ISLE OF WIGHT
HANG GLIDING & PARAGLIDING CLUB

# Sites Guide

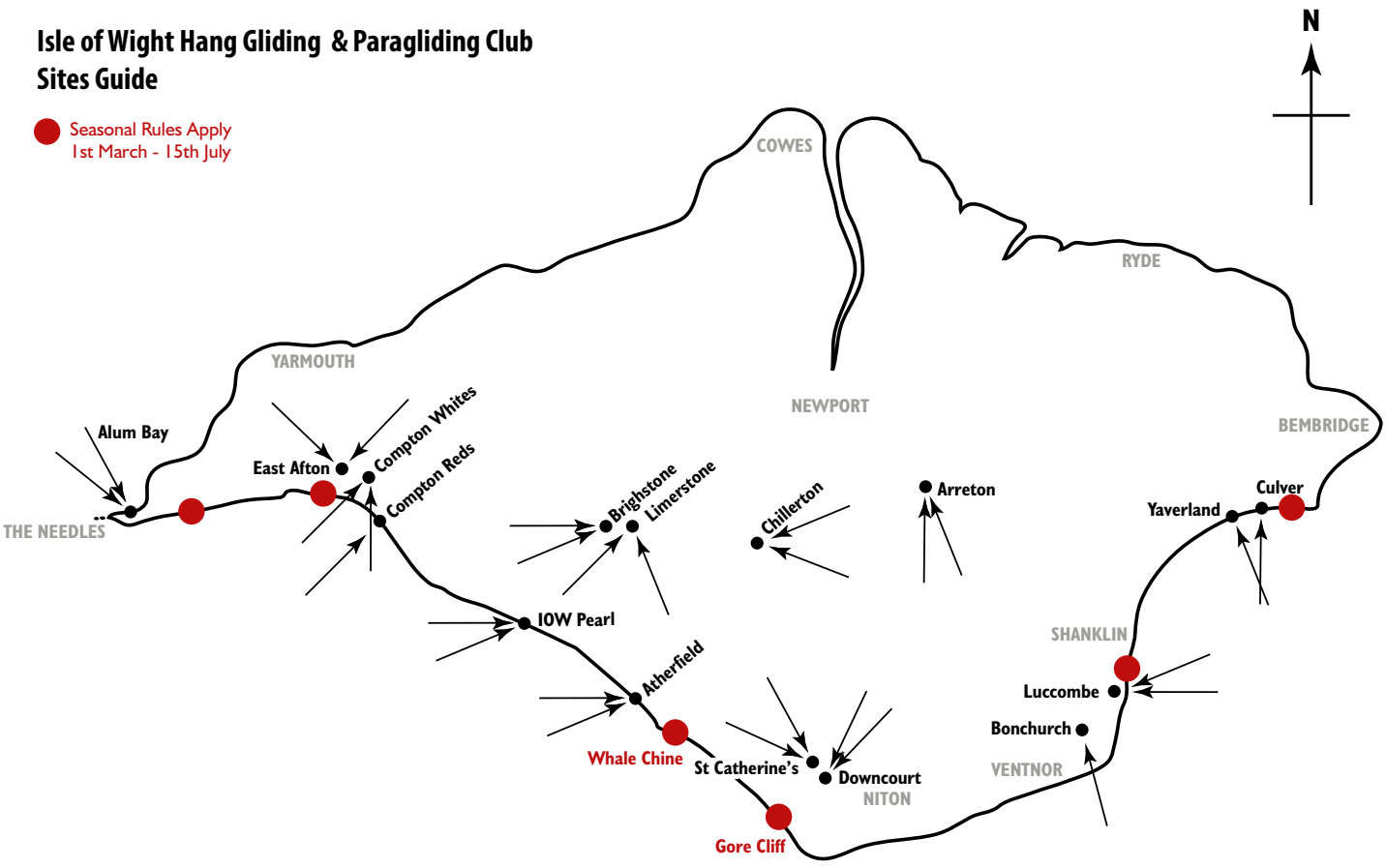



ILLUSTRATION CONTACT:
susanperkes@gmail.com

# Welcome to the IOWHGPC Sites Guide!

The club was formed in 1974 and now has access to 15+ flying sites on the Island catering for all levels of skill. We have quiet, un-crowded sites, ideal for low airtime pilots and some of the inland sites have 'local' cross country potential. Whatever your skill level, we hope you will enjoy flying on the Island.

The Isle of Wight has sites covering most wind directions, but please be aware that some sites are not suitable for low airtime pilots & others are not always open throughout the year. Many sites are on land owned by the National Trust - we are able to use these sites only under the terms of our agreement with them. Please observe the flying instructions listed for each site, do your bit to help protect wildlife and help us to keep all of the Island sites flyable.

Please observe the rules set out in this guide. **If in doubt contact a Committee member.**

The Club cannot be held responsible for errors or omissions from this sites guide. It is not a definitive publication. The Clubs relationship with site owners is dynamic and constantly changing. It is, therefore, the responsibility of the individual pilot to check and double check all details before taking to the air. If you have any comments or ideas for this guide please contact a Committee member (details below).

# The IOWHGPC manages the sites shown in this guide. In order to use them you are required to be:

- A 'paid up' IOWHGPC member, and either
- A 'paid up' BHPA member, or
- A foreign flyer of equivalent rating with equivalent 3rd party insurance (check with the BHPA).

# Useful Information

## In Case of an Emergency

1. Administer First Aid – See below for your cut out and keep guide.
2. Call 999 or 112 (if necessary) and use the phrase "casualty fallen from height in remote location".
3. Complete an incident report form (https://contact.bhpa.co.uk/incident.php) and inform the Club's Safety Officer.
4. If the incident is fatal or potentially fatal the AIB must be informed **immediately** by calling 01252 512299.

## **Cut Out and Keep** this handy reference guide to emergency information.

| **Call 999 or 112**<br>"Casualty fallen from height in remote location with possible spinal injuries" | | | |
|---|---|---|---|
| **SITE** | **OS Grid Ref** | **SITE** | **OS Grid Ref** |
| Afton Down | SZ 368 859 | Limerstone Down | SZ 438 837 |
| Alum Bay | SZ 304 849 | Luccombe | SZ 586 802 |
| Arreton | SZ 546 871 | St Catherine's | SZ 492 776 |
| Atherfield Bay | SZ 445 799 | Yaverland | SZ 616 853 |
| Bonchurch Down | SZ573784 | **First Aid:** | **IF BREATHING** |
| Brighstone Down | SZ 432 842 | **D**anger | Put in recovery |
| Chillerton Down | SZ 475 834 | **R**esponse | position |
| Compton Whites | SZ 365 856 | **A**irway | **IF NOT BREATHING** |
| Compton Reds | SZ 372 848 | **B**reathing | Do CPR and don't |
| Culver | SZ 635 856 | **C**irculation | stop! |
| Downcourt | SZ 494 778 | | |
| IOW Pearl | SZ 413 820 | | |

**You can find more detailed safety information at the end of this guide.**

## Website

You can find details of the Committee, social events, membership, local weather and other club news at www.flywight.co.uk

## Club Forum

News and views about flying on the Isle of Wight can be found at www.facebook.com/flywight.co.uk

## Membership

Please visit www.flywight.co.uk for the latest details of our membership fees and to download a membership form. If you do not have internet access please contact the Membership Secretary (details below).

## Weather reports

You can find links to various weather reporting sites at www.flywight.co.uk/index.php/weather/

Tide Timetables can also be accessed here and tide reports are available in the weekly IOW County Press newspaper.

Club coaches and Committee members will be happy to advise new or visiting pilots about weather and tide conditions. See below for details.

## Committee Members

Our Committee change each year at the AGM. For the latest list and contact details please visit www.flywight.co.uk

## Club Coaches

If you feel you need a little extra help whilst flying on the Island and would like some extra coaching, please contact: Paddy Court - Tel: 01983 760882 Mobile: 07811700410 email: padclare@talktalk.net or office@high-adventure.uk.com

## Radios

Those with 2m radios should try to use 142.975MHz to keep in contact if doing coastal runs. In an emergency beach landing with no mobile coverage then 156.8MHz can be used (Maritime CH16).

## Local Schools

The Island has 2 schools, both of which offer training.

High Adventure - www.highadventureparagliding.co.uk - Tel: 07811 700410

Butterfly Paragliding - www.paraglide.uk.com - Tel: 01983 731611

**Please note:** Unless otherwise stated, School flying sites are out-of-bounds to non-student pilots.

## Visiting pilots

We welcome all visiting pilots, but we are a small club and rely on membership fees to maintain our sites. If you are a member of any UK club then we encourage you to join us as an Associate Member (it's dirt cheap at only £15 p/a!). If you are staying for a short time, you can buy a temporary membership for £5 per week. Membership forms are available on the Club website or by contacting the Membership Secretary.

**Please help preserve our local wildlife by observing site rules, many of which are designed to protect threatened species. Non-observance of our site rules could result in permission to fly on sites being withdrawn.**

## Club Socials

Members are contacted by email with details of planned socials. Socials are also posted on the website. If you are not getting the emails, please contact the Club Secretary.

## Incident Reporting

If you witness an incident on any of our sites, please report the incident online at

https://contact.bhpa.co.uk/incident.php

# Safe Flying on the Island

The Island has many and varied flying sites to explore. Some are coastal and well suited to low airtime pilots. The air is often smooth and predictable, but there are some points that **ALL** pilots should consider:

- Cliffs are often flown in stronger winds than inland sites. Make sure **YOU** are happy with the conditions, even if other pilots are in the air.
- Carefully assess take-off for turbulence. Cliff edges can cause turbulence and cliffs can change shape from one day to the next due to erosion.
- Make sure there is an adequate bottom landing (beach) before you fly, even if it seems well soarable.
- Look for low tide and un-crowded beaches.
- Be sure of the wind direction on the beach before you take off.
- If you land on the beach, land along the beach, parallel with the cliff and sea. **Don't turn out on finals.**
- If possible land near the top of the beach, even if the beach is wide.
- Have a flight plan (as always) before T.O.
- Think about your approach to the beach if you have to land on it for whatever reason.
- Don't fly away from your bottom landing (beach) when conditions are light.
- Only top land behind a rounded off part of the cliff. If the wind increases significantly while you are flying it may be wise to land on the beach.
- **If in doubt, get a site briefing from an instructor, coach, or experienced local pilot.**
- Paraglider pilots should **ALWAYS** carry a cut-away-knife / wear a life jacket if there is any chance of landing in the water. (High Adventure Paragliding sell safety knives!)

