



Site Guide

May 2026

Acknowledgements	3
Disclaimer	4
General Site Rules	5
Regional Maps	7
Hang-gliding Wind Rose	12
Paragliding Wind Rose	13
Ballard Down and White Cliff	14
Barton on Sea	19
Bell Hill	26
Bulbarrow	32
Corton Denham	36
Cowdown Hill	40
Friar Waddon	44
Hambledon Hill	48
Kimmeridge	51
Knitson	57
Maiden Castle	61
Marleycombe	64
Nine Barrow Down	69
Okeford Hill	73
Portland East	77
Portland West	84
Ringstead Bay	89
Southbourne	96
St. Aldhelms	102
Swallowcliffe	106
White Horse	110
Whitesheet	116
Winkelbury	120
Appendix	126

This edition of the Wessex Hang-gliding and Paragliding Club Sites Guide has been compiled using information from previous site guides prepared and contributed to by various members of the club in the past.

Some new guides have been added and, where necessary, existing information updated, added or removed.

Text within this guide has been written, edited or compiled by

Alastair Florence

Maps within the guide have been upgraded, modified or produced by

Roy Menage

Those who had significant recent input into or assisted with production of this guide are:

Jeremy Mortimer

Stuart Martin

Paul Kember

Russell Whyte

Matthew Charlesworth

Richard Davis

Roger Edwards

Roy Menage

Sean Staines

Tim Oatley

The contents of this guide are intended to provide basic information on free flying sites classed as adopted sites of Wessex Hang Gliding and Paragliding Club.

General rules and conditions of use of club sites is also included.

Some site specific and general safety information is included within the guide.

Anyone reading all or part of this site guide must be aware that free flying can be a dangerous activity and may lead to injury or personal loss.

Neither the Wessex Hang Gliding and Paragliding Club, the authors of this guide, editor of this guide, any official of the club or any member of the club in anyway accept liability for any accident, injury, or loss, to any person, resulting from free flying activities, or visiting any of the sites mentioned or contained within this guide.

The reader has responsibility to read and understand fully all information contained herein but should additionally make their own thorough site assessment before flying.

Any decision to visit or free fly any site mentioned or detailed within this guide lies solely with the person visiting the site or Pilot in command of that craft.

The Club has a very tenuous hold on some sites and is almost totally reliant upon the continuing goodwill of farmers and landowners. Please ensure that the individual site rules in this guide are adhered to. They are all there for good reason!

In addition, the following general rules should always be followed:

1. BHPA membership is mandatory.
 - Membership cards should be carried at all times whilst on Wessex flying sites.
 - Visiting foreign pilots of IPPI grade SAFE PRO Stage 2 (Hang gliding) or Para Pro Stage 3 (Paragliding) may fly Wessex open sites provided that they have third party insurance and seek a briefing from local pilots where appropriate.
2. Any flying accident must be reported to the safety officer as soon as possible. Any serious accident or incident must be reported to the BHPA.
3. Any damage to crops, property or animals must be reported to the sites officer immediately.
4. Follow the country code. Do not leave litter. Do not climb over fences or walls and always shut gates behind you. No barbeques on any of our sites.
5. Park in designated parking places. Do not obstruct roads, gates or tracks.
6. Drive considerately.
7. Be courteous to anyone you meet. After all, they may be the landowner.
8. Do not bring dogs onto club sites that are privately owned.
9. Avoid landing in crops and near livestock. Never over-fly sheep during lambing season.
10. No Loud Music on the ground or in the air.
11. No deliberate freefall.
12. No deliberate reserve or base deployments.
13. No learning or teaching of SIV. If the site and conditions are suitable then pilots may reinforce, through practice, the skills they have already mastered. This must be performed with sufficient height and well clear of other pilots. Pilots unfamiliar with rapid descent techniques, stall, spin and collapse recovery should not try and learn them on Wessex sites.
14. Adhere to Air-Law and BHPA rules and advice.
15. No acro within 500 ft of anything or anyone in the air or on the ground.
16. No commercial use of any Wessex site without written consent of the club.

Finally, please remember that (with the exception of Bell Hill) these are not 'our' sites! We have no unqualified right to use them. It is up to everyone to marshal the sites effectively to ensure that we don't outstay our welcome.

Acro and SIV Advice

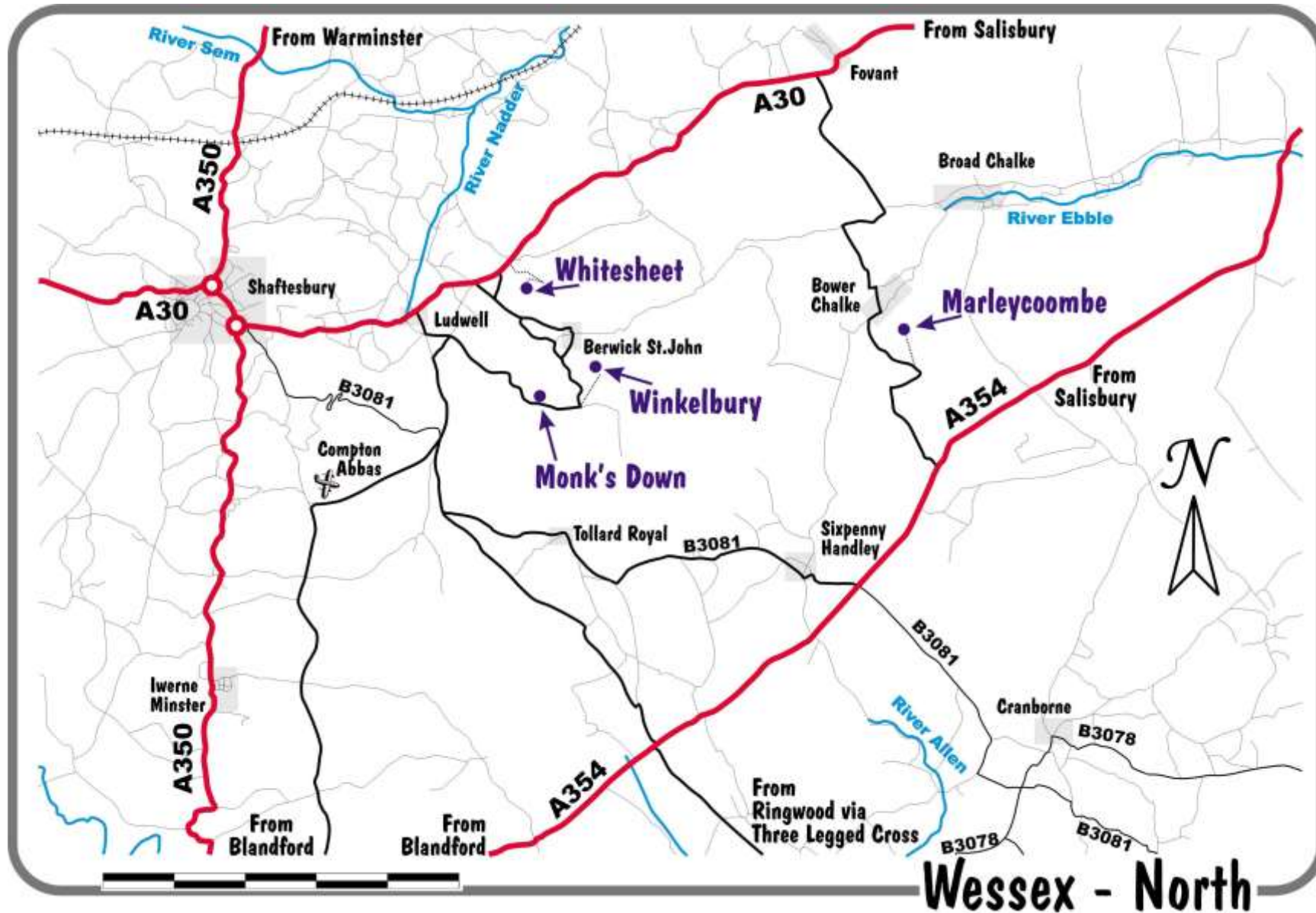
Acrobatic or deliberate collapse manoeuvres that are unfamiliar or push a pilot into an untrained flight path/cascade, are strongly discouraged, except in a suitable training environment, such as an SIV course.

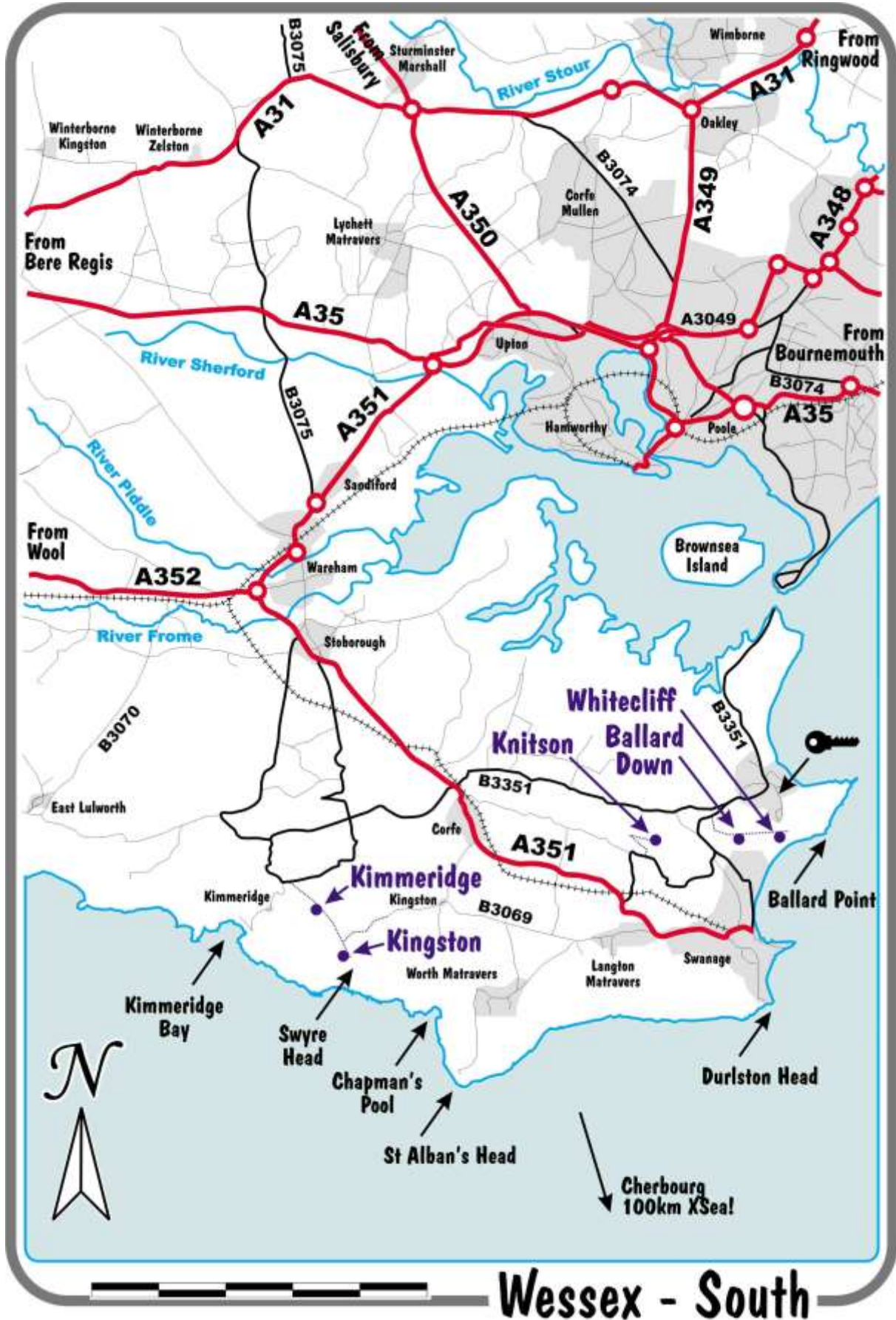
Learning and practice of SIV and Pilotage is strongly encouraged. It should be considered a normal part of pilot development. It should only be performed under professional guidance and at suitable locations.

It is strongly advised that all acrobatic manoeuvres be taught, learnt and practised under guidance in suitable locations abroad such as Annecy, Oludeniz, Gerlitz or Organya. Currently, there are no suitable locations in the UK. See <https://justacro.com/startplaces>

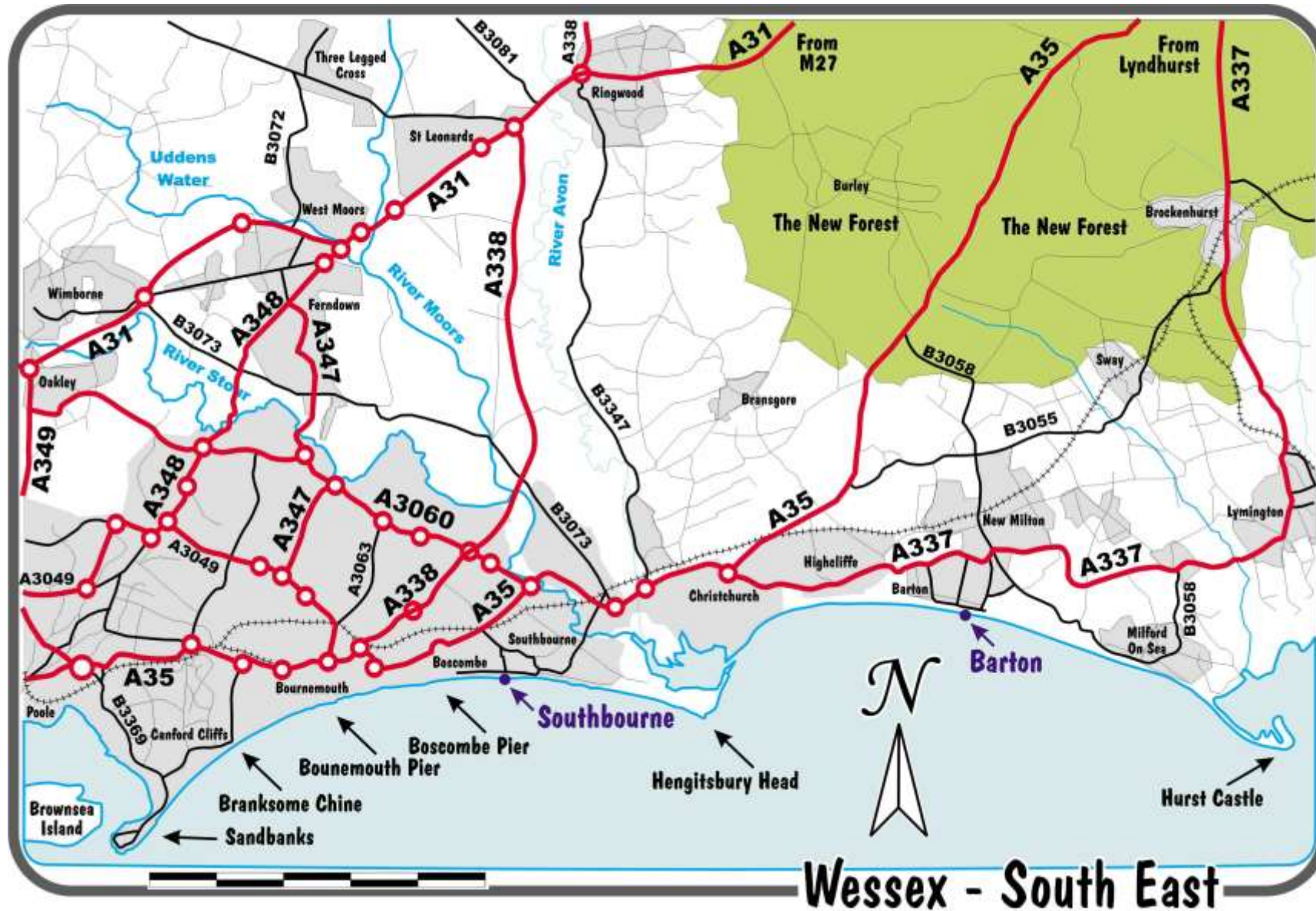
Acro should only be performed with altitudes greater than 1000ft agl and should also allow for drift within dynamic lift bands. Always return to stable flight before cliff height or 500ft, whichever is the higher.

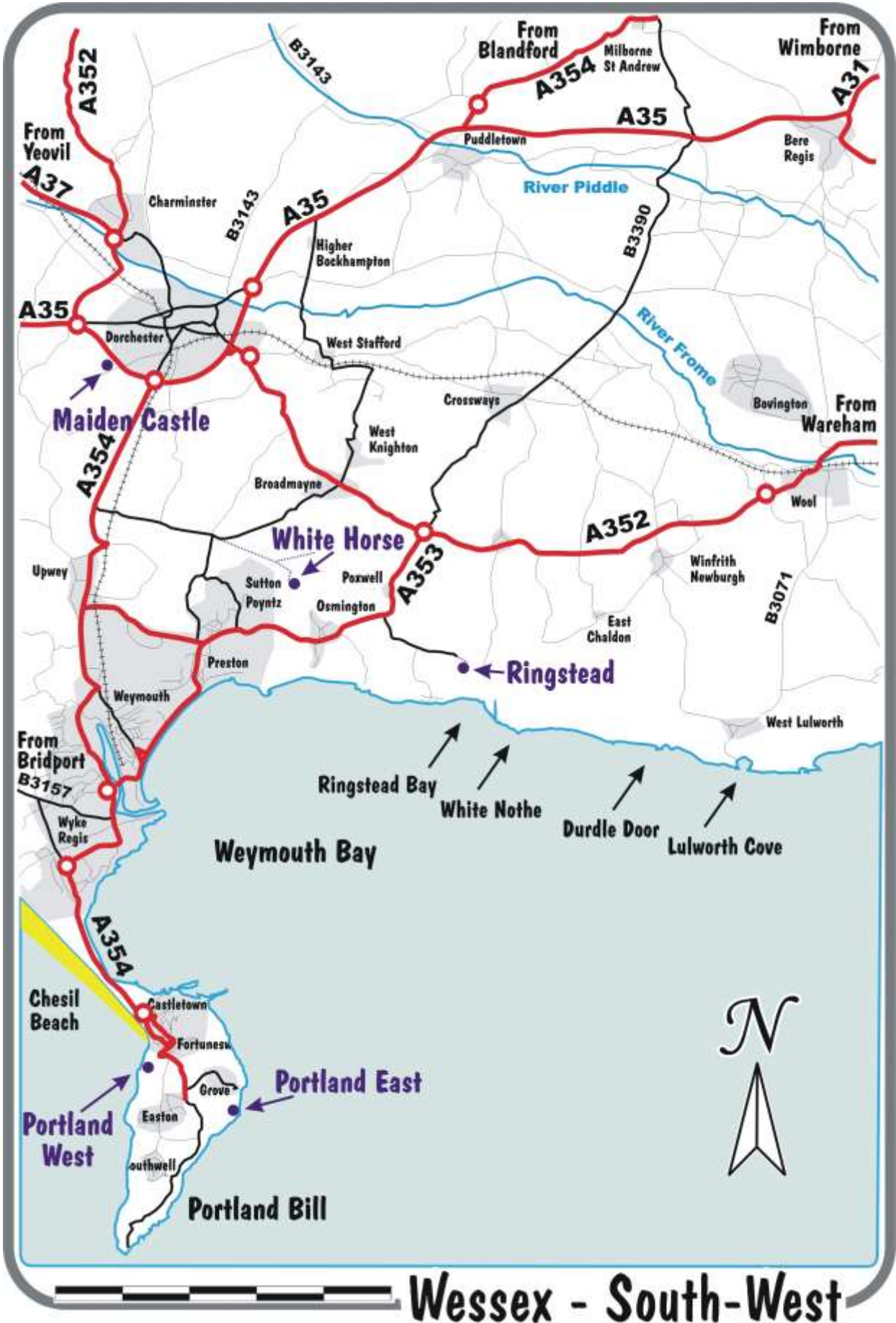
Intentional deployment of safety equipment (i.e. Acrobases, standard paragliding reserves) and freefall are strongly discouraged. However, forward planning should allow for maximum mitigation of any flight outcome at all times. Always advise everyone in the area of your intentions to avoid misunderstanding, concern and possible unnecessary emergency service callouts.



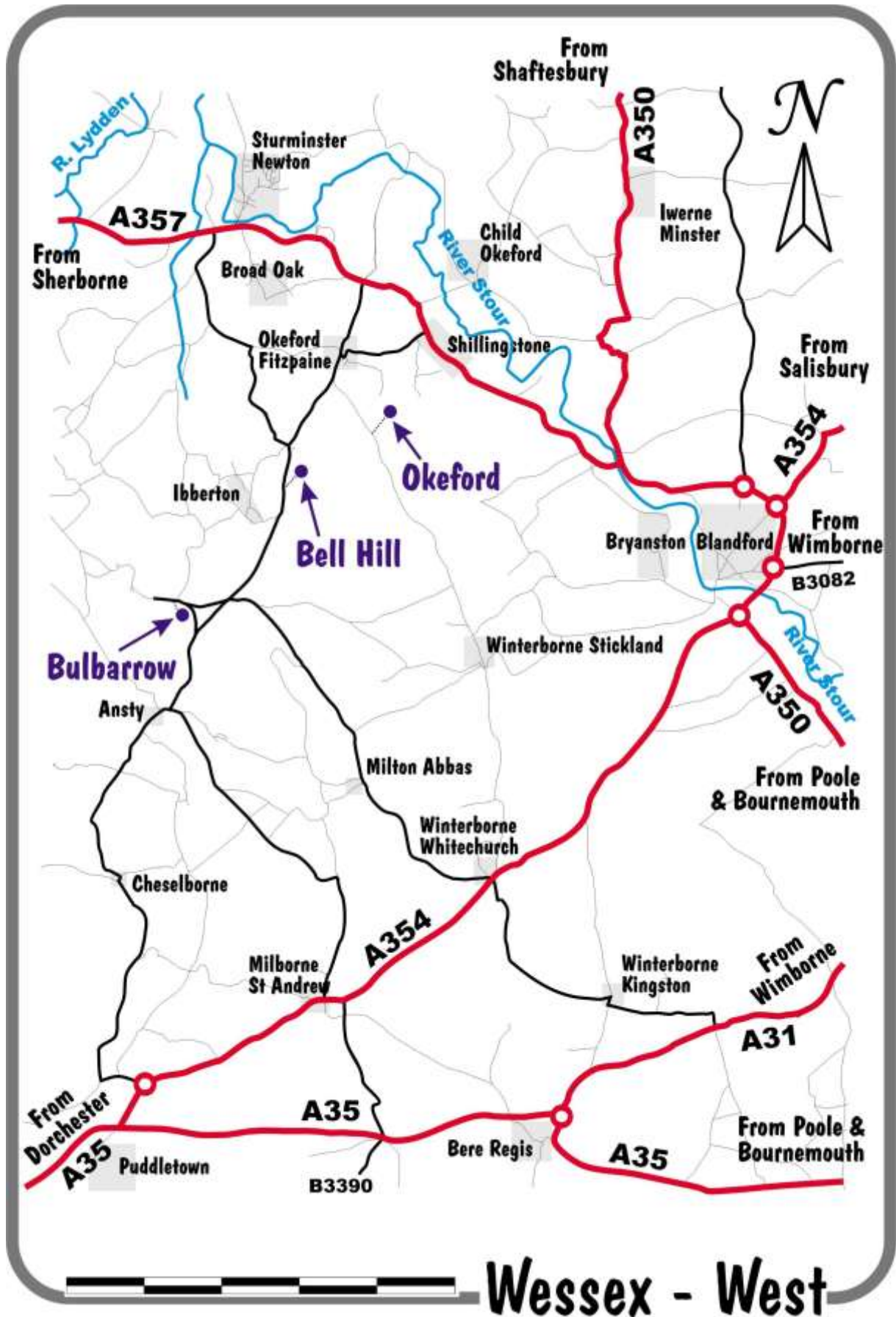


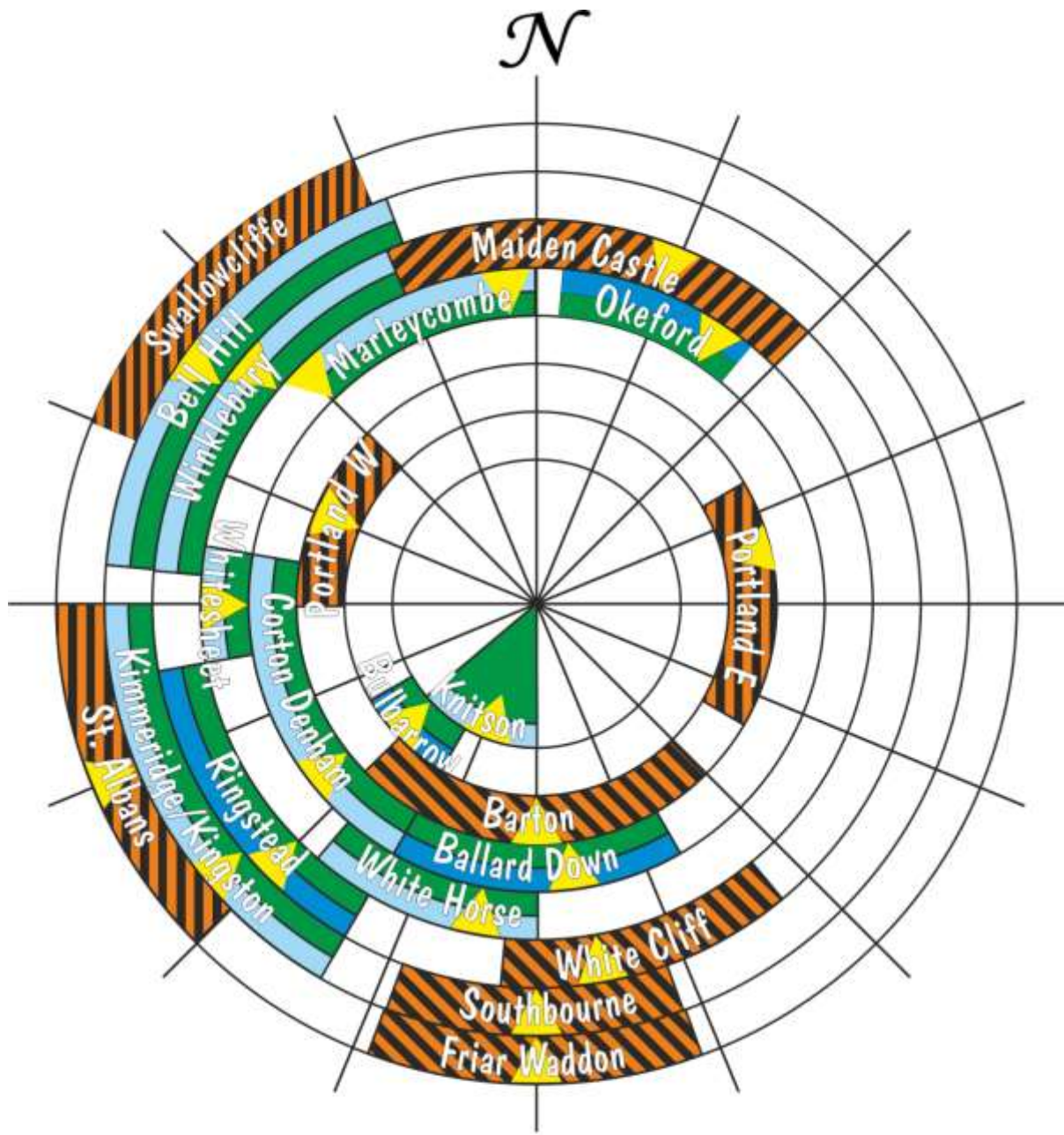
Wessex - South



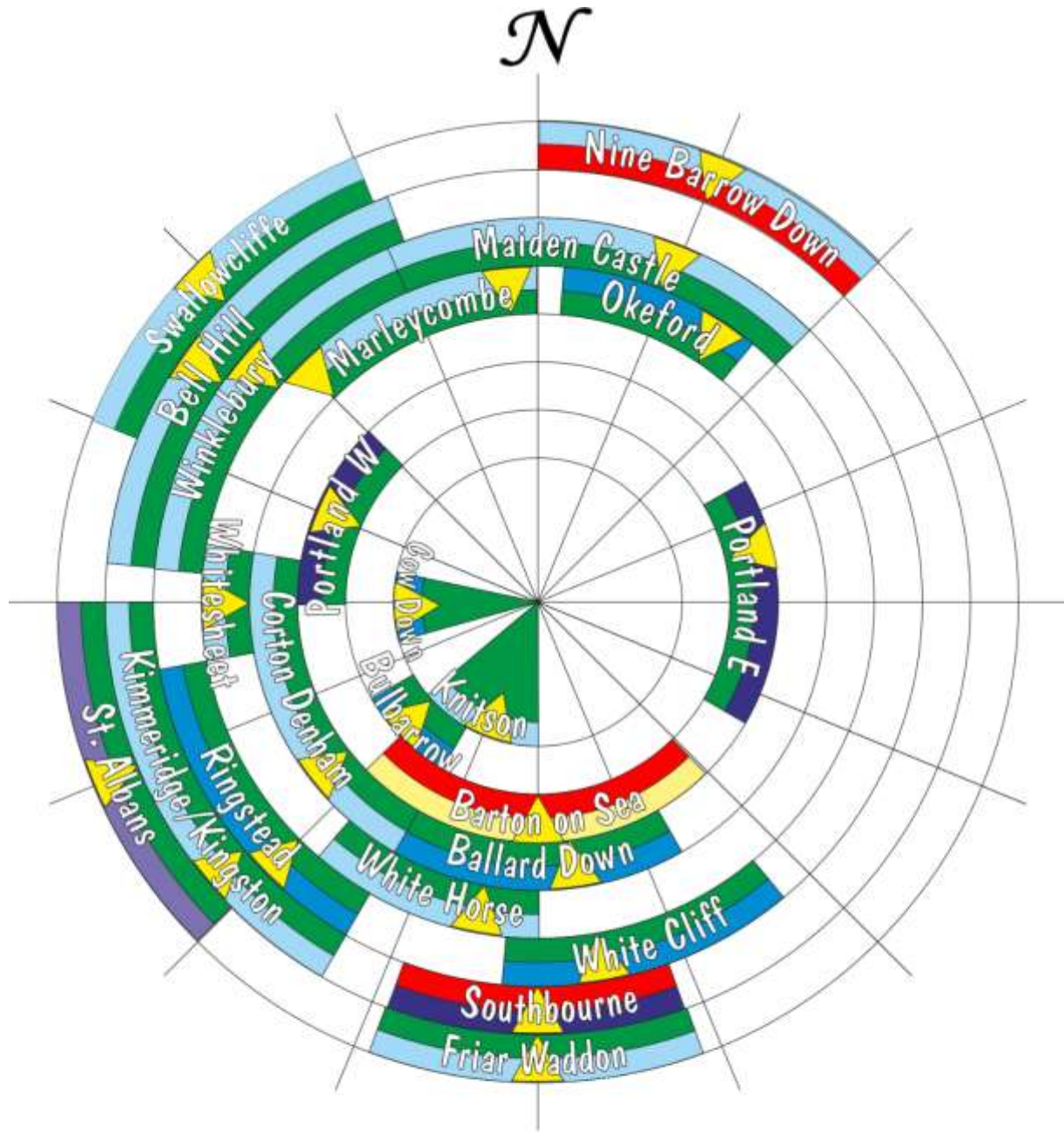


Wessex - South-West





Membership		HG Rating	
■ Wessex Members Only	▲ Optimum Wind Direction	■ Pilot	
■ Associate & Reciprocal Members also	 Unsuited	■ Pilot (Advisory)	
■ Open		■ Club Pilot + 10hrs	
		■ Club Pilot	



Membership		PG Rating	
	Wessex Members Only		Pilot
	Associate & Reciprocal Members also		Pilot (Advisory)
	Open		Club Pilot + 25hrs
			Club Pilot + 10hrs
			Club Pilot
			
	Optimum Wind Direction		



Ballard Down/Cliff

Site Code 2.065

OS Grid Ref: SZ 038 812 (Map 194)

GPS: N50:37:51 W1:56:50

What3Words: [///frog.ultra.chief](https://www.what3words.com/#!/frog.ultra.chief)

Owned by:	National Trust	Wind Direction	SE - S (140° to 185°) Best: SSE (170°)
Farmed by:	Mr Derek Smith 01929 422801	Height AMSL	300ft (100m)
		Top to Bottom	300ft (100m) Not Recommended
Nearest Phone:	Swanage	Pilot Grades	HG No classification Ask HG safety Officer
Casualty Units:	Major: Poole General Minor: Swanage		PG Club Pilot + 10hrs

Site briefing advisable

As with all sites it is advisable to submit a CANP if planning to fly here.

