



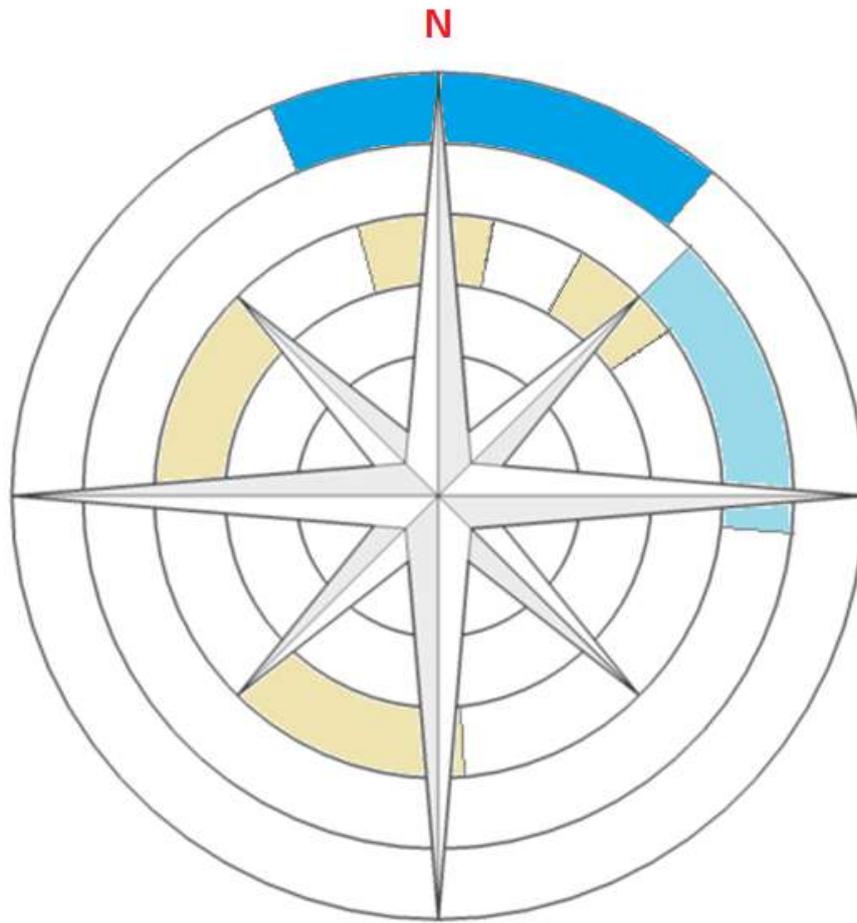
# **Club Handbook and Sites Guide**

## PREFACE

This handbook is produced to provide you with information about your Club and the sites administered, in a form that can be used as a source of reference. Use it as a guide but, be aware that whilst best efforts will be made to keep it accurate and up to date, **you must be your own ultimate judge** in the reading of site topography, interpretations of conditions and decision to fly.

And always remember

**If in doubt ask!!!!**



**Butser hill**



**Whitewool, Mercury and Chalton**



**Harting Down**

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# The Club

## 1. Introduction

- a. The Sky Surfing Club was formed in 1974 at a time when hang gliding flight was measured in seconds, and the latest innovation was the Kingpost.
- b. The name 'Sky Surfing Club' arose because Butser Hill, (our only site at the time) had recently become part of the Queen Elizabeth Country Park, run by Hampshire County Council. The Queen was to visit the area and formally open the Park; the 'dangerous' activity of hang gliding was felt to be out of keeping with the other activities. In an effort to 'keep our heads down' a title was chosen to disguise the pursuit. (At one point, Byelaws were mooted to ban the sport from the Hill). Happily, times have changed. The Club has since established a very close relationship with the Recreation Department of HCC, and its Officers in the Park Centre. We were probably one of the first Clubs to have a written agreement to fly. Since then more sites have been added to the Club 'portfolio', each taking a lot of time and effort to acquire, and the search goes on. The Sky Surfing Club has grown to be more than a collection of Pilots and sites as we trust that each new member will quickly discover and enjoy playing an active role.

## 2. Constitution

### The Objectives of the Club shall be:

- **To actively negotiate flying sites for the use of its members.**
  - **To provide information to enable members to make use of the services provided by the Club.**
  - **To encourage the good airmanship and advancement of the flying skills of its members.**
- a. All Club activities are undertaken entirely at the member's own risk. Neither the Club nor its Officers assume any part of this individual responsibility.
  - b. All members of the Club, except non-flying members, must be members of the BHPA and ensure they have Third Party Liability insurance cover of at least one million pounds.
  - c. Any member of the Club who allows their BHPA membership to lapse will be deemed to be no longer a member of the Club.
  - d. The membership classes are, Full Flying Member, Temporary Flying Member, Non-flying Member.
  - e. A full Flying Member holds a membership valid for 12 months, and is a member of the BHPA throughout this period.
  - f. A Temporary Flying Member holds a membership valid for 3 months, and is a member of the BHPA throughout this period.
  - g. A Non-flying Member holds a membership for 12 months, but does not fly from Club sites, and is not required to hold BHPA membership.
  - h. Members shall abide by the rules and codes of the Club and the BHPA. The membership of any person who does not abide by these rules and codes of conduct may be suspended or withdrawn by a majority vote of the Committee.
  - i. Only Full Flying Members of the Club are eligible to vote at meetings of the Club. All proposals shall be passed by a simple majority of the eligible members present, with the exception of proposals to change the Constitution of the Club.
  - j. All proposals to change the Club Constitution shall be passed by a majority of not less than two-thirds of the eligible members present.
  - k. Proposals to change the Constitution of the Club shall be notified to members of the Club at least one week before the vote.
  - l. There shall be an Annual General Meeting (A.G.M.) normally held in the month of October.
  - m. Extraordinary General Meeting (E.G.M.) may be called at any time by the Committee or by petition of at least 25% of the membership submitted in writing to the Secretary.

The primary/essential posts of the Committee shall be:

- i. Chairman
- ii. Secretary
- iii. Treasurer
- iv. Sites Officer
- v. Safety Officer

This defined make-up of primary posts for the Committee is considered fundamentally essential and can only be changed by due process in accordance with this Constitution.

- p. Other, secondary posts may be proposed and if accepted by the membership in accordance with the due process defined in this constitution, will be adopted and continue as acceptable through subsequent elections of the Committee until such time as the need is seen to delete a post. This roll over of the Committee posts will be effected automatically by the simple expedient of voting through the due process to fill the secondary post/posts. Deletion of a secondary post shall be effected by due process in accordance with this Constitution.
- q. Secondary Posts of the Committee, accepted at the 2002 AGM are:
  - i. Assistant Sites Officer
  - ii. Coaching Coordinator
  - iii. Competitions (Hang Gliding)
  - iv. Competitions (Paragliding)
  - v. Social Secretary
  - vi. Membership Secretary
  - vii. General Member (Hang Gliding)
  - viii. General Member (Paragliding)
- r. The members of the Committee are elected annually at the AGM and take their posts at the end of the meeting at which they are elected. Club members may be co-opted without a vote of the membership, by the Committee to fill any posts, which may become vacant or are unfilled after an AGM.
- s. No member who has a commercial interest in hang gliding or paragliding, (for example, school proprietor, employee, or equipment supplier) may fill the posts of:
  - i. Chairman
  - ii. Secretary
  - iii. Sites Officer
  - iv. Safety Officer
- t. All other Committee members with a commercial interest must declare this when standing for election and in the first Newsletter after election and may not use their Committee position to promote or further their business interests.
- u. Members unable to attend an AGM or EGM in person may appoint a proxy vote on their behalf. A signed note declaring this must be presented to the Chairman before the meeting.
- v. A statement of the accounts of the Club shall be presented to the membership annually, normally at the AGM.

### **3. Outline of Officers Responsibilities**

- a. Chairperson:
  - i. To ensure the Club is being run constitutionally and is fulfilling its obligations to its members and to the BHPA
  - ii. To address any issues which may affect the Club, its membership or sites.
- b. Secretary:
  - i. To be the first point of contact with the BHPA and other external bodies
  - ii. To record the minutes of AGMs, EGMs and Committee meetings.
- c. Treasurer:
  - i. To keep a good account of Club funds
  - ii. To present an annual statement of accounts at the AGM
  - iii. To monitor expenditure and advise on the levels of subscription required to cover outgoings.

- d. Sites Officer:
  - i. To keep in touch with landowners or local contacts regarding site availability and situation
  - ii. To pass on site information to the membership
  - iii. To act as first point of contact for site owners and local contacts.
- e. Safety Officer:
  - i. To inspect and assess equipment (using expert help if necessary) to ensure its integrity as necessary
  - ii. To circulate and/or act upon Safety Bulletins from external bodies
  - iii. To address any general safety matters which arise
  - iv. To co-ordinate safety related training e.g. reserve packing.
- f. Assistant Sites Officer:
  - i. To assist the Sites Officer in execution of his duties
  - ii. To deputise for the Sites Officer in times of his absence.
- g. Coaching Co-ordinator:
  - i. To present the views of coaches on the committee
  - ii. To co-ordinate Pilot Rating training
  - iii. To organise examination papers for members.
- h. Competitions Secretary:
  - i. To act as the focal point for the Club's participation in external competitions
  - ii. To encourage interest in competitions internally.
- i. Social Secretary:
  - i. To organise social functions as required
  - ii. To co-ordinate the "Club Diary".
- j. Membership Secretary:
  - i. To maintain an up-to-date and current record of the membership and status of membership renewal
  - ii. To respond to requests for membership from prospective members, collect their joining and membership fees and to provide them with the appropriate documentation of membership
  - iii. Send out reminders to current membership of the need to renew and collect the membership renewal fee
  - iv. Send all funds collected to the Treasurer together with an account of the source of such funds.
- k. General Members:
  - i. To carry out such additional tasks as shall arise as agreed by the Committee
  - ii. To deputise for other members when they are unavailable or posts are temporarily vacant.

