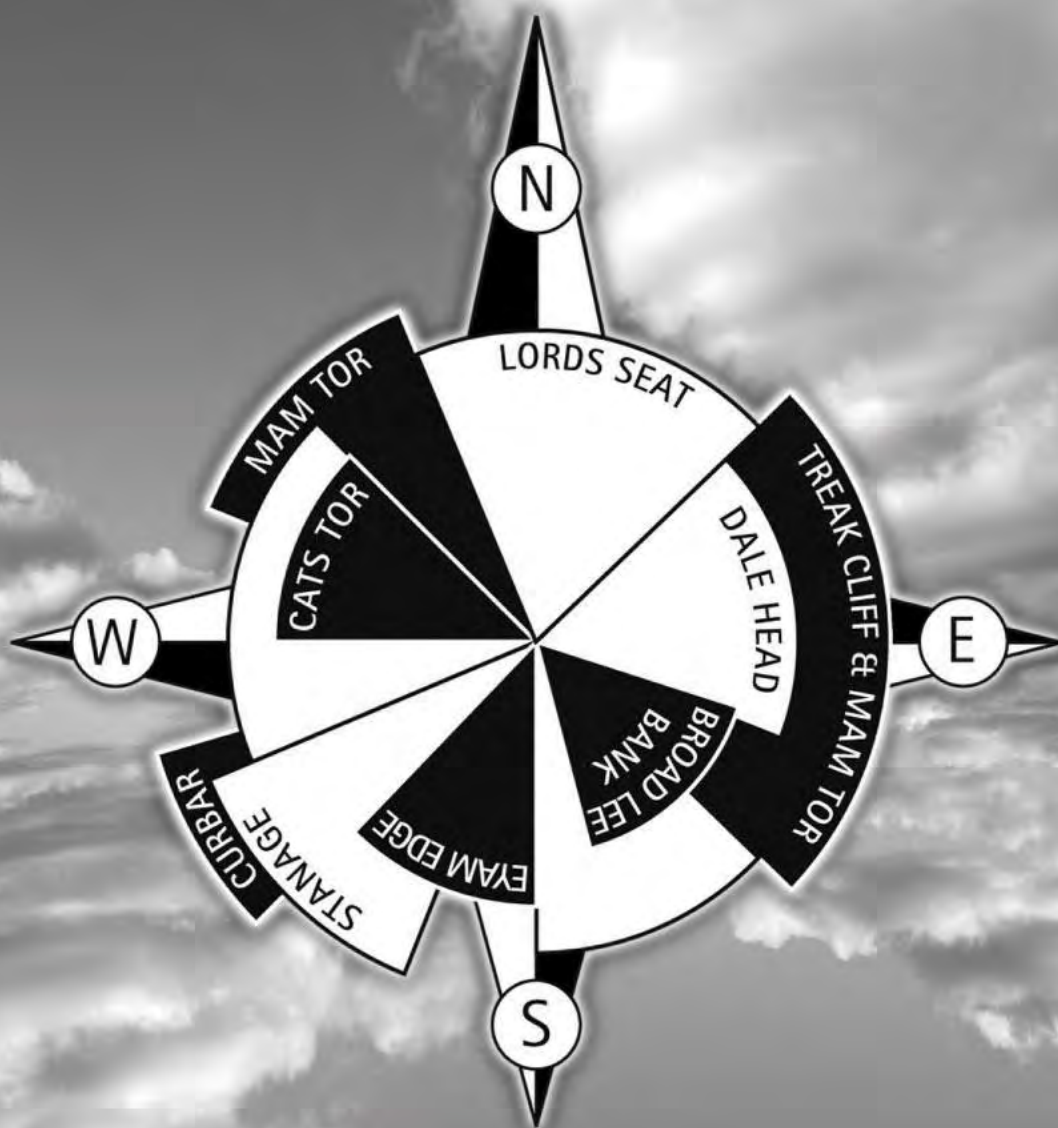




DERBYSHIRE SOARING CLUB

SITE GUIDE



THE DSC SITES **WHICH? WHEN? HOW?**

DSC Site Guide 2014

INTRODUCTION

This site guide has been compiled by the committee of the Derbyshire Soaring Club (D.S.C.), and is distributed to all current members of the club.

The D.S.C. had its origins in the Sheffield Hang Gliding Club, which dates back to the early 1970s. The club has developed to become the largest in the country, with a proven record in cross country flying, and many successes in both national and international competitions. In addition to this club members hold or have held many significant national and international records.

D.S.C. sites are situated in the Northern Peak District of Derbyshire, cover practically all wind directions, and provide suitable conditions for all levels of pilot skill. All sites currently negotiated by the D.S.C. are listed in this guide, and authorised updates will be issued when necessary. Please replace and destroy old information as and when updates are issued.

MEMBERSHIP RULES

The Conditions and Regulations for Membership of the Derbyshire Soaring Club are detailed in the Club Constitution. The main classifications of flying membership are summarised below:

1: FULL MEMBERSHIP Full membership is open to any current BHPA member, qualified to Club Pilot (Hill) level or above. Overseas pilots who are not BHPA members should contact the membership secretary for alternate entry procedures.

2: ASSOCIATE MEMBERSHIP Associate membership is open to any pilot who is a full member of another member club of the British Hang Gliding & Paragliding Association.

3: TEMPORARY MEMBERSHIP Temporary membership is open to all suitably qualified pilots and lasts for 10 days from the date of issue. The cost of such temporary membership will be discounted on request when joining as a full or associate member of the DSC. Temporary membership is currently available via online payment on the club website.

SITE RULES

Due to the requirements of the site landowners, generally the National Trust, all Derbyshire Soaring Club sites are for MEMBERS ONLY, or for guests invited by the D.S.C. Committee, e.g. for competitions. No reciprocal membership schemes currently exist. All our club sites are paid for by the club solely from member subscriptions. No training of any description, other than coaching of club members can take place on club sites without the prior consent of the DSC committee. Please remember that the negotiations to secure the use of these sites are conducted by the club's officers for your benefit, and that this can be a very delicate and difficult process, requiring much time and effort. Every member, therefore, has a responsibility to maintain the credibility and good name of the DSC with landowners and local residents. Members must make every effort to abide by the norms of good behaviour in the countryside, and to obey any specific rules presented in this guide, they are there with good reason!

FARMING AND FLYING

The land that we use for flying is all owned or rented by someone, and we use it for our sport by consent, not by right. While we use the land for pleasure, the farmer uses it to make his living. In the Peak District much of the land is marginal, as is the income a farmer can make from it. Naturally he will be concerned about anything that may disturb his crops or animals and affect his living. His work is essential, our activities are not, so we must all try to behave in a way that will not cost a farmer money, and make our sport unpopular.

In the spring, when the thermals are good and flying skills might be rusty, the farmer is starting his production for the year. Calves and lambs are being born, the crops are starting to grow. Upsetting pregnant animals can cause them to abort, or startling young animals can cause injuries, and the farmer will have lost a part of his income.

In early summer the farmer cuts grass to make hay and silage to feed his animals in the winter (grass is a crop too!) If you trample down long grass then it cannot be cut, and the farmer will lose essential winter feed.

In autumn some calves are also being born, and the rams are put in with the ewes, so disturbing sheep at this time might well mean fewer lambs next spring, and yet another loss to the farmer.

Remember that farmers are reasonable people, visiting the farmhouse to say hello, have a brief friendly chat, and to apologise if need be, can work wonders. Treated in a decent and courteous manner they can be friends, not enemies!

Always follow these simple guidelines:

Drive with consideration for other motorists and pedestrians, especially on narrow roads and lanes. Cars with gliders on the roof speeding through villages en route to a flying site are highly visible and are not good PR for our sport. Park in the recognised places and be careful not to obstruct gates or tracks. Do not obstruct public footpaths adjacent to take-off areas, and be careful not to endanger walkers on these paths.

Be polite and considerate to anyone you may meet, on site, (they may own it!) and they may have just as much right to be there as you have.

Do not leave any litter on sites, take it home.

Dogs accompanying pilots and their friends must be on leads on all DSC sites.

FLYING AND THE ENVIRONMENT

The National Trust and the Peak Park have asked pilots to think in environmental terms, and to try to minimise the damage to land caused by our activities. Paraglider pilots should try to avoid unnecessary slope landings and walking straight back up the hill.

If you see someone breaking site rules, for the sake of the club and the site tell them firmly, so as to avoid a recurrence and loss of this site.

Do not climb over dry stone walls, instead, walk to the nearest gate or stile, and close gates after use, so that animals cannot wander. Damage caused to a wall by climbing is very expensive to repair.

LANDING OUT

If you have to land out, select and approach your landing field with great care, whenever possible avoiding power lines, buildings and trees and look for fields crossed by footpaths. Try to avoid livestock so that you don't cause them to stampede or disrupt their grazing, and avoid crops or long grass (which is itself a crop), instead choose a field where the grass has already been cut.

If you are forced to land in a field with long grass or crops, do not de-rig where you are. Walk in the shortest straight line to the edge of the field, and then round the edge to a gate, so as to do the minimum of damage.

If, despite all your care, you do cause some damage, don't just make your escape. Report what has happened to the farmer, or if he is out leave your name and address and contact him later. You are, after all, insured for any damage you may cause, so it will only cost you a few minutes of your time and may prevent an unpleasant situation for the next pilot who lands there.

If you land near the farm, it's a good idea to call in and apologise for landing without permission, and you never know he might offer you a lift back!

ORDNANCE SURVEY MAPS COVERING SITES

OS Touring Map

Scale: 1:100 000 (1 cm to 1 km or 1 inch to 1.6 miles)

Peak District and Derbyshire ISBN 0319 251047 (All DSC sites)

OS Landranger Maps

Scale: 1:50 000 (2 cm to 1 km or 1 1/4 inches to 1 mile)

Sheffield and Huddersfield - 110 ISBN 0319 228460 (All sites except Eyam, Curbar and Cats)

Buxton and Matlock - 119 ISBN 0319 228401 (Eyam, Curbar and Cats)

OS Explorer Maps

Scale: 1:25 000 (4 cm to 1 km or 2 1/2 inches to 1 mile)

Peak District - Dark Peak Area ISBN 031923777X (All sites except Eyam, Curbar and Cats)

(covers Glossop/Kinder/Stockport/Sheffield)

Peak District - White Peak Area ISBN 031923729X (Eyam, Curbar and Cats)

(covers Buxton/Leek/Matlock/Chesterfield)

LOCAL AIRSPACE

All our sites are situated below controlled airspace and are between one of the busiest airports in Europe, Manchester International, and the new Sheffield regional airport (RHADS). It is absolutely vital that all members always understand and comply with airspace rules, whether ridge soaring or during an XC flight. Serious violations of air law threaten not only our local flying freedoms but the entire future of free flying in the UK! Please make sure that your airspace maps are kept up to date, and that you are aware of any changes.

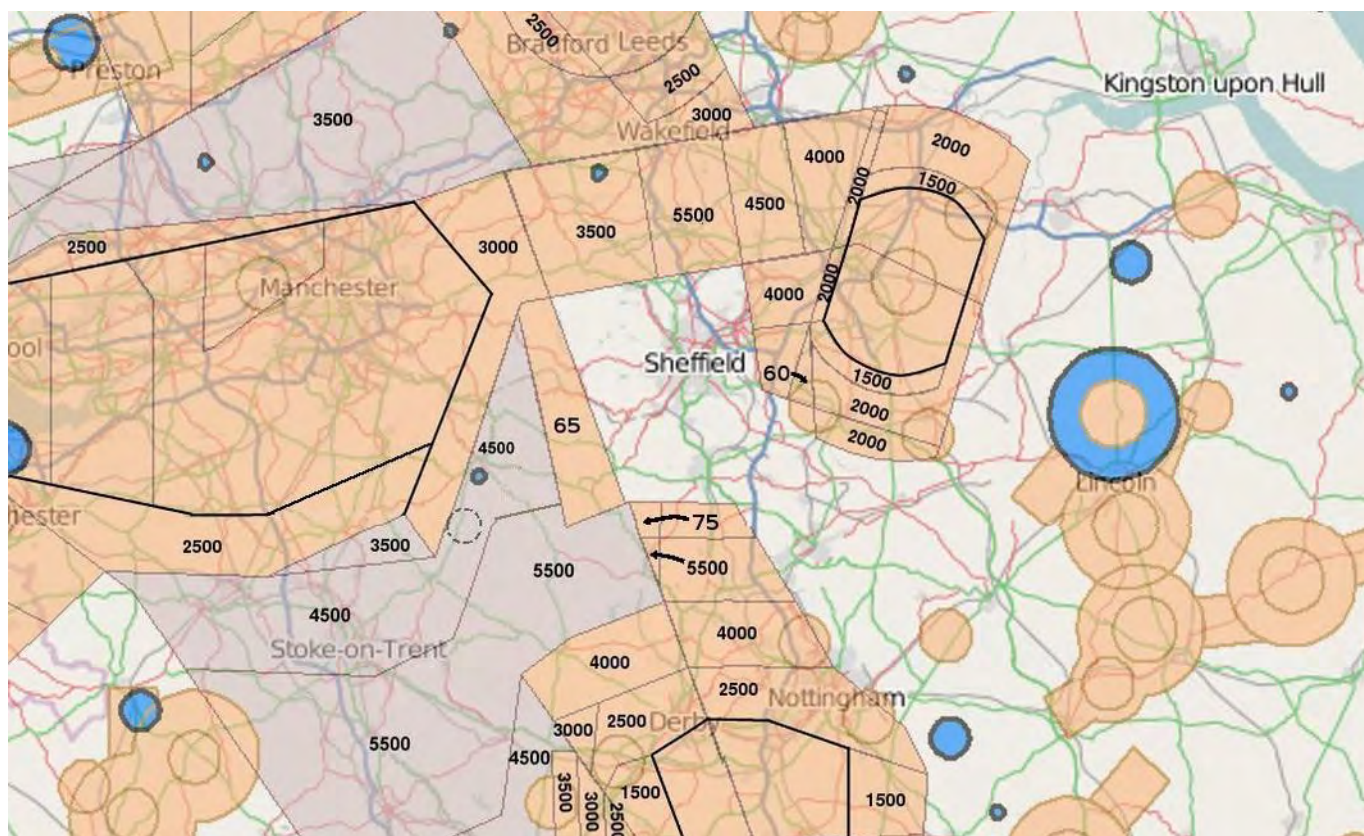
If you plan to fly XC in a northeast to easterly direction please ensure you attend an RHADS briefing session so you do not infringe the new airspace and also to enable your flight to be entered in the XC League.