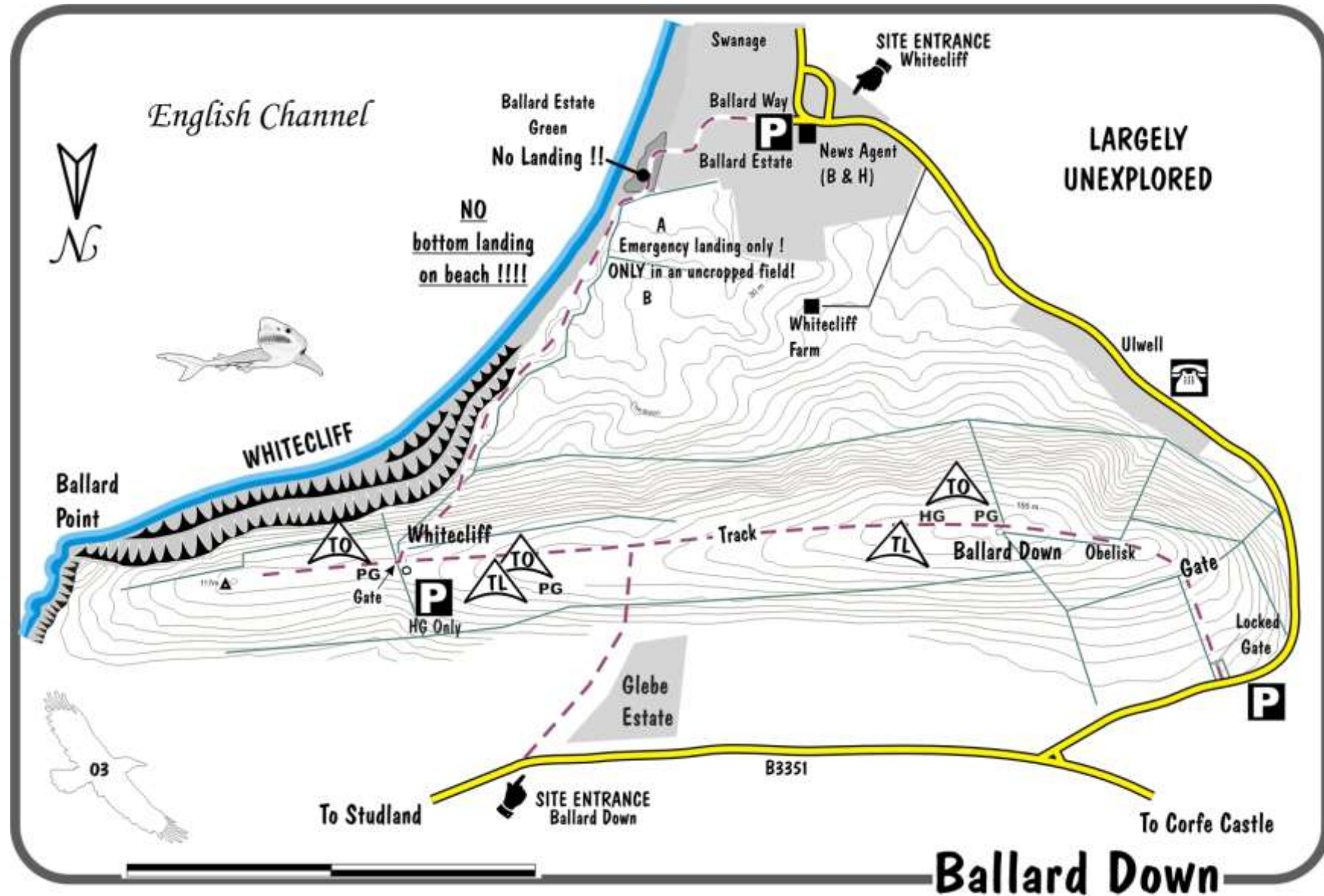
General Site info

Ballard Down and the Whitecliff combine several sites into one. The Downs are rarely flown in their own right as SSE to SSW is required for the ridge to work well. If the wind is in this sector the cliff and ridge can be flown together. In these conditions pilots are more likely to head to White Horse or near by Knitson.

The Whitecliff works well from SE to South. Some excellent height gains can be achieved in smooth air. Particularly in Autumn and early winter buoyant sea air provides extensive lift. In summer, sea thermals and thermals off the cliff and beach below have a similar effect.

It is possible to fly around the eastern corner and down to Old Harry rocks when the wind is SE to ESE. **HOWEVER**, bear in mind there is **absolutely no** bottom landing around the corner, only deep water. The cliff around the corner has a significantly different angle of orientation to the rest of the site. Do Not under any circumstances fly around the corner unless you are familiar with the site or have discussed the matter with an experienced pilot on the day in question. If around the corner and you lose lift land before you get anywhere near cliff top height, you will only get one chance.

In moderate to strong SE to ESE winds, the lower cliff to the south of take-off is also soarable down toward the hotels. Be watchful of increasing wind speeds here as there is no space to be blown back. Avoid lingering in front of any one building to avoid upsetting residents - the holidaymakers seem to generally enjoy watching from the hotels though.



Directions

From Wareham - take A351 through Corfe Castle to Swanage, keep on this road through Swanage until you get to the sea front, turn left and head north. The road splits into a one-way system keep right and follow round until you see the no-through-road (Ballard Way).

Alternatively - take the B3351 from Corfe toward Studland. 200 yards after the large lay-by and lookout point on your left, turn right toward Swanage. Turn right at the next junction, again toward Swanage. As you join the one-way-system drive straight ahead into Ballard Way.

From the Sandbanks/Studland ferry – follow the road toward Swanage. After passing through Studland the road climbs and near the top of the hill bare left toward Swanage. As you join the one-way-system drive straight ahead into Ballard Way.

Parking

Park on road side in Ballard Way (<http://warblers.classic.prowl>), taking care not to block gateways.

Access

Walk into Ballard Private Estate and follow the footpath signs though the estate to the coast path. Follow this to the top of the cliffs you can see to the north.

Strictly Hang Gliders only – Access via the track from Glebeland Estate south of Studland (<http://brew.shorten.blueberry>) is possible once you have obtained a duplicate of the padlock key. Please contact the Sites Officer or Secretary for details. **OUR SITE LICENCE NOW STIPULATES A MAXIMUM OF FOUR VEHICLES.**

Please try to make your vehicle as inconspicuous as possible and share vehicles.

Hazards

Several serious injuries have been sustained by pilots attempting to bottom land on the beach and colliding with one of the many groynes. Note that **THERE IS NO OFFICIAL BOTTOM LANDING.**

There is nowhere to land below the cliffs to the east of take-off. If the wind has a westerly component the cliffs may not work. Beware of pushing too far east and not being able to get back to safety into wind.

If the wind speed increases significantly whilst flying it can be difficult to top land as the ridge has a rounded spine back. Being blown back low will result in flying into rotor. The beach can also be very difficult to get onto in these conditions and in a southerly may well be in rotor. Attempt to fly out in front and land in one of the fields below the ridge leaving via gates - or alternatively if you have plenty of height, run over the back and aim for Studland.

Pilots sometimes attempt to fly the cliff in an ESE wind. This can sometimes work but occasionally the Whitecliff can be in rotor in these conditions. If any wind is coming up the back of the hill do not attempt to launch.

Launching

The usual launch is now from the grass slope at the top of the steep coastal footpath, once at the top of the ridge walk approx 50m West and launch from here or more westward to avoid rotor from the Gorse on the cliff edge. The entire ridge is suitable for launching if required.

It is possible to take-off above the vertical cliffs but watch out for rotor in strong winds. It is now rare for anyone to use this take off though.

If the wind is light you may not be able to stay up. Slope landing is very limited due to scrub so plan your landing options before launching.

Top Landing

Top land anywhere along the ridge away from the cliffs. Beware the ridge is spine backed.

Bottom Landing

This is classed as a 'SOARING ONLY' site. THERE IS NO DESIGNATED BOTTOM LANDING AREA. No deliberate top to bottom flights.

Emergency bottom landings may be made in the fields below launch (<http://twit.pits.pose>) as long as they are un-cropped. If the wind has an easterly component these fields may be in rotor. Do not exit by climbing over the fence onto the footpath. Walk up to Whitecliff Farm (<http://outhouse.into.narrow>) and exit via the marked footpath which will bring you out near the now closed shop on Ballard way.

Landing on the beach is not recommended under any circumstances.

At high tide there is very little beach remaining. The size of beach varies considerably following storms. The combination of sea, surf and groynes, other beach users can have consequences if you get it wrong.

However, some pilots do land on the beach – and IF YOU ARE DETERMINED TO FOLLOW THEM, please consider the following as a minimum – BEFORE COMMITTING YOURSELF!

- a) Be certain that you know the state of the tide, and hence the width of the beach.
- b) Appreciate the size of the surf breaking onto the beach.
- c) In easterly winds the low cliffs can provide significant lift making it extremely difficult to actually reach the beach without **losing height very low over the sea -THIS IS EXTREMELY HAZARDOUS!**
- d) The northern most stretch of the beach (almost immediately below take-off) is usually the widest section of beach.
- e) At high tide this beach can be cut off from the steps.
- f) Avoid landing in the vicinity of the groynes and make your approach to the beach either at the furthest point from the groynes.
- g) Land so as to be as far from the water as possible and so as to prevent your wing from over-flying you into the sea.

- h) Avoid landing near or flying low over members of the public on the beach.
- i) With a strong easterly direction element the wind can be funnelled along the cliff and Southward before reverting to its true direction. This may not be apparent until you are below cliff top height above the beach. You may find that your into wind beat changes rapidly by 180' in this case you will probably not have enough height to turn safely above the sea and will need to land downwind.

You Were Warned: Bottom landing is not recommended!

Other Rules Do not launch from or land on the Green in front of Ballard estate ([///squeaking.dreamers.sensitive](#), see map). The estate is privately owned and there is no agreement to use the Green.

More code of practice than a rule: on light wind days or with a more easterly wind direction you will need to skirt the cliff line closely on your eastward beat to remain in lift. Please display common sense and courtesy to other pilots when flying in these conditions.

Ridge runs, XC XC is not really practical here as with most coastal sites. Bournemouth airspace is close behind as is Poole Harbour.

However, with the right conditions it is possible to jump the gap at Ulwell and fly past Knitson toward Corfe and beyond.

Flying Generally A very pleasant site to fly with a variety of opportunities dependent on weather conditions on the day.

Possibly the most punishing walk up of all our sites.

Weather conditions can be very fickle here. Sea breeze rarely works on this site and in fact normally has the opposite effect and kills off any breeze completely.

License number (100043849) Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright. All rights reserved.



Barton on Sea

OS Grid Ref: SZ 241 929 (Map 195)

GPS: N50:44:07 W1:39:34

What3Words: [///chromatic.sweeter.fists](https://www.what3words.com/#!/en/@@@chromatic.sweeter.fists)

Owned by: New Forest District Council Wind Direction **SW – SE (135° to 225°)**

Nearest Phone: Junction of Marine drive and Barton Court Rd Height AMSL 50ft (16m)
Top to Bottom 50ft (16m)

Casualty Units: Southampton General Hospital Pilot Grades HG not permitted
Minor A&E Lymington PG Pilot recommended,
Royal Bournemouth Hospital **Club Pilot + 25hrs minimum,**
Compulsory site briefing
(SEE PAGE 7 OF THIS GUIDE FOR DETAILS)

THIS IS WESSEX MEMBERS ONLY SITE

IT IS NOT OPEN TO RECIPROCAL CLUBS OR VISITORS

Before flying you must phone the New Forest DC voicemail* to log your details. You will be asked to state your name, BHPA number and wing colour.

THE VOICEMAIL NUMBER IS 01202 375360 - put it in your phone now.

Several pilots can register using one phone message.

Flyers can expect to be asked for proof of membership by Club members and Council Wardens. Any rogue pilots (people who are not Wessex members) are to be reported to our Sites Officer with; time, date and wing colour & any other relevant information.

Before flying one person **MUST** notify Bournemouth Air Traffic Control that Paragliders will be flying at Barton-on-Sea from Milford-on-sea to Highcliffe. After **you** have notified Bournemouth Air Traffic Control **you must** leave a message on our Telegram Wessex Site Reports group. If there's no message on our Telegram Wessex Site Reports group – phone ATC. This is not only to open the airspace at Highcliffe but ATC will advise other aircraft of our activity.

BOURNEMOUTH ATC 01202 364150 - put it in your phone now.

Please file a CANP the day before flying. This is important because it will inform General Aviation airspace users of the presence of paragliders, SAR Helicopters will see the NOTAM and they will route offshore to avoid conflict. To help avoid conflict please phone SAR Operations and give them the same information as Bournemouth ATC.

SAR OPERATIONS LEE-ON-SOLENT 02392 559180

The New Forest DC have stipulated that all pilots must use an anemometer or use Weatherfile.com for local actual windspeeds to assess wind strength before launching.

Barton is an SSSI (Site of Special Scientific Interest). Treat the cliff and under-cliff with respect. **DO NOT CLIMB UP THE CLIFF FACE.** Take your litter home.

General Site info

Barton on Sea is a sensitive site where members of the public are always present and must be given priority. Take off is close to parked cars and a busy road. A number of incidents involving paragliders have caused significant concern to residents and the Council.

The site is classified **CP+25hrs MINIMUM REQUIRED**. The local council requires **Wessex HGPG to keep a record of Pilots who have been site briefed by any Wessex HGPG Club member who is Pilot rated and has a minimum of 10 logged flights at Barton on Sea. This briefing will be added to your record in the membership database, please ensure that you comply***. Despite looking benign, Barton-on-Sea has a good number of hazards to catch out the unwary, particularly in marginal conditions or when the wind suddenly picks up.

It is essential that your ground-handling and spot-landing skills are good.

If you can't keep the glider under control in strong, gusty conditions then you must not attempt to fly at Barton. Newcomers must not fly without a thorough briefing from one of the Wessex coaches who have experience of the site.

The low cliffs and long cliff runs in either direction provide a site that is fun to fly. With a variety of gaps, changes in cliff height, and some cliff face direction changes the site can prove a challenge depending on conditions.

A civilised site with toilet, café and ice cream facilities nearby!

*The Wessex HGPG club regularly provides New Forest District Council with a list from the Wessex HGPG club membership database consisting of all members who are shown as CP rated +25hrs and have had the site briefing. If you wish to fly Barton-On-Sea please ensure the membership database has your correct rating, hours and date of Barton briefing. Your rating can be verified or checked online at the Wessex website

Directions

From the A337 Lymington to Christchurch Road look out for signs to Barton on Sea. Go down First Marine Drive and turn left at the bottom.

The take-off/top-landing is between First Marine Ave. and Second Marine Ave. An alternative landing area is opposite Sea Road and 'The Cliff House' restaurant/pub – however, due to recent cliff erosion and a fence, it is not ideal as a take-off and is very rarely used.

ONLY ONE TAKE-OFF TO BE ACTIVE AT ANY ONE TIME.

Parking and Access

There is plenty of free parking roadside along the front, however pay and display car parks also exist adjacent to the golf course and adjacent to the café. Always park with consideration to the local residents.

Public toilets are situated at the bottom of First Marine Drive ([//interests.fuzzy.attending](#)) opposite the café.

The take-off is between First Marine Ave. and Second Marine Ave and is located at [//talked.retaliante.bath](#) (within the red bounded area on the first map).

Hazards

The general public use the cliff and beach area. It is our responsibility to fly with their safety as our priority.

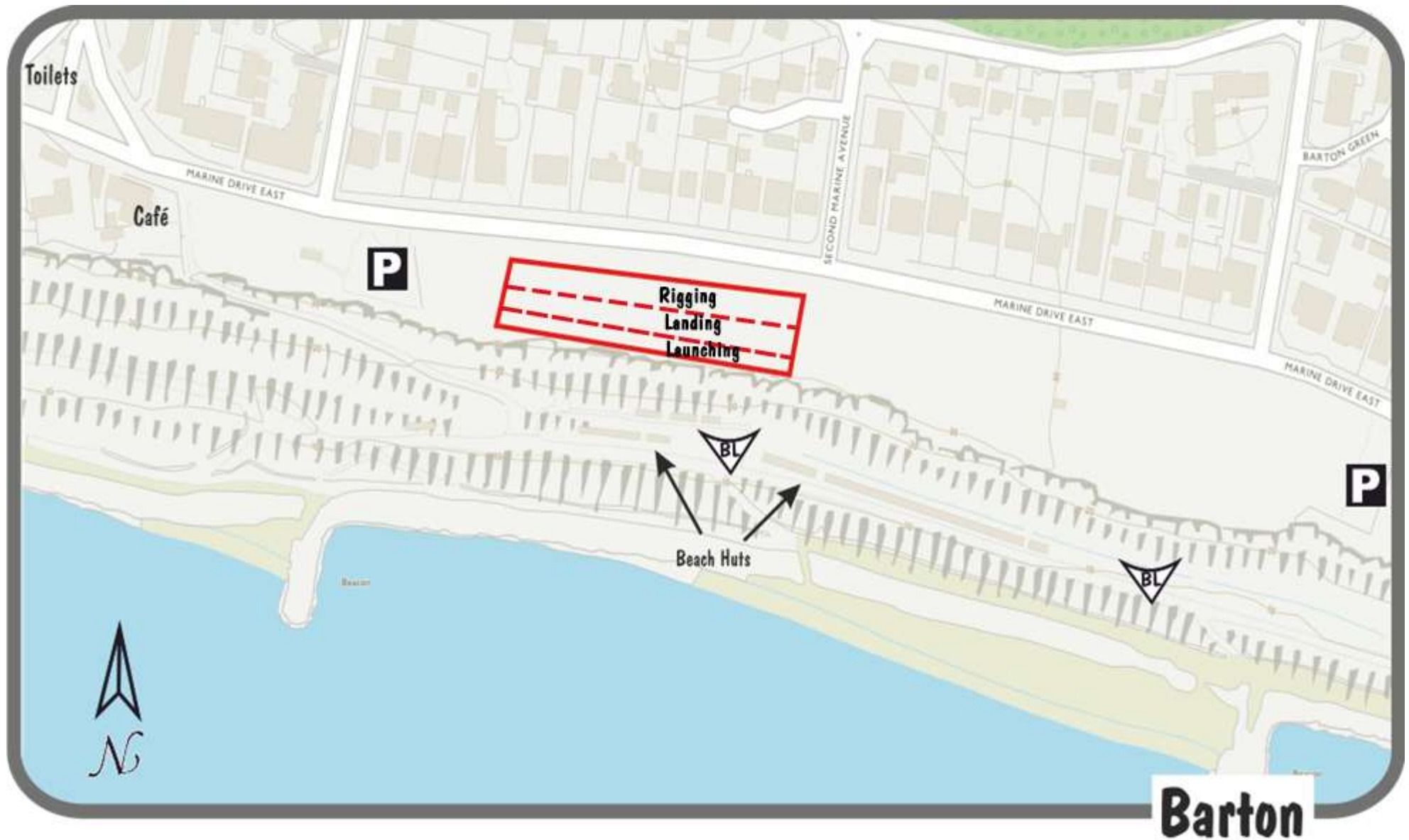
The take-off area is in rotor. You will be launching in rotor and it can be very difficult to inflate your wing. You might need assistance to reach the cliff edge on breezy days. The secondary take-off is very rarely used but can be easier in WSW winds but negotiating the fence is difficult.

The wind can increase without warning. Land immediately if you notice the wind speed picking up as getting blown back here is dangerous. White caps on the waves are a good indicator and for safety it is advisable to land on the beach.

Barton is a steep cliff that generates severe turbulence and rotor in a zone behind the edge that will lead to deflation and loss of control of the wing and possible injury to the pilot and members of the public. The area in which the wing remains in clean laminar air is limited to a narrow zone close to the cliff edge. The turbulent zone will vary with wind strength and direction. The turbulence is invisible and not fully predictable. If the wind has picked up or gone a long way off the ideal SSW direction, then it is advisable to bottom land and walk up. A little effort walking back up is always better than a long stay in hospital. DO NOT underestimate the rotor hazard on this site.

Cliff erosion is particularly evident at this site, be aware that you may encounter pipes and other items sticking out of the cliff face.

The debris caused by the collapse of the cliff between Barton to Chewton Bunny Gap is treacherous due to large areas of quicksand, if you land in that area, it is advisable NOT to walk/climb on the collapsed cliff.





- Launching** The take-off is between First Marine Ave. and Second Marine Ave and is located at [///talked.retaliante.bath](http://talked.retaliante.bath) (within the red bounded area on the first map)
- Avoid stepping on the edge of the cliff to minimize the risk of erosion.
- Always keep a look out for members of the public when launching. Allow any pedestrians to get well clear before attempting to inflate your wing.
- Do not attempt to fly if the launch area or bottom landing is busy and restricting your landing options.
- Finding the correct spot to launch amongst the rotor is the key to a successful launch here, listening to an experienced pilot can save you hours of fruitless struggle.
- Landing** Always choose what you consider to be the safest place to land, not the most convenient. This might be the beach or top landing. Consider wind strength, wind direction, high tides, people and groynes.
- Top Landing** Must be in the designated areas (within the red bounded areas on the maps). For your safety & to help avoid encountering rotor ensure that you do not fly or land any further back than 12 metres from the cliff edge & approach as low as practical. Caution should be exercised in stronger winds, especially when directly on the cliff. In this instance it is advised to land on the beach as the rotor is pronounced. Winds with a westerly or easterly component are more forgiving. Set up your approach to avoid any members of the public and be prepared to drop your wing quickly to avoid being dragged back toward the road. Clear the landing area immediately. Be prepared to take several attempts at landing in case your position isn't correct or if pedestrians appear where you have chosen to land.
- Bottom Landing** Don't scratch too low – turn out early, to land on the lower track or beach well clear of the public and beach huts, even if it means a longer walk back.

Special Rules

Only fly in front of the shops, café and houses to continue a flight along the cliff. Do not hang about as some the residents have complained.

As directed by the Council, paragliding schools are not to use the site and no training is permitted.

A portion of the site lies within Bournemouth CTR (when travelling towards Mudeford/Christchurch the cliff beyond Chewton Bunny Gap [///thread.binds.strongly](#) is inside Bournemouth airspace), due to the proximity of controlled airspace it is a requirement that Bournemouth ATC is informed on 01202 364150 whenever flying is taking place **anywhere** along the cliff.

Gliders on the ground should be grouped into a single area to keep the take-off tidy. Remember, the take-off area is a public space, do not hog it or cause an obstruction to the footpath or green area. Keep clear of benches when taking off and landing. Always be aware of people and especially children and dogs when launching and landing; they will do the unexpected.

Ridge Runs

It is possible to fly East from Barton to Milford. There are gaps to jump and care should be exercised as the beach in some places disappears at high tide. The height of the cliff reduces as you approach Milford and the beach huts disturb the airflow. Ensure you can soar or make a beach landing before over-flying the huts. From Barton flying West to the Chewton Bunny Gap can also be achieved, but the cliff here is collapsing and has many hazards (pipes and other items sticking out of the cliff face) for those not able to soar the debris. Keep clear of the café and shops, and just beyond, watch out for the power cable ([///like.icon.evaporate](#)) running from the cliff top to the beach. On exceptional days the Chewton Gap can be jumped flying West but the cliff the other side is shallow and covered in vegetation, but it is possible to reach Friars Cliff and the Coast Guard station at Steamer Point.

Note: When travelling West towards Mudeford/Christchurch, the cliff beyond Chewton Bunny Gap ([///thread.binds.strongly](#)) is inside Bournemouth airspace.

Site Briefing

A Barton on Sea site briefing **MUST** be carried out before flying this site (due to the New Forest District Council rules). This can be received from any Wessex HGPG Club member who is Pilot rated and has a minimum of 10 logged flights at Barton on Sea.

Once you have received your site briefing you need to update your membership details ("Barton-on-Sea briefing") on the Wessex HGPG membership database (again a requirement of the NFDC).

License number (100043849) Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright. All rights reserved.



Bell Hill

Site Code 2.028

OS Grid Ref: ST 798 085 (Map 194)

GPS: N50:52:33 W2:17:18

What3Words: [///teeth.blissful.harmony](https://www.what3words.com/teeth.blissful.harmony)

Owned by:	Wessex HGPGC Ltd	Wind Direction	W - NNW (275° to 340°) Best: NW (305°)
Farmed by:	Mr Owen Yeatman Lowbrook Farm Belchalwell 01258 472528	Height AMSL	800ft (262m)
		Top to Bottom	350ft (115m)
Nearest Phone:	At road side, below T/O	Pilot Grades	HG Club Pilot PG Club Pilot
Casualty Units:	Poole General Hospital Dorchester County		Site briefing advisable

General Site info

Bell Hill has been a Wessex flying site for many years. During 2002 the owner broke the news to the club that he intended to sell the hill which totalled about 45 acres of chalk downland. We were offered first refusal on the purchase. In September 2002 the Club Committee backed by the club members decided to make a bid to buy the hill. The club set about raising the funds required for the purchase. Funds were raised by the sale of life memberships of the club, a raffle, member donations, other BHPA club donations a BHPA loan and grants. By December 2003 the full amount required for the purchase was raised and the deal completed.

The hill was particularly important as it provides our most popular site for both HG and PG activities. The site gives excellent soaring and XC opportunities. The site can offer many challenges to experienced pilots but is fairly benign for beginners and is, in fact, also used for schooling.

Wessex now lease the grazing to a farmer and the hill is maintained to provide a balance between free flying site, grazing land and chalk downland conservation.

However, it should be noted that it has not been possible to secure agreement for top landing since ownership of the top field changed in 2012.

Directions

Travelling from either Sturminster Newton or Blandford drive into Shillingstone on the A357. From Blandford look out for the war memorial on your right, now take the next left turn signed for Okeford Fitzpaine. If travelling from Sturminster this turn will be the first right hand turn after entering the village.

Drive to Okeford Fitzpaine, pass the church set back on the left until you reach a 'Y' and 'T' junction. Take the left side of the 'Y' and turn left at the 'T' and drive out of Okeford Fitzpaine. Shortly after leaving the village you will pass a left-hand turn that leads up to Okeford Hill, go straight ahead. You will now see the ridge to your left. Take the next left turn signed for Bulbarrow and Ansty.

You should now be climbing uphill. You will pass a chalk pit on your left (see parking). Just before the crest of the hill on the left is the locked gate with stile leading up across Bell Hill.

Several other routes will bring you in from the South or via the Winterbornes. Most routes will lead you past the Bulbarrow view point. From the view point drive North along the front of the ridge. Keep going past a left-hand turn. As the road starts to drop off down the hill side you will see the entrance gate on your right.

Access

Access is via the track from the entrance gate (<http://intensely.sends.cure>). If on foot simply walk up the track to the hill crest or simply walk up the hill and along the fence line until you find a suitable launch area.

If driving, drive to the top of the track.

The entrance gate is padlocked with a combination lock. The combination code for the gate is available in the Members area on the Wessex HGPG web-site.

ANIMALS ON BELL HILL

Bell Hill is leased to a local dairy farmer who is free to graze animals on it at any time of the year. Cows, in particular, may try to lick salt off vehicle paintwork and cause other damage to wing mirrors and body panels. If animals are present and you do not want to risk damage to your vehicle then please do not park on the hill. Parking at Okeford (<http://gradually.revamping.sandals>) only involves a short walk along the track at the rear of launch.

Users of Bell Hill do so solely at their own risk. Wessex HGPG and the tenant farmer accept no liability for any accidents, damage or loss incurred.

PLEASE ENSURE THE GATE IS KEPT CLOSED AT ALL TIMES

The first person arriving **must** close the gate behind them and scramble the lock code (but **not** lock the gate): - It is a good idea to wrap the chain around the post to make it look as though it is locked. This then applies to all other entries and exits except for the last person leaving the site who **MUST** lock the gate and scramble the combination.

In summer most vehicles have no problem with the track although a little rough, traction is fairly good and the ground is mostly firm.

TAKE NOTE

After or during a wet spell the track can become extremely slippery and may only be accessible to serious 4X4's. Getting up to the top is often possible but the track turns to grass higher up and many vehicles end up sliding sideways on the slope unable to park. You then have to turn and drive/slide back down which can be a frightening experience. Please think twice about taking vehicles up the track during wet weather.

Parking

If ground conditions are suitable and your vehicle and you are capable drive to the top of the track. Park off the track along the fence line ([///tailwind.gent.laser](#)). On busy days park nose or tail to the fence so that more vehicles can be accommodated.

If ground conditions are not suitable for driving up the track, use the lower car parking area which is located on the left of the track as you enter the site ([///orange.radiated.after](#)).

Alternatively, park on the road side on the Bullbarrow side of the entrance gate and well off the road (on the west side, [///altitude.birthdays.fleet](#)) Tractors towing attachments often use this road so do not obstruct it.

If the road side is busy we have permission to park in the chalk pit at the foot of Bell Hill ([///yelled.additives.dock](#)). Wessex HGPGC do not own the pit, Mr Yeatman has kindly agreed to its use as an overflow car park only, not for general parking. It's a hard walk up from here which is another good reason to use the road side parking first. The chalk pit is also quite slippery in places when wet but is fairly flat. Ensure the gate is closed at all times.

Hazards

Probably the biggest hazard on this site is other pilots. On a good summer's day, particularly when the wind is light, and everyone is trying to fly in thermic cycles. Things can get crowded and a little manic. Please ensure that you know the collision avoidance rules, and use them. There are times when some politeness and plain etiquette come into play.

If you feel uncomfortable in a crowded sky, land.

The ridge shallows to the West above the entrance gate and further west power lines run down the hill. It is possible to become pinned in increased venturi in this area.

If the wind is off to the north, the take-off and landing areas can be turbulent.

Don't get caught out by patches of sink and dumped in the scrub or trees if scratching in the bowl.

Please avoid the temptation to land close to the lower car park (at the bottom of the track) due to it being in rotor from the tree line behind it (NW). With care it is possible to land on the rising ground on the other side of the track - the higher up the slope the better.

