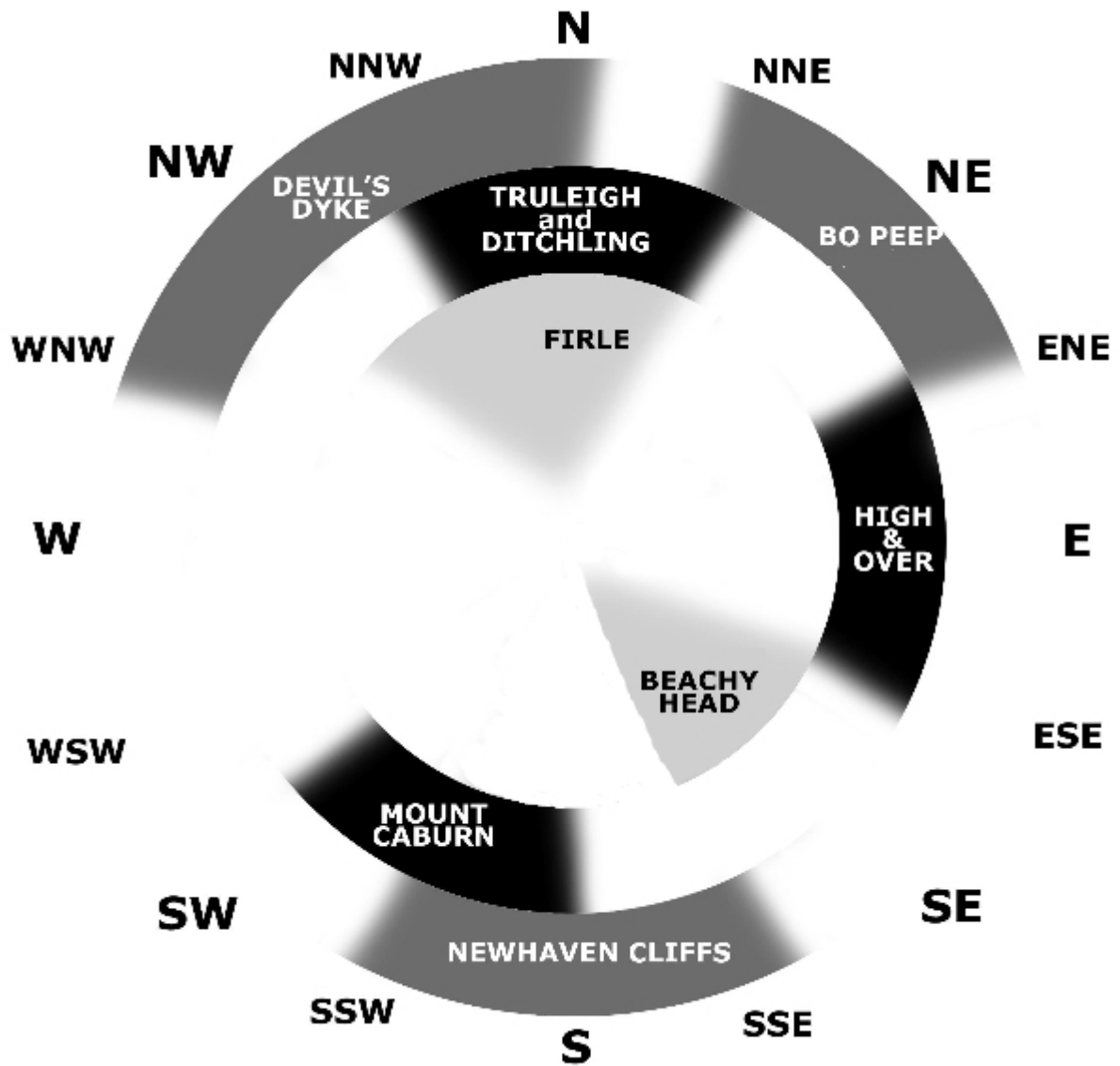


SOUTHERN HANG GLIDING CLUB

Sites Guide



Introduction

The Southern Hang Gliding Club was formed in 1974 to acquire and protect flying sites for its members, and to preserve and encourage the pursuit of safe hang gliding in the south of England. Since those days, the club has embraced the emergence of paragliding within the foot-launch aviation community. All SHGC sites are member only sites.

The Southern Hang Gliding Club is a group for qualified hang glider and paraglider pilots and as such offers no training for beginners or tandem (dual) flights. Several schools are affiliated with SHGC and make use of the club's sites. Some of these schools also offer post Club Pilot training.

The club is entirely non profit making and run by a committee elected by the members. All revenue from membership and site fees is put back into the club to ensure the continued future of the club and free flight in Sussex.

Contact details for all committee members can be found on the Club website.

Club Website: www.shgc.org.uk

The committee can also be contacted by email.

E-mail: committee@shgc.org.uk

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The information given in this guide is, as far as the SHGC can ascertain, correct at the time of publication. It is given in good faith on the understanding that neither the SHGC, its committee, or its members can be held responsible for any loss, injury or liability to prosecution arising from the use of this guide.

This sites guide makes extensive use of customised maps to assist pilots wishing to fly SHGC sites. These maps must not be copied or used for any other purpose. Base maps reproduced from the OS map by permission of Ordnance Survey.

Club Site Use

Our sites are amongst the busiest in the country. With several hundred members and, compared to many other areas, relatively small sites, we need always to consider our usage in relation to others.

Please note carefully the following points:

The danger of collision

Only take off when there is clear airspace available for you and you can do so without disturbance to any other pilot already flying. If you are not sure, then do not fly.

In addition to the number, be aware of the variety of aircraft in the air. Hang gliders and paragliders fly at a different range of airspeeds and have very different flying characteristics. Try to be sympathetic to your fellow flier's needs in this respect.

Take note that collision with a model aircraft can easily prove as dangerous as collision with any other aircraft. Ensure that the airspace you fly in is clear of model aircraft.

Please also note well the specific marshalling and windsock arrangements for Devils Dyke, our busiest site and the public safety signs at Beachy Head. (See detail in site guide).

Respecting others

Horses are easily spooked by passing aircraft, which obviously presents a danger to their riders. It is established practice on our sites not to over-fly horses, and not to ground-handle, launch or land in their vicinity.

We often have spectators, most frequently on the Dyke and Beachy Head. Ensure that they are given room, and be careful not to launch or land close to them. If they encroach onto the take off area, ask them politely to move. Also, if you are taking a break or have chosen not to fly, please do not clutter up the launch or landing area yourself or with your equipment.

Site Assessment

Each of our club sites have their own unique characteristics. Read the site guide thoroughly and seek advice on the hill from a club coach or experienced pilot.

Airspace

SHGC sites are located in some of the most heavily congested airspace in Europe. As well as the two London airports close by there are heavy concentrations of commercial and private powered aircraft, microlights, sailplanes and hot air balloons. It is a popular transit area for military aircraft and large air displays using fast jets are also held from time to time.

Cross Country Flying

You must fly with an up-to-date air chart, a compass and an altimeter set to read height above mean sea level (amsl take-off heights are given in the relevant site guide). Also note that BHPA insurance only covers fliers with Pilot+ ratings to fly cross-country.

It is recommended that anyone contemplating mid week XC flying, particularly from Bo Peep and High and Over, should use the Free phone 0800 515544 service to notify their intentions. Using the Site Codes and OS Grid References listed below will make this simpler.

Site	Site Code	OS Grid Reference	Nearest SatNav Postcode
Beachy Head	18.005	TV 591958	BN20 7YA
Devils Dyke	18.003	TQ 258111	BN1 8YL
Ditchling	18.01	TQ 325132	BN6 8RJ
Bo Peep	18.004	TQ 500043	BN26 6UW
High and Over	18.06	TQ 510011	BN25 3AB
Newhaven	18.01	TQ 445001	BN9 9DW
Truleigh Hill	18.074	TQ224110	BN5 9LN
Firle	18.077	TQ478059	BN8 6NA
Mount Caburn	18.068	TQ444089	BN86RP

The following map shows the local sites in relation to one of the main airspace divisions - between 4,500 ft. to the north and 5,500 ft. to the south.



General Rules

The use of the sites listed in this guide is available as a result of many years of patient and delicate negotiation with landowners and tenant farmers. It is subject to certain stipulations with regard to parking, take-offs and landings. Failure to comply with these stipulations and careless or ill-mannered behaviour could jeopardise the use of any site and your personal future in free flying.

The novice pilot should treat each site with care and note especially the hazards listed in this guide. Before flying a site for the first few times, ask an experienced pilot for advice. Never fly by yourself.

For the aspiring cross country pilot, a brief introduction to pertinent airspace restrictions is given for each site. There is a lot of restricted airspace affecting our sites and the guide is by no means comprehensive. So acquire a current 1:500,000 air map and ensure that you are fully conversant with local airspace rules. Ask for advice from an experienced pilot and have your air map with you and your altimeter correctly set when you fly.

Membership and Visiting Pilots

All SHGC sites are member only sites.

Day membership is available for visiting UK pilots who are BHPA members and members of an affiliated club. £10.00 payable to a committee member, site marshal or coach. Overseas pilots may fly as guests of the club for a period limited to 2 months, but must show proof of their national membership, level of flying competence and third party insurance cover before flying any SHGC site. All visiting pilots must obtain a site briefing before flying and be aware of local rules and hazards. It is the responsibility of all SHGC members to ensure that the above is complied with and that any necessary information is passed on to visitors.

Familiarise yourself with the relevant site rules contained in this guide before flying any of our sites. Our ongoing use of these sites often depends on our ability to demonstrate that our members will continue to comply with conditions of use agreed with landowners and tenant farmers.

Take responsibility for the actions of others. If something looks wrong, it probably is - don't be afraid to shout or grab.

Use clear body language when flying; always make your intentions obvious in plenty of time as well as reading the intentions and needs of others.

Wear a protective helmet when flying to prevent brain damage in the event of taking a tumble. Keep take-off and landing areas free of spectators, rigged and derigged gliders and pilots, with a view to safety.

Ensure that your parked glider cannot be blown away, possibly into spectators or parked cars, and does not obstruct other users of the site.

Obey any Emergency Landing Signal and land as quickly as possible. The signal used generally consists of waving the red control windsock overhead in combination with shouting for attention. Or gliders laid out in a H or X. This is normally only used to signal the arrival of a rescue helicopter or other life-threatening situations. At Newhaven Cliffs, the emergency signal is 4 short blasts on an air horn by the 'Coastwatch' Team in the Look out Station. LAND AT ONCE.

Rules Of The Air

1 - Gliders approaching head-on. Break right to avoid collision.

2 - Gliders converging. The glider on the right has priority.

3 - Overtaking. Pass on the hill side of the slower glider.

4 - Landing. A lower aircraft has right of way if they are landing..

5 - Thermalling. **Circle only to the right below 1000ft ATO on all SHGC sites to maximise safety in crowded conditions.**

6 - Avoid Collision.

It is your responsibility to avoid collision. Accusation and counter accusation about how two or more aircraft collided ignores the basic rule that each of us must take action to avoid collision. If the air is too crowded do not take off. If an aircraft is being flown erratically, give it a wide berth and talk to the pilot on the ground later.

How to protect our sites

Always park your car in an agreed area. Don't park on grass verges or in such a way as to cause an obstruction to other users.

Use only recognised gates and paths. Don't climb over fences, gates or walls or through hedges. Do not take dogs on to any site unless you have obtained the landowners permission. Dogs must be kept under control at all times while on site and must not be allowed to chase livestock or any pilots taking off or landing.

Don't leave litter, or throw away lighted matches or cigarettes, or pollute streams etc. Pick up any litter you see, we will be blamed for it whoever dropped it.

Always report any damage (however small) you may have caused, to the landowner, Sites Officer or Club Coach.

Avoid all livestock. If they tend to migrate to one area, then try to avoid disturbing them there, even if it means using a less favourable take-off or landing area. Do not leave gliders unattended (cows have been known to trample on them or eat them and then die).

Do not take-off, land or ground-handle in the vicinity of horse riders. Always wait until riders are well clear before taking-off. Horses are particularly easily startled by paraglider canopies inflating or rustling on the ground.

When landing away from designated landing areas, always try to avoid landing in fields with crops or that contain livestock, especially horses. If you are forced to make an out-landing in a cropped field, at least try to minimise the damage by landing in the tramlines and then carrying your glider out of the crop before de-rigging or packing. If out-landing in a field containing livestock, try to land as far away from them as possible.