IF YOU CANNOT UNDERSTAND AND COMPLY WITH THE AIRSPACE LIMITS OF THE SITE THEN DO NOT FLY.

The Airspace Maps relevant to the club's sites are:

1:500000 ('half million') Aeronautical Chart Sheet, Northern England and Northern Ireland and Southern England and Wales

1:250000 ('quarter million') Topographical Air Chart 11, North Midlands and Yorkshire.



Please note that the map above is approximate and must not be used for navigation!

FLIGHT LEVELS

Airspace starting from 6000' AMSL upwards begins at specified flight levels. These limits move up and down with changing air pressure, i.e. on a high pressure day FL60 may be close to 6500ft. amsl. In low pressure the flight levels descend and a minimum altitude (amsl) is specified on the chart. The use of an altimeter with standard pressure setting (QNE or 1013Mb) is vital for safe operation.

Airspace with a starting height below 6000' AMSL will be designated as a fixed height AMSL sometimes shown as ALT, and in this case the altimeter should be set to the appropriate QNH.

AVOIDANCE AREA

There is a Military Low Flying Avoidance Area of 1nm. radius and height (QFE) 1000ft. above ground level which is centred on grid reference SK 121 839, and covers Mam Tor, Lords Seat, Rushup Edge, and Treak Cliff as far east as the Cavern, as well as the bottom landing fields for Rushup, Mam Tor NW, and Lords Seat. Military aircraft will try to avoid overflying this area when planning sorties, but be aware that that it is likely that military and civil aircraft will still be encountered and that 'see and be seen' is the basis for collision avoidance.

AIRSPACE FOR XC FLYING

The map reproduced here serves to illustrate how complex the surrounding airspace is. Cross country flights must never be attempted without reference to the relevant air charts and a thorough understanding of air law. Please contact experienced club members for advice before attempting to navigate XC.

It is, of course, the responsibility of the pilot to be aware of all the controlled or restricted airspace on or close to his intended track, and the rules relating to entry, crossing, or otherwise, in such areas. You are again reminded that failure to comply with civil and military airspace rules, or to observe and obey air law, in a legal and professional manner could have serious national consequences for our sport. Some areas fairly close to the Peak District are listed below, but this list may not include all of them, and there may be changes.

TO THE NORTH - Several MATZ, part of Manchester TMA/CTA, Leeds-Bradford SRA & SRZ, Umpteen MATZ in the Vale of York, and many more.

TO THE EAST: Robin Hood Sheffield and Doncaster Airport (RHADS), which incorporates Netherthorpe and Gamston ATZs, several other MATZ and ATZ, the Scampton restricted area (R313), in the Lincolnshire AIAA, plus a scattering of Weapons Range Danger Areas along the coast.

TO THE SOUTH: Daventry CTA, East Midlands SRA and CTR/SRZ, Birmingham SRA and CTR/SRZ, and another load of MATZ.

TO THE WEST: Daventry CTA, Manchester TMA and CTR

NOTAMs

It is your responsibility to be aware of any restrictions of flying as notified by the AIS NOTAM service. An easy way to access this information is by calling the recorded message service on 0500354802 which will give you a list of any temporary restrictions of flying for the day.

You can also register on the AIS website at www.ais.org.uk and view the NOTAMs there, or use one of the many web portals such as www.skydemonlight.com or www.notamplot.com etc.

MIDWEEK FLYING

This service for midweek flying allows you to notify the RAF of your operations. This notification DOES NOT mean that the site will be avoided by low flying jets, but they will have been warned to keep a special lookout in that area. Even if the site has Avoidance Area status this is worth doing. Give as much notice as possible, preferably the evening before, as it takes time to get the message out to the airfields. To use this service dial 0800 515544, and say that you wish to make a Hang Gliding or Paragliding Notification. Give them your name, address, and contact telephone number, the site code if you have it, or if not the Grid Reference of the site (2 letters, 6 figures) and the distance and direction of the nearest town.

Give the date and time of your flying, the number of gliders expected and your likely maximum height. You will be given a reference number for your notification, so have a pencil and paper ready. Use the service whenever you are flying midweek, it is provided for your safety and that of the RAF's pilots. If, after you have given a notification the weather turns bad, you can always cancel, so if in doubt use the service.

FREEPHONE 0800 515544 and give the relevant site code or Grid Reference

SITE CODES

Cats Tor: 8.051

Curbar Edge: 8.010

Stanage Edge: 8.009

Lords Seat & Mam Tor: 8.002

Dale Head, Eyam Edge, Treak Cliff, Long Cliff, Broadlee Bank do not have codes

For information on the location of Red Arrows displays call 0500 354802

FLYING WITH MODEL AIRCRAFT

An agreement has been reached with the major landowner, the National Trust, and representatives of aero modelling clubs, to limit the potentially dangerous conflict between DSC pilots and model aircraft operators. Modellers are not fly within 1k of any National Trust site being used by the DSC for hang gliding or paragliding. In practice this means that models will have to move to a different site when we operate. The agreed alternatives for model aircraft pilots are;

Easterlies - Dale Head to be used instead of Mam Tor east face.

Southerlies - Mam Tor south face to be used instead of Rushup Edge.

Northerlies - The north side of the Mam Tor- Hollins Cross ridge instead of Lord's Seat.

If you encounter model pilots on the hill, politely inform them that the agreement is in force and has the full backing of the landowner, and that to continue to fly would create a risk of collision with potentially serious consequences. If you cannot resolve the situation, consider calling the National Trust warden on 01433-670368.

USE OF RADIOS

Use of radio by hang gliders and paragliders is restricted to a limited number of channels on airband (AM sets). The following conditions apply for legal operation.

- 1: The radio equipment used must be CAA type approved.
- 2: The radio installation must be licensed. Details of licensing may be obtained from Aeronautical Licensing, Department of Trade and Industry.
- 3: It must not be possible to change the frequency of the radio in flight to a channel for which you are not licensed unless you hold a Pilots RT Rating.

When using radio you are sharing the channel with many others who have an equal right to good communication. Remember that you might be heard more than one hundred miles away, so always listen before transmitting to make sure that you do not interfere with someone else's message. Do not transmit unnecessarily, ask yourself if your message really needs to be sent, and use good radio procedure. Speak slowly and clearly, using the transmit button properly so that the start and end of words are not cut off, and when necessary use the recognised phonetic alphabet to ensure clarity. One of the best, readily available, guides is the CAA publication P4I3, Radiotelephony Procedure. Radio can be a valuable aid, but when you find yourself switching off because of someone else prattling you will appreciate how important it is to use it responsibly.

The legal hang gliding and paragliding frequency is 118.675 MHz and the shared backup is 129.9 Mhz

The DSC frequency is 143.95Mhz

ACCIDENTS

Accidents on Hang Gliding and Paragliding sites are an unfortunate part of the sport. Summarised below is some guidance in case you should encounter one.

Your first priority at the scene of an accident is to carefully assess the situation. Exactly what has happened? Where is the casualty? What injuries have occurred? Is outside assistance required? If you cannot be sure (if, for example, you are flying when you see a glider crash on a remote moor) it is safer to be pessimistic, a false alarm is better than leaving a casualty lying for hours in the open.

If someone is injured you have two priorities, to protect the casualty so that their condition does not worsen, and to alert the emergency services to ensure prompt transfer to proper medical care.

CALLING THE EMERGENCY SERVICES

The best way to do this is to dial 999, so make sure that you know the locations of the nearest telephones to the site if no mobile cover is available. When you telephone make sure that you know the location of the accident, and give enough information for the rescuer/ambulance to find it. You should carry an OS map, so that you can give a Grid Reference. Tell the controller the number of casualties, and if you can, the nature of their injuries. In remote places arrange to meet the rescuer/ambulance at a road junction or telephone box, and guide them to the scene. If the accident is anywhere but at a roadside, dial 999 and ask for Mountain Rescue, generally their response times are much better than the Ambulance Service and if the casualty is away from the road they have the vehicles and equipment to deal with the incident far more effectively. Mountain Rescue teams have been briefed and are well aware of the typical injuries that paraglider and hang glider pilots sustain.

If you have to send someone to the telephone WRITE A NOTE to make sure they pass the information correctly. If you see an accident from the air, land and use a mobile phone. Otherwise fly to the nearest farm or telephone box, or if you have radio, pass a message to someone on the ground, get them to read it back as a check. On the hills Peak Park or National Trust Wardens can make an emergency call by radio, or if you are alone use your whistle (you SHOULD ALWAYS fly with one) to send the mountain distress signal - this is six blasts in one minute, then wait one minute and repeat.

HELPING THE EMERGENCY SERVICES

You can help the Mountain Rescue or Ambulance Service by sending someone to meet them at the roadhead or car park and guide them to the scene. Stay where you said you would be until the Ambulance or Mountain Rescue arrive and DO NOT start to try to evacuate the casualty yourself. It may be necessary to stay in a location away from the casualty to maintain mobile phone contact as the rescue controller may wish to call you back to discuss the situation.

If a helicopter has been summoned it is vital that everyone LANDS IMMEDIATELY. Failure to do so puts the casualty and aircrew's life at risk (as well as your own) and is completely unacceptable behaviour. Be alert for radio messages, vehicle lights or horns, crossed glider bags or flares/smoke as ground signals indicating that you are required to LAND – not fly away to the other end of the ridge.

CARE OF THE CASUALTY

In this guide we cannot teach First Aid, but PLEASE consider taking one of the excellent courses, such as those provided by the British Red Cross Society or St. John's Ambulance. From time to time DSC run first aid courses, ask a committee member if you are interested.

The knowledge and confidence this will give you may be very valuable, and you are far more likely to encounter an accident at home, at work, or on the roads than on a flying site. Your employer may support your training as they have an obligation to provide trained First Aiders. However, even without this training there is much you can do.

DO NOT take risks with your own safety; you will help no one by becoming a casualty yourself. This is of particular importance with regard to power lines, water and crags.

DO NOT move a casualty unless they are in a life threatening situation (e.g. lying in water or have no airway). Always remember the possibility of spinal injury, which can be made much worse by incautious movement.

DO NOT give a casualty anything to eat or drink or you may delay medical treatment.

DO protect a casualty from the elements, and help them to keep warm by improvising a shelter – gliders and glider bags are useful in this respect. Support and immobilise any injured limbs and try to control any major bleeding, but do not attempt to improvise splinting or use a tourniquet.

DO speak to the casualty in a calming and reassuring way, tell them that they are in good hands, and that help is on its way. Even if they appear to be unconscious they may still be able to hear all that is said around them.

DO try to keep bystanders and spectators away from the scene, they may distress the casualty, or be distressed themselves. You might use some responsible people to keep them away, but also ask if there is anyone with medical skill if needed (although they will normally volunteer).

