



# White Horse

Site Code 2.078

OS Grid Ref: SY 715 844 (Map 194)

GPS: N50:39.514 W2:24:273

Owned and farmed P & J Critchell  
by: White Horse Farm  
Osmington  
01305 834314

Wind Direction S-SW (180° to 220°)  
Best: SSW (190°)

Height AMSL 455ft (140m)

Top to Bottom 330ft (108m)

Nearest Phone: Broadmayne  
or Sutton Poyntz

Pilot Grades HG Club Pilot  
PG Club Pilot

Casualty Units: County Hospital,  
Dorchester

**Site briefing advisable**

**For your own safety advise the MCA Coastguard Headquarters on  
(01305) 760 439 that paragliders will be flying.**

Edit and notes by Alastair Florence

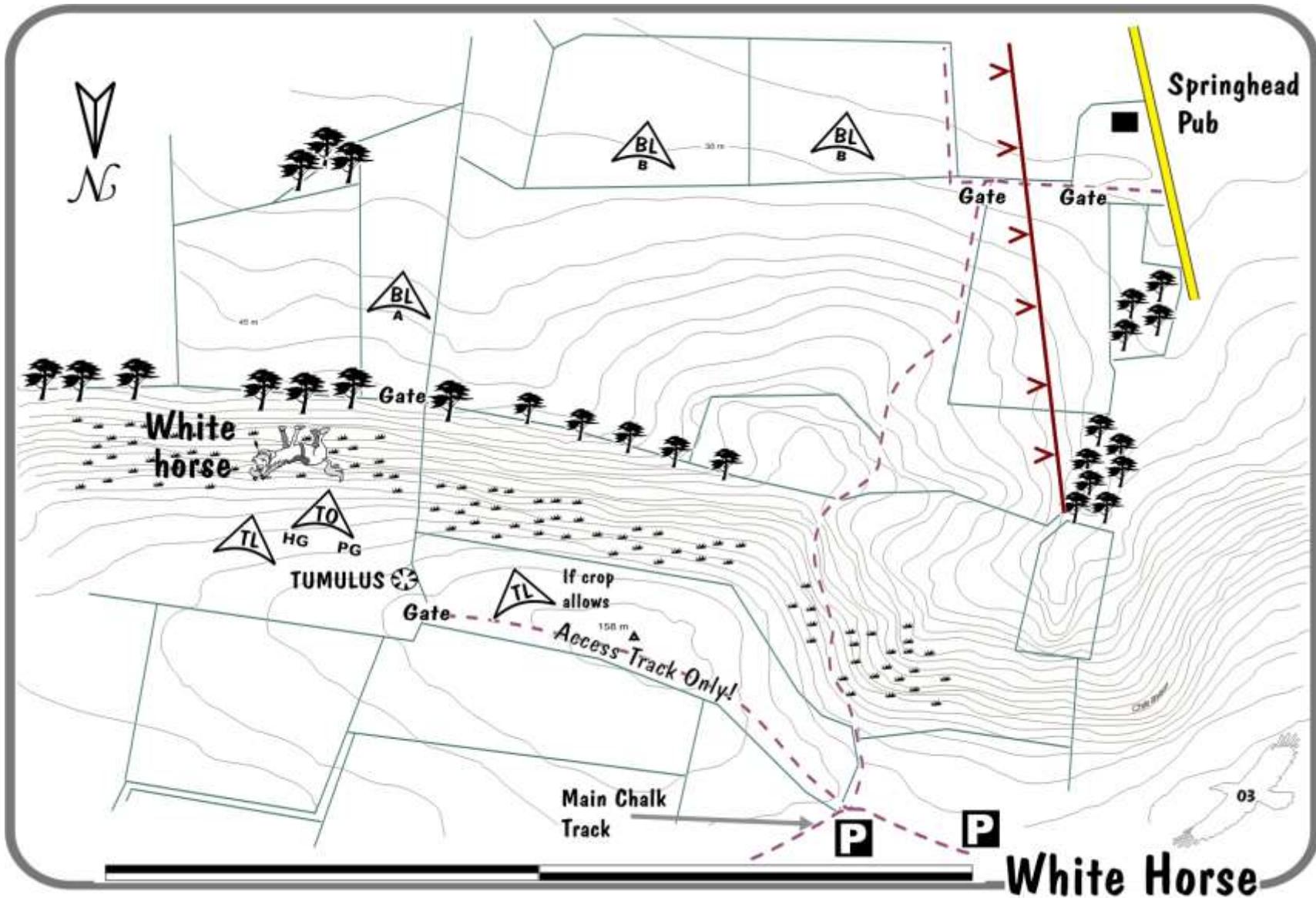
## General Site Info

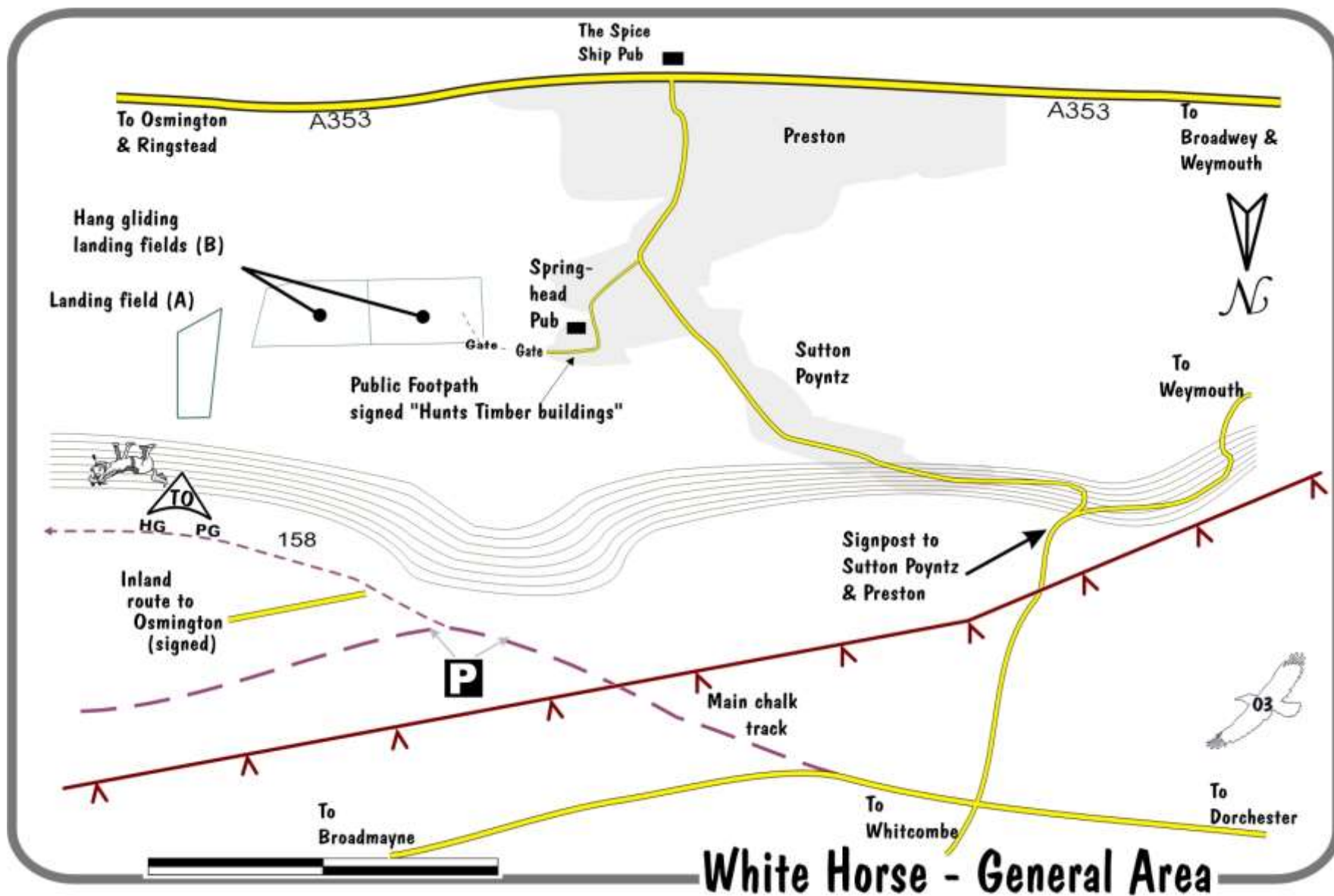
White Horse is a site suited to all levels of pilot CP and above. The site is also used for schooling.

Top land and launch are about as good as it gets and the site offers a mix of good soaring in most conditions with the benefit of plenty of thermic activity from the fields in front on thermic days. Sea breeze also works well here and can produce some excellent summer flying.

Despite being close to the coast some good XC flights have been achieved from here and there is further potential to be explored.

Use of the site is currently on a slightly sensitive footing particularly regarding parking of vehicles, please ensure you fully understand the agreed parking arrangements (detailed herein) and abide by them.





White Horse - General Area

**Directions**     **From Dorchester** – Follow the A354 toward Weymouth. 2.0 miles from the Dorchester bypass, bear left onto the road signposted to Broadmayne. Follow this road for a further 2.0 miles. 300m past a crossroads (signposted right for Sutton Poyntz / Preston) and as the road kinks to the left, bear off right onto the chalk track.

