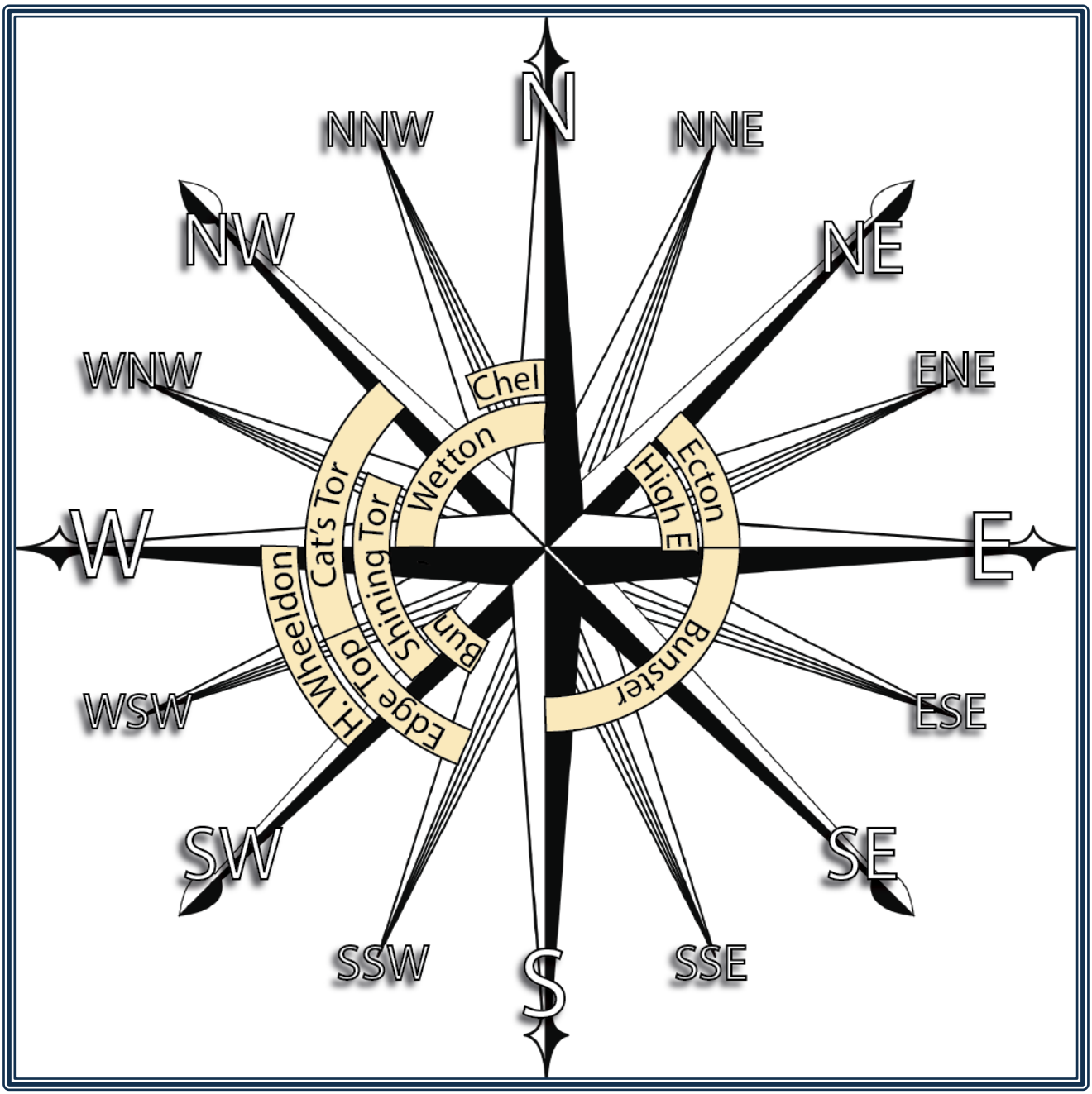
PEAK SOARING ASSOCIATION SITES GUIDE

The Peak Soaring Association Sites



The Peak District

The Peak District takes its name from the Old English word pêac meaning hill, which explains why an area with few real peaks became so named. Fortunately for us it has many ridges, mostly north - south aligned. Whilst the area lacks the grandeur of the British highlands of Snowdonia, the Lakes and the Scottish Highlands, it does offer worthy and challenging flying.

Safety notes

Paragliding and hang gliding are hazardous pursuits and it is important that we all try to keep ourselves as safe as possible by reducing the risks. As the sport matures, the improving design of equipment introduces greater safety, but by far the most effective way of avoiding danger is to recognise where it exists. This is not always obvious; most of our dangers are invisible. Luckily, thanks to the perseverance of the pioneers of our sport, we know more and more what the telltale signs are and we introduce some of them here.

Arriving at the site

If you are on site that is new to you, get as much local knowledge as you can. Watch others fly. Use the time that you take setting up to monitor trends and patterns in the weather and wind speed. Finally, if in doubt - don't fly.