DO BE ESPECIALLY CAUTIOUS if there is no obvious injury. Look for the possibility of head injury (bruising, cuts, damaged helmet etc.). If you have the slightest suspicion that someone may have suffered any head injury, or if they have any loss of memory or have been unconscious, even for a second, they MUST be taken to a hospital for checks (do not rely on them promising to go) DO call for Mountain Rescue assistance (999, ask for Police, Mountain Rescue) if the casualty is located anywhere except a roadside – a call for an ambulance alone is generally insufficient .

POWER LINE ACCIDENTS

If a casualty, or any part of their aircraft are in contact with power lines, or if cables are touching the ground, DO NOT APPROACH CLOSER THAN 20 YARDS until you are assured by someone from the Electricity Board that the power has been cut off. Automatic circuit breakers may attempt to reconnect the power several times without warning. In wet conditions stay even further away. To be blunt it would be distressing to watch someone die, but stupid to double the death toll by attempting a misguided rescue.

INFORMING NEXT OF KIN

It is perhaps best if next of kin of a casualty can be informed sensitively by someone well known to them, but if this is not possible it should be left to the police, who are trained to handle this sometimes difficult job. You should also try to make sure that they do not find out accidentally, which might cause great distress, see the next bit...

DEALING WITH THE MEDIA

If you are approached by a representative of the media be cautious about what you say. It is best to refer them to a senior member of the club committee who can make a considered statement later, but if you do speak to them, confine yourself to an eye-witness account describing ONLY what you saw, DO NOT speculate about events or causes, and DEFINITELY DO NOT identify the casualty.

SERIOUS ACCIDENTS & FATALITIES

In a serious accident you have an extra responsibility, which is to help any future investigation. Ensure that wreckage is not moved or disturbed until it has been examined, unless you must move something to aid the victim. If possible photographs of the accident scene may be useful, and if you have photos, video, etc. which show the accident, you should offer these to the investigation - this can be done through the local police.

AFTER THE EVENT

Complete a BHPA incident report form (IRF) as soon as possible and remember to record full details of any witnesses before they depart. Send it to the BHPA office as soon as possible. IRFs can be downloaded from www.bhpa.co.uk/members/forms/index.php.

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 are in any doubt as to whether an accident or incident has been reported, do it anyway. Don't assume someone else has already done it- make sure, or do it yourself.

If you witness any serious accident or incident, please fill in an Incident report form and report the accident to the committee via the club safety officer as soon as possible.

Fatal accident Protocol

If you witness a fatal accident, you must report it immediately to the Air Accident Investigation Board (AAIB) on 01252 512299.

WEATHER FORECASTS

You can get your Met information from TV, Radio, or the newspapers, but useful sources for more detail about the club's area are:

Wendy Windblows automated weather stations provide live local met information. Call 0800 358 0405 or visit www.wendywindblows.com for more information.

Forecasts for the Kinder area at 2000 ft. altitude are available at National Park information offices in Castleton and Edale.

If you have an airband receiver a report from Manchester Airport is broadcast on 128.175 MHz. This is updated about half-hourly, and reports wind, cloud (levels and amount), visibility, temperature and dew-point. A code letter after the call sign changes when the report is updated (i.e. Manchester Information Quebec is followed by Manchester Information Romeo). Times used in the report are GMT.

For a more general weather picture you can listen to VOLMET Main on 135.375 MHz. (VOLMET North on 126.6 MHz. does not seem to be easily received in the Peak District.)

Weather websites

UK WindMap

www.xcweather.co.uk

Synoptics

www.metoffice.gov.uk/weather/charts

BBC Weather - www.bbc.co.uk/weather

Camphill Forecast

www.metcheck.com/V40/UK/HOBBIES/aviation_forecast.asp?locationID=481

NEIGHBOURING CLUB CONTACTS

See the Contacts page of Skywings for up to date information or visit www.bhpa.co.uk/bhpa/clubs

NOVICE PILOTS

Pilots, whether of hang gliders or paragliders, with less than ten hours experience are strongly urged to fly with Red Streamers to indicate their inexperience to other pilots. It is nothing to be embarrassed about, everyone else has passed through this stage. All novice pilots are strongly advised to take full advantage of the Coaching Schemes the club offers, and should actively seek advice from more experienced pilots on the hill. A list of current club coaches can be found in each issue of the club magazine.

Experienced pilots are urged to show tolerance and consideration to less experienced flyers, and to make their experience and knowledge freely available when asked, or if assistance appears to be needed.

LANDING FIELD SAFETY

The DSC landing sites are often busy and are used by both paragliders and hang gliders. Hang gliders in particular require more space to land, and land faster and with less margin for last-minute course corrections. **All pilots should move to the edge of the field after landing, and before packing up.** This ensures that the landing area is left clear.

Paragliders ground-handling in stronger winds should remember that whilst it may be blown-out for them, that hang gliders may still be flying, and also landing. Therefore paragliders must ensure that they do not ground-handle in areas which could cause any obstruction to hang gliders landing.

CLUB COACHES

Contact the New Members Secretary for details of club coaches. They are not necessarily 'Sky Gods' but those who wish to put something back into their sport. It is not just newly qualified pilots who benefit from coaching – those with lower airtime, or perhaps returning after a long lay off or accident would certainly find it useful to get in touch with a club coach to ease them back into the air. Alternatively, you may be a more experienced pilot who wants to develop a particular aspect of your flying technique or correct a potentially dangerous bad habit before it catches you out!

If you are an experienced pilot (CP + 10 hours minimum) who enjoys seeing others improve their skills, please consider becoming a coach for your club. Contact the DSC chief coach, or any other member of the committee (contact list is at the back of the guide), for details on how to become a coach through the DSC.

VEHICLE SECURITY AND PARKING

Please note that the number of thefts from vehicles in the Peak National Park is very high. These thefts are occurring even in very popular and well used car parks (especially Mam Nick and Stanage car parks) but be cautious in remote places also.

Do not leave valuables in your car and use one of the 'Forget It' badges provided by the Police and Peak Park staff to mark your car as a waste of time to potential thieves. Also if, as a result of flying a very long way, you have to leave your car in a car park overnight, inform the local Police. In the past searches have started in the hills when cars have been left like this.

Pay and Display sites are operated by the Peak Park at Curbar and Mam Nick. Please pay for your parking, the proceeds of which go towards the upkeep of the Peak Park. A concessionary permit is available from Aldern House, Bakewell which covers all parking on such sites and may cut your costs.

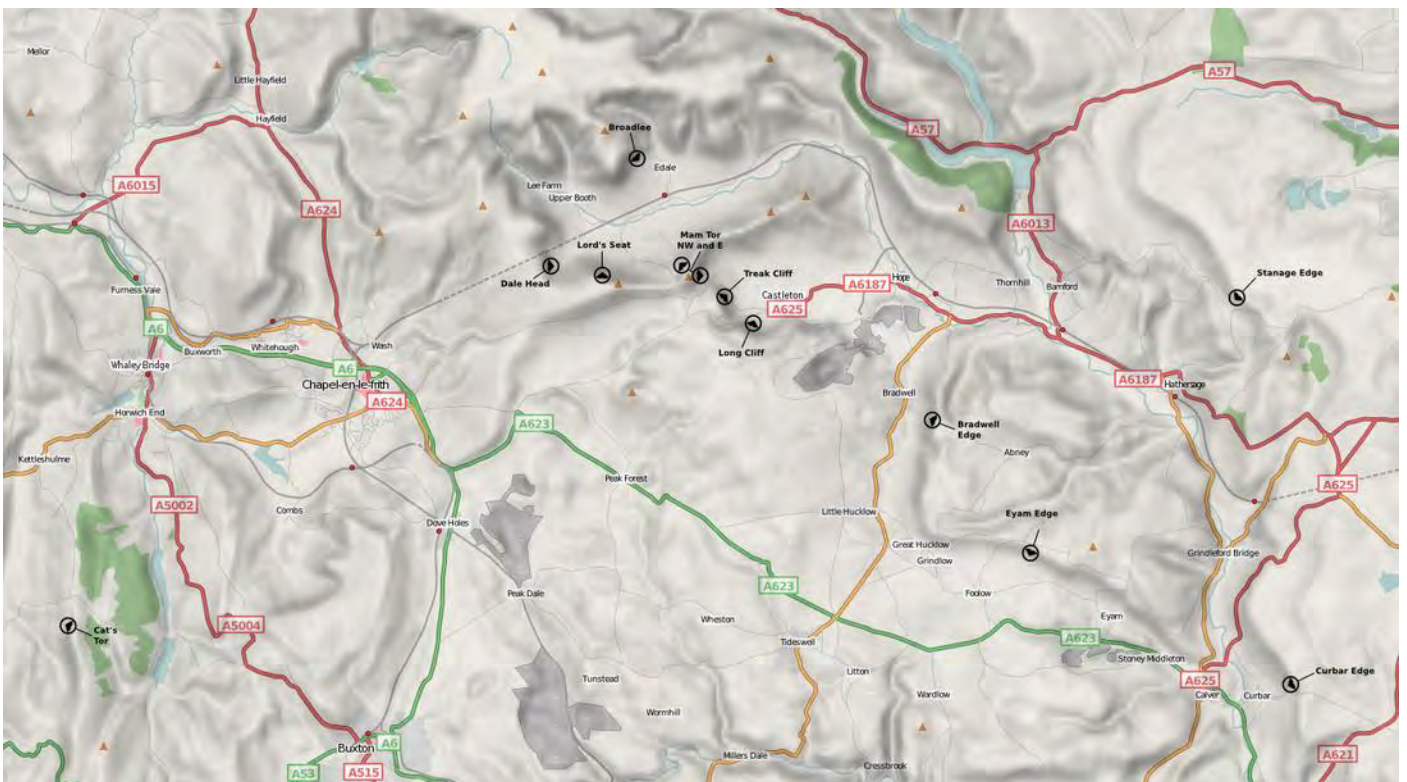
TELEPHONE NUMBERS

Power Line Accidents: The E.ON emergency number is 0800 056 8090 for our area.

Buxton Police: 01298 72100 (B division, covers all DSC sites)

Chapel en le Frith Police: 01298 814456

DSC SITE LOCATIONS



BROADLEE BANK

Wind Direction: South east SK115863

Take Off: SK 115 863

On the shoulder of the hill

Landing: SK 117 854

Airspace: Daventry CTA at 4500' and Manchester CTA 3000'-3500' + to the west

Hospital: Northern General, Sheffield

Site Code: None

Parking:

Edale village or just off the track up to Mr Critchlow's farm (Andrew Critchlow's farm is SK 117 853; you can see the track where it crosses the railway and meets the road at SK119 850). Please do not park in his yard at the top or block the track. He has given us permission to walk through his fields (no footpath marked on map) up to the take off.

Access:

There are two options for walking up to take-off at Broadlee: park in Edale village, head WNW along the Pennine way and turn right up the footpath that climbs up to the shoulder of Broadlee Bank, to the right of the trees. This is a shorter walk, but you'll have a longer walk back to your car afterwards.

Bottom landing:

Land in Mr Critchlow's fields (see map). These slope quite steeply but are large fields so shouldn't be a problem. Do NOT land in the fields between the take-off and Edale village. Landings in the large fields next to the railway are tolerated if you overshoot.