**From Weymouth** - Follow the A353 to Preston turning left at the roundabout and then immediately right into Coombe Valley Road. Follow this road to the top of the hill. Turn right toward Broadmayne for 300m and as the road kinks to the left, bear off right onto the chalk track.

**Directions**     **From Wareham & Wool** - Follow the A352 into the village of Broadmayne and, immediately before the petrol station on your left, turn left into Chalky Road. Follow this road out of Broadmayne for 2.1 miles. As the road reaches the top of the hill, and as the roads kinks to the right, turn sharp left onto the chalk track.

**Parking**         Park only on the south side of the track. Do not double park either side.

An absolute maximum of 4 cars may park on the right, tight to the fence beyond the right hand bend in the chalk track on the right fork.

Beware – this track can become seriously rutted and may not be suitable for your car along all of its length.

**NOTE – NO PARKING is allowed anywhere in the top landing field or along the final part of the track that leads to the top landing field!**

However, members may drive to the top landing field for the purpose of dropping-off and collecting their paragliding and hang gliding kit before returning their car to the correct parking areas.

Load as many wings as possible into one vehicle if going with the 'lazy' option rather than take car after car up. Close all gates.

**Access**            From the chalk track, at the left hand bend go straight ahead (i.e take the right hand fork) and walk up the track sign posted 'Inland Route - Osmington'. Carry on along to the top landing field (managed by - English Heritage). Close all gates even if you did not open them.

## Hazards

THE SITE CAN BE VERY TURBULENT IF THE WIND HAS ANY EAST IN IT DUE TO ROTOR FROM THE RIDGE IN FRONT.

If the wind speed exceeds 18mph, hang gliders should note that it is always turbulent, but that conditions often smooth out 100 - 200 ft above take-off. This effect is caused by the cliffs upwind.

It can also be turbulent behind the trees at the bottom of the hill so all pilots should avoid scratching too low down.

Aero modellers fly from the bowl to the right of take-off.

The owner runs a horse riding establishment, and uses the tracks in the vicinity of launch. **Please take great care not to spook any horses! Avoid landing near them, avoid flying low over them, avoid inflating wings when a horse is approaching and wait until they are well clear.**

## Launching

The launch area is very pilot friendly. There is plenty of space to lay out wings, virtually no obstructions, and a nice gentle slope that steepens rapidly.

## Top Landing

There is a large easy top landing area, making this a good place for low airtime pilots to practice.

No nasty obstructions on the ground, your biggest worry should be flying into a thermal on final approach and finding yourself going up again.

Hang glider pilots should land from east to west if at all possible, as this is upslope. Only the back of the field is flat enough to land a hang glider, particularly modern gliders. Further forward you will just fly down the hill and overshoot!

The western top landing area, shown on the map, is not now recommended due to the new fence by the track and as the field is normally cropped. However, it still can be used in an emergency.

## Bottom Landing

Paraglider pilots should note that the expanse of gorse on the hill makes side landings difficult. A recent regime of scrub control has currently eased this problem but the gorse will re-grow and can still catch lines. The best places to side land are either around the 'horse' (**but please do not actually land on it**) or half way down the hill to the right of take-off (west). Have a good look before taking off.

Bottom landing field 'A' is ideal for paragliders. Access back to the hill is via a gate in the NE corner. Field 'A' has no vehicular access and slopes, making it less than ideal for hang-gliders. Bottom landing in the main long field directly below take-off is very safe, however, it's a long walk out!

Bottom landing field 'B' can be accessed from Sutton Poyntz (see area map). Park along the side of the road by The Springhead pub. Follow the road around to the right. Beyond the houses follow a farm track through two gates and where it splits take the right fork to the bottom landing field. You could drive to these fields but the section of track by the gates is deeply rutted and impassable unless the ground is very dry. If in doubt, carry out!

Do not use bottom landing fields if they are cropped (remember long grass is a crop!) or have animals in them. If all fields are cropped, the site is effectively closed to hang-glider pilots unless top landing is a certainty.

## Ridge Runs, XC

Despite the potential for XC it has only been recently that flights of any distance have been recorded. The hill slopes off behind the White Horse toward Broadmayne. Thermals do not tend to trigger well behind the site for several km, hence many XC flights turn out to be a one thermal wonder. However if you can connect with a second thermal your chances of a good distance are high and with some thought to airspace and danger areas some impressive distances could be achieved.

## Flying Generally

A cross between a coastal and an inland site. The sea is about 1 mile in front, but there is still good thermal activity. In the afternoon and early evening during the summer the whole valley sometimes 'lifts' producing massive thermals. The large, uncomplicated top landing fields and long soarable ridge makes this one of the club's best sites for low airtime pilots in moderate winds.

Paragliders especially: in light winds, low airtime paraglider pilots should keep in mind the more technical side landing.

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