Even if you are an experienced pilot, please read the site notes carefully and take note that flying on our sites may be more thermic than you are used to, particularly compared with coastal soaring. Most of the PSA sites are valley sides, so where the guide states that conditions can get rough in strong winds it can mean dangerously so. Some sites are also wave affected so don't be over confident. If in doubt, ASK the experienced local pilots, and preferably the Club Coaches, who will be more than willing to give advice. Remember the rules of the air and observe any particular site rules.

Newly qualified Club Pilots

If you are a newly qualified Club Pilot fresh from school, take particular note of the above. Remember when you passed your driving test? You probably thought you were as good as any other driver and wondered why your insurance costs were so high. If you still think that way please go and fly elsewhere. However, if you are cautious and patient in gaining experience then you are most welcome, and will learn a great deal.

Most new pilots (and some old ones) seem to forget the basics and stop thinking as soon as they escape the critical eye of their school instructor. Don't stop thinking 'safety first'.

Remember to fly a red streamer for the first 10 hours (at least). LOOK AROUND before you take off and, when in the air, LOOK ROUND before you turn.

Paragliders

If you are worried about collapses when others are reporting rough conditions, then don't fly. Book yourself on to an SIV course and learn how to handle abnormal incidents in a controlled way.

Don't push your luck when scratching close to the hill trying to emulate better pilots on better canopies who are staying up. It's very easy to fall out of a small thermal that you thought was ridge lift and crash on the slope in the adjacent sink. Bear this in mind when the wind is off the hill and you're on the downwind beat when your ground speed is much higher and it takes longer to turn away from the hill.

Hang gliders

Bottom landings

Crosswind and downwind (upslope) landings can be dangerous. Don't be forced into doing one through lack of concentration or observation. If, while you are soaring, you start to notice the lift decreasing then be prepared to top land while you still have the opportunity to do so.
Landing a Hang Glider can be a tricky man oeuvre and this is particularly so on many of the PSA sites. The bottom landing fields are generally small, sloping and bordered by unforgiving stone walls. Add the odd tree or power line here and there and your mind certainly becomes focused . . . or at least it should! Even so, landing in these fields is possible if a few rules are followed. The first rule is DON'T FLY DOWN THE SLOPE!!
If you end up flying down a sloping field at landing height, then you will hit whatever solid object lies in wait at the bottom of the field. In light wind a cross or downwind (upslope) landing is much safer when in a sloping field. If you aren't sure of your ability to land safely in the official field, and there are no alternatives, then don't fly. There will always be other days and you want to be around to see them. Landing confidently comes with practice, and that practice should be done somewhere where there is room for error, not when you suddenly realise that you're sinking out at Edge Top.
Generally a good landing is the result of a good approach; a good approach is one that has you on a final glide at the correct height with wings level.

- Plan your approach beforehand. Think about the height you should be at through each stage of the approach.
- Pick a landing spot, as this will help you to gauge whether your approach is leaving you too high or too low.
- Have a plan B in case you suddenly realise that you are too high or too low.
- Avoid any low level gymnastics. All turns should be completed whilst you still have enough height to do them safely. You should be on a final glide with the wings level, allowing you time to concentrate on airspeed and flare timing.

On a crosswind landing approach, as you get lower the glider will try to turn down the slope due to one wing being in the ground effect. You must be aware of this happening and keep the glider flying on the desired track. If you let the glider turn down the slope then . . . well you've guessed it.
A downwind or upslope landing should only be attempted in zero or extremely light winds. Be aware that the ground will appear to approach you very quickly. Don't be fooled into slowing down too early. You must maintain plenty of airspeed and fly the glider up the slope and then flare hard and earlier than you would in a normal nil wind landing. Before you consider this you must be able to produce good stand up landings in nil wind!

Flying in mixed company – notes for paraglider pilots on hang gliders

HGs on their first soaring flights.

PG pilots may not be aware that the final CP rating soaring tasks (9 & 10) for a hang gliding student may take place without a School Instructor being present. This does not mean that the CP student is not under supervision - a Senior Coach must be present - but it does mean that you cannot assume that all pilots on the hill are signed off for free flight. If it is evident that a Coach is waiting to launch a student, then give him some space and time to do so. The longest of these tasks only takes 5 minutes, so you won't be inconvenienced for long. Remember - we all had to learn once.

HGs and the point of no return.

Launching a hang glider requires a lot more commitment than a paraglider, and there is a point of no return that is reached very early on in the run. This means that a hang glider pilot must be sure of an adequate gap in the wall of flyers in front of the ridge. Paragliders - because they can fly slowly, turn tighter, and fly closer together - can effectively close off any chance of a HG launching. If it is evident that a HG is waiting to take off, then be fair and either park up or stay away from the take-off area until he has launched.

HGs overshooting.