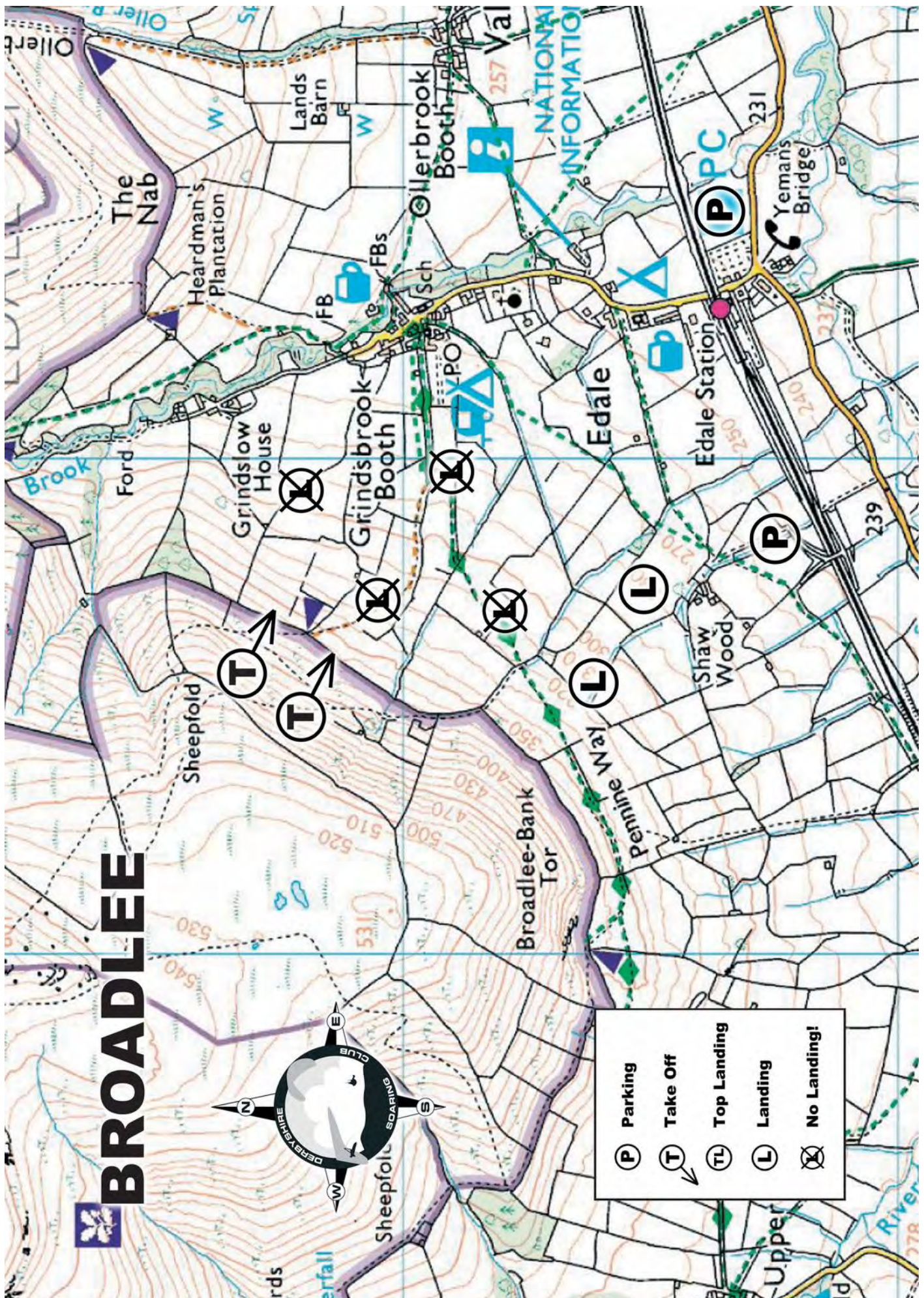
Restrictions:

No specific lambing closures, however if some of the landing fields have livestock in, please try to land in one of the ones without livestock.

Special Rules:

There is a fee of £1 to be paid to Mr Critchlow at Shaw Wood Farm (SK 117 853) each time you fly here

It is particularly important to ensure clearance from airspace as it is can be very easy for inexperienced pilots to rapidly gain height in wave conditions.



CAT'S TOR

Wind Direction: West – northwest

Take Off: SK 994 759 1640 feet / 500m

Landings: 1. Pym Chair SJ 994 766, 1510 feet / 460m.

2. By car park SJ 995 768, 1510feet / 460m.

Airspace: Manchester CTA at 3000'

Hospital: Stepping Hill, Stockport

Site Code: 8.015

Parking: Park in the car park north of the ridge, 150 yds. along the road to Kettleshulme. If flying XC do not leave your car overnight without informing Buxton Police. (01298 72100)

Access: Cats Tor can be reached by a minor road running from the Errwood Reservoir to the A5002, or from the A537 by a road passing the Lamaload Reservoir. From the car park walk up to the highest point of the ridge as shown on the map, Do Not take-off from the low ridge close to the road (different owner) . If landing below Pym Chair walk to the exit, Do Not climb the fence by the road. If landing by the car park, exit via the gap in the fence in the corner of the car park, or by the stile in the far right corner.

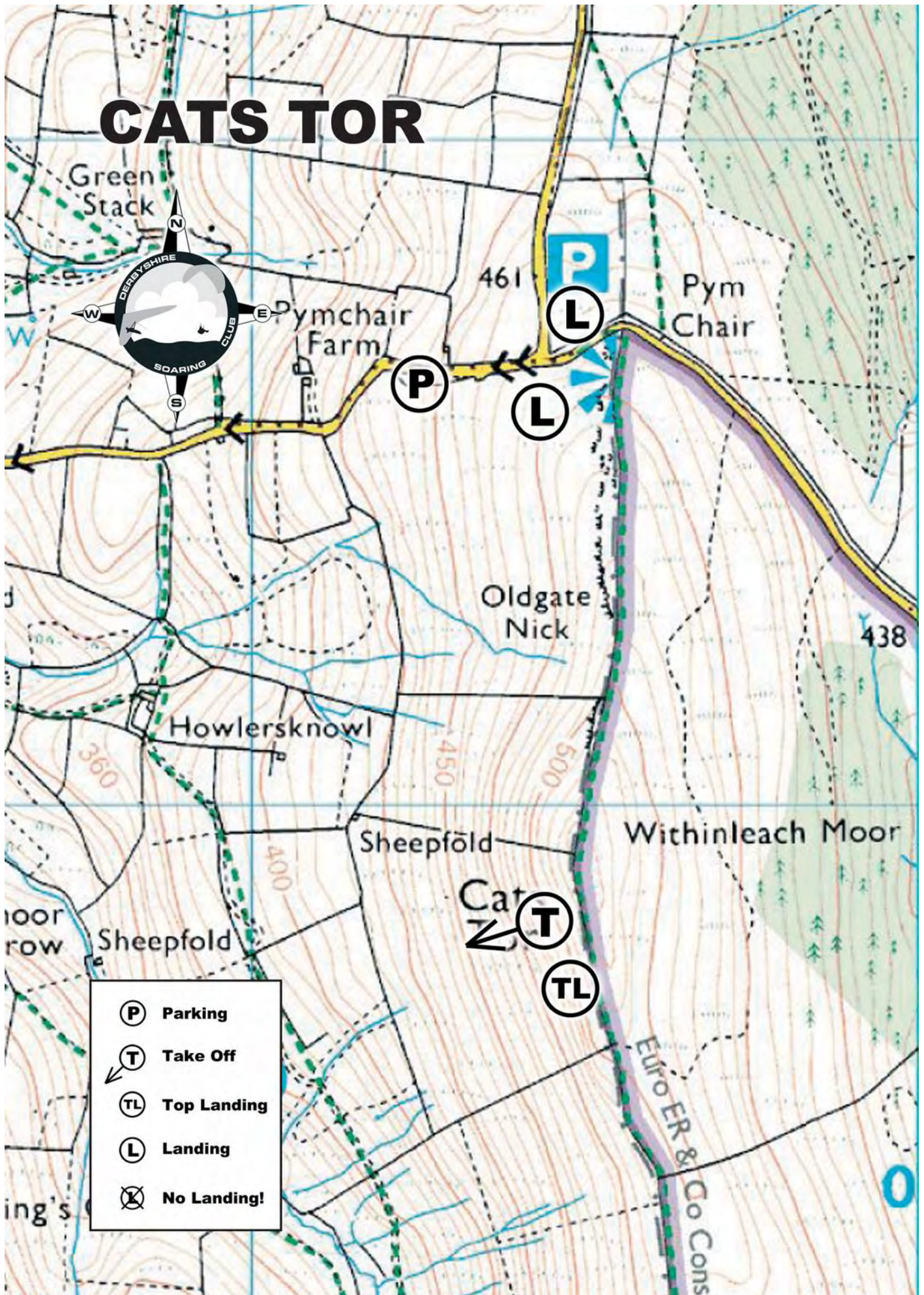
Characteristics: A good soaring site in westerly winds. The ridge can be flown south to Shining Tor (a Peak Club site). Top landing is fairly narrow and landings must be made in front of the wall to avoid the rotor behind. Cats Tor is a shared site with the Peak Club.

Safety: Becomes rough if the wind is too far off to the south. There is often turbulence at low level between Cats Tor and Shining Tor. Beware of rotor behind the wall on your top landing approach. The fields in front of take-off slope away very steeply. Paraglider pilots who go down here should note that there is very high wall (about 10ft. high) running along the base of the ridge. If you are going down break right to land on the plateau below Pym Chair. Beware Manchester CTA, which at 3000' above sea level gives not much more than 1000' clear above take off.

When going down to the bottom landing fields, keep a good look out for model aircraft which may be using the lower part of the ridge.

Restrictions: The alternative bottom landing by the car park is closed during April for bird nesting. Paragliding is not permitted in the lambing season. This lasts for 1 month sometime between late April and July, but please check before flying around this time. Shining Tor is a site for Peak Club members only.

CATS TOR



COCKING TOR (Ravensnest Tor)

NOTE: Cocking Tor is a particularly sensitive site, reliant on close liason between the club and the neighbouring land-users in order for flying to continue. All potential flyers must please contact the club's site officer for this site before flying here. Currently this is Ash Ghinn, who's contact details can be found in the club contacts section at the end of the sites guide.

Wind Direction: North-east

Take Off: SK 347 607

Top Landing: SK 347 606

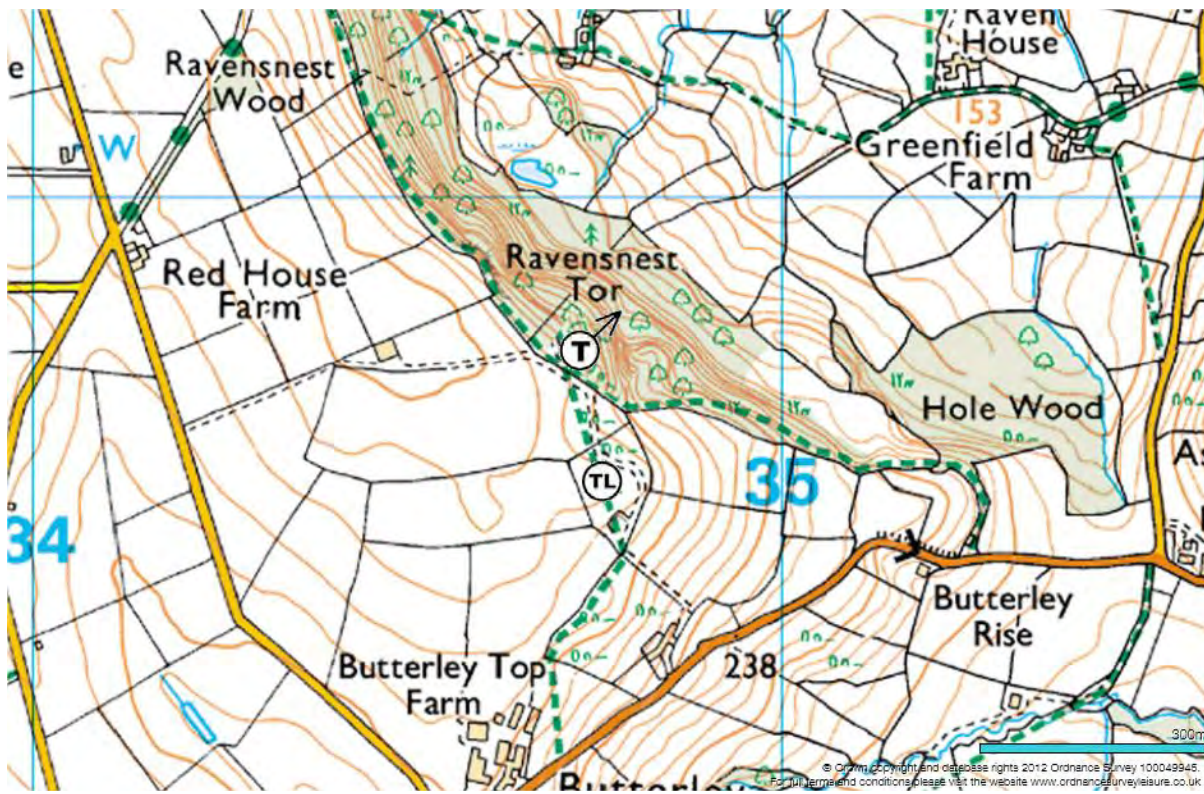
Bottom Landing: There is no agreed bottom landing. The lower fields offer poor landing options due to undulating terrain, large trees and power lines. This may not be immediately apparent from the top of the hill, but it is strongly advised that you investigate bottom landings personally before deciding to fly. Someone from the stables has complained that paragliders upset her animals, so it would be considerate to avoid landing near horses if possible.

Airspace: 5500 feet Class D. Cross country flights in a NNE wind give an opportunity to negotiate both East Midlands and Manchester airspace and creates the potential for flights to Wales.

Parking: There are no car parking spaces or lay-byes nearby, and the roads are narrow. If parking on verges make sure you do not obstruct the roads. If someone is working at the farm building 300m West of take-off, the metal gate on Holestone Gate Road may be open. If so, pilots may drive through the farm yard to the top of the hill and park on the left immediately before entering the top landing field. They have had security issues so please make yourself known to anyone on site.

Access: Access to launch area is by footpath near Butterley Top Farm about a mile East of Tansley on the B6014.