If you are approached by landowners claiming that you have caused damage as a result of your out-landing, you have two choices:

- 1) If a reasonably small amount can be paid there and then from your own pocket, this is often the simplest course of action.
- 2) If you feel the landowner's claim is excessive or unreasonable, then politely tell them you are insured against any third party claims by the BHPA, and that they should therefore take the matter up with your insurers who you are sure will meet any reasonable claim. Provide them freely with your name and address and details of the Association. Do not in any circumstances become abusive. It costs little to be polite, even when faced with an irate farmer.

Always try to avoid the situation where you have to shout at other users of the Downs to get out of the way of your landing. If it is necessary to shout a warning, please do it politely and with a smile. The less we affect other people's enjoyment of the area in which we fly, the less motivation they will have to interfere with our enjoyment.

We have many agreements with various farmers for access to their land in order that we can fly. It is essential we keep a good relationship with them in order to protect our flying sites. **ALWAYS CLOSE GATES EVEN IF YOU DON'T SEE ANY LIVESTOCK**, this applies especially to the **CABURN CAR PARK! WHICH SHOULD BE KEPT LOCKED AT ALL TIMES.**

Mt Caburn is our only SW flying site and it is one of our most sensitive sites so please read the site rules **VERY CAREFULLY.**

Some of our sites (notably FIRLE on the right hand verge as you arrive at the top of the hill by car) have 'Canadian' style gates. These gates look like ordinary barbed wire fences but if you look closely, you will see they can be rolled back to form a gate entrance. Please **DO NOT PARK** in front of these gates.

Accidents and Incidents

Incidents

An incident may or may not involve injury being sustained. Where an unusual or dangerous event has taken place it is important to report this to the BHPA (incident report forms are available at the BHPA website) in order that dangerous trends or situations might be identified and remedied.

Reportable incidents are those which:

Involve injury, whether to participants or others.

Involve damage to property, whether third party or not.

May cause an insurance or legal claim.

Involve the use of non-standard equipment or techniques.

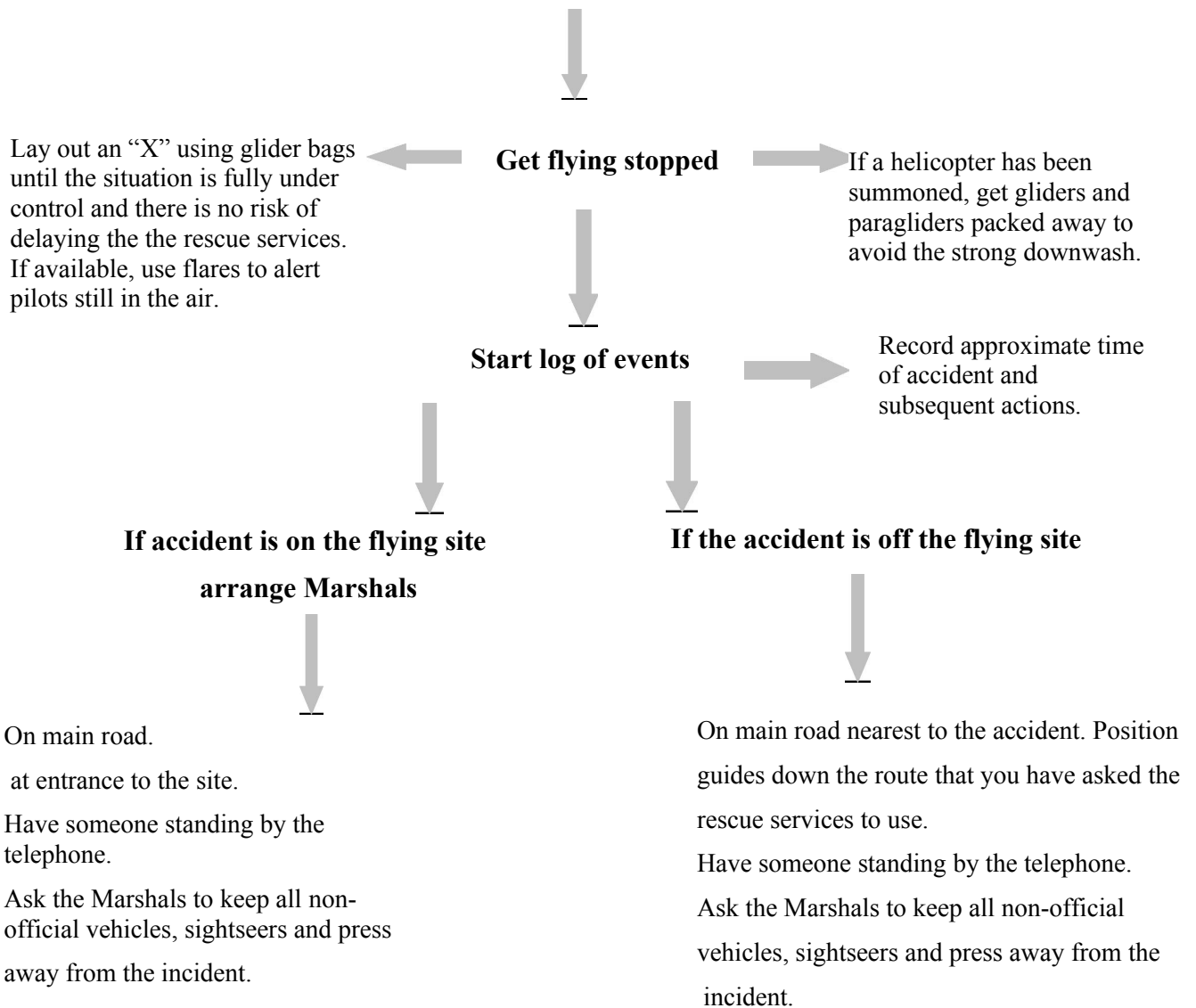
Involve failed or malfunctioned equipment.

Highlight safety points or were unusual.

You feel the sport may learn from.

Accidents

Secondary actions



If you witness a fatal or potentially fatal flying accident, you must report it immediately to the Air Accident Investigation Branch (AAIB) on 01252 512299. If you witness a serious but non-fatal accident or incident, you must report it immediately to the BHPA on 0116 261 1322. If you witness a less serious accident or incident, please fill in a BHPA Incident Report Form (IRF) and send it to the BHPA Office as soon as possible. IRFs can be downloaded from the BHPA website.

Don't assume that someone else has already reported it. When the Press appear, all members should make no comment, and refer all reporters to the Club Safety Officer. If you or another pilot have been involved in an accident or incident and need to contact the Club (e.g. to obtain next of kin details) you can call +44(0)1273 434002. This number should only be used in exceptional circumstances.

In the event of pilots being hospitalised, request the Police inform next of kin. Should death or serious injury occur then permission must be obtained from the Police before the glider is removed. If at all practical take photographs of the glider before it is moved, for possible use at an enquiry. Collect witness statements, making sure you have their address and telephone number.

You must inform the AAIB, BHPA, the SHGC Safety Officer or any SHGC Committee Member.

Aerotow Group

The Southern Hang Gliding Club has an active aerotow group for hang glider pilots.

The aerotow tug enables pilots to get into the sky when everything is right except the wind direction for hill launching. This means a lot more flying time.

A powered hang glider trike has a tow-line back to a hang glider on a wheeled trolley. After a few metres the hang glider lifts off the trolley, leaving it on the ground, and is towed up to around 2000 feet whereupon the pilot of the hang glider releases the line.

The exact days that the aerotow happens varies due to weather, and isn't just limited to weekends (though this is more common). There is an email group that discusses when it's on; for more information contact Ozzie Haines, 0780 1514829, ozzzie137@gmail.com

Beachy Head

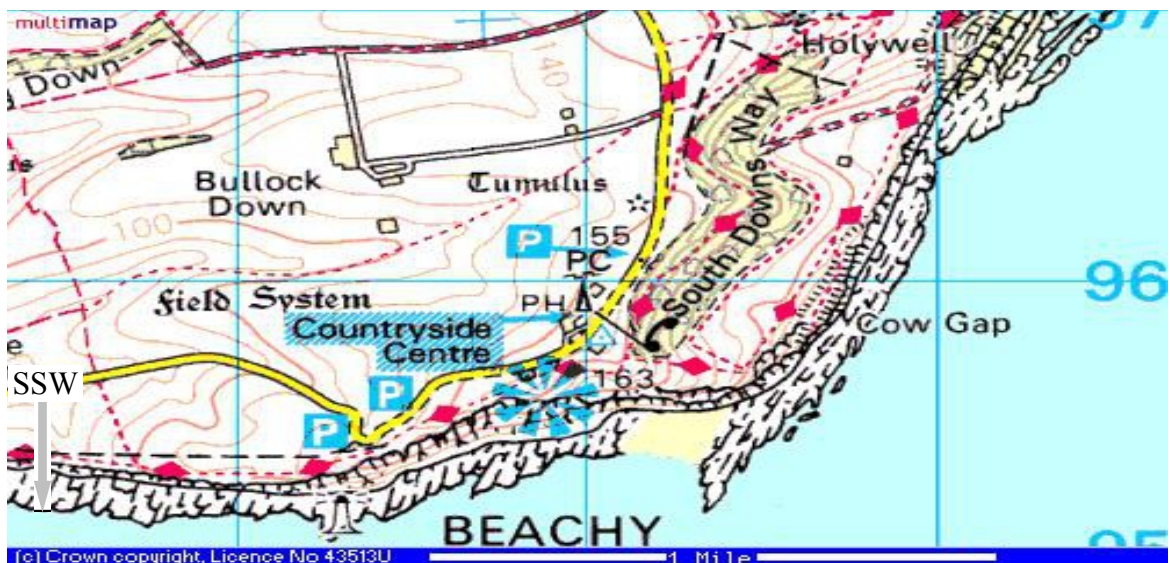
OS Grid reference	TV591958
Coordinates	Lat. = 50° 44.3' north: Long. = 0° 15.3' east
Wind direction	ESE – SSE
Take- off height	530 ft amsl (163 metres)
Height top-to- bottom	SE: 370 ft (113M) S: 530 ft (163M)
Site pilot rating Bowl:	CP+.
Cliffs:	Pilot+.
No Training Permitted	
Nearest telephone	Beachy Head Public House
Airspace restrictions	5500 ft above Beachy Head.
Nearest Sat Nav Post code	BN20 7YA

Restrictions

The south-east bowl is open all year, but the cliffs must not be overflown below 200 ft (730 ft amsl) from 1 February to 1 August. The area is used extensively by walkers and sightseers etc. To ensure that we fit in with other users, the local authority (Eastbourne Borough Council) sets out certain procedures for us to follow (see Site Rules below). To fly the bowl unsupervised you must have top and slop landing tasks signed off.

Description

Beachy Head is a coastal site, 2 miles South West of Eastbourne. There is a large South East bowl with a large bottom landing area and a 500 ft cliff facing SSE between the SE bowl and the lighthouse. Beyond the lighthouse is the famous Seven Sisters cliff range facing SSW which is dangerous to attempt to fly from the Beachy Head flying site. The lower SE cliffs beyond the bottom landing area can also be soared as far as the Holywell Café on the outskirts of Eastbourne, and the main S to SSW cliffs past Birling Gap to Cuckmere Haven. There can be dangerous rotor in the SSW. Bottom landing below the cliffs is either non-existent or extremely hazardous.



Site Rules

Whenever the site is flown, the top landing area Marker Flags and the site Windsock must be used. They are kept in a tube marked 'SHGC Flags', located on the rear wall of the coastguard station to the side of the car park. The tube is locked with a combination padlock. The code is 01273, Lock the padlock back on the hasp so it doesn't get nicked.

The first person to arrive must set out the Marker Flags and Windsock and must also assume the duties of Site Marshal. The SHGC agreement with the Council is specific about public awareness of landing areas and the yellow marker flags must always be displayed. The site Marshal must also text the Council (07939 580433) to advise that flying is taking place and the approximate number of pilots present. The text will not necessarily be acknowledged. If flying does not subsequently take place the Marshal must text the same number to that effect. Failure to do this may lose us a potential flying day later in the season. If the Marshal leaves the site before flying ceases, the responsibility must be passed to another pilot, who must ensure that all equipment is returned to the tube, which must be locked.