Launching

Launch in front of the windsock or anywhere south along the ridge. Be sure you are far enough down the hill that you will not get dragged into parked cars or the fence if you fluff the launch.

On busy days ensure the air is clear above you before pulling up your wing.

Please ensure hang-gliders have plenty of room to launch when present.

It is possible to launch directly into the bowl on light days or when the wind is more northerly. It is advisable not to use this launch on busy days to avoid the risk of collision.

A Blackthorn hedge has been planted full length of the top of the hill directly behind our boundary by the Pig farmer. This apparently to comply with pig breeding disease prevention regulations requiring a double fence.

As the hedge grows it is likely to present another hazard in the event of being blown back.

Top Landing

The Club has not been able to establish an agreement for top landing since ownership changed in 2012. Therefore, landing in the top field is a personal decision and any consequences are matters between the individual and landowner.

It is possible to land back on the launch area. Please watch out for gliders launching who should be giving way to you on your landing approach. Slope landing is usually straight forward here. However, you must ensure that you know your into wind beat. (see note above re- blackthorn hedge)

Bottom Landing

No official bottom landing fields are available. If bottom landing is necessary the field directly below launch is most suitable for paragliders if not in crop (<http://slept.shops.ditching>). If cropped there are alternate fields usually as grass out toward the farm in front but may be difficult to reach on a Paraglider. The fields below and South of the hill may provide a landing option but be aware of rotor from trees on approach.

For hang-gliders: the fields (<http://massing.jelly.pokes>, <http://paces.threaded.gifted>) have power lines along the edge of the road, so it is better to leave fairly early to get to the bottom fields beyond the road. The close in bottom field slopes more than it looks from above and can be very muddy and cropped so is best avoided, other than as a last resort.

Avoid fields containing livestock.

Please use gates to exit fields. Try to avoid landing in the horse paddocks in front of the bowl and to the north. You are unlikely to be chastised if you do but still avoid if you can.

XC, Ridge Runs etc

Bell is a relatively easy site to get away from. The spur just North of take-off often works as a trigger point for thermals, as does the bowl and the fabled 'Magic Tree'. The 'Magic Tree' is situated about 1/3rd of the way down the slope on the north side of the bowl (the first proper tree you come to). Fly over it and you will normally find lift. Many pilots have experienced their first XC from this site. Be aware of Bournemouth ATZ and controlled airspace, also the danger area around Lulworth ranges.

XC is possible to Swanage or to the north of Bournemouth airspace, however you will be getting blown toward airspace all the time on the northern side.

It is possible to fly southward down the ridge toward the aerials at Bulbarrow when conditions allow.

Since Covid flying triangles or out and returns from this site has become popular and 'The Bell Hill Waypoint Challenge' (details on Wessex web site under XC tab) provides a great way to challenge yourself on the hill without needing a retrieve and getting used to using navigational instruments.

Flying Generally

The site is excellent in thermic conditions and provides a great fly in dynamic lift all year round. The site is fairly straight forward to fly and is used for training at times. For experienced pilots the site can offer interesting challenges and XC opportunities.

After a light warm summer's day it is often worth hanging around into the evening as 'restitution' lift often develops to give incredibly smooth buoyant conditions allowing flights well out in front of the hill.

And best of all its our very own hill!

License number (100043849) Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright. All rights reserve

OS Grid Ref: ST 772 058 (Map 194)

GPS: N50:51:05 W2:19:29

What3Words: [///depth.dented.unity](https://www.what3words.com/depth.dented.unity)

Owned and farmed Mr & Mrs J. Langham
by: Warren farm
Bulbarrow
01258 817446

Wind Direction SSW – WSW (210° to 240°)
Best: SW (225°)

Height AMSL 820ft (250m)

Top to Bottom 115ft (35m)

Nearest Phone: Roadside below Bell Hill

Pilot Grades HG Club Pilot + 10hrs
PG Club Pilot + 10 hrs

Casualty Units: Poole General
Dorset County, Dorchester

Site briefing advisable

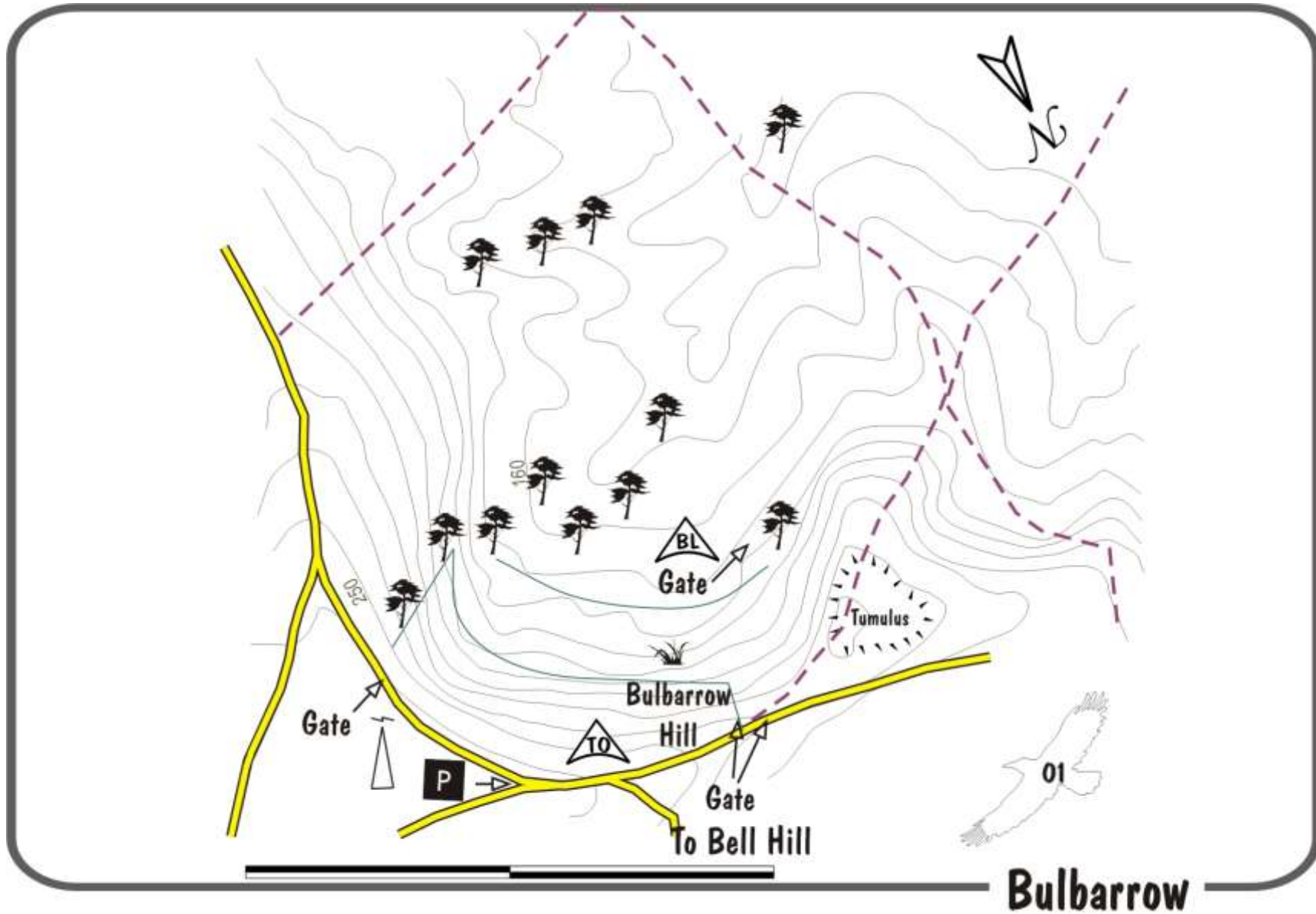
General Site info

Bulbarrow is rarely flown. It has gained a reputation as a poor site suffering from turbulence at times and no bottom landing.

It is rare in that it is an inland SW site - most pilots tend to head to the coastal sites in these conditions.

There is some XC potential here.

The ridge is used mostly by aeromodellers and as we are infrequent visitors here, it would be polite to speak to them prior to flying if present.



Directions

From Blandford – Follow the Blandford by-pass toward Shaftesbury (A350). About 1 mile northwest of Blandford turn left (west) at the traffic lights onto the A357 toward Sherborne. In Shillingstone (2.3 miles), drive through the village until you see the war memorial on the right-hand side and then take the (slightly concealed) next left signposted Okeford Fitzpaine /Ibberton (Poplar Hill - 3.2 miles from traffic lights - 0.2 miles past petrol station). Follow the road into Okeford Fitzpaine and, at the triangular junction, turn left into Higher Street (signposted Bulbarrow). Follow for 1.4 miles and, just before a couple of cottages on the junction, turn left toward Bulbarrow / Ansty. Follow the road for 2.25 miles to the junction just past the Bulbarrow viewpoint. Turn right at the junction and immediately fork right again - signposted to Mappowder and Stoke Wake. Follow this road for 0.6 miles and, 100m past the turning off to the right for Woolland, entrance to the site is through the gate on your left (<http://melts.national.unstated>).

... **alternatively:** at the A350 (from Poole) roundabout on the Blandford by-pass follow the signs toward Tesco. Continue down the Bournemouth Road through Blandford St.Mary passing the Hall & Woodhouse brewery on your right. At the T-Junction (opposite the impressive entrance to Bryanston School) turn left. Within 150m, bare right into Fair Mile Road – signposted to Winterborne Stickland (not 90° into New Road). Follow this road to Winterborne Stickland - 3.75 miles - turning sharp right toward Turnworth / Okeford Fitzpaine. After 0.7 miles turn left toward Bulbarrow and after a further 3 miles (at the Bulbarrow viewpoint) fork right - signposted to Mappowder and Stoke Wake. Follow this road for 0.6 miles and, 100m past the turning off to the right for Woolland, entrance to the site is through the gate on your left (<http://melts.national.unstated>)

Most other routes – will bring you past Bulbarrow viewpoint, and then follow the last part of the previous directions.

Access

Access to the site is through the metal gate or by using the stile (<http://corrects.rave.acids>)

Parking

There is room for 3 or 4 cars by the Wessex Ridgeway bridleway signpost on the left. Please park close to the fence. Do not park in front of the metal gate as horse riders and members of the public also use it.

If 3 cars are already parked, please reverse back up the hill to park on the triangle of rough ground on the junction near the masts (<http://after.scorch.seducing>). Do not obstruct the obvious track across this area that is sometimes used for tractors with trailers to get round the tight corner.

Hazards

This site can be very rough and experience significant rotor, especially if the wind is off to the west. Beware large-scale bowl effect.

There is no official bottom landing so you must be very practiced at side landing in confined spaces on an irregular scrub-covered slope.

Be aware that horses use the bridgeway. Do not inflate canopies if they are nearby and do not over fly.

Launching

The area immediately below the gate ([///depth.dented.unity](#)) may be used but be aware that it is close to the bridgeway.

Alternatively, the top landing field can be used. Access is through the gate immediately on the left after entering the site. This field is closed if it contains a crop (including long grass) or sheep in the lambing season (spring). You need to clear a barbed-wire fence, so this takeoff is not suitable in light winds.

Top Landing

(See above) The large field between the top of the sloping hill side and the road.

Bottom Landing

No Bottom Landing Negotiated!

Ridge Runs, XC

Excellent potential but not an easy site to get away from. Salisbury has been achieved.

Keep to the south of Compton Abbas ATZ (up to 2,810ff AMSL) which you must avoid completely.

Ensure you fully understand the extent of Salisbury Plain Danger Area.

Beware Old Sarum, Boscombe Down and Middle Wallop ATZ's further downwind.

The final obstacle is London airspace!

Flying Generally

Shallow slope means that a strong wind is needed to soar in dynamic lift alone. Far better south-westerly soaring sites exist on the coast. Can be excellent if a sea breeze ever makes it to Bell Hill. Can provide very smooth evening flying.

License number (100043849) Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright. All rights reserved.



Corton Denham

Site Code 2.087

OS Grid Ref: ST 633 233 (Map 183)

GPS: N51:00:30 W2:31:26

What3Words: [///warp.joints.replaces](http://warp.joints.replaces)

Owned and farmed Mr Tabour

by: Home Farm
Sutton Mantis
O1963 220340

Wind Direction SSW – WSW (210° to 280°)
Best: SW (230°)

Height AMSL 643ft (211m)

Top to Bottom 295ft (97m)

Nearest Phone: Post Office
Corton Denham

Pilot Grades HG Club Pilot
PG Club Pilot

Casualty Units: Yeovil District Hospital

Site briefing advisable

IMPORTANT: CAN ONLY BE FLOWN AT WEEKENDS

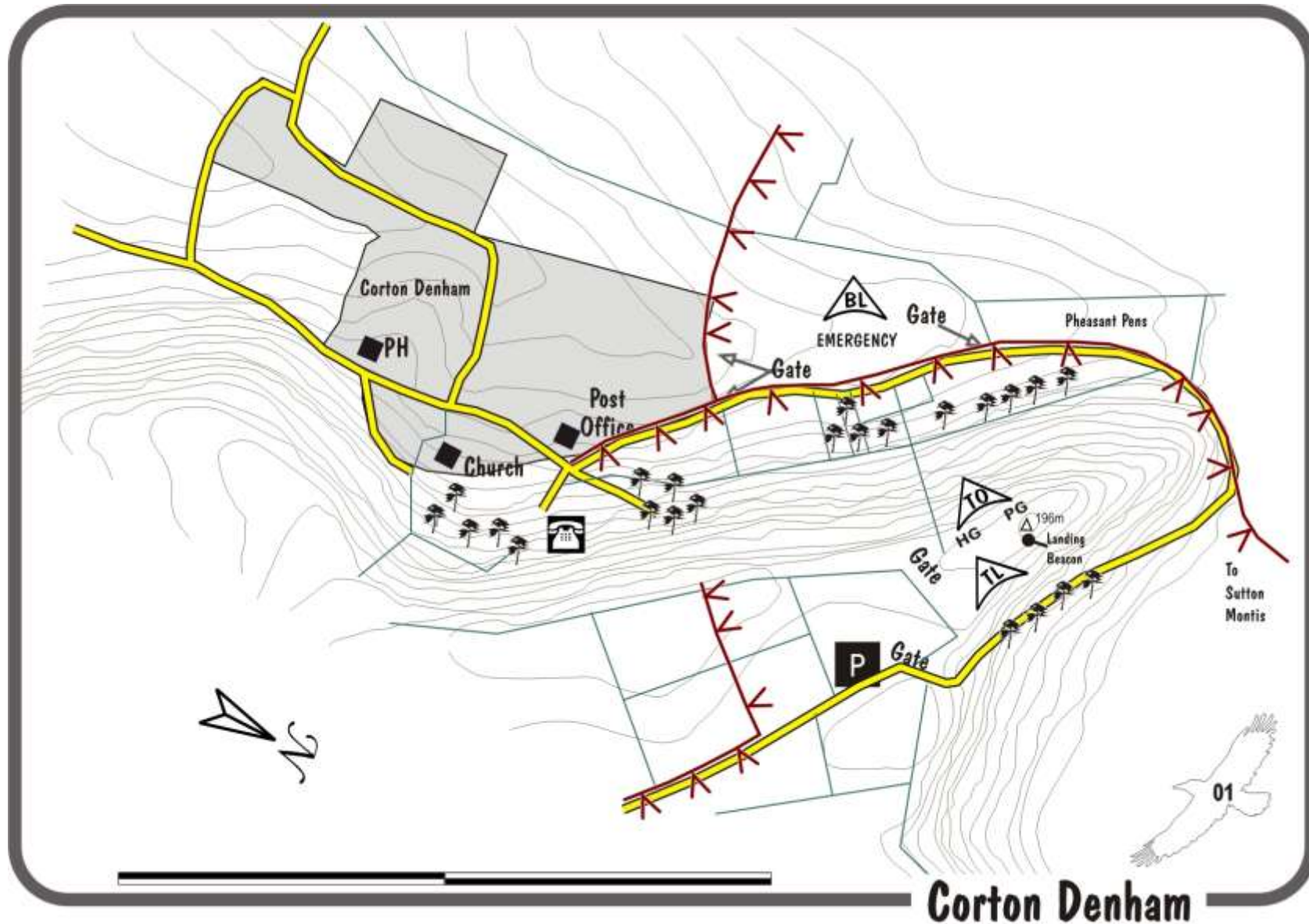
ABSOLUTELY NO MID WEEK FLYING PERMITTED

General Site Info

This is one of our least used sites due perhaps to being on the fringe of Wessex territory.

It is also directly beneath the approach path of the main runway at RNAS Yeovilton, hence no mid week flying.

Corton Denham



- Directions** Drive into Corton Denham village and proceed northward. The Queen's Arms and Post Office will be on your left. Carry on out of the village. Follow the road along the base of the hill and around to the right. Take a right turn up the single track road on the far side of the hill (lane to Witcombe Farm is too far). Drive to the top of the hill.
- Access** Access to the site is via a stile and gate by the pine trees on the same side of the road as the lay-by. After entering field follow the barbed wire fence around to the left.
- Parking** Park in the lay-by on the right hand side ([///trick.soulful.sneezing](http://trick.soulful.sneezing)).
- Hazards** As mentioned the site is directly under the approach path to RNAS Yeovilton main runway.
Beware of the power lines. See the map for details of their locations.
Military aircraft have been known to operate in this area at weekends, be vigilant and aware of approaching aircraft. If in doubt don't fly.
When the wind is Westerly Corton Ridge directly In front of you is likely to cause turbulence.
The site is flown by aeromodellers. They were there before us so be polite and perhaps speak to them before flying to establish each others needs.
- Launching** A fairly straight forward launch as shown on the site map.
- Top Landing** The top landing area is small ([///sits.openly.traders](http://sits.openly.traders)) and occasionally turbulent with a lot of sink.
It should be approached from the south-east with plenty of height.
- Bottom landing** There is no official bottom landing on this site. No deliberate top to bottoms are permitted.
Emergency bottom landing is available in the large field on the other side of the road ([///shaves.luck.toasters](http://shaves.luck.toasters)).
- XC** Potentially there is great scope from this site for XC; however some serious work and perhaps planning would be required to avoid airspace. Salisbury Plain danger area is probably the first obstacle you would meet at 35 Km. This area is permanently closed to free flyers.



Corton Denham

Flying Generally

The site is rarely visited by Wessex members but might be worth a visit to test that XC potential.

There is also a ridge run of a mile or so in a southerly direction, height gains are usually limited so a thermic day may assist. The site can suffer from turbulence.

License number (100043849) Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright. All rights reserved.



Cowdown Hill

OS Grid Ref: SY 639 999

GPS: N50:47:51 W2:30:49

What3Words: [///blinks.compelled.suave](http://blinks.compelled.suave)

Farmed and Owned by:	Bottom Fields: Mr. Chris Legg Dollars Farm House Sydling St. Nicholas	Wind Direction	W (270°) small tolerance either side of West Best: W (270°)
	Top Fields: Mr Mike Legg Higher City Farm Sydling St. Nicholas	Height AMSL	711ft (217m)
		Top to Bottom	264ft (80m)
Nearest Phone:	Sydling St Nicholas	Pilot Grades	PG, XC Competent and XC intent
Casualty Units:	Dorchester A&E		Site briefing advisable

Not a soaring site, XC launch pad only

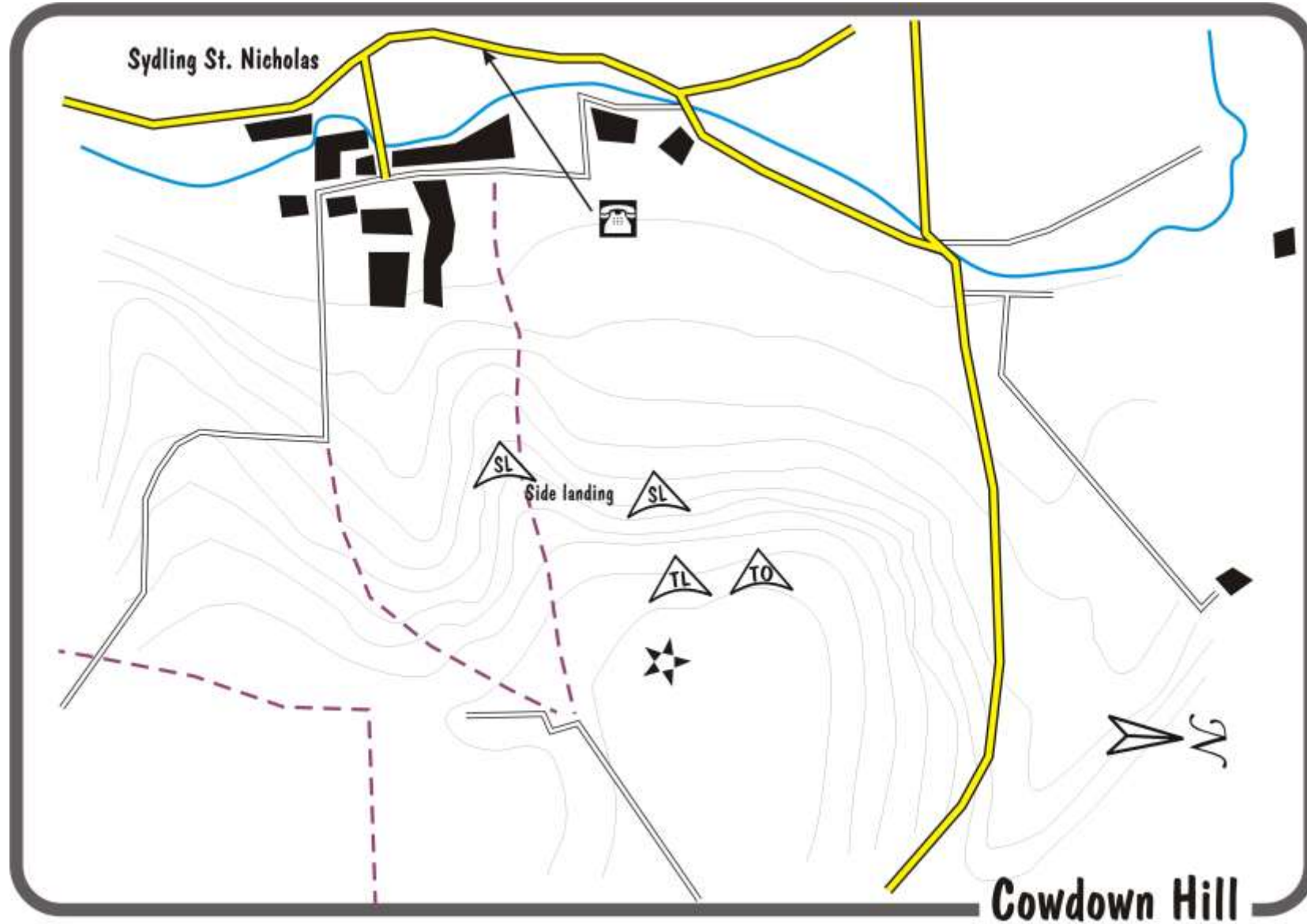
General Site info Cowdown has been flown to varying degrees for some years and is an official Wessex club site.

We fly the site on the understanding that our permission is for Cross Country flying purposes. The site is small and is not well suited to soaring. The site should only be flown with the intention of going cross-country.

The site has had a somewhat chequered past in regards to permissions to fly. Some problems occurred from vehicles using an access track to drive to the top of the hill and park near Higher City Farm. Hence access is now restricted to a walk up from the bottom.

The hill is a Chalk Downland and has wild flowers in particular Orchids growing on it. Make every effort to avoid damage to the flowers when laying out your wing.

Cowdown Hill



- Directions** From the A37 Dorchester Yeovil Road – From Dorchester, drive to Grimstone, you will pass a Public House on your left as you leave Grimstone, now look out for a turn off to the right under a railway bridge, take this road and follow to Sydling St Nicholas.
- From Yeovil, as you approach the Maiden Newton junction turn left, this road runs down the back of Flying Frenzy's 'Folly' site. Then follow the road to Sydling.
- Or, if you missed this junction, as you pass the turn for Frampton on your right take a left turn for Sydling St Nicholas, if you miss it drive to Grimstone and follow instructions from Dorchester.
- Sydling St. Nicholas may also be accessed from A352 Sherborne – Dorchester road by turning off at Cerne Abbas.
- Access** A track runs around the Eastern side of the village, a footpath leads up the spur and onto the hill from here.
- Parking** Park sensibly in the village.
- Hazards** The site is fairly straightforward without major hazards. Some power lines are present below the hill; make yourself familiar with their location.
- The site is prone to a rapid change of wind direction due to sea breeze effects.
- On days when a sea breeze is likely (most thermic days) it is advisable to make an early start as the sea breeze can roll in fairly early in the day. The wind direction will change almost instantly and will significantly alter your down wind beat.
- There are some trees at the slope bottom but these do not appear to create much rotor but be aware.
- Launching** A fairly straightforward launch as shown on the site map with a rolling grassy hilltop. Find a suitable spot between the gorse bushes to lay out your wing. (See note on Orchids).
- Top Landing** Top land back around take off but beware of the gorse.
- Bottom landing** There is no bottom landing on this site.
- Avoid landing in the bottom fields, they are almost invariably in crop, it should be possible to slope land beneath take off or on the spur to the South.
- XC** Bournemouth airspace is directly down wind from this site, however a reasonable distance to Swanage can be achieved with a slight Southerly track and to Fordingbridge and beyond with a slightly Northerly track.
- Be aware of Bournemouth airspace and Compton Abbas.



Cowdown Hill

Flying Generally

This site should be regarded as sensitive and is only to be used as an XC get away site for that reason.

The ridge is not very big and not that brilliant for plain soaring but XC potential is good from here and true Westerly sites are rare.

If you are looking for a true Westerly site purely for soaring Whitesheet has everything you need and is far better suited.

License number (100043849) Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright. All rights reserved.



Friar Waddon

OS Grid Ref: SY 641 854

GPS: N50:40:02 W2:30:33

What3Words: [///noses.bloomers.colleague](https://www.what3words.com/#!/en/@@@/noses.bloomers.colleague)

Owned and farmed Mr M. Mayo
by: Waddon Farm
Friar Waddon
07714192087

Wind Direction S (180°)
Height AMSL 320ft (100m)
Top to Bottom

Nearest Phone: Coryates village

Pilot Grades HG Not permitted
PG Club Pilot

Casualty Units: County Hospital Dorchester

Site briefing advisable

As with all sites it is advisable to submit a CANP if planning to fly here.

General Site info

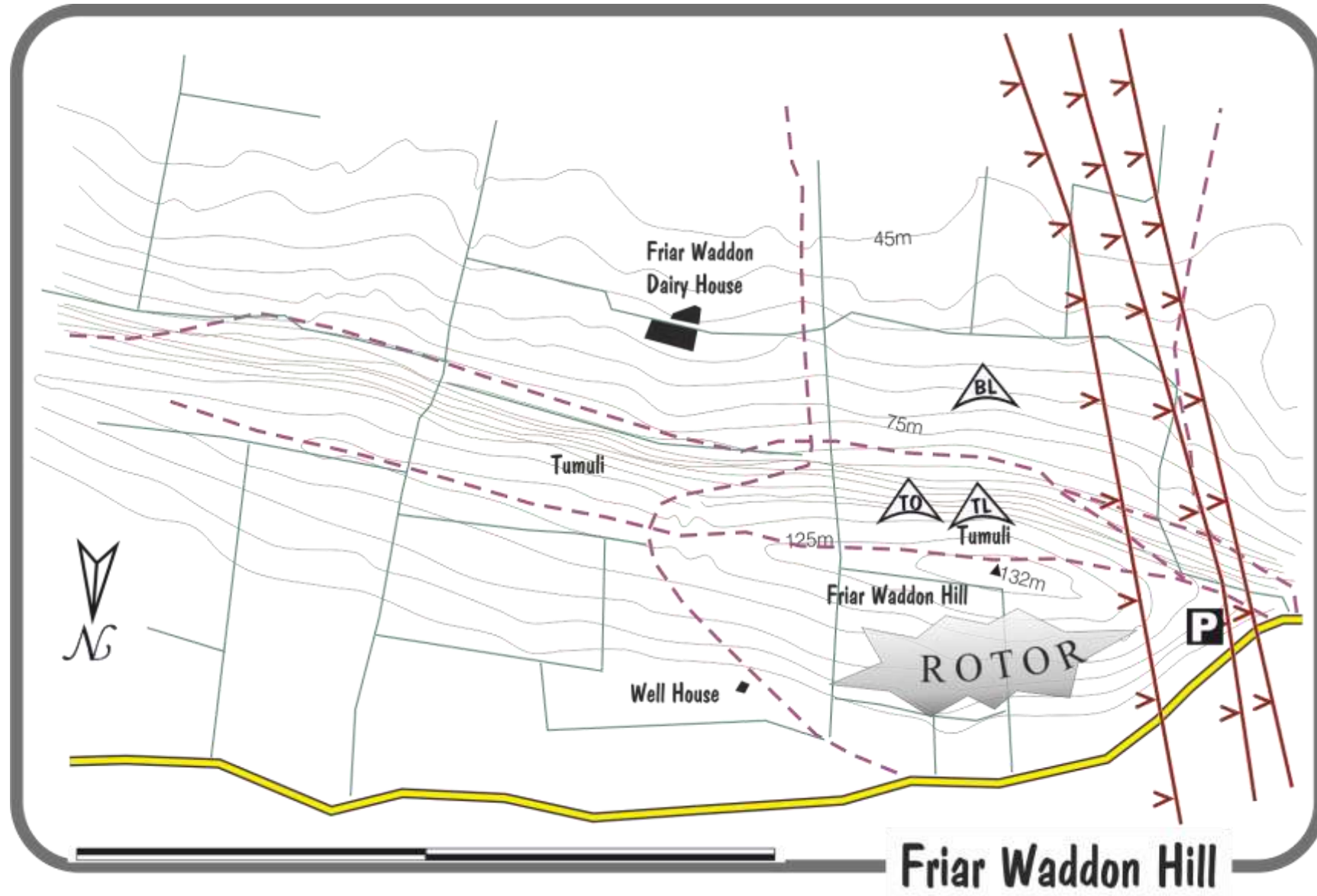
Friar Waddon was a new site to the club in 2006. It has had some use in previous years and parts of the ridge have been used for training.

The site is suitable for all grades of pilot CP and above and is used by a local school.

There should be great potential for extensive ridge runs from the hill in the correct conditions with several gaps to jump opening up long ridge distances.

If it was possible to connect with the fabled sea breeze front an extensive run down West may be possible.

XC potential should be excellent. The site is close to the sea which may hamper initial XC from the site but with the right conditions and some careful thought to downwind airspace the potential is great.