It is more difficult to land a HG than a PG. A hang glider's higher air speed and better glide angle mean that the chance of getting it wrong is higher than a PG.
Factors such as wind speed and direction and ground slope can all play a part in how close to the desired landing point the pilot gets; overshooting when top landing is the main problem. This can happen on many of our sites but is perhaps more common on Shining Tor. The top landing is huge but can be boggy, so in an attempt to land as close to the edge as possible it is not uncommon to get it wrong and have to overshoot. During overshoot the HG is very limited in his options. The pilot will have to pull on a lot of speed to allow for the change in airflow direction at the crest of the hill. And, being low, he will have to fly straight away from the hill till enough height is gained to allow him to safely slow down and possibly turn along the ridge. This means that anyone in the way will be a problem. Therefore, when launching, keep away from HG top landing areas at all times. If you are a PG pilot, do not inflate lower down the ridge where a HG pilot might not see you. If ridge soaring, be aware of what is going on in that vicinity and always be ready to take the necessary action to keep the flying safe.

Flying in mixed company – notes for hang glider pilots on paragliders

PGs and slope take-offs

In windy weather PG pilots may find it easier to launch if they move down the slope to an area of slightly less wind. This makes the wing easier to control in high winds and lessens the chance of getting dragged. However, launching lower down does have its problems. There are three reasons why:

- Hang gliders overshooting (see above)
- Others taking off into your path
- Wind gradient

The glide path of a hang glider may change dramatically on the final approach of a top landing. There are a number of influencing factors such as compression, ground-effect, turbulence, etc. All of which mean that there is always a chance that the pilot may overshoot. If you happen to be launching below the lip of the hill the HG pilot will not see you and will be unable to take evasive action. Similarly, other flyers (HG and PG) may be launching from the top, unaware that you are about to launch into their path.
On a slope, the steeper airflow gradient will probably mean an instant take off. This, coupled with the higher wind speed usually found 30ft above the ground, will almost always mean that the chance of an instant take off is high. If you are flying and see a PG on the slope lower down building a "wall" then you can assume that the pilot is going to launch. Therefore it is not a good idea (even if you are happy that you have made eye contact and the pilot looks competent) to fly low over the pilot. Treat him as a danger and avoid if possible.
Unless you have some way of monitoring conditions at the top of the hill, or there are others flying and you are confident that their aircraft have a similar performance to yours, DO NOT TAKE OFF (unless you enjoy being blown over the back of the hill).

Speed difference & lift ratio

Because the glide ratio of a PG is inferior to that of a HG do not assume this is due to a poor sink rate - the two are about the same. The difference is caused by the lower air speed, and what applies in sink can apply in lift. When a PG encounters ridge lift it can rise at a much steeper angle than a HG. You may be preparing to pass above a PG only to find it rising directly into your path!

PGs gale hanging

When you see a paraglider facing into wind with his feet up on the piece of metal normally seen dangling underneath the harness, he isn't having a rest and admiring the view - he is desperately trying to squeeze more speed out of the glider to prevent it being blown back. Using the speedbar, as this device is known, effectively lowers the angle of attack of the wing. It is the nearest that a paraglider can get to a dive. A paraglider in this situation has very little maneuverability and, because of the decreased angle of attack, is more likely to tuck. If you see PGs in this situation, stay well out of the way. Do not presume that, because they may be moving very slowly forward, it is safe to pass closely in front - the wash from your glider could well induce a collapse.

PGs returning from thermals

When HGs and PGs are sharing the first thermal from the ridge there will come a point, for both, when they have to decide whether to stick with it or go back to the ridge. Because of inferior speed and glide this decision will come earlier for the PG pilot than the HG pilot. As HGs are likely to be circulating the thermal wider and quicker than the PGs, there is a risk of an exiting PG cutting across the path of a HG and forcing him out of the thermal.

PG signalling

Because the main method of steering a paraglider is to pull a handle on the end of a rope, there is tendency for some pilots to make their turns more obvious by pushing the handle out to the side. There are two problems with this: it can be read by an approaching pilot as "please pass on the side I am pointing to", or "I am going to turn this way no matter what". The latter is rude and aggressive, the former is potentially disastrous. One thing is for sure: if a PG pilot has his hand out (say) to the right, then it is highly unlikely that he will turn left.

If you are a HG pilot unfamiliar with PGs then there are two clear ways to determine which way a PG is turning. (a) If the pilot is leaning out of the harness (say) to the right, then he is turning right. (b) If the trailing edge of the canopy is pulled down (say) on the right, then it is turning right.

N.B. None of the above exclude observation (look before you turn) or the normal rules of the air, which always take precedence.

PG wash

Paragliders are less efficient than hang gliders and tend to produce more wash, particularly training canopies. Be ready for this if passing on the downwind side.

Recommended Equipment

None of the Peak District sites are particularly remote but don't assume that there is always going to be someone around should you get into difficulties. One of our members crashed on nearby Lord's Seat (a DSC site) and spent 2 hours on the hillside before anyone realised that he was in trouble.

The following will not guarantee your safety and survival but it will greatly improve the odds. All of the equipment listed below would cost less than 2% of what you have already spent on your flying machine, so do yourself (and possibly someone else) a favour and buy it.

- Whistle. Six short blasts every minute to signal distress. Three short blasts to indicate response.
- 1st aid kit. Make sure the container is waterproof or is kept somewhere waterproof. And learn how to use it!
- Blanket. No - not a duvet, but one of those silver laminated ones.
- Food & drink. The most remote walk-out in the Peaks may only be 2 hours but this could easily triple when weak and dehydrated.
- Knife. Particularly if you are a paraglider pilot.