**LANDING IN THE SURF IS DANGEROUS AND CAN KILL YOU - PLAN YOUR FLIGHT TO AVOID THIS!**

# Reserve Parachutes

- Your reserve should be re-packed every 6 months. For most newly qualified pilots, this means sending your reserve off to be re-packed for you.
- The club holds an annual re-pack after the AGM.
- For the latest BHPA Advice on reserves, visit www.bhpa.co.uk/pdf/Emergency_Parachutes_Advice.pdf.

# Afton Down

NOTE: This is a National Trust Site and can only be used under the conditions of the Clubs agreement with the Trust.

## Location

T.O. SZ 368859, Lat:50.6716N Long:1.4806W.

## Experience

CP+10 Hours

## Access

Via the B3399 from Freshwater or Calbourne.

- Park in the farm yard (entrance on the south side of the B3399).
- Walk up path on the WEST side of the hedge ONLY.

## Parking

- In the parking area shown on the map.
- Walk up the path to the WEST of the hedge only.
- Only **ONE** HG vehicle may park on top to the North of the track as marked on the map.

## Description

- Afton is a northerly site with over a mile of soarable ridge, often quite thermic and therefore gusty. However, smooth days and especially evenings are quite common.
- A fun site.
- Height gains of 2,000-3,000ft have been known in sea breeze convergence over Afton.
- There is a height limit of 2,000ft in this airspace.
- Be cautious of the turbulence from the small bowls along the ridge.

## Limits

- Best wind direction is North.
- Flyable between NW and NE.
- Often good in N to NE winds.

## Rules

- **DO NOT** land on the Golf Course.
- **DO NOT** land in the standing crop (including grass).
- **DO NOT** over fly the Golf Course.
- Shooting season is 1st Sept - 1st Feb, if shooting is taking place **DO NOT** fly.

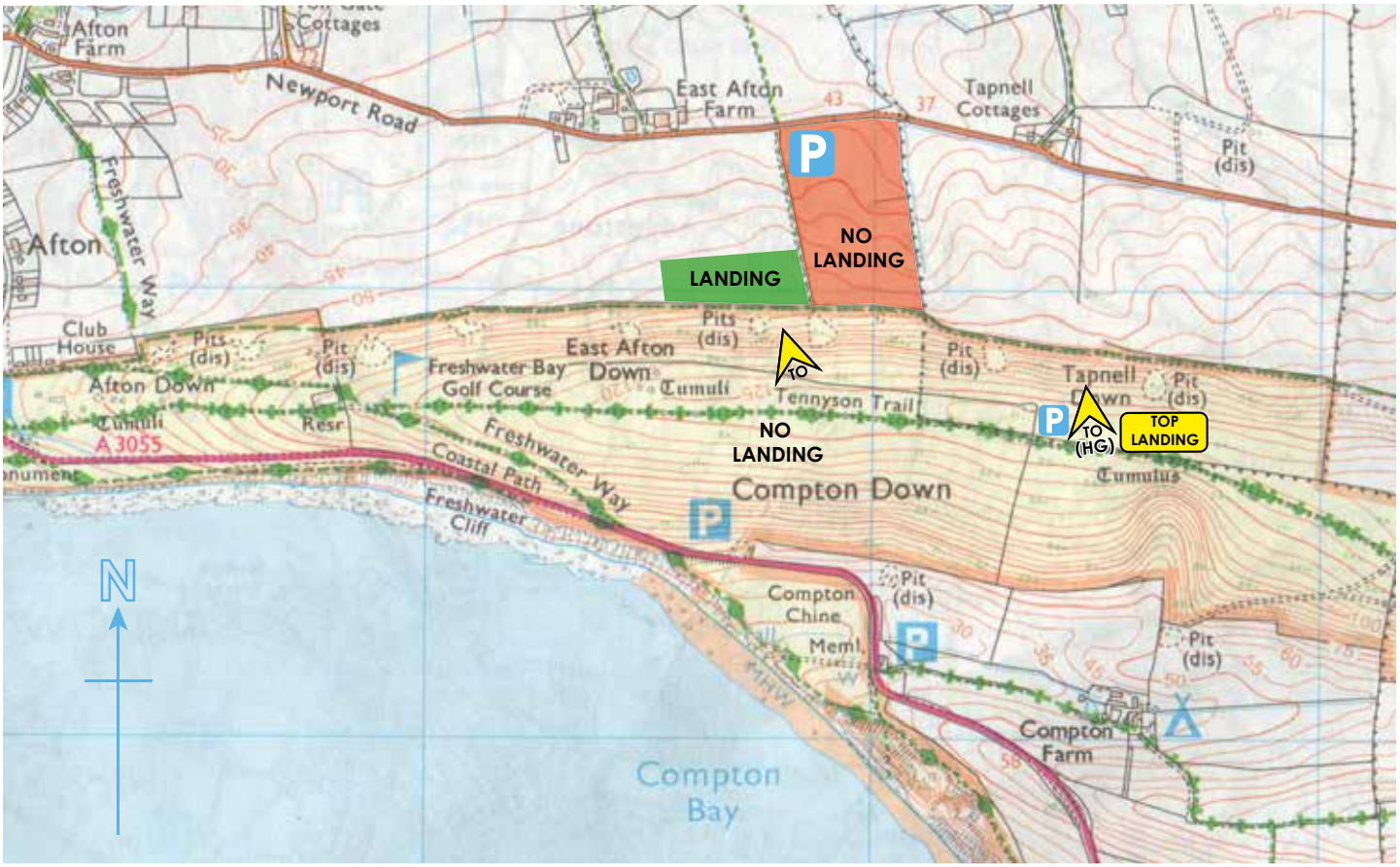
## Take off

There are 2 T.O.'s both of which are most easily accessible on foot.

## Landing

- Top: Only to the east of the Fairways.
- Bottom: The preferred landing is on the slope below the take off.
- Land back on the hillside if possible or as near to the hedge as is safe.
- Do not land in the fields if you can avoid it.
- It is normally acceptable to land in the top corners of the fields immediately below TO (see map).
- **Always** carry your wing to the edge of the field to pack up.
- **DO NOT LAND ANYWHERE ELSE IN THE FIELDS BELOW.**

# **Afton Down** (cont'd)

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# Alum Bay (The Needles)

NOTE: This is a National Trust Site and can only be used under the conditions of the Clubs agreement with the Trust.

## Location

T.O. SZ304849, Lat:50.6629N Long:1.5712W.

## Experience

CP+10 Hours.

## Access

From Freshwater take the B3322, sign-posted Alum Bay.

- Only **ONE** car may be parked at the Coast Guard Cottages. Extra vehicles should be parked in The Needles Landmark Attraction car park. Please observe parking fees. For a one off payment of one day's parking residents can park here all summer long. You will need to provide proof of residency.
- Please time your drive to avoid the bus .
- Leave your sites guide on the dashboard to show the NT Wardens that you are a club member.

## Description

- 450ft high cliff/hill facing NNW with a smooth unobstructed top.
- At the south is a 400ft cliff.
- Treat this site as a top landing site.
- Not suitable for Hang Gliders to bottom land!

## Limits

- Can be flown in light to moderate NW to NNE.
- Use the West face (coloured cliff) if it's Westerly and the North face (white cliff) if it's Northerly.
- Watch out for turbulence in the East corner.
- At higher wind speeds the compression on the top becomes considerable and this can cause penetration problems when top landing.
- Paragliders beware, being blown over the back will severely damage your health!

## Rules

- **DO NOT** fly from this T.O. if there is any possibility of landing on the beach when it is crowded.

## Take off

- Note: The T.O. is sometimes prone to turbulence prior to crossing the cliff edge.