#### **4. Communications**

- a. Communication is a cornerstone in the organisation of the Club. We have no 'club house' or similar base of operations, so keeping everyone informed is difficult - though less so post internet!
- b. Around October time, the Club meets formally at an AGM to elect a new committee. The Committee meets every 2 months or so, (more often if the need arises) to resolve any immediate problems and plan for future events.
- c. Separate information sheets on various topics are produced from time to time. These are initially distributed to the membership via the Yahoo group and Facebook.
- d. Other organised events include the Summer Barbecue, Scrub Clearance Bashes and the Annual Prize-giving.

#### **5. Coaching and Safety**

- a. Specific committee posts are devoted to these subjects. The Club has neither the resources nor the qualified officers to teach raw students, but we do try to see that the newly qualified pilots progress safely and quickly. (Enquiries for instruction are directed to the nearest appropriate school).
- b. The Club has a good safety record and operates successfully amalgamating both hang-gliding and paragliding onto most of its sites. All our sites are also shared by other public activities. Any

incident of Club activity impinging on safety of the users of these sites, club members and most importantly third parties, must be treated with the utmost seriousness. Every such incident must be reported using the appropriate form, within 48 hours to the appropriate Club Safety Officer and BHPA. A reportable incident would include, but is not necessarily be limited to, those that cause:

- i. injury to a pilot or third party
- ii. damage to property
- iii. equipment malfunction
- iv. possible arising of a legal claim
- v. possible concern to the land owner
- vi. a need to disseminate information regarding an arising which may have safety implications.

Blank report forms are available from the Club Safety Officer, or from the BHPA Web Site at [www.bhpa.co.uk](http://www.bhpa.co.uk). The information required is:

- i. time and date
  - ii. location
  - iii. names of all persons involved including primaries, third parties and witnesses
  - iv. injuries sustained and or damage caused to property crops etc.
  - v. weather conditions
  - vi. full description of the incident itself and of the events leading up to it including all contributory factors
  - vii. make and type of glider and harness, and of any other equipment involved
  - viii. witness statements if any.
- c. A number of Club members are qualified Club Coaches or Senior Coaches. The names and contact details of these Coaches can be found on the club website at <http://skysurfingclub.co.uk/join-the-club/coaching/>
- d. Various training events are organised through the year to supplement national programmes. These may include flying weekends in faraway places, (South Wales, France, Spain, etc) to hone skills, and formal talks to support the theory requirements of the advanced pilot ratings. Other more practical sessions include Parachute Packing, and presentations from respected speakers, usually with slide/video shows.
- e. Share experience with and mindful of the needs of others. Different gliders have different characteristics. Other site users, (model and kite flyers, horse riders, walkers and picnickers) all have their own priorities and needs but above all are mostly ignorant of your sport and the potential for conflict leading to an accident is ever present. Be ever vigilant and embrace your own safety code learned during your training to club pilot including:
- i. be aware of and observe the site rules and be sure to be up-to-date
  - ii. never fly unless at least one other known person is present
  - iii. on a new site, get a briefing from a regular flyer of that site (even though you have a site guide)
  - iv. never fly low or land near livestock, particularly horses with or without riders
  - v. Paragliders should be cautious when inflating a canopy and avoid doing so in front of a hang-glider or model flyers and never in close proximity to livestock, which might take fright, particularly horses with riders
  - vi. In the air, observe closely the Rules of the Air:
    - see and be seen, if in doubt that you are seen, execute a steep 360 degree turn,
    - on converging courses, give way to aircraft on the right
    - when meeting head on, turn to the right, except when ridge soaring when the aircraft with the ridge on the right maintains direction and speed the other turns right.
    - the overtaking aircraft keeps clear, when slope soaring pass to the slope side,
    - give way to the lower aircraft, particularly when landing.
    - join a thermal only in the established direction of rotation.
  - vii. Ask any Sky Surfer on the hill for help and you will always receive a warm, helpful response; and if ever in any doubt **do seek advice.**

## 6. Sites

- a. The Club has access to several hill sites, unfortunately none of which are soarable in winds from the southern half of the compass.
- b. Butser is the most established hill, with a number of faces taking a range of wind directions, primarily Westerly and also North and North-Easterly. Harting takes a Northerly, Mercury, Chalton and Whitewool each accommodate an easterly wind. The latter two being more suited to Paragliding and so encouraged to take pressure from Mercury which is our only Easterly site really suited to Hang-gliding.
- c. One particular point to note is the total reliance on goodwill to gain access to any of these sites. The Club has insufficient funds to negotiate access through financial inducements. Some sites have a parking fee. Without exception it must be paid! **Consult a club committee member if in any doubt.**
- d. Please read through the Sites Guides thoroughly, and become familiar with local arrangements before turning up to fly - it can save a lot of grief.
- e. Those sites we have are basically extensions at the western end of the South Downs, hence facing a predominantly northerly direction. Closeness to the sea is a problem; sea breezes often curtail a day's flying around early afternoon. Cross-country flights are not as frequent (or long) as with other Clubs, though the potential is there with the West Face of Butser, Harting Down, Charlton and Mercury. However, all of our sites are under restricted airspace and, particular attention must be paid to the Southampton CTA/CTR, which severely restricts westward flights.
- f. The heavy reliance on goodwill places a responsibility on us to reciprocate as ambassadors for our sport and where we can by 'doing our bit' in the local community. If you have a noteworthy story to tell, let the Club Secretary know so that we can broadcast the good work and build on the public relations angle.
- g. The Club was the first in the country to develop a permanent museum exhibit that is in the Southampton Hall of Aviation and features a hang gliding display with glider, pilot, full instrumentation, and accompanying storyboards. Do visit the Museum, (near Ocean Village) if you are in the area.

## 7. Code of Conduct

To gain the goodwill, help and backing vital to our sport takes constant effort and attention to build. It needs only one or two thoughtless actions to destroy years of good work! Any "code" must rely upon a self-imposed sense of responsibility and can only be encouraged. Following this code and encouraging others to will ensure that we continue to enjoy our privileges.

- a. Drive and park considerately. A paraglider in the car or hang glider on the roof easily identifies you.
- b. On private sites, politely discourage the public from bringing vehicles on the hill.
- c. Rig considerately. Do not block footpaths or other access ways. Use only designated areas for rigging, launch, and landing.
- d. Respect the rights of other air users (aero modellers, walkers, kite fliers, etc.). Avoid any potential conflict through the mix of activities by mutual agreement.
- e. Paragliding and hang gliding are highly visible sports, generating much interest from onlookers. Allow time for answering (the same) questions. Conversations on the hill are never private; temper language accordingly.
- f. Follow the Country Code and set an example at all times.
- g. Try to minimise your own impact on the countryside.
- h. Be a good neighbour to our hosts, watch for and report:
  - i. Stray livestock
  - ii. Broken fences
  - iii. Livestock worrying
  - iv. Wild/unattended fires.

## 8. Neighbouring Clubs

Neighbouring clubs are Wessex Hang-gliding and Paragliding Club to the west, Southern HG Club to the east, Thames Valley HGC to the north and Isle of Wight HGC to the south. At times reciprocal arrangements may be in place between The Club and some of these neighbouring clubs to freely fly each other's sites. Such arrangements are, however, not permanent and may be rescinded or suspended at any time. You will be kept updated through the Yahoo group and Facebook of developments as they happen. If in doubt assume that the reciprocal is suspended but you may confirm status by a call to our Sites Officer. Should you wish to fly the sites of neighbouring clubs during times when a reciprocal is rescinded or suspended then you must make your own personal arrangements with those clubs. If you make regular use of our neighbouring clubs' sites why not join and help support both clubs in the process.

## 9. Competitions

- a. We normally enter teams in the British Club Championship (BCC). It is often difficult in practice to raise teams because of the widespread location of Club Members. If you have an interest, register with the appropriate discipline Committee Member and keep an eye out for updates via the club website and Facebook group.
- b. A number of awards for achievement within the Club are presented annually. The trophies include:
  - first three placings in the Club Cross Country League
  - novice Cross Country (furthest distance for first flight)
  - most improved pilot
  - Butser trophy for longest distance from Butser Hill
  - furthest Out and Return flight
  - Chairman's award for Club contribution in any capacity

Everyone is encouraged to try for these awards; they're not difficult! If you have a flight to register for any of these categories, send details to the Secretary.

## 10. Weather - Local Influence and Forecasts

- a. Flying is possible all year round on Sky Surfers sites; we suffer none of the access problems through snow or flooding suffered by many clubs in the north of the country. The area is sheltered to the north by the Downs and to the south by the Isle of Wight - thus forming the Hampshire Basin. Unfortunately, the club has few sites to really take advantage of this situation; the best hills accommodate wind directions between north and east.
- b. The highest 'peak' the Club has to offer is Butser Hill at 270m AMSL. It is therefore rare for any sites to be rendered unflyable because of low cloud, and orographic cloud does not normally form in the drier air from the east and north. The general shape of the down land precludes wave lift at flyable altitudes, so soaring is almost exclusively in ridge or thermal lift. Turbulence can be uncomfortable in strong winds because none of our sites are 'clean'.
- c. The influence of the coast is very strong, the sea being only 16 miles away from the furthest inland hill site. Unstable air and light winds from a west or northerly direction often induce a sea-breeze affect by mid-afternoon during the spring and summer months. On Butser (West Face) this usually means a shift to the SW; on Harting the shift is more dramatic with a 180° reversal to the S. Sea-breeze changes are less likely in an easterly flow. Unfortunately, it is impossible to use a sea breeze directly on any local soaring site.
- d. As a general rule, this area does not encounter regular Cu-Nim activity. However, during mid-summer a period of hot dry weather will often result from a weak southerly airflow from France, on the western flank of a continental High Pressure. Thunderstorms brew over the near continent, and are pushed over to the south coast of England whilst the rest of the country can be in fine weather.

Forecasts: the very narrow weather windows for our sport makes reliable weather forecasting essential. A number of sources are available:

- a. The most often used websites include the Met office, BBC and XC Weather.
- b. RASP gives a superb and more in depth forecast especially useful for planning Cross Countries and seeing if our sites will get a sea breeze in the summer afternoons.
- c. There is a Wendy Wind Blows weather station located on Mercury, which is very useful for working out the trend. Also the Hampshire Astronomical Group has a weather station near Butser that is very useful.