Club Organisation

Committee

Chairman: Dave Cowan
Treasurer: Bernard Skelding – 01782 543969
Membership: Neil Bourne – 01782 874630
Sites Officers: Bernard Skelding – 01782 543969; Paul Allmark - 07729 997647
Safety Officer: Mark Bosher – 0770 3062721

Coaches

Dave Cowan (Senior coach) – 0797 9949835 (Mob) or 01782 327995

HG:

Bernard Clewer – 01298 22581
Neil Bourne – 01782 874630

PG:

Nick Cranham – 07711 071203
Kenny Eaton – 01908 425305
Richard Newton – 01625 511775

Sites guide

General

Many of the Peak sites have characteristics of their own that club members have come to understand through their own experience and that of other club pilots. Carefully read and make sure you understand the individual site notes. They represent years of observation, skill, and hard won experience.

Site rules

Fees

Most of our sites involve a site fee that is normally paid before leaving the site. We have had a lot of grief caused by b*s*a*ds that don't pay, so make sure YOU pay.

Visitors

In spite of being a load of in-bred hill-billies we love to meet people from other parts of the world (even Congleton). All we ask is that you are a BHPA member, buy a site guide (which you have already, well done) and - if you intend to become a regular visitor - join the PSA. If you are already a member of another club you can join the PSA as an associate. We have one of the lowest cost subscriptions in Britain and you will receive regular newsletters and updates to this lovely handbook. So do the honorable thing, and join.

IMPORTANT NOTICE

ALL PILOTS FLYING PEAK SOARING ASSOCIATION (PSA) SITES MUST BE MEMBERS OF BOTH THE PSA AND THE BRITISH HANG GLIDING AND PARAGLIDING ASSOCIATION (BHPA)

All heights in this guide are given in feet: ASL (local height). Although each site has associated airspace information this changes regularly and pilots must check up to date airspace information before flying.

INDEX

Bunster Hill

Location (GR):	SK 140 515	**Site code:**	
Wind direction:	E, SE to SSW, W	**Height:**	1080 (500)

Characteristics

General

Bunster has three flyable parts. The south-facing bowl is best and is within range of many thermal sources and triggers - especially over the rocks in the nature reserve. If the upper wind has any east in it then the local topography will pull it well off to the east in the bottom landing field. However, the wind gradient will normally ensure light winds at the bottom.
There is a short, east facing spine - feasible for PGs given the right conditions.
The west side becomes very turbulent in winds above 18 mph.
'Magic lift' has been known over the landing field at the end of the day, when the trees, lining the River Manifold, release heat stored during the day.

Grade of flyer

South bowl: CP. East spine: CP. West face: CP+10 hrs

Hazards

HGs be aware that the bottom landing field has a 7:1 slope for most of its length. In little or nil wind it is advised that you land up the field.
PGs be aware that the east spine offers few options in strong wind. If you get blown back, crab to the south end and pray.
Bottom landing on the west side is limited for PGs and more so for HGs due to the steeply sloping (and small) landing field.

Site rules

Take-off and landing is not permitted in the nature reserve at the east end of the bowl
This is a National Trust site and there is a limit of 15 rigged or inflated gliders at any one time.

Parking & access

Parking is available at Home Farm (SK 135 509). Walk up past the NT centre.
Fees
£2 payable on the day to Mr Hudson at Home Farm.

