



Southbourne

Site Code 2.086

OS Grid Ref: SZ 130 913 (Map 195)

GPS: N50:43.270 W1:49.032

Owned by:	Bournemouth Council 01202 451145	Wind Direction	SSE - SSW (160° to 200°) Best: S (180°)
Nearest Phone:	Opposite Commodore Hotel	Height AMSL	150ft (50m)
		Top to Bottom	150ft (50m)
Casualty Units:	Royal Bournemouth Castle Lane	Pilot Grades	HG Not permitted PG Pilot MANDATORY

Site briefing mandatory on first visit. See special restrictions.

IMPORTANT INFORMATION

EVERY PILOT WHO FLYS HERE MUST HAVE THEIR NAME LOGGED WITH THE TOWN HALL BY LEAVING A VOICEMAIL ON THE NUMBER BELOW*

THE VOICEMAIL NUMBER IS 01202 901591 - put it in your phone now.

This means, **BEFORE FLYING** on each visit, each individual pilot **MUST** telephone the voicemail and log their name in. Several people may do this on one phone call but each individual name must be stated. Leave your name, BHPA number and wing colour, then hang up.

Also before flying at least one person **MUST** notify Bournemouth Air Traffic Control that Paragliders will be flying. Call 01202 364150. It is far better that ATC receive 10 calls than none. If you arrive to find wings airborne call in yourself to make sure ATC are aware, do not just assume someone else has done it.

THIS IS A WESSEX MEMBERS ONLY SITE

JULY AND AUGUST – RESTRICTED FLYING HOURS:

Flying is ONLY allowed before 10:00 and after 18:00.

You must land IMMEDIATELY (wherever you are) at 10:00 – no one should be airborne after 10:00.

To reduce the risk of collision between a pilot and the public, pilots must do a dynamic risk assessment and if the clifftop/beach is getting busy, or is still busy, then flying must be suspended until crowd levels have reduced.

ANY infringements will result in the 'no-fly' restriction being reinstated.