No more than a total of 30 paragliders and hang gliders should be in the air at any one time, and no rigged gliders should be left outside of the rigging area.

Do not overfly the Whitbread Hollow Bird Sanctuary which is in the next bowl along towards Eastbourne. Do not soar the promenade.

Windsock

A telescopic windsock pole has been put in the equipment tube at Beachy Head. It has an associated ground spike, which can be pushed into hard ground reasonably easily. The pole in its stowed configuration has a plug at the smaller end, which, when removed, allows the top sections to slide out and be twisted into friction lock with the sections below. When fully extended, the larger end cap can be unscrewed, and the pole placed over the ground spike. PLEASE KEEP THE PLUG AND END CAP IN A ZIPPED POCKET so that they can be replaced. Please try not to lose them, a clip is attached to the pole tip so that the windsock swivel can be easily and securely attached. Make sure that that after use the pole is stowed properly and plug and end cap replaced.

Take-off

In a SE wind (to soar the Bowl), hang gliders should take off from the pad (the high point at the South end of the rigging area). Paragliders may take off from either the pad or the grassy slope to either side. Please clear the top take-off / landing area as soon as possible.

To soar the S cliffs (Pilot rated only), both PG and expert HG may take off from the Cliff Bowl just to the South of the SE launch area. HG pilots should be wary of turbulent flow in the cliff bowl if the wind is at all strong or the direction less than perfect In all cases, ensure that the area in front of take-off is clear of people prior to launch.

To soar the SSE cliffs, HG should take off from the usual SE facing launch pad. PG may consider launching from the cliff bowl just to the south of the main launch. Pilots should be wary of turbulent flow in the cliff bowl if the wind is at all strong or the direction less than perfect In all cases, ensure that the area in front of take-off is clear of people prior to launch.

Landing

Do not land on the main top landing in a southerly because the rotor off the cliffs can be severe and dangerous".

During your landing approach, do not stray downwind of the path along the road and make sure you have enough height when coming in parallel to the road. You generally come down quickly when you turn into wind. Risk overshooting rather than being dumped.

For HG, the main top landing is quite tight and needs a very precise approach, as described. There are much bigger, easier and safer top landing fields down the road, east towards Eastbourne

For HG, the main top landing in front of the pub is for Pilots only.

CPs may top land in the big fields down the road to the East towards Eastbourne or bottom land in the field below the main bowl.

All pilots are requested to keep an eye on the top landing area and give polite warning of imminent top landings to people in the vicinity of the landing area.

The PG top-landing area is behind take-off. Do not get too far back as the venturi can be strong here. In strong winds consider bottom landing or if high enough, well back from the cliffs along the road towards Eastbourne.

The large field at the foot of the South East bowl is available for bottom landing. When the tide is out, there is a triangular area of sandy beach at the South east Point between bowl and cliffs.

NB. It is generally inadvisable to bottom land close to the base of the cliffs.

Hazards

There is little bottom landing below the cliffs. There is a narrow strip of beach with some very large, slippery rocks, but this is only exposed at low tide.

Our relationship with local aeromodellers is very friendly. Occasional groups of visiting modellers should be encouraged to use the Whitbread Hollow bowl in South East winds, thus ensuring adequate separation. Kite fliers should be encouraged to use the dedicated kite flying / buggying area on the other side of Whitbread Hollow.

Airflow

Wind off the sea is generally smooth, but when the lapse rate is poor, or the unstable layer is very shallow, serious turbulence can be generated. Particular vigilance is required in summer when air temperatures are high in relation to the sea surface temperature. In these poor lapse-rate conditions the air can be especially reluctant to rise up the 500ft south cliffs. Even with a 20+ mph southerly there is sometimes insufficient lift to soar and, especially if the wind is East of South, you may find it impossible to reach the bottom landing field. Before taking-off consider first whether any birds are soaring. If they are not, neither will you.

Adverse temperature gradient conditions can lead to severe turbulence due to velocity differences between wind above and below a separating inversion layer. Such layers often form at, or around, take-off height. Before launching ensure that the wind is constant both in speed and direction at take-off and further down the slope. Check that the forecast wind is consistent with the wind at launch.

Beware of rotor immediately behind the cliffs and wind gradient behind the bushes.

Be particularly wary of flying behind large out-croppings or spurs on the cliff face when the wind is 'off' the cliff.

Rigging

Rig on top of the raised bank opposite the car park. Leave at least 10 ft clear at the front to allow public access.

Directions

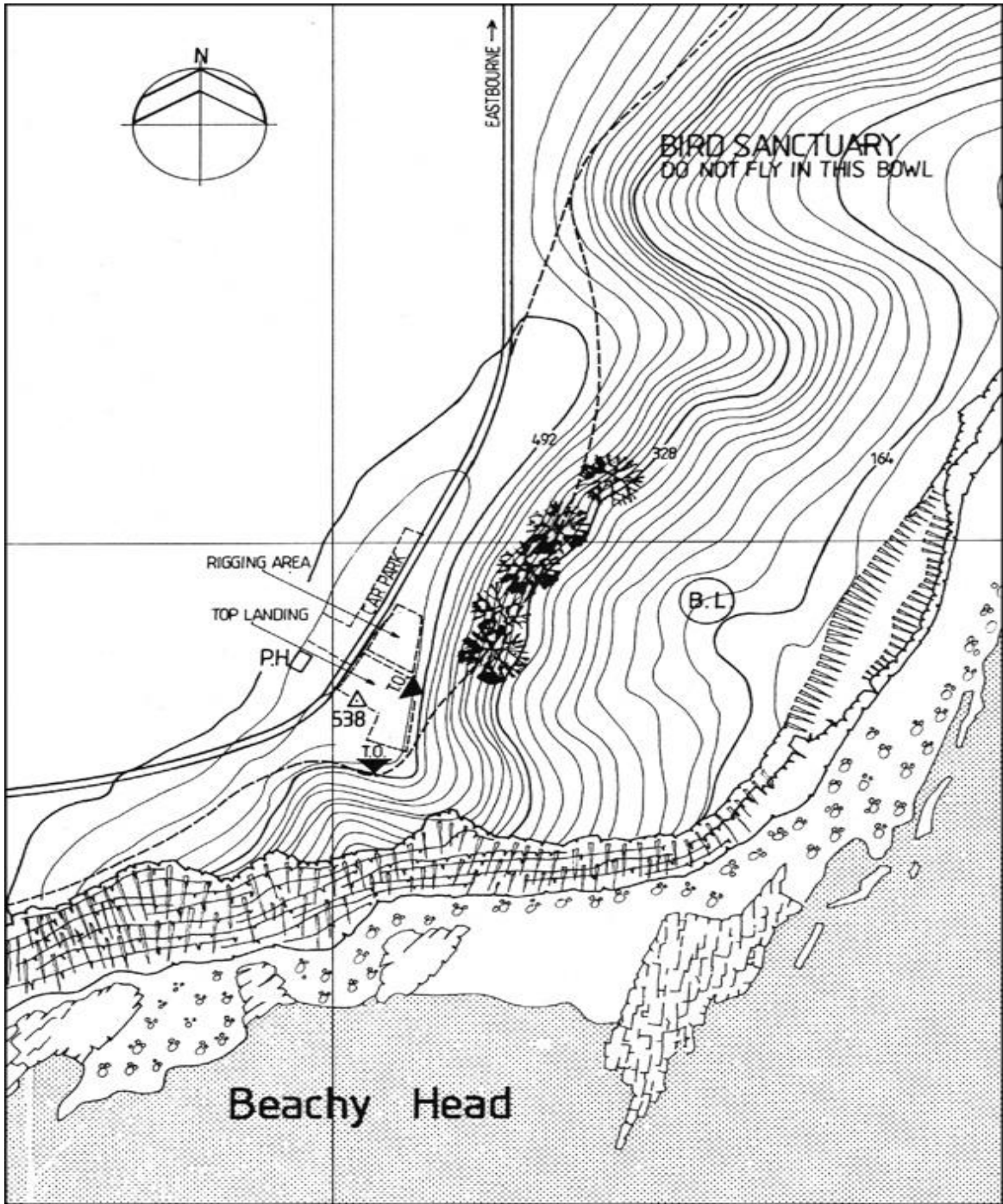
From Eastbourne, take the B2103 coast road and follow the signs to Beachy Head. From the A259 west, take the B2103 or turn off earlier at East Dean, taking the road to Birling Gap and carrying on to Beachy Head.

Car Parking

There is ample parking available in the pub car-park.

Services

Beachy Head Public House.



Bo Peep

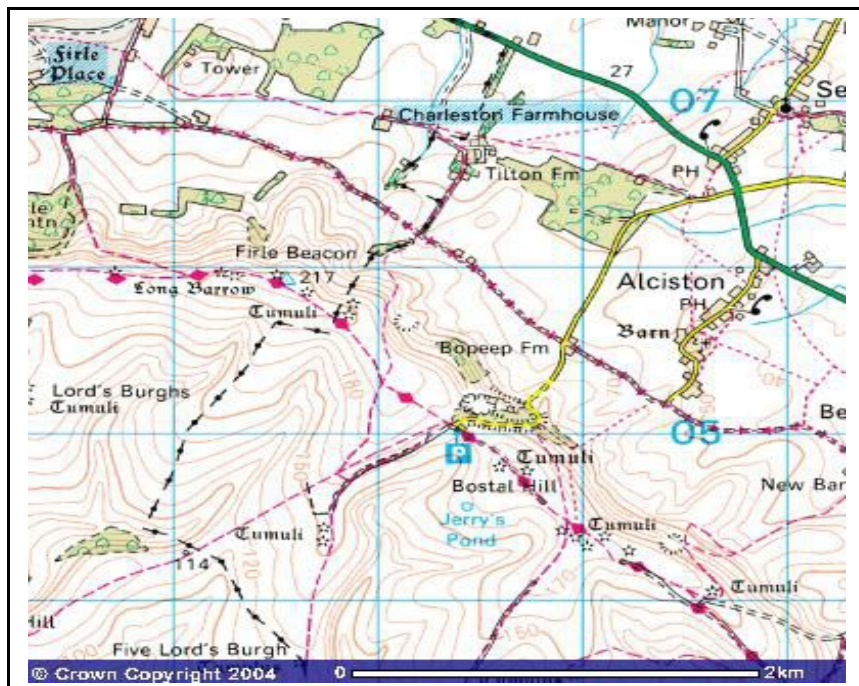
OS grid reference	TQ 500043
Coordinates	Lat. = 50° 49.1' north : Long. = 0° 7.7' east
Wind direction	NNE – ENE
Take- off Height (91metres) Site	600 ft amsl (183 metres) Height top-to- bottom 300 ft Pilot rating CP+
Nearest telephone	Opposite 'Barley Mow' Pub, Selmeston
Airspace restrictions	5500 ft
Nearest Sat Nav Post code	BN26 6UW

Restrictions

In the shooting season, a shoot sometimes takes place in the woods at the foot of the quarry. When this is happening (you will be able to hear it), please stay well clear of this area.

Description

Bo Peep consists of a North East ridge to the East of TO, a large North East bowl and beyond that, a lower North East ridge. To the West of TO there is a quarry and two large North East bowls to the trig point (700 ft, 217 metres) Beyond that, there is a northerly ridge running right past Firle to the big north bowl at Beddingham Hill. In exceptional conditions it is possible to soar the whole ridge right past Beddingham to the quarry at the end and back.



Site Rules

The South Downs Way on the south of the top field is frequently used by horse riders (including the land owner). Keep well away from horses and do not ground handle while riders are going by. To fly this site unsupervised you must have top and slope landing tasks signed off.

Retrieves from the bottom landing are best made by driving down the lane to the A27, turning right and then turning right again off the A27 to go through Alciston. Please drive considerately along the dirt track to the bottom field.

Take-off

Take-off is usually from the main NE ridge (Bostal Down) or from the bowl to the east (560 ft amsl) where there is a lowered section of the hill edge fencing. If there is any doubt about the wind it is worth walking to the top of Bostal Down to feel the true wind direction.

Landing

HG pilots should remember to stay in front of the rear fence when approaching over the car park for a top landing. Even in moderate winds you may experience difficulty penetrating. Beware of rotor behind the quarry in NNE winds.

