

OS Grid Ref: SY 959 771 (OS Map 195)

Hill owned and farmed by:	Mr Steven Fry West Hill Farm Kingston 01929 480426	Wind Direction	SW - W (225' - 270') Best: WSW (260')
		Height AMSL	400ft (125m)
		Top to Bottom	400ft (125m)
Nearest Phone:	Worth Matravers By Duck Pond	Pilot Grades	HG – not suitable PG Pilot rating advisable. Min 25 hours MANDATORY <b>Site briefing advisable</b>
Casualty Units:	Dorchester County Poole General		

**For your own safety warn the Portland Coastguard Helicopter (01305) 824 227**

**They have been known to low fly in this area**

Notes by Alastair Florence

**General Site info** St.Aldhelm's Head offers a variety of challenges to the experienced pilot and also some breath-taking scenery with relaxing flying if this how you want to fly it. The launch is from a grassy slope which turns to vertical cliffs with no safe bottom landing beneath.

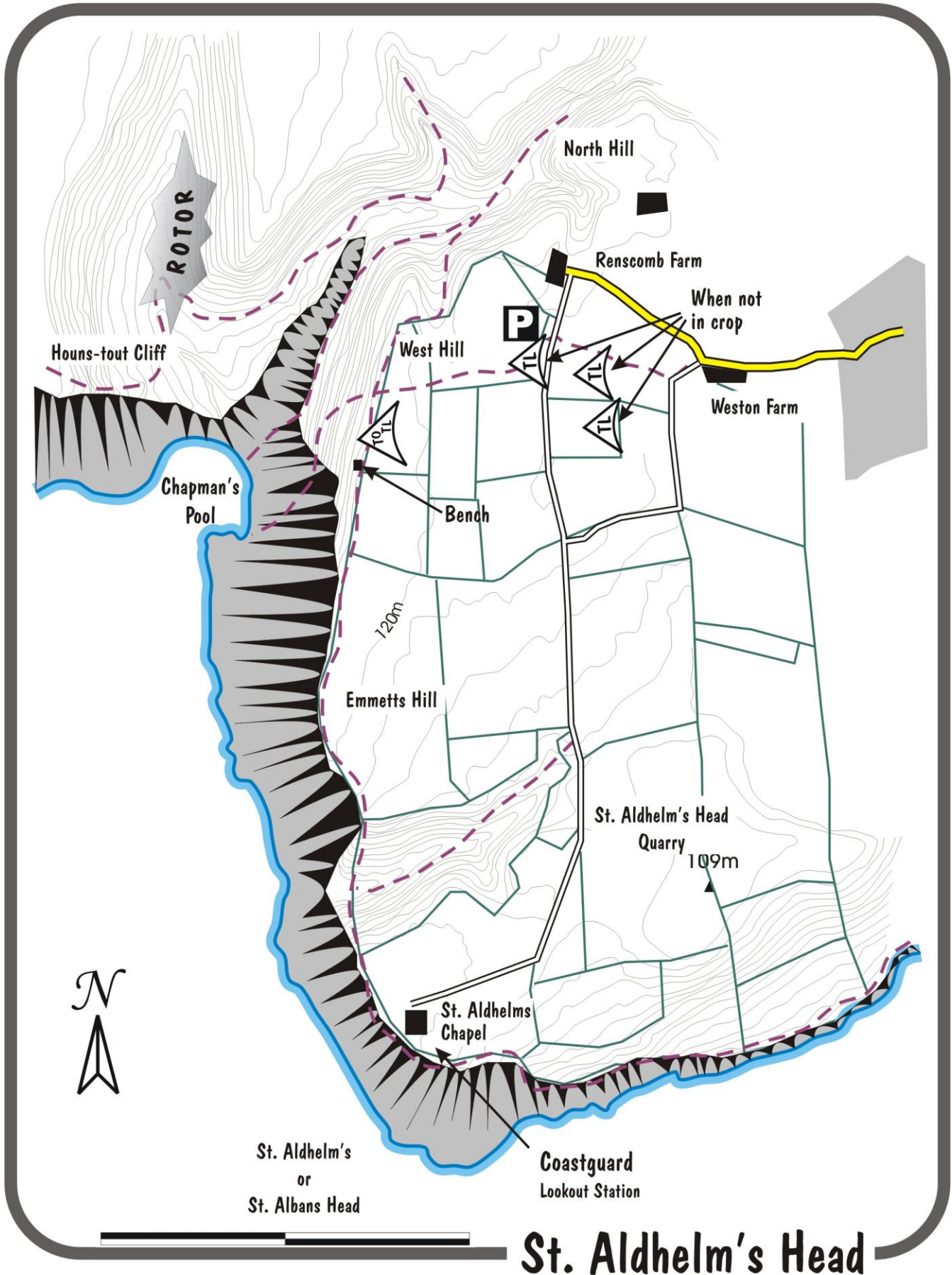
The site was flown for many years unofficially until the owner approached club members and asked that we make it an official site so that its use could be controlled.

