



OS Grid Ref: SZ 242 929 (Map 195)

GPS: N50:44.113 W1:39.507

Owned by:	New Forest District Council	Wind Direction	SW – SE (135° to 225°) Best: S (180°)
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, Club Pilot + 25hrs minimum required + briefing by a Barton experienced coach on first flight

Edit by Andy Fenton

IMPORTANT INFORMATION

THIS IS WESSEX MEMBERS ONLY SITE

IT IS NOT OPEN TO RECIPROCAL CLUBS OR VISITORS

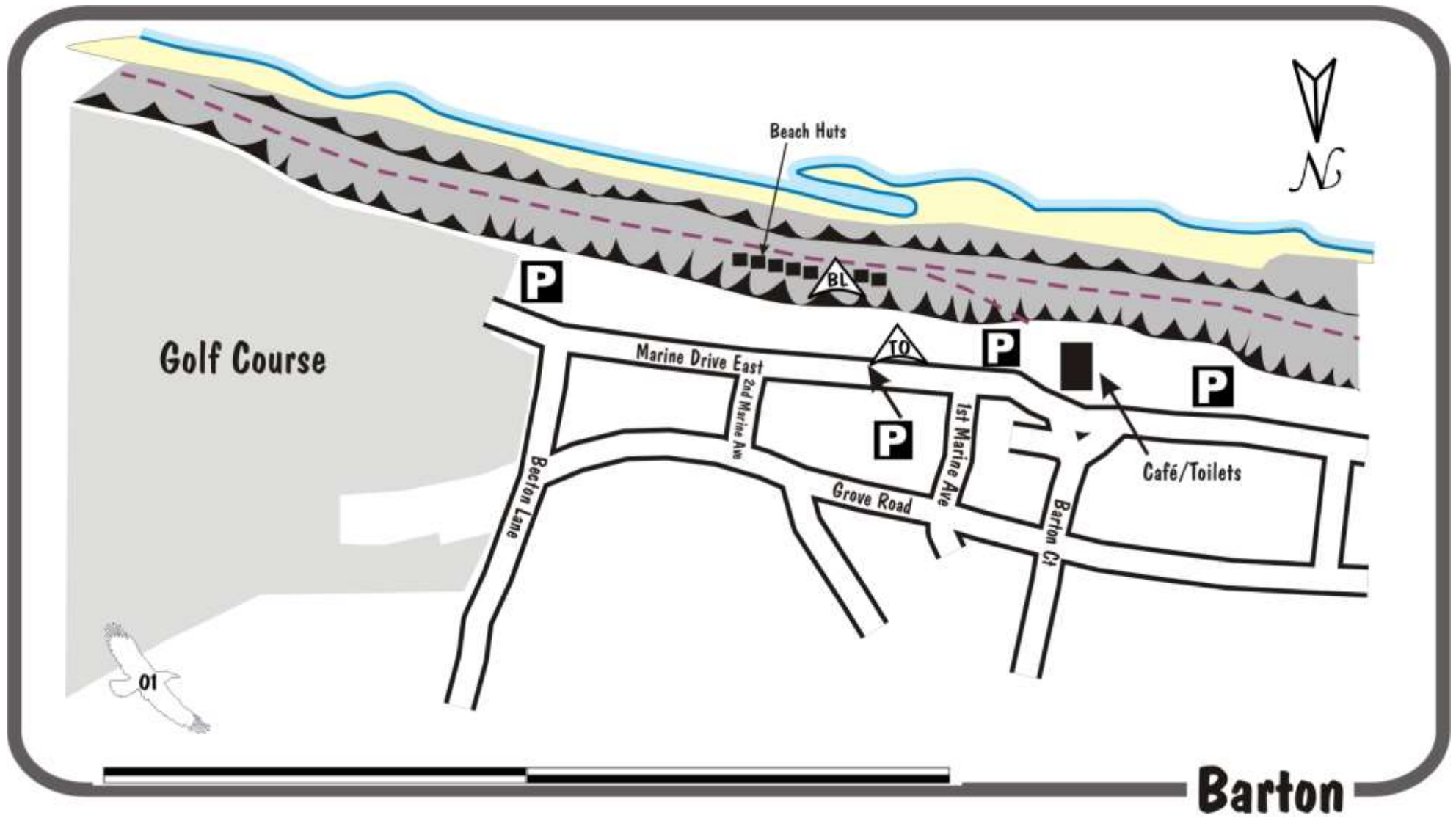
General Site info

Barton on Sea is an extremely sensitive site where members of the public are always present. It is close to parked cars and a busy road. A number of recent incidents involving paragliders have caused significant concern to residents and the Council. Consequently, **the site is now restricted to full Wessex members only; it is not open to Reciprocal clubs or visitors.** Flyers can expect to be asked for proof of membership by Club members and Council Wardens. It will not take much for the Council to close the site.

