

# BRADWELL

## NOTE: BRADWELL IS NOT A DSC SITE

*Bradwell is not a DSC site due to legal reasons, but is included purely for information in the sites guide since pilots may legitimately end up soaring this site on downwind XC from Mam Tor NW, and it is therefore important that the safety information regarding this site is included here. The bottom landing field at Bradwell is maintained by the DSC for the safety of pilots crossing this area on XC. Nothing in this guide condones the practice of taking off from Bradwell itself.*

*Wind Direction:* NW to WSW

*Landing:* SK 175 806 720ft / 220m  
The large undulating field with a footpath through it. Land well away from the houses at the North end, but do move to the North end to pack away. Rotor can be present in stronger winds.

*Airspace:* Daventry CTA at FL65. Gliding operations at DLGC Camphill immediately adjacent – please see the separate notes on avoiding conflict with gliding operations.

*Hospital:* Northern General, Sheffield

*Site Code:* none

*Parking:* Park on the verges of the track after the gate. DO NOT OBSTRUCT farm access to fields from the track, particularly the gate to the field on the right – do not park immediately adjacent to this gate nor opposite it – farm machinery can be big!

*Access:* Please drive slowly through the villages of Great Hucknall and Abney.

*Characteristics:* Bradwell can offer both excellent soaring and huge XC potential – the current UK XC record was set from here. In benign conditions it can be a good site for low-airtime pilots, but in stronger conditions the complex aerology of the site can make conditions very demanding. Wave is almost invariably present in stronger winds, and is often out-of-phase, resulting in rough, turbulent conditions. Smooth conditions can very quickly turn rough if the wave phase changes. That said, Bradwell can be a good site for first XC attempts, due to easy landings on the moor behind if the thermal is lost, and clear airspace East to the M1, and South to Carsington Water.

*Safety:* Beware of rotor behind the Rebellion Knoll end of the ridge – do not get blown back behind this section. The bottom landing is a fair distance out with small fields and powerlines between the hill and landing – an early decision to head for landing may be required when sinking out. Beware of turbulence when wave is present. In strong winds rotor may be present in the bottom landing.

*Restrictions:* Do not fly low over the houses at the end of the landing field on approach (it both annoys the owner, and pilots have been dumped and injured doing this). Do not fly over Camphill Airfield below 2000ft AGL. Do not loiter in the Deadman's Gully area (this is used as the base leg for the Camphill Airfield approach circuit). Do not loiter on Durham ridge anywhere that may affect the Gliding Club operations. Avoid landing in fields near Abney Village when losing a thermal over the back – land on the moor instead.

*Special Rules:* Failure to reach the official bottom landing field resulting in a landing in the small intervening fields may result in being “fined” £10 by the farmer of those fields. Please apologise and pay this with good grace – this is a long-standing tradition, all of the money collected is donated to charity (the British Heart Foundation), and the farmer has assisted pilots who have crashed in the past.

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