Characteristics: This is a hazardous, tree-covered 300-foot rocky ridge which requires a committed launch. The site is of little use to anyone except skilled cross country pilots willing to take some risk in launching from a potentially dangerous site. The take-off area is a rough mixture of grass, bracken and brambles, and there are some bushes immediately in front of take-off. There is a (barbed-wire laced) dry stone wall immediately behind. It is recommended that pilots assess the true wind speed and direction from the area marked as Top Landing as the airflow at launch is often gusty and unpredictable. Large trees immediately to the North of take-off create turbulence when the wind is to the North of NE, and trees in front and to the East tend to upset airflow in other wind directions. It is rarely possible to ridge-soar this site but Ravensnest Tor does seem to be a good thermal trigger. Buzzards inhabit this area and have often been seen thermalling immediately in front of take-off. Waiting for clear signs of a thermal is the best way to launch and affords some certainty of gaining a safe height in the shortest possible time.



CURBAR EDGE

Wind Direction: West-southwest to southwest

Take Off: HG & PG SK 260 748 1050ft / 320m.

Top Landings: SK 262 748 (behind take off)

Bottom landings: See map for landing field marked 'A'. Please note that this is very demanding for HGs. Please check the possibilities before launching.

Airspace: Airway Blue 4 at FL85

Hospital: Northern General, Sheffield

Site Code: 8.010

Parking: Park in the pay and display car park on the north side of the road immediately behind the edge.

Access: Approach via a minor road through Curbar village which passes over the edge, and links the A623 and A621. A footpath crosses the road west of the car park, follow this path north before turning towards the edge. The take-off point is where the edge is more rounded to the south of the cliff.

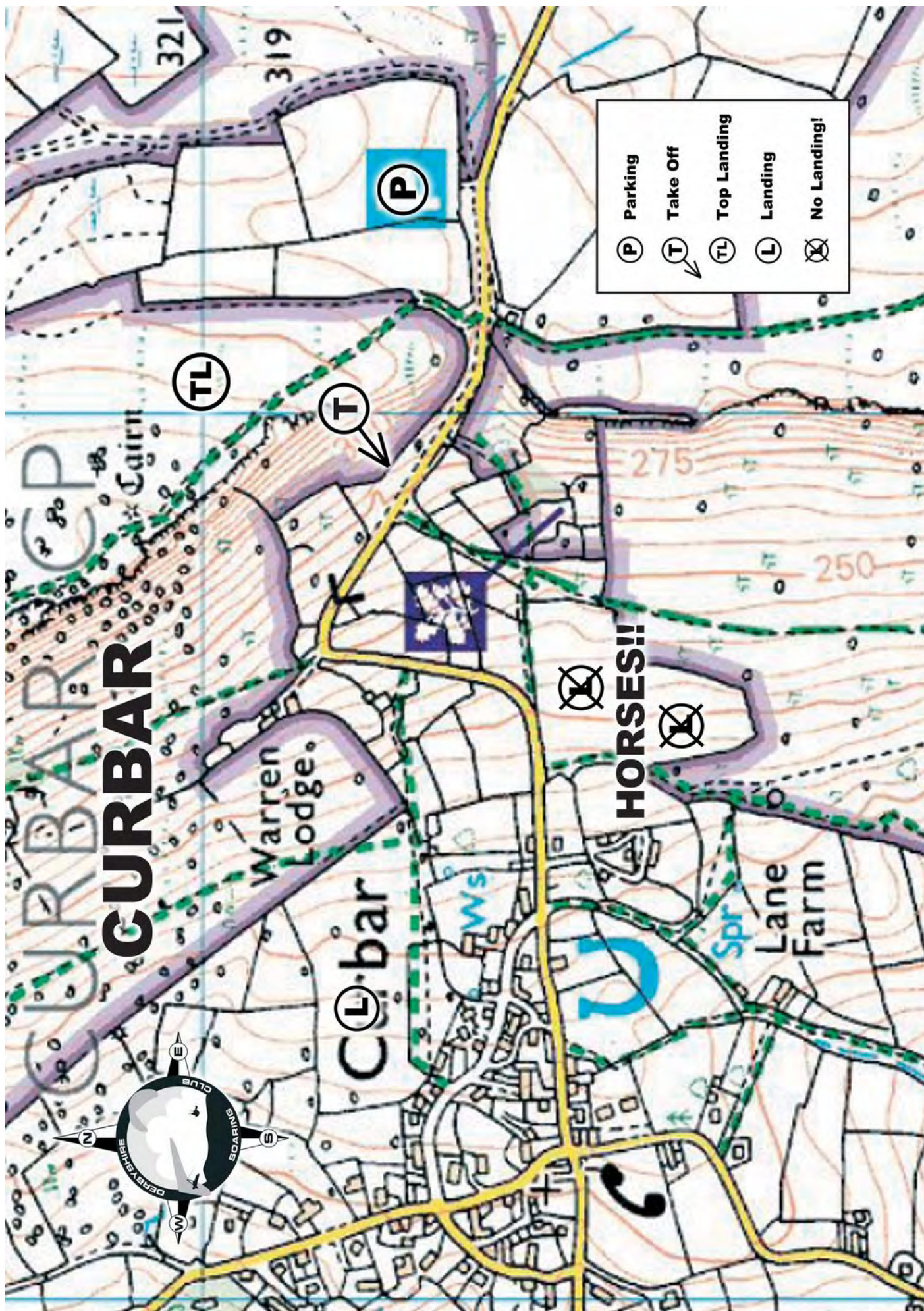
Characteristics: This is an excellent thermic site, but due to its demanding nature must be considered as **suitable for very experienced pilots only**. Curbar Edge is a good cross-country site, with good thermals coming from the Curbar valley. The ridge extends for some distance to the north, with west-facing Baslow Edge to the south. There are a number of possible landing fields, most of which are small and sloping, which could be used in an emergency. Hang glider pilots will need very good technique to land in the main field marked 'L'. **This field is the only official bottom landing!**

Top landing can be attempted immediately behind take off in light winds, but this requires good technique to avoid the nearby rotor. In stronger winds, landings are best made well back from the edge on the moorland, on the southern end of White Edge, some 600 to 800 metres behind the edge.

This is a Peak District National Park Site of Special Scientific Interest (SSSI) so care should be taken in this location.

Safety: Take-off is a rocky cliff launch and assistance, as well as care, may be required. There is danger of severe rotor behind take-off and the cliff sections. The site is frequently used by large model aircraft. Bottom landing is extremely hazardous with many hidden boulders and steep slopes. Top to bottom flights are not advisable here. Paragliders soaring the ridge to the north must be aware that they may not be able to glide clear of the trees.

Restrictions: You must NOT land in the fields marked with a crossed 'L' as they are owned and used by the riding stables. The owner will challenge you robustly if you land there. If this happens, BE POLITE, as it is your fault.



DALE HEAD

Wind Direction: Northeast to east-southeast

Take Off: SK 096 838 1570ft / 480m

Landing: SK 104846 860ft/277m
Field runs east / west, just north of tunnel entrance
There is a clear 250 yards from the power lines to land
Very slight gradient from west to east

NO SLOPE LANDING ALLOWED

Airspace: Daventry CTA at 4500' and Manchester CTA 3000'-3500' + to the west

Hospital: Northern General, Sheffield

Site Code: none

Parking: There is limited parking on the A625 2 miles from the junction with the A6.

Reference: SK 093 825.

Access: No direct approach can be made from the valley below via Dale Head Farm. The usual approach is from the parking place on the A625 via a bridleway to Chapel Gate. At the hilltop turn north until the track begins to descend, then follow a vague path along the rim to take off. Alternatively approach from Edale via Barber Booth and the Chapel Gate track which runs through the Lords Seat bottom landing field, (this is longer, with more uphill).

Characteristics: This is generally a good safe site with a nice friendly flat, soft top landing. Dale Head can often be flown when it would be too windy to fly Mam Tor. It is a good site for low airtime pilots who can soar confidently. XC potential is very limited because of airspace restrictions and no progress can be made downwind beyond Whaley Bridge. However, it is excellent for 'training hops' back to Chinley Churn.

Safety: Beware of rotor in the gulley south of take-off when the wind is off to the south.

Restrictions: No Access from Dale Head Farm. Only top land or bottom land in the designated field; no slope landings are permitted, as there is an important Nature Reserve with very restricted access in the valley immediately below.

Special Rules: Do not fly this site unless you are absolutely sure that the conditions and your ability will allow you to either stay up or land in the designated field. This site may be shared with model aircraft.



EYAM EDGE

Wind Direction: South to southwest, (205 degrees is best).

Take Off A: SK 203 777. The field is 200m east of the Barrel Pub, with gorse growing and usually a water tank in it. The gate should have a "please close" sign!

Top Landing Field A: Immediately behind take-off A on the other side of the road in the field with the stone quarry at its west side.

Top Landing Field B: A small field more suitable for paragliding landings. This field is used by the farmer to grow silage so please do not land in it when the grass is very long from around mid-May until it has been cut.

Bottom Landing Fields: Walk out up hill towards the west end of the farm buildings, to emerge on the road that runs Foolow to Bretton. If you land out please do not climb walls make your way via gates and footpaths.

Do not land in any of the fields near the large mast, the farmer is likely to take action!

Airspace: Amber 2 at FL 65

Hospital: Calow. Chesterfield. Tel 01246 277271

Site Code: none

Parking: Is in the lane to the east of the Barrel pub. Please do not block the gateways

Access: Approach by the road via Foolow, Eyam or Great Hucklow.

Characteristics: Not a great soaring site only 300 ft high. Needs a moderate wind to be soarable.

Can be very turbulent in what seem like good conditions, also restricted landing areas directly below take off with power lines and dry stonewalls makes it a **demanding site for experienced pilots only**.

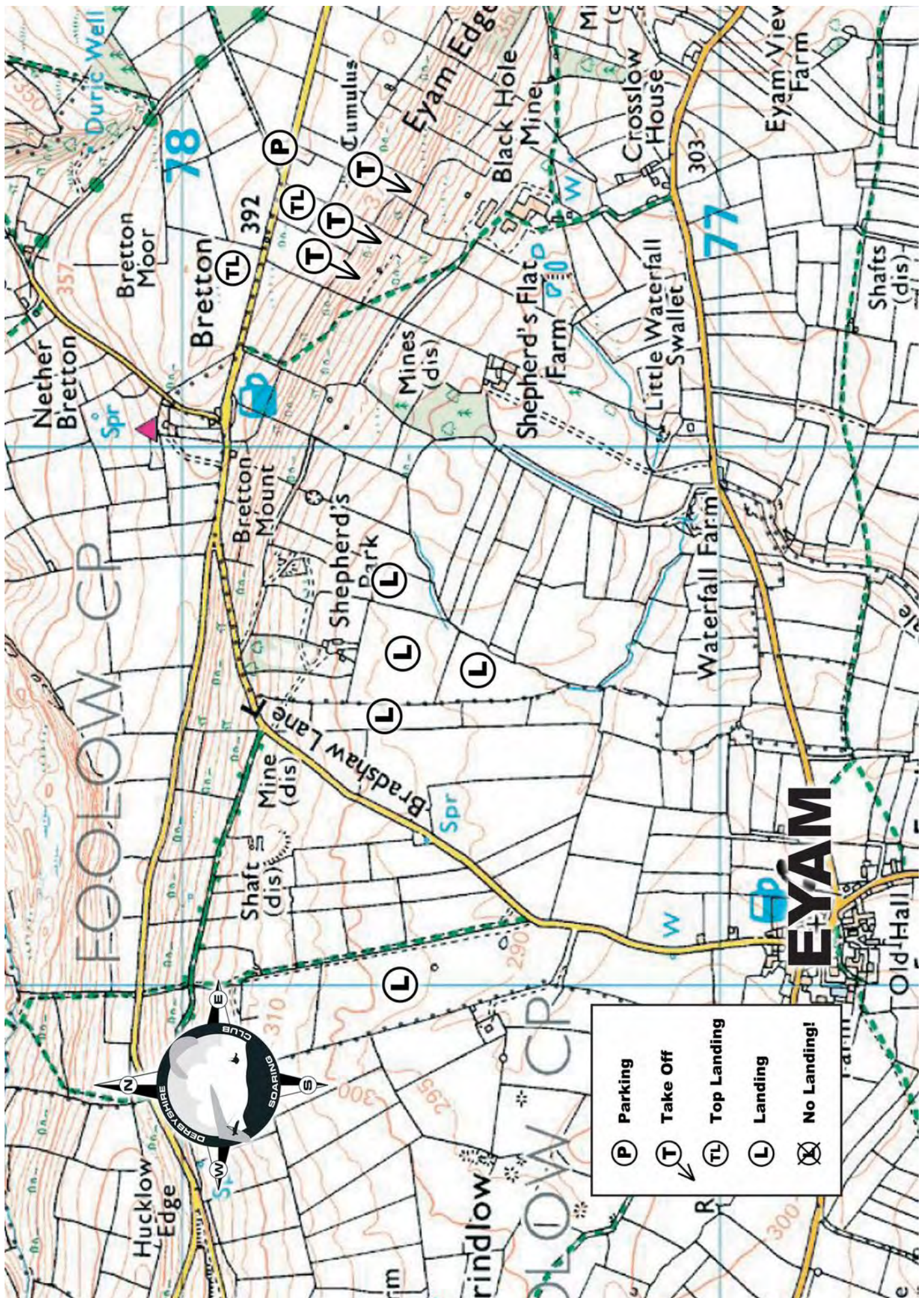
Good XC site, with flights to the coast regularly achieved.