## 11. What Next?

- a. For all Club members it is important to get involved. The Club does not run itself; it relies on a lot of behind the scene effort. Don't leave it all to others, your help is needed and will certainly be appreciated!
- b. Out on the hill, talk to other members, spread the word, know and be known. If unsure of anything – ASK. If in doubt - DON'T FLY. Of paramount importance is Safety, which is an individual's own responsibility, so don't be too proud to seek advice. Never assume someone else will 'look after it'. Check to your own satisfaction, whether it be prevailing conditions, landing permissions, or pre-flight checks.
- c. The new member should, receive a “starter pack” together with this Handbook, (if you did not then ask for one or you will be missing so much useful information). He should use the Club Coaches contacts list to establish where to fly under prevailing conditions and not take this Handbook as gospel on every detail. Unlike the School environment, the novice is now making all the decisions, which is part of the freedom of free flight. However this freedom also brings responsibilities to ones-self and others but can also mean added risk through ignorance and inexperience of local conditions. That added risk could bite the pilot (particularly the novice), who is not prepared to ask questions and take advice.
- d. The Club exists for the benefit of all members. Rules are necessary to protect the interests of the majority from the actions of the careless few. A gate left open, or landing in a cropped field can so easily lose a site forever - so close that gate, even if you did not open it and be the ambassador.
- e. **Above all, fly safely, fly free and enjoy the pleasures of silent flight with a clear conscience.**

# Sites Guide

## General Site Rules

The pressures on gliding from hill sites are familiar to us all. These pressures come from the increasing number of flyers, and in most cases a competition for the space by other users such as model and kite flyers, horse riders, walkers picnickers and the general nefarious demands of Joe Public. Such pressures have the potential to cause concern, to the owners in the matter of overloading the site and to us all in the effects on safety. The efforts that are needed to secure new sites and to keep those that we have are perhaps not so familiar to many but they are nevertheless enormous and generate from the fact that all of our sites are the property of someone else. Those owners that allow us to use their land are mostly non-flyers and allow us the privilege out of their kindness. This kindness is to be cherished and we must be seen to both appreciate it and act responsibly, if we are to continue to enjoy those privileges. One inconsiderate act by one individual, (Club member or not), can destroy years of good will and lose a site for all for good. We have seen that happen and it behoves us all to be vigilant towards building that goodwill and safety in the use of the sites. To this end a set of rules is both reasonable, in some cases essential and to be encouraged by all members. Some rules generally apply to all our sites whilst some are specific to a site. The general rules are listed below; the site-specific rules are listed on the respective site guide. Flagrant and or persistent transgression of these rules will put that person's membership in jeopardy and may result in suspension or expulsion from the Club at the Committee's discretion.

1. Rules of the Air will be observed at all times whilst flying.
2. The Code of Conduct outlined in the Handbook must be observed whilst visiting any site with particular attention to:
  - a. fastening all gates (even if open when you arrive),
  - b. crossing fences by gates or stiles only (many have been provided specifically for our use),
  - c. the avoidance of landing in crops or close to livestock, if landing in crops is unavoidable then carry to the side of the field before de-rigging and exit by any footpath or around the edge of the field.
  - d. not driving vehicles into fields in crop or, any for which permission has not been first granted.
3. The first person on site is to check out the order of the day with regard to the specific site rules.
4. Paragliders are to refrain from inflating canopies in front of hang-gliders and/or model flyers.
5. A flight crossing in front of model flyers must be above 150ft QFE (above take off).
6. Dogs must be always on a leash or tethered, none should be left to run free on site at any time.
7. Numbers in the air, launch gates and/or time period restrictions must be observed. The need and application will be placed on a collective agreement at the time, or may be invoked by a Club Official entirely at their own discretion.
8. Gliders must be rigged and launched only from designated areas when the site rules dictate or when overcrowding makes it advisable. If overcrowding is the driver then it will be decided under the same guidelines as at point 7 above.

# BUTSER HILL

A hill with many bowls and faces. An excellent intermediate site, with good availability of bottom landing, and taking a range of wind directions. However not a site for good ridge lift or thermals because of its convoluted shape. A reasonable thermal day can be overcome by sea-breeze in the early afternoon. Slopes suitable for wind directions, West, North, North East and South

(FOR DETAILS SEE RELEVANT SLOPE NOTES)

**GRID REF:** SU 717 210 **SHEET:** 197  
**HEIGHT A.S.L.:** HILLTOP 271 m. (888 ft.) **SITE CONTACT:** Park Centre 02392595040  
**NEAREST PUBLIC PHONES:** The Hampshire Hog (public house) and the Park Centre.

**ACCESS:** From south travelling north on the A3(M) turn off at signpost Clanfield, bear right at slip "T" junction then follow the National Trust signs to Butser Hill from the roundabout, left at Hog's Lodge pub, right and uphill at narrow lane, right at "X" roads and continue into pay car park.

**PARKING:** Follow directions to duty parking area. Unload in parking area and carry to relevant flying slope.

A parking ticket machine is situated at the entrance to the car park. You may also buy a yearly parking ticket. None-ticketed cars are clamped! Unfortunately this is an area targeted by thieves so **don't leave valuables in your car.**

**HAZARDS:** General hazards include an exceptionally congested site with the variety of public uses which can easily come into conflict and a very high radio mast on the crest.

**RULES:**

1. Only park in designated areas.
2. The hill top and slopes are at various times grazed by sheep, dogs must be kept under control at all times.

**CONSIDER:** Butser forms part of the Queen Elizabeth II Country Park, which is administered by Hampshire County Council. A formal Agreement exists between the S.S.C. and the Council for permission to use and be responsible for hang gliding and paragliding.

The hill is very popular with walkers, kite fliers, and aero modellers. Conflict with these other users will come to the attention of the warden and can jeopardise our use.

BE EXCEPTIONALLY CONSIDERATE and give time to encouraging public interest in our sport.

Car thefts are common particularly in the lower car park Do not leave valuables in your car.

# Butser North & North-East Face

NOTE: Pilots must be members of the Sky Surfing Club or one of the clubs the SSC has a Reciprocal Agreement with. Visitors and guests are not permitted.

## Summary

A steep slope with faces towards North and Northeast. Works well in both ridge and thermal lift. On the North slope, turbulence can be generated from the lower central tree lined bowl in strong winds and the North-easterly slope can be shadowed by Pillow Mound in winds over 14 mph with no tolerance of any easterly strength. Good height gains have been enjoyed by paragliders, but downwind cross country is limited by proximity of coast, from which sea breezes can kill flying by mid-afternoon.

**GRID REF:** SU 715 207                      **SHEET:** 197

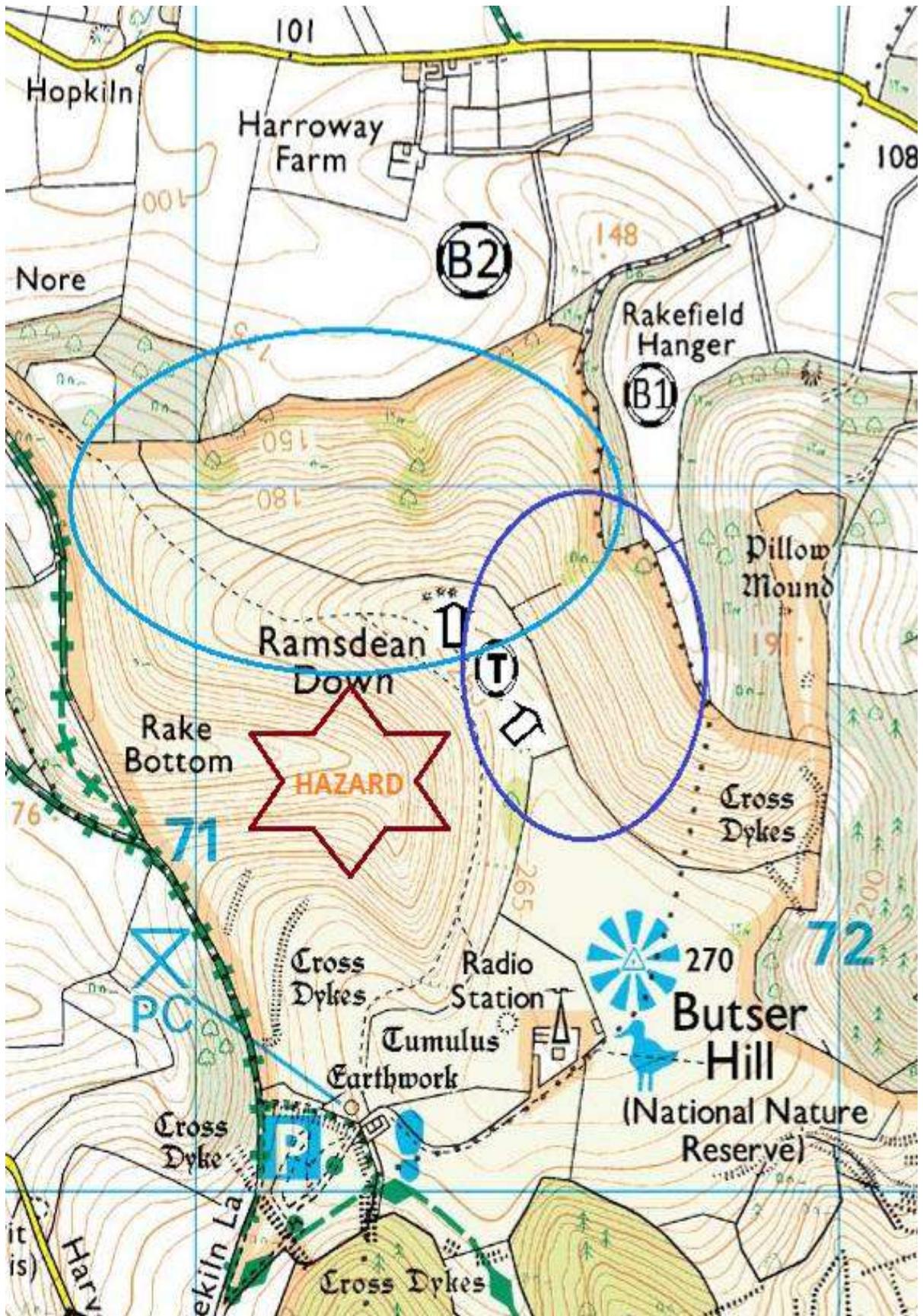
**HEIGHT A.S.L:** 250 m, (820 ft.) top to bottom: 470 ft.