The site is classified **CP+25hrs MINIMUM REQUIRED** because, despite looking benign, there are a good number of hazards to catch out the unwary, particularly in marginal conditions or when the wind suddenly picks up. It is absolutely essential that both your ground-handling and spot-landing skills are finely tuned. If you can't keep the glider under control in strong, gusty conditions or you can't land every time in a 10m circle 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.

Barton works well with a true wind off the sea and it also works well with sea breezes during the summer. The low cliffs and long cliff runs in either direction provide a site that is tremendous 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. The emphasis here is on flying for the fun of it.

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



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 main take-off is between First Marine Ave. and Second Marine Ave. The secondary take-off is opposite Sea Road and the White House Hotel. 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 a pay and display car park also exists at the east end of the cliff top area adjacent to the golf course and adjacent to the café. Always park with consideration of the local residents.

Public toilets are situated at the bottom of First Marine Drive opposite the café.

Access to the launch area is obvious; simply walk onto the cliff top green and head toward the cliff top bench near the middle of the green.

Hazards 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 rarely used but can be easier in southwest winds. The wind can increase without warning. Do not hesitate to land immediately if you notice the wind speed picking up as getting blown back here is not an option.

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

Pilots wishing to fly this site for the first time must be briefed by a club coach pilot who knows the site well. Names and contact numbers for pilots who will do this are available from the members area of the club website.

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.

Be particularly aware of the possibility of rotor off the various promontories and gaps in the cliffs. Pilots have been caught out by these with painful consequences.

Launching As mentioned it can be frustratingly difficult to inflate your wing in the rotor. If you are having difficulties don't be embarrassed to ask for help no matter how much experience you have. The wind speed 10 metres above your head where your wing will be flying will almost certainly be stronger than on the ground due to the rotor behind the cliff. Expect to find it difficult to push out to the cliff edge, have someone prepared to help with a gentle push. 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.

- Top Landing** Must be is the designated area. Do not fly more than 12m back from the cliff edge to avoid rotor.
- Set up your approach to avoid any members of the public.
- Be prepared to drop your wing quickly to avoid being dragged back toward the road.
- Take care on stronger days as venturi may begin to blow you back before landing.
- Bottom Landing** Emergency landing only is the beach. Watch out for high tides, people and groynes. Don't scratch too low – turn out early, to land on the lower track avoiding the public.
- Special Rules** **The site is restricted to full Wessex members only; it is not open to Reciprocal clubs or visitors.** Pilots should expect to be challenged for proof of Club and BHPA membership by other club members and council wardens.
- Only 2 gliders may be laid out at any one time ready for take-off. The maximum number of pilots in the air at any one time is 10. Gliders on the ground should be grouped into an area to keep the take-off tidy. 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 do the unexpected. Do not attempt to fly if the launch area or bottom landing (emergency only) is busy and restricting your landing options.
- As part of the agreement you may be asked for your Club and BHPA cards by any of the council staff - be polite, carry your card when you fly here and remember they are helping us to keep the site!
- 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.
- Due to the sensitive nature of the site and the number of recent accidents, all pilots must be briefed by a club coach who regularly flies the site on first visit.
- As directed by the Council, paragliding schools are not to use the site and no training is permitted.
- Additional Note** Barton is an SSSI (Site of Special Scientific Interest). Treat the cliff and under-cliff with respect. **DO NOT CLIMB UP THE CLIFF FACE.** Remove any litter (as with all club sites).

Cliff Runs, XC

It is possible to fly 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 to Chewton Bunny Gap can also be achieved, but the cliff here is collapsing and has many hazards for those not able to soar the debris. Keep clear of the café and shops and watch out for the power cable just beyond running from the cliff top to the beach. On exceptional days the Chewton Gap can be jumped 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: The cliff beyond Chewton Bunny Gap is inside Bournemouth airspace. If you intend to fly this far you must notify Bournemouth ATC on 01202 364150.

Although no longer a requirement it is advisable to notify ATC when flying this site.

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