- Directions** From the A354 Dorchester to Weymouth Rd come over the Ridgeway around the hairpin bend under the railway bridge and turn right into Elwell St, Upwey, continue to the end of the road. At the “T” junction turn right and follow the road to Goulds Hill. As you start up the hill take the next turning left into Friar Waddon Rd. Continue to Corton Gap (immediately under the pylons) park safely and sensibly on the extended verge (on your right as you approach). If approaching from the west B3157 as you enter the village of Portesham turn left at the Kings Arms Public House and take the first right, Friar Waddon Rd and follow it to Corton Gap.
- Parking** Parking is limited and requires care and consideration as this is a narrow country lane. There is room for approximately 4 vehicles on the obvious wide part of the verge on the north side of the Corton Gap ([///plans.clearcut.guitar](#)). **There is NO PARKING at the farm or opposite by the gate** ([///vanish.suspend.grafted](#)) as this is needed for farm vehicles and lorries to turn. Under no circumstances should any part of your vehicle overhang Friar Waddon Rd.
- Access** At the Corton Gap walk eastward to the corner of the hill. To the left of the pylons, there is a stile ([///vague.starfish.bashful](#)). Walk up and under the pylons to the face of the ridge and take-off is approx 150m to the east of the smaller pylons ([///noses.bloomers.colleague](#)).
- Hazards** The face of the ridge at take-off is very steep and, in some places, almost rises vertically. There is sufficient space to land back on top in the bounded field, However, at the rear of the top field the slope runs down towards the north with the problems of rotor and turbulence. The field is bounded on all sides with barbed wire fencing.
- The field is used by walkers and riders and is occasionally stocked with livestock.
- The overhead powerlines that ran to the West of the site have now been re-routed underground.
- Top Landing** Land back on take-off. Note that the hill drops away behind take off and is likely to suffer turbulence and rotor should you be blown back.
- Bottom Landing** Bottom landing ([///confusion.taker.skid](#)) is available in the area indicated on the map. However, beware of the power lines running north to south immediately to the west of landing and give regard to crops and livestock. The exit from the bottom field to the nearest road is by a gate at the far east of the landing field ([///widen.unfair.hobbit](#)), note that vehicular access to the bottom landing field is NOT permitted.



Specific site restrictions When parking on the verge, no part of vehicle may overhang the road.

Ridge Runs, XC On a thermic day there should be good potential for ridge runs particularly to the west.

If you manage to get away XC then there is potential for some serious XC distances.

The site may be used if conditions at White Horse are becoming strong as with a lower altitude the site will take higher wind speeds.

License number (100043849) Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright. All rights reserved.



Hambledon Hill

OS Grid Ref: ST 845 128 (Map 195)

GPS: N50:54.780 W2:13.190

Managed by:	The National Trust	Wind Direction	NNE - ENE (22° to 68°) Best: NE (45°)
Nearest Phone:	None	Height AMSL	600ft (180m)
		Top to Bottom	300ft (90m)
Casualty Units:	Salisbury, Bournemouth, Dorchester	Pilot Grades	HG Not Recommended. (Contact HG Safety Officer) PILOT rating is mandatory. Have XC proficiency. 100+ hours recommended.

IMPORTANT INFORMATION

Site briefing mandatory on first visit

THIS IS A WESSEX FULL AND RECIPROCAL MEMBERS ONLY SITE AND IS NOT OPEN TO VISITORS

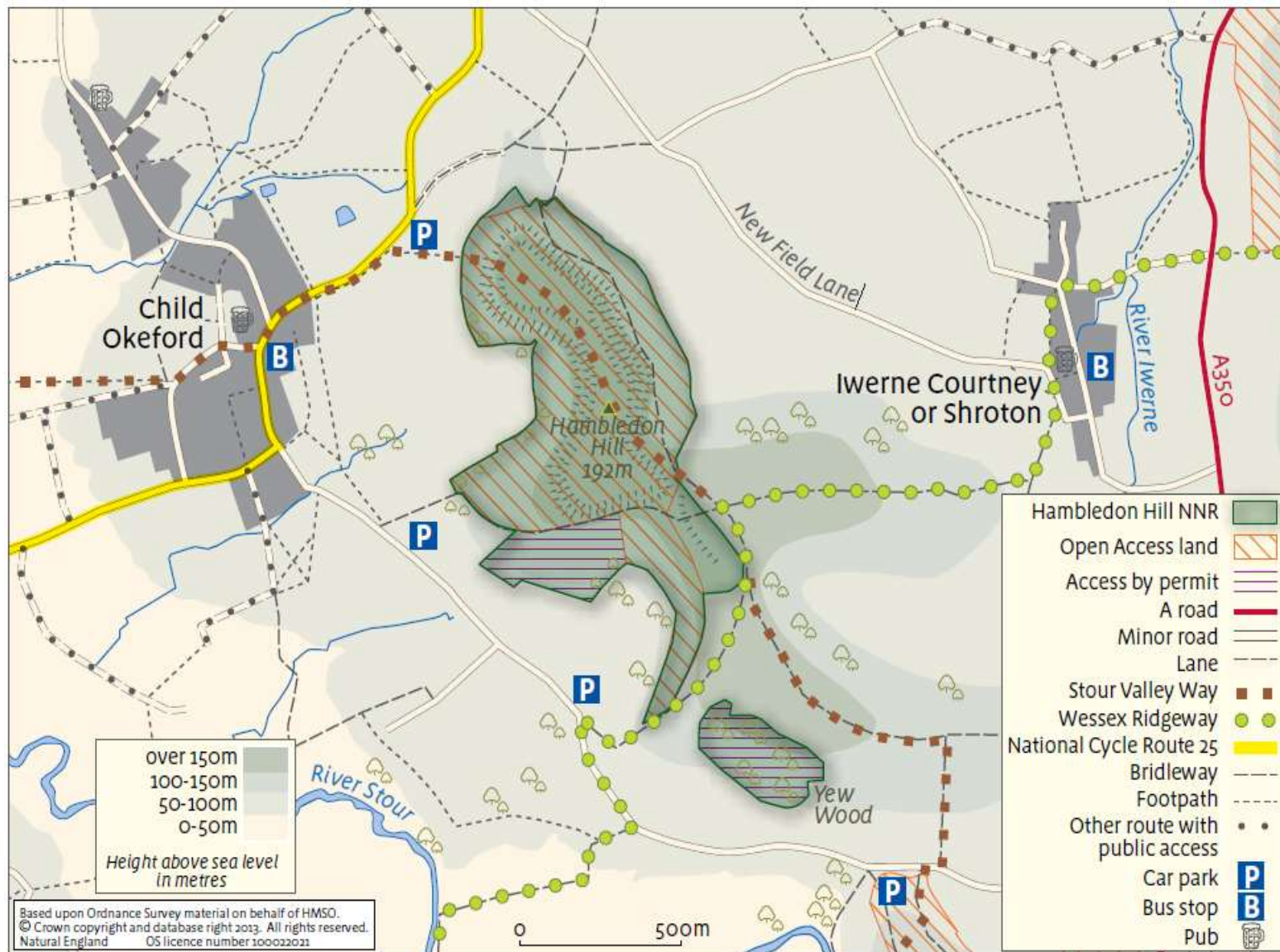
General Site info

Hambledon is a site of great natural and archaeological significance. It is a designated nature reserve managed by the National Trust. Hanford Farm grazes livestock on the upper and lower slopes. The surrounding fields are farmed by multiple stakeholders who hold mixed views towards paragliding. There is **NO** bottom landing and soaring is not permitted.

The hill itself is designated open access land and used for walking and recreation by members of the public.

The National Trust are aware that it is used infrequently as a cross-country launch platform for paragliding.

Hambledon is only to be flown with the intention of flying cross-country and not as a soaring site. **This site is not the site for your first XC, it is only suitable for experienced XC pilots.** If the weather forecast does not indicate an opportunity to fly cross-country, you should not be there. The length of soarable ridge to search out thermals is approximately 500m



- Directions** From Blandford take the A350 North towards Shaftesbury. After Stourpaine take the first left to Child Okeford.
- Parking and Access** Hambleton hill is accessible by several footpaths from parking spots near Child Okeford. See map.
- Parking areas are shown on the map. If the parking areas are full **DO NOT CAUSE AN OBSTRUCTION** to the local residents – go to another site.
- Hazards** Hambleton is a spine backed ridge.
- In front of take-off are bushes and tall trees creating turbulence. The site is an ancient hillfort with steep ditches. The ground is uneven.
- If the wind is off to the east severe turbulence has been experienced.
- Launching** Anywhere suitable along the front of the ridge.
- Top Landing** Anywhere on the hill.
- Bottom Landing** There is **NO** bottom landing. In an emergency, bottom land in the field below take off. There should be no deliberate top to bottom flights. The bottom landing has not been negotiated. A public footpath in the NW corner of the field below take off gives access back to the hill.
- Special Rules** **THIS IS A WESSEX FULL AND RECIPROCAL MEMBERS ONLY SITE AND IS NOT OPEN TO VISITORS.**
- Only **5** gliders may be laid out at any one time ready for take-off.
- The maximum number of pilots in the air at any one time is **10**.
- Gliders on the ground should be grouped into an area to keep the take-off tidy. The take-off area is a public space. Do not hog it or cause an obstruction to other users.
- The site and its surroundings are frequently used by horse riders. Carry out a suitable visual check before inflating your wing and launching.**
- Ensure that stock grazing the hillside will not be startled when launching.
- Remove your litter when you leave the site and follow the country code.
- Ridge Runs, XC** Deliberate ridge soaring is not permitted. If you're in the air you should be trying to climb out and go XC
- XC flights in excess of 100km have been made from Hambleton. There is airspace downwind to negotiate including Yeovil, Dunkeswell and Exeter.



Kimmeridge

Site Code 2.073

OS Grid Ref: SY 926 795 (Map 194)

GPS: N50:36:55 W2:06:19

What3Words: [///deduced.tempting.reissued](#)

Owned by:	Smedmore Estates	Wind Direction	SSW – W (210° to 270°) Best: SW (240°)
Top farmed by:	Mr J.Hole Kimmeridge Farm Kimmeridge 01929 480990	Height AMSL	665ft (218m)
		Top to Bottom	260ft (80m)
Bottom farmed by:	Mr R. Vearncombe Chaldecotts Kimmeridge 01929 480936	Pilot Grades	HG Club Pilot PG Club Pilot Site briefing advisable
Nearest Phone:	Kimmeridge Village		
Casualty Units:	Poole General Hospital		

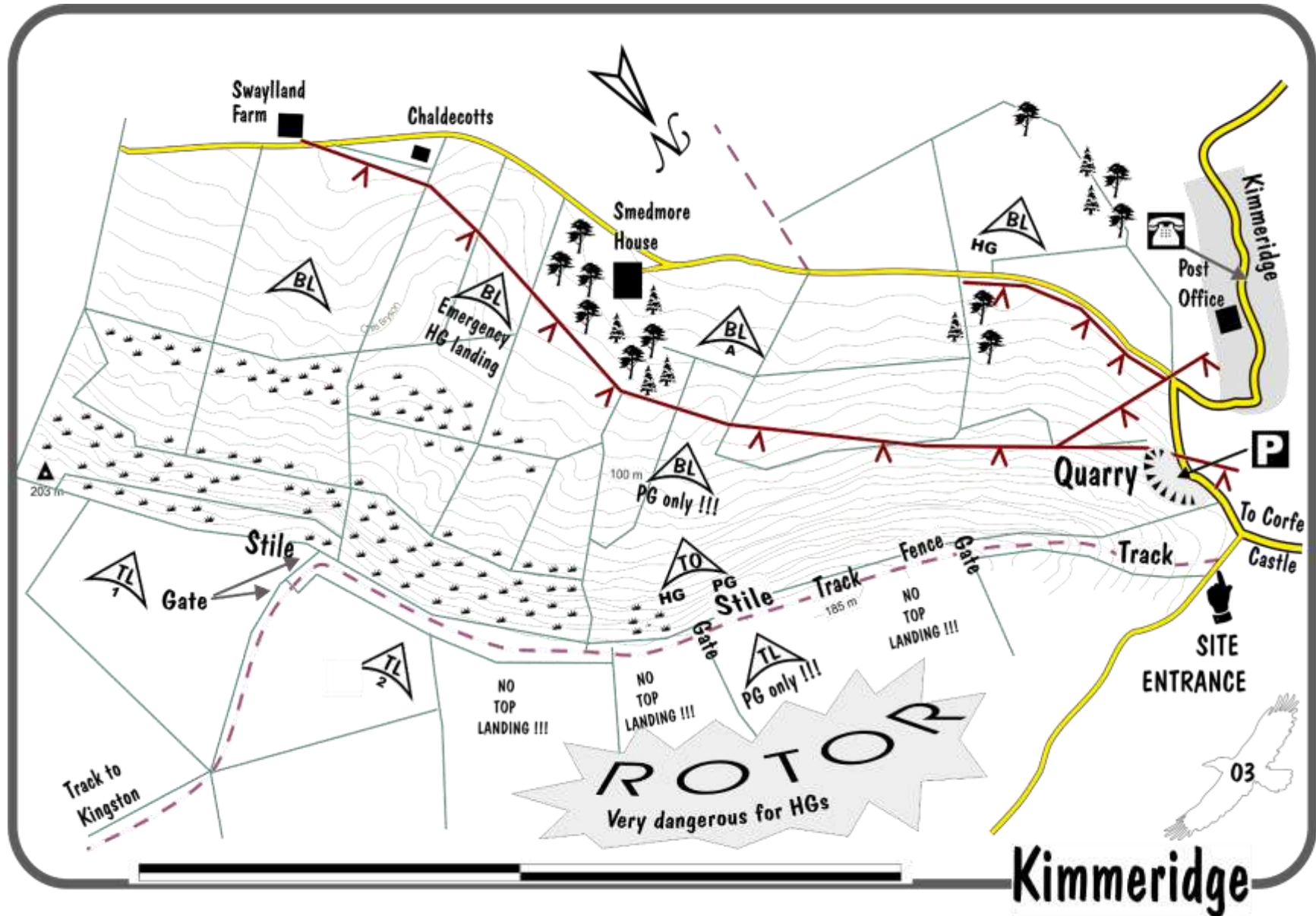
As with all sites it is advisable to submit a CANP if planning to fly here.

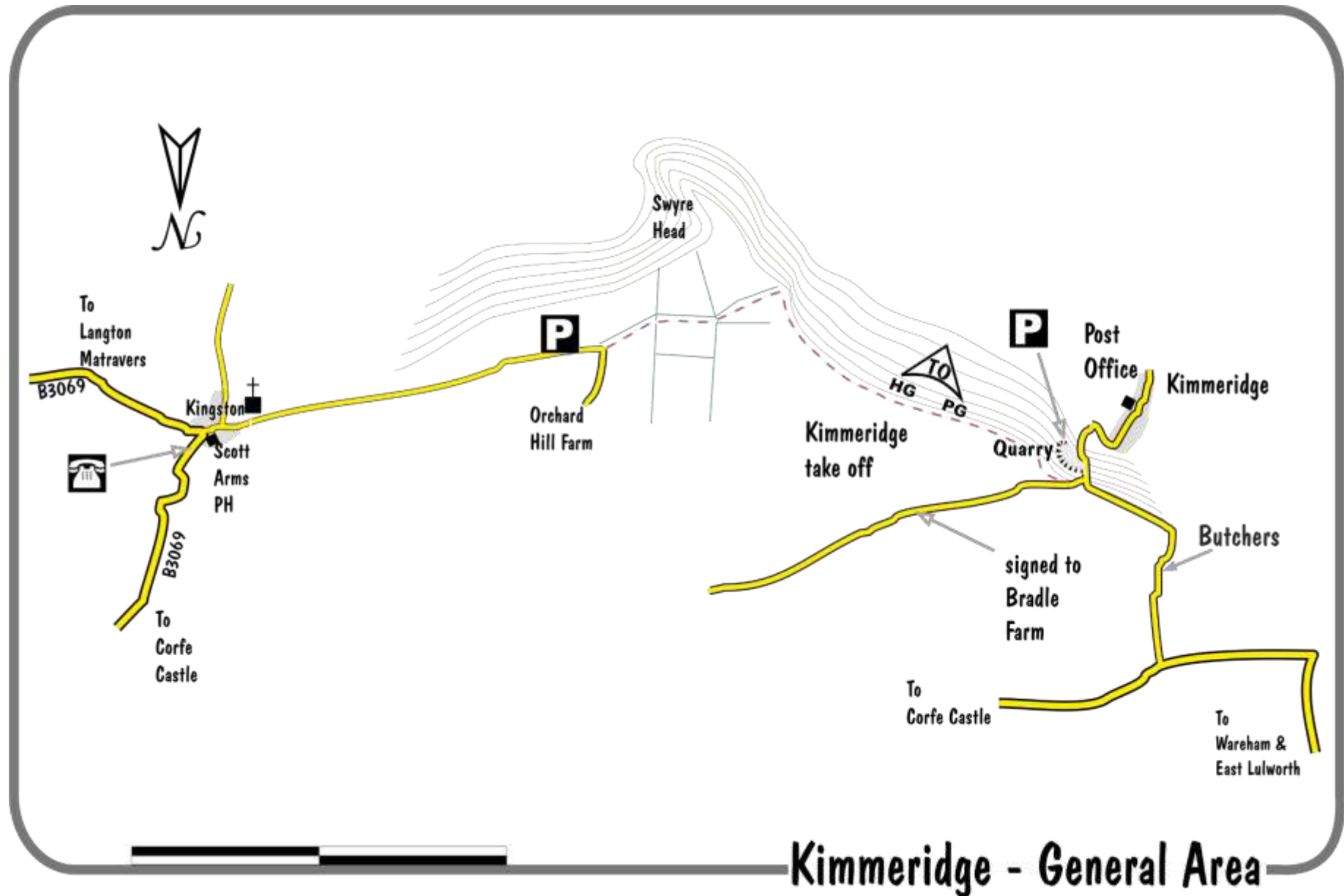
General Site Info

Kimmeridge is a cross between coastal and inland site. It is close enough to the coast to benefit from sea breeze in summer and also far enough inland to develop significant thermic activity. The large ridge is an elongated bowl that gives some versatility of wind directions. The site has been used in past by schools for training. There are several hazards on this site and when thermic the air can become surprisingly rough. A reasonable top land and adequate bottom landing make it a good site for all levels of ability.

There is scope for rewarding flying here with good height gains on thermic days and the possibility of coastal runs.

The site was once regularly used by hang-gliders although its use is almost exclusively limited to paragliders now due to access difficulties. The Kingston launch was used by hang-gliders. However, this has been overgrown and forgotten for some time now.





Emergency Service Access

Should it be necessary to call emergency services for an injured pilot at this site ask for an air ambulance straight away. A road going ambulance will not traverse the track and valuable time may be lost in re-organising an air rescue.

Directions

From Wareham - Follow the A351 Wareham bypass south towards Swanage. On the outskirts of Stoborough, 1 mile after the A352 roundabout, turn right at the signpost to Creech / Kimmeridge (West Lane). Follow this road for a further 3.3 miles and at the brow of the hill. The road turns sharply to the left and drops down toward Steeple. After a further mile turn right toward Kimmeridge. Follow this road for 0.8 miles and just after the brow of the hill dropping down towards Kimmeridge village, turn left then immediately right. The access track is through 'Hells Gate' (<http://infinite.obligated.listening>). There is no permitted parking along this track now and it is extremely rough so not suitable for vehicle access.

From Corfe - Follow the A351 toward Swanage. As you leave Corfe turn right onto the B3069 toward Kingston / Worth Matravers. At Kingston, turn sharp right past the Scott Arms, following signs to Encombe. After leaving the village, the tree lined road opens out to fields on either side. Continue until you reach the walkers' Sheep Pens car park (<http://snows.worldwide.books>), park here and then proceed along the track to the site on foot.

Parking

Park in the Quarry Car Park immediately on the left if one continues down the hill toward Kimmeridge (<http://melon.communal.inflamed>), and then carry up the track (<http://infinite.obligated.listening>).

Alternative parking is available at the Swyre Head Car Park (<http://snows.worldwide.books>), there is an uncategorised road which goes from the Swyre Head Car Park to <http://fearfully.webcams.landowner>, this is available should you wish to drop-off/pick-up equipment, but there is **STRICTLY NO PARKING** along the road or on any of the land between the Swyre Head car park and the Kimmeridge site. Also the track is deeply rutted and very rough so impassable to most vehicles.

Be aware that due to the remote nature of the car parks vehicle break-ins have occurred in the past, do not leave anything on view in your vehicle.

There is STRICTLY NO PARKING along the wall behind take-off or on any private land, please only park in the public car parks.

Access

From the quarry walk to the track as described above and proceed upward. Once you arrive at the crest keep going ahead. You will now be gently descending. Passing through the next gate you will find a gate on your right. Currently this is very dilapidated and will not open so climb over. Once over the gate you can launch on the steep slope between the gorse clumps or walk approx. 100m West into the small bowl which will allow more space and less steep slope.

From the Swyre Head Car parking, walk westward along the green lane to the ridge top, turn right and follow the track until you reach the dilapidated gate on your left. There is a footpath access prior to the gate which gave access to a

small launch area but at time of writing the stile has gone and the path completely overgrown.

Hazards

The more westerly the wind, the more turbulent the conditions can be. Thermals are often small and punchy on the site. Beware of sudden & strong venturi, stone walls, scrub and barbed wire fences. Several gliders have been damaged on launching or landing by being dragged onto the fences that bound the top of the site. Be aware of wind direction when slope landing as with the West – South aspect of the ridge the wind can pull either way and it may feel like a downwind approach in either direction.

Look out for quick forming orographic cloud.

The westerly end of the ridge is used by aero-modellers

Accidents have resulted from pilots catching a foot in animal burrows on the slopes.

Launching

Launch from the slope below the ridge top anywhere clear of vegetation. If the wind is off to the South or the west adjust your launch location to best suit the direction. The slope is steep in places, you will be pulling your wing up directly into a strong lift band. Be prepared to be pulled off the ground before you have a chance to turn fully when reverse launching a paraglider.

Ensure you are far enough from scrub bushes or fences to avoid harm if you are dragged on launching.

On stronger days the ridge can be very lifty and recommend launching well down the slope.

Top Landing

There is rotor in the top landing fields particularly in the first 200 yards behind the wall. This is extremely dangerous for hang-gliders in winds above 18mph. hang-gliders should use the Kingston top landing fields but should always be prepared to be dropped 20 ft or more during approach. Land well back.

Paragliders should ideally land within 50m of the wall behind the ridge top.

Toward Swyre Head it is possible to top land in most fields if you find the wind is dying on you. Beware, as you will almost certainly experience some degree of rotor. Only use this option in emergencies.

Avoid landing in any cropped field or where animals are present.

Avoid landing behind the access track West of take off, due to potential rotor as the ground slopes away.

Bottom Landing

The bottom landing field slopes and can be difficult to get into on a modern hang glider.

Beware of the power lines.

Paragliders can side land anywhere but ensure you have an into-wind beat and watch out for badger sets etc. The bottom landing is directly out in front of launch for paragliders and slopes gently.

Special Rules

Do not climb on the dry stone wall. Only cross at the gate as described or other recognised access.

Do not over fly or top land in fields "A" and "B" when there are sheep in them.

DO NOT fly over Smedmore House and the immediate surrounding land (see map) as the occupants are sensitive about their privacy.

Ridge Runs, XC

This site can be thermic but, being close to the sea, height gains of more than 1,000ft ATO are uncommon. It may possible to drop onto the Purbeck Hills and run down to Swanage.

From Swyre Head it is possible to fly out onto the sea cliffs and west toward Clavell tower in a strong SSW or east onto St. Aldhelm's Head and back. Both these adventures are quite technical and should not be undertaken without some thought. Bottom landing beneath the cliffs is very limited and changes in cliff angle along many stretches of the cliff will produce areas of sink.

If the Firing range is open coastal runs to Ringstead and back are possible.

Flying Generally

Due mainly to lack of vehicle access the site rarely gets busy and with the size of the ridge crowding is rarely a problem. Some pleasant evenings can also be had on this site during the summer and sea breeze works well here. With punchy thermals it can be a good place to practice active flying.

License number (100043849) Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright. All rights reserved.



Site Code 2.086

OS Grid Ref: SZ 006 812 (Map 195)

GPS: N50:37:50 W1:59:34

What3Words: [///licks.inch.captions](https://www.what3words.com/licks.inch.captions)

Farmed by:	Mr Alan Helfer 07776 414962 Knitson House	Wind Direction	S-SSW (180° to 230°) Best: SSW (200°)
Nearest Phone:	In Swanage	Height AMSL	650ft (213m)
		Top to Bottom	330ft (108m)
Casualty Units:	Poole General Hospital	Pilot Grades	HG Club Pilot + 10hrs PG Club Pilot Site briefing advisable

As with all sites it is advisable to submit a CANP if planning to fly here.

General Site Info

Knitson takes virtually identical wind directions and conditions to White Horse.

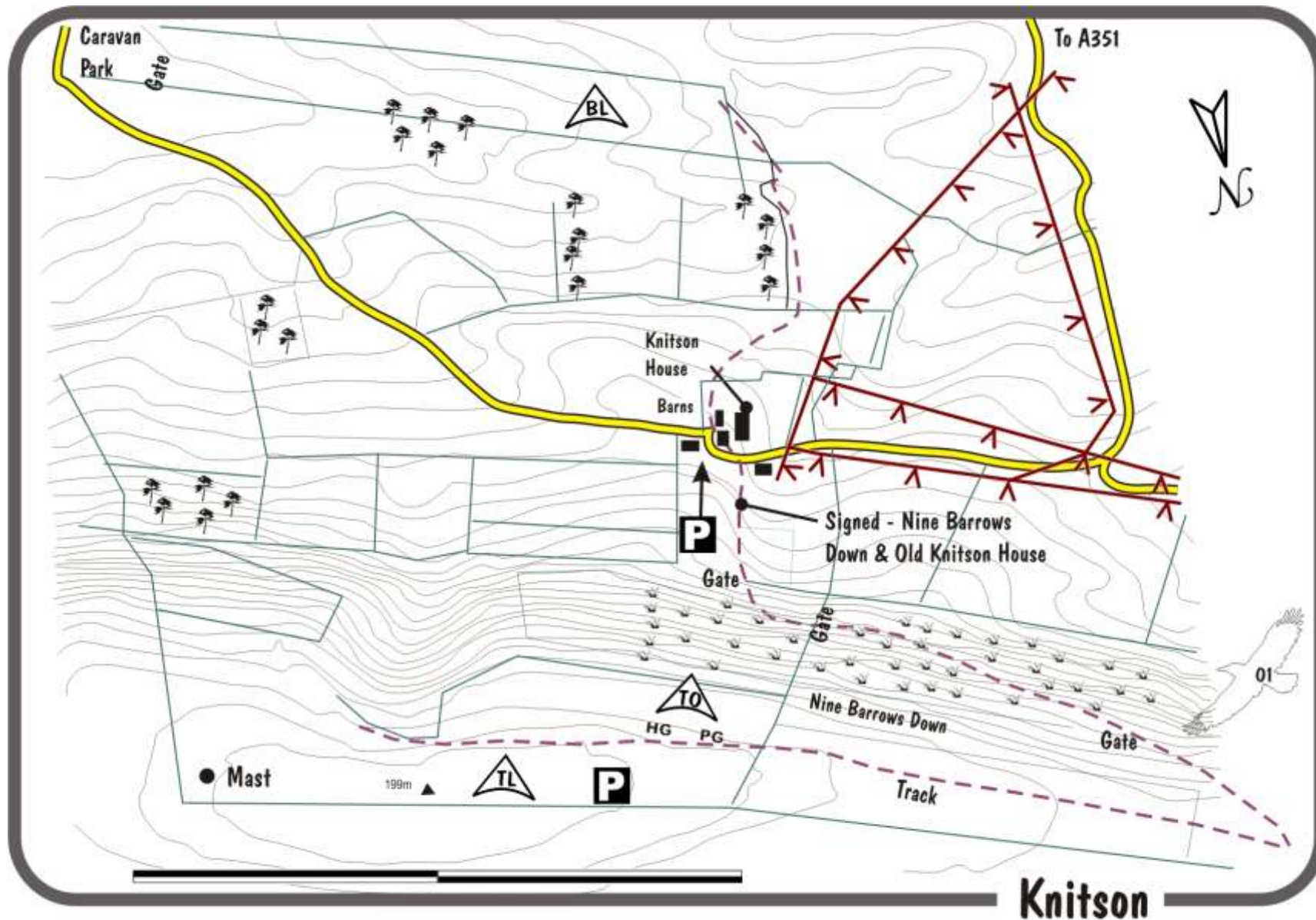
The site is rarely flown, due partly perhaps to its lack of XC potential. White Horse is undoubtedly a better and safer site, particularly for low airtime pilots (i.e. if you are travelling to fly from outside the local area White Horse would probably be first choice) however if you fancy a change of scene or are in the area there is some good and un-crowded flying to be had here with potential for exciting and challenging ridge runs with plenty of thermic activity.

It is even more rare for hang-gliders to visit these days, with the vehicle access to the top (cows permitting) and the bottom landing well suited to modern gliders it may well be worth a visit though.

I have experienced days when I have sat on Ballard in a light SE wind waiting for the sea breeze to boost the wind speed - the opposite effect normally happens and the sea breeze completely kills the wind. In this situation go to Knitson. You will often find a perfectly flyable SSW-SW wind here in these conditions.

If at Kimmeridge on a sunny day with the wind South a bit and just enough speed to scratch give up and try Knitson, You will often find that although the wind is still fairly light here the extra distance in land makes the site thermic, providing some good flying.

The site can be excitingly thermic with a mosaic of fields out in front although climbs rarely reach more than 1000ft without committing to going over the back.



Directions From Wareham take the A351 through Corfe and head for Swanage. Drive through Harmans Cross. You will pass a BP garage (St Michaels) on your left, then down into a dip over the railway bridge and as you climb out of the dip, take a left turn up a narrow lane. Follow the lane up toward the hill (this is Knitson ridge in front of you now) and you will come to a Y junction. Fork right and shortly you will come to sharp right hand bend followed by a sharp left with farm buildings either side of the road. This is Knitson farm.

As you approach the left hand bend you will see a cow mural painted on the barn wall ([///tree.breaches.glidens](#)). Pull in on the right here and call at the Helpers bungalow or try the milking shed. The Helpers are very friendly but do not like people driving fast on the lanes approaching the farm or up the track onto the hill. As well as walkers and cyclists the Helpers themselves are keen horse riders - please drive considerately.

Access Assuming you have found one of the Helpers they will give you directions up the hill. Failing this as you approached the right hand bend on your way into the farm yard turn sharp left ([///flesh.durations.putty](#)) past the old stone farm house and drive straight ahead up the bumpy track. At the first gate take the left fork and head up the hill closing gates as you go unless they are already open. It may be possible to drive to the top of the track but the gates along the track may well be padlocked shut so you would need to contact the Helpers to ensure access is possible. Also the track can be very uneven, and covered in loose material and a normal car may well sustain damage if driven up

Parking As you fork left at the first gate and bear up the slope you will see a chalk pit on the right. Park in the chalk pit being aware of uneven ground and avoid blocking any access.

From the chalk pit walk up the track to the hill top or short cut directly up the hill by using the electric fence gate shortly after passing through the gate just after the chalk pit

If cows are in the area be aware they have a habit of licking vehicles which may cause damage.

Hazards Cows (see above). Thermals are often small and punchy and may feel turbulent at times.

Slope landing is limited due to some gorse cover but this is less of a problem than a few years ago due to recent scrub clearance.

Several lengths of fencing are now present on the take off and top land areas, just take note of where they are.

The ridge is a rounded spine back with trees behind - getting blown back would put you in rotor if low.

Launching You may launch in the field east of the parking area, (the one with tumuli in it).

This is OK and a good idea if the cows are grazing on the main ridge. If the cows are not intimidating you, launch in front of the marked top parking area or anywhere west on the ridge. On a lighter day you will not find much lift until you fly out from launch over the gorse line.

