling towards Mudeford/Christchurch the cliff beyond Chewton Bunny Gap [///thread.binds.strongly](#) is inside Bournemouth airspace), due to the proximity of controlled airspace it is a requirement that Bournemouth ATC is informed on 01202 364150 whenever flying is taking place **anywhere** along the cliff.

Gliders on the ground should be grouped into a single area to keep the take-off tidy. Remember, the take-off area is a public space, do not hog it or cause an obstruction to the footpath or green area. Keep clear of benches when taking off and landing. Always be aware of people and especially children and dogs when launching and landing; they will do the unexpected.

Ridge Runs

It is possible to fly East from Barton to Milford. There are gaps to jump and care should be exercised as the beach in some places disappears at high tide. The height of the cliff reduces as you approach Milford and the beach huts disturb the airflow. Ensure you can soar or make a beach landing before over-flying the huts. From Barton flying West to the Chewton Bunny Gap can also be achieved, but the cliff here is collapsing and has many hazards (pipes and other items sticking out of the cliff face) for those not able to soar the debris. Keep clear of the café and shops, and just beyond, watch out for the power cable ([///like.icon.evaporate](#)) running from the cliff top to the beach.

On exceptional days the Chewton Gap can be jumped flying West but the cliff the other side is shallow and covered in vegetation, but it is possible to reach Friars Cliff and the Coast Guard station at Steamer Point.

Note: When travelling West towards Mudeford/Christchurch, the cliff beyond Chewton Bunny Gap ([///thread.binds.strongly](#)) is inside Bournemouth airspace.

Site Briefing

A Barton on Sea site briefing **MUST** be carried out before flying this site (due to the New Forest District Council rules). This can be received from any Wessex HGPG Club member who is Pilot rated and has a minimum of 10 logged flights at Barton on Sea.

Once you have received your site briefing you need to update your membership details ("Barton-on-Sea briefing") on the Wessex HGPG membership database (again a requirement of the NFDC).

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