**We fly this site with permission on the understanding that we follow some simple ground rules:**

Although the site has room for many gliders we are not permitted to have more than **4 Gliders** flying the site at any one time. This is to limit the visual impact on the site as many walkers, bird watchers etc may not wish to see a sky full of gliders.

You may lay out ready to launch but try not to obstruct the footpath.

The cliff face is of high importance as a nesting site for Peregrines and other bird species. It has been agreed that we will not fly on days when it is not possible to maintain more than 100ft horizontal and vertical separation from the cliff top during the nesting season which is the end of February to the end of June.



- Directions** From Corfe Castle follow the A351 toward Swanage. Immediately after leaving the 30 mph limit of Corfe take a right hand turn onto the B3069 toward Kingston. At the top of the hill bear left, the Scott Arms will be on your right. Follow the B3069 for approx 2 miles toward Langton Matravers. Take the first turning on your right toward Worth Matravers. As you drive into Worth the 'Square and Compass' will be on your left. Turn right at the 'T' junction and pass to the right of the duck pond. Now follow the road out of Worth toward Chapmans Pool. Look for the car park South of Renscombe Farm.
- Parking** Park in the free car park to the South of Renscombe Farm.  
Members' vehicles have been broken into here, so avoid leaving valuables in your vehicle on quiet days if possible.
- Access** From the car park a gate leads onto the footpath heading west across two fields. The footpath brings you onto a steep grassy slope above Chapmans Pool. Turn left and walk south for about 200m along the slope top until you reach a stone bench built into the stone wall. You are now on the launch/landing area which extends to the Marines Memorial.
- Hazards** There is no safe bottom landing and virtually no slope landing after launching if you can't stay up: **you need to be sure you can soar before launching.**  
With the wind just the slightest bit north of west, Houns Tout (the headland directly in front of launch) dishes out rotor which can affect the launch area.  
In these conditions lift will be dramatically reduced on the cliff. **Do not be tempted to fly if it is north of west by any degree.**  
Exercise caution if crossing the gap from Emmetts Hill to the Coastguards. There are subtle changes in cliff angle here and the cliff towards the Coastguards may not work in some conditions. Speak to someone with experience of the site.  
Beyond the Coastguards the cliff soon drops vertically into deep water, there is no hope of bottom landing beyond.  
Keep an eye on the weather as with all coastal sites, orographic cloud can develop within seconds obscuring any landing options.  
An increase in wind speed can dramatically effect your landing options here, so be aware of all safe landing areas.

**Launching** Launch in front of the bench or off to the south above the barbed wire fence. It is not advisable to launch north of the stone bench due to rotor from Houns Tout.

If strong, launch slightly further down the slope. The cliff face generates stacks of lift and generally if you have 11 mph + at launch you will easily comply with the 100ft rule.

**Top Landing** Consider your landing options before launching.

It is possible to slope land north of T/O if you find yourself going down, turn back into wind though to avoid a down wind landing even if it means losing another 50ft.

The valley beyond Emmetts could also provide an emergency landing but beware of lee side rotors.

The ideal landing is back around T/O but beware the barbed wire fence and wall directly behind you there is no room to mess up here. In anything more than light conditions you will need to lose height out in front before a land back at T/O.

If the fields directly behind T/O are not in crop it is possible to land close to the wall, but be prepared for some rotor off the wall. Use gates to leave fields, do not climb fences.

If you have 300ft+ over T/O you can fly back to the car park if you have finished flying for the day. Land west of the car park near the footpath if the fields are out of crop. If cropped land on the east (Worth) side of the track into the car park. We have permission for this from the neighbouring farmer Mr Strange. Again use the stile to exit and keep clear of livestock.

**Bottom Landing**

It may be possible in an emergency to find a small area to bottom land. Most of the cliff foot is covered in dense Blackthorn that will rip gliders and pilots to shreds, or strewn with boulders the size of cars.

Chapmans Pool beach may just provide space to land at low tide. But generally consider that **bottom landing really is not an option here**. If you think you may need one don't fly.

**XC**

No real XC opportunities here, as with most coastal sites, but there are some challenging coastal runs for the experienced pilot.

**Flying Generally**

The whole cliff can be soared from T/O to the Coastguard station. The site will work in surprisingly light and surprisingly strong conditions. Generally similar conditions to those suiting Kimmeridge are required. Height gains of several hundred feet are common and with sea thermals climbs well over 700ft are possible. The site is an area of natural beauty.

Flying here at sunset on a summers evening can be an incredible experience

you will remember for a long time so bring a camera.

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