Top Landing In lighter winds land anywhere on top of the ridge, the grass slope in front of the parking area or field to the east.

In stronger winds be careful!

There can be strong venturi over the top of the ridge so check penetration before getting in a situation where you can be blown back into rotor over the ridge back. If struggling, loose height out in front and come in low.

Bottom Landing Ask the Helpers about a bottom landing as the fields are often cropped or occupied by cows, sheep or horses.

Warning:- Bottom landing is normally fine, but there are several changes of ground gradient and tree lines which can cause rotor near the ground. Be prepared to PLF.

Ridge Runs, XC XC is limited by Bournemouth airspace and Poole Harbour.

The ridge can be run toward Corfe or Ballard with a variety of gaps and height variations. If conditions are right you could in theory get to Ringstead from here (beware danger area in between) with a lot of luck and some imagination.

Be aware of overhead power line's part way up the slope in front of the Comms ariels near Corfe.

Flying Generally The small bowl to the east can provide a trigger point but beware venturi in stronger conditions and rotor off the spurs if the wind is off a bit. East of the bowl the hill is stepped. Good lift can be found in front here but watch being blown back into Giants Grave.

To the west of take-off, the hill drops slightly to the point where the track reaches the top of the hill, just west is a gully providing the most consistent trigger point on the whole hill.

A great site for some fun flying with some beautiful views, plus it's a way of getting to see a bit what it's like flying to Swanage from Bell without the hassle of staying up for the first 30 odd km!

The site works very well in a Sea Breeze.

License number (100043849) Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright. All rights reserved.

OS Grid Ref: SY 669 886

GPS: N50:41:48 W2:28:08

What3Words: [///pesky.blemishes.faster](https://www.what3words.com/#!/pesky.blemishes.faster)

Owned by:	Duchy of Cornwall	Wind Direction	NNE - NNW (330° to 30°) Best: N (0°)
Managed By:	English Heritage		
Farmed by:	Mr John Hoskins 01305 262356	Height AMSL	370ft (115m)
		Top to Bottom	Negligible
Nearest Phone:	Tesco Store	Pilot Grades	HG not permitted PG Club Pilot
Casualty Units:	County Hospital Dorchester		Site briefing advisable

See site rules

General Site info

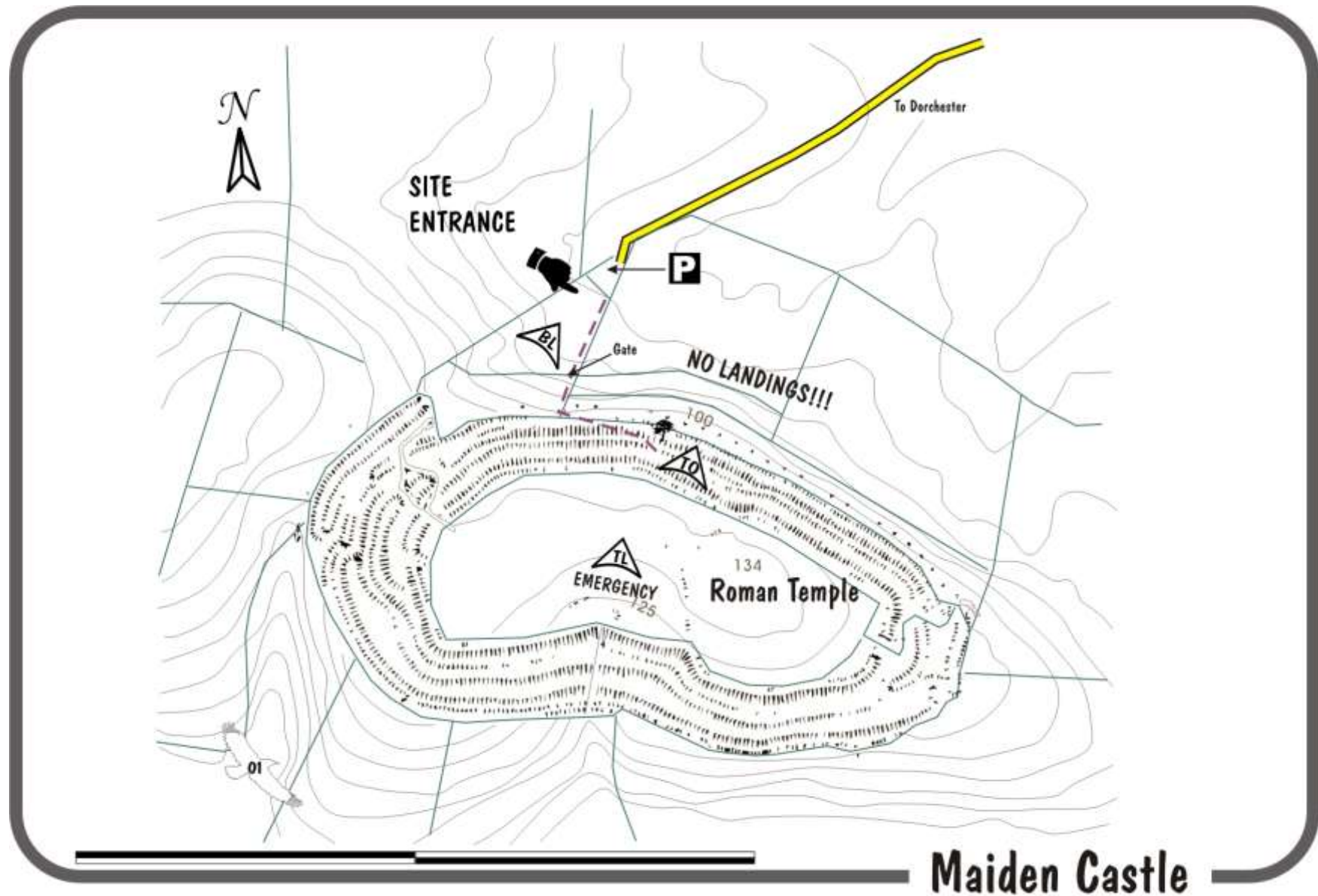
Maiden Castle is an ancient hill fort. The hill is used for grazing by the farmer and is also a popular walking area and hence has high exposure to the public.

The site is relatively small and the top to bottom height not great. This is where the site benefits become apparent though. If the larger North facing sites are blown-out then chances are Maiden Castle will still be flyable.

Many pilots in the area and from neighbouring clubs have flown the site over recent years. Wessex made the site an official club site in 2006 in an effort to agree controlled use with the farmer.

There have been problems with over use, pilots landing in crops and scaring sheep, please observe the rules stated herein or we may lose the site for good.

The site is most popular in winter but can be flown all year round.



Maiden Castle

- Directions** From the A35 Dorchester Bypass take the A354 toward Dorchester, the Football club and Tesco will be off to your right as you turn toward Dorchester. Follow toward Dorchester. As you approach the top of the rise turn left, where it is signed for Maiden Castle, onto Maiden Castle road. Drive straight ahead for approximately 1½ miles, you will see the earthworks directly ahead.
- Parking** Park in the free public car park (<http://udder.vision.baths>).
- Access** Face the ramparts and walk up the path from the left hand corner of the car park. At the top left hand corner of the field is a small gate, follow the path through and bear left. The path cuts up the first rampart at 45' this is the main take off area.
- Hazards** Dog mess in landing field.
Bear in mind you will most likely be flying this site in strong conditions, be aware of changes in the weather that may make it just that bit too strong.
Strong venturi can develop near to the ramparts so take care not to get pinned or blown back. The top of the fort is fairly flat and can provide an emergency top landing. Be prepared for potential rotor.
There is a barbed wire fence directly in front of take-off, so take care.
Being dragged whilst launching could result in you being dragged over one of the ramparts, resulting in a fall into the bottom of the rampart ditch. If your wing is still flying it may well remain over your head as the ditches are not too deep and do not tend to suffer from rotor at wing top height. If your wing is dragging at ground level, it will deflate as soon as it drops into the ditch.
- Launching** Launch from the first rampart (<http://pesky.blemishes.faster>) as described. The area is fairly large. Be careful on lighter days that you do not fly down onto the barbed wire fence or into the cropped field in front of take-off.
If the wind is light it is possible to launch from one the higher ramparts. The ramparts are very steep in places.
- Landing** It may be possible to land back on take-off.
The top of the fort is flat and so long as you land as far back as possible can provide emergency top landing.
The only official landing field is the field directly above the car park - the one you first walked up through (<http://afford.variances.replaying>).
- Site Rules** 1) No more than four wings in the air at any one time regardless of

conditions and pilots height. The farmer can see us easily and has complained about over use of the site more than once.

- 2) No more than four pilots at take-off when sheep are present on the ramparts.
- 3) The only bottom landing is in the field above the car park. Do not land in the field in front of take-off other than in dire emergencies. Then leave by a gate even if this means walking a considerable distance. **DO NOT CLIMB THE FENCE.**
- 4) Be polite to aero modellers they are friends of the farmer.
- 5) Maiden Castle is a scheduled Ancient Monument and as such it is an offence to damage the castle or fences in any way. If prosecuted a custodial sentence is possible

XC

XC is not common from this site. However, there are often plenty of thermals giving good height gains and the possibility of connecting with the sea breeze front.

Flying Generally

An excellent site just for a bit of fun or on stronger days. Very useful for keeping current over the winter months.

Good thermal development here.

License number (100043849) Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright. All rights reserved.



Site Code: 1.057

OS Grid Ref: SU 023 226

GPS: N51:00:10 W1:58:07

What3Words: [///changing.doghouse.fatherly](https://www.what3words.com/#!/changing.doghouse.fatherly)

Owned and farmed Rawle Family
by: Butts Cottage
Church Street
Bowerchalke
01722 780473

Wind Direction NW – N (315' – 360')
Best: NW and NNW

Height AMSL 656ft (200m)

Top to Bottom 280ft (87m)

Nearest Phone: Bowerchalke

Pilot Grades HG Club Pilot + 10hrs

Casualty Units: Odstock Hospital, Salisbury

PG Club Pilot

Site briefing advisable

Wessex Members Only

General Site info

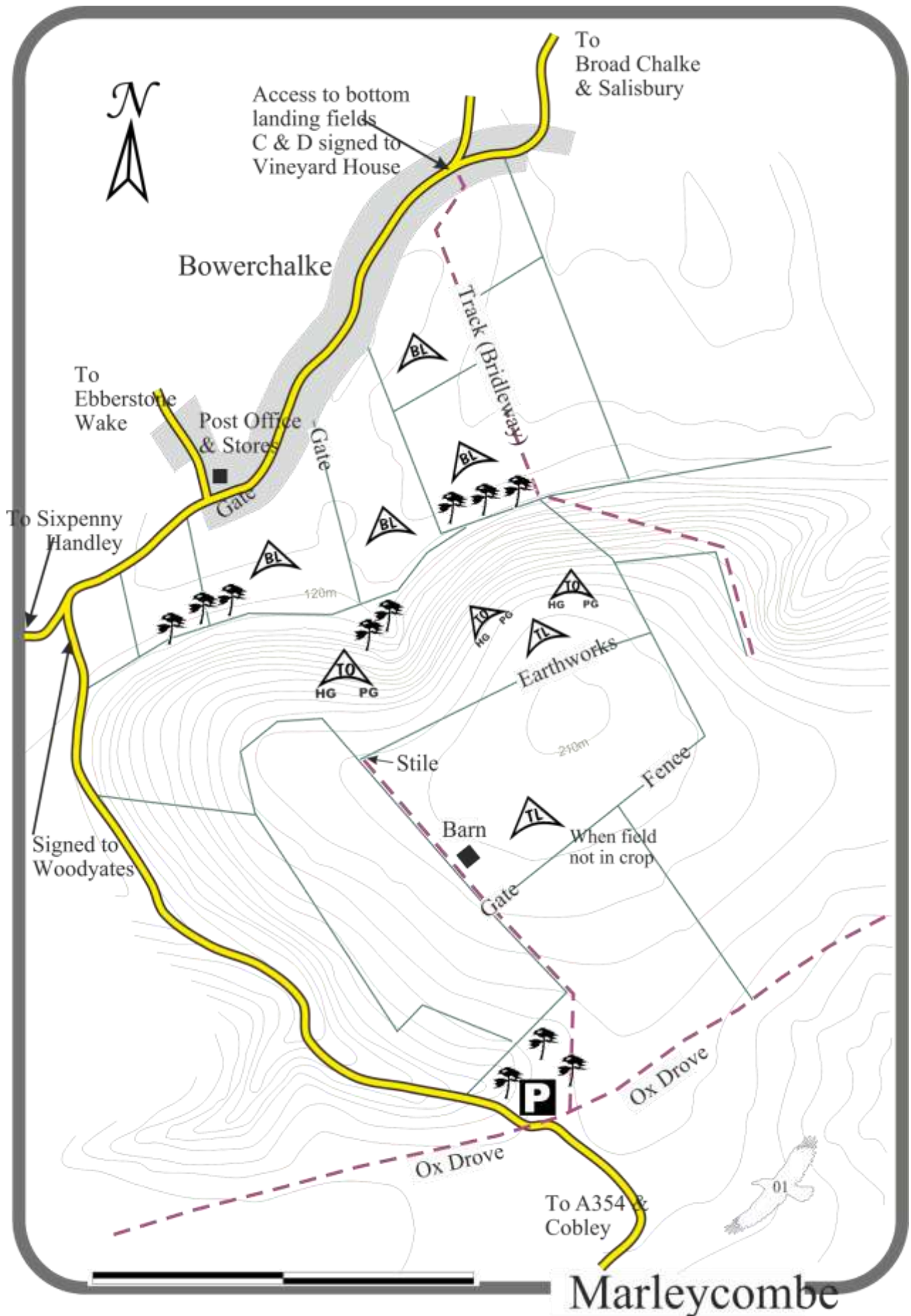
This site was lost to Wessex for some time. It is a condition of our flying here that we **MUST** make contact with Alex Rawle on 01722 780473 or 07759 306311 **before** flying.

Marleycombe is situated above the village of Bowerchalke.

The site tends to be under used, possible reasons may be limited XC potential due to airspace or the fact that Bell Hill takes a similar direction and is just more popular.

The site has slight variations of angle in its slope faces. This feature can produce varied flying conditions dependant on wind direction.

For the opportunity of non-record breaking XCs and un-crowded peaceful flying, this site has a lot to offer. Top landing is good, bottom landings depend on crops and slope landings are possible, making this an ideal site for lower airtime pilots too.



- Directions** On the A354 heading from Blandford toward Salisbury, drive 2 miles North of the Sixpenny Handley roundabout. Turn left at Woodyates, signed for Cobley and Bowerchalke. Follow on toward Bowerchalke. You will go around a couple of sharp bends and will approach 'The Ox Drove'. You will now see a distinctive group of mature beech trees on your right with open fields beyond. This is 'The Ox Drove'. If you begin to drop down toward Bowerchalke you have overshot.
- Access** A special requirement of the owners is that we **MUST** contact them prior to flying on each visit. No need for each individual to ring in but please make sure someone has. Do not just assume this is the case.
Phone Alex Rawle on 01722 780473 or 07759 306311
Walk or drive in a north-westerly direction from the beech trees up the well-defined track. It is about 1 km to the site but as you are already at 600ft AMSL the walk is not too onerous. The track is deeply rutted, it is passable with care in a car when dry but when wet you will need a true 4x4 to access. You will see a barn to the right of the track. Pass the barn and walk another 100 odd metres to a stile ([///cheesy.ramps.facing](#)). The launch area is now directly ahead of you.
- Parking** The only parking is by the beech trees ([///formed.fairway.unzipped](#)) on 'The Ox Drove'. Be careful not to drive on crops whilst turning. It is secluded here and it would be unwise to leave valuables on display inside your vehicle. **DO NOT** park anywhere else - any vehicles parked near to take-off or by the barn will be immediately reported to the Police.
- Hazards** In stronger conditions, venturi can develop on the top landing area. Land a reasonable distance from fences in case of difficulties on landing. The top landing area is mostly amongst ancient earthworks and there are several undulations, dips and badger sets that are hard to discern on your final approach but may hurt if you land in or on them.
There are large trees at the foot of the hill. Do not get into a situation where you are low behind them as rotor is likely in their lee and you may find them between you and a bottom landing.
- Launching** Take off anywhere along the hill top from a point best suited to the wind direction on the day. The hill slopes gently at the top and rapidly steepens, making launching relatively easy.
Launch in the bowl to the east of the stile in a north-westerly wind or to the west or in front of the earthworks in a northerly.

Top Landing The field around the barn is generally in crop so may not be available for top landing. If no crop is present it can be used.

There is ample space to land on the earthworks area which is rough grazing land.

Bottom Landing If you think you may require a bottom landing field, ask the Rawles what can be used when calling in. Many of the bottom fields are regularly in crop.

Side landings are fairly straight forward here as there is little scrub in the way, and with the variations of slope face direction it should be easy to discern the into-wind beat. Remember rotor from the trees if side landing.

XC Owing to recent changes in airspace down wind of Marleycombe, XC potential is limited. Check a current airmap.

However, the site is quite thermic at times and could provide some good XC if you don't need to break records.

Flying Generally This site is unlikely to become over crowded, so if you like a bit of space it is a good place to try for a change. The versatility of slope angles make the site suitable for a variety of conditions. In thermic conditions there is plenty of scope to push out in front of the hill or try XC.

Set amongst pleasant scenery, with reasonable access, the site is suited equally to experienced or low airtime pilots.

License number (100043849) Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright. All rights reserved.

Site Code 2.086

OS Grid Ref: SZ 005 813 (Map 195)

GPS: N50:37:51 W1:59:12

What3Words: [///gathers.wound.playfully](https://www.what3words.com/#!/gathers.wound.playfully)

Launch Area	Ben Bowerman	Wind Direction	N - NE (0' – 045')
Farmed by:	Goddlingston Farm		Best: NNE (022°)
	07831 833246		
Nearest Phone:	Unknown	Height AMSL	590ft (180m)
		Top to Bottom	390ft (120m)
Casualty Units:	Royal Bournemouth Hospital	Pilot Grades	HG Not recommended PG Club Pilot +50Hrs Site briefing advisable

THIS IS WESSEX MEMBERS ONLY SITE

IT IS NOT OPEN TO RECIPROCAL CLUBS, VISITORS OR SCHOOLS

Do not fly if there are livestock in the field.

The first pilot to arrive must:

- **Call the farmer Ben Bowerman on 07831 833246 before going up in case he has livestock grazing.**
- **Text message David Elford of Kingswood Farm on 07483 356717 to advise him that we are flying.**
- **Leave a site report advising other members that the above has been completed.**

General Site Info

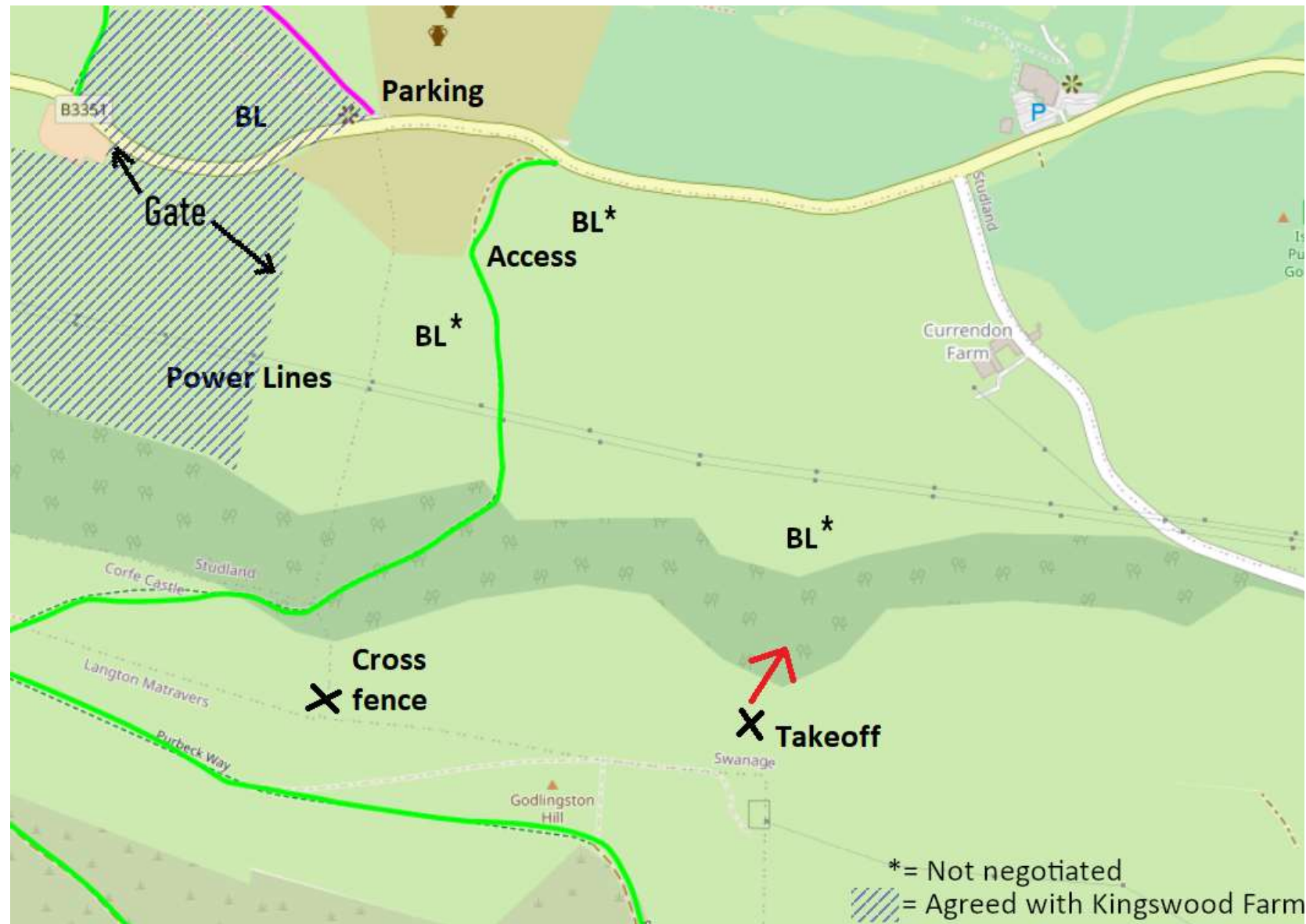
Nine Barrow Down is a 2km tree covered slope facing North over Studland heath towards Poole harbour. Take off is technical, over a fence into a bowl full of trees and scrub. The bottom landing below the launch slopes away, and has a high-tension power line running through it requiring quick and decisive landing decisions if going down.

The site has numerous hazards and requires experience and good assessment of the conditions. CP + 50 Hrs is recommended.

The site is thermic even in the winter and is likely to be very thermically turbulent in the summer.

Top landing near take off is possible. Some bottom landing areas have been negotiated with Kingswood Farm – refer to the map below.

NNE with 12-18 mph are the ideal conditions.



- Directions** **From Corfe Castle** take the B3351 towards Studland and the Sandbanks chain ferry. Park at [///workshop.overgrown.sprayer](#) in the public parking.
- Walk east along the road about 200m to the public bridleway at [///weeds.january.ropes](#) and follow the path to the top of the hill.
- Cross the barbed wire fence into the take-off field at [///arrive.without.sprayer](#) taking care not to do any damage. The fence can be opened at this point without having to go over the fence.
- Walk across the field to the launch point at [///gathers.wound.playfully](#)
- There is an alternative access if the lookout parking is full. Park in the laybys at Ulwell at [///abacus.roosters.outlawing](#), walk to the track at [///completed.value.merge](#), follow the track along the south side of the hill to [///tens.sends.unite](#) and then up the hill to the take-off along the track.
- Access** It is necessary to cross a barbed wire fence to access the field. Take care not to damage the fence and use opening the at the top corner to enter the launch field.
- Parking** Park at the lookout public car park at [///workshop.overgrown.sprayer](#).
- If the lookout car park is full then try the parking at Ulwell ([///abacus.roosters.outlawing](#))
- Alternatively, park as for Knitson and walk up from the South side of the hill.
- Hazards** The site is thermic even in December. It takes the unstable northerly airflow which passes over the heathland of Studland before arriving at the hill. It is likely to be very thermically turbulent in the summer.
- When a sea breeze sets up, the wind direction will switch 180 degrees and you will be flying in lee side rotor. In the summer the sea breeze is likely to set up by 11AM or possibly earlier.
- A high-tension power line runs through the field below take off which must be avoided.
- If you misjudge the take-off you will not clear the fence into the tree lined bowl.
- There will be rotor in places along the top of the ridge in the lee of the tree lined slope.
- Watch out for strong venturi and getting blown back into rotor over the ridge back.
- Launching** There is a large area to set up and launch well back from the fence. Launch well back and glide towards the fence. If it's not lifting, abort and side land.
- If it is lifting, you should enter quite strong lift as you clear the fence into the bowl. Work up some height before transitioning the West.

- Top Landing** There is plenty of top landing near the take-off. It's a big field but beware of rotor from the trees along the slope and land well back.
- There can be strong venturi over the top of the ridge so check penetration before getting in a situation where you can be blown back into rotor over the ridge back.
- Bottom Landing** Some bottom landing areas have been agreed (see the map above), please avoid landing in the non-agreed areas unless in an emergency.
- The field just beyond the parking has a public footpath and stile back to the carpark – this is the favoured bottom landing agreed by Kingswood Farm (provided there are no cattle in the field and that a text message has been sent to David Elford on **07483 356717**).
- The fields below take-off are easily landable but beware of the high-tension power line which must be avoided.
- Ridge Runs, XC** Over the back it would be possible to fly to Durlleston head, about 4km.
- To the West 2km of the ridge is soarable. With thermic assistance it should be possible to get to Corfe castle and beyond.
- The holy grail would be to get high thermalling and then connect with the incoming sea breeze front to fly it inland.
- Flying Generally** The site is good for soaring and thermalling. It is very scenic overlooking Studland and Poole harbour. It is a technical site suitable for experienced pilots with a high level of skill and judgement.



Okeford Hill

OS Grid Ref: ST 813 095 (OS Map 194)

GPS N50:53.081 W2:16.032

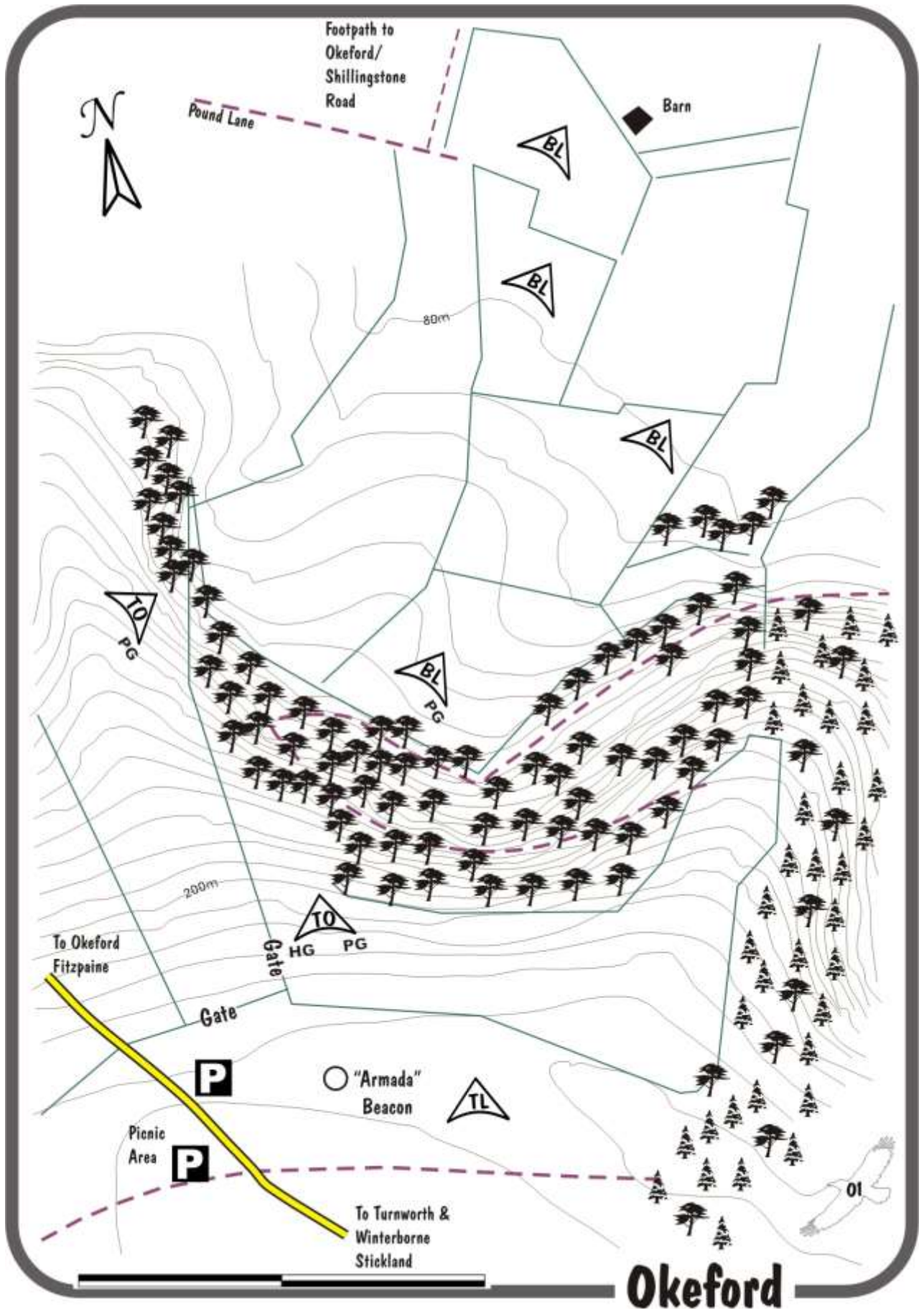
Hill owned and farmed by:	Mr Tony Watts Penhills Farm 01258 860491	Wind Direction	N - NE (005' - 040') Best: NNE (030')
Bottom fields farmed by:	Mr B. Trowbridge Church Farm Okeford	Height AMSL Top to Bottom	750ft (246m) 335ft (110m)
Nearest Phone:	Okeford Village	Pilot Grades	HG Club Pilot + 50hrs PG Club Pilot + 50hrs Site briefing advisable
Casualty Units:	Odstock Hospital, Salisbury Poole General		

Notes by Alastair Florence

General Site Info

Okeford Hill is a rarely flown site. The hill side is almost entirely covered in mature trees making side landing impossible. The flyable area of the site is not that big. It is not really well suited to reliable soaring and is more of an XC launch pad although it can give good soaring when conditions are right.

It is one of the few sites we have that will take NE. It is best flown in reasonable wind strength as the lack of slope landing means you are heading for a hard walk back up if you cannot stay up.



- Directions** Follow directions for Bell from the Blandford - Sturminster Newton Road. Just out of Okeford Fitzpaine village take the first turning to the left and drive up the hill, signed for Turnworth and Winterborne Stickland. Follow the road to the top of the hill.
- From Bell, turn right out of the site gate and drive to the first T junction. Turn right toward Okeford Fitzpaine. Follow the road to the first turning on the right. Drive up the hill as described above.
- Parking** Pull into the parking area [///builders.wires.concerned](#) on the left at the hill top, opposite the Armada Beacon. Do not park too close to the hedge as horses within the field have been known to reach over and gore car bonnets. Alternative parking is available on the right in a picnic area. The area is secluded and it would be unwise to leave valuables on display in vehicles.
- Access** The gate from the lay-by is padlocked to prevent the horses being let out. Climb the gate, preferably at the hinges end. Carry gear straight ahead across the first field with the beacon to your right until you reach a small gate. Through this gate and down the hill until you find somewhere suitable to launch.
- If you wish to use the alternative launch on the western spur (maybe better with a north-easterly) then don't go through the small gate. Follow the fence line down the spur until you find a gap in the trees below that you are happy to aim through.
- Hazards** Fairly obviously, trees. There is plenty of scope to practice tree landings here if you so wish! Be aware of the potential of rotor behind the tree lines when launching or landing - it can be surprising how much rotor they can produce.
- If the wind is slightly off the hill severe rotor can occur in the lee of the spurs. The wind can drag up the slope giving the impression it is on when it is not. Look for wind indicators out in front of the hill.
- Launching** The launch on the western spur [///desktops.smooth.indicated](#) is from a reasonably steep slope. You will need to find a gap in the tree line in front of you that gives adequate space to fly out. With a moderate NNE – NE wind, the spur would probably be the best launch option although it is lower than the main launch which you should consider on a lighter wind day.
- The main launch [///scripted.stiffly.cobbled](#) is ideally suited to a northerly wind. The launch area will be slightly sheltered by the trees in front. The trees can also give a good indication of approaching thermals on thermic days.
- The gradient of the launch here is fairly shallow, you need to run forward fast to build up enough speed to enable you to clear the scrub before you get to the tree line. Once at the tree line you should fly into much better lift. If you don't find it then you can begin to look forward to your walk back up from the bottom landing as there is no slope landing option.

Top Landing It is possible to land back on the western spur or around the main take off. Be aware that the ground slopes off in these areas so be prepared to over shoot a little.

It is fairly safe to land back by the beacon. You will probably need about 200ft over take-off to get back to the beacon as the ground rises steadily in this direction. Beware of the horses as well as they can move quickly and may panic if they see you swooping in from overhead. They can also become curious whilst wrapping up your glider.

Hang-gliders should fly anti-clockwise around the beacon and land up slope into wind.

Bottom Landing If you need a bottom landing avoid fields that are cropped. It is possible to make your way from the bottom fields directly onto the loggers track back up the hill with a paraglider rucksack.

For HG recovery you may use Pound Lane. From Okeford Village stores turn down the road toward Shillingstone. Take the second right (Back Lane) around the back of the church and the next left down the hill signed Church Farm. This road becomes Pound Lane.

or

To get to Tony Watts farm and track, follow the directions for Pound Lane but instead of turning up past the church carry on to Shillingstone. At Shillingstone village sign turn right (Lanchards Lane). Follow this road north until almost at the chalk pit. Turn right along the signed Penhills Farm. Follow through the farm yard and along the bottom of the hill.

XC There is potential to fly to Weymouth with little in the way of airspace worries. There is also potential to meet the fabled sea breeze front and head westward.

Flying Generally As mentioned, some pleasant flying can be had here in the right conditions with plenty of thermal opportunities but it is limited in soaring potential. It is strongly recommended that lower airtime pilots visit with an experienced pilot owing to the variety of hazards, i.e. trees, rotor etc. Hence CP + 50 hrs recommended.

License number (100043849) Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright. All rights reserved.

OS Grid Ref: SY 703 718 (Map 194)

GPS: N50:32:45 W2:25:13

What3Words: [///airliners.visions.famous](https://www.what3words.com/airliners.visions.famous)



Portland East

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 MANDATORY Site briefing strongly advisable

IMPORTANT INFORMATION

BEFORE flying this site, ONE person MUST:

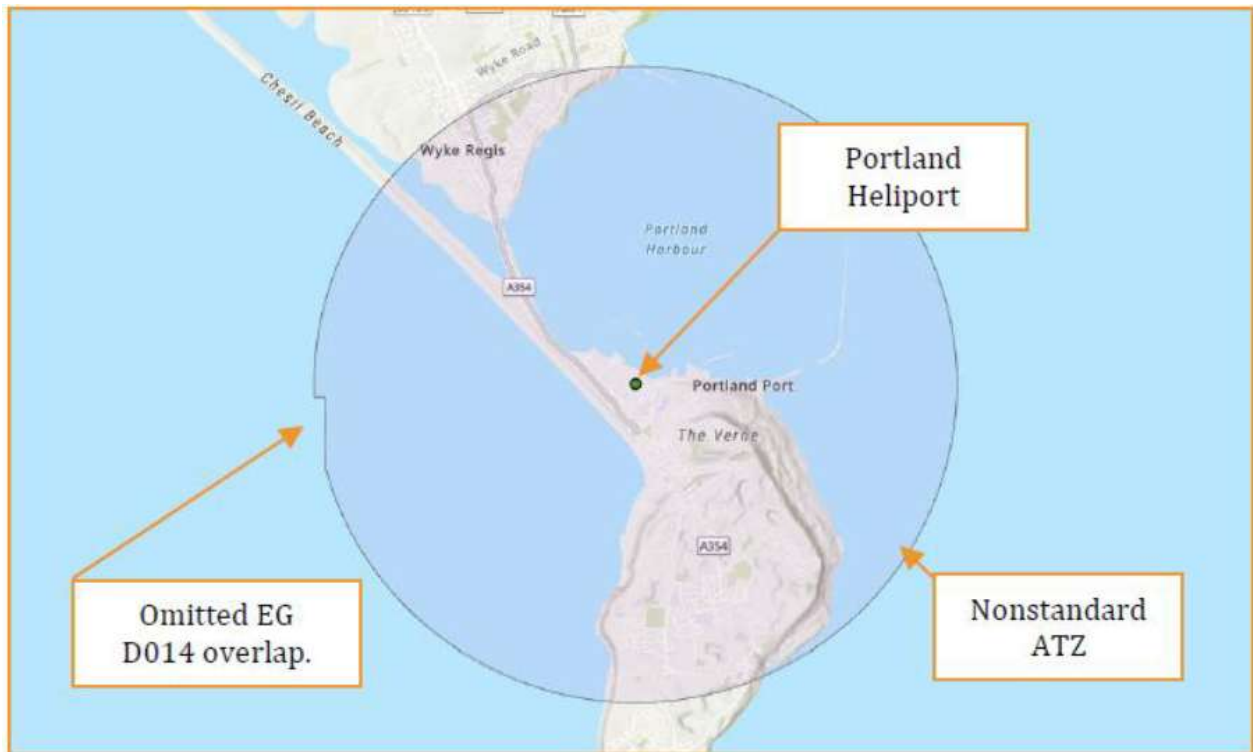
- a) Report to the Young Offenders institute Gatehouse or telephone them on 01305 715600 to notify them we will be flying.
- b) Telephone security at 'The Verne' on 01305 825 050 to notify them we will be flying.

For your own safety advise the MCA Coastguard Headquarters on 01305 760439 that paragliders will be flying.

ADDITIONALLY:

Portland ATZ A nonstandard 2nm ATZ (Aerodrome Traffic Zone), and collocated FRZ (Flight Restricted Zone) based on the Portland Heliport Aerodrome Reference Point (ARP) has been established, effective from 1 May 2024.

The ATZ resides within class G airspace and reverts to class G outside of notified times. The ATZ covers both Portland West and East sites as shown in the graphic below:



A Letter of Agreement (LoA) has been drawn up between Wessex HGPG and HeliOperations (ATZ operator) and the following procedure must be adhered to when flying Portland East:

- Whenever possible, a CANP (Civil Aircraft Notification Procedure) should be submitted for flights taking place during the ATZ operating hours.
- The first pilot intending to fly must inform HeliOperations (Portland Heliport) on **01305 700001** or **01305 700002** before commencing, and when complete with flying activities. Should either number not be contactable, a backup email stating intentions should be sent to bookings@helioperations.co.uk
- HeliOperations may operate at short notice outside of notified times, therefore, for any flying activity outside of ATZ activation published hours (as per the UK AIP), an email must be sent to bookings@helioperations.co.uk stating your flying intentions.

Only one pilot needs to call in per day, not each individual. Please also let them know when we are finished for the day. You should also leave a message on our Telegram Wessex Site Reports group informing others that the above calls have been made.

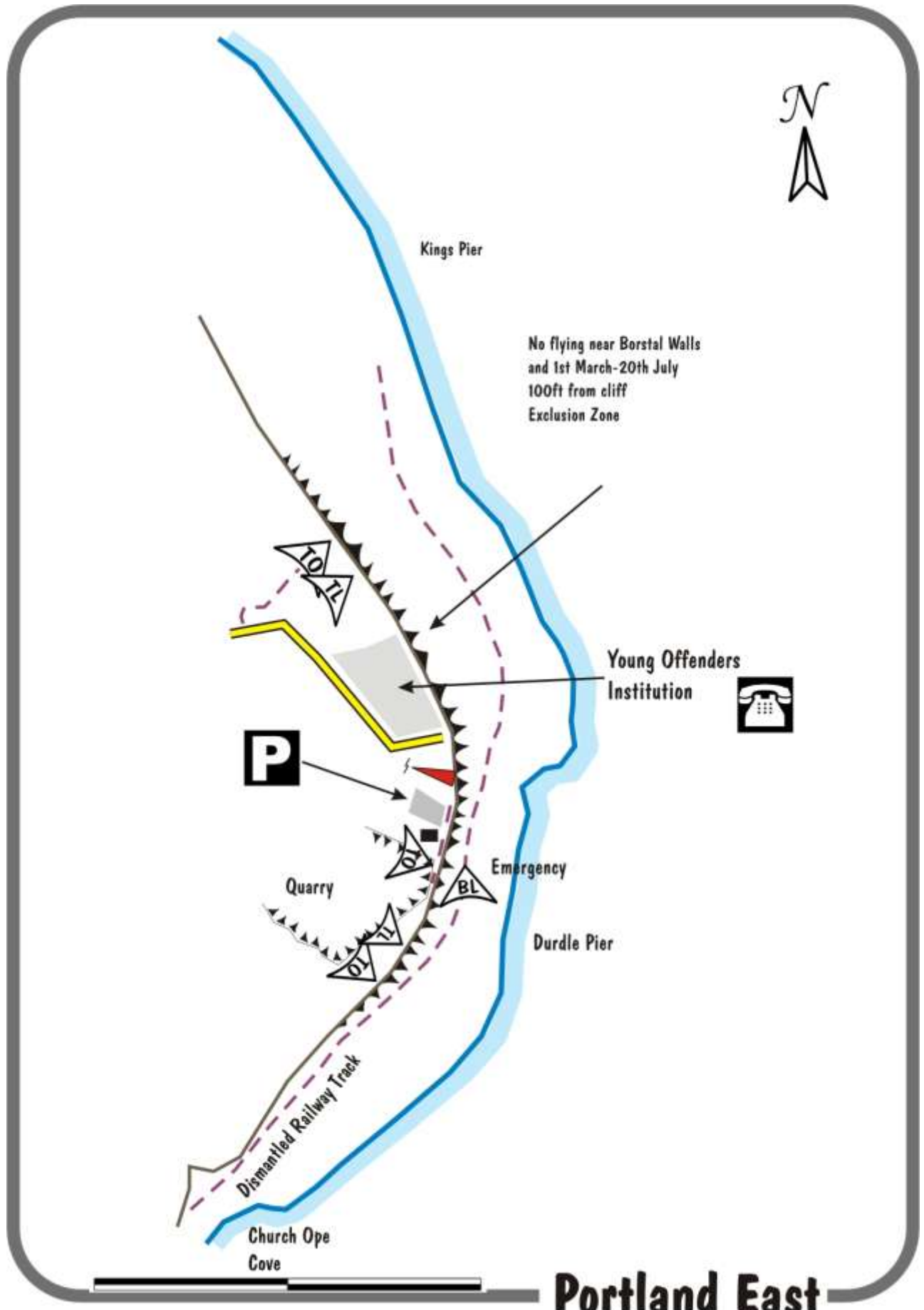
General Site info

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

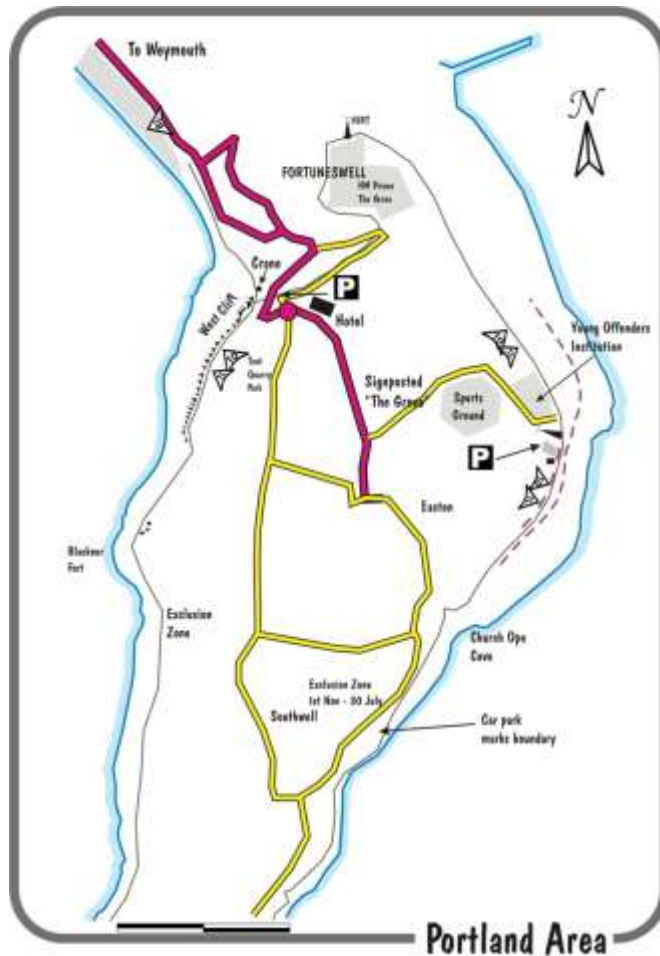
The site is a vertical cliff with scrub and large boulders beneath followed by deep water. The cliff generates massive lift in good conditions and sea thermals can be experienced. The weather is a serious consideration when flying here as changes in wind strength can have dramatic effects on your landing 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 (<http://washroom.orchids.orbited>) 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 (<http://airliners.visions.famous>) of two possible take-off's. The second is 50 metres further down the cliff (<http://dips.bumpy.sprinting>). 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 ([///tucked.ants.neon](#)) is out of bounds due to nesting birds.

Also, during this period is a strict avoidance area by the radio mast ([///howler.embellish.gliding](#)). 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.

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.

License number (100043849) Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright. All rights reserved.



Portland West

OS Grid Ref: SY 685 728 (OS Map 194)

GPS: N50:33:18 W2:26:43

What3Words: [///elated.salmon.trail](https://www.what3words.com/#!/en/related.salmon.trail)

Nearest Phone: Portland Heights Hotel

Wind Direction W - NW (270° to 315°)
Best: W (295°)

Casualty Units: County Hospital, Dorchester

Height AMSL 420ft (131m)

Top to Bottom 420ft (131m)

Pilot Grades HG not recommended
PG Pilot **MANDATORY**
Site briefing strongly advisable

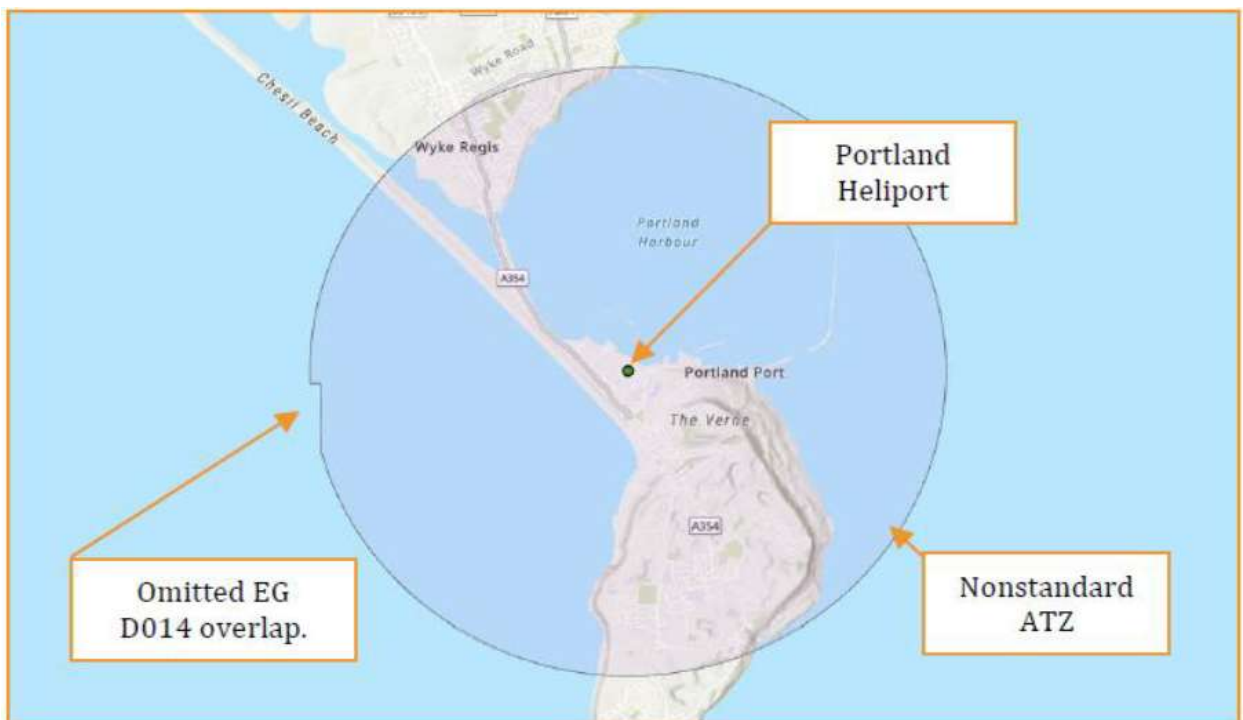
IMPORTANT INFORMATION

As with all sites it is advisable to submit a CANP if planning to fly here.

Portland ATZ

A nonstandard 2nm ATZ (Aerodrome Traffic Zone), and collocated FRZ (Flight Restricted Zone) based on the Portland Heliport Aerodrome Reference Point (ARP) has been established, effective from 1 May 2024.

The ATZ resides within class G airspace and reverts to class G outside of notified times. The ATZ covers both Portland West and East sites as shown in the graphic below:



A Letter of Agreement (LoA) has been drawn up between Wessex HGP and HeliOperations (ATZ operator) and the following procedure must be adhered to when flying Portland West:

- Whenever possible, a CANP (Civil Aircraft Notification Procedure) should be submitted for flights taking place during the ATZ operating hours.
- Coastal soaring flights within the ATZ are only permitted to the south of the geographic limits shown by the lines below, in order to provide safe separation of activity.
- In the event of a forced landing onto Chesil beach then best effort must be made to remain East of the North/South line to maintain clear of 02 approach/20 departure centre line. As shown in the graphic below:



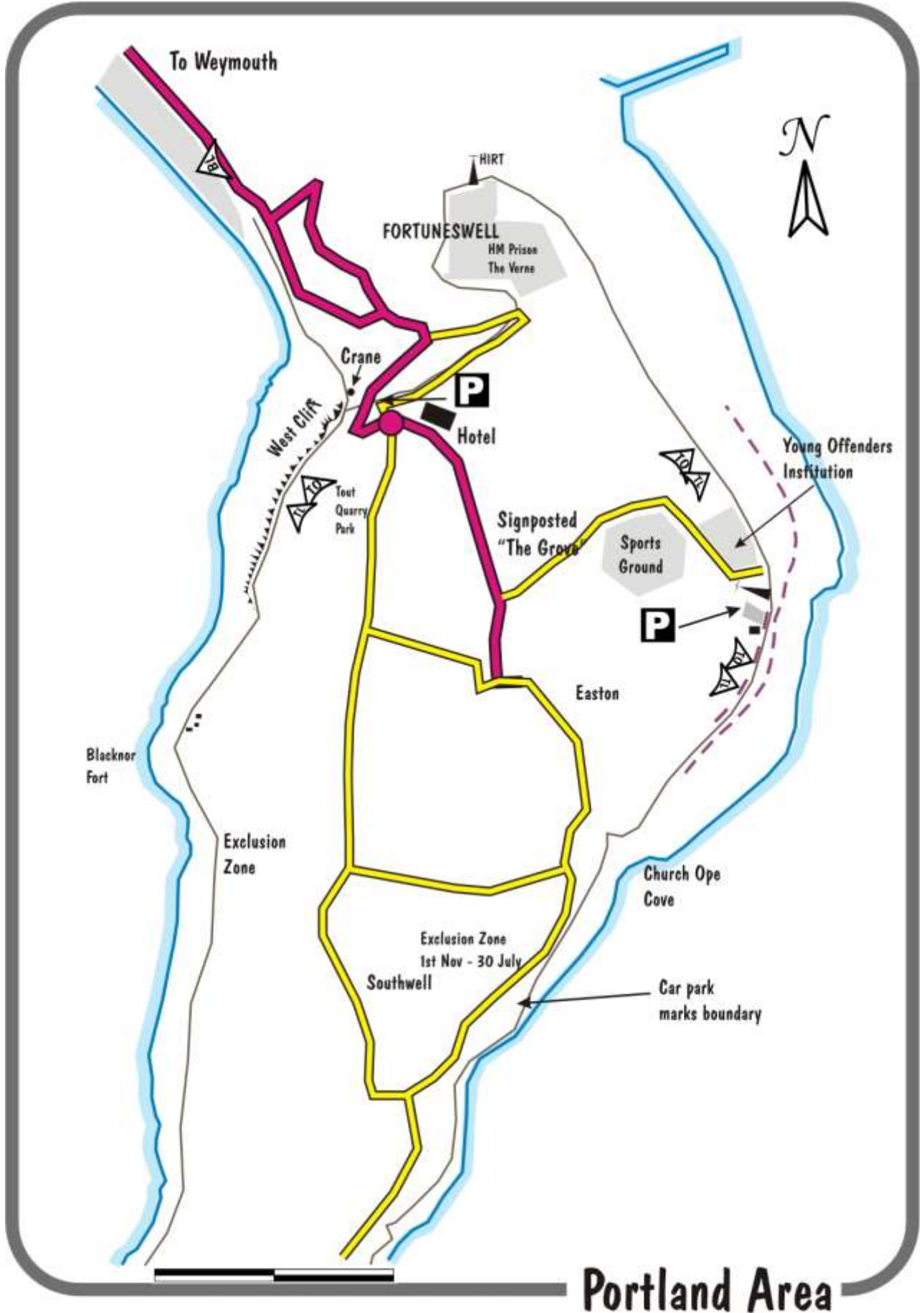
- The first pilot intending to fly must inform HeliOperations (Portland Heliport) on **01305 700001** or **01305 700002** before commencing, and when complete with flying activities. Should either number not be contactable, a backup email stating intentions should be sent to bookings@helioperations.co.uk
- HeliOperations may operate at short notice outside of notified times, therefore for any flying activity outside of ATZ activation published hours (as per the UK AIP), an email must be sent to bookings@helioperations.co.uk stating your flying intentions.

General Site Info

Portland West is a spectacularly rugged site with a technical take off and potentially difficult landing.
The vertical cliff offers plenty of lift even in light winds. Stronger winds make launching dangerous and landing more difficult.

Directions

From Weymouth follow signs to Portland. Once on the island follow the only road to the top of the hill. At the roundabout with a garage to your right and Portland Heights Hotel straight ahead turn left and park in the view point car park (<http://dares.height.giggled>).



Access From the view-point car park walk back towards the roundabout and follow the road back towards Weymouth. Just below the first major bend in the road there is a crane. Behind this crane is the cliff and take off 30m south on the coast path.

Hazards The spur take-off area is small, and has obstacles around it. Also, vertical drops from the sides and in front. The Olympic rings take off can be slippery when wet, often members of public present, lamp post directly behind take off and a Main road just below take off.

This is a cliff site. Normal precautions apply with respect to rotor during launch.

There is a disused quarry directly behind the Spur take off, being blown back here would be highly hazardous.

Bottom landing directly beneath take off is very limited, if going down ensure you fly out before losing too much height to enable a landing on Chesil Beach or the promenade.

The weather can change rapidly here as with all coastal sites, any increase in wind speed can have a dramatic effect on flying conditions and landing options. Be aware of orographic cloud forming over the cliffs.

Launching There is a small flat grassy peninsula that protrudes from the coastal path. This is the old launch area ([//elated.salmon.trail](#)). It is very small and being flat will almost certainly mean it is in rotor. Once you manage to inflate your wing it should be flying in clean air above you. Be careful not to stand too close to the cliff edge when inflating your wing. You will be stepping straight over a vertical drop to launch so ensure your wing is flying cleanly and you have no line twists etc as you will not get a second chance. This take off works better when the wind is due West.

The area directly in front of Portland Heights Hotel where the Olympic rings monument is sited provides a more regularly used take off now. This area works well with a North of West element in the wind. Be aware the clear area is small, can be slippery, has a lamp column directly behind which has been decorated with several wings in the past, then a road behind that, plus is popular with the public as a view point. As you launch you will fly directly over the main road just below, without lift immediately after launching you will be quite close to any high vehicles on the road.

Top Landing Top landings have been done on the steeply sloping grass to the right of take-off, and this seems to work. Landing on the spoil heaps above and to the left of take-off looks inviting but has proved to be quite exciting due to rotor from the cliff below is probably best avoided.

We are not permitted to land on the spoil heaps anymore as they are part of a sculpture park.

Back on either take-off is very difficult due to small space and surrounding hazards. It is possible to land behind the hotel or behind the car park on some days. There is a risk of severe rotor though depending on wind conditions, consult an experienced pilot before launching.

Bottom Landing On Chesil Beach (<http://lion.ideas.bloomers>). The beach is steeply sloping and is made of large pebbles. Land as far south as you can (near the cliff) to avoid the helicopter flight path. Not all bottom-landing areas apparent from the air are suitable as the pebbles become large boulders as you get closer.

If the promenade above the beach is clear of pedestrians this can provide an option.

The beach often has tar patches on it that can be highly damaging to glider fabric as well as very messy.

The Cove Inn provides convenient refreshment whilst waiting for a retrieve. Alternatively, a regular bus service runs back up the hill to the hotel.

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

The areas used for take-off have not been negotiated with anyone! It is also a pathway and regularly used by horse riders.

The area South of Blacknor Fort (<http://nodded.dentures.research>) is permanently out of bounds because of nesting birds. The fort is obvious from above as it is the first building you see on the cliff-top.

If you see the search and rescue helicopter (red and white) take off we have been advised to land because it could be going in any direction, or even to the cliff we are flying. In practice it may well be gone before we can get down, but be aware of this advice and implement it if you can.

XC No, there's nowhere to go to.

Flying Generally A good site to head for if you expect a light W – NW wind. Sea thermals can give excellent height gains and on moderate wind days good height is provided purely from dynamic lift.

Avoid Portland if you expect the wind to be strong, there are too many hazards on this site to take chances.

License number (100043849) Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright. All rights reserved.



Ringstead Bay

Site Code 2.019

OS Grid Ref: SY 758 823 (Map 194)

GPS: N50:38:25 W2:20:33

What3Words: [///positions.apparatus.eternally](https://www.what3words.com/positions/apparatus/eternally)

Owned by:	National Trust	Wind Direction	SSW – WSW (210° to 260°) Best: SW (225°)
Farmed by:	P & T Wilkinson Southdown Farm Ringstead 01305 852653	Height AMSL	450ft (147m)
		Top to Bottom	150ft (49m)
Nearest Phone:	Osmington, Sunray Inn	Pilot Grades	HG Club Pilot: coach to observe 1 st 3 visits PG Club Pilot: take off ridge only. CP + 10 hrs for cliffs PG Pilot: Beyond White Nothe
Casualty Units:	Dorset County, Dorchester		

Site briefing advisable

As with all sites it is advisable to submit a CANP if planning to fly here.

General Site Info

Ringstead is really two sites in one. The small take off ridge can be flown in its own right but owing to its size its use is limited.

The ridge provides a means of access to the main cliff. The cliff provides reliable soaring in a scenic landscape. Excellent height gains can be achieved here and exciting coastal runs can be attempted by experienced pilots.

The site has had more than its fair share of accidents over the years proving that Ringstead has many hazards and must be treated with respect.

Changes to the National Trust License mean the Top landing field behind the fence is no longer available. See the points below.

Directions

From Weymouth – On the A353, 0.7 miles after passing through Osmington, turn right signposted Upton and Ringstead. Continue on this road for 1.4 miles (going straight on as the road to Ringstead turns right) to the NT Car Park area.

From Dorchester – Follow the A352 to the roundabout 2.5 miles past Broadmayne turning right towards Weymouth on the A353. Take the second turning on left after Poxwell village, signposted to Upton and Ringstead. Continue as above.

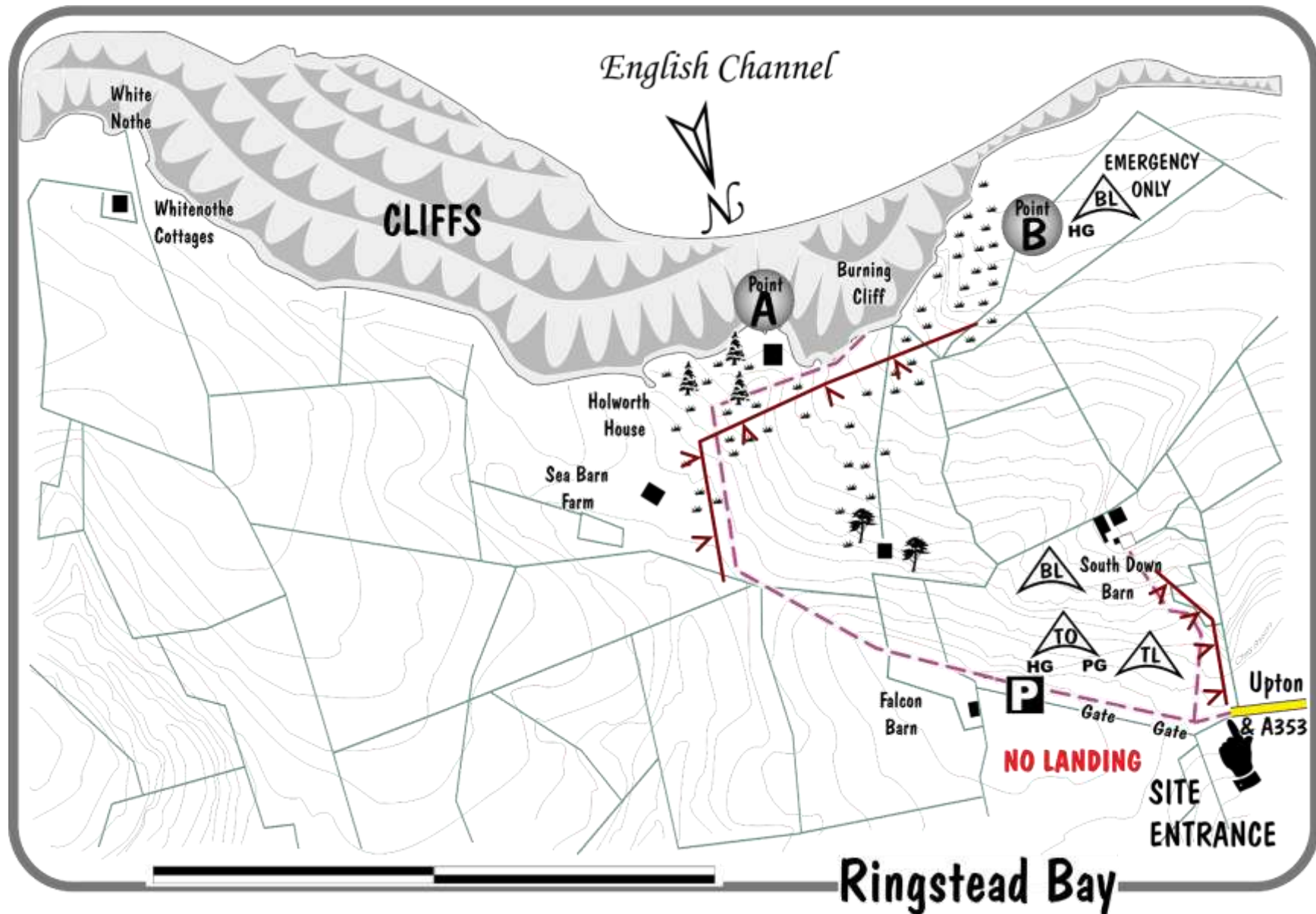
From Wareham and Wool – Follow the A353 to the roundabout 1.2 miles past Owermoigne and turn left towards Weymouth on the A353. Take the second turning on left after Poxwell village, signposted to Upton and Ringstead. Continue as above.

Parking

Park to the left of the track, about 100m from the white gate at the far (eastern) end of the car park ([///scars.toasters.teams](http://scars.toasters.teams)). Only drive on the main track and not on the grass.

Caution

- One of the most potentially lethal mistakes to make on this site is to fly east of White Nothe ([///squaring.posts.joked](http://squaring.posts.joked)), the highest point of the main cliff where the cottages are on the cliff top, unless conditions are perfect (i.e. significantly off to the south). The cliff angle changes here and you may find that as you round the end you begin to sink and find you are flying into a head wind as you try to get back. There is no bottom landing for some way once you round the headland and you will probably be doomed to a water land with most likely fatal consequences.
- It is imperative that all pilots who fly this site completely understand the theory of sea breeze, the hazards of cliff flying and are totally comfortable with the collision avoidance rules.
- Pilots should understand that, despite its benign appearance, there are an inordinate number of accidents here. If you are questioning your flying skills, or lacking in confidence, this is not the place to have a go.
- This site is used by large numbers of the general public and their safety must always come first. The consequences of a member of the general public being injured by a pilot would be horrendous.
- Do not set up near people or vehicles and don't inflate your glider if someone wanders behind it.
- The 10-hour club-pilot grade to fly to the cliffs isn't there to be restrictive - it's for your safety.



Before you fly here, reflect on the fact that we have had many accidents here and that it is a site that must be approached with caution. Incidents over the years have included a fatal sea landing, landing on inaccessible beaches (requiring recovery by boat), landing in the trees before the cliffs, landing on the under cliff, being dragged into cars and the fence behind take-off and at least one reserve deployment. A number of incidents have required Air Ambulance evacuation of casualties.

Do not attempt to take off directly from the cliff top.

Hazards

The obvious hazard is the sea, which can be lethal no matter what kind of wing you fly. The beach, which offers emergency landings, varies between narrow and very narrow depending on tide states. Be extremely cautious.

When the wind is westerly, the take-off ridge is turbulent with little lift available. When southerly be aware that it is possible that the cliffs will not be soarable even though the take-off ridge may be. It may be difficult to reach the cliffs with the increased headwind component, so leave the ridge with extra height.

Wind socks on and behind take-off do not necessarily indicate true direction.

There is rotor at all points behind the cliff top extending back many tens or even hundreds of metres. **Note that the emergency landing areas are also affected.**

When flying the cliffs, watch out for signs of developing orographic cloud. Both can arrive/form **very** quickly and obscure the land beneath you, making a return to the top landing impossible. Wind streaks can be seen clearly on the surface of the sea as can white horses; orographic formations can be observed drifting from Portland prior to reaching White Nothe but may develop without warning.

The take-off/landing areas can be hazardous due to the close proximity of members of the public and parked cars. Do not attempt to launch or land near them and be aware of the risk of being blown back - the venturi on the hill is likely to be stronger than you expect. West of take-off is a gully behind the Farm, with trees and the potential for rotor.

Under normal circumstances this ridge is used as a launch point to gain height to enable transition to the cliffs. Pilots not intending to fly to the cliffs should avoid preventing other pilots from doing so by occupying the take-off ridge for extended periods of time.

Beware also of the likelihood of a wide variation in conditions - even between days that may at first seem identical. Often this is due to 'wave' off Portland and is also the reason that this site requires three 'supervised' days of flying experience to be logged before hang glider Club Pilots can go fully solo.

Paragliders: If the glide to the cliffs is looking marginal, land early. Pilots have been rotored into the trees and power lines just short of the cliffs.

Aero modellers use the western end of the take-off ridge; try not to over-fly them deliberately. Before flying, it would be polite to have a talk with them to let them know of your take-off plans and needs. Whilst flying the ridge, watch for

hang gliders wishing to launch. Please clear the area to the left of launch when you see that a hang glider is about to launch, since their preferred route after launch is an immediate turn to the left, remaining close to the hill.

At the request of the owners, please do not linger by the lowest house on the cliff at Point A on the map, and please fly as far from the house as the conditions and your height permit, making your way to the main cliff as quickly as possible

Launching

Other than the points mentioned above, the launch ([///positions.apparatus.eternally](#)) is fairly straight forward with a gentle slope that rapidly steepens.

Paragliders: On stronger days launch part way down the steeper slope to avoid pulling up your wing directly into venturi.

Be aware that hang gliders flying over the take-off area may be trying to setup for a top landing – give them space until they have landed or they have vacated the area.

Hang-gliders: Modern gliders will reach the cliffs easily direct from take-off, but it's best to use some VG to aid penetration if you have it. If conditions are a little marginal or you are on a lower performance glider, it can be good to top up with a couple of beats over the take-off ridge to gain a little height. Even an extra 20 metres or so above take-off can make it a lot more comfortable on the way out to the cliffs.

Paramotors: The launching and landing of motorised paragliders is not permitted anywhere on National Trust land at the site.

Top Landing

It can be difficult in strong westerly conditions to reach the take-off/top landing area from the cliffs. It is best to fly into wind (to point B on the map) then turn cross-wind to the landing area – height permitting.

The large field behind take-off ([///districts.animates.jumpy](#)) which was previously the top-landing field is now closed and should NOT be used for top-landings by either Hang-gliders or Paragliders.

Hang-gliders: Top landing for hang gliders is now restricted to the front field in front of the car parking area at the wide area of the field to the West, where the track goes down to the farm.

CAUTION: You must assess the use of this area before you rig and launch. If members of the public are present it could have people walking, kite flying and picnicking on it and be unavailable to you. You must assess its availability before launching and during your landing approach.

In stronger winds a near vertical descent into the field is possible. In lighter wind you should consider the possibility of overshooting and using the bottom landing fields.

The loss of the back landing field behind the fence now makes this site suitable only for experienced pilots with >200Hrs

Paragliders: The top landing area is shared with the launch area and is on the slope ([///positions.apparatus.eternally](#)). Landing in the top landing behind the fence is no longer permitted. In strong wind conditions you should consider landing in the field below take off to avoid being dragged.

No landings to be made on the flat area in front of the track where the hanggliders rig and members of the public are present. Several pilots have been dragged back onto the fence or cars after attempting to land here.

Bottom Landing

All bottom landings are for EMERGENCIES ONLY. No deliberate top to bottom flights.

The National Trust bans beach and under cliff landings. However, in an emergency, landings on the beach ([///prosper.debate.inventors](#)) are best achieved by approaching from the east.

Carry back up to the top via the track marked on the map, or to the car park at the end of the toll road. No cars are allowed past the car park. Please do not cut through private property under any circumstances.

All bottom landings between the take-off and the cliffs ([///refer.sprain.rings](#) , [///overdrive.wrong.gets](#)) should be made to the left in a southeast direction, regardless of the wind direction, as the land falls away to the west. (There is usually very little wind in this valley anyway).

Special Rules

The National Trust have stipulated that **no more than 10 gliders** are to be present on take-off / along the ridge.

We do NOT have exclusive use of the site; it is a National Trust open area and as such you must respect the other users of the site. If it is unsafe to fly because of the proximity of members of the public then please be polite and consider waiting, even if that means coming back to fly another day.

Paragliders on the ground should be bunched up and placed inside your vehicle when not in use (to reduce the visual impact of our presence and avoid monopolising the take-off area).

Coastal Runs, XC

There is a technical coastal run down the cliffs to the east, but please consult an experienced local pilot before attempting. In places there are no bottom landing areas at all and a great deal of sea!

Flying beyond White Nothe is classed as XC and requires you to be pilot rated.

Do not go past the White Nothe below cliff top height.

Heading east - 28km to Durlston Head, Swanage. Also, Corfe and Ballard Down.

If you manage to go over the back, be aware there may be increased aerial activity around Dorset Gliding Club just north of Wool.

Flying Generally

The prime attraction of this site is the excellent cliffs where it is possible to get height gains of 1000ft or more.

The transition to the cliffs is a flight where conditions dictate your approach and is also fraught with hazards. It is important for each pilot to be aware of every element of the site guide and to seek a full and comprehensive briefing, in the absence of a club coach you may gain relevant information from an experienced pilot, that is a pilot who has flown the site regularly over a period of time.

Observation on the day of other pilots can sometimes help the decision-making process, remember to have alternative flight plans in case you need to get back to take-off without bottom landing. The major physical hazard on the transition to the cliffs are the power-lines immediately before the cliffs; ground speed and air speed are critical in deciding if you can actually make it to point A on the site map. Consideration of having to abort and return is of utmost importance.

When crossing to the cliffs it is usually best to fly STRAIGHT to point A on the map (identified by a rounded, grassy bowl, with pine trees and a house to the east). If you reach the edge low, soar the bowl in front of the houses until you are level with the main cliff before crossing on to it. If you have plenty of height on approach then fly East of the house and continue to the cliff, this will help avoid upsetting the residents.

The house at point A is the normal turn point, immediately east is the second house (Holworth House). This has a small area of cliff face and is a useful place to build some height before proceeding further along the cliffs. After Holworth House, there is a rising elevation - it is advisable to have the wing above this part of the cliff and to remain in front of the cliff face whilst gaining further height. It is sensible to remain in front of and above the cliff face at all times.

This video (<https://player.vimeo.com/video/164246119>) by Sean Staines is ESSENTIAL viewing and clearly explains the route to and from the cliff.

Hang-gliders: With the right conditions you may glide directly from the take-off ridge to the cliff.

Paragliders: Getting across to the cliffs is not guaranteed! Even high-performance paragliders are not always able to make it in a single glide from take-off.

Thermals rising from the fields and farm in front of the take-off ridge in summer can provide a welcome height gain prior to heading for the cliffs. Always make sure that you have sufficient altitude to drop back to the take-off ridge.

There are conditions that allow an effortless flight to the cliffs; do not be fooled, the hazards still exist. Where there is lift, there is sink: always be cautious. Orographic cloud can form very quickly and cover the cliffs. The lift on the cliffs can deteriorate in a very short space of time. Be prepared and observe the actions of more experienced pilots. If pilots are leaving the cliffs, perhaps you should be doing the same.

License number (100043849) Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright. All rights reserved.



Southbourne

Site Code 2.086

OS Grid Ref: SZ 130 913 (Map 195)

GPS: N50:43:17 W1:48:60

What3Words: [///puns.rocks.minds](https://www.what3words.com/puns.rocks.minds)

Owned by:	BCP Council	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 BCP COUNCIL 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 (the site is in controlled airspace). 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 to 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.

* Dates may be subject to change – check the Wessex website / telegram groups for updates.

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.

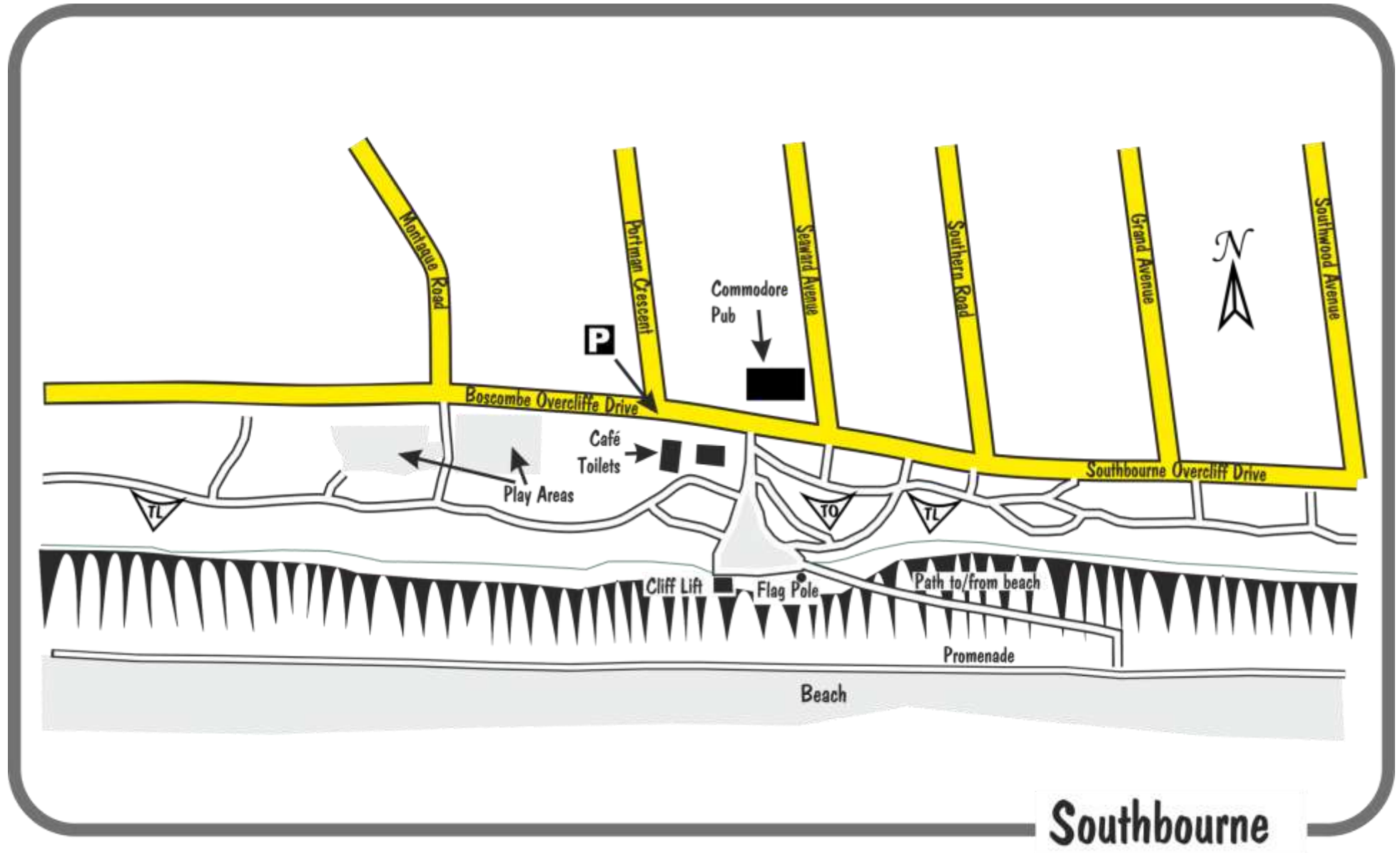
The site was lost to us for a while after a problem with Bournemouth Air Traffic Control. The Council can also be very tense about use of the site and it really would not take much to tip the scales and get the site closed again. For this reason, the site has certain restrictions which **MUST** be strictly 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**.

Bournemouth ATC Restrictions:

Our agreement with Bournemouth ATC states that subject to their agreement to allow us to fly, we are permitted to fly up to a maximum ceiling of **1000ft AMSL**.

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 with BCP Council consists of all members who are shown as PG Pilot rated in the Wessex HGPG club membership database. An updated list is sent regularly, but if you have recently obtained your pilot rating and wish to fly this site, 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 ([///slope.swing.frogs](http://slope.swing.frogs)).
- 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 competent and well-practiced at ground handling – getting dragged about is **not** an option. There is a busy road 20m behind take-off. Use an anchor-man 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.**
 7. 4ft high fencing has been erected along the cliff edge stretching from 50 metres West of the Cliff Lift by our launch area to 50 metres West of the Cumberland Hotel (towards Bournemouth Pier). Flying in light conditions will require you to perform a careful risk assessment as the fence in some locations poses an additional hazard and may leave you with no alternative but to beach land.
- Launching** There is only one small knoll of grass that we are allowed to take off from. See diagram ([///puns.rocks.minds](http://puns.rocks.minds)).

Top Landing The primary top landing area is the grassy area just east of take-off ([///type.overnight.rubble](#)) 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 ([///dawn.blaze.brings](#)); 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 after Gordon’s Zig-Zag and well before the cliff and road dip inwards opposite Grange Road.



BCP 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 and hotels. 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 BCP Council voicemail number (**01202 901591**) as soon as possible with a description of the gliders involved. This will help in avoiding us get blamed for others errors.

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.

**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.

License number (100043849) Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright. All rights reserved.



St.Aldhelm's Head

OS Grid Ref: SY 958 769 (OS Map 195)

GPS: N50:35:32 W2:03:35

What3Words: [///gaps.movie.caused](http://gaps.movie.caused)

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
Casualty Units:	Dorchester County Poole General		Site briefing advisable

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

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 (<http://www.feasted.finely.overlaps>) 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 affect 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 downwind 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 ([///deflation.orange.mats](#)) if the fields are out of crop. If cropped land on the east (Worth) side of the track ([///surnames.kickers.removes](#)) 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.

License number (100043849) Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright. All rights reserved.



Swallowcliffe Down

OS Grid Ref: ST 975 256 (Map 184)

GPS: N51:01:48 W2:02:12

What3Words: [///risen.commit.limo](https://www.what3words.com/risen.commit.limo)

Owned and farmed by:	Perrin Dinely, Bigley Farm, Alvediston, Wiltshire.	Wind Direction	WNW - NNW (290°-335°) Best: NW (315°)
	Telephone 07899 928064	Height AMSL	673ft (205m)
		Top to Bottom	268ft (81m)
Nearest Phone:	Swallowcliffe Main Street	Pilot Grades	HG Not permitted PG Club Pilot
Casualty Units:	Odstock Hospital, Salisbury		Site briefing advisable

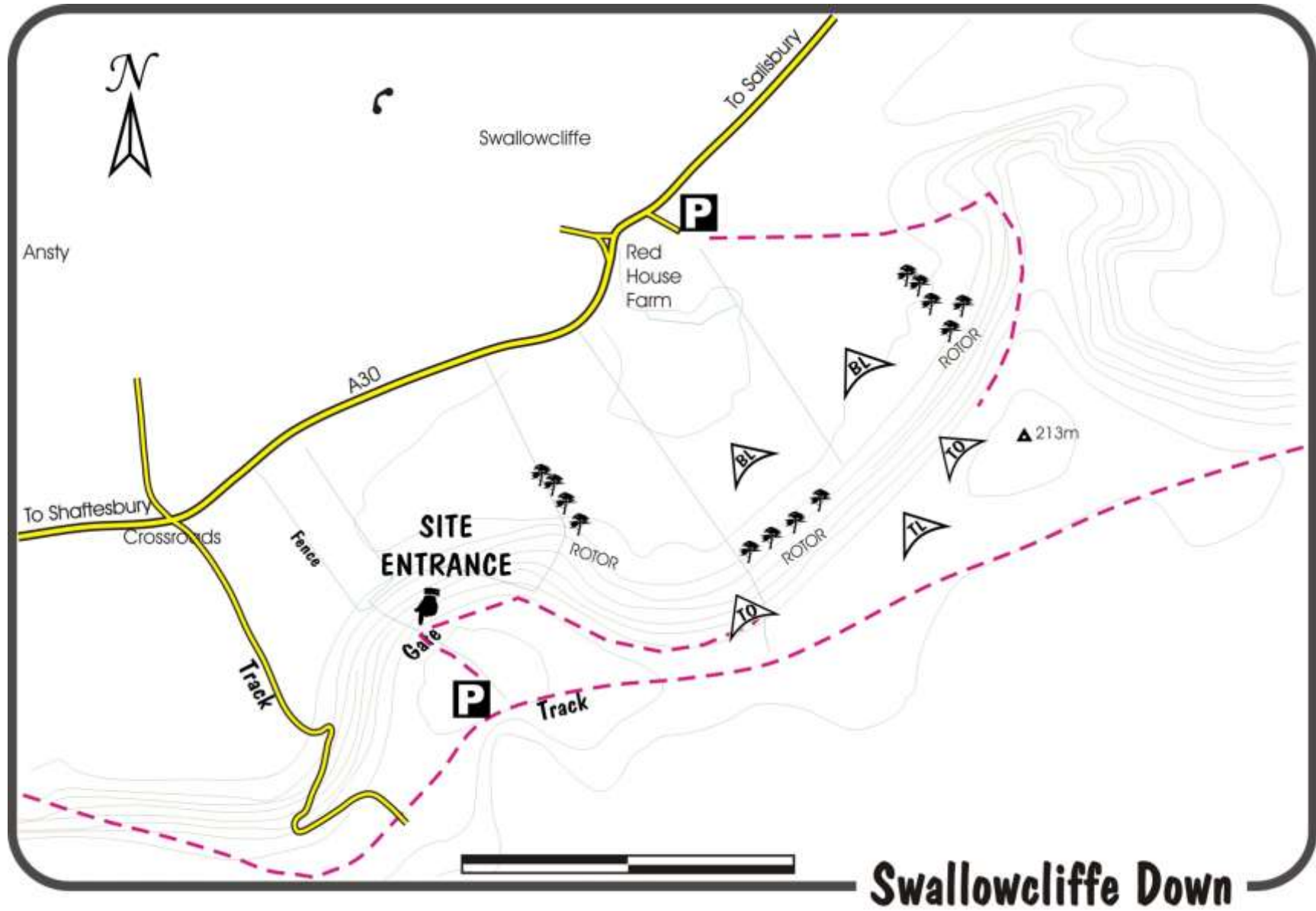
General Site info

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 ([///paint.remarried.select](https://www.what3words.com/paint.remarried.select)) – 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 ([///paint.remarried.select](https://www.what3words.com/paint.remarried.select)) – 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 ([///shirts.cello.archives](http://shirts.cello.archives)) 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 ([///palms.seemingly.cabs](http://palms.seemingly.cabs)) 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 straight forward but allow enough distance between you and the top fence in case of difficulties during a launch.



Swallowcliffe Down

- 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.
Liaise 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.
The site and the bottom landing fields are closed during the lambing season (between February and April) . If in doubt check with the sites officer.
Do not climb over fences; only use gates ([///readjust.flaking.tunnel](#) , [///spaces.rollover.sweeping](#) , [///cadet.ribs.sponsors](#)) 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.

License number (100043849) Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright. All rights reserved.



White Horse

Site Code 2.078

OS Grid Ref: SY 715 844 (Map 194)

GPS: N50:39:31 W2:24:16

What3Words: [///grounding.hexes.whiplash](http://grounding.hexes.whiplash)

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.

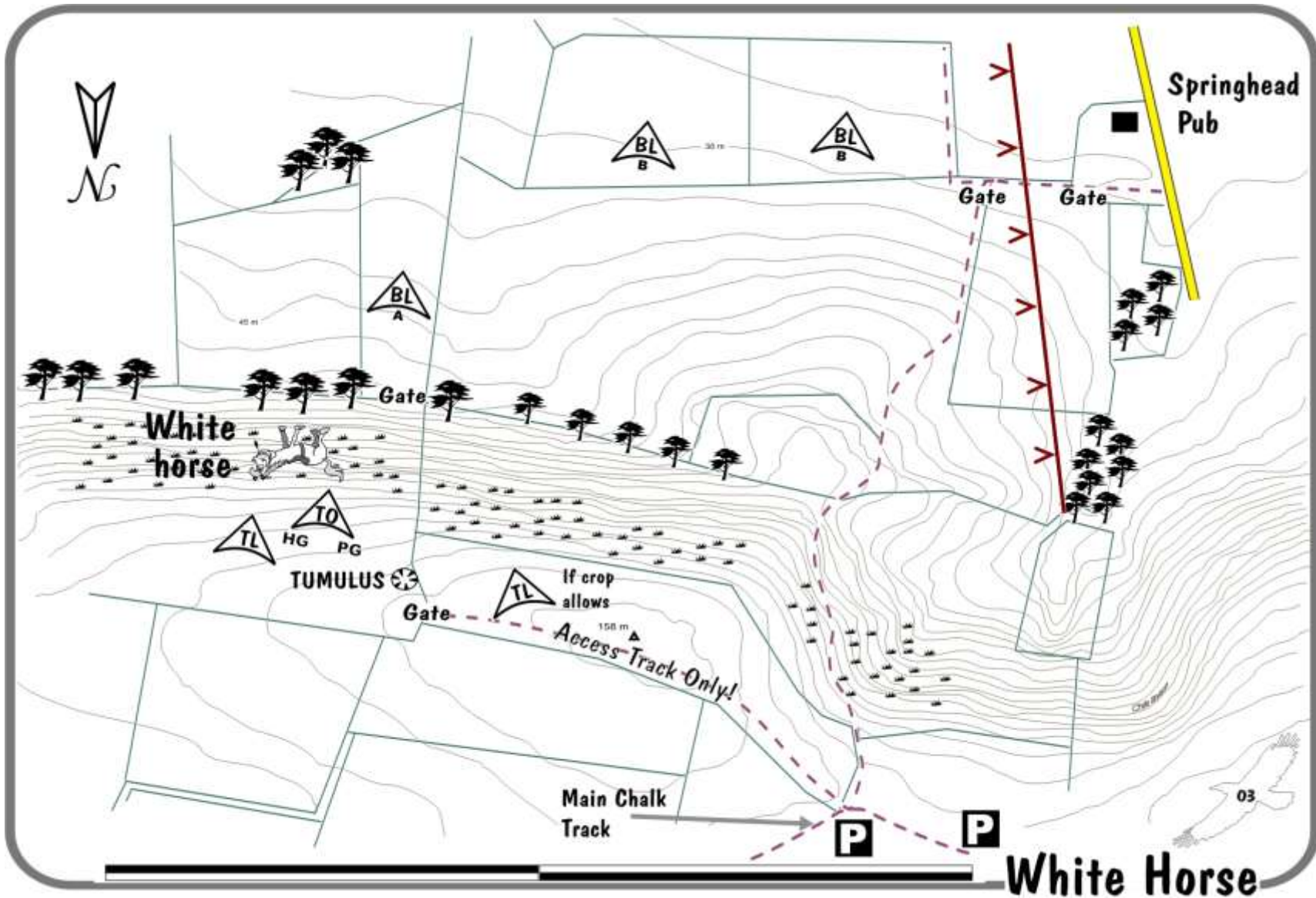
General Site Info

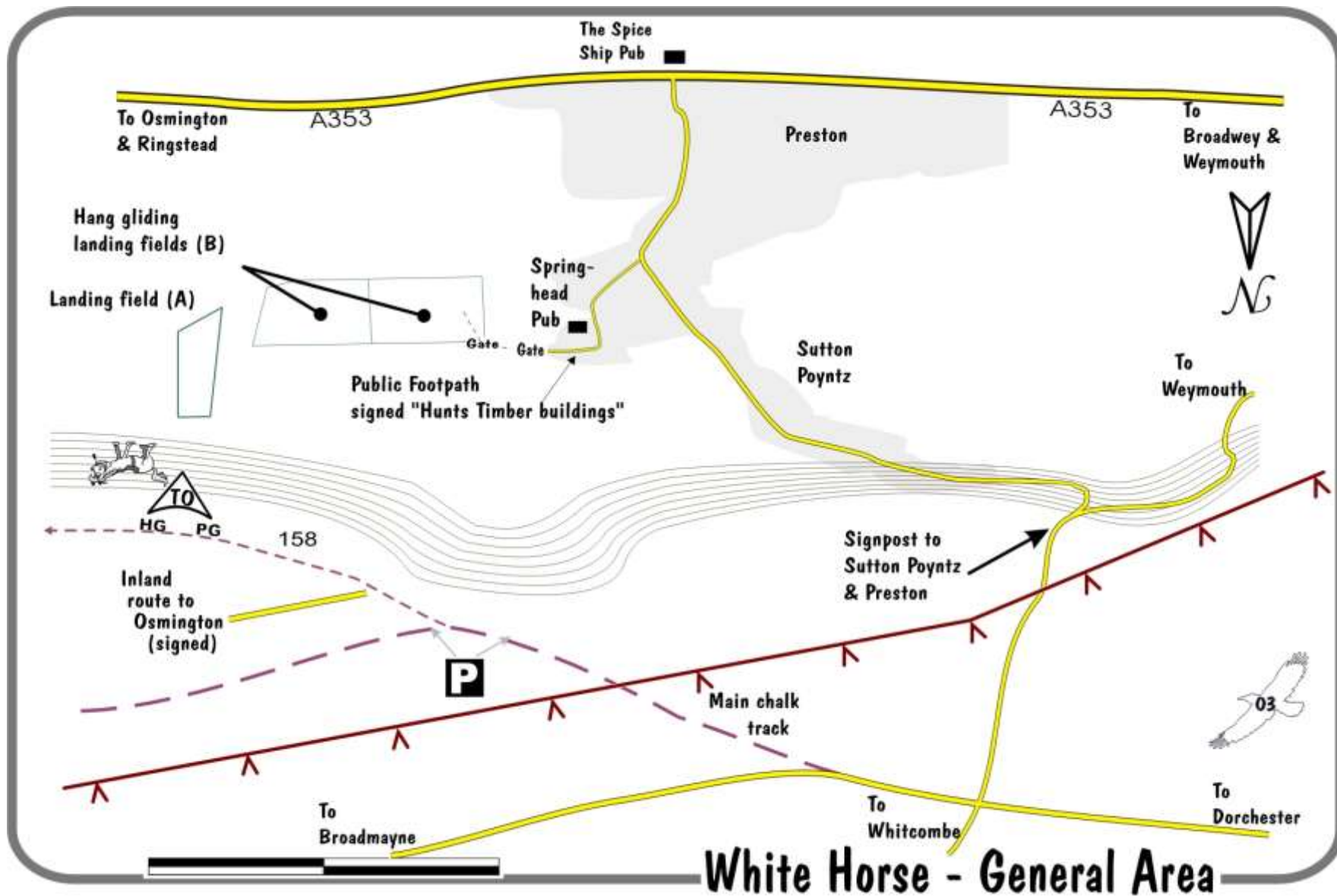
White Horse is a site suited to all levels of pilot CP and above. The site is also used for schooling.

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 (<http://cutter.searching.hometown>). 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 (<http://caressing.dried.compliant>).

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' ([///register.trombone.beeline](http://register.trombone.beeline)) 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 ([///noise.atlas.spreads](http://noise.atlas.spreads)). 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.