PG pilots may top land anywhere on the main NE ridge field. Inexperienced pilots should stay well forward on approach due to the strong venturi effect at the top of hill. The large area behind the east bowl is excellent for low airtime pilots for top landing practice - top landing areas do not get any better than this.

When the crops have been harvested in the bottom fields, the farmers don't mind where you land, though usually it is in the large field immediately below the east bowl. There is however plenty of room to land immediately at the bottom of the east bowl by making a crosswind approach.

Hazards

Aeromodellers generally use the big bowl to the west of the car park, though there is no formal agreement. The site is large enough that there should be no conflict.

Beware of the fence running along the edge of virtually the whole hill.

This site has a large number of rabbit burrows within its boundaries, mostly on the slopes. Note this well, and avoid catching a foot in one especially when slope-landing.

Airflow

In the area around the front of the car park there can be turbulence from the trees at the foot of the hill and all sorts of interesting airflow in the quarry. This area should only be flown with caution until you get to know it well. (Always let someone else cross the quarry first!)

The trees in front of the Bostal Down launch also generate severe turbulence in strong winds. It is recommended that you launch from and land behind the East Bowl until you get to know the site well.

Aim to land towards the top of Bostal Down, and not close to the car park as this area tends to be more affected by turbulent air.

Generally the air is smooth in the east bowl area. However, when the wind is off to the east it can become very turbulent (often as a result of the easterly sea breeze). Similarly when the wind is off to the north, the left side of the east bowl can be affected by rotor behind the trees.

Always walk to the top of Bostal Down to assess the true wind direction. There is a marked venturi effect in the quarry which can create the illusion that the wind is straight on when it is 45 degrees or more off, particularly to the east.

Rigging

Take the South Downs Way to the East, approximately 100 yards. Rig anywhere you like well clear of the South Downs Way and without obstructing the take-off and landing areas.

It is recommended that PG pilots use the east bowl until you get to know the site. If launching from Bostal Down ensure you leave enough space for HG launch and landing.

Do not rig/launch/land in front of the public car park.

Directions

Bo Peep is south of the A27 at Selmeston, between Lewes and Polegate. Take Bo Peep Lane just east of Selmeston and follow it to the top of the hill.

Car Parking

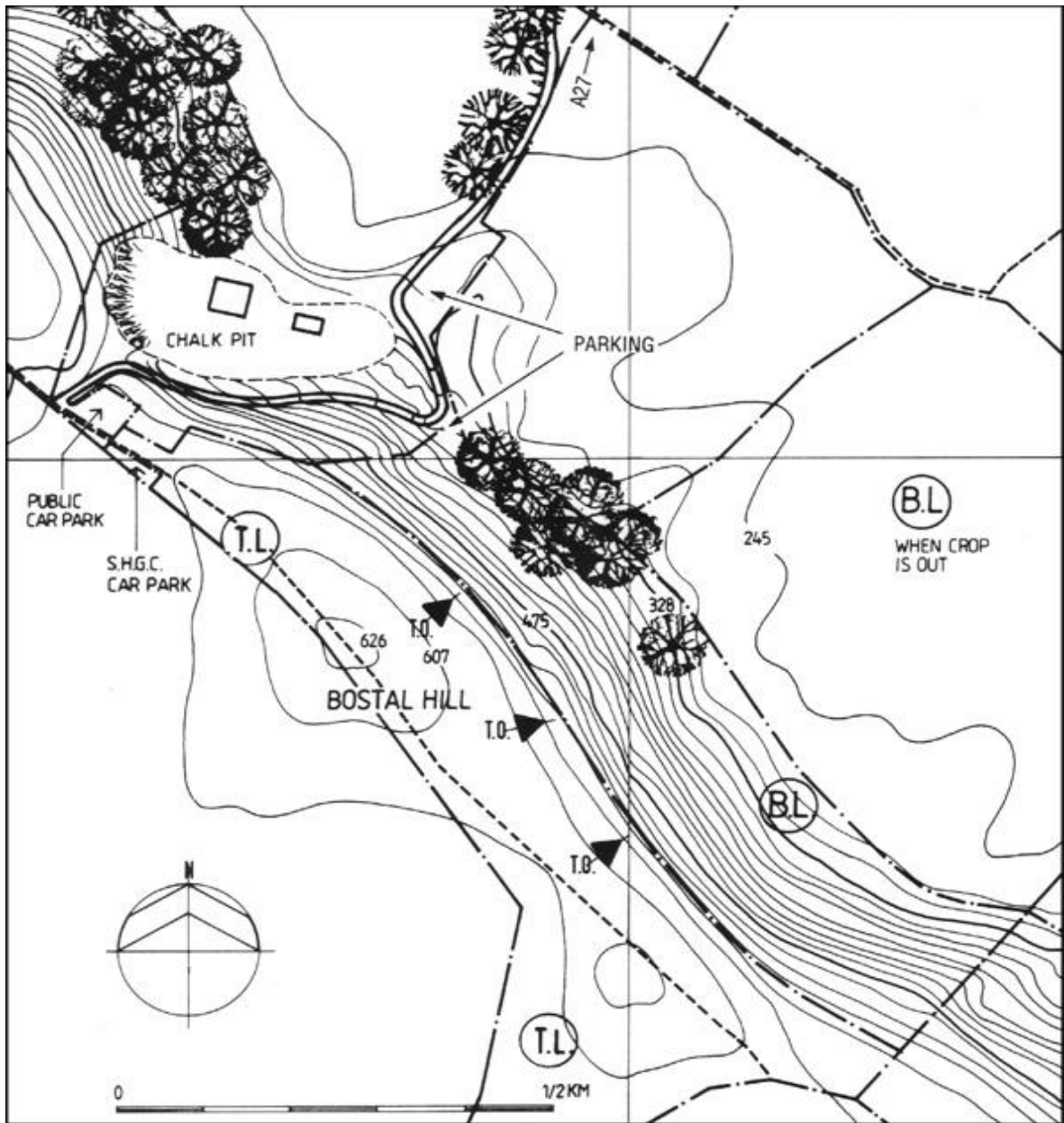
Use the gated SHGC car park behind the public car park at the top of the hill (See map below for detail). Please remember to close the gate. Overspill parking is available on the grass to the side of the track immediately in front of the SHGC gate. Allow for the passage of wide farm vehicles; do not obstruct any tracks or roads.

If no space is available in the car park, unload your glider and drive down the lane to park near the bottom of the hill.

NB: Beware of thieves operating in the public car park.

Services

The Barley Mow Pub, in Selmeston.



Devils Dyke

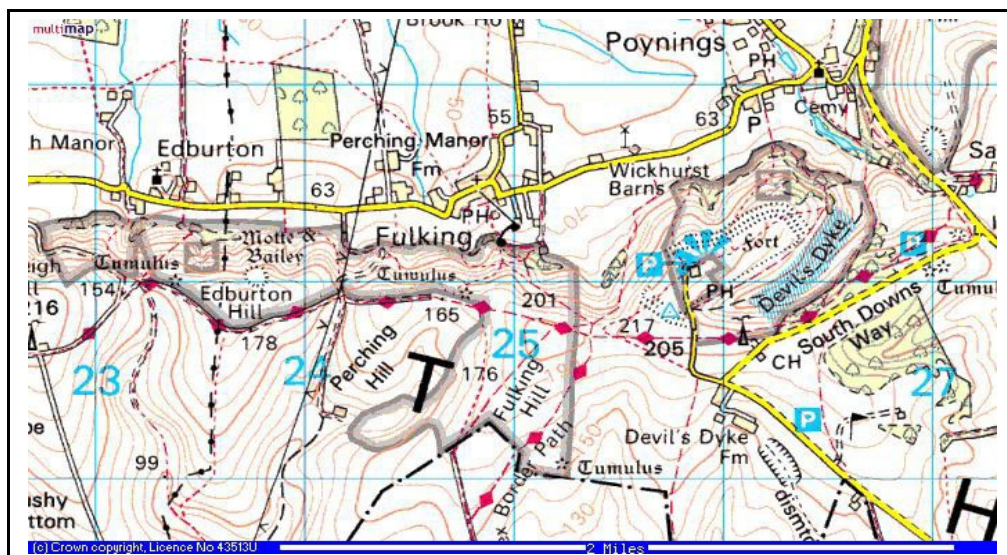
OS Grid reference	TQ258111
Coordinates	Lat. = 50° 53.1' north : Long. = 0° 12.7' west
Wind direction	WNW - N
Take-off height	700 ft amsl (215 metres)
Height top-to-bottom	500 ft (152 metres)
Site pilot rating	CP+
Airspace restrictions	4500 ft to the north, and 5500 ft to the south
Nearest Sat Nav Post code	BN1 8YL

Restrictions

This site, especially at weekends, can be very busy. To avoid problems arising from congestion, please read carefully the marshalling system and windsock rules. (see page 24)

Description

This site has a half-mile NW ridge, leading westwards to a N facing bowl with a NE spur, followed by a 2 mile N ridge (more a series of bowls) to Truleigh Hill. To avoid congestion problems consider using Firle, Ditchling or Truleigh as an alternative.



Site Rules

The steep, wooded bowl to the north of the Pub (immediately to the right of the main take-off area) is for the use of model fliers only. It is not to be over-flown below 250 ft agl (950 ft amsl). The boundary is designated with a line of white posts.

The paddock area, from the earthworks to the fence immediately west of the Pub, is essentially for the use of hang gliders. It is to be kept clear of paraglider traffic, as much as is reasonably possible.

If hang gliders are present, HG pilots will fix the large RED WINDSOCK on the paddock fence. This will help to facilitate safe hang glider take off and allow for over-shoot. Should you land your paraglider in this area when the RED WINDSOCK is flying DO NOT KITE-UP OR RE-LAUNCH FROM THE PADDOCK. You must mushroom the glider and walk back to the main take-off via the stiles/gate.

NEVER inflate gliders on or below the paddock footpath. ALWAYS check all around for traffic.

Good airmanship requires that paragliders must not be inflated in or below the paddock the paddock unless there pilots can see no hang gliders are present. It is not possible for them to do so from low down the paddock, still less in front, without first walking up to a position above the brow of the hill.

CONSEQUENTLY NO PARAGLIDERS ARE TO BE INFLATED ON OR BELOW THE LEVEL OF THE FOOTPATH IN FRONT OF DEVILS DYKE PADDOCK AT ANY TIME.

Pilots **MUST** be able to visually check that there are no hang gliders using the or about to use the paddock before inflating their wings. This is no more than an affirmation of the general principle that a pilot **MUST** complete a full pre-flight check, in particular the all around 'traffic' check immediately before inflating a paraglider.

To fly this site unsupervised you must have top and slope landing tasks signed off.

Take-Off

Hang gliders:

The take-off areas are; the paddock, the southerly part of the main area near to the fence adjoining the paddock, and the area to the north of the paraglider take-off area. On busy PG days it is recommended you launch from the area to the north of the paragliders and land and re-launch from the paddock.

Paragliders:

The take-off is in the main area in front of the car park, or in the bowl in northerly winds.

Landing

Top:

Hang gliders may top land behind the bowl and in the paddock. Paragliders may top land anywhere except the hang glider paddock. Caution should be exercised when top landing in N to NNE winds as rotor off upwind ridges and the modeller's bowl can affect the entire top landing area, especially to the rear of the hill.

Bottom:

Paragliders must land in the designated set-aside area of the large field below take off beside the road. Landing elsewhere in the large field is allowed as long as the field is not in crop. When crops are in, then only the designated area of this field beside the road should be used. HG pilots should seek other landing when field is in crop.

Hazards

Obstacles:

High voltage power lines approximately half way to Truleigh.

Fence immediately below, and out of sight of the take off area.

There are power lines on the northern boundary of the fields immediately to the north of the road.

Airflow

This site is often affected by the sea-breeze, encroaching from behind the hill, which can cause severe turbulence. The onset of sea-breeze conditions can be very abrupt.

When the wind is off to the west the airflow often becomes very turbulent due to the bowls and ridge to the west. Be particularly careful not to be caught by this when low down, and do not allow yourself to be pushed around into the aero-modellers bowl.

In northerlies, because of the pub building, there is generally rotor at the rear of the paddock and in the strip between the pub and the fence to the immediate west. Also in a northerly wind, the take-off area can be in wind-shadow, resulting in a steep wind gradient.

NNE winds result in the whole take-off area being in serious wind-shadow, sometimes generating severe rotor.