Paragliders should be aware of being blown back in stronger winds

Safety: Beware of possible sailplane activity. Power lines run along below the edge.

Restrictions: Like most DSC sites. There are sheep around that need more consideration from mid March through to May when they are lambing.

Please be aware that from mid May there are fields that are growing long grass for silage. Please try to avoid landing in them. If you do, please trample as little of the grass down as possible. It is normally harvested by the end of June.



LORD'S SEAT

Wind Direction: North, may be flown northwest to northeast.

Take Off: Lower SK119 835 1610ft / 490m

Upper SK110 835 1740ft / 530m (also used for top landings)

Landing: SK112 841 1050 / 320m

Mam Nick, SK124 834 / 463m, paragliders only

Airspace: Daventry CTA at 4500' and Manchester CTA 3000'-3500' + to the west

Hospital: Northern General, Sheffield

Site Code: 8.002

Parking: Use the car park below Mam Nick ONLY (pay and display). You may stop briefly to off-load gliders at Mam Nick. For the bottom landing park in a lay-by close to the bend in the road at the north end of the landing field.

Access: West from Castleton on A625, turn left up the Winnats Pass, right at top, then left, the car park is 500 yards further on the right. Follow the footpath along the crest of the ridge.

Bottom landing: take the Barber Booth road over Mam Nick.

Characteristics: A very good soaring site, wave is often encountered here in the right conditions and there is excellent XC potential to the south. The top landing is a very large area to the rear and left of the upper take-off, and has few problems. Hang gliders beware that the bottom landing slopes down to the road. If new to the site, or you have low airtime, seek advice on the bottom landing from an experienced pilot. The steep slope in the bottom field makes it necessary to land across the slope on a hang glider. The wind is usually light in the bottom field and can be variable in direction. If the wind is very light, the best technique is to turn back up the slope and land towards the hill. Assess the wind direction carefully on your approach and observe others landing there.

Additionally, there is an alternative landing for hang gliders (over the back at Rowter Farm SK127821). There is a landing fee of £1 payable to the farmer per pilot and is a safe alternative to top landing and carrying down or bottom landing. Landings must be made at the south end of the field where there is a flat plateau. Turbulence may be present on approach to the landing, but low down it is usually smooth. When multiple pilots have landed please collect all the landing fees together and pay the farmer in one go.

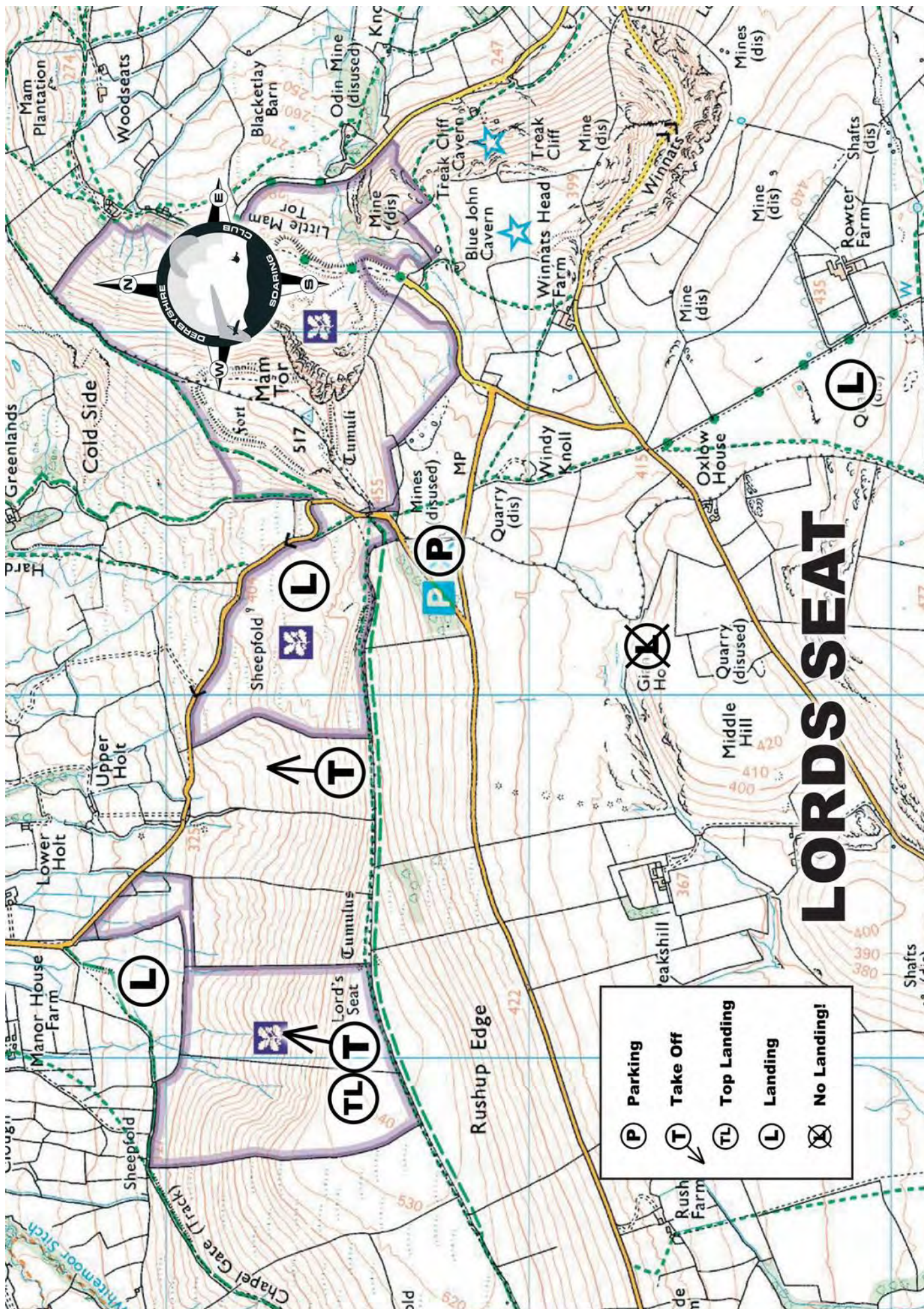
Paragliders may land at Mam Nick, SK124 834 / 463m, but it is not suitable for hang gliders.

Safety: Paragliders should be aware of the spine back on the eastern side of the ridge and make sure they can penetrate here in stronger winds. Beware of hang gliders overshooting on the top take off / landing when close ridge soaring. Hang gliders may opt to land on the western edge of the ridge and carry down in stronger winds or difficult conditions.

Wave effects can create strong turbulence and rapid changes in wind strength and direction on this site.

Restrictions: Low airtime hang glider pilots beware difficult bottom landing

Special Rules: It is particularly important to ensure clearance from airspace as it can be very easy for inexperienced pilots to rapidly gain height in wave conditions.



MAM TOR NW FACE

Wind Direction: Northwest: may be flown from west-northwest to north-northwest

Take Off: SK127 836 1640ft / 500m

Landing: SK139 850 790ft / 240m

Paragliders usually land at Mam Nick, SK124 834 /463m. It is not suitable for hang gliders.

Airspace: Daventry CTA at 4500', Airway Amber 2 at FL65 to the east

Hospital: Northern General, Sheffield

Site Code: 8.002

Parking: Cars to be parked below in Mam Nick pay and display ONLY. You may stop briefly to off load gliders at Mam Nick. For the bottom landing park carefully on the road.

Access: West from Castleton on A625, turn left up Winnats Pass, right at top of pass, then left to Chapel-en-le Frith. The car park is 500 yards further on the right. Ascend Mam Tor by the stepped path. For the bottom landing take the Edale road over Mam Nick, the field is half a mile past the turn for Edale village, just before some houses on the right.

Characteristics: This is a very popular site which may attract wave in favourable conditions. It may provide an alternative to Lords Seat when the wind is shifting in the northwesterly quarter. The ridge may be soared from Lord's Seat to Lose Hill, although the easily soarable area close to take-off can be very small. The rigging area and take-off is north of the summit path, same 50 metres beyond the summit. Top landing is difficult for hang gliders, and should be made behind the L-shaped wall. Do not go behind the second wall. If new to the site make dummy approaches first. The bottom landing in Edale Valley is a good clear field suitable for both paragliders and hang gliders. Paragliders may struggle to reach this field; an early decision to use the old landing field below Peter's Barn with the wiggle in the track should be made if in any doubt about clearing the road, river and powerlines in the bottom of the valley! Note that the wind in the valley may be more westerly than on the ridge. Paragliders can top land on the hill in lighter conditions and usually bottom land in the flat area immediately in front of the eastern end of the Lord's Seat ridge (Mam Nick) Beware of the venturi in stronger conditions!

Safety: This can be a very busy site in the air. There have been a number of collisions and/or near-misses at this site in recent years, any one of which could easily have resulted in fatalities. In light conditions, the easily soarable area of the bowl is too small for many pilots to soar at once. If you are flying and feel it is too busy to be safe, please go and land at Mam Nick, it is only a short walk back up. If you are waiting on takeoff and it is clearly congested, please do not add to the congestion until separation improves. It's not much fun anyway scratching in busy conditions, and it may be you that dies should you choose to continue.

There is a need to beware of members of the public in the launch area. Not suitable for novice pilots in stronger conditions, especially paragliders who would encounter severe rotor if blown back behind the hill. Stay well away from the Mam Nick venturi in stronger conditions.

Restrictions: Experienced hang glider pilots only for top landing, not suitable for low airtime paragliders in stronger conditions.

Special Rules: Avoid walking directly up the hill from the path below and causing damage to the ditch (an archaeological feature).



MAM TOR EAST FACE

Wind Direction: Southeast to northeast

Take Off: Mam Tor SK 128 837 1640ft / 500m

The Landslip PG SK 131 834 1150ft / 350m

The Landslip HG SK131 833, SK131 836 (seek advice if new to site)

Landing: SK 140 831 690ft / 210m.

Windy Knoll: SK125 831 1350ft / 410m

Airspace: Daventry CTA at 4500'

Hospital: Northern General, Sheffield

Site Code: 8.0022

Parking: Use ONLY the Mam Nick car park. For the Landslip, use the large lay-by beyond the Blue John Cavern. (Don't park in the turning circle at the road's end) Bottom Landing: use the car park opposite, or carefully on the roadside. Do not drive down the track into the field.

Access: Mam Tor: As for Lords Seat, Mam Tor NW (by the stepped path) For the Landslip follow signs for the Blue John Cavern to the end of road.

Characteristics: Mam Tor is a popular site in good conditions. XC potential is limited because of airspace, but there is good potential for triangle flights. Rig behind the wall on the northwest side, at least 50 meters from the trig point, and take-off in front of this path. Do Not obstruct the summit path. Top landing is difficult for hang gliders, Do not top land in strong winds. Land between the two walls forming an L shape, and go no further back than these walls on your approach. If new to the site make several trial approaches first. Be very aware of members of the public and bottom land instead if in any doubt about maintaining safe separation from members of the public. The Landslip take-off may be used by experienced hang glider and paraglider pilots if the wind is north of east. Rig and take off in front of the fence by the lay by.

An alternative take-off is on the landslip area directly below the East Face landslip. Only experienced pilots should use this take-off. If using it for the first time it is advisable to seek advice. The Knoll to the left of the paraglider take-off can be used by hang gliders. It is not safe for hang gliders to use the paraglider take-off. The landslip area can also be used for paraglider landing, but it is for experienced pilots only, seek advice before attempting it!