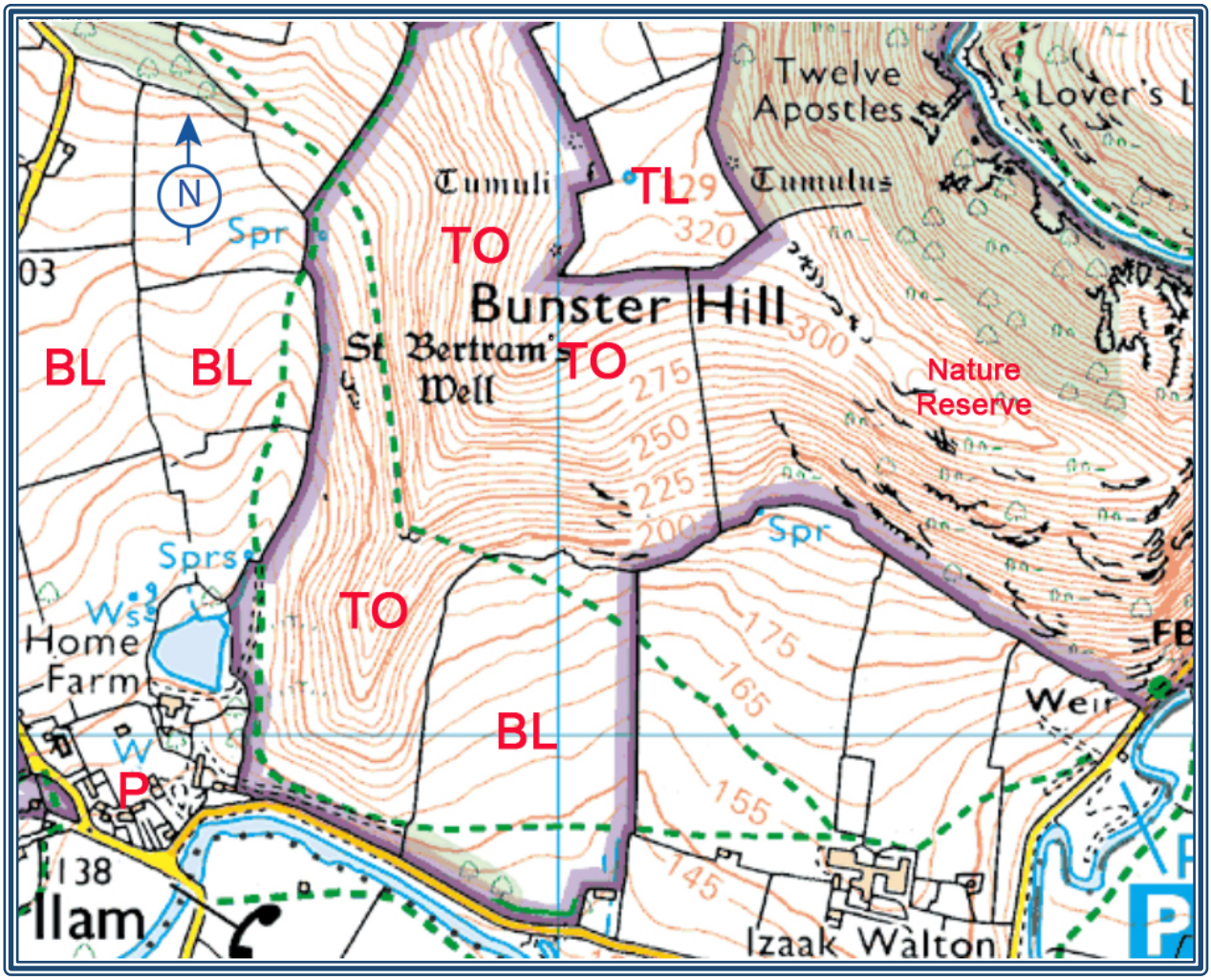
XC information

The most popular XC seems to be back to Rushup Edge
25 miles directly north of here.
Best distance: ??km

Ceiling:

FL 55. CTA Class A

Bunster Hill Map



Cat's Tor

Location (GR):	SJ 995 760	**Site code:**	
Wind direction:	WSW to NW	**Height:**	1720 (500)

Characteristics

General: The best wind direction is west, giving good, smooth soaring. It can become bumpy if the wind goes too far south. The wind speed is nearly always slightly stronger here than at Shining Tor to the south.
There is often pronounced compression at take off due to out of phase wave. This can be exploited by pushing well out (over the wall at the foot of the bottom landing field) into the rising phase where good lift can usually be found.
Top landing can be rather technical due to the compression and the relatively narrow distance between the ridge and the wall.
The ridge's characteristics change as you fly further south up the valley. The ridge in front starts to have a greater effect, producing turbulence in the bottom of the valley that can encourage thermals to release. The air can get noticeably more buoyant and lively to the south.
Grade of flyer: CP
Hazards: Modellers often use the low ridge between Pym's Chair and Oldgate Nick. They launch from the east of the wall as they do not have permission to use the west side. They have been known to go 'XC' by walking along the footpath to Shining Tor; which means they fly past the part of the ridge normally used by us. Be aware that modellers' concentration is usually limited to a very narrow field so be prepared to shout to get their attention (but don't swear).
HG top landings should be made in front of the large stone wall since there is bad turbulence behind. The bottom landing slopes away steeply - PGs should treat it as a slope landing.
The take off point is the most prominent part of the ridge and tends to split the lower wind into two streams: one tracking south up the valley, the other funnelled north east through Oldgate Nick. If you are coming in for a slope landing lower down, then be aware that the wind direction can be well off depending which side of take-off you are. Also the wind speed going into Oldgate Nick can be very high

Site rules

Parking & access: Do not take off from the modellers' ridge (different owner) but walk up to the highest point as shown on the map. If you land by the road do not climb over the fence to get out. Exit via the stile at Pym's Chair. We also have permission to land in the field by the main car park, except for the month of April (due to bird nesting). Exit via the stile in the north east corner