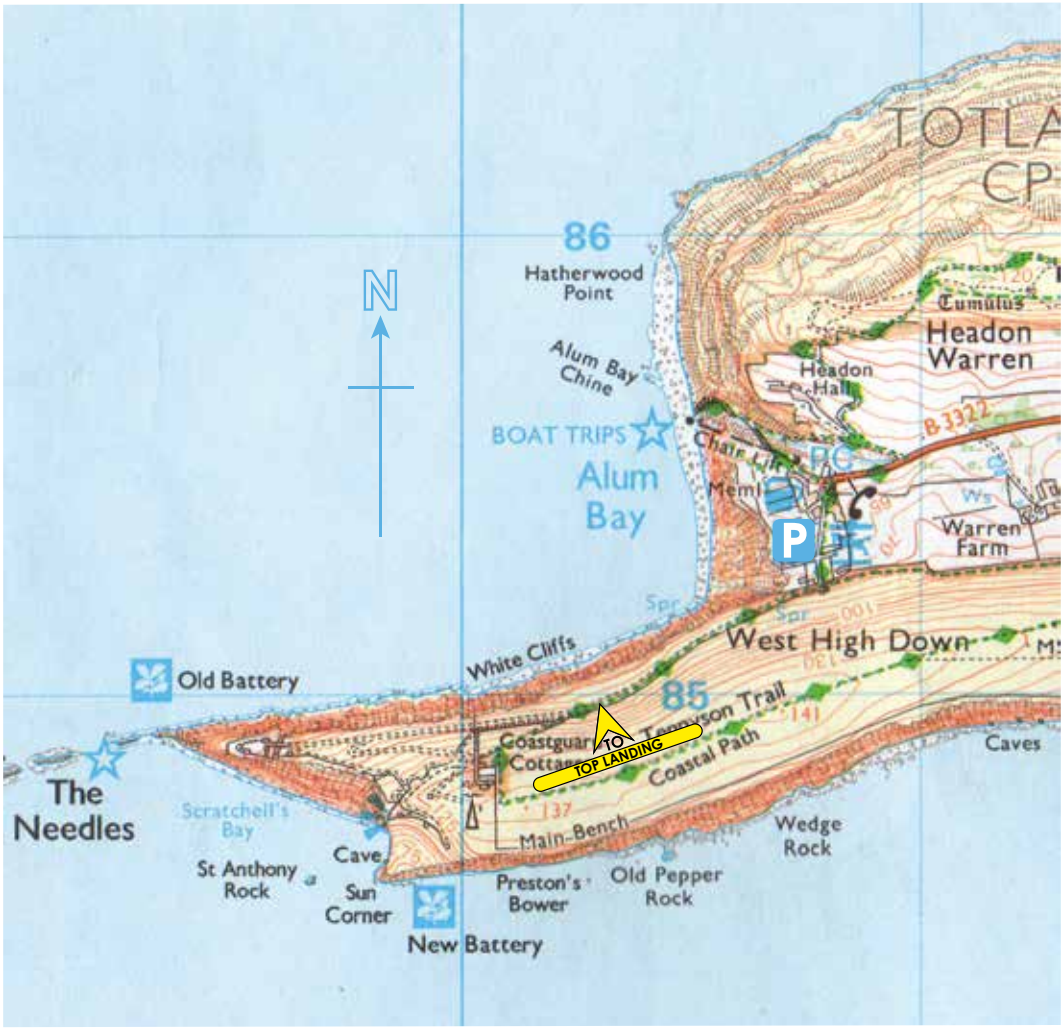
## Landing

- Top: **DO NOT** go too far back as there is a lot of venturi.
- Bottom: On the beach. **Be aware of the chair lift cables**.
  If you are going to land on the beach below the large 'Needles' car park LAND NORTH OF THE CHAIRLIFT. This is preferred but **don't endanger your safety** by trying too hard and getting it wrong. Safety First!

## Additional Information

- Permission to use this site has been obtained from The National Trust, who own the hill .

# **Alum Bay** (cont'd)

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# Arreton

## Location

T.O. SZ54 6871, Lat:50.6810N Long:1.2285W.

3 miles east of Newport.

## Experience

All normally. CP+10 Hours when thermic.

## Access

Carefully over the fence at the junction of the main downs road and the lane leading towards Newchurch.

## Parking

Park with the utmost care and consideration (the police will act if an obstruction is caused). The main downs road is very busy, especially in summer. Park tight into the side of the road on the south side of the lane leading down the hill towards Newchurch. **PLEASE PARK SENSIBLY.**

## Description

A 150ft broken ridge mainly facing south with a wide, smooth valley in front.

Good thermal potential from the sunniest valley in England.

## Limits

SSE to S The various bowls and spurs make for some interesting flying, once above a hundred feet or so. Big bottom landing fields mean few limitations on wind strength for Hang Gliders.

**CAUTION:** In SW winds, there is turbulence off the trees near/in the quarry.

## Rules

Check which bottom landing is in use, as there is **NO top landing for Hang Gliders.**

Under **NO** circumstances park on the main road.

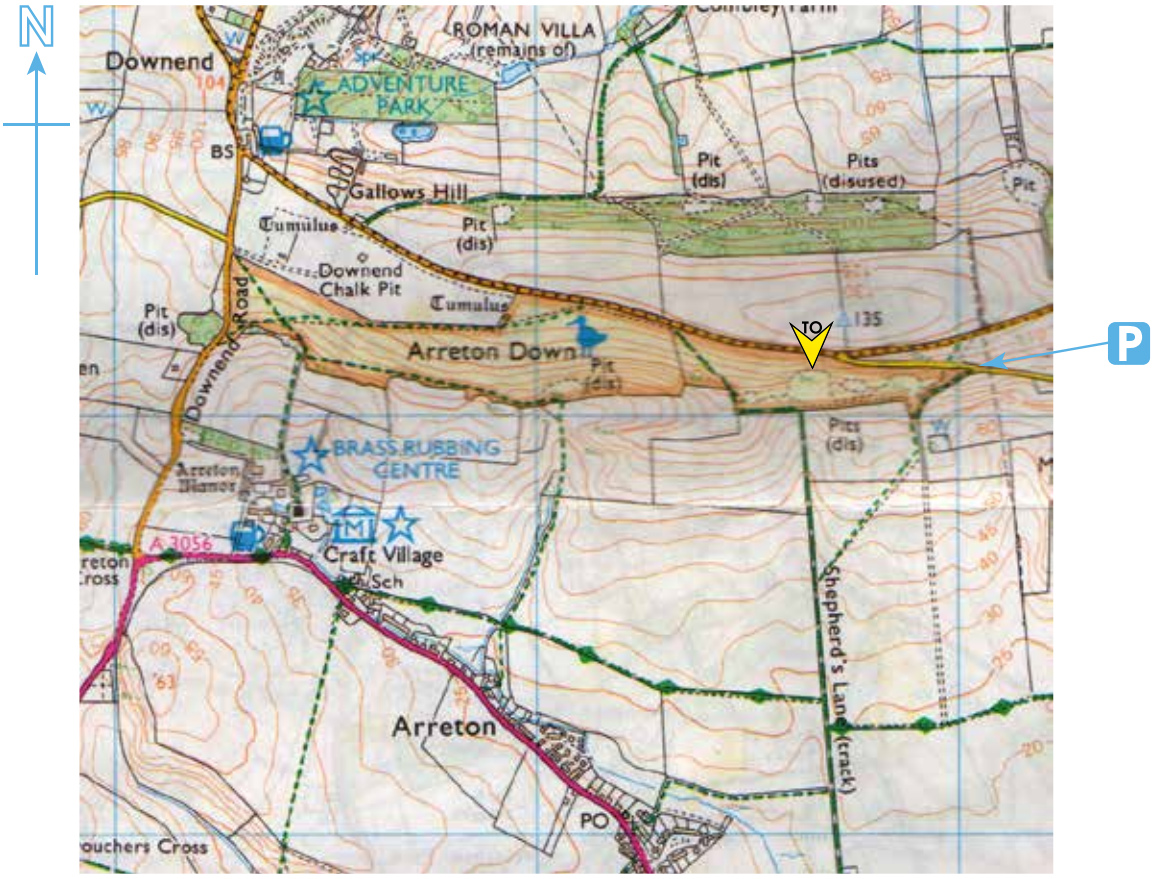
## Take off

Hang Gliders rig and T.O behind the old quarry, the edge of which is not sharp enough to cause much rough air. It is important to make sure that both wings end up over the quarry during T.O. In strong winds a cliff T.0 from the edge of the quarry can be used. Paragliders use discretion in strong winds as the road is busy and being dragged is a definite hazard.

## Landing

| | |
|---|---|
| Top: | Paragliders slope land. Beware of the road. |
| Bottom: | All the fields are landing fields as long as they are without crops. Check **BEFORE** you fly. The fields just below the bowl are surprisingly steep, sloping towards the track. |

# **Arreton** (cont'd)

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# Atherfield Bay

## Location

T.O. SZ445 799, Lat: 50.6171N Long:1.3723W.

Atherfield Bay Holiday Centre, off the A3055 (known locally as The Military Road).

## Experience

All.

## Access

**NOTE: Atherfield holiday camp is OUT OF BOUNDS for health and safety reasons. The front gate to the camp is blocked by a mound of earth to prevent access.**

## Parking

- Parking on the grass verge either side of the road. Follow the footpath through the Chine Farm camp-site (next door to the derelict holiday camp), shown by the dotted line on the site plan.
- Parking is also available on the verge adjacent to Atherfield Chine, SE of the holiday camp. Follow the footpath around the outside perimeter of the holiday camp.

## Description

- A small, smooth bowl in a low sea cliff facing SW, with beach access.
- The site works best in a SW to W wind.
- When other IOW sites are blown out, it may still be possible to fly Atherfield. The paragliding test is to inflate on the flat ground, if you can move forward in the venturi, then you should be able to soar the 'local' lift band. Constantly check your ground speed, but above all, **avoid being blown back especially near the chine where there are electric cables.**
- Excellent soaring west to Barnes High & east to Blackgang cliffs **(experienced pilots only)**.
- In smooth air, good height bay be gained at Barnes High, enabling an easy return to a large, flat, top landing field.
- This site gives experienced pilots excellent access to big cliffs and cliff runs to Brighstone or Freshwater.

## Limits

- In a SW to W wind, the wind often veers and decreases late in the day as the sea breeze diminishes.
- The sea shows direction and strength of the wind, but remember tidal effects will modify this.
- If conditions dictate, (too strong or too weak), you can land on the beach, but...
- Check the tide: **NO beach - NO take off**.
- If you fly out over the water be aware of the conditions and your ability to safely make it back to dry land.
- IT **IS A REQUIREMENT OF THIS SITE THAT ALL PILOTS CARRY A CUT- AWAY KNIFE.** Lifejackets are recommended.

## Take off

- The take off is outside of the main holiday camp perimeter, normally in the smooth bowl 100 meters west of the gate.
- Choose smooth air to take off in.
- Ask for advice if you're inexperienced.

# **Atherfield Bay** (cont'd)

## Landing

- Top: Land in the smooth air directly downwind of the take off.
- Choose the spot in advance, visualise the airflow and any potential turbulence.
- Bottom: Flare and land directly along the beach (see our advice page).
- **DO NOT** turn out over the sea if you are below cliff top height.

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# Bonchurch Down

NOTE: This is a National Trust site and can only be used under the conditions of the club agreement with the National Trust.

## Rules

Paragliders only. In summer (May – September) this site is intentionally to be flown for cross country flights to comply with the wishes of the landowner. Maximum of 6 pilots in the air at any one time (see experience requirements below).

## Location

T.O. SZ573784, Lat: 50.603N Long: 1.190W Bonchurch Down.

## Experience

This site has very limited landing options. All pilots must receive a site safety briefing from a Committee member prior to flying here. CP+20hrs. This site is only suitable for paragliders.

