



Swallowcliffe Down

OS Grid Ref: ST 980 260 (Map 184)

GPS: N51:02.001 W2:01.794

Owned and farmed Perrin Dinely,
by: Bigley Farm,
Alvediston,
Wiltshire.

Telephone 07899 928064

Nearest Phone: Swallowcliffe Main Street

Casualty Units: Odstock Hospital, Salisbury

Wind Direction WNW - NNW (290°-335°)
Best: NW (315°)

Height AMSL 673ft (205m)

Top to Bottom 268ft (81m)

Pilot Grades HG Not permitted

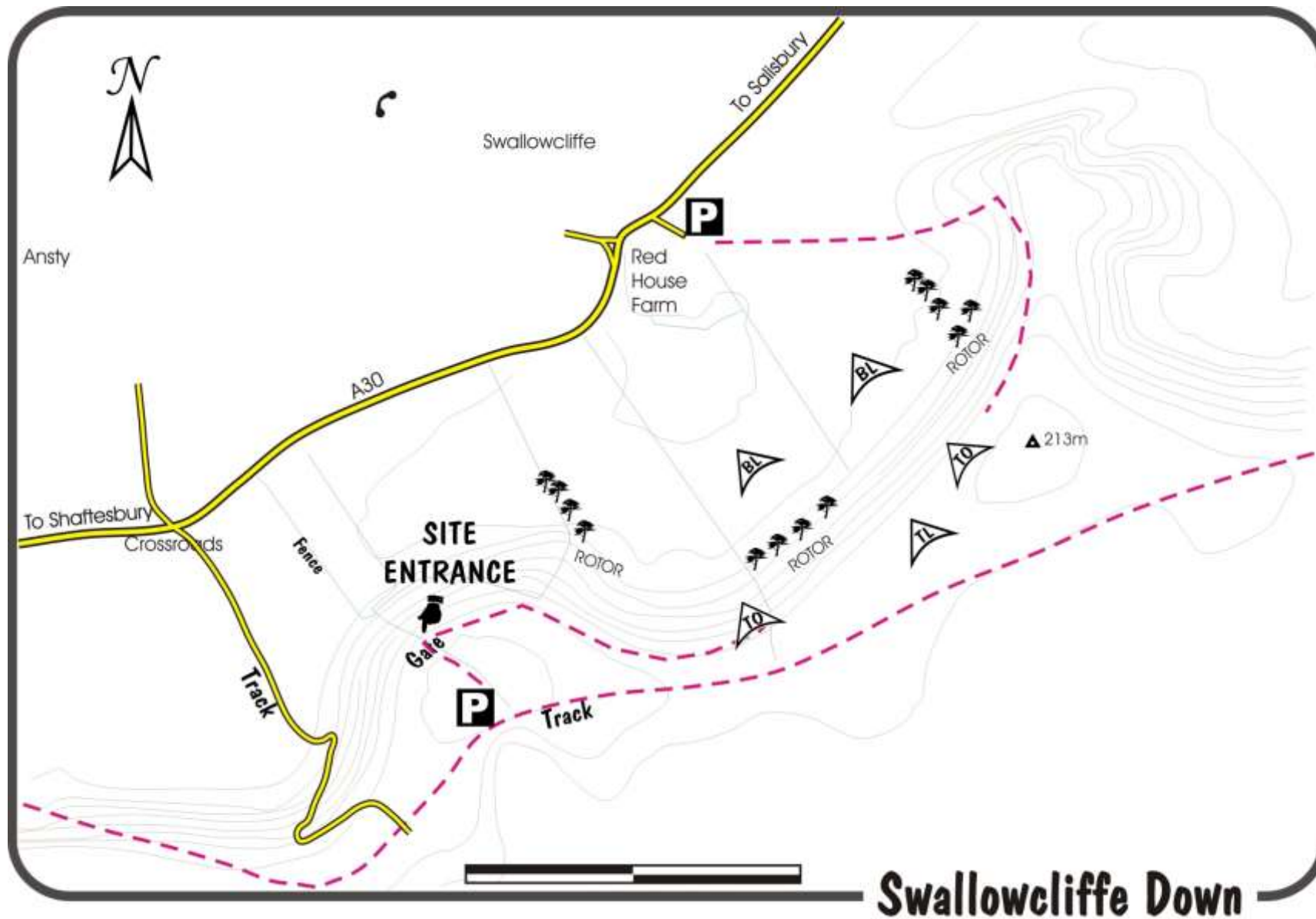
PG Club Pilot

Site briefing advisable

Edit and Notes by Andrew Fenton

General Site info

Swallowcliffe Down is a wide bowl 1¼ km in length and part of the main ridge that runs from Whitesheet to the South West and Wilton to the North East. The site overlooks wide fields, the main A30 road and the small village of Swallowcliffe beyond; 3km to the East are the Fovant Badges. At the base of the ridge are two small "forestry blocks" containing mature trees behind which rotor exists although this is only a problem if very low. Top landing is restricted to a narrow area similar to Monks Down when the main field behind is in crop (May thru August) but, when not in crop, the landing area is wide, open and very user friendly. Bottom landing is available when the fields are not in crop although the Farmer prefers bottom landing to be the exception rather than routine; there is ample space for side landing as the ridge is free from landing hazards other than rotor behind the "forestry blocks". The site provides pleasant ridge soaring and works well in thermic conditions for XC. The site can produce evening 'restitution lift' during summer giving very pleasant soaring conditions. Access is straightforward although a moderate but easy walk is necessary from parking. A model aircraft club also uses the site although they tend to restrict themselves the South West end of the ridge.



- Directions**
- From Shaftesbury** - take the A30 towards Salisbury, drive through Ludwell and 4 miles beyond, take the right-hand turn at a small crossroads towards Alvediston and Ebbesbourne Wake (there is also a sign-post for the Crown Inn). Travel up the hill round a zigzag bend and at the top, an ox drove crosses the road; turn left on to the drove – you are now approaching the rear south west edge of the site.
- From Salisbury** - take the A30 Shaftesbury Road. Pass through Wilton and Fovant. You will pass Swallowcliffe Down and Red House Farm on the left. 1 mile beyond Red House Farm, take the left-hand turn at a small crossroads towards Alvediston and Ebbesbourne Wake. Travel up the hill round a zigzag bend and at the top, an ox drove crosses the road; turn left on to the drove – you are now approaching the rear south west edge of the site.
- Parking**
- Follow the ox drove for approximately 200 yards. The drove splits in to two “carriageways”; stay on the left-hand track for approximately 100 yards. Enter a small triangular shaped field on the left and park; entry to the field is up a slight incline (the field also contains a sheep dip which will help you identify it). If the entry gate was closed when you entered, ensure you close it behind you. The landowner has stated that a note should be left in your windscreen stating “Paraglider” due to stolen cars having been dumped in the area previously.
- Access**