Penetration problems are often experienced when top landing at the back of the paddock if the wind is moderate in strength and off to the west.

Paragliders must avoid being blown back over the pub or trees into the Dyke valley behind the main NW ridge. Turn south behind the bowl in good time before getting into difficulty.

Be wary of getting blown back in 'hoover valley' just before crossing the power lines on the ridge run to Truleigh.

Rigging

Please leave at least a 50ft strip in front of the car park for public access and viewing. Paragliders should not be left opened in the main take-off area. If you are not clipped in, the glider should be mushroomed and moved to rear of the area.

The main hang glider rigging area is in the paddock. This is exclusive to hang gliders to allow for top landing and over shoots. Gliders should be parked, a maximum of two deep, adjacent to the fence and clear of the footpath.

The bowl to the west of the fort is unrestricted for hang gliders and paragliders but beware of leaving canopies or gliders unattended because cows are not averse to eating or trampling them!

Directions

Devil's Dyke is situated on the South Downs, 5 miles NW of Brighton. Take the A2038 off the Brighton Bypass (A27) and at the roundabout system, take the exit signposted 'Devil's Dyke'. After half a mile, take the left fork again signposted 'Devils Dyke'.

Car parking

The National Trust operate a pay and display car park. The pub will refund your car park fee if you spend over £10.00. Do not park in the alleyway by the side of the pub (by the Toilets).

Use the lay-bys for bottom landing retrieves. Do not drive into the fields or onto the hill.

Services

There is a pub restaurant behind the main take-off area. Other pubs can be found at the bottom of the hill in Poynings and Fulking.

Devil's Dyke Marshalling System

The marshalling system consists of a portable windsock pole with attached notices (if used) and three coloured windsocks which are used in much the same way as traffic lights to restrict launching from the main NW slope only, in a modular and flexible way to suit traffic and flying-conditions as they develop. Members present on the hill should take responsibility to 'man the Windsock' as needed.

The first pilot on site is required to get the windsocks and pole out of the store cupboard and deploy them ready for use. Both pole and socks can easily be carried in one hand.

You do not have to be authoritative if you don't feel that way inclined or it's not your style, just put up a green sock and hook the other two to the base of the pole ready for use. Stick it right out in the middle of the main take-off area to start. It is very easy to move as needed.

The cupboard is round the end of the building by the toilets. The code on the padlock is 1273 (like the Brighton dialling code without the 0) then push the button on the bottom. Lock it back on the door so it doesn't get nicked - it's a good lock.

Similarly, if you're last to pack-up, put the socks and pole back in the cupboard and lock it.

Marshalling System Rules

Green Sock. Normal Condition.

Provided you can launch without disturbing any other pilot already flying, or about to launch, you are free to do so at your own discretion.

Amber Sock. Restricted Launch.

You may only launch to the right (North) of the windsock. (You may of course land anywhere as needed).

If you slope-land anywhere on the main NW slope you must walk back to take-off before re-launching.

The Amber Sock may be moved to the North to further restrict launching as needed.

Red Sock. Full Control.

You may not launch anywhere on the main NW slope without specific consent from the Marshal.

The Red Sock is used to control special sessions such as: red-ribbon coaching sessions in which only red-ribbon fliers and selected coaches will be flying and hang glider only sessions in which only hang gliders and selected PG wind-dummies will be flying. Additionally, the Red Sock may be waved overhead to indicate an emergency condition. You must land immediately.

'Half-Hour' Allocations

HGs or red ribbons can request dedicated periods, which will be announced by word of mouth or on the Windsock notice, during which launching is restricted to control the type and number of gliders airborne. Club Coaches may be requested to fly during Red Ribbon sessions. Also HG pilots may request experienced PG 'wind-dummies' in marginal conditions.

N.B. The Marshalling system relies on good airmanship from ALL members to make it work. Any member can be a Marshal and by taking turns no one loses out. Working together, we can make the Dyke a safer place to fly.

Ditchling

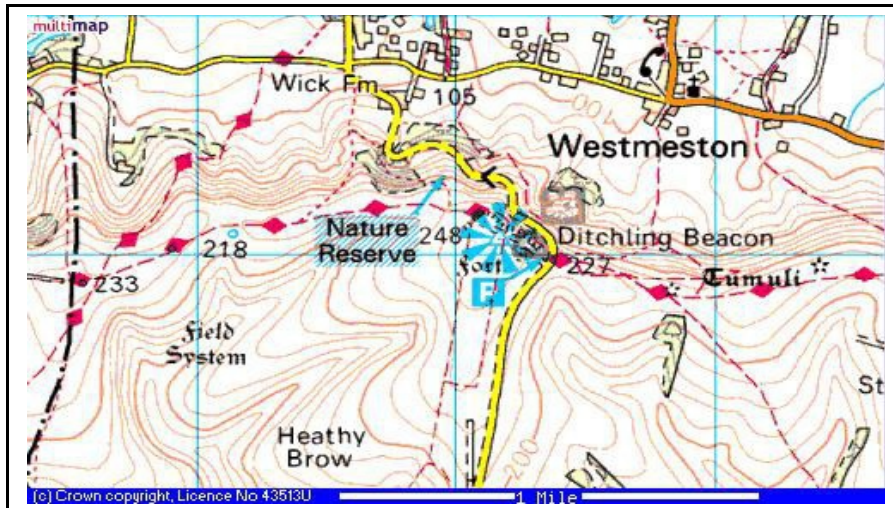
OS Grid reference	TQ 325132
Coordinates	Lat. = 50° 54.1' north : Long. = 0° 7' west
Wind direction	N – NNW
Take- off height	720 ft amsl (220 metres) Height top-to-bottom 550 ft (165 metres)
Site pilot rating	CP+
Nearest Sat Nav Post code	BN6 8RJ

Nearest telephone Ditchling High Street. Junction with Lewes Road

Airspace restrictions London TMA directly overhead at 4500 ft

Description

Ditchling is a north-facing bowl which also has a good north-westerly take-off. The walk from car park to take-off is about 800m. There is a ridge run 7k east to Offham and 2k west to the Jack & Jill windmills at Clayton. In thermic conditions this may be extended a further 2k by crossing to Wolstonbury Hill, with an easy downwind flight to Newtimber and the Dyke ridge beyond. Ditchling is a good thermal soaring site with very good potential for access to sea breeze fronts. To fly this site unsupervised you must have top and slope landing tasks signed off.



Take-off

Walk approx 800m west from the NT car park and enter the site over the stile. You can take-off anywhere in the bowl area.

Alternative (NNE) Take-off

Walk east across the road from the car park, through the gate and approx 100m to the stile on your left.

The take-off area is to the left of the footpath beyond this stile.

Note that there is no agreed bottom landing area below this launch point at this time.

Rigging

There is a large wooden stile built into the fence. You can rig anywhere on the north side of it.

Landing

Landings may be made anywhere on the hill top within the site area. Watch out for the fence behind take off. There is no agreed bottom landing for HG pilots.

HG pilots generally land in the field immediately behind launch and move their gliders back to take-off over the stile fully rigged. This requires assistance.

NB. We have no permission to land in the field behind the take-off area on top.

You can land anywhere in the grassed L-shaped area directly below the hill and south-west of the crossroads. Keep out of the crops in the adjacent fields.

Hazards

This bowl is not often used by modellers. However, should you encounter any, ask them politely to maintain adequate separation. This site has a large number of rabbit holes within its boundaries.

Airflow

If the wind is strong and off to the east, you may encounter rotor at the right end of the bowl. The trees on the lower slopes create a steep wind gradient with associated lee turbulence. Take care when setting up bottom landing approaches behind trees.

NB: In strong winds there is usually a large rotor (aka 'the washing machine') behind the trig point by the car park.

Directions

Ditchling is 10k south of Haywards Heath in mid- Sussex. The site is 2k south of Ditchling village. From there, follow the sign to Ditchling Beacon. If approaching from the south, turn off the A27 one junction east of the A23. Which is signposted Ditchling and Hollingbury Industrial Estate, onto the Ditchling Road, follow signs for Ditchling. Just before the descent of the northward slope of the South Downs, you will see the National Trust car park on the left.

Car Parking

The car park is at the top of the hill to the west of the road. It is owned by the National Trust who lock the gate at dusk. If the park is congested then drop off your glider and park at the bottom of the hill by the crossroads.

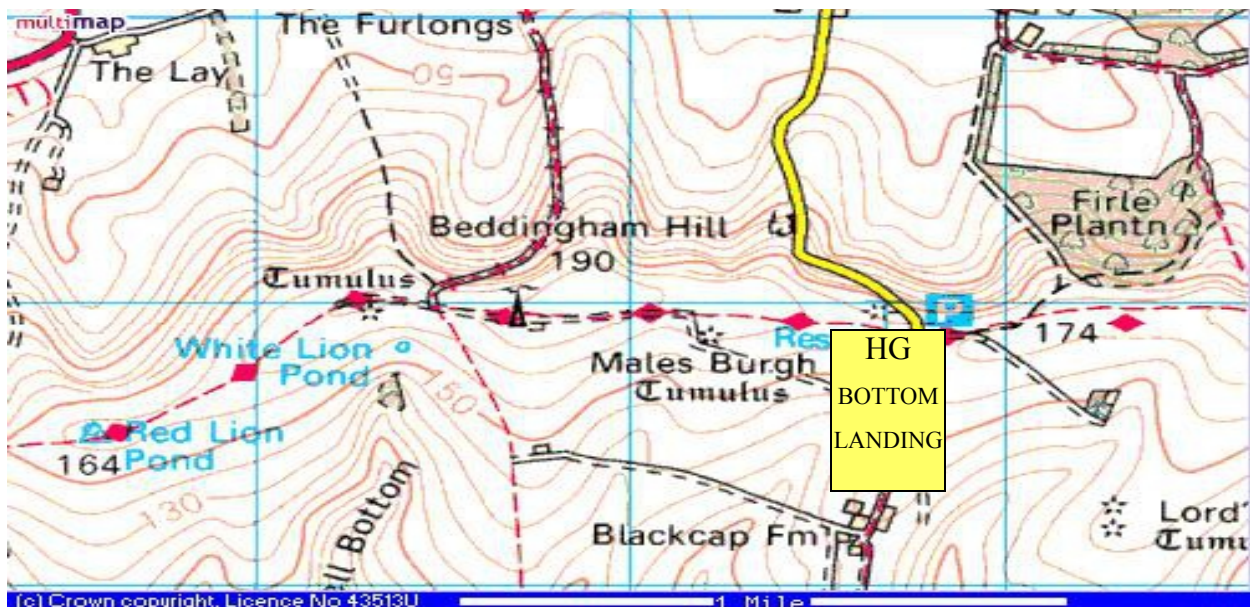
Firle

OS Grid reference	TQ 468059
Coordinates	Lat. = 50° 50' north : Long. = 0° 5.1' east
Wind direction	NW – NNE
Take- off height	540 ft amsl (165 metres) Height top-to- bottom 320 ft 100 metres)
Site pilot rating	CP+
Airspace restrictions	5500
Nearest Sat Nav Post code	BN8 6NA

Nearest telephone By the Post Office in Firle village

Description

Firle is a north facing bowl adjacent to the top car park above Firle village. It provides flying access to the northerly section of the Firle ridge and the north westerly section of ridge beyond Beddingham as well as the north easterly Bo Peep ridge.



Site Rules

Please show consideration to all users of the South Downs Way which runs along the Southern side of the rigging / top landing area. Please close all gates.

Assume horses will be frightened by moving canopies and low flying hang gliders. Give them plenty of room. (Fly away from horses, not towards them).

The fields on the right hand verge as you arrive at the top of the hill by the car park have 'Canadian' or 'new Zealand style gates. These gates look like ordinary barbed wire fences but if you look closely, you will see they can be rolled back to form a gate entrance. Please **DO NOT PARK** in front of these gates.

To fly this site unsupervised you must have top and slope landing tasks signed off.

Take-off

The main take-off area is the large field north of the car park. Now the trees in the bowl have grown, there is turbulent flow across the take off field downwind of the trees making launching here difficult and dangerous. Launch and land to the East of the trees in more laminar flow.

Landing

Top:

OK anywhere in the large top field. Hang gliders should beware of overshooting due to the fence right across the TO boundary. The field behind the hill to the west of the car park is far better for HG or strong wind landings, being large, clear and generally rotor-free. Note that we have no formal consent for this at the time of writing.