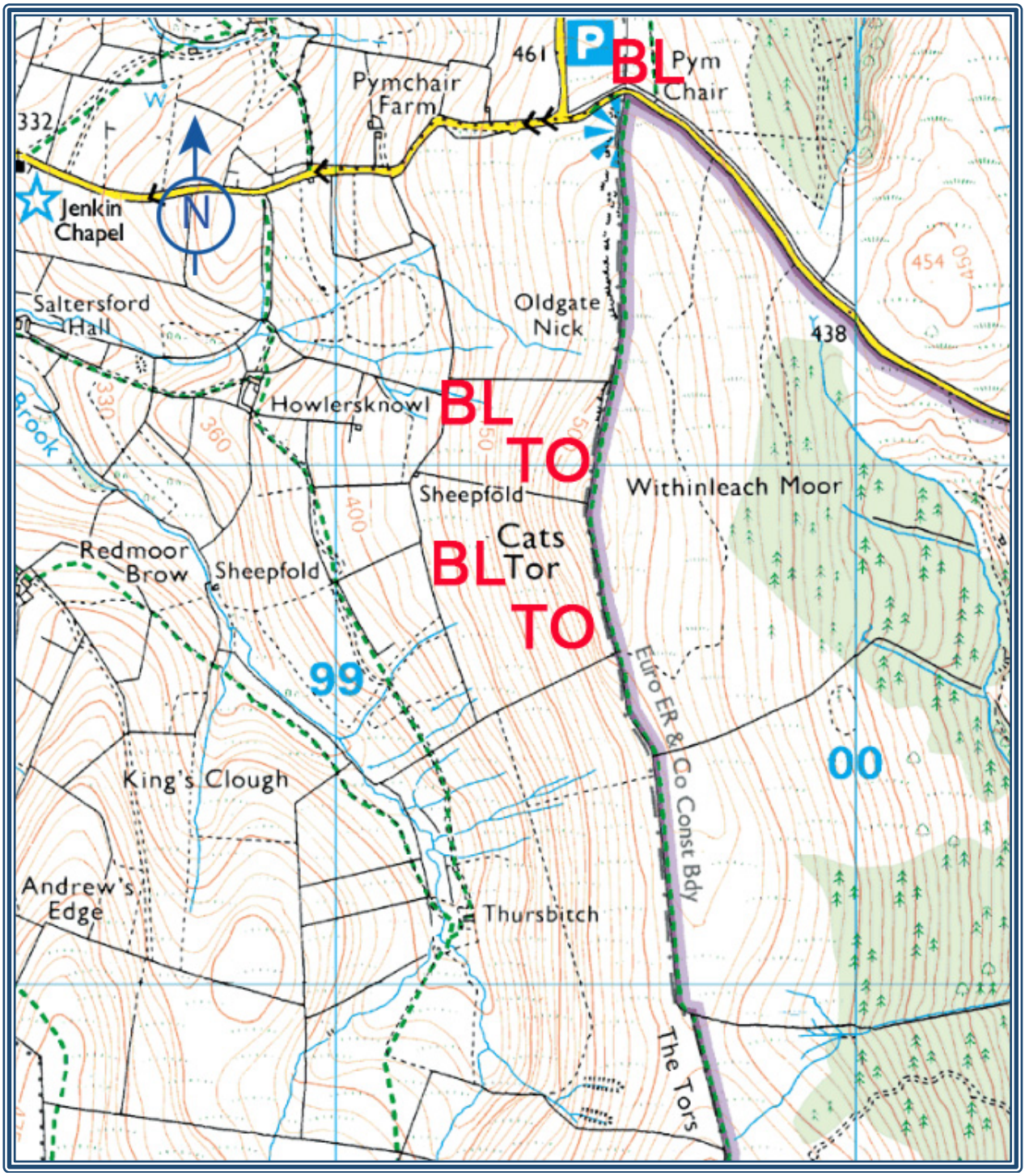
General

The site is usually closed from May to July due to lambing. Please do not over-fly the site during this time, even if you don't take off or land there, as the farmer will still regard it as a breach of our agreement.
Bottom landings must be made in the specified field and not in the meadow below it.
Fees: Fees are paid by the PSA and DSC.

Ceiling:

Midweek: 3000 to 3500 ft ASL. CTA Class D. All times: 3500 ft ASL. TMA Class A

Cat's Tor Map


461
P
BL
Pym
Chair
Pymchair
Farm
332
W
Jenkin
Chapel
N
Saltersford
Hall
Oldgate
Nick
438
454
450
Howlersknowl
BL
TO
Brook
330
360
400
50
500
Sheepfold
Withinleach Moor
Cats
Tor
BL
TO
Redmoor
Brow
Sheepfold
99
Euro ER & Co Const Bdy
00
King's Clough
Andrew's
Edge
Thursbitch
The Tors

Chelmorton

Location (GR):	SK 116708	**Site code:**	
Wind direction:	N to NNW	**Height:**	1440 (250)

Characteristics

General

The large, fairly flat landing field explains why this site was once popular for HG training, although it is not used much now. Although it is hard to imagine HGs soaring here the site is feasible for modern PGs. But, because of the length of the ridge and the narrow lift band, two flyers here means it's crowded.
The site is clear well out front and conditions are generally smooth and is also a good ground handling site in the landing field.

Grade of flyer

HGs: all
PGs: ab initio under supervision. CP+5 hrs

Hazards

The wall between the foot of the hill and landing field may make the site tricky for low airtime pilots. If you're soaring and losing height, and if you are at all doubtful about slope landing, then make the decision early to go for the landing field.