- Walk along the track NW from the parking area and follow it around the edge of the spur to the top of the bowl. Set up and launch anywhere in the bowl. You must liaise with the model aircraft flyers if they are present.
- Alternative Parking and Access**
- From Shaftesbury – continue on the A30 beyond the turning for Alvediston and Ebbesbourne Wake for 1 mile and take the turning on the right for Red House Farm. From Salisbury follow the A30 and take the turning on the left for Red House Farm. Do not take the track to the farmhouse; instead, bear left and follow the track to the large hay shed and outbuildings. Park discreetly and sensibly on the hard standing by the outbuildings ensuring you do not block farm access or the weigh station. A note should be left in your windscreen stating “Paraglider”. Proceed on foot along the restricted by-way around the northeast edge of the site to launch. **Other than farm vehicles, no motorized transport is permitted on the restricted by-way under any circumstances.**
- Hazards**
- A barbed wire fence runs across the top of the ridge, separating launch from the top landing field; allow sufficient distance when launching.
- Rotor exists behind the small “forestry blocks” at the base of the hill. This is only a hazard if low so avoid being too low in the vicinity of the trees.
- As with most bowls if the wind is off the hill, it is possible for it to be dragged up the slope giving the impression that it is on. Look for direction indicators out in front.
- Look out for low flying aircraft; the site is reasonably close to Compton Abbas

airfield and military helicopters also fly low in the area.

Watch out for model aircraft.

Watch out for strong venturi and getting dragged into barbed wire fence.

Launching Launch is straightforward but allow enough distance between you and the top fence in case of difficulties during a launch.

Top landing There is a large top landing field - but this is closed when the field is in crop between May and August. When closed, you must either slope land or land back on launch. Beware of venturi when landing back on launch as it could cause you to be dragged back into the fence.

Bottom Landing Slope landing is possible as there is no scrub cover and the slope is reasonably smooth.

You may bottom land in any of the fields below but they must not be used between May and August when the fields are in crop. During this period, landing is restricted to slope landing.

Special Rules Paragliders only may use the site.

Liase with the model aircraft club and avoid conflict.

Vehicles must not be taken beyond the parking area on to the ridge.

When parking, the landowner has stated that a note should be left in your windscreen stating "Paraglider" due to stolen cars having been dumped in the area previously.

The top landing and bottom landing fields must not be used between May and August due to crops; side landing only during this period.

Do not climb over fences; only use gates and stiles.

Ridge Runs, XC The site has several reliable trigger points and works very well in thermic conditions.

Thermals seem to "drip" very effectively off the front of the "forestry blocks" in particular.

All pilots should be aware of the position of: Solent CTA, Bournemouth/Southampton CTR's, NOTAMs and ATZ's before going XC.

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