**WIND DIRECTION:** North face; 340 - 010 deg best at 000 deg  
Northeast face; 035 - 055 best at 040 deg

**PILOT GRADE:** HG CP(H).PG CP(H)                      **SITE CONTACT:** Park Centre 02392 595040

**BOTTOM LANDING, B2 and B3; Harroway Farm, East Meon, 01730 823342**  
B1 (Rake Meadow), is within the Park environs and always open.

**NEAREST PUBLIC PHONES:** Park Centre, and the Hampshire Hog (pub)



- ACCESS:** From the duty car park carry across the top of the hill to the N.E. face, crossing the fence at the hill crown by one of the two styles, and then, by the stile over the fence that cuts across the spur.
- RIGGING:** Back up the slope from the respective take-off.
- TAKE OFF:** Requires a committed determined launch by both hang gliders and paragliders to clear the fence. Separation between Hang-gliders and Paragliders is maintained by keeping to the designated take-off
- LANDING:** Both **bottom landing** fields **B2** and **B3** are usually in crop and should be checked out with the farmer before use. If in doubt use **B1** (Rake Meadow) which is always available but this has a fence across the middle which makes it very difficult for Hang-gliders. Paragliders must set up an approach high enough to clear the turbulence that should be expected from the bottom tree line. Retrieval by car is north up A3(M), west along then left into Buriton Lane.  
**Side landing** for paragliders is possible, but some parts of the slope are extremely steep and subject to rotor from the trees in the wooded bowl. **Top Landing, North Slope;** for hang-gliders is the lower west spur. **Top Landing, Northeast Slope** for Hang-gliders is on the main area to the East but beware of the influence of Pillow Mound. Paragliders can safely undertake front shoulder, and top landings, but beware of possibilities of being dragged back towards Rake Bottom in strong winds when crest compression can be extreme.
- HAZARDS:** Power lines run across the northern end of all bottom landing fields. Rake Bottom must be avoided as severe turbulence can be generated in all conditions. The area behind the wooded bowl (immediately in front of North take-off) can generate severe turbulence extending to over 100 ft above those trees and over halfway back to the fence. Some paragliders have been bitten so be warned! Only cross this bowl well back up the slope or with more than 150ft above those trees. Turbulence is also generated from the tree line at the bottom of the slope.
- RULES:**
1. Daily the first person on site checks availability of bottom landing fields B2 and/or B3.
  2. Cross the fence by the stile only, even if it means a walk.
  3. This is a small site and easily overcrowded. Capacity is max. 3 hang gliders or 4 paragliders dependent upon conditions.
- CONSIDER:** A congested site used also by walkers and aero modellers. Easily overcrowded and demanding of consideration by all.

# Butser South (Mushroom)

NOTE: Pilots must be members of the Sky Surfing Club or one of the clubs the SSC has a Reciprocal Agreement with. Visitors and guests are not permitted.

## Summary

An excellent training and/or testing slope but a very gentle incline. In higher winds the two bowls between the spurs can be flown, but rotor has been experienced so be aware. Can suffer rotor in winds off to the west. A useful alternative slope when the sea-breeze wind shift renders the West site slope un-flyable. Slope is subject to scrub regeneration management and will therefore become less useful.

<b>GRID REF:</b>	<b>SU 718 198</b>	<b>SHEET:</b>	<b>197</b>
<b>LATITUDE:</b>	<b>50°58'12.59"N</b>	<b>LONGITUDE:</b>	<b>0°58'55.46"W</b>
<b>HEIGHT ASL:</b>	<b>200 m, (656 ft.)</b>	<b>TOP TO BOTTOM:</b>	<b>150 ft.</b>
<b>WIND DIRECTION:</b>	<b>170-220 deg</b>	<b>BEST:</b>	<b>200 deg</b>
<b>PILOT GRADE:</b>	<b>HANG GLIDING - Club Pilot</b>	<b>PARAGLIDING - Club Pilot</b>	
<b>SITE CONTACT:</b>	<b>Park Centre 023 9259 5040</b>		
<b>BOTTOM LANDING:</b>	<b>Within the Park environs and always open.</b>		
<b>NEAREST PHONE:</b>	<b>Park Centre</b>		

**ACCESS:** From the duty car park carry across the top of Butser, through the gate east of the radio mast and towards the A3 and over the stile in the top fence. Then follow the tree line down to the rigging area.

**RIGGING:** Back up slope from the Launch area.

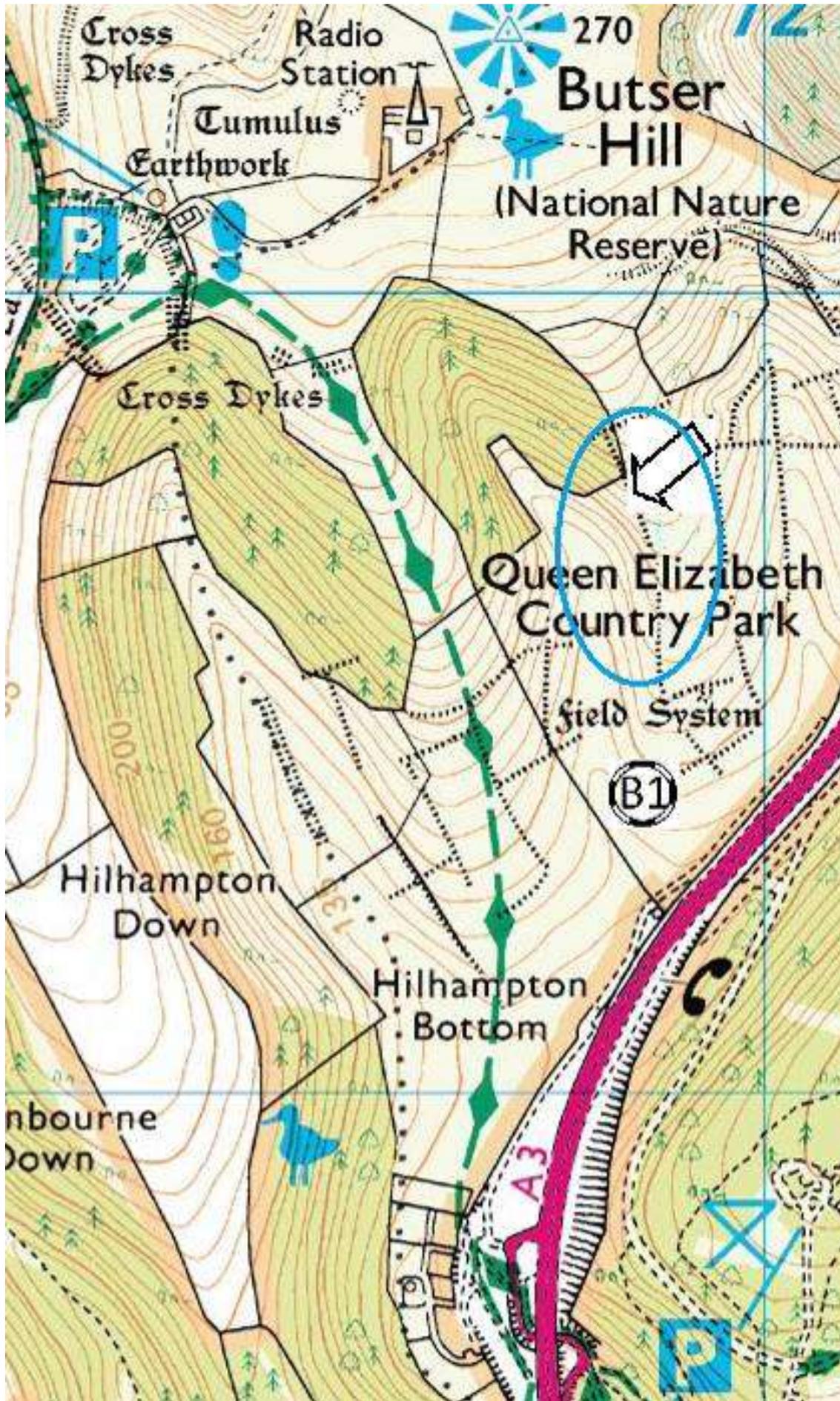
**TAKE OFF:** Immediately below the wooded area.

**LANDING:** Down slope into the bowl or side landing onto the slope.

**HAZARD'S:** Modern hang-gliders in fair conditions could glide beyond the normal bottom landing.

**RULES:** The whole slope and landing areas are within the Park and so there is no need to seek prior permission. One glider in the air at a time and hang-gliders must wait until the bottom landing area is clear.

**CONSIDER:** This is an extremely limited site. Share the time and space. Aero modellers use the slope above the wooded area and generally stay back, however the glider launch site is below their line of site and unintended conflict for air space can occur. Make contact so that they know you will be flying from lower down, keep a close watch for models and do not assume that you have been seen at launch.