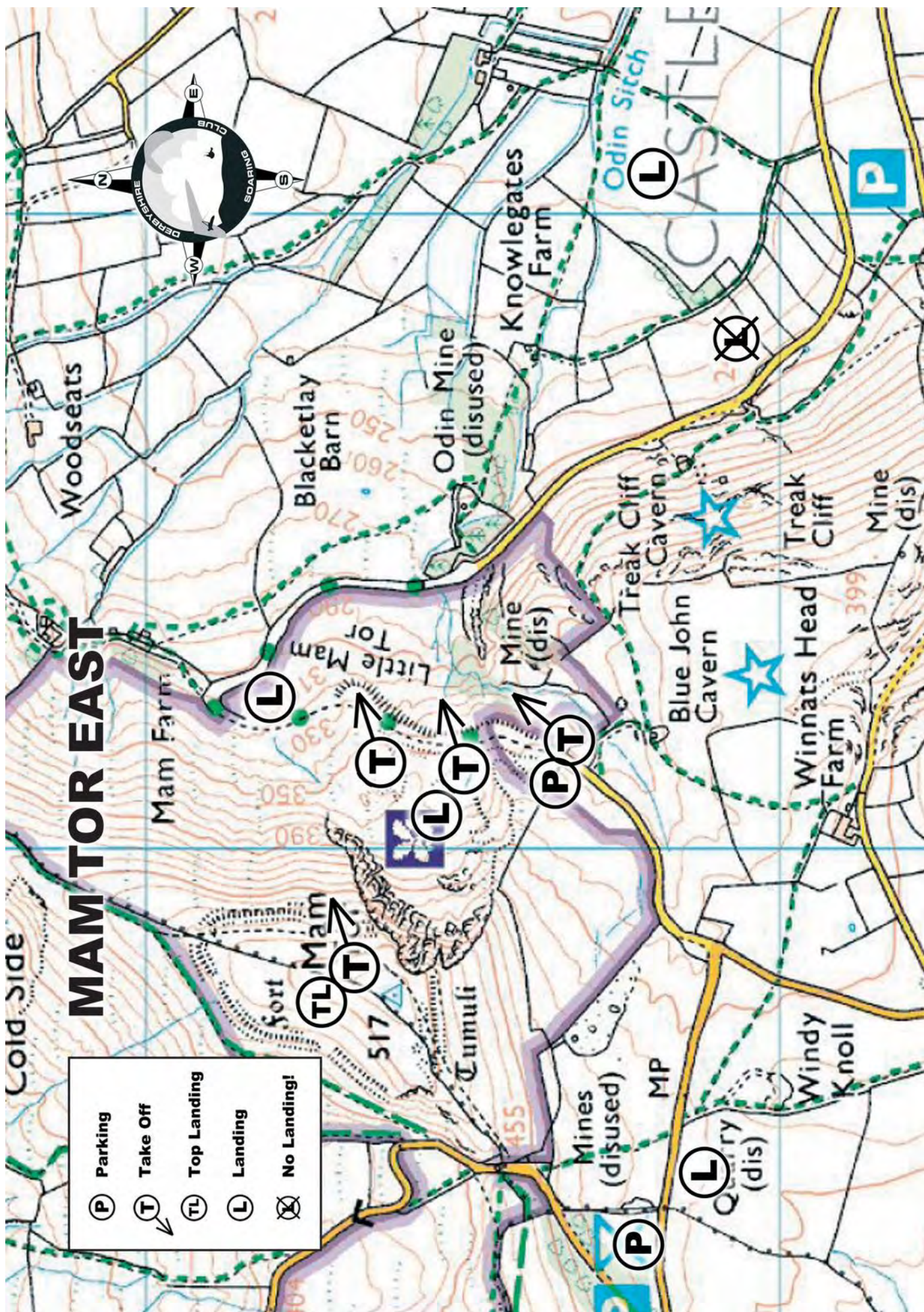
The East Face primary bottom landing is a large field SK 140 831 690ft / 210m. Do Not use any other field except in emergency. The wind will usually be very light in this field. In light winds, the Windy Knoll landing may also be used, but be aware that the wind here can be as strong as at the summit.

Safety: This is a very busy site, popular with walkers and tourists. Be aware of them when top landing, taking off, or moving your glider. Do not attempt to land hang gliders in winds over 25 mph, much less for paragliders. There is danger of severe rotor in the lee of Mam Tor, do not get blown back behind the hill.

Paraglider pilots should avoid the area in front of the top landing, and beware of hang gliders overshooting. Beware of power lines and trees when approaching the bottom landing. When the wind is SE, beware of rotor from Treak Cliff when launching at the Landslip, and in a NE wind watch out for rotor from Lose Hill and Back Tor.

If the wind is off to the NE, be careful if planning to land at Windy Knoll. There can be rotor just behind the SE shoulder running down from the summit of Mam Tor to the road. A few pilots have been dumped here in NE winds.

Restrictions: Experienced hang glider pilots only for top landing, not suitable for low airtime paragliders in stronger conditions. See the DSC magazine/website and notices posted at all access points for details of lambing closures in the bottom landing field. (GENUINE emergency landings only at these times, usually March/April).



TREAK CLIFF & LONG CLIFF

Wind Direction: East-northeast to north-northeast

Treak Cliff should be used in a north-easterly wind

Take Off: Treak Cliff A SK135 832 1150ft / 350m (recommended HG take off)

Treak Cliff B SK134 829 1100ft / 335m (recommended PG take off)

Long Cliff SK 138 825 1250ft / 380m

Landing: SK140 831 690ft / 210m

Airspace: Daventry CTA at FL65, but beware of Daventry CTA at 4500' immediately behind to the west!

Hospital: Northern General, Sheffield

Site Code: None

Parking: Treak Cliff: Use the large lay-by beyond the Blue John Cavern.

Long Cliff: Use the bottom landing car park, or opposite the Speedwell Cavern.

Access: Treak Cliff: As for the landslip, then follow the path past the Blue John cavern then up to the edge. For Long Cliff, the path goes from the Speedwell cavern at the foot of Winnats Pass.

Characteristics: Approached by the path passing the Blue John Cavern, Long Cliff is a good paragliding site for use in north-easterly winds, being lower it can be flown as an alternative to Lords Seat in strong winds. Most pilots using Long Cliff will launch from Treak Cliff and fly across. The East Face landing is a large field. Do not use any other field except in emergency. The wind will usually be very light in this field. In light winds the Windy Knoll landing may be used, but the wind there can be as strong as on the summit. There is a safe paraglider top landing on Long Cliff, but there is severe rotor behind Treak Cliff, do not go back behind the apex of this ridge low.

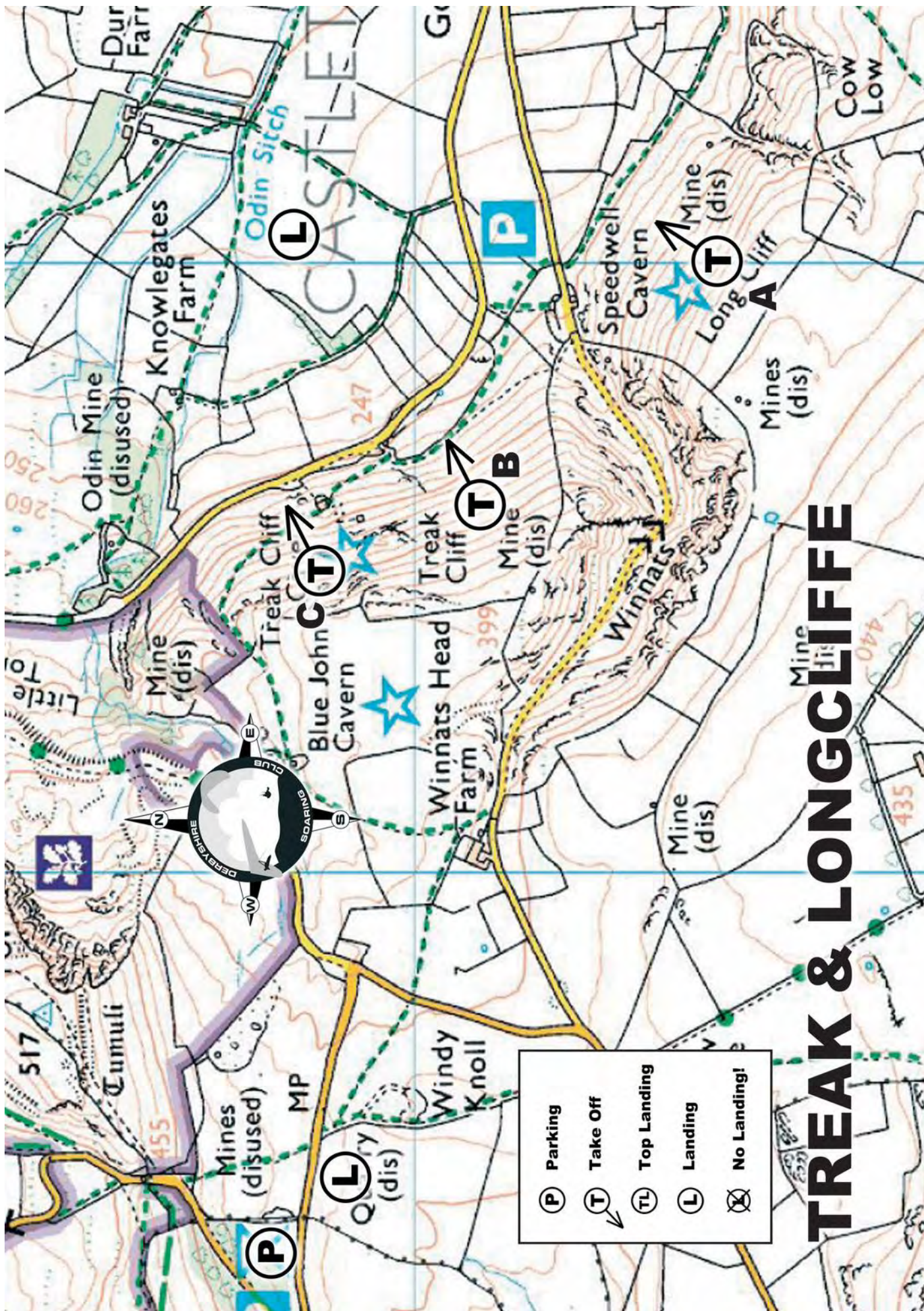
If landing at Windy Knoll from Treak Cliff, allow plenty of height (level with Mam Tor summit before going behind the edge).

Safety: These may be very busy sites, on the popular out and return from Mam Tor to Hope cement works. If you are tempted to fly to the top of Mam Tor read again the notes about top landing there.

Paragliders beware of hang gliders overshooting the Mam Tor top landing. Do not get blown back behind Mam Tor. Beware of power lines and trees when approaching the bottom landing field.

Special Rules: Treak Cliff is not a recommended soaring site for low airtime pilots

Restrictions: Treak Cliff and Long Cliff are closed during lambing (usually February to April), Notices are posted at all the access points and also see the DSC newsletter/website for dates, you may, however, overfly these sites during this period, but do not scratch!.



TREAK & LONGCLIFFE

STANAGE EDGE

Wind Direction: Southwest

Take Off: A) SK 251 828 Overstones/428m

B) SK245833 Hook's Carr/413m

Airspace: M868 Class A at FL85

Hospital: Northern General, Sheffield.

Site Code: 8.009

Parking: Overstones: Unload gliders at the end of the track just above Overstones Farm and move cars immediately over the brow of the hill leading towards Sheffield.

Hook's Carr: The main climbers' car park, immediately below takeoff

Characteristics: Stanage gives excellent cross-country potential and in the right conditions gives excellent soaring along a long, scenic ridge. It is, however, far from straightforward and demands a healthy respect from those flying it.

Caution: It is not advisable to fly Stanage in anything other than wind which is due S.W. If the wind direction veers to the west or backs to the south, then launches become problematic and conditions on the ridge can get extremely nasty, with sudden, vicious turbulence close to VERY hard rocks. BEWARE! If the wind is 'off' you will have much more enjoyable flying elsewhere.

Overstones: This launch is VERY shallow and needs a fast, committed take-off: it is then quite a challenging flight to contour the slope and fly west onto the main rock face at Hook's Carr.

DSC have an agreement not to disrupt aeromodelling activities at the east end of the bowl towards Callow Bank. D.S.C. members must not overfly this bowl unless they are above 200 feet and are confident of maintaining their height.

Hook's Carr: do not obstruct the walkers' path.

Top landing at launch is OK for experienced paraglider pilots or VERY experienced hang glider pilots

Bottom landings:

A: Hollin Bank: South of the plantation and next to Hollin Bank car park is a large open area of grass and bracken. This is a useful 380 ft. below launch and is easily accessible. Be sure of wind direction, and be wary of thermals coming from the gully directly upwind; a good set-up with plenty of speed on approach should ensure a safe arrival. Note: This landing has recently become more sensitive, and pilots should choose to land in landing 'B' when possible.

B: Adjacent to the climbers' car park: At the corner of the road, just NE of where the climbers park, 240 feet below launch. Land on the green square of turf by the road junction, taking careful note of the wind direction before choosing your approach.

C: Carhead Emergency Landing: In an overshoot situation, fly forward over the cars and the road to land on the tufted grass beyond: best to land as far to the east as possible thus avoiding the tussocks and landing close to the ONLY access gate onto the road. PLEASE USE IT.