## Access

- Turn NE from the junction of Newport Rd, Ventnor and Downs Lane (PO381AQ).
- Drive up Downs Lane to the parking.

## Parking

- Parking is at the locations shown on the map (P1, P2).
- Do not block the gates at ANY time (NT need access 24/7)
- Once you have parked you will need to walk from your car to the take off area which has been shown to you in the site safety briefing.

## Description

- A large SSE facing ridge with spines extending to the SSE. 230m AMSL
- Scrub management operations will take place at various times of the year.

## Limits

- This site has not been flown for years and at the time of writing in 2018 the trial flights have shown that the site works from SSE to SSW.
- The wind seems to run along the ridge if it is from the ESE providing little lift.

## Take off

- Take off is on the grassy area below the trees.

## Landing Top

- Top: The take off 190m AMSL, the slope extends to the town boundary at 130m. There are two top landings shown, one is behind the radar station, at 230m AMSL and maybe in rotor. BE AWARE OF THE AERIALS AND RADARS.
- Side: The town below means there is very limited slope landing just below take off.
- Bottom (EMERGENCY): The town below means there is very limited slope landing just below take off.
- Riviera Park: We have agreed an **Emergency** landing which can be seen directly below take off just before the cliff edge. This is a large grass area containing a tennis court at one end. Be aware of people possibly in area prior to landing. This will be shown to you in the site safety briefing.
- Westfield Bungalows: There is also a large piece of land next to Riviera Park which is owned by Westfield Bungalows and agreement has also been gained for landing. Be aware of people in area prior to landing. This will be shown to you in the site safety briefing.
- Beach Landing: The beach landing near East Dene should also be regarded as an **Emergency** Landing and would be very difficult at anything but low tide.

## Owners

The National Trust

# **Bonchurch Down** (cont'd)

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# Brighstone Down

## Location

EAST T.O. SZ432 842, Lat:50.6558N Long:1.3902W.

WEST T.O. Co-Ordinates TBC

North of Brighstone Village.

## Experience

CP+10 Hours.

## Access

- Access from the East to both Take Offs is via a small un-metalled road leading west off the B3323 (Shorwell to Newport Road) at map ref. 457 837.
  Access is by agreement with the farmer
  **KEEP TO THE TRACK AT ALL TIMES. DO NOT, UNDER ANY CIRCUMSTANCES, DRIVE ON THE GRASS ADJACENT TO THE TRACK.**
- There are a number of gates to pass through - **if a gate is CLOSED, then close it behind you. If it is OPEN then leave it open.**
- Park to the side of the track immediately behind the designated T.O. point.
- Access from the West to both Take Offs is via a small un-metalled road leading east off Lynch Lane (Brighstone to Calbourne Road). Access is by agreement with the farmer.
- Park to the side of the track immediately behind the designated T.O. point.

## Description

- An inland site on a rounded hill with top landing.
- On unstable days the air can be quite thermic and cross-country flights are possible.
- Half a mile of soarable ridge.
- VERY limited slope landing. NO bottom landing.

## Limits

- Can be flown from S to W.
- Best wind direction is SW.
- If the wind is fairly strong, expect a bit of turbulence from the hill in front.
- Paragliders beware of the brambles over the fence.
- The fields below T.O. are planted with Vines. These have stakes and wires.
  **AVOID AT ALL COSTS!**

## Rules

- **DO NOT** bottom land unless in an emergency! If you do land in the bottom field, only retrieve over the fence at the western end of the field.
- **DO NOT** make intentional top to bottom flights.

## Take off

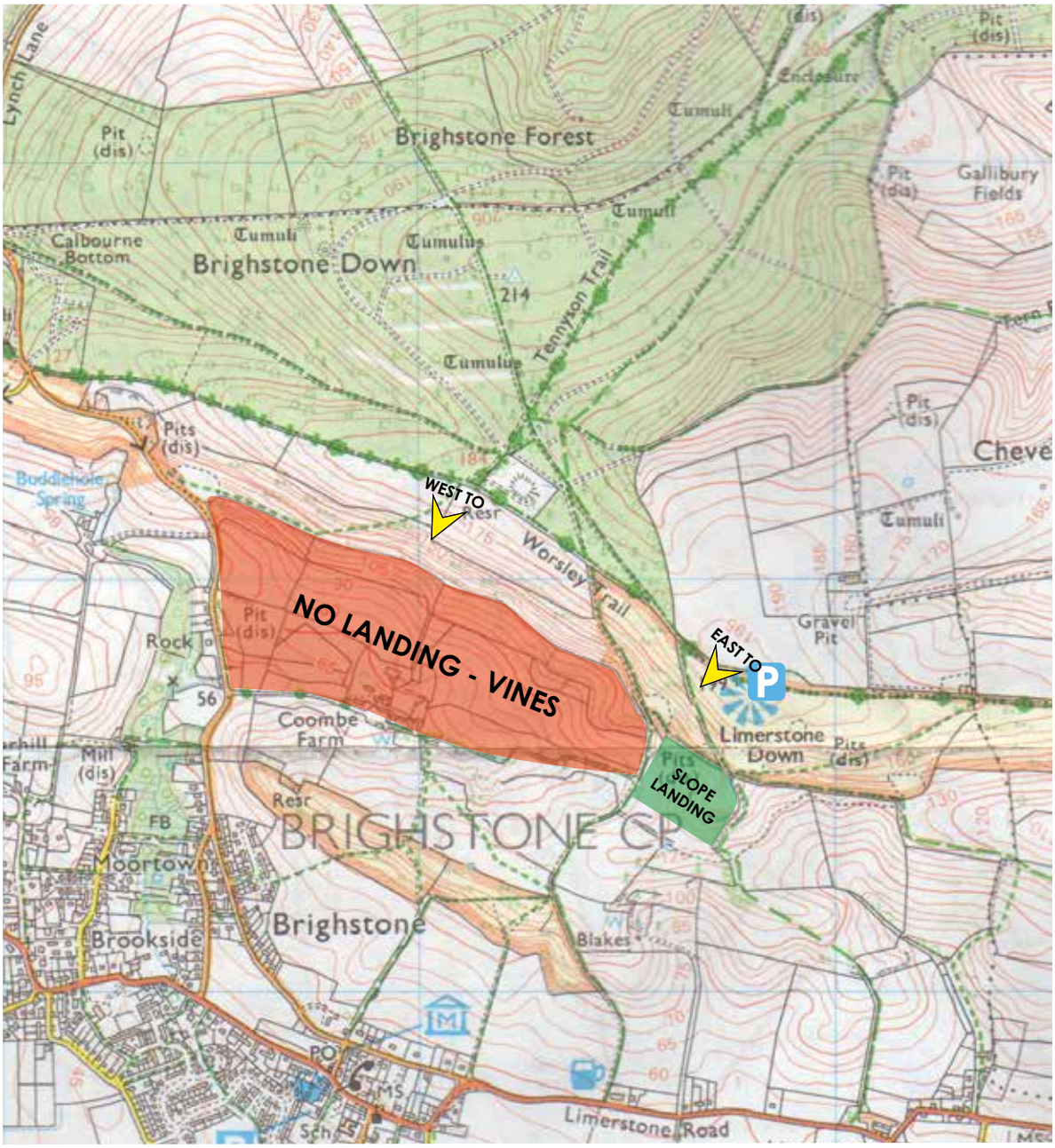
**Paraglider Pilots - keep a good lookout for hang gliders landing or taking off from behind you!**

**Beware of Gorse on, immediately in-front of and below T.O.**

## Landing

- Top: land directly behind T.O. If the wind picks up any area behind T.O. is used.
  Note: Avoid the rotor from the earth mound and land further back.
- There is slope landing south of T.O. This field should be treated as 'Top Landing' as it slopes more steeply than you will glide.
- **Avoid the Vines at all times.**

# **Brighstone Down** (cont'd)

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# Chillerton Down

NOTE:

- This is a National Trust Site and can only be used under the conditions of the Clubs agreement with the Trust.
- This site is **closed** during May due to lambing. This is annually negotiated so please check with any Committee Member for any updates.

## Location

T.O. SZ475 834, Lat:50.6483N Long:1.3295W.

4 miles SSW of Newport.

## Experience

All normally

CP+10 when thermic.

## Access

- Park at the entrance to the track or in the village.
- **Do NOT obstruct access, a 4m wide gap must be available for farm vehicles.**
- Walk up the lane until you reach the gate. Take path to the right, heading up towards the mast and around the chalk pit.

## Description

- The hill is in the form of a bowl with one long leg.
- The centre of the bowl is steep and about 200ft high with a small hill in front, which makes the air rough at times.
- The top landing field is between the mast enclosure and the old quarry at the south of the hill and to the north east of the mast.
- **Paragliders please note:** This site can have strong spring and summer thermals causing turbulence.

## Limits

- Best wind direction is ESE but a wide range can be used as the hill forms a bowl.
- Be aware of the turbulence generated by the hill in front.

## Rules

- **DO NOT** enter the field where the mast is based.
- **DO NOT** spook the sheep!

## Take off

- In front of the SE corner of the mast field.
- Do not be tempted to try too far to the south as the hill becomes very shallow at this end.
- The best spot for Paragliders is between the mast and the farm buildings.