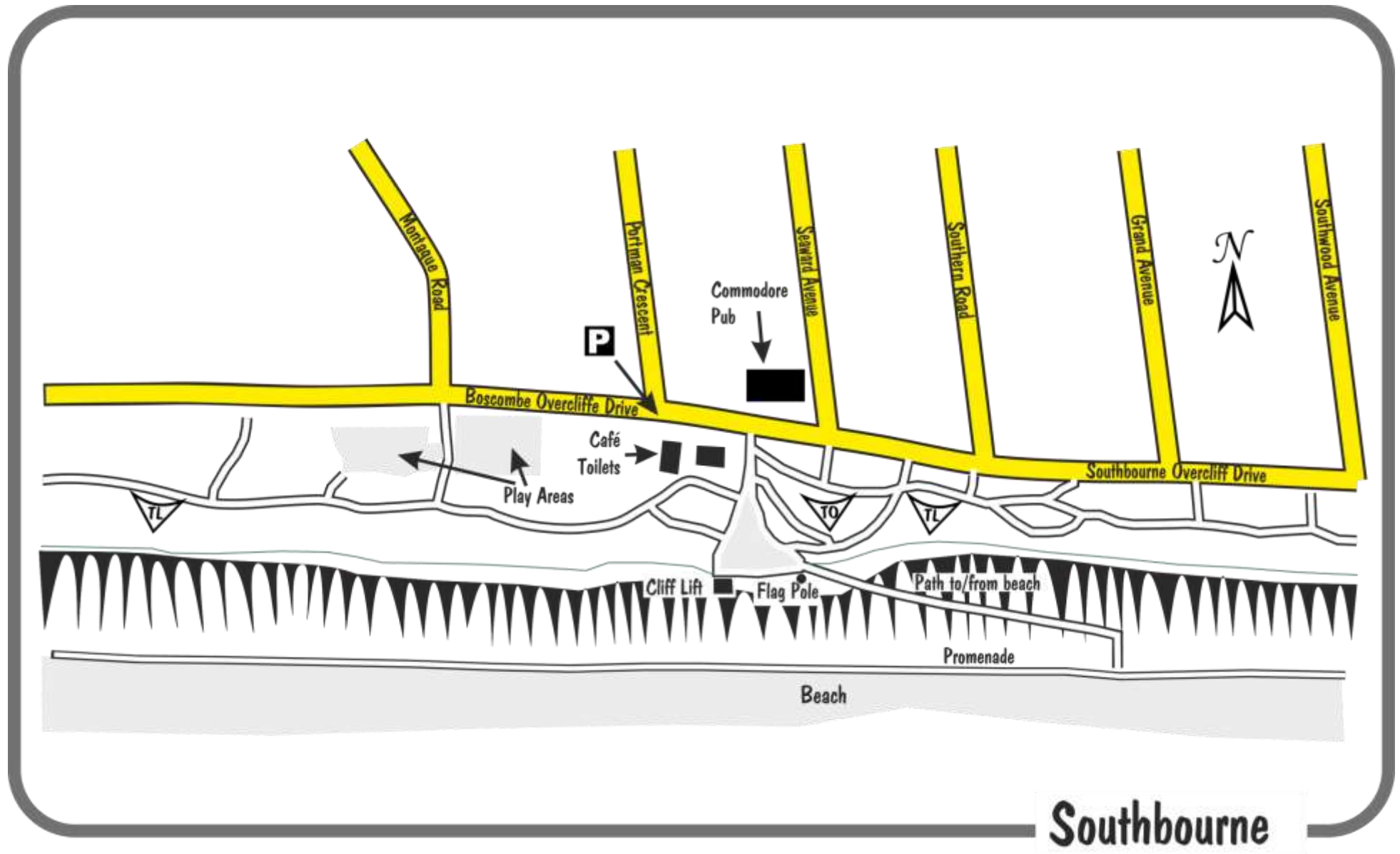
General Site info

Southbourne is undoubtedly our most public and most sensitive site. On a typical day you will almost certainly have several hundred pairs of eyes watching you as you fly. There are always members of the public around take off and landing areas, let alone passing cars and nearby properties.

The site was lost to us for a while after a problem with Bournemouth Air Traffic Control. The Council can also be very tense about use of the site and it really would not take much to tip the scales and get the site closed again. For this reason the site has certain restrictions which **MUST** be strictly followed. This is not like one of our 'OK its Pilot rated but I'll fly it anyway' type of sites. If it says you can't do something here then **DON'T**.

The site can provide some excellent flying and is conveniently situated for many pilots. Flying in a built up area also adds to the novelty of the site and the onlookers can be an appeal to some people as well.

*The list of pilots logged at the Town Hall consists of all members who are shown as PG Pilot rated in the club membership database. An updated list is sent regularly, but if you have recently obtained your pilot rating and wish to fly here please contact the club secretary to make sure you are added to the list. For those members who have been pilot rated for some time it may be prudent to ensure the membership database has your correct rating. Your rating can be verified or checked online at the Wessex website.



- Directions** From Christchurch, go over the Tuckton Bridge, follow the road to the top of the hill, turn left by 'Chick King' and right at the roundabout. Proceed west along Overcliff Drive. From other areas, get to Boscombe and find your way to the coast east of Boscombe Pier. Proceed along Overcliff Drive. Park on the roadside near to the Commodore Pub.
- Access** Obvious, simply step off pavement onto the grass opposite the Commodore Pub.
- Parking** Roadside anywhere in the area.
- Hazards** You are flying inside Bournemouth Airspace.
1. You must be good and neat at ground handling – getting dragged about is not an option. There is a road 20m behind take-off. Use an anchorman if necessary.
 2. When taking off you have to clear the wall and/or the fence in front of the take-off and miss the lamppost just to the right. Make sure no spectators are standing in the way.
 3. Especially on light wind days, get a good steady push from another pilot. The pusher must stay with (under) you as far as the wall/fence to give a secondary push if necessary.
 4. If the wind is westerly, watch for rotor from the building to the right/front of take-off.
 5. Be aware that there is little or no beach at high tide along parts of the length of the flyable area. If you are forced to land on the beach in this situation, you have the double hazard of the potentially lethal water on one side and the promenade and lamp posts on the other.
 6. During the summer months the beach can be very busy – ensure there is always sufficient area for a safe controlled landing – if in doubt, don't fly.
- Launching** There is only one small knoll of grass that we are allowed to take off from. See diagram.
- Top Landing** The primary top landing area is the grassy area just east of take off or on the take off area itself. DO NOT land on the immediate west side of the take off as it can scare children within the sand pit area. An alternate top landing area is available to the west of the play area; the Council have classed this an a "Reserve" landing area for use when either the primary landing area is busy with members of the public or flying conditions make it preferable to use. Be sure to land in front of the path to avoid rotor. DO NOT land anywhere on the side of the cliff – a £200 fine is possible.

Bottom Landing

Bottom landing is the beach. Only beach land when you have to, i.e. not enough wind to top land or too much for a safe top land. As mentioned previously, watch out for high tides, groynes and especially lampposts on the promenade. Don't scratch too low. Turn out early, above the lampposts on the promenade. Try and land neatly to avoid excessive sand getting inside the cells of the canopy. At low tide there are acres of sand to land on – except in high summer when people use the beach and we are not permitted to use the site anyway.

Other Issues

About half a mile to the east of take off, there are some flats and houses whose back gardens are on the top of the actual cliff. **DO NOT FLY PAST THESE HOUSES – ONE MORE COMPLAINT WILL LOSE US THE SITE.** Turn just before the cliff and road dip inwards opposite Grange Road.

Bournemouth Council is very strict about **all rules**. Please adhere to all rules and report any incident, however small, to a club committee member.

BHPA licenses must be produced for Park or Beach Wardens if asked.

Avoid soaring close to or for prolonged periods near any buildings particularly blocks of flats. Residents can feel their privacy is being compromised.

If you observe any pilots launching or flying anywhere along this site who are not members of Wessex or are obviously contravening our site rules please call the Council Radio Room as soon as possible with a description of the gliders involved. This will help in avoiding us get blamed for others errors.

Ridge runs, XC

XC: **NO.**

Flying westward is not restricted. However, you will need some height to jump the gaps at the piers and chines. The out and return to Sandbanks is about 18km. It is quite rare to be able to jump the pier gaps. Be very careful at the piers - landing could be very hazardous.

Be aware also that you will probably have quite a large audience watching you as you take off – this can be off putting the first time.

Be polite to people asking questions.

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