Site rules

Parking & access

See the farmer after you fly and pay fee
PG
HG

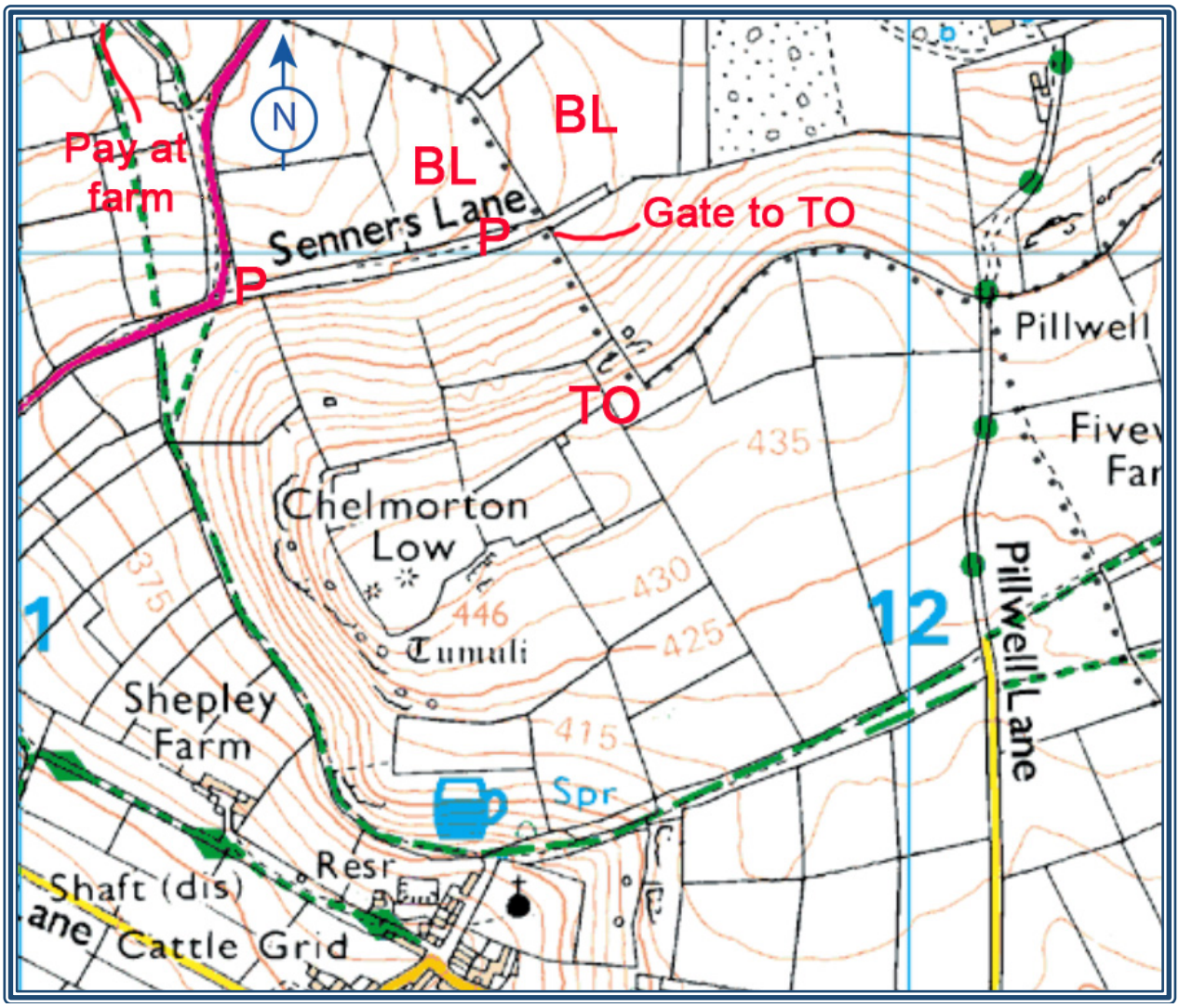
Fees

£1 to Mr Roger Hardin

Ceiling

FL 45. CTA Class A

Chelmorton Map



Back of Ecton

Location (GR):	SK 101 581	**Site code:**	
Wind direction:	NE	**Height:**	1176 (250)

Characteristics

General
The site is suitable for both HG and Paragliders. The bottom landing field for PGs slopes away very steeply, and suffers from turbulence in strong winds. This site is particularly thermic and has good XC potential, as it is well clear of Manchester TMA.
There is a good top landing 100 m SW of take off.

Grade of flyer: CP

Hazards
There are stonewalls, barbed wire, power lines and high hedgerows all around this site and close to the bottom landings.