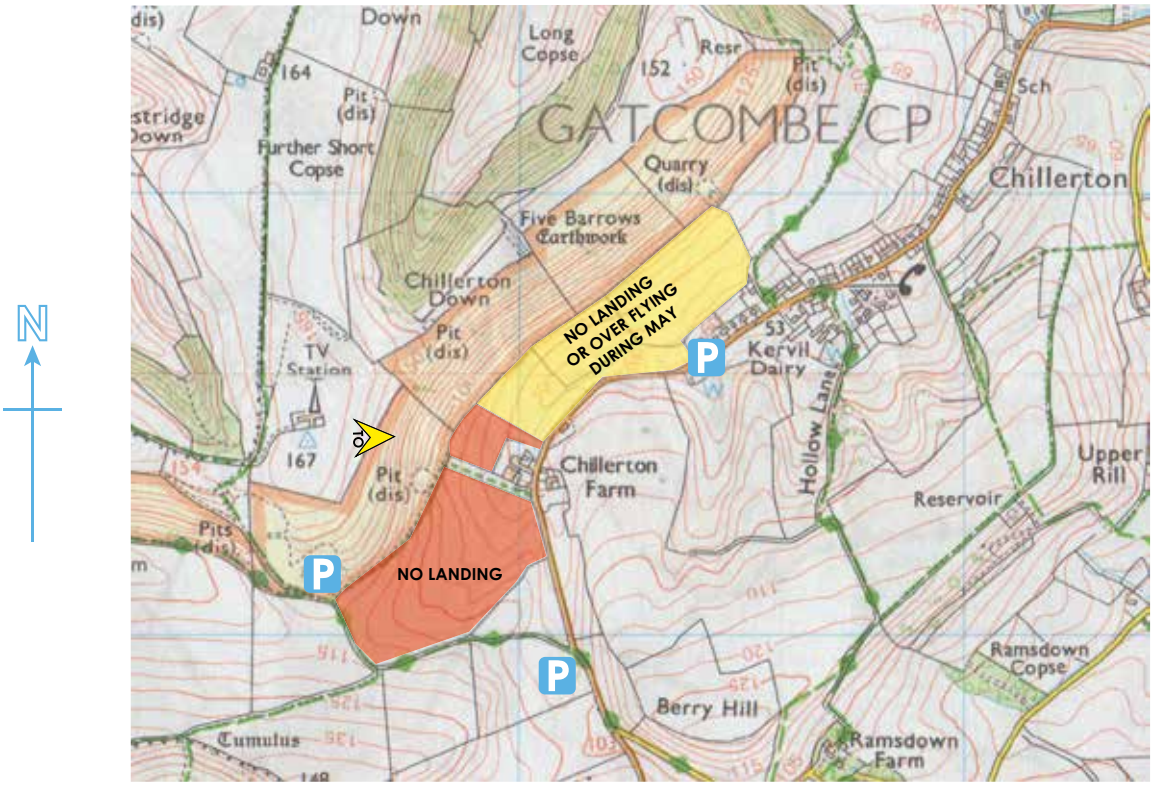
## Landing

- Top: The southern top landing field is tricky for Hang Gliders.
- Take advice.
- The northern top landing field is OK in a ENE breeze.
- Watch out for cables and keep to SE of fence on top.
- NOTE: N**O BOTTOM LANDING ALLOWED** in the fields. Please slope land on the hill behind the fence line.
- Paragliders may slope land only into wind along contours.
- There is no suitable slope landing for Hang Gliders.

## Ownership

The National Trust owns The Down.

# **Chillerton Down** (cont'd)

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# Compton White Cliffs

NOTE:
- This is a National Trust Site and can only be used under the conditions of the Clubs agreement with the Trust.
- **Seasonal Rules 1st March ~ 15th July** - Special Rules apply to the area of cliff highlighted below. Please fly at least above 100ft & 30ft behind the cliff edge, so as not to disturb nesting raptors. **See Drawing in Compton Reds Section**.
  The National Trust give us permission for a number of take-offs on the Island. They say flying near the nesting birds may cause fatal distress to the birds which is an offence under the Wildlife & Countryside Act.
- Please ensure your safety at all times.

## Location

T.O.1: SZ365 856, Lat:50.6689N Long:1.4848W.
Off the A3055 (Military Road) East of Freshwater Bay, above road.

T.O.2: SZ36 0856, Lat:50.6689N Long:1.4919W.
Off the A3055 (Military Road) Cliff side by lay-by & walk up track.

## Experience

CP+5 Hours

**Low hours pilots, supervision advised.**

## Access

- Park in either of the car parks (off the A3055) shown on the map. **DO NOT PARK ON THE ROADSIDE**.

## Description

- 400ft high Downland, cut at a slight angle by a 160ft cliff.
- Big, smooth lift band with easy T.O.
- Terrific views.
- Simple beach landing.
- A good low-airtime site but recommended for CP+5 hrs minimum.
- This site gives experienced pilots the chance to attempt a 35k out and return cliff run.

## Limits

- Best in SSW, although easily soarable between SSW and SSE, even in extremely light breezes.

* NOTE: The Compton Red Cliffs T.O. is normally a safer option for cliff flying when the wind is in the right direction.

## Rules

- **Lower T.O. closed 1st March – 15th July**. To avoid disturbing nesting peregrines, use the upper T.O. only during this period.
- When flying to the W of the highest point of the cliffs (roughly where the footpath intersects the main road), **you must** be able to maintain **at least 100ft clearance** from the top of the cliff to avoid disturbing nesting peregrines.
- **DO NOT** overfly, rig or land on the Golf Course.
- **DO NOT** cross the Golf Course on foot.
- **DO NOT** fly if there is any possibility of landing on the beach when it is crowded.
- **IMPORTANT:** No approach or landing should take place if there is a possibility that play on the Golf Course will be interrupted. Make sure there are no golfers on the nearest hole when you land.
- **DO NOT FLY LOW OVER THE ROAD OR DISTRACT TRAFFIC.**

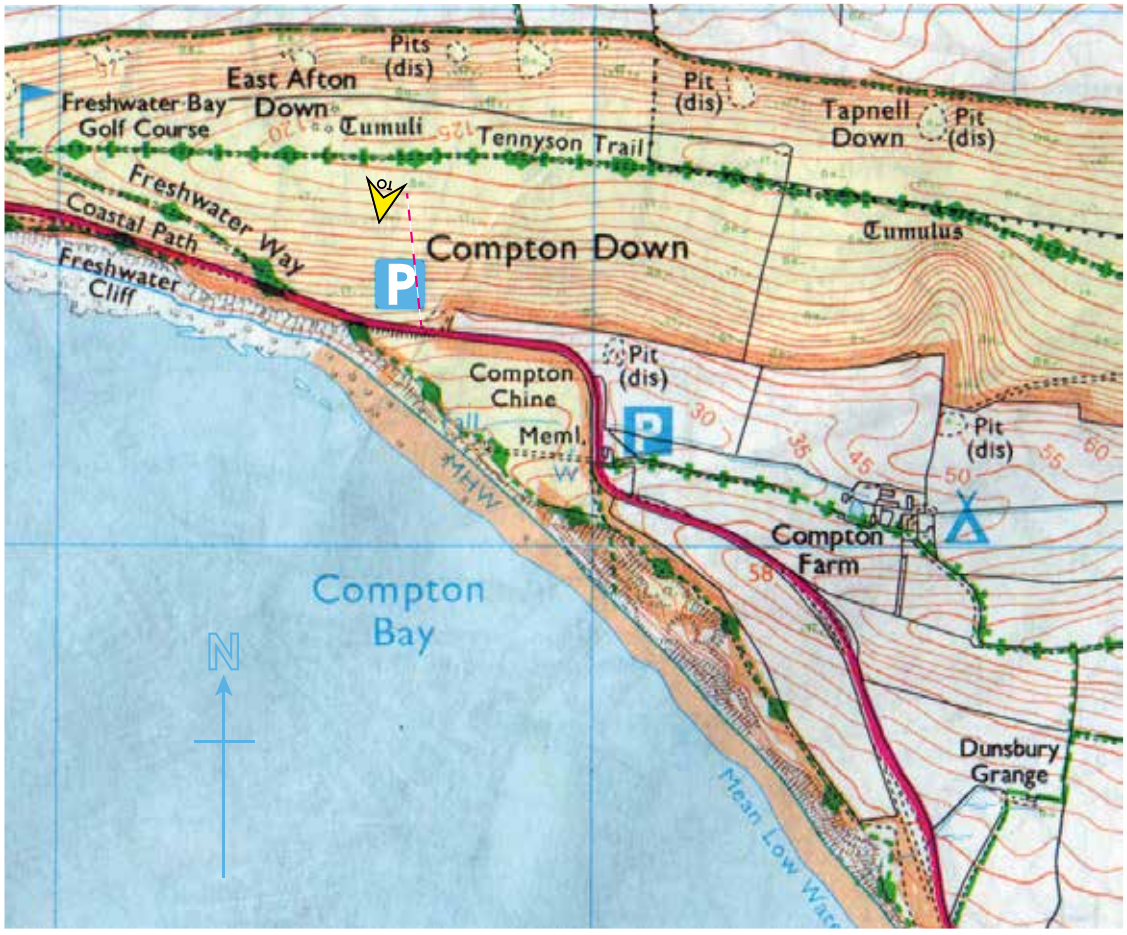
## Take off

# Compton White Cliffs (cont'd)

- Landing and rigging above the road is limited to the area E of the marker pole and below the Golf Course Fairways.
- In stronger winds there is vicious rotor behind the car park cutting, so keep W of this area.
- **DO NOT** take off to the W of the marker pole or footpath shown on the map.
- You are advised to take off level with the highest point of the cliff - be aware of the risk of losing height as you pass over the road and **DO NOT distract traffic**.
- **DO NOT** take off above the road - this is dangerous for both pilots and traffic and is outside the designated launch area.
- T.O. and landing on the cliff edge below the road is at map reference 360 856, west of the privet hedge near the lay by. **This T.O. is for experienced pilots only.**
- Be careful of Buses!!

## Landing

- Top PG: This is easy except for the landing area being narrow, but as there are no obstructions having several attempts is no problem.
- Top HG: Keep off golf course & east of limit pole.
- Bottom: Land on the beach below the Red Cliffs, providing there is space.
- Paragliders who drop below cliff height should head for the beach **WITHOUT DELAY**.
- Note: Experienced HG pilots may end up landing in the rotor field so as to avoid beach landing. This should **ONLY** be done in light winds.
- Paragliders: Wear a life jacket if there is ANY chance that you might land in the water!
- **ALWAYS** carry a cut-away knife.

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# Compton Red Cliffs

NOTE:
- This is a National Trust Site and can only be used under the conditions of the Clubs agreement with the Trust.
- **Seasonal Rules 1st March ~ 15th July** - Special Rules apply to the area of cliff highlighted below. Please fly at least above 100ft & 30ft behind the cliff edge, so as not to disturb nesting raptors. See Drawing below.
  The National Trust give us permission for a number of take-offs on the Island. They say flying near the nesting birds may cause fatal distress to the birds which is an offence under the Wildlife & Countryside Act.
- Please ensure your safety at all times.

## Location

T.O. SZ37 2848, Lat:50.6616N Long:1.4750W.

2 miles east of Freshwater on the A3055 Military Road.

## Experience

All.

## Access

- Park at Compton Chine in the National Trust car park. You will need to pay the fee as the Warden does check!
- From the road at Compton Chine, through the Kissing Gate and turn left. This track leads to the cliff edge just below T.O.

## Description

- Approx. 150ft red sandstone cliff, which is cut away into a few bowls as it gets lower to the east, running all the way to Blackgang nine miles away.
- To the west, the much higher white cliffs turn to face a little more southerly, before breaking at Freshwater Bay.
- This site is a stronghold for the Glanville Fritillary butterfly - please try not to tread on webs of black caterpillars in the spring.

## Limits

- SW is best but between SSW and WSW can be used.
- 8-10mph minimum on the slope is required to get up in the lift band at T.O. However, if it is square on, the only real limit is the glider's speed.

## Rules

- Do not fly from this T.O. if there is any possibility of landing on the beach when it is crowded or at high tide.

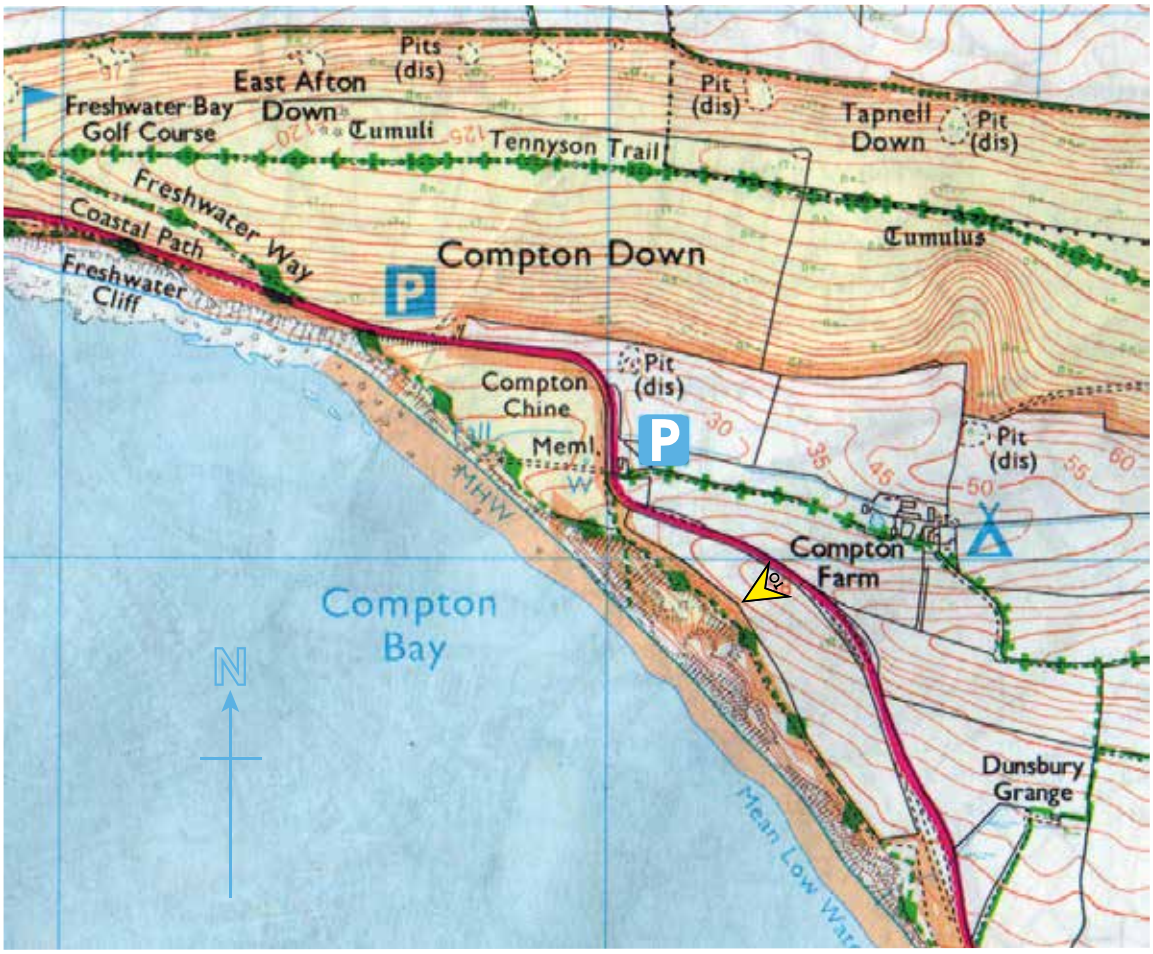
## Take off

- This site suffers from regular landslips. Choose an area of the field that slopes **towards** the cliff.
- Pilots should take great care. If you are new to the site, ask a local pilot for advice.
- Watch out for the mud and ponds below T.O.
- HG note: If the wind is strong enough to soar, then you will need a wire man at the nose and another on a wing wire to get into position, but make sure they are out to the way when you take off. Don't forget to shout 'RELEASE'.

## Landing

- On the beach or at T.O. only.
- **DO NOT** land below the T.O. as grassy area is SSSI.
- Paragliders note: no bottom landings except on beach where the rule above applies.

# **Compton Red Cliffs** (cont'd)

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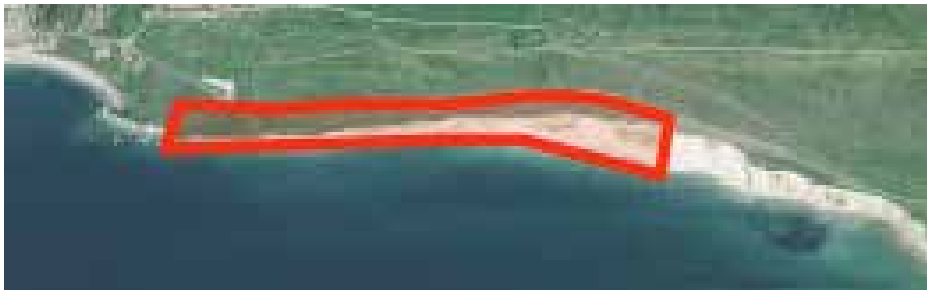
Tennyson Down runs West of Freshwater Bay towards the Needles

Compton White Cliffs runs East of Freshwater Bay



No fly area 1st March - 15th July highlighted. See text above.
Image supplied by National Trust (2026)

# Culver Down

NOTE:
- This is a National Trust Site and can only be used under the conditions of the Clubs agreement with the Trust.
- **Seasonal Rules 1st March ~ 15th July** - Special Rules apply to the area of cliff highlighted below. Please fly at least above 100ft & 30ft behind the cliff edge, so as not to disturb nesting raptors. See Drawing below.
  The National Trust give us permission for a number of take-offs on the Island. They say flying near the nesting birds may cause fatal distress to the birds which is an offence under the Wildlife & Countryside Act.
- Please ensure your safety at all times.

## Location

T.O. SZ635 856, Lat:50.6666N Long:1.1028W.

East of Sandown.

## Experience

CP+10 Hours.

## Access

- From the B3395 (Yaverland) at the mini-roundabout, turn right and head towards Bembridge. Take the first turning right, directly after a sharp left-hand bend in the B3395, and at the sign 'Culver Haven Inn'. This will take you over a cattle grid and up past the Fort towards the T.O. and car park.
- Park in the last car park on the right, after Bembridge Fort and just before the Coastguard Cottages.

## Description

- Coastal site.
- Large, white chalk cliff, facing south.
- Sailplanes from the nearby Vectis Gliding Club may also be soaring the cliff so keep a good lookout.

## Limits

- Best wind direction is South.
- Wind strength needs to be at least 12mph.

## Rules

- You MUST inform Bembridge Airport of your intention to fly - tel: 01983 873331.
- **DO NOT T.O. or Land** from this site **between March 1st and July 15th.** During this time you can transition from Yaverland T.O. to the white cliffs so long as you are confident that you can clear the top of the cliff by at least 100ft.

## Take off

- T.O. is on the south side of the road to the east of the car park, beyond the field with a trenched perimeter, (landing field), see map.

## Landing

- Top: With care to right of car park.
- Bottom: On the beach. Check the state of the tide before you fly. Land on the beach near the Yaverland car park, or, 'on top' in the lower car park overflow field, next to the sailing club compound. Beware of low wires at the back of this field.

# **Culver Down** (cont'd)

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No fly area 1st March - 15th July highlighted. See text above.
Image supplied by National Trust (2026)

# Downcourt

NOTE: This is a National Trust Site and can only be used under the conditions of the Clubs agreement with the Trust.

This site was lost to the club in 2001 and access was only re-negotiated in March 2006. Please take great care when flying this site as we don't want to lose it again!
This site is not used by either of the schools.

## Location

T.O. SZ494 778, Lat:50.5978N Long:1.3033W.

Near Chale.

## Experience

All.

## Access

- Access road is a concrete track SE of the crest of the hill, just past the car park on the A3055.
- There is a padlocked gate. We have negotiated with the farmer to have this as a combination lock. The code is1920.
  **Please make sure that gate is locked once you have passed through.**
- If you don't have the code, park at the viewpoint car park and walk up the footpath.
- If the gate is open, you can park at the top as shown on the map.
- **DO NOT** block the gate.
- **DO NOT** park on the brow of the hill.

## Description

- A small bowl with one long leg, no more than 120ft high.
- The main T.O. area is shown on the map but the full length of the ridge can be flown from left to right of T.O. in winds from NNE - ESE with a number of additional T.O. and landing points along the ridge.
- **DO NOT** land in any crops.

## Limits

- The hill can be soared in winds from NNE to ESE with a number of additional take off areas if you land out.
- **Air from the E is rough**.
- The hill is small and a good breeze is needed to stay up.
- Paragliders: beware of venturi and being blown over the back.
- Best wind direction is NE, but it can get very turbulent at times especially in the summer. **Exercise caution**.

## Take off

- Park at top and walk N 500m. T.O. is on the top of the steep NE facing slope, on the very edge of the field as it drops off (the highest section of the field).

## Landing

- Try to top or slope land.
- Bottom landings are acceptable, before the fences in front of the T.O. and on grass areas in front of T.O. and along the ridge.

## Rules

- **PLEASE DO NOT FLY If there are sheep in the T.O. field.**

# **Downcourt** (cont'd)

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# Isle of Wight Pearl

## Location

T.O. SZ413 820, Lat:50.6362N Long:1.4173W.

On the Military Road (A3055).

## Experience

All.

## Access

- **DO NOT** enter the IOW Pearl property.
- Park in the Chilton Chine Car Park, next to IOW Pearl, or on the grass verge by the road. There is a footpath that runs along the hedge to the cliff edge. At the end turn left, and you are in a narrow field just to the East of the Isle of Wight Pearl.

## Limits

- The site works best in SW to W wind, which often veers and decreases late in the day as any sea breeze diminishes.
- The sea shows direction and strength, remember tidal effects modify this.
- Check the tide: **no beach - no take off.**
- ALL PILOTS SHOULD CARRY A CUT-AWAY KNIFE.
- Lifejackets are recommended.

## Take off

- T.O. is best at the far end of the field. Ask for advice if inexperienced.
- This T.O. is only used occasionally and subject to cliff falls.
- **If unsure check with a local pilot first.**

## Landing

- Top: ONLY at T.O. **DO NOT TOP LAND ANYWHERE ELSE!** There may be Water Buffalo in the field - we are assured that they are friendly!
- Bottom: Flare and land directly along the beach (see our advice page).
- **DO NOT** turn out over the sea if you are below cliff top height.
- There are easy walk outs at Grange Chine (East) and at The IOW Pearl (West).

# **IOW Pearl** (cont'd)

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# Limerstone Down

NOTE: On light wind days or when one or both schools are in attendance it can become crowded.

## Location

T.O. SZ438 837, Lat:50.6513N Long:1.3818W.
North East of Brighstone Village.

## Experience

All.

## Access

- Access for T.O. is via a small un-metalled road leading west off the B3323 (Shorwell to Newport Road) at map ref. 457 837. Access is by agreement with the farmer **KEEP TO THE TRACK AT ALL TIMES. DO NOT, UNDER ANY CIRCUMSTANCES, DRIVE ON THE GRASS ADJACENT TO THE TRACK.**
- There are a number of gates to pass through - if a gate is **CLOSED, then close it behind you. If it is OPEN then leave it open.**
- Park to the side of the track immediately behind the designated T.O.

## Description

- SSE facing grass topped Down.
- The uneven rising ground in front makes the lift rather poor for the height of the hill, even in strong winds. However, it sometimes works well if it is thermic.

## Limits

- Best wind is SSE, flyable in S to ESE.
- In strong conditions it is sometimes turbulent in the narrow lift band.

## Take off

- Should be made well forward on the hill as the slope on the top is rather shallow.

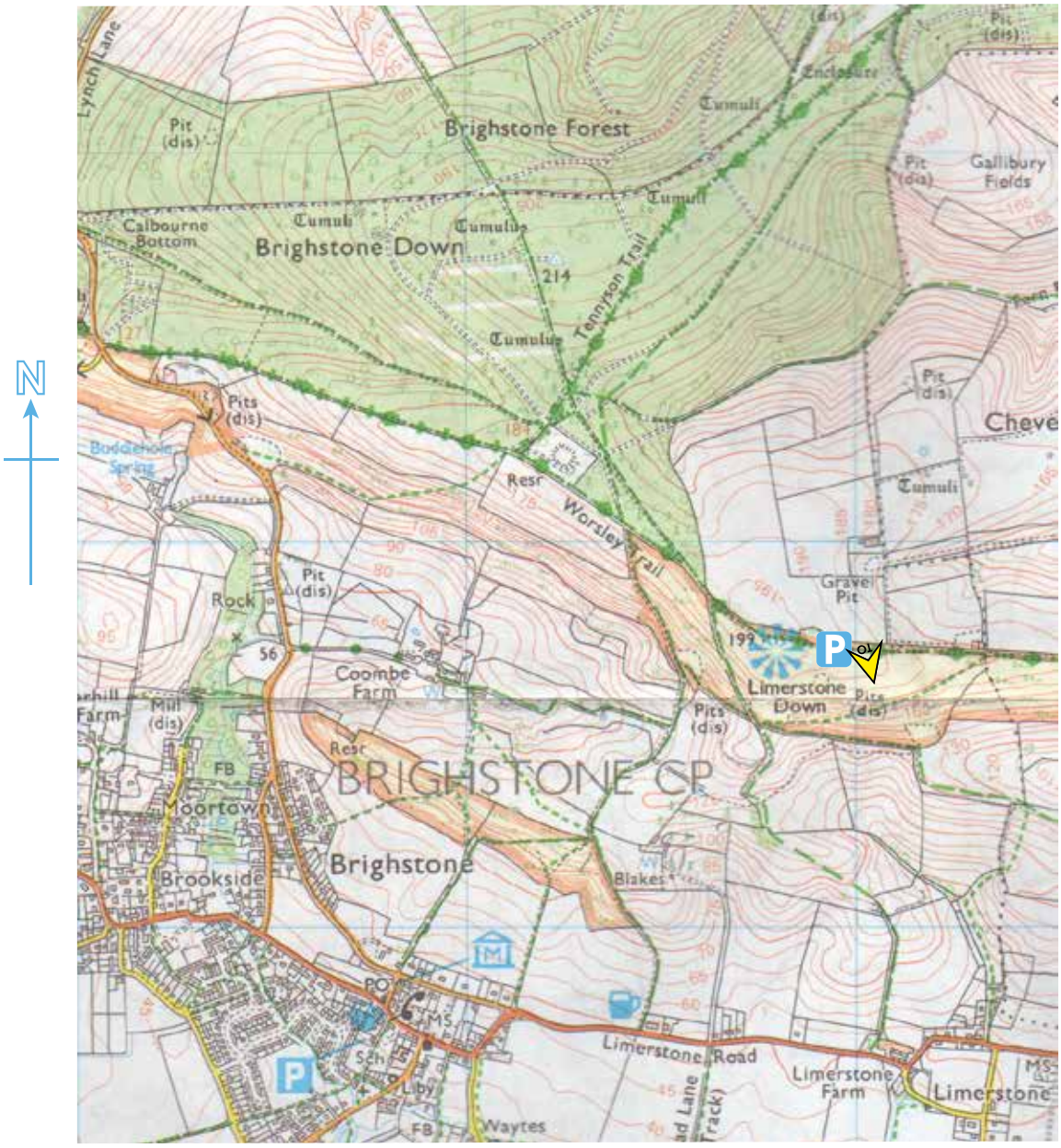
## Rules

- **DO NOT** fly when there are lambs about.
- **DO NOT** use the bottom fields (these are for High Adventure School only).
- Bottom landing is **ONLY** by agreement with the High Adventure School.
- Keep away from the sheep.
- **NO** dogs allowed.

## Landing

- Top: Land well back or you will end up going around again.
- Bottom: "Top Land" the spur of the hill below and to the south of T.O. or make a true bottom landing near the road to the south of T.O.

# **Limerstone Down** (cont'd)

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# Luccombe

NOTE:
- This is a National Trust Site and can only be used under the conditions of the Clubs agreement with the Trust.
- **Seasonal Rules 1st March ~ 15th July** - Special Rules apply to the area of cliff highlighted below. Please fly at least above 100ft & 30ft behind the cliff edge, so as not to disturb nesting raptors. See Drawing below.
  The National Trust give us permission for a number of take-offs on the Island. They say flying near the nesting birds may cause fatal distress to the birds which is an offence under the Wildlife & Countryside Act.
- Please ensure your safety at all times.

## Location

T.O. SZ586 802, Lat:50.6185N Long:1.1730W.

One mile south of Shanklin.

## Experience

CP+10 Hours.

## Access

- Follow signs for Luccombe Village.
- Turn left off main road as you leave Shanklin, opposite Big Mead Park.
- Park with care along the road leading to T.O.
- **DO NOT** park in the lay-by in front of the gate.

## Description

- A large cliff site.
- Changes in one direction to a lower sharper cliff, running along to Sandown Pier.
- In the other direction, after crossing the Chine, the cliff rises to St Boniface Down.
- Some interesting flying, good height gains and even sea thermals.

## Limits

- If there is a sea breeze forecast, it is quite likely that there will be no wind at T.O. as it seems the air bounces up 200 yards off shore leaving the hill in a quiet bubble, making the trip to the bottom pretty speedy.
- Best wind direction E/ENE.
- **DO NOT** fly in NE or SE as the air will be very turbulent.

## Rules

- **DO NOT** fly if the beach is crowded.
- **DO NOT** park in front of the gate.
- You **MUST** phone Sandown Airport to inform them of your presence, tel: 01983 405125.
- Paraglider pilots, please remember not to fly in the lee rotor produced by hotels and other buildings.
- Flying is prohibited to the right of T.O. between March 1st & July 15th. During this time you may take off and fly only to the left of take off.

## Take off

- Haddon's Pits - Between 1st March - 15th July you may only fly to the left to protect nesting ravens and peregrines. Flying to the right of T.O. is prohibited between these dates.
- Make sure that the wind direction is square-on, to reduce sideways rotor.

**Landing**

- The beach at the T.O. end of Shanklin in front is usually used, but is restricted by the state of the tide and the available space between sunbathers. Check before you fly and if the beach is crowded – **DO NOT** fly.

# **Luccombe** (cont'd)

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No fly area
1st March - 15th July highlighted.
See text above.
Image supplied by National Trust (2026)

# St. Catherine's Down

NOTE:
- This is a National Trust Site and can only be used under the conditions of the Clubs agreement with the Trust.
- **This is the most sensitive site on the Island.** Through no fault of the club, use of the site was lost in 2001. Access was re-negotiated in March 2006. Great care must be taken when flying this site to prevent loosing this site again.

**THESE ARE THE RULES, SO PLEASE FOLLOW THEM:**

- **FULL CLUB MEMBERS ONLY**
  Associate, temporary members or reciprocal pilots please **DO NOT FLY HERE.**
- **MAXIMUM 6 GLIDERS IN THE AIR AT ANY ONE TIME** - keep an eye out for any trainee pilots using a nearby T.O.
- **SCHOOLS NOT PERMITTED TO USE THE SITE** (see below).
- **DO YOUR BEST TO TOP LAND.** If you must bottom land keep in close to the hedge line.
- **DO NOT LAND IN FIELDS WITH LIVESTOCK.**

## Location

T.O. SZ492 776, Lat:50.5960N Long:1.3062W.

## Experience

All.

## Access

- Access road is a concrete track SE of the crest of the hill, just past the car park on the A3055.
- There is a padlocked gate. We have negotiated with the farmer to have this as a combination lock. The code is1920.
  **Please make sure that gate is locked once you have passed through.**
- If you don't have the code, park at the viewpoint car park and walk up the footpath.
- If the gate is open, you can park at the top as shown on the map.
- **DO NOT** block the gate.
- **DO NOT** park on the brow of the hill.

## Description

- Nice long ridge that takes NW and gives good practice for thermals. Keep an eye out for sudden changing conditions due to sea breezes.
- When the wind goes round to the West the site can become rough.
- The full length of the ridge can be flown from left to right of take off.
- **Note :** Butterfly Paragliding have a training launch to the south of the Club T.O. - keep an eye out for student pilots.

## Limits

- NW is best. West can be rough, as stated.

## Take Off

- T.O. is on a level grassy area.

## Landing

- Top: Land at the T.O. field. Smooth and plenty of room.
- Bottom: landing is discouraged, but if necessary land close to hedge line.
- Always carry your wing to the edge of any field before packing up.
- **GATES: IF A GATE IS CLOSED, THEN CLOSE IT BEHIND YOU. IF IT IS OPEN, THEN LEAVE IT OPEN.**
- **DO NOT** CLIMB FENCES ! THIS WILL GET THE SITE CLOSED AGAIN !!!

# St Catherine's Down (cont'd)

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# Yaverland

NOTE:
- This is a National Trust Site and can only be used under the conditions of the Clubs agreement with the Trust.
- **Seasonal Rules 1st March ~ 15th July** - Special Rules apply to the area of cliff highlighted below. Please fly at least above 100ft & 30ft behind the cliff edge, so as not to disturb nesting raptors. See Drawing below.
  The National Trust give us permission for a number of take-offs on the Island. They say flying near the nesting birds may cause fatal distress to the birds which is an offence under the Wildlife & Countryside Act.
- Please ensure your safety at all times.

## Location

T.O. SZ616 853. Lat:50.6641N Long:1.1297W.

East of Sandown.

## Experience

All.

## Access

- From the B3395 into council car park.
- Park in the car park by the Sailing Club on the sea front (Pay & Display).

## Description

- A coastal site consisting of a small red cliff at T.O., leading onto the large, white, south facing Culver Cliff.
- More experienced fliers will be able to soar the red cliffs and make it to the larger white cliffs.
- A fun site to learn the delicate technique of soaring a narrow lift band and the art of beach landings.
- Sailplanes from the nearby Vectis Gliding Club may also be sharing the cliff so keep a good lookout!

## Limits

- Best wind direction is SSE.
- Wind strength needs to be at least 12mph to soar the red cliffs.

## Rules

- You MUST inform Bembridge Airport of your intention to fly, tel: 01983 873331.
- NOTE: that the Culver exclusion zone is also applicable to the Yaverland site. This means that you can take off from Yaverland during the closed season (1st March. - 15th July) but **must not** fly across the white cliffs unless you can maintain at least 100ft clearance from the top of the white cliffs to avoid disturbing nesting ravens and peregrines.

## Take off

- T.O. is 100m NE of the old holiday camp gate by the totem pole.
- Cliff launch - HG use wiremen.
- Tricky for paragliders - use a smooth edge.

Landing

- Top: BEWARE quicksand in the bowl to NE!
- To the left and lower than T.O., behind the more rounded cliff edge near the T.O.
- Bottom: Beach. Check the state of the tide before you fly and watch the breakwaters to the right of T.O.
- Landing is also possible on the beach near the car park, or in the field next to the sailing club compound.
- Beware of low wires at the back of this field!

# **Yaverland** (cont'd)

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No fly area 1st March - 15th July highlighted. See text above.
Image supplied by National Trust (2026)

# Whale Chine and Gore Cliff

NOTE: These two areas of cliff may be flown on a Blackgang Run. Please be aware of the rules below.

- **Seasonal Rules 1st March ~ 15th July** - Special Rules apply to the area of cliff highlighted below. Please fly at least above 100ft & 30ft behind the cliff edge, so as not to disturb nesting raptors. See Drawing below.
  The National Trust give us permission for a number of take-offs on the Island. They say flying near the nesting birds may cause fatal distress to the birds which is an offence under the Wildlife & Countryside Act.
- Please ensure your safety at all times.

Whale Chine

Gore Cliff

No fly area 1st March - 15th July highlighted. See text above.
Image supplied by National Trust (2026)

# IOWHGPC Club Code =

# Zero Impact

- **If you are not sure about the site rules or flying conditions DON'T FLY**
- **Close gates**
- **Zero fence damage**
- **Zero crop damage (includes grass)**
- **Do not de-rig in a crop**
- **Only walk the perimeter of fields**
- **Zero litter**
- **Respect all animals – both domestic and wild**
- **Do not tread on caterpillars**
- **Do not tread on rare orchids**
- **Do not spook farm animals**
- **Do not block field access, roads or lanes**
- **And remember…Safety is no accident!**

# Additional Safety Notes

## One of the most important pieces of information you need to give the Emergency Services call handler when making a 999 or 112 call is your location.

Call handlers are expecting a postcode (hills don't have one) and shock can numb the brain! Page 2 of this guide has a section which has been designed help you in these situations. Copy or cut it out, fill in your personal details on the reverse, laminate it and keep it somewhere accessible (flightdeck or wallet). This can then provide you and the emergency services with vital information.

### 1. Always keep an eye open for people who might be in trouble.

On a hill you will often see people being dragged. If you see a hard landing, spot someone being dragged or are unsure of someone who landed out of sight, take a couple of minutes to go and investigate.

If, while flying around, you spot someone who is lying / sitting without having their wing fully under control you should suspect that they might be injured; fly over and check they are OK.

**If you see an accident or an injured person you should alert others and go over to help.**

### 2. Approach

Make sure that it safe to approach, check for hazards such as road traffic, downed power lines and falling or drowning risks. Power lines are particularly dangerous since they can kill in radius of at least 10m, flail about, and will be switched back on automatically in an attempt to blast branches from the lines. If you are in the kill radius keep both feet on the ground and shuffle out.

**Contact the power company on 0800 072 7282 or dial 999 or 112** and wait for them to confirm that it is safe to approach.

### 3. Stabilise

Firstly stabilise the wing to ensure that it does not drag the pilot and cause further injury.
**Paragliders:** grab a wingtip and run with it down to the pilot, then bundle the wing up next to the pilot.

**Hang gliders:** Carefully secure the edge of the wing that is facing into wind to prevent the glider from flipping over. At all times, ensure that the pilot is moved as little as possible.

### 4. Assess and Call the Emergency Services

Make a quick assessment of the casualty's condition.

- Conscious or Unconscious?
- Are there any obvious injuries? If they're conscious ask them what hurts.

  Unless the pilot is uninjured, or definitely only has very minor injuries, the Emergency Services should be called. Remember people in shock will often think they are fine!

  **If in any doubt make the call. With best intentions, too many people have been helped home with serious injuries (like broken backs) that are not discovered for weeks.**
- Detail the nature of the injuries and the location of the casualty.
- Make clear to the emergency services how far from the road the site is so that they can send a vehicle appropriate to the location of the site.
- When briefing the emergency services and if a pilot has fallen from height then inform them that "the pilot has fallen from height in a remote location" and provide the OS grid references (available in this sites guide). In most cases this will result in the Air Ambulance being called out.

**When calling the Emergency Services use the European single emergency call number 112 in preference to the UK 999 number. The 112 number provides caller location information to the operator.**

## 5. Manage the situation

Hopefully other pilots will have arrived to help by now. If a first aider is present they will take charge of the situation. However, if no-one else is around to help, or no-one is a first aider you will need to deal with the situation yourself.

- If an air ambulance is going to arrive you **must get everyone out of the air** and make them stay out of the air.
  **A large H symbol (created with wings on the hill) is the official symbol for "all land, air ambulance on the way"**.
  Clear all kit and people from any potential landing areas. Even a lose stuff bag can seriously damage the Helicopter engine(s).
  Signal to the Helicopter to attract attention and make sure that obvious landing areas are kept clear.
  Once the helicopter has landed **do not approach it,** the crew will come to you.
  They may land some distance away and move closer later.
  **Keep everyone on the ground until the helicopter has departed.**

- Road ambulances may not know the location of the sites.
  If you have enough manpower ensure there are people at the end of the track to guide the ambulance in and people in the parking area to help carry equipment.

## 6. Report the Incident

**All** accidents should be reported to the BHPA and club's safety officer.

If you see an accident you should:

- Make a factual note of what you saw and heard ASAP.
  (It is best that you should make your notes before discussing the incident with anyone else as your report can be tainted by listening to the views of others.
- Write down what you saw and heard, **only the facts.**
- Get the names and address of any members of the public who witnessed the accident.

**If the incident is fatal or potentially fatal the AIB must be informed immediately on 01252 512299.**
**Other serious incidents should be reported to the BHPA immediately on 0116 2611322.**