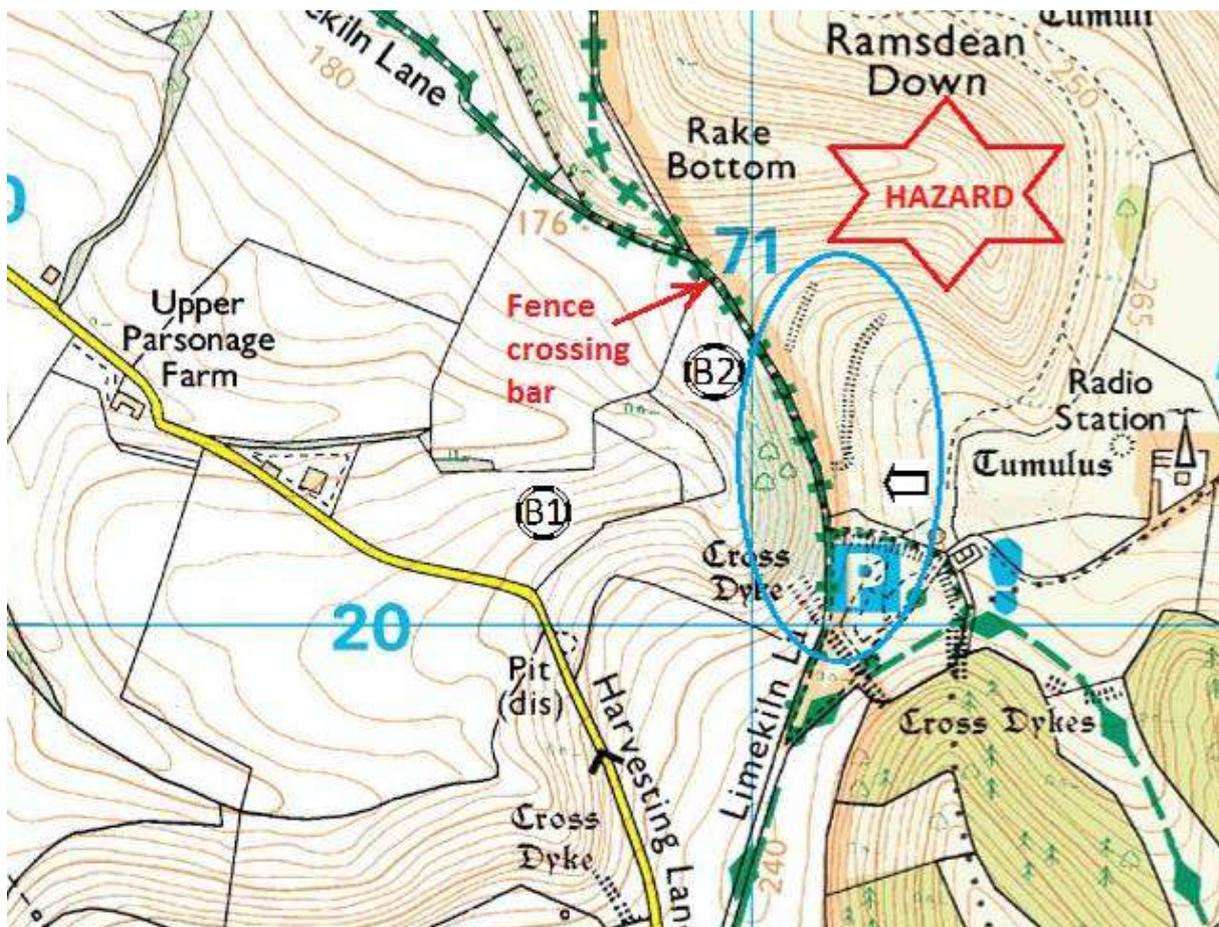
# Butser West

NOTE: Pilots must be members of the Sky Surfing Club or one of the clubs the SSC has a Reciprocal Agreement with. Visitors and guests are not permitted.

## Summary

A small west facing slope with a Northwest facing bowl at the southern end. Not a very good thermal or ridge lift slope and difficult to soar in light winds. Any thermal day can be overcome by sea-breezes in early afternoon. Unusable if the wind backs south of west.

GRID REF:	SU 712 202	SHEET:	197
LATITUDE:	50°58'35.50"N	LONGITUDE:	0°59'17.36"W
HEIGHT ASL:	250 m (820 ft.)	TOP TO BOTTOM:	300 ft.
WIND DIRECTION:	270-300 deg	BEST:	290 deg
PILOT GRADE:	HANG GLIDING - Club Pilot	PARAGLIDING - Club Pilot	
SITE CONTACT:	Park Centre 023 9259 5040		
BOTTOM LANDING:	Mr M Atkinson, South Farm 01730 823261.		
NEAREST PHONE:	Hogs Lodge (Pub)		



- ACCESS:** From duty car park carry over the stiles to the west slope.
- RIGGING:** Hang gliders (H.G.) rig at top of the slope immediately to right of the top stile. Paragliders rig slightly down the slope, immediately below the top stile.
- TAKE OFF:** Requires a good solid run immediately down slope from the rigging area, over the fence and footpath. H.G. and paragliders (P.G.) share the same take-off run and so it is essential to be aware of each other's activities.
- LANDING:** **Top landing**, particularly for H.G., is for experienced pilots only and will always be hazardous in fine weather due to the inevitable overcrowding of the site by the various users. Front **face** landings for H.G. need just the right height and approach from the southern end. **Hill top** (behind the fence line) landings suffer a particular **hazard from kite flyers**, and H.G. require a minimum of 200 ft. Setting up the approach from the southern end over the kiosk., beware of rotor in the last 30 ft. from the tree line and Rake Bottom (stay well over to the crest). NEVER FLY INTO RAKE BOTTOM, turbulence is extreme.

**Main bottom landing fields** are immediately below take off in the bottom of the bowl and all are quite demanding for H.G. **Field B1** slopes up towards the southern fence approach from the north and avoid running on into the valley. This field is rarely reached by P.G. on a straight top to bottom and often not by H.G. in strong winds beware the fence and barn at far end. **Retrieval**, from field B1 is by car down Harvesting Lane. An "**escape**" **landing B2** area is for paragliders only. Retrieval from here is over the fence at the climbing bar in the northeast corner then up the path and back to take-off over the stile.

- HAZARDS:** Include walkers on designated footpaths, aircraft modellers generally grouped to the northern edge of the slope and their models overshooting. Kite flyers and parked cars in the top area, paragliders in circuit on the slope and gliders lining up to launch. Horse riders on the track below take-off may be hidden from view. Pilots in the air should fly away from the riders and shout to warn those pilots waiting at take-off. Turbulence, from Rake Bottom can be extreme in all conditions and also from the tree line to the south of take-off when conditions are strong and the wind swings slightly to the south. If the wind is thermic or backing to the south of west, the bowl to the south of takeoff is best treated with care as you may well find extreme sink and possibly worse!

- RULES:**
1. Daily the first person on site gets permission from South Farm for use of landing fields
  2. Cars are **NOT** to be taken into the bottom landing fields.

- CONSIDER:** This is an extremely small and congested slope. Avoid mixing paragliders and hang gliders in the air at the same time. Try to alternate usage, if necessary by use of the half hour rule.

Aero modellers favour the north of the slope; avoid overflying or inflating canopies in front of them.

Place bags etc. in one area and not scattered on hill.

**DO NOT infringe the modellers airspace (MVSA ) when at a height of less than 150ft ATO and preferably not at all unless well away from the hill. SET your vario to QFE!!**

The MVSA have accepted that at times when conditions are minimal, paragliders will need to fly in low from the South just above hedge height to land which requires entering the MVSA airspace. This is to avoid a bottom landing and walk up.

If you do land in the MVSA airspace then gather the canopy and walk back to the launch area DO NOT pop canopy up or launch from there or attempt to soar!!

When conditions ARE minimal is usually only safe for ONE pilot to be in the air at a time.

Any problems are best dealt with at the time and it is advised to have a chat with modellers as a matter of course.

There is only one crossing point to the track should you land in side field, bottom or the bowl.

This is at the far North corner near the fence line . The alternative is to the road as hang gliders.

**NEVER CLIMB A FENCE THIS ACTION COULD LOSE THE SITE**

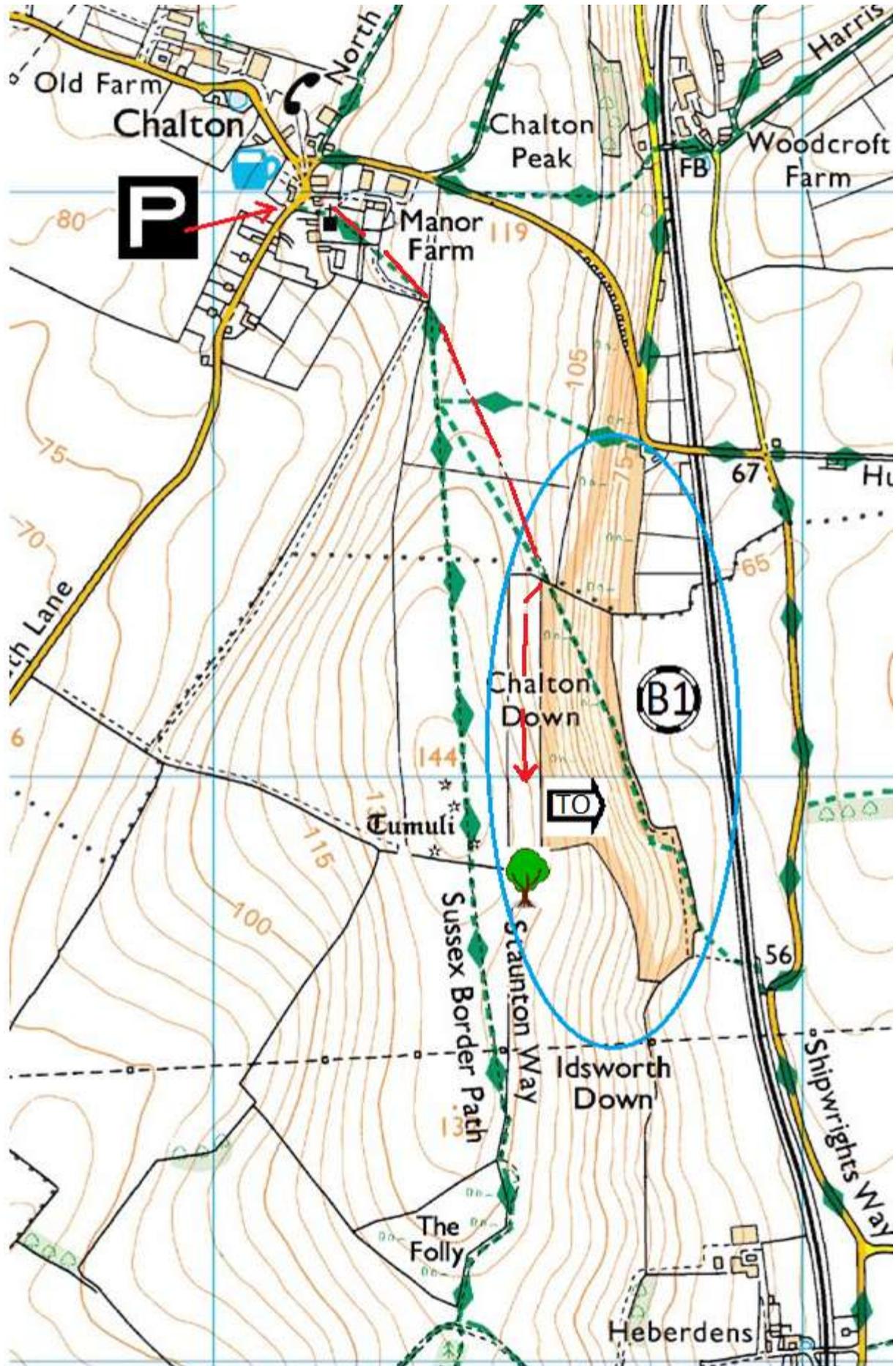
It is the duty of ALL members to ensure site rules are adhered to and that all pilots have been briefed.

Never be afraid to ask , Have you flown here before, are you a member?"

# CHALTON DOWN

An east facing hill overlooking a railway line with restricted top and bottom landing areas. The site is also a walk-in, thus making it more suited to paragliding. There are no farmer-imposed restrictions on numbers, but the site is only available from February through September due to game shooting. Being our most easterly site, it offers the greatest potential for cross-country distance before airspace restrictions are encountered. Although a relatively low hill, this is a very thermic site and can take more wind than the other easterly sites as it is lower and a gentler slope.

<b>GRID REF:</b>	<b>SU 735 149</b>	<b>SHEET:</b>	<b>197</b>
<b>LATITUDE:</b>	<b>50°55'47.16"N</b>	<b>LONGITUDE:</b>	<b>0°57'15.32"W</b>
<b>HEIGHT ASL:</b>	<b>144m (472ft)</b>	<b>TOP TO BOTTOM:</b>	<b>250ft</b>
<b>WIND DIRECTION:</b>	<b>045 to 100 deg</b>	<b>BEST:</b>	<b>090 deg</b>
<b>PILOT GRADE:</b>	<b>HANG GLIDING - Club Pilot    PARAGLIDING - Club Pilot + 10</b>		
<b>SITE CONTACT:</b>	<b>Heberdens Farm - Mr Andrew Fisk 02392 412344</b>		
<b>BOTTOM LANDING:</b>			
<b>NEAREST PHONE:</b>	<b>Chalton Village</b>		



**ACCESS:** Travelling north on the A3(M) from Portsmouth, take the slip road signposted for Clanfield. At the junction, turn right (north) along Chalton Lane. At the roundabout, take the second exit towards Chalton. In the village centre turn right past the Red Lion pub. The East Hants District Council (EHDC) public car park is the **SECOND** right past the pub, (i.e. not the pub car park!).

From the car park, walk past the church following the footpath to the large field. Take the **MIDDLE PATH** through the field and follow it through the hedge and to the north end of the Chalton ridge. Continue to the southern end of the ridge for take-off, (see **RIGGING** below).

**PARKING:** The best place to park is in the free EHDC public car park, just past the Red Lion Pub in Chalton village. Do not park in the pub car park; the public car park is the second right after the pub.

**RIGGING:** Carry equipment to the designated area at the southern end of the ridge. Rig at the crown of the hill to the north of the tumuli.

**TAKE OFF:** From the front of the hill in front of the rigging area.

**LANDING:** **Bottom landing** field is available when not in crop. If in doubt ask at the farm.  
**Top landing** anywhere within the boundary of the site. Insufficient space for hang gliders to top land.  
**Slope landing** with caution due to the trees and significant scrub.

**HAZARDS:** Railway line immediately in front and forming the lower slope boundary. Power lines to the south cutting across the hill.

**RULES:**

1. The site should be flown only after a full briefing has been obtained from a Club member who knows the site well.
2. If bottom landing is closed, the site becomes unsuitable for hang gliders; paragliders should have a minimum CP + 10 hours.
3. **The site is closed from October through to January inclusive.**
4. There is no site fee, however **please text / message RJ Macaulay on 07503 733557 (the site supervisor) with the numbers of people flown every time.** This information is required for the farmer.

Pilots with less than CP + 10 hours may find Whitewool more suitable.

# HARTING DOWN

Part of the South Downs and owned by the National Trust (NT), the Club has a formal Licence to fly this site.

A steep northerly ridge including three main bowls. A reasonable thermal site, though often effected by sea-breezes on light wind days. Will take a lot of east and beyond Beacon Hill becomes more NNE. A ridge run of 8km, to Cocking and beyond is possible.

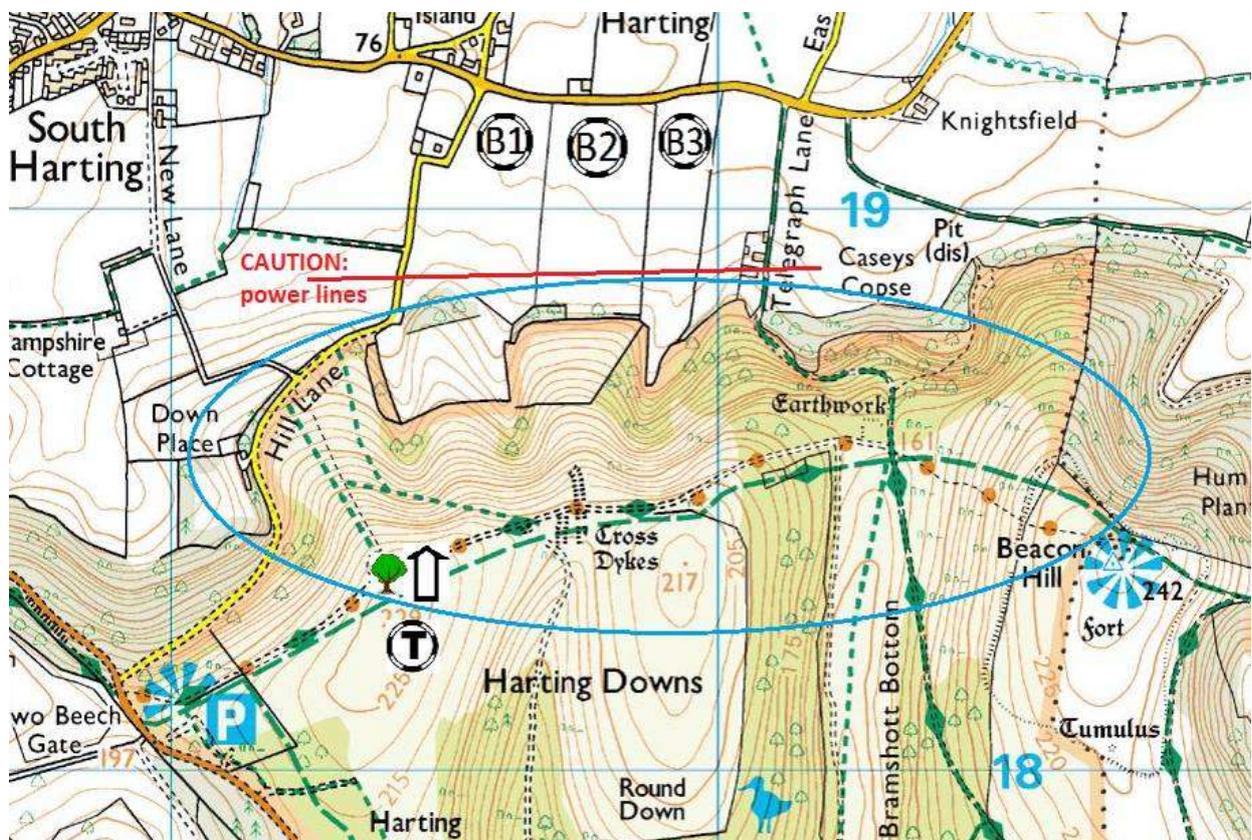
<b>GRID REF:</b>	<b>SU 794 184</b>	<b>SHEET:</b>	<b>197</b>
<b>LATITUDE:</b>	<b>50°57'33.83"N</b>	<b>LONGITUDE</b>	<b>0°52'13.20"W</b>
<b>HEIGHT ASL:</b>	<b>229m (750ft)</b>	<b>TOP TO BOTTOM:</b>	<b>470ft</b>
<b>WIND DIRECTION:</b>	<b>340 to 040 deg</b>	<b>BEST:</b>	<b>010 deg</b>
<b>PILOT GRADE:</b>	<b>HANG GLIDING - Club Pilot</b>	<b>PARAGLIDING - Club Pilot + 25hrs</b>	

(minimum; or CP+10hrs with a Club Coach present)

**SPECIAL NOTE:** Strictly SSC Club members only, (Reciprocal arrangements do not apply)

**SITE CONTACTS:** National Trust Warden - Mr Simon Craig 01730 816638  
Marden Farm - Mr John Olphert 01730 825498 or 07775 874987  
(Top Grazing and Bottom Landing Fields B1 to B3)

**NEAREST PHONE:** South Harting Village.



**ACCESS:** Travelling north on A3(M), turn off at first sign post to Petersfield. Approaching Petersfield town centre, take the B2146 east to South Harting. In South Harting at T-junction, turn right (south) and continue for 1/2 mile. Fork left onto B2141 to Chichester and continue uphill for 1/2 mile. Just past Hill Lane, turn left into the car park, (NT HARTING DOWN).

**PARKING:** Use the open gravel area. During summer months the grass picnic area may also be open and you can drive across to the boundary fence to park. A daily parking fee of £2.00 applies to all vehicles. (NT members may park for free.)

NOTE: Parking fees are collected using the RingGO system, (see [www.myRingGO.co.uk](http://www.myRingGO.co.uk)). Payment is made by mobile phone or internet. No ticket machine is present so cash cannot be tendered on-site.

**RIGGING:** Unload and carry equipment across the picnic area, through the gates to the east. Follow the footpath to the rigging area between the two footpaths, behind the clump of trees and east beyond the hollow. Rig only in this area (behind take-off). ALL equipment MUST be parked in the area between the paths unless launching or landing. The take-off area should be kept clear at all times.

Aero modellers also share this site, operating from the east of the trees near launch. Avoid placing any equipment behind them as they need to walk to the south when landing their craft.

**TAKE OFF:** From the shoulder of the hill, in front of the rigging area, north of both footpaths. Launch from the middle of the first bowl, away from the trees and the modellers. Make your first turn to the right, (east) along the ridge. Avoid passing low in front of the aero modellers.

Launches should proceed one at a time for both hang gliders and paragliders, using the same take-off area. Kiting up or slope launching of canopies are not permitted; all equipment should be carried back to the designated rigging or launch areas.

**LANDING:** **Bottom landing** fields are immediately below and to the right, (east) of take-off. All are privately owned and subject to continuous rotation of crops. The duty field for the day must be checked with the farmer. Be aware of the profusion of power lines. **Top landing** is on the top of the ridge immediately behind take-off, but avoiding the footpaths and clear of the clump of bushes which generate some rotor. Paragliders may also land on the spur to the right, (east) of launch but all equipment must be carried back to the rigging area between the paths. **Slope landing** is not advised. The proximity of the trees below and the attendant turbulence make slope landings a hazardous manoeuvre. The slopes have numerous footpaths used by walkers.

**HAZARDS:** Launch can be rough in strong winds and the gentle reverse slope behind top landing can cause turbulence low down. Power lines cross most bottom landing fields. It is best to leave at ridge height for all but the nearest bottom fields.

When thermalling back allow sufficient height to glide back upwind and clear any trees. Landing short is not recommended due to the extreme turbulence.

**RULES:**

1. First person on site checks bottom landing field availability with Marden Farm.
2. If sheep are grazing on the ridge top or face, permission to fly must first be obtained from Marden Farm. Avoid landing or overflying fields with sheep in.
3. Do not obstruct, launch or land across footpaths.
4. **Capacity:** 6 in reasonable ridge lift, perhaps more in good thermals.
5. The site reverts to **soaring only** when no bottom landing is available.
6. NT rules dictate a maximum of 6 rigged and active gliders on the ground, outside the rigging area. Please ensure all equipment is kept between the paths other than immediately before launch or immediately after top landing.

7. Strictly member's only - no visitors or Reciprocal. BHPA and SSC membership cards must be carried at all times and produced on request by NT staff.

**CONSIDER:** This site is astride the South Downs Way and is owned by the National Trust. It is area of major environmental significance within the South Downs National Park.

The area is heavily used by walkers, bikers, horse riders and aero modellers. Conflict with other users will come to the attention of the Warden and can jeopardise our use.

The top (south) path is a bridleway in regular use, but it is not visible from the launch area. Some caution is needed before take-off to avoid alarming horses. All pilots should monitor for riders approaching and warn those in the launch area accordingly.

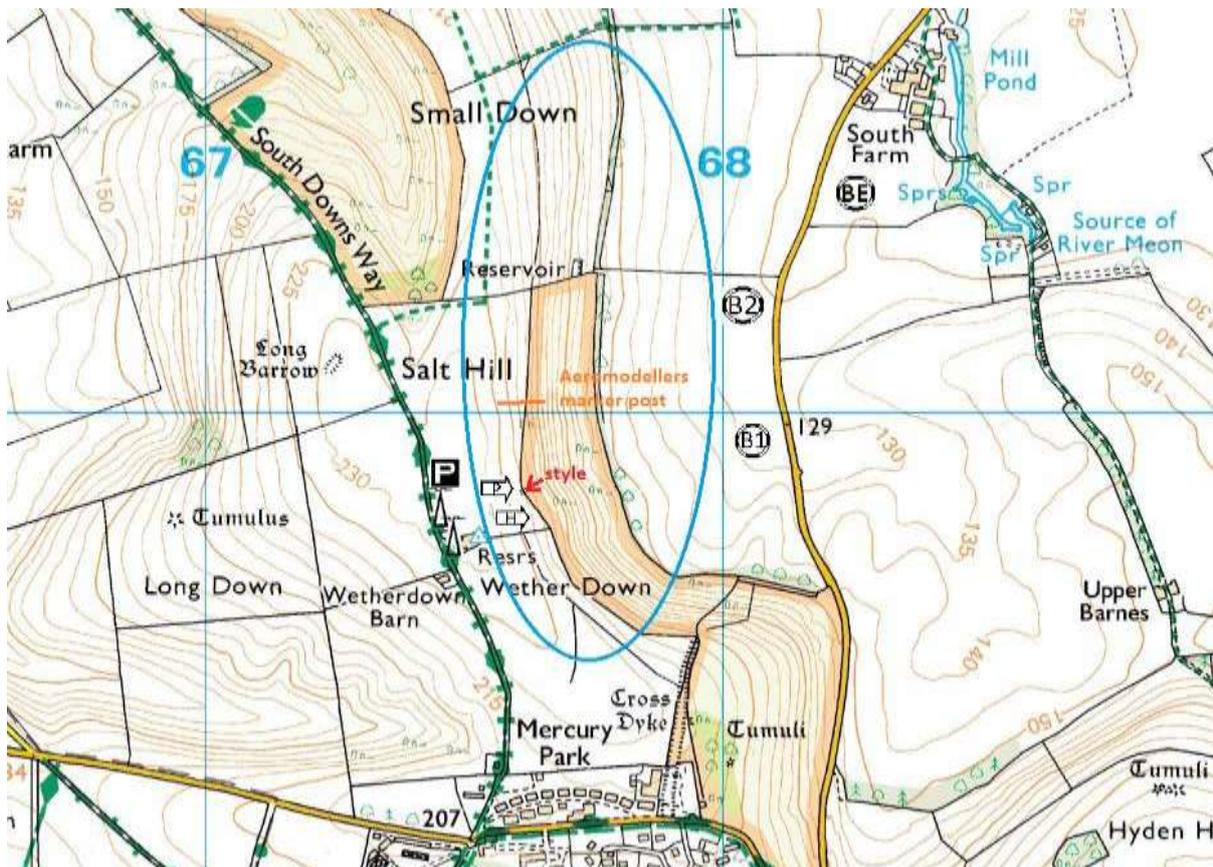
**BE EXCEPTIONALLY CONSIDERATE** and give your time to the encouragement of public interest in our sport.

# MERCURY (WETHER DOWN)

An east facing ridge of approximately 1.25 kilometres with a bowl at the south end, shallower to the north but soarable for its full length. An excellent thermal site with good distance potential. However, the proximity of restricted air space (Southampton CTA/CTR) only 2 miles downwind makes long XC flights technically difficult.

Farm buildings to the north generate house thermals. In the summer months the site can generate smooth, "magic lift" in the evenings as the fields and trees give up stored heat. Good thermal days can be overcome by sea-breeze in mid-afternoon.. A sudden switch in wind direction to the SE has caught out the unwary.

<b>GRID REF:</b>	<b>SU 676 195</b>	<b>SHEET:</b>	<b>197</b>
<b>LATITUDE:</b>	<b>50°58'26.85"N</b>	<b>LONGITUDE:</b>	<b>1° 2'19.08"W</b>
<b>HEIGHT ASL:</b>	<b>225m (764ft)</b>	<b>TOP TO BOTTOM:</b>	<b>300ft</b>
<b>WIND DIRECTION:</b>	<b>045 to 100 deg</b>	<b>BEST:</b>	<b>090 deg</b>
<b>PILOT GRADE:</b>	<b>HANG GLIDING - Club Pilot</b>	<b>PARAGLIDING - Club Pilot</b>	
<b>SITE CONTACTS:</b>	<b>Lower Farm - Mr George Atkinson 01730 823235</b>		
<b>NEAREST PHONE:</b>	<b>East Meon Village; Clanfield Village</b>		



**ACCESS:** Travelling north on the A3(M) from Portsmouth, take the slip road signposted for Clanfield. At the junction, turn left (west) along Chalton Lane. Continue for 1 mile, turn right past the Rising Sun Pub on to East Meon Road. Follow the signs to East Meon. At approximately 3 miles, bear left then right at the junction along Droxford Road, following the signs to Warnford. Continue past a housing development and The Sustainability Centre then turn right immediately into farm track. Follow for 500 metres to the second gate on the right, (past twin radio masts).

**PARKING:** Through the last gate, (beyond masts) in top field to the left (north) of gate and up against the fence. On occasions and only at the convenience of the Farmer, parking may be changed to the yard area immediately adjacent to the barns, alongside the radio masts and accessed through the first gate.

**RIGGING:** Hang gliders may rig near to but well forward of the cars, (not obstructing access), then carry to launch. Paragliders may rig at the shoulder of hill near to take off but staying 200 metres clear of southern fence to give take-off clearance to hang gliders.

**TAKE OFF:** From the shoulder of the slope, over the fence. Hang gliders launch nearest to the southern fence. Paragliders launch behind the stile, a minimum of 200 metres from the southern fence to give separation from the hang gliding launch area. Once airborne, clear the launch area.

**LANDING:** **Bottom landing** in the designated fields **B1** and **B2** immediately below take-off, **ONLY WHEN AVAILABLE. Do not assume these to be available but check first.** In B1 a lump just before the road can create difficulty during the final glide for the unwary hang glider pilot, leaving him stalled over the road. In an emergency **BE** can be used by hang gliders **PROVIDED THIS IS CHECKED** with South Farm beforehand. (Dependent on livestock.) This field is probably too far for paragliders who will be then restricted to slope landing.

**Top landing** is straight forward and clean for paragliders, Hang gliders should normally set up approach from the south to avoid the aero-modellers circuit at the north end of the ridge.

**Slope landing** is possible, but avoid areas in front of launch and in front of the aero-modellers. Avoid slope landing low, behind the trees - they can generate severe rotor.

SPECIAL NOTE: Under no circumstances should slope launches or kiting up be attempted by paragliders. Having slope landed, you **MUST** carry all equipment up the hill, over the stile to the designated launch area on top.

**HAZARDS:** The slope will accommodate only a little southerly wind component. Can be turbulent in strong winds partly due to the tree line immediately below the ridge and a funnel effect in the bowl. There have been some close encounters with the power lines in the top field.

**RULES:**

1. A Daily Check, (in person rather than a phone call) must be made by the first person on site:
  - at Lower Farm to gain permission to fly and
  - at South Farm to determine whether a bottom landing field is available.
2. A site fee of £1 per car is payable by everyone, (including spectators) is to be deposited into the collection box by the entry gate.
3. Site reverts to soaring only (CP+10 hours) when no bottom landing is available.
4. This is a members-only (and Reciprocal) site.
5. When walking back up the hill face, use only the designated stiles; do **NOT** cross fence at any other point.
6. Limit flying to the southern half of the site until at least 150ft ATO. Avoid crossing in front of the aero-modellers with less height.

7. Confine activity and equipment to the designated areas, (i.e. rigging and launch). Avoid "spreading out" across the slope; this will conflict with pilots top landing and possibly overshooting.

8. If PG pilots slope land, they must not re-inflate their canopies anywhere in front of the fence lines as you cannot be seen by hang-glidiers taking off. You must walk back to take-off and re-inflate there.

**CONSIDER:** A distinctive white marker post at the fence line identifies the modellers (MVSA) airspace most southerly perimeter. Do NOT fly in this airspace unless well away from the hill and have at least 150ft ATO Always allow time to make the turn to avoid infringement Hang Glider pilots may, in an emergency, need to pass through the modellers airspace All pilots to adhere to the take-off areas indicated in the site guide.

Paragliders:- Do not spread across the hill and always gather the canopy and return to the designated launch area. At times the hang glider pilots may want this area for their landing approach particularly when conditions are minimal.

Do not boat-about in front of the Hang gliders launch area. If the conditions are minimal give some thought to the hang glider pilots and stay grounded until the hang glider is up and away. This is paramount to your safety as well as the hang glider pilots.

If there are any problems between the two clubs, or indeed your own club members, deal with it at the time and always be polite. Aggression will not be tolerated.

The bottom landing fields are subject to arable farming and may only be used when cut or ploughed and with the farmers express permission. Whitewool and Chalton offer good alternative sites for paragliders.

The site can become very busy at times with mix of traffic, (model, canopies and flexwings) in a confined space. To manage the problems of overcrowding, it is especially important that the above Rules are followed.

On a given day if overcrowding and thus safety issues arise, the "half-hour rule" may be invoked - BY ANY PILOT PRESENT. Under this system, paragliders and hang gliders fly alternate half-hourly intervals of the clock. (It is suggested paragliders fly PAST the hour, hang gliders fly on the HALF hour.) The Half-Hour Rule should be a last resort if other attempts fail to keep numbers in the air to a safe level.

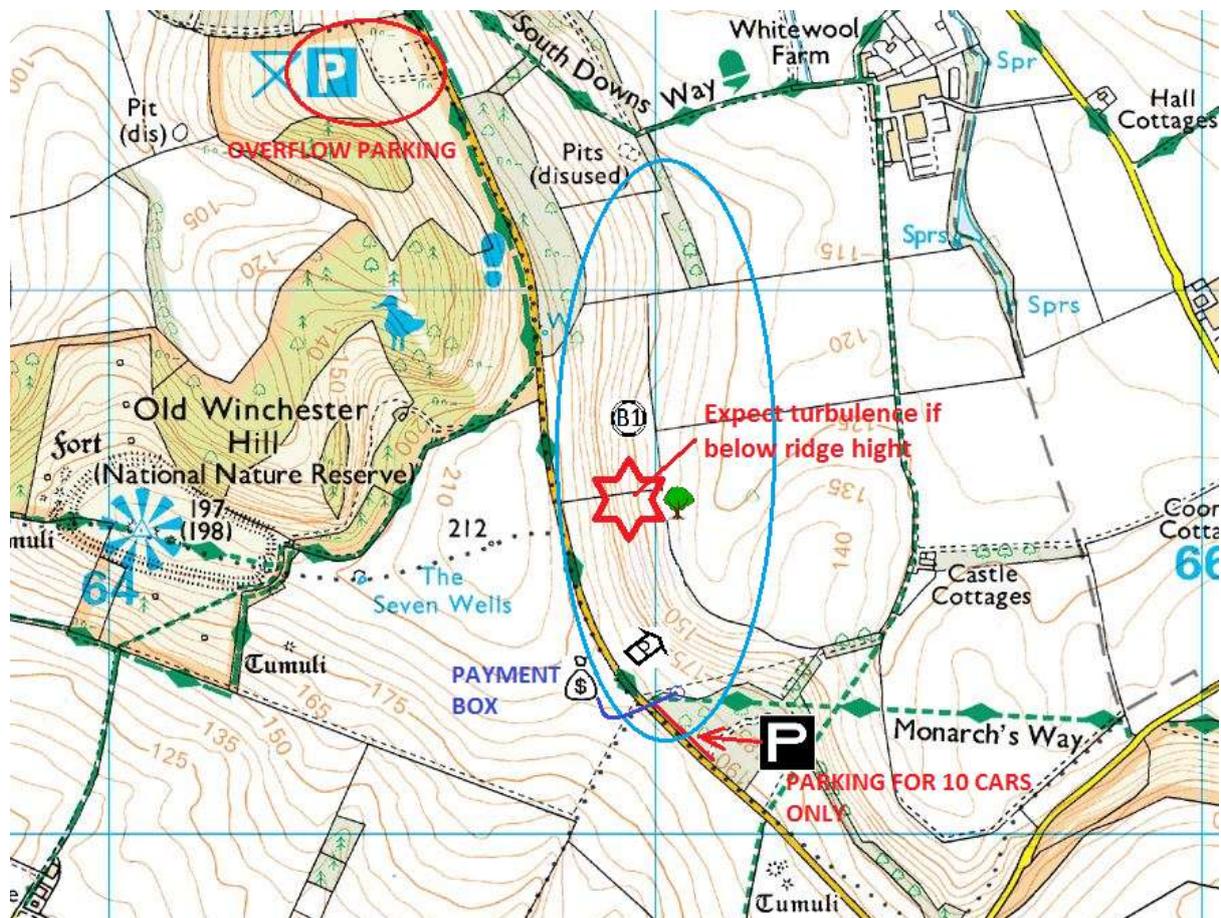
# WHITEWOOL

Whitewool is an east facing ridge with a small bowl at the southern end which can take a more north-easterly direction. It is a smooth slope clear of any obstructions with a shallower incline at the bottom making for comfortable slope landings. There is **no bottom landing field** and any cross country potential is seriously affected by the **air space restrictions overhead** and the Southampton CTA/CTR.

The club has restricted this site to Paragliders (PG) only, to release pressure on Mercury.

Aero-modellers are not permitted to use this site so potential for conflict is avoided.

<b>GRID REF:</b>	<b>SU 650 204</b>	<b>SHEET:</b>	<b>197</b>
<b>LATITUDE:</b>	<b>50°58'43.71"N</b>	<b>LONGITUDE:</b>	<b>1° 4'31.71"W</b>
<b>HEIGHT ASL:</b>	<b>190m (624ft)</b>	<b>TOP TO BOTTOM:</b>	<b>200ft</b>
<b>WIND DIRECTION:</b>	<b>045 to 100 deg</b>	<b>BEST:</b>	<b>090 deg</b>
<b>PILOT GRADE:</b>	<b>HANG GLIDING - none</b>	<b>PARAGLIDING - Club Pilot</b>	
<b>SITE CONTACTS:</b>	<b>Whitewool Farm - Mr Jamie Butler 01730 823794</b>		
<b>NEAREST PHONE:</b>	<b>Clanfield village.</b>		



- ACCESS:** Travelling north on the A3(M) from Portsmouth, take the slip road signposted for Clanfield. At the junction, turn left (west) along Chalton Lane. Continue for 1 mile, turn right past Rising Sun Pub on to East Meon Road. Follow the signs to East Meon. At approximately 3 miles, bear left then right at the junction along Droxford Road, following the signs to Warnford. Continue along past a left turn, a right fork and a cross roads. Three-quarters of a mile past the crossroads, the site is on the right.
- PARKING:** Parking is on the north-east side of the road, on the grass verge to the south of the stile, under the hedgerow. A maximum of 10 cars (which includes any "public" or spectators already there).
- RIGGING:** Carry over the stile and rig on the upper shoulder to the right.
- TAKE OFF:** At any point along the slope.
- LANDING:** **Bottom landing** is not available; all landings must be made on the slope which has an easier gradient lower down.  
**Top landing** can be made anywhere within the boundary of the site.  
**Slope landing** can be made anywhere within the boundary of the site.
- HAZARDS:** **Expect turbulence downwind of the large tree at the bottom of the hill near the fence in all wind conditions. Severe turbulence has been experienced in thermic conditions, especially when the wind goes off to the south, which it will on a thermic days as it sea-breezes. This site looks harmless but it is not. There have been two serious accidents here in recent years.**
- RULES:**
1. This is strictly a members only site plus reciprocals.
  2. **Only 10 cars are to be parked on the east side of the road south of the gate.** If activities cause a heavy accumulation of spectators on the road then flying should cease until the road clears. Any public visitor onto the site should be politely advised of the site restrictions / sensitivity and asked to leave. All flying should cease until they do.
  3. **Pay the £1 site fee in the post next to the fence on your right (see map).**
  4. **Dogs are not allowed** on site under any circumstances. Livestock will often be in the field.
  5. **If you are an experienced pilot, please be considerate to low airtime pilots and if it gets busy - other than coaches - move to Mercury / Chalton**
  6. As always – if you are new to the site, please get a site briefing before flying.
  7. Do not climb over any fences.
- CONSIDER:** **This is the most sensitive site we have**, it is in full view of the owners and any breach of the rules will cause it to be lost to us. The farmer will claim for any damage. The farmer also runs event weekends and clay pigeon shot events – when the site may be closed to us for the duration. The reverse (western) side of this ridge is owned by English Nature, it is a nature reserve that has banned all forms of recreational flying therefore only contemplate cross country flights if the fields behind launch can be cleared. Car break-in/theft is very common in the area.