Bottom:

OK anywhere before the fence bounding the crop fields below. HG bottom landing in field shown on map.

Hazards

Aero-modellers usually fly their models in the next bowl over to the west, though no formal agreement exists. Give them a wide berth when transiting the bowl. Shout, 'Hello, glider coming through' to attract the attention of the model pilots as you approach.

Beware of the fence running right across in front of the take-off area, and of the plantation of trees to the right. Always ensure you have sufficient height to glide clear.

This site has a large number of rabbit holes within its boundaries.

Be aware that there may be hang gliding and paragliding student pilots flying in Beddingham bowl just to the West. Watch for red ribbon pilots from that direction and give them plenty of room if they fly east, or if you use their bowl.

Airflow

Watch out for turbulence from the trees on the face of the slope. This can generate just enough sink to drop you into the fence on take-off. The take-off area usually has a steep wind gradient. Walk to the very edge to gauge actual wind speed. Also, due to venturi effect, the wind speed at the rear of the main field will be more than that at the front. Do not get blown back into the rear fence.

In stronger winds the combination of the steep bowl and flat field behind can generate a serious rotor over the centre section of the take-off area. When the wind is off to the east (i.e. coming over the plantation) beware of serious rotor at the right end of the main top landing field as well as lower down in the right side of the bowl.

When the wind is off to the west, beware of rotor lower down in the left side of the bowl. The low bowl with adjacent higher slopes to either side produces a marked venturi effect which can create the illusion that the wind is straight on the slope when it is 45 degrees or more off. Be very aware of this, particularly in very strong north easterly winds, when the whole bowl can become dangerous to fly. If in any doubt walk to the top of the spur to the west to assess true wind speed and direction before attempting to fly.

When launching to the west of the car park, due to the trees in the bowl, launch into the clean air found either to the east of the trees if it's a bit westerly, or in the next field to the west beyond the water tank if it's a bit east.

Rigging

There is plenty of room in the top field, which we have permission to use. Keep clear of the south downs way.

Directions

Between Lewes and Polegate on the A27, turn south at the sign-post for Firle. Continue up the hill, and the bowl is on your left. At the top of the hill the parking area is found on the left. A footpath gate leads straight into the rigging field and there is a stile over the fence opposite the entrance.

Car Parking

Large, public and plenty of room – but beware of thieves operating in this area. **DO NOT OBSTRUCT THE CANADIAN/NEW ZEALAND GATES.**

Services

Food, drink and toilet facilities are available at Middle Farm on the A27. Pub facilities are available at the Ram in Firle village.

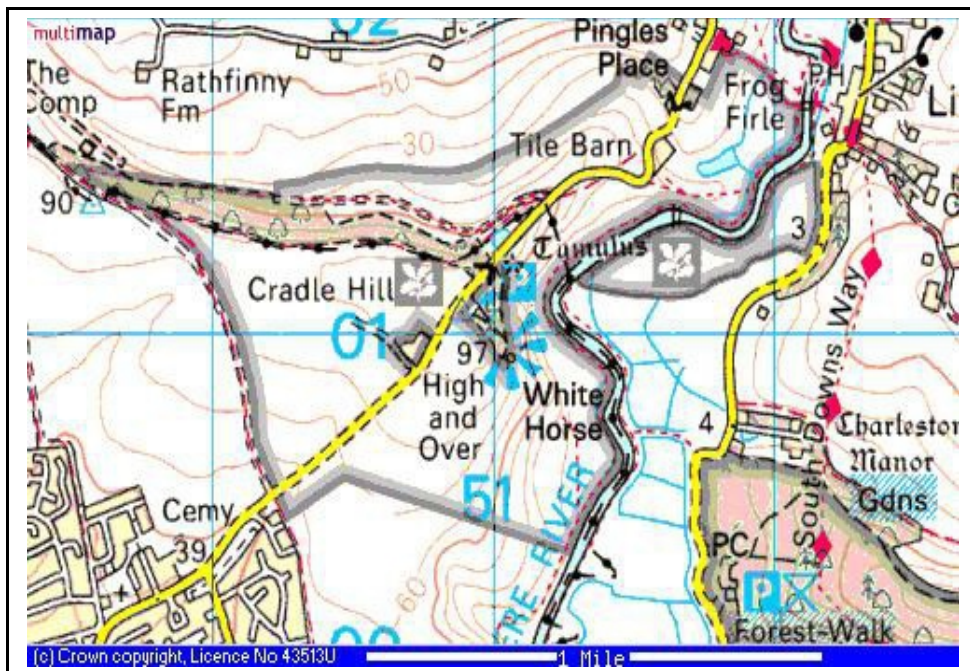
High and Over

OS Grid reference	TQ 510011
Coordinates	Lat. = 50° 47.3' north : Long. = 0° 8.5' east
Wind direction	ENE – SE
Take- off height	250 ft amsl (76 metres) Height top-to- bottom 220ft (67 metres)
Site pilot rating	CP+
Airspace restrictions	5500 ft
Nearest Sat Nav Post code	BN25 3AB

Nearest telephone 500m on the B2108 going towards Seaford.

Description

A small, steep, tree-covered bowl facing due east over the Cuckmere river valley, High And Over evokes strong emotions amongst fliers. Most either love, or hate it. This is not a good site for HG.



To fly this site unsupervised you must have top and slope landing tasks signed off.

Take-off

There are two take-off areas used at High and Over. From the car park, follow either the left path for the south-east facing launch, or the right path for the east facing launch.

The south-east facing launch has a stock fence right in front of it. The farmer and the National Trust have agreed to help us by creating a four-span opening in the fence. This is in place, and makes a useable clear launch from near the bowl side towards the northern end of the launch area.

To open the gap, start by removing the padlocks at the central, removable post. The current code is 1273, and this must be selected against the engraved black line on the face of the lock. If you set it on the other side with no line, the lock won't open! Push the button at the base of the lock in, and the lock should open. Hold the lever handle while you remove the lock, as the fence is under tension, and the arm may otherwise fly upwards rapidly.

Raise the lever arms until they are pointing upwards at about 45 degrees, and replace the locks immediately in the holes on the lever arms, to avoid losing them. Raise the arm on one side as far as it will go, and slip the chain link off the post hook. Remove the spike at the base of the metal post from the lower retaining ring on the main post. Lay the metal post down on the slope below.

Repeat these steps on the other side. Remove the central post from its socket, and lay it down behind the remaining span on the right. Pick up one metal post and walk in a circular arc across the slope, lifting the fence so that the sawn-off post does not drag along the ground too much, and fold the mobile fence section back against the solid fence, using the upper wire strands to retain the metal post and the sawn-off post tops.

Repeat these steps for the other side. Check that there are no pieces of wire sticking out at the edges of the gap that might snag a line.

To close the gap, reverse the procedure for opening. Start by replacing the central post, with the lower bottom retaining ring to the left (where the ground is lower). Insert the metal post spike into the lower retaining ring, and pull the top of the metal post towards the top of the central post until the chain link on the lever arm can be slipped over the hook. Remove the padlock, then push the lever arm down until the tongue goes through the slit on the metal post, and reinsert the lock. Make sure the code is not left aligned with the black line. Repeat on the other side, and check the area is clear and tidy.

Report any problems with the fence gap or locks as soon as possible to the Sites Officer or other committee member.

Further instructions with photographs can be found on the Club web site Sites Guide page.

<http://www.shgc.org.uk/highandovergate>

The right take-off is the first sloping terrace below the stile. You will encounter a steep wind gradient in this area, typically requiring PGs to inflate fairly well back and ground-handle forward to the edge. HGs should cliff-launch from the edge, or run off the point at the lower end of the terrace. HG pilots consider using an alternative site.

Both launch areas are smallish, the left one particularly so.

Landing

For the left hand launch, the top landing area is immediately behind take-off. It requires a careful approach. You should avoid over-flying the road and be aware of rotor or steep wind gradient behind the trees.

NB It is very easy to land in the gently sloping field to the left of this take-off and walk up a few yards.

Top landing for the right hand launch is the area immediately behind take-off. Watch out for the fence (and the trees, the slope of the field, the wind-gradient, the rotor and the spectators!) This can be a fairly challenging landing area.

NB It is very easy to land in the next terrace down to the right of this take-off and walk up a few yards.

The bottom landing area is in the field immediately below the take-off slopes. Be careful to maintain sufficient height should you need to cross the river to make this.

Try not to land in the field on the opposite bank of the river, as we do not have permission to use this. Should you unavoidably do so, pack up and walk North East up river 500m to a bridge.

There is no access for retrieves in the bottom landing area and you will have to walk back up. There are tracks leading back up to each of the take-off areas.

Hazards

The bowl is almost entirely tree covered. Some of these trees are quite large. Many fences and trees surround the take-off areas, and the river is an obstacle for bottom landing. The water can be over 10 ft deep when the tide is in. The bottom landing area can occasionally be turbulent, particularly when the wind is off to the South and in sea-breeze conditions. During winter months the entire field is often flooded.

Airflow

High And Over works best when the wind is coming up the valley. If the flow is down the valley, you are probably at the wrong site.

This site can become very thermic and turbulent at short notice. It is subject to local sea breeze effects and can also be subject to wave and convergence. It is well known for fast changes in wind direction and strength, and can produce very gusty thermals. As with all our sites never fly this site without a full site briefing in order to understand the situation before flying this complex but rewarding site.

Often there is sink over the trees in the bowl due to wind gradient. This area should be avoided if the wind is off to the South, due to heavy sink / rotor behind the right hand take off and the spur running down by the white horse.

Beware of rotor anywhere behind the bowl.

Rigging

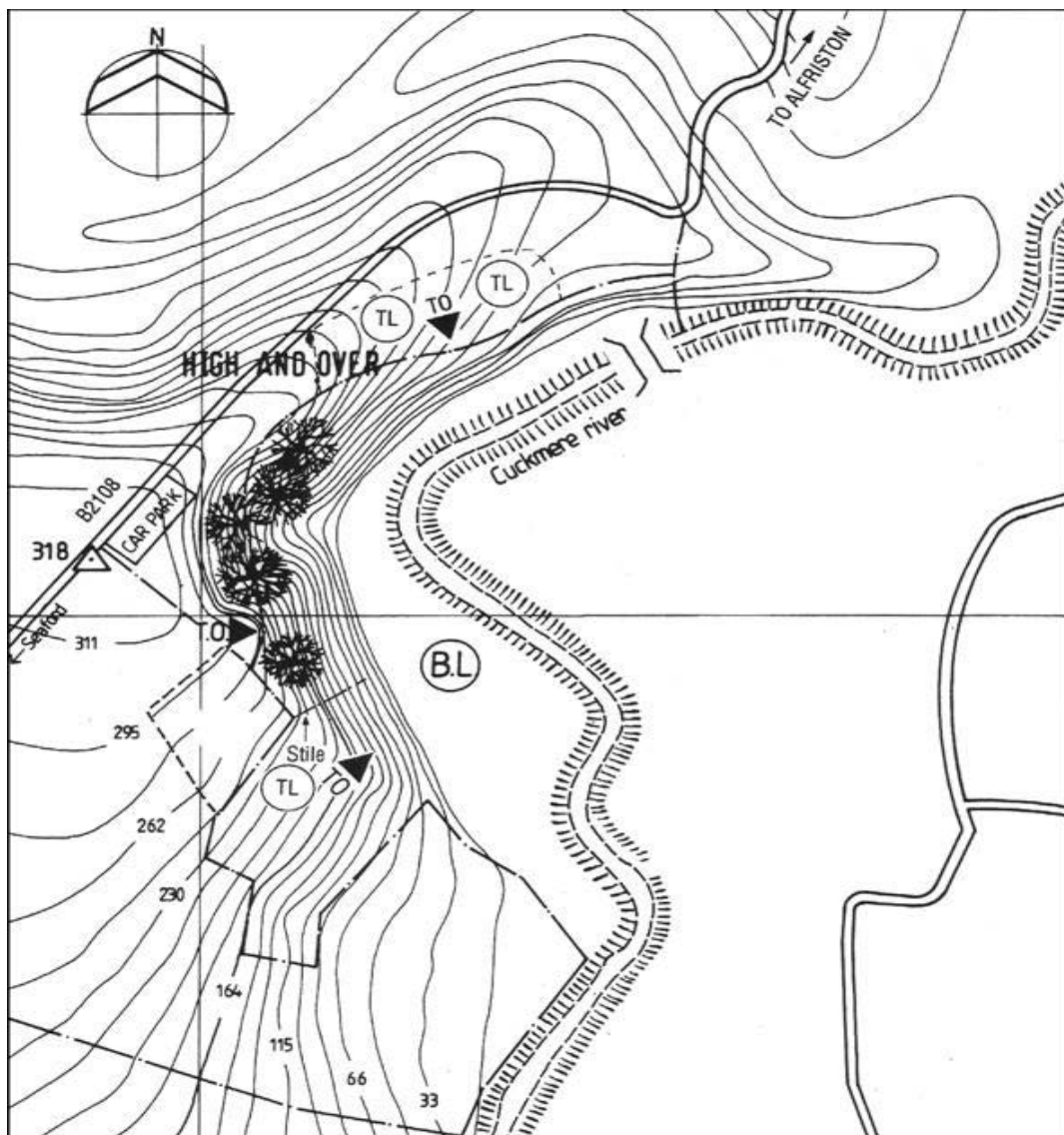
Both canopies and gliders should be rigged to the rear of the take-off areas. Be careful not to block the public footpaths.