License number (100043849) Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright. All rights reserved.



Site Code 1.058

OS Grid Ref: ST 936 237 (Map 184)

GPS: N51:00:48 W2:05:31

What3Words: [///visit.paler.quaking](https://www.what3words.com/visit/paler.quaking)

Owned and farmed by:	Mr Mark Jeffery Arundell Farmhouse Donhead St Andrew 01747 828952 or 07773 933 223	Wind Direction	WSW - WNW (260° to 280°) Best: W (270°)
Nearest Phone:	Ludwell Village	Height AMSL	740ft (225m)
Casualty Units:	Odstock Hospital, Salisbury	Top to Bottom	295ft (90m)
		Pilot Grades	HG Club Pilot + 10hrs PG Club Pilot Site briefing advisable

General Site info One of the less frequently used sites. Whitesheet is suitable for most grades of pilot. Top, slope and bottom landing are reasonable here. There is XC potential and the site works well in thermic conditions.

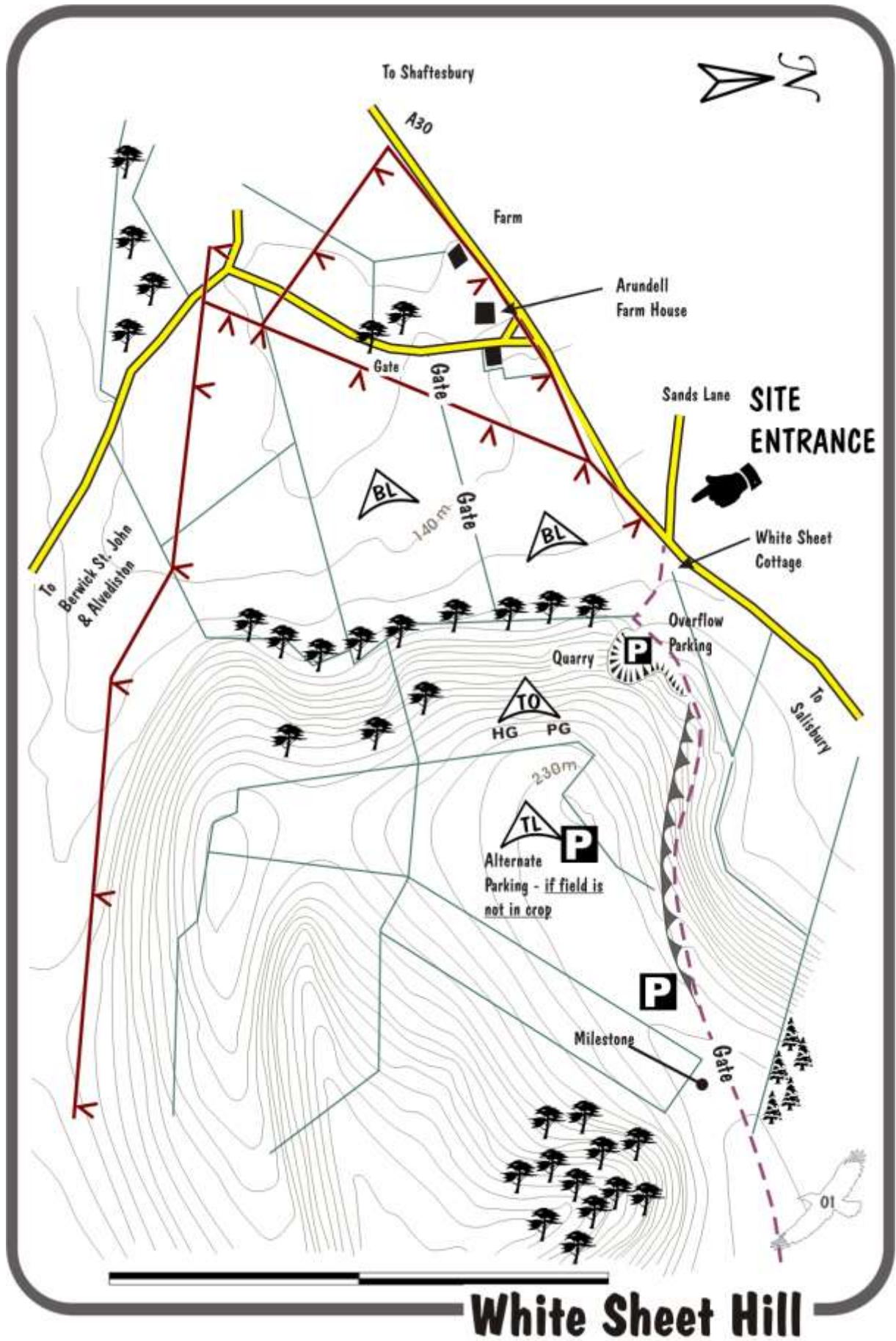
Directions **From Shaftesbury** – Take the A30 towards Salisbury for 4.0 miles. Whitesheet is the hill that you see to your right.

From Salisbury – Leave Salisbury on the A36 and, at the Wilton roundabout, turn left onto the A30 toward Shaftesbury. Follow the A30 for a total of 12.6 miles. After you see a road to the right signposted to Ansty, the track to White Sheet is on your left just a further 2.0 miles.

Access The track up the hill is near a group of whitewashed cottages on the south side of the A30 (by 5mph sign) beneath the northern end of the hill opposite Sands Lane ([///ironclad.entrusted.timidly](https://www.what3words.com/ironclad.entrusted.timidly)). Follow the track up the hill. Beware speed bumps and potholes.

Parking When the top landing field is in crop (remember long grass is a crop) or the ground is wet, parking is only available beside the main track at the top of the hill ([///capers.copiers.grasp](https://www.what3words.com/capers.copiers.grasp)). From there, walk back down the hill to a track on the left. Follow this through the gate ([///tourist.flipping.workloads](https://www.what3words.com/tourist.flipping.workloads)) and up the hill to take-off. Make sure you close the gate behind you; the Jefferys keep sheep on the hill.

Those with 4x4 or a car on a dry day can drive up the track and park in the hollow behind take-off ([///bond.respects.lingering](https://www.what3words.com/bond.respects.lingering)). The track is deeply rutted and has no turning places until you are at the top. Only drive up if you are confident you will make it. Make sure you close the gate behind you; the Jefferys keep sheep on the hill.



White Sheet Hill

- Special Rules** There is no longer a requirement to ask for permission to fly before going up the hill every day. However, if you have any concerns, Mark Jeffery can be contacted on either 01747 828 952 or 07773 933223. If any restrictions do arise, Mark will inform the Club or post a message on the Sitephone.
- Hazards** From the top of the hill, the slope steepens very gradually. Paragliders beware strong venturi and getting dragged back into barbed wire fence.
- The site is shared with aero modellers. They were using the site first. Be polite and courteous at all times. Always speak to them before flying to agree a mutually safe flying pattern.
- Military Low Flying.
- Light Aircraft from Compton Abbas.
- Launching** As mentioned, the upper slope is fairly shallow but quickly steepens. On stronger days launch near to the steepening to avoid venturi. On lighter days there is ample space on launch but be aware of the barbed wire fence at the top of the site.
- Top Landing** There is a massive safe top landing area - but this is closed when the field is in crop. If this field is cropped you must either slope or bottom land or land back on launch. There is likely to be lift over the launch area as it is still on an upward slope. Beware venturi when landing here which may result in being dragged back into the fence.
- Bottom Landing** Any grass field at the bottom of the hill can be used as long as it does not contain a long grass crop or livestock. Call Mark Jeffrey if unsure.
- Watch out for power lines.
- There may also be single-strand electric stock fence across the middle of some of the fields. Check before going up the hill.
- Close and latch all gates, even if you didn't open them.
- XC** Reasonable XC potential from here but you do need to study your air maps and start to work your route as soon as you leave the hill to make the most of distances and avoid airspace and danger areas. In stronger winds the thermals tend to be pushed around the corner of the hill.
- Pilots should be aware of position of Solent CTA, Bournemouth/Southampton CTR's and respective ATZ's before going XC, as we are no longer allowed to cross Class D airspace without permission. If the drift is north of west, beware of Porton Down danger area and Boscombe Down, Old Sarum and Middle Wallop ATZ's.

Flying Generally

The site gives good soaring, but only if the wind is smack on. Can be rough, especially if the wind is off to the south. The generous top landing area (when available) and the smooth top to the hill makes it a good site for experimenting with taking thermals over the back.

True westerly sites in our region are limited mostly to the coast so Whitesheet can provide an inland alternative with the chance of XC. The site is rarely flown and crowds are almost unheard of here.

Access is easy when you can drive to the top of the track and not too much of a trek when you can't.

License number (100043849) Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright. All rights reserved.

Site Code 2.086

OS Grid Ref: ST 950 214 (Map 195)

GPS: N50:59:34 W2:04.356

What3Words: [///flamingo.wonderful.gripes](https://www.what3words.com/#!/flamingo.wonderful.gripes)

Owned and farmed Mr Daniel.Follett
by: Easton Farm Cottage
Berwick St John
07872 382020
01747 829012

Wind Direction W - NNW (275° to 340°)
Best: NW (310°)

Height AMSL 820ft (269m)

Top to Bottom 245ft (80m)

Nearest Phone: Near Talbot Inn
Berwick St John

Pilot Grades HG Club Pilot
PG Club Pilot

Casualty Units: Odstock Hospital, Salisbury

Site briefing advisable

General Site info

Winkelbury will take similar wind directions and conditions as Bell. The site is little used these days. It was more popular some years ago before changes to downwind airspace limited the XC potential from the site.

The site is very close to Monksdown and can provide a good alternative if the wind goes off to the West whilst at Monks. It is possible to fly a reasonable XC from here and the site is fine for soaring.

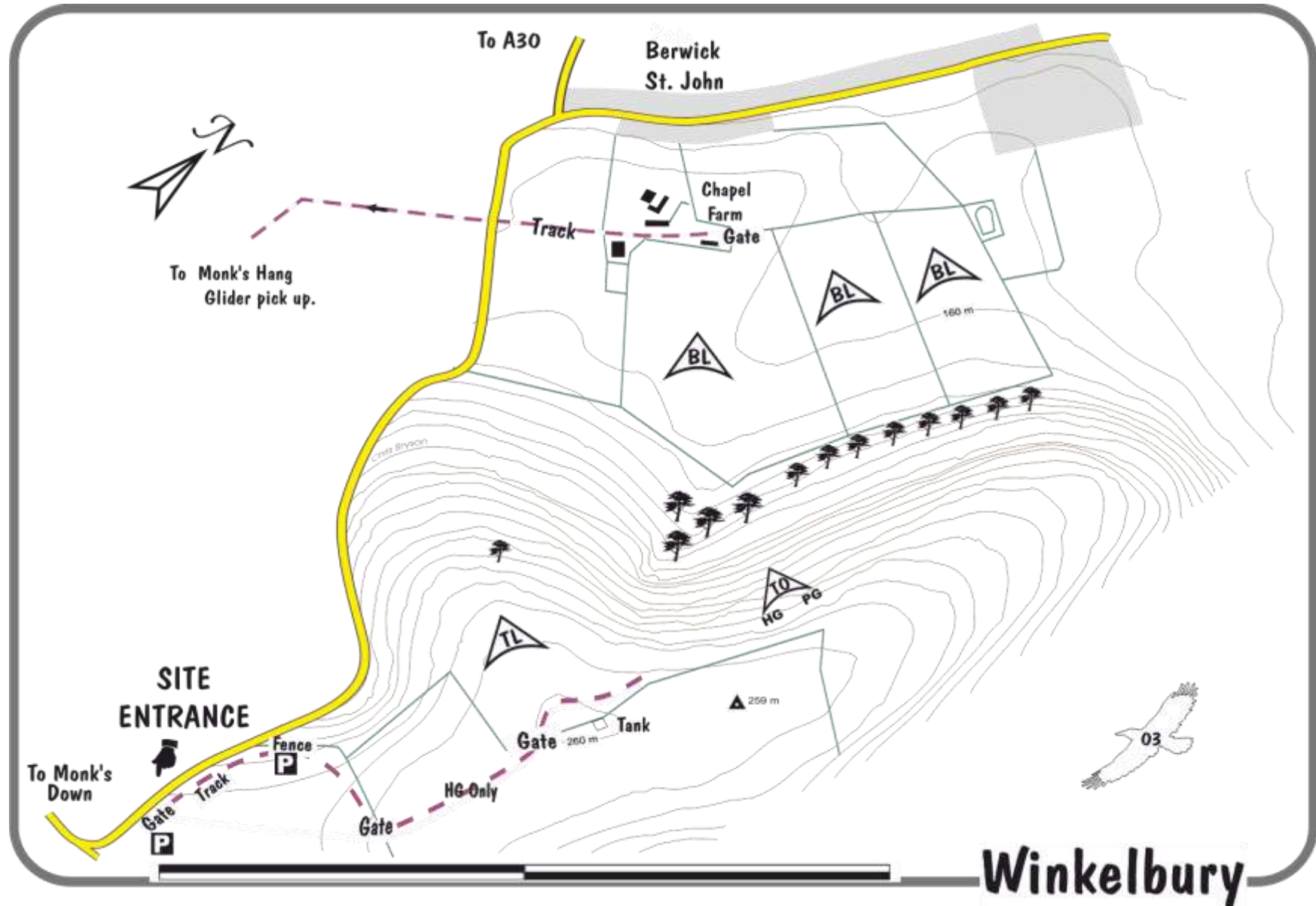
If the crowds are getting to you on Bell and XC is not your top priority then Winkelbury could be worth a visit.

Particularly for Hang gliders the site is fairly small and more than 2 or 3 gliders at a time can become a crowd.

Directions

From Shaftesbury – Take the A30 towards Salisbury for 2.6miles, just before exiting Ludwell take the right turn, signposted Ashmore (Dennis Lane). After 0.35 miles take the road to the left and, following signs to Rushmore, follow this road for 2.65 miles. This takes you past the Monk's Down site. Take the road to the left at the road junction 0.5 miles past Monk's Down. The entry gate is immediately on your right ([///cascade.opened.absorb](https://www.what3words.com/#!/cascade.opened.absorb)).

From Salisbury – Leave Salisbury on the A36 and, at the Wilton roundabout, turn left onto the A30 toward Shaftesbury. Follow the A30 for 12.85 miles. Turn left to Berwick St. John. Drive into the village and turn into the road opposite the Talbot Inn. The road bends sharp right and follows a stream on the left-hand side. Follow this road up the narrow lane, underneath the Winkelbury site. The entry gate is on your left immediately before the T-junction at the top ([///cascade.opened.absorb](https://www.what3words.com/#!/cascade.opened.absorb)).



From Blandford – Travelling around the Blandford bypass toward the north past, the roundabout for the A354 for Salisbury, go to the following roundabout and turn right. Follow this road for 6.6 miles turning to the right immediately after a large bowl on your left. Turn right at the T-junction and follow this road, passing Compton Abbas airfield on your left, for 2 miles. Cross over the crossroads, signposted to Ludwell. After a further 1.2 miles take the road on your right and after a further 0.35 miles take the next right, signposted to Rushmore. Follow this road for 2.2 miles. This takes you past the Monk's Dawn site. Take the road to the left at the road junction 0.5 miles past Monk's Down. The entry gate is immediately on your right ([///cascade.opened.absorb](http://cascade.opened.absorb)).

From Ringwood – Leave the A31 at the A338 junction for Bournemouth and take the north exit from the roundabout (opposite the A338) toward Three Legged Cross and Horton. Follow this road for 7.85 miles, through Horton to the B3078. Make a dog-leg crossing of the B3078 and continue for a further 4.35 miles to the A354. Make a dogleg crossing of the A345, and after 0.6 miles turn left following the signs toward Shaftesbury. After 4.0 miles merge with the B3081 and continue another 1.0 mile. Turn right at the crossroads, signposted to Ludwell. From this point follow the directions from Blandford.

Access

Enter through the gate ([///cascade.opened.absorb](http://cascade.opened.absorb)) immediately north of the T-junction. The entrance gate is padlocked with a combination lock. The combination code for the gate is available in the Members area on the Wessex HGPG web-site.

PLEASE ENSURE THE GATE IS KEPT CLOSED AND LOCKED AT ALL TIMES

After EVERY entry/exit, the gate **must** be closed, re-locked and the padlock code scrambled.

Once through the gate, turn immediately left, keep to the established tracks in the field towards take-off.

Hang-glider pilots may drive into the second field and carry onto the downland launch to unload, but then **must** bring their vehicle back to the parking area.

Always close and latch all gates that you open. If in doubt as to whether a gate should be closed, play safe and close it anyway.

Parking

We have permission for **up to 8** vehicles to park in the farmers first field (subject to crops not being present in the parking area) at [///parsnip.glare.clap](http://parsnip.glare.clap). If it is not possible to drive up to the parking area then an alternative is just inside the gate on the right ([///birthdays.tentacles.disprove](http://birthdays.tentacles.disprove)) where you should park facing the hedge.

When parking in the farmers field, you **must** display a parking card (available

in the Members area on the Wessex HGPG web-site) in your vehicle windscreen detailing your name and contact details.

If there are already 8 vehicles parked in the field, seek alternative parking.

Additional parking is available on the road by the first gate or halfway down the hill in the quarry ([///mirroring.land.sand](http://mirroring.land.sand)).

Hazards

Very Turbulent in stronger winds. It can be very rough in 20+ mph winds and DANGEROUS when the wind is off to the west.

Paragliders especially: watch out for strong venturi and getting dragged into barbed wire fence.

Military Low Flying

Light Aircraft from Compton Abbas

Launching

The launch area slopes off gently to a point where the slope steepens rapidly ([///flamingo.wonderful.gripes](http://flamingo.wonderful.gripes)). If launching from the gentle slope be careful not to get caught in venturi and dragged onto the fence behind take off. In stronger conditions it would be wise to launch where the slope steepens to avoid venturi.

Top landing

Hang gliders and paragliders can land back on the take-off area or in the field behind if it is not in crop.

Bottom Landing

If you need to slope land, the steep bowl and the ridge running north-east are scrub covered (with many thorny bushes) so make sure you land in a gap big enough for you and your canopy! To the west, the slope is gentler and scrub free but beware of rotor from the bowl lip.

You may bottom land in any of the grass fields indicated. Close and latch all gates, even if you didn't open them.

For hang-gliders, the bottom landing field slopes more than it looks. It can therefore be more comfortable to set up your final approach cross wind from the south side. There is usually very little wind in this bottom field.

You can drive to the bottom landing fields but must not go further than the five-barred gate at the end of the farmyard.

A FINE of £10 is levied for landing in crops or in long grass ready for cutting. The fine is payable to the farmer or any committee member.

Other Rules

Please be sure to leave the site before sunset - this is a condition requested by the farmer.

Visitors may only use this site when escorted by a Wessex Member.

Ridge Runs, XC

This site had excellent XC potential prior to airspace changes with the following flight paths a real possibility.

NW - 56km to Calshot or 70km to Ventnor on the Isle of Wight

W - 150km+ towards Brighton

Sadly, this is no longer the case, all pilots should be aware of the position of: Solent CTA, Bournemouth/Southampton CTR's and respective ATZ's. before going XC as we are no longer allowed to enter Class D airspace without permission.

Flying Generally

It is sometimes possible to fly to Monk's Down and back when the wind direction is off to the north. If flying onto Monksdown in these conditions it is likely the wind will be off to the West. Be aware of potential rotor from the western spur.

The site works well in thermic conditions and good height gains are possible.

'Restitution' lift is likely to develop here on summer evenings after a light wind day. This could give very pleasant flying conditions at the days end.

License number (100043849) Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright. All rights reserved.

1) General

This guide gives details of sites that are controlled by the Wessex Hang Gliding and Paragliding Club.

Additional restrictions and rule changes may be imposed at very short notice and will be published on the Wessex Web Site – <http://www.wessexhgpg.org.uk> – and in the Club Magazine, 'Airmail'. Urgent information will also be sent to Reciprocal Clubs to be disseminated to their members.

Revision numbers and dates are given at the bottom of each site. Long term changes will eventually be incorporated in a new version of the particular site guide; please keep up to date with the latest version.

Some sites may be restricted to Full Wessex Members Only. This has either been requested by the landowner or has been imposed by the Club due to site sensitivity. Please respect the rules - once a site is lost it is very difficult to regain

PLEASE HELP US TO HELP YOU TO ENJOY YOUR FLYING

Reciprocal Clubs

We operate under a 'reciprocal agreement' with all neighbouring clubs. Wessex sites do not cater for all wind directions; in particular winds in the sector from NE round to SE and inland Southerly sites are a problem. Fortunately, some of our neighbouring clubs come to the rescue. Please make sure you know the latest site rules before flying any reciprocal club sites.

See 'Skywings!' or the Wessex Web Site (<http://www.wessexhgpg.org.uk>) for a list of reciprocal club's sites officers. Important site news in respect of these clubs is often published on the Wessex website.

2) SAFETY

The club operates successfully as both a Hang Gliding and Paragliding Club. To enable us to continue this coexistence there are several common sense steps we can take:

- a) Communication is vital. Share experiences and listen to the needs of others. Be aware of the different flying characteristics of each aircraft type, even better - have a go, under the supervision of a school.
- b) Paragliders should:
 - i) Avoid setting up and taking off directly in front of hang-gliders as there is a risk of momentarily losing control and being blown backwards into their wing(s).
 - ii) Refrain from 'kiting' up the hill whenever there is a possibility that hang-gliders may launch - for obvious reasons.
 - iii) Be considerate if conditions are 'scratchy' and side-land early to give hang-gliders the opportunity of getting in close to stay up. Hang gliders cannot side-land, and it's a long walk back up from the bottom landing field.
- c) Hang gliders should:
 - i) Be aware of a paragliders slower flying speed. In stronger winds paragliders may get pinned and will need to sit facing into wind.
 - ii) Avoid passing close above or below paragliders in thermic conditions as vertical movement can be exaggerated. Remember, hang gliders usually come off worse in the event of a collision.

3) ACCIDENT PROCEDURE

If you are unfortunate enough to have any accident on our sites, however slight, please report it to the Safety Officer or a committee member - just a phone call will do.

This also applies if, for any reason, you cause damage on a site, whether it be to the site itself or the property of a third party.

4) AIR SPACE

Please fly with the latest aeronautical chart (1:500 000) or topographical air chart (1:250 000).

1:500 000 Sheet No. 2171CD S.England and Wales

1:250 000 The West & South Wales

Be aware that this chart does not include airspace above 5,000ft.

If you intend flying cross-country, be aware that we are now effectively excluded from Class D airspace - so you must know the boundaries of Bournemouth and Southampton CTAs and Solent CTR.

Danger Areas

Danger Area D026 (between Lulworth and Kimmeridge on the coast and inland towards Wareham and Wool) is always active mid-week and is sometimes also activated at weekends by NOTAM. (See 1:250,000 chart for details.)

You are only allowed to fly through this danger area when it is not active. To check weekend status phone Plymouth Operations (01752 557 550) and tell them who you are and where you intend to fly.

Remember, flying in an active danger area is seen as 'endangering your aircraft' and the CAA has successfully prosecuted civilian fixed wing pilots for doing so.

Permission to fly through a danger area does not give you permission to land in it. Lulworth Ranges have tonnes of unexploded ordnance lying around. If you do land away from a public area - tread carefully!

Danger Area D015 has been established near Winfrith. It is activated by NOTAM and extends up to 3,600ft.

5) MILITARY LOW FLYING

Our sites see a surprising amount of military flying activity.

Our sites are over-flown, at low level, by helicopters from Yeovilton and by military 'transports' and fast jet traffic. The Winkelbury, Monks Down, Whitesheet area is used for training by helicopters from Middle Wallop.

The CANP (Civil Aircraft Notification Procedure) should be used if five or more gliders are likely to be operating. This does not establish an avoidance area but it does ensure that military pilots will be alerted to your presence. Because it can take up to four hours to get the information out to all the military pilots before they take off, the notification procedure should be started as soon as possible - ideally the evening before.

Use Freephone 0800 515544, or 01780 416001, or e-mail swk-lfoffbc@mod.gov.uk.

Provide the following details:

- 1) Activity. Hang/paragliding (If the site is one of those with a site code then state 'Hang/paragliding Avoidance Area' here.)
- 2) Location: Site grid reference (2 letter 6 figure) and name. (If the site is one of those with a site code then state that first.)
- 3) Area of operation. (With the notification system this is a maximum of 2nm radius. With the avoidance area system it is always 1nm diameter.)
- 4) Date and time flying will start / finish.
- 5) Expected number of gliders.
- 6) Contact telephone number (ideally a mobile that will work on the site).
- 7) Normal contact details (if different to (6)).

You will be given a unique Reference Number to note.

The Low Flying Booking Cell is manned Monday to Thursday 0700-2000 (Local) and Friday 0700-1600 (Local). The LFBC is now closed at weekends. If you use the fax or e-mail contact out-of-hours you will be called back by phone with the Reference Number when the office is next manned and the associated notification has been passed to military pilots. You can only assume that you have avoidance/notification status once you have received this.

If at any stage it becomes clear that the site won't be used you should cancel the booking, quoting the Reference Number. Don't cancel the booking if you have published it on social media - another pilot may be using it.

Remember-this call is for your own safety!

6) COAST GUARD HELICOPTERS

Over the last few years, paraglider pilots flying on the coast have had a few 'close shaves' with the Coastguard Helicopter.

If you are flying on any of our coastal sites (except Barton on Sea and Southbourne which are in controlled airspace) please let the Maritime and Coastguard Agency (MCA) on (01305) 760439 know well before flying where you are intending to fly and roughly between what times.



Appendix

If possible, also let them know when flying on the site has finished for the day.

Remember-this call is for your own safety!

7) COMPTON ABASS AIRFIELD

We have been sharing 'open' airspace with aircraft from Compton Abbas Airfield for over 20 years without incident. However, the airfield is getting busier and aircraft are over-flying the sites we use with increasing regularity (and sometimes with minimal height)

If you are flying from Monk's Down, Winkelbury or Whitesheet and think that you will be exceeding 800ft above the top of the hill, it is a good idea to contact Compton Abbas ATC and let them know that you will be flying. (To exceed 800ft it usually has to be thermic)

Either:

- 1) Phone the airfield before setting off to the hill. You can also ask ATC for a report of wind speed and direction. Telephone number is (01747) 811 767
- 2) Visit the airfield on the way to the hill. You can also use your visit to check the meteorology. There is a weather station at the club house displaying wind speed and direction on a TV screen and also a 'self-briefing' area to the right of the reception desk where you can observe 24hr forecasts, NOTAMS, etc. (The airport has a useful restaurant if it gets blown out!)

For its part, Compton Abbas will be keeping the club informed of days when the airfield will be especially busy ("fly-ins", 'treasure hunts', etc.). Hopefully this will be done far enough in advance so that we can give advanced warnings via Airmail.

Remember - this call is for your own safety!

8) FLYING ON COASTAL SITES

We have recently had a few very near miss sea landings and in the past a fatal one.

Only make a beach landing as a last resort - if you get it wrong the flight may be your last.

Landing in the open sea or in the surf is almost a guarantee of fatality. The unconventional wisdom is that to crash, even downwind and onto rocks, is a safer option than landing in the sea.

Hang-gliders:

If the unthinkable happens, at all costs you must avoid ending up trapped beneath the wing. Either try climb into the A frame, unclip and jump clear when a few feet up or try to get the glider on it's back by flaring hard or cart wheeling.

At best, buoyancy aids offer very little help and, at worst, can be positively dangerous. Always carry a webbing cutter in an accessible place and use twist lock karabiners. Attend a 'ditching' exercise if the opportunity arises. This will allow you to find out the best way to exit from your harness and increase your chance of survival.

Paragliders:

A sea landing is still potentially fatal unless you are wearing a buoyancy aid and there is a safety boat present (as on SIV courses).

If you are forced into a water landing you must:

- a) Get out of your harness as soon as possible. Modern harnesses are very buoyant but will float you face down - you will have to fight for each breath.
- b) Get away from your paraglider to avoid getting tangled up in the lines.
- c) Undo leg straps and cross-bracing while still airborne. IF you can undo chest strap, get out of the harness and jump clear whilst a few feet up. If you can't get out, conventional wisdom dictates that it is best to brake as little as possible as you approach the water, allowing the canopy to fly on and ditch ahead of you at full line stretch. If you stall the wing there is more chance of the lines falling on top of you. Get clear of the harness, canopy and lines as soon as possible.
- d) Don't even think about trying to salvage your wing. A paraglider full of water weighs tons - you won't be able to fight it.

e) If you land on the beach but the canopy lands in the surf, get out of your harness immediately. Your canopy could rapidly fill with water and, with the action of the waves, drag you out to deeper water. Releasing one set of risers will make canopy retrieval easier.

f) Once again, as general precautions carry a webbing cutter in an accessible place, use twist lock karabiners and wear a buoyancy aid. To increase your survival chances, attend a 'ditching' evening if the opportunity arises.

9) LANDING FIELDS

Assume that any landing field identified in this guide is closed if it contains a crop or livestock unless there is definite information to the contrary.

Please remember that long grass is a crop. If all bottom landing fields are cropped the site is effectively closed to hang-glider pilots unless top landing is a certainty.

On some sites where closure of landing fields would effectively close the site, Special Temporary Agreements are sometimes negotiated with the landowner allowing pilots to land in a crop - but this is the exception rather than the rule.

In general, if you are unsure about landing field availability please check with the farmer or a committee member before flying.

10) GATES

Always close and latch any gates that you open.

If you are in doubt as to whether a gate should be closed, be safe and close it anyway. We have almost lost sites in the past when gates have been left open and cattle have escaped.

11) NEW SITES

The club is always looking for, and actively negotiating with landowners for the use of, other hills in the area. Please only fly on the hills in this guide. Often, a new site will only be open on a trial basis to those pilots who negotiated it. If the landowner is happy with their use, it can then be opened to the membership. Please bear in mind that this is usually at the stipulation of the landowner, or is used in a situation where it seems prudent to gently acclimatise the landowner to our presence.

If you have identified a possible new site, or you wish to help negotiate any new sites, please contact the Wessex Sites Officer before doing so to check if there is any "history" connected with the site.

12) MEMBERSHIP

a) Life, Full and Student Members may fly any site in this guide – provided they have met any ratings stipulated for a particular site.

b) Reciprocal Members: - may fly all Wessex Sites in this guide **except** those designated as "Full Wessex Members Only". Sites under negotiation are not included in this guide and are also not open to Reciprocal Members at present.

c) Visitors: - All Wessex Sites in this guide except those designated "Full Wessex Members Only" are open to visitors. A Full or Associate Member must accompany a visitor at all times. Regular visitors are courteously requested to become members. Foreign pilots of IPP1 grade SAFE PRO Stage 2 (Hang gliding) or Para Pro Stage 3 (Paragliding) may fly on the provision that they hold third party insurance and must seek a briefing from local pilots.

13) WEBSITE – <http://www.wessexhpgg.org.uk>

Up-to-date changes and notices are available on the club's website.

The Wessex club maintains an informative website. It is regularly updated and as such provides an ideal source for current information and temporary restrictions at a site that cannot be achieved by updates to this Sites Guide.

Permanent changes will also be posted on the site until updates are printed and distributed to members, however it is intended that Acrobat versions of all pages in this Sites Guide will be available for download, and update. Notice of updates to these pages will be emailed to all members on the internet.

<http://www.wessexhpgg.org.uk>