Safety: Stanage is a potentially dangerous site, particularly for P/Gs. There are large boulders below launch, mostly hidden by bracken, and the site can be very rough when thermic or windy. Always seek advice if you are at all unsure of conditions. Be aware of vicious rotor behind the entire length of the Edge and always expect a strong wind gradient. **This is a demanding site and should not be flown by inexperienced pilots.** There have been two very serious accidents here in recent years. The Hooks Carr launch is particularly demanding when windy.

Special rules: PLEASE use only designated landing areas: Stanage is our most environmentally sensitive flying site! At all times remember that Stanage area, or the North Lees Estate, merits the highest classification by English Nature as a protected area and is inhabited by many species of wildlife.- DSC members are requested not to compromise this in any way.

These guidelines for flying at Stanage Edge have been carefully and responsibly agreed with the Peak District National Park Authority by D.S.C. on YOUR behalf: please respect the wildlife, the heritage and the landscape of Stanage whenever you are within this exceptional area.



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.

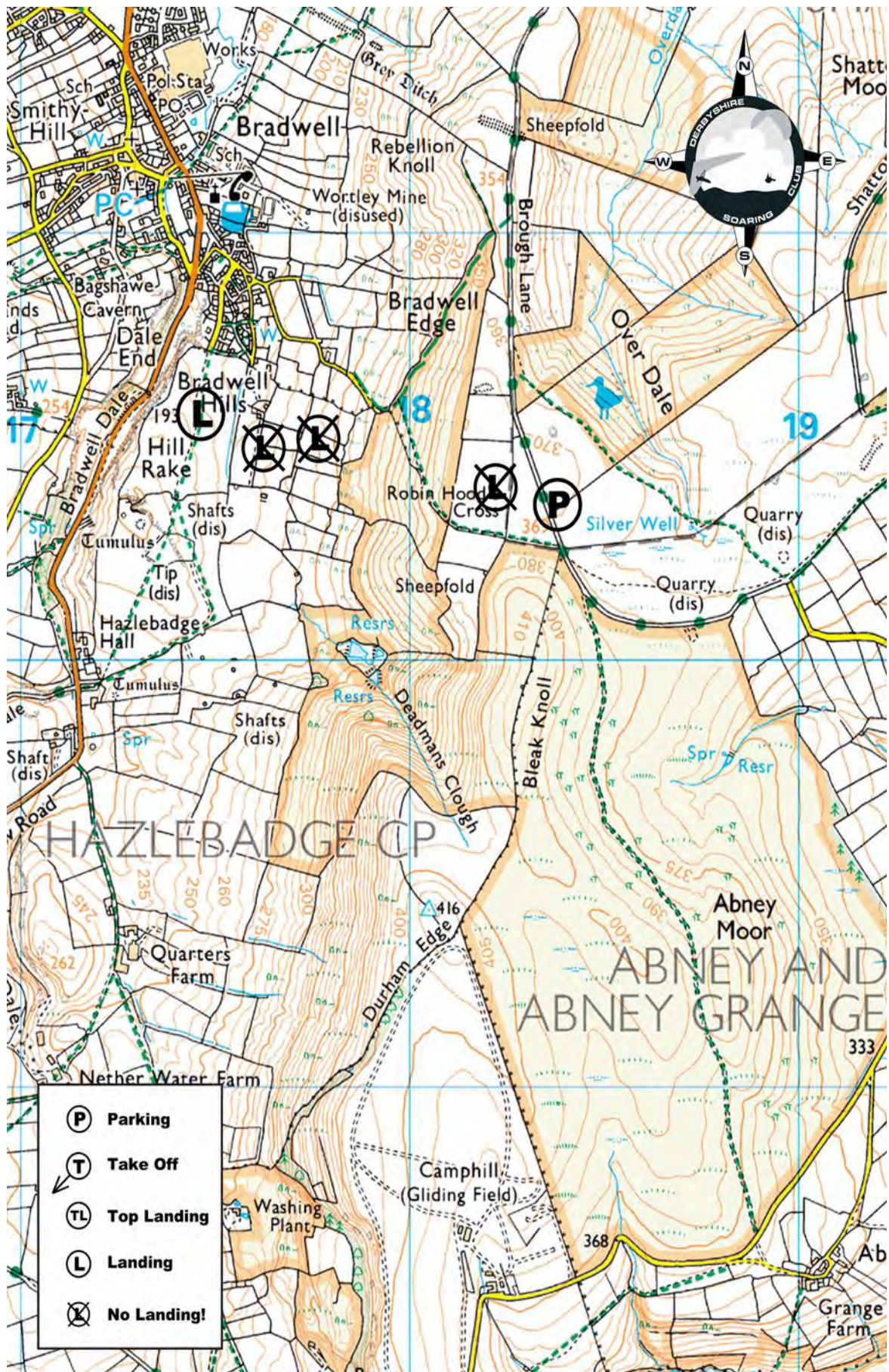
Characteristics: Bradwell can offer both excellent soaring and huge XC potential – the current UK XC record was set from here. In benign conditions it can be a good site for low-airtime pilots, but in stronger conditions the complex aerology of the site can make conditions very demanding. Wave is almost 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.

REMINDER: BRADWELL IS NOT A DSC SITE



CAMPHILL AIRFIELD

A downwind hazard for XC flying from Mam Tor

Bradwell Edge, often over flown during XC flights, is an area of intense aerial activity and the close proximity of a busy winching operation makes it imperative for pilots to understand and pay close attention to what is happening on the airfield.

LAUNCH PATTERNS:

The most frequent and longest winch runs are north or south along the full length of the airfield, parallel with the edge. A typical launch will involve a sailplane being towed very rapidly indeed to about 1200ft. and releasing the heavy tow cable and parachute at an acute angle to the winch, allowing it to fall back onto the airfield.

Cables are laid out in groups of four, so a launch rate of one every five minutes is possible, with an interval to tow out the next four cables by tractor. All winches have strobe warning lights (fitted by the DGLC to help our members see, from the air when the winch is operating, thank you) which flash throughout a launch sequence.

At the launch point the wings of the glider will be levelled and the headlights of the launch control vehicle will flash rapidly to signal "all out" to the winch driver. Any (or all) of these visual clues means that soaring hang gliders or paragliders should clear the area near the winch immediately and allow the sailplane an unobstructed launch. Be very aware that a cable break will involve the sailplane dropping several kgs of assorted shackles, rope and steel cable before he sets up an emergency approach.

He may also decide to take the shortest, fastest and lowest route to the ridge if he decides to use the dynamic lift instead. We do NOT wish to compound his problems, nor do we wish to act as aerial scrap collectors, so STAY WELL CLEAR.

If the sailplane climbs "off centre" to the general winch run, Then he is 'laying off' purposely to one side so that the breeze will carry the cable back centrally to the airfield after release.

On rare occasions (when the wind falls light) This 'laying off' can result in the cable & chute falling along, or even over, the edge -be aware of the possibility and STAY CLEAR by soaring further upwind of the edge. Observation and anticipation should be the prudent pilot's priorities here.

It should be abundantly clear from the above that anyone thermalling back across the airfield at or below launch height, or flying in the lee of the edge itself is guilty of bad airmanship which is at best selfish, and at worst potentially dangerous.

APPROACH PATTERNS:

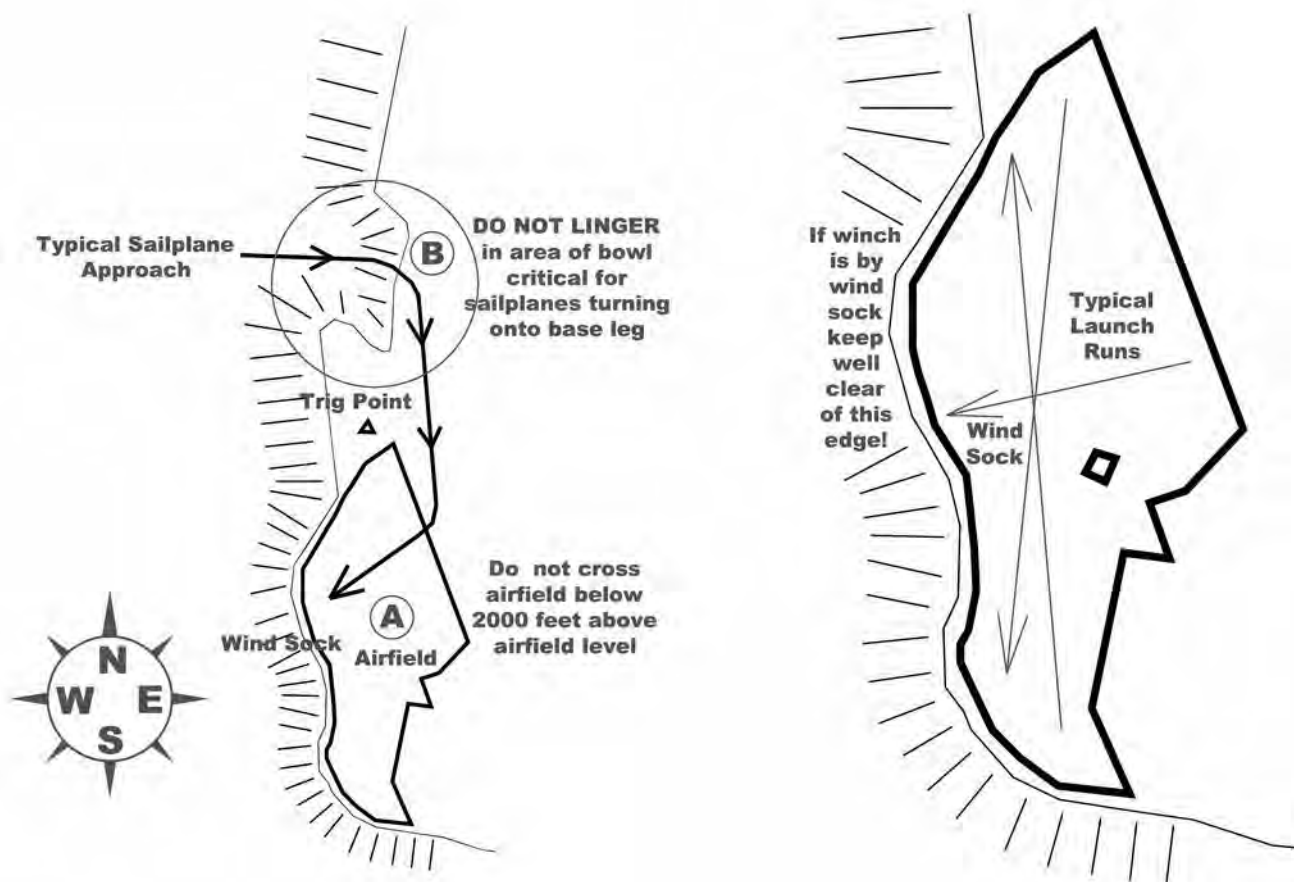
Most sailplane pilots will set up for landing as follows: after an approach along the ridge from north or south, they will perform a 'clearing turn' outwards from the ridge. This is a definite indication that they are leaving the circuit pattern and checking for traffic. On completion of the 360 degree turn they will straighten up, fly back directly over the central gully (Deadman's Clough) at right angles to the edge and then turn in on finals before landing on the airfield. Critical circuit height is 400 - 600' above the edge but can be higher depending on conditions. This means that random aerial "parking" over the gully (the one with the pond in it) is NOT a clever idea - low altitude scratching isn't a problem - but once you are up into the traffic zone - either thermal up and out of it, or leave and fly somewhere else -no aimless lingering, please DO NOT frequent the Deadman's Clough gully in numbers, particularly slower moving paragliders. Observation and anticipation is essential again here -watch for the clearing turn, - watch for the two seaters, possibly with a pupil in control - look out for fixed wheels or undercarriage doors open - anticipate the approach pattern and don't hinder it.

Of course we must expect all kinds of different approaches on any flying day - do not forget the enviable ability
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of a superfast sailplane to land downwind or on the reciprocal, thus positioning himself neatly over the cable for the next launch.

Maintain a sharp and constant lookout all around for faster moving aircraft; sailplanes travel at three or four times the speed of hang gliders and paragliders and present a very sleek frontal profile that is difficult to see, especially when -the sun is low in the west. Acknowledge other aircraft with a wave - this assures the other pilot that he has been seen and that you are aware of his proximity. NEVER, EVER leave it to the approaching aircraft to BREAK RIGHT first - just get on with it!

SHOULD a problem ever arise that needs instant resolution, the DGLC can sound an air horn from the windsock area as a warning signal and they can also contact the DSC on our 2m radio frequency.



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Disclaimer — flying can be dangerous.

It is up to the individual pilot to assess the safety of: the weather conditions, the amount of traffic in the air, the glider he/she is flying (according to BHPA rules)

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