Directions

High and Over is situated in the Cuckmere valley south of Alfriston, which is between Lewes and Eastbourne and just to the north east of Seaford. The route by road is best from Seaford on the A259, and then heading due north on the B2108. If you do drive through Alfriston village, drive with care because the high street is very narrow and is usually chock- full of tourists. From the car park, follow the left path to the South East take-off, or the right path to the East take-off.

Car Parking

The public car park on this site is two miles from Seaford and 1 mile south from Alfriston on the B2108. There is a lay-by opposite which can also be used. There are no restrictions with regard to parking but it does get very busy, so please park considerately.

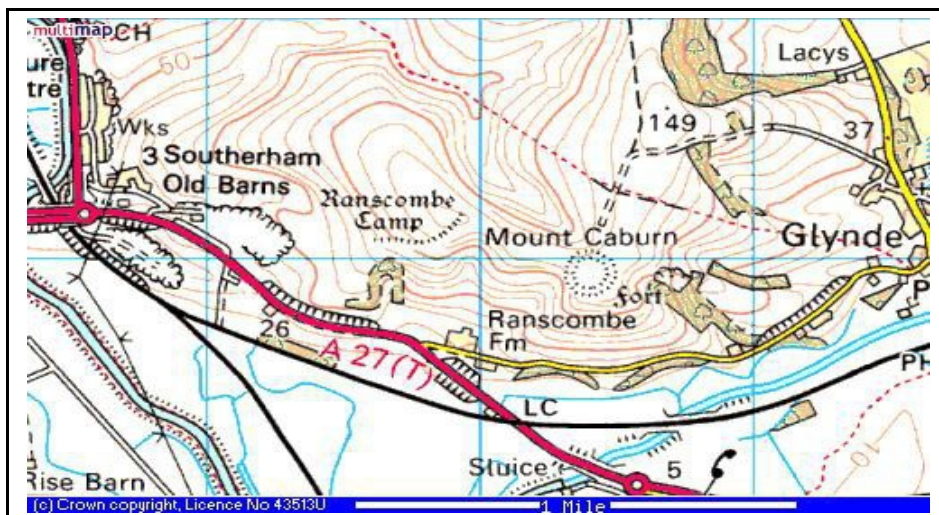


Mount Caburn

OS Grid reference	TQ 443088
Coordinates	Lat. = 50° 51.6' north: Long. = 0° 3' east
Wind direction	SW - S
Take- off height	500 ft amsl (152 metres) Height top-to- bottom 420 ft (125 metres)
Site pilot rating	CP+
Nearest telephone	Follow Ranscombe Lane towards Glynde, turn right and continue to Glynde Bridge.
Airspace restriction	5500 ft There is controlled airspace just to the north of the hill at 4500 ft This drops to 2500 ft. a few kilometres further north.
Nearest Sat Nav Post code	BN8 6RP

Description

A conical dome, extending to a south-west face and bowl beyond. It is often affected by the sea breeze which can make the air rough. The lift band is typically small, and the site can become crowded. Marshalling restrictions are sometimes applied.



Site Rules

Access to the site is gained by crossing the lane from the car park, passing through the gate to the left of the farmhouse and walking up the south-east shoulder of the hill. Be careful to follow the correct path from the car park to the top of the hill. The path is on the right hand side of the slope to the top, and is well defined. To fly this site unsupervised you must have top and slope landing tasks signed off.

Do not park anywhere in Ranscombe Lane other than the SHGC car park. In particular do not park at the west end of the lane and walk up the footpath through the Airworks training field.

DO NOT OVERFLY THE COTTAGES OPPOSITE THE CAR PARK.

Make your final approach away from this area.

Take-off

Mount Caburn is a south to south-west site, but you can launch anywhere between south-south east and south-west. The main launch area is at the top of the 'dome'. The optimum launch runway can be rather narrow due to the rounded hill. Show consideration by helping to keep this clear. Do not launch from below the earthworks on the top of the hill as the site has vulnerable ground nesting birds and wild flowers. Launching from the ridge to the west (shaded on the map) is at the discretion of the resident school. No other schools may teach on this ridge. This area is less windy with less complex airflow than the top of the hill.

Landing

Landings are best made on the very top of the 'dome', or on top of the spine further west of the take-off area. Beware of getting blown back in the bowl immediately to the west of the dome. There is a barbed wire fence along the length of the spine and another running diagonally down the side of this bowl.

The bottom landing field is on the south side of the lane, level with the south-east shoulder that you walk up. **To avoid over-flying the cottages**, make your landing approach to the South of the car park.

The training field immediately at the base of the hill is only to be used for emergency landings. Do not slope land just anywhere on the main hill. There are three agreed slope landing points: Central on the hill and about 50m above the trees separating the slope and the landing field, beside the stile into the training field and by the corner of the woodland just above the cottages to the east. You may slope land on the ridge to the west in the area shaded on the map.

Hazards

Aero-modellers occasionally make use of this site. Friction has occurred here in the past, though our current relationship with modellers on most of our sites is very good. If modellers are flying, go and have a polite word with them to ensure that they can guarantee zero risk of collision. (Their flying is controlled by the A.N.O.(Air Navigation Order) – the same law that regulates our activity.)

There is a fence out of sight but not far behind launch. Beware of being dragged back into this in windy conditions. The fence extends along the top of the bowls just behind the top landing areas.

Much care should be taken on your bottom landing approach. The landing field is behind tall trees and has a river and a main railway line close by. The field has a number of drainage ditches around and across it. Beware also of the small power lines at the west end of the landing field. The field generally has cattle in it. **Do not** over fly nor land in the car park.

Airflow

A south-westerly airflow tends to accelerate around the south and east sides of Caburn. In these conditions beware of being blown back over the trees, farmhouse and disused quarry.

Behind the southerly ridge strong rotor can occur. Be very wary of flying behind the ridge with insufficient height to glide clear.

A south or south-easterly airflow can make it difficult to cross the trees and reach the landing area. Ensure you have good height to cross the tree-line or turn back and slope land.

The wind direction is frequently different at the top and bottom landing field. Check carefully the wind direction prior to making a final approach.

The wind can often be as strong in the landing field as it is at take-off.

Rigging

Rig gliders and canopies on the top only. Keep the take-off area clear by mushrooming and parking to the side or rear.

Directions

Mount Caburn is 2km south-east of Lewes and to the north of the A27. When approaching from the west, turn left into Ranscombe lane. The parking area is a field on the right hand side opposite a farm- yard with a log pile in it, 1.2km from the A27 junction. From the east, turn right from the A27 towards Glynde and drive through the village, turn left into Ranscombe lane a short distance after crossing the railway line. The parking area is then found on the left, opposite the farm-yard.

Car Parking

The car parking area has a gate, which must be kept SHUT AND LOCKED at all times.

Camping and overnight parking is not permitted.

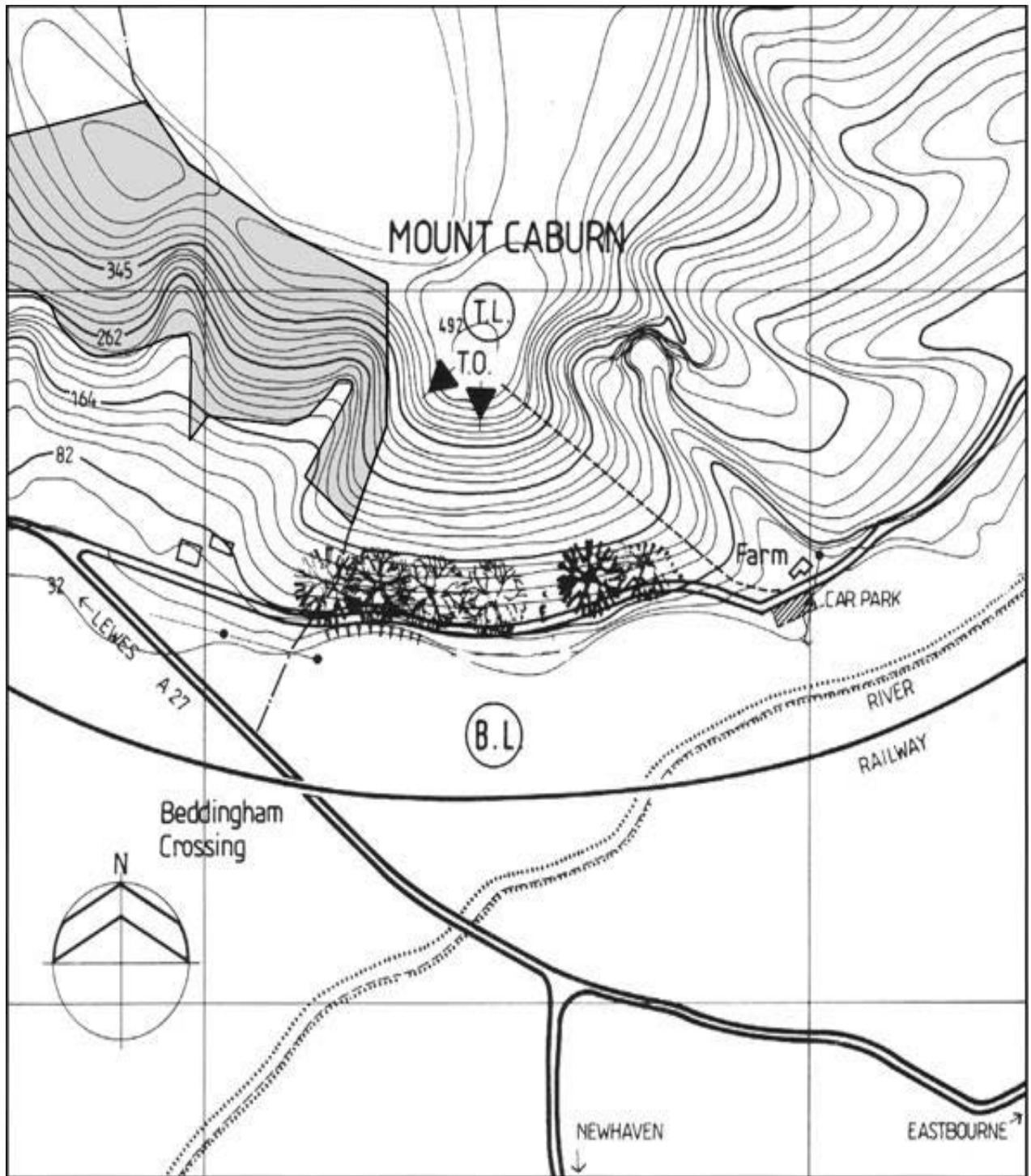
The gate has a combination padlock. Any changes to the code will be circulated using the email address shown on your membership account please keep it up to date. Do not give the code to non members.

If you find people parking at this site who are not associated with SHGC please ask them politely to leave, explain why, and tell them that the gate will be locked.

The parking area is small, and if you plan to fly here with friends it is a good idea to take just one car. Avoid parking outside of the designated area and do not block the lane running beside it. It is quite a privilege to have your own personal car park at a flying site. Treat it with respect.

Noise travels from the car park to the cottages please keep the volume down.

As an alternative park in the village and walk up the path opposite the shop. It is further, but not so steep.