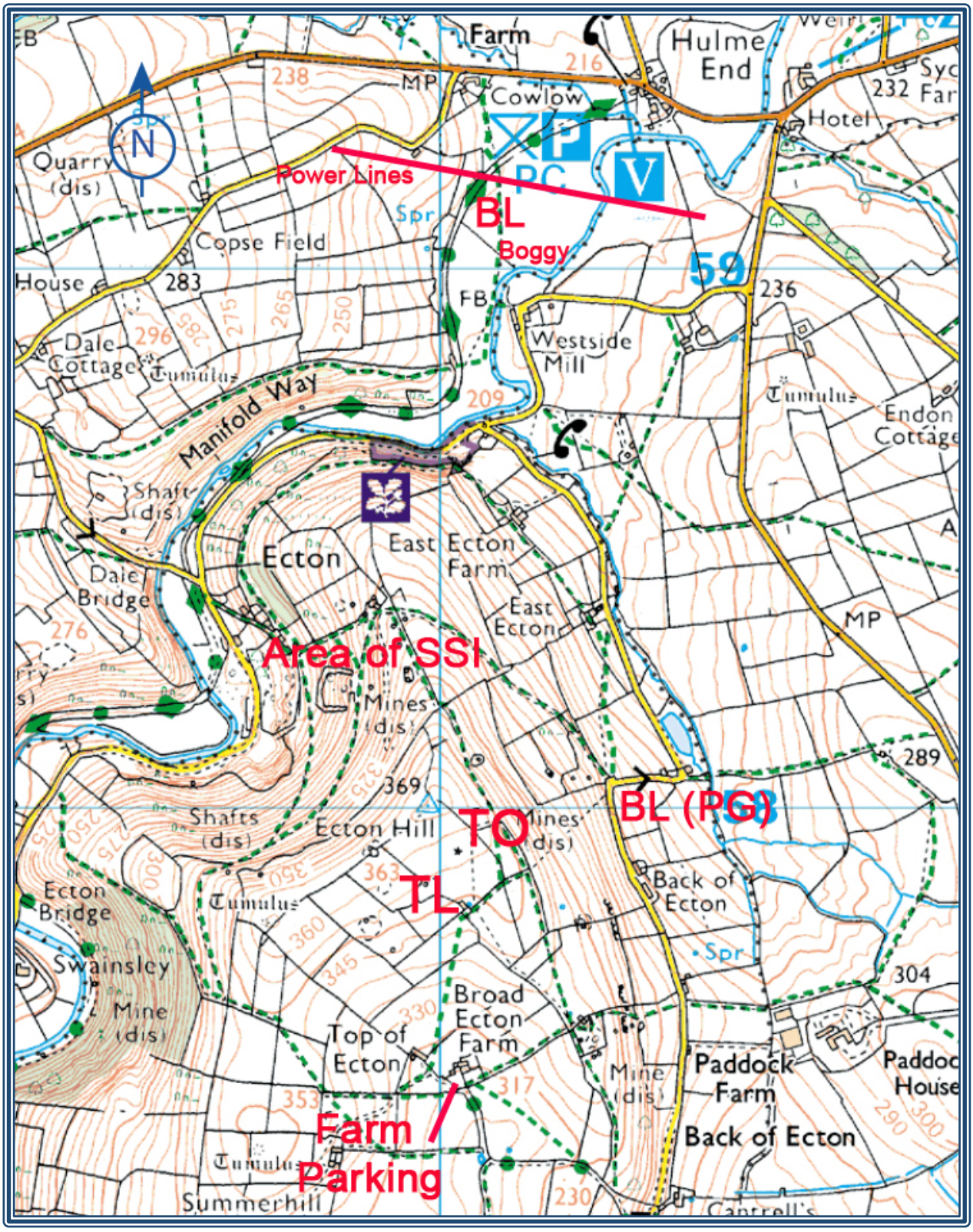
Site rules

Parking & access
The Club has negotiated continued use of Ecton Hill with the new owner Mr Rush but flying is done there on a constant probationary basis so care must be taken to adhere to the rules and restrictions for this site or it will be lost.
The following restrictions and rules are now in place:
1. No cars are to be parked anywhere on the track/lane or edge of.
2. Parking space for 3 vehicles at Broad Ecton Farm, first farm on the right after the brow of the hill. If there are already 3 vehicles there then find another site to fly.
3. Peak Club membership card is to be placed in full view in car.
4. All flyers must carry their BHPA Membership and insurance docs with them.
5. Maximum of four flying at any one time, if that level is reached then find somewhere else to fly.
6. The area north of the trig point is a SSI area and is OUT OF BOUNDS.
7. No training is to be undertaken on this site.

General
The bottom landing field is closed for periods in the summer due to silaging. If you intend to land there, check with Mr Prince first.
There are a number of horses located near the site that are regularly ridden along the road below take off. Horses are particularly nervous so, if there are any out, either do not take off or stay as far away as possible.

Ceiling
FL 45. CTA Class A

Back Of Ecton Map



Edge Top

Location (GR):	SK 055657	**Site code:**	
Wind direction:	WSW to SSW	**Height:**	1390 (350)

Characteristics

General

This is a reasonable soaring site with a good take off and a large, though narrow, top landing.
The site works best with a 16 to 18 mph wind.
If the wind is slightly off in either direction then it can be as much as 90 degrees off at the bottom. Also, there may be no wind at all at the bottom.
If you get too far back behind the road and think you can't get back to the field, then land in the heather behind the road. DO NOT use the adjacent meadow (with the trig point) for landