



Portland East

OS Grid Ref: SY 703 719 (Map 194)

GPS: N50:32.766 W2:25.232

Nearest Phone: Young Offenders Institute (YOI)	Wind Direction	ENE - ESE (60° to 120°) Best: E 75°
Casualty Units: County Hospital Dorchester	Height AMSL	400ft (125m)
	Top to Bottom	Bad Idea
	Pilot Grades	HG not recommended PG Pilot strongly advised. Min 25 hours MANDATORY Site briefing strongly advisable

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

They have been known to low fly in this area

See site rules

General Site info

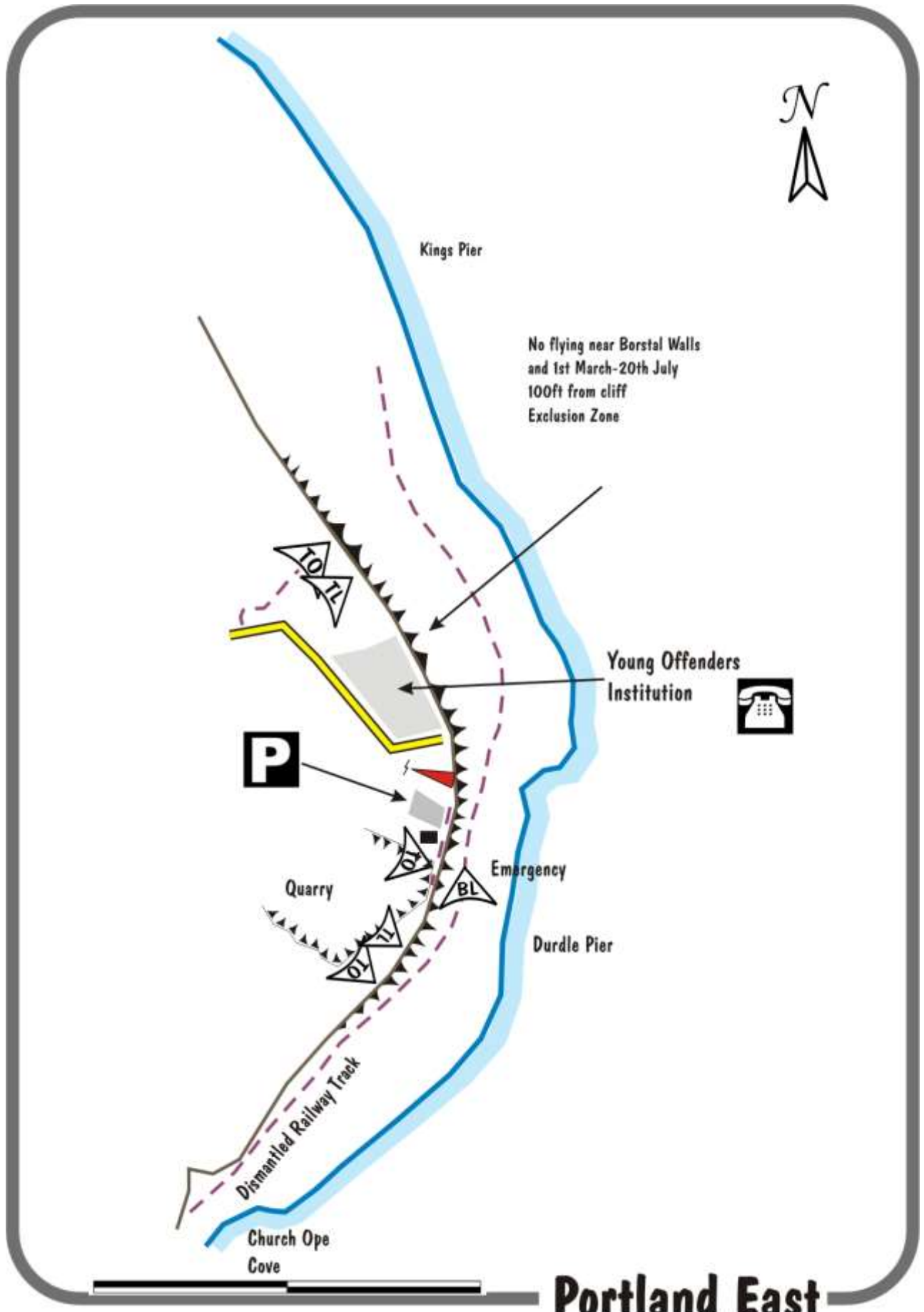
Portland East is a very 'rugged' and technical site. Once airborne the flying is fairly straightforward so long as conditions remain stable.

The site has been downgraded from Pilot to Pilot advised. The rating reflects the difficulties of launching and landing safely here. The downgrade recognises that some CP pilots have plenty of flying skill but not a pilot rating.

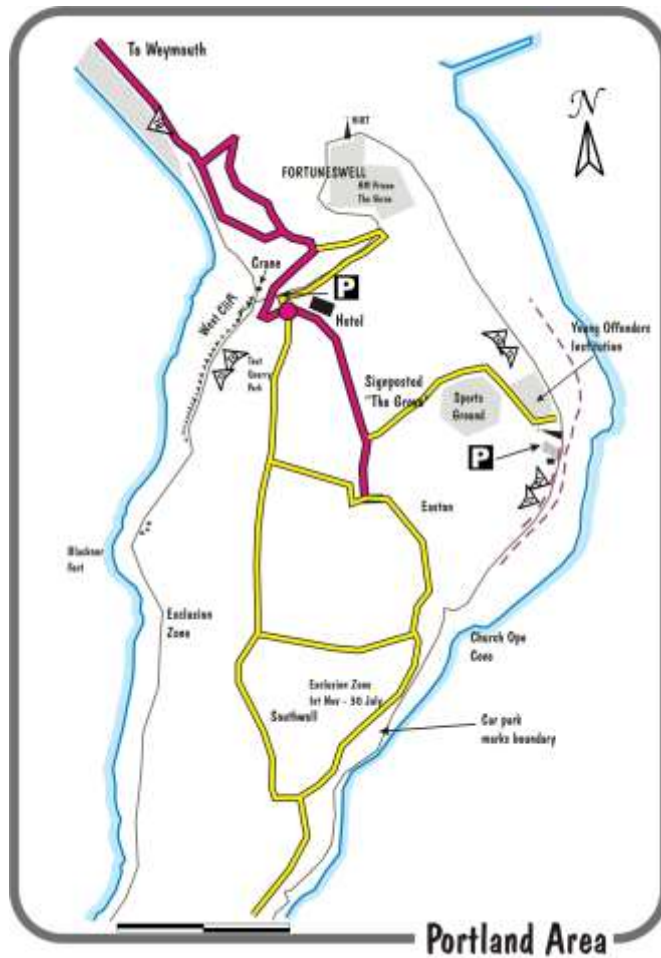
The site is a vertical cliff with scrub and large boulders beneath followed by deep water. The cliff generates massive lift in good conditions and sea thermals can be experienced. The weather is a serious consideration when flying here as changes in wind strength can have dramatic effects on your landing options.

There have been complaints from YOI staff about gliders over flying the YOI grounds. Do not over fly the YOI grounds **under any circumstances**. Avoid flying in front of the YOI any longer than necessary.

Please read and ensure you fully understand the 'other rules'



Portland East



Directions From Weymouth follow signs to Portland. Once on the island follow signs towards “The Bill” until you see a left turn sign posted “Young Offenders Institute” and “The Grove”. This is just after a petrol station. Follow this road past the YOI until at the end of the road turn right into the car park. There is a radio aerial in the car park.

Parking Park in the car park within marked bays.

Access In the southeast corner of the car park there is a footpath leading south. Follow this path beside a wall until it broadens onto the cliff to the left and a quarry to the right. This is the first of two possible take off’s. The second is 50 metres further down the cliff. The second take off has a larger area behind take off.

Hazards Immediately behind the first take off there is a very large quarry. Being dragged whilst ground handling could be unpleasant so be careful and use assistance if necessary.

This is a cliff site. Bottom landings require a lot of skill and some luck. If you miss the track beneath there are virtually no other options other than dense sharp scrub or the sea. Neither are good for you.

Normal precautions apply with respect to rotor during launch.

Changes in weather conditions can be rapid and dramatic. Beware of orographic cloud forming.

Launching All available launch areas are from a flat cliff top. Your wing will be in rotor until inflated over your head. Inflating the wing can be difficult. You will then be pushing out directly over a vertical drop. You need to know the wing is fully inflated and flying correctly before pushing forward, it may be necessary to get someone to push you off.

If pushing someone else off make sure you can let go of the harness well before you get to the cliff edge. People have died after hanging on too long.

Top Landing Back on take-off works well if the wind has any north in it.

If the wind is due east or south of east, treat it with caution and land well forward.

The first take off (the narrow strip between the quarry pit and cliff) does not have a lot of room if the wind is anything but light. To the South there is a lot more room but do be aware of potential rotor and watch out for boulders.

Bottom Landing Below take off is a long track. This is a disused tramway and provides a useful halfway down landing option. Below this track options for a safe landing are very limited if they exist at all. If you are going down on this site, accept it and set up early for the tramway. There is a lot of open space on the northeast side of the island. This land belongs to the MoD. There is no bottom landing to the south of take off.

Other Rules The area used for take off has not been negotiated with anyone! It is also a pathway and regularly used by horse riders.

Do not obstruct the path. Don't ground handle whilst horses pass and be polite and courteous to everyone.

If you meet a birdwatcher that is unaware of our agreement reference birds and flying areas, refer them to the countryside ranger for Portland, Lisa Cole 01305 259292 or Martin Cade 01305 820553.

Between 1st March and 30th July the area south of the Cheyne Weare car park is out of bounds due to nesting birds.

Also during this period is a strict avoidance area by the radio mast. This is a very sensitive peregrine nesting site and 100ft ATO is the minimum required. Do not "dawdle" or soar this bit of cliff but cross it fast, high and far out. After August 1st this avoidance zone becomes dormant although staying this high and far out keeps the Guvnor of the YOI happy!

Under no circumstances fly anywhere near the YOI walls, or the walls of the prison at the north end of the island.

Before flying this site you must:

- a) Report to the Young Offenders institute Gatehouse to notify them we will be flying.
- b) Telephone security at 'The Verne' on 01305 825050 to notify them we will be flying.

Only one pilot needs to call in per day, not each individual. Please also let them know when we are finished for the day.

XC

There really is nowhere to go so be happy with the cliff.

Flying Generally

A challenging and spectacular site to fly. The site can be quite intimidating to lower airtime or nervous pilots. If you fit this category spend a bit of time watching other pilots techniques for launch and land before trying yourself.

Portland can have its own microclimate, on stronger wind days the site will blow out easily. Listen to regular flyers advice on wind strength here.

Sea breeze may do strange things to wind strength and directions.

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