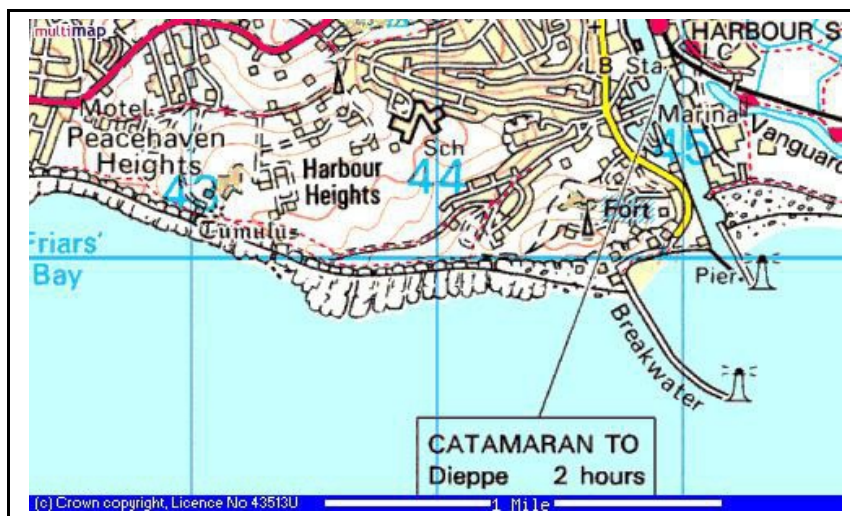


Newhaven Cliffs

OS Grid reference	TQ 446000
Coordinates	Lat. = 50° 46.9' north : Long. = 0° 3' east
Wind direction	SSE – SSW
Take- off height	180 ft amsl (55 metres) Height top-to- bottom 160 ft (48 metres)
Site pilot rating	HG: Pilot PG: CP for unsupervised flying east of ‘the point’ and CP +10 for flying beyond ‘the point’
Airspace restrictions	5500 ft
Nearest Sat Nav Post code	BN9 9DK

Description

Newhaven is a cliff site which provides some excellent coastal soaring. Because it is relatively low, it can be flyable when Beachy Head is not working, or when Caburn is blown-out. When conditions permit, a cliff run of 6.5 miles to Brighton Marina is possible, supporting use of the site by numerous gliders. There is a short south-easterly section to the East of the coast guard tower (i.e. to the fort and back). To the west of the coast guard tower, there is 0.5 mile of south facing cliff, which leads on to the mainly South South West run to Brighton. Newhaven cliffs is known as Castle Hill Nature Reserve. It is therefore a ‘managed’ site and our use of it is closely monitored by Lewes District Council. We have a good relationship with the ‘Coastwatch’ coastguard team.



Because the site is shown on Paragliding Earth and similar websites, there is a risk of foreign pilots and non-members attempting to fly here with inadequate knowledge of the restrictions and procedures. While this applies to other sites, it is particularly important at Newhaven Cliffs, where our existing historical informal arrangement could be lost through one further 'unfortunate' incident. When flying at Newhaven, members should recognise that we all have a collective responsibility for site conduct and safety and be prepared to challenge any pilot whom they do not recognise as a member, and ensure that they are aware of the membership requirements and the local restrictions and procedures for the site without which they should not be allowed to continue to fly.

Take-off

The two places most frequently used by PG pilots are in front and slightly to the east of the coastguard tower in SE winds and approx 200m further west in South and South South West winds. There are however, many other places to launch. HG take off area as shown on map.

Landing

Top landing should not generally be attempted by hang glider pilots. The area is small, the overshoot is over very rough ground and should you go too far back, you are likely to encounter serious rotor. Do not overfly the **Park Homes site** to the west of Take-off. Do not fly north of the cliff near the bungalows and endeavour to stay as far south as the lift allows. Transit through the area next to the retirement park as directly and quickly as possible. Show consideration for the residents of this site by avoiding excessive noise when flying in the vicinity of the bungalows. Keep voices and radios silent in that area.

Hazards

In light winds, the need to clear the cliff edge in front of take-off must be borne well in mind. You are basically launching over a hole in the ground behind a vertical cliff.

If there is insufficient lift to soar, you have very little time to set up a bottom landing.

In marginal South South East winds, if you are at the fort when the lift fails, you may not be able to reach the bottom landing area.

When contemplating the run to Brighton (CP + 10 hours), consider the state of the tide. (Tide Tables can be obtained from most local chandlers or bait shops and there is a link to tide tables on the SHGC website). Do not fly over areas with no bottom landing.

Soaring the breakwater (the sea wall projecting south from the beach in front of the Fort) is strictly prohibited.

Airflow

The field immediately behind the main South South West cliff slopes down away from the cliff . This often generates a seriously large rotor. Do not allow yourself to get blown back into this area.

In South West winds you will usually encounter a big reduction in lift as well as a head-wind when attempting to penetrate along the last part of the South face before going around the corner to the main cliff. There may be rotor immediately behind the southerly point between the two take-off areas.

Rigging

Hang Glider pilots Rig at HG take-off

Emergency Landing Signal

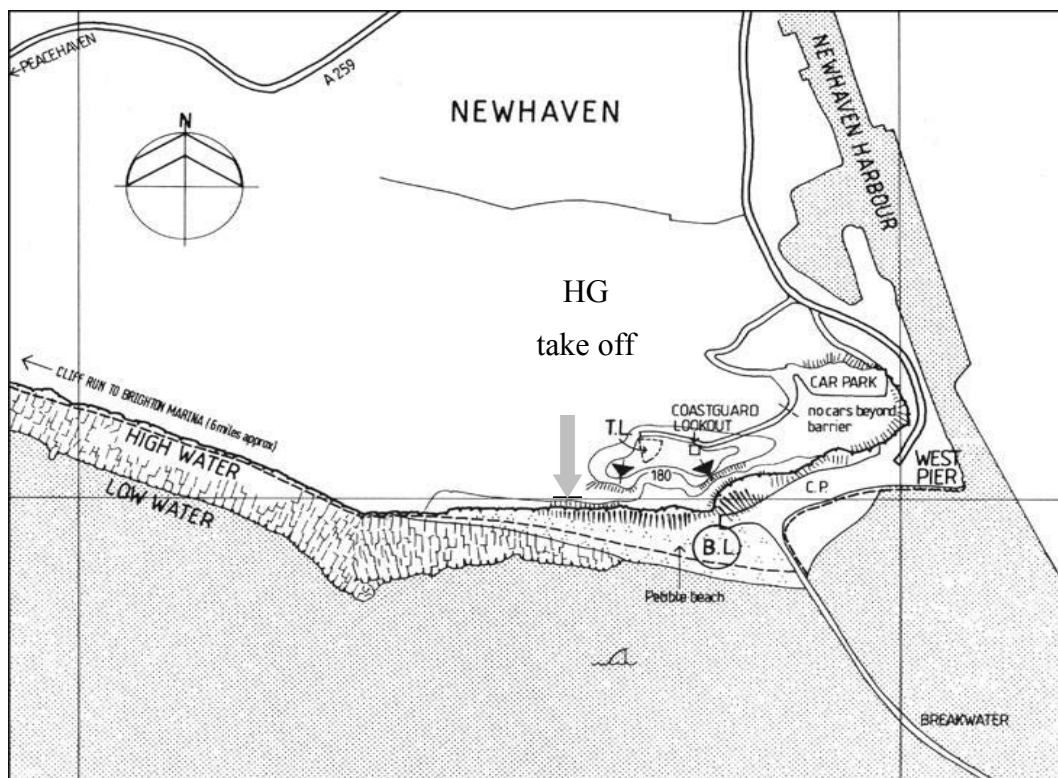
If there is an incident, accident or exercise requiring a rescue helicopter to attend, the Newhaven Coastwatch Volunteer coastguards will alert pilots by sounding an air horn with 4 short blasts (Morse code H). LAND AT ONCE.

Directions

Follow the one way system around Newhaven town centre until the left turn at the police station (South Road). Take this road into Fort Road. For the Fort car park, turn right after the sports ground and go up the hill into the car park. Carry up the track to the take-off by the Coast Guard station. For the beach car park, continue straight on then turn right once in the car park. Park at the far end.

Car Parking

Normally use the Fort car park, or alternatively use the beach car park if that is full. Beware of thieves in these areas; it is unwise to leave valuables in your vehicle. Check the car park closing times which are different in summer and winter.

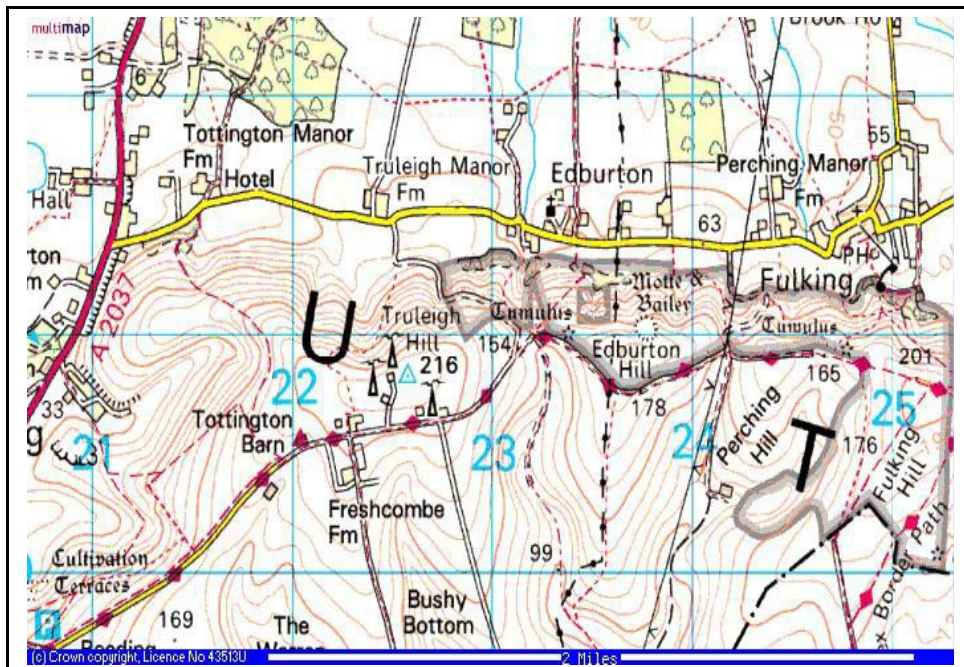


Truleigh Hill

OS Grid Reference	TQ 224110
Coordinates	Lat. = 50° 53.1' north : Long. = 0° 15.6' west
Wind direction	NNW – NNE
Take- off Height	690 ft amsl (210 metres)
Height top-to- bottom	490 ft (150 metres) Site pilot rating CP+
Site pilot rating	Pilot +
Nearest telephone	Fulking village
Airspace restrictions	5500 ft
Nearest Sat Nav Post code	BN5 9NL

Description

Truleigh Hill is at the west end of the ridge from Devils Dyke, and consists of a steep bowl, with radio masts behind the ridge top. This was, incidentally, one of the first hills in the country where hang gliders were actually allowed to fly.



Site Rules

The site may be closed during the Lambing Season (March to May). Check with a club official if in any doubt. To fly this site unsupervised you must have top and slope landing tasks signed off.

Take-Off

Fence lines to the east and west of the radio mast delineate the limits of the site and no launches should take place outside these boundaries.

Landing

You may land on top anywhere within the boundaries, as above, while bottom landings may be made at the base of the slope or further on in the "L" shaped field at the bottom. Landings may also be made within the training field to the right.

Hazards

Be aware that Shoreham ATZ lies to the south, directly downwind. There is a line of trees on the ridge top, and radio masts behind that.

The lower slopes of the site, immediately above the training field, are steep and hazardous to land on. This site also has a large number of rabbit holes within its boundaries, particularly on the slopes.

Rigging

Immediately behind the launch area, in front of the tree line.

Directions

The site is on the Northerly ridge to the west of Devil's Dyke and is reached from the road running along the bottom of the ridge between Poynings and Tottington Manor.

Access to the site is via a track from the parking area, immediately to the west of the training field. Follow this around the training field, before crossing a stile and following the path in the direction of the take-off area. There is no reason for anyone to climb over fences so please avoid doing this.

Car Parking

Parking is available on the road (lay-by) at the bottom of the site. Please do not obstruct any of the gates leading into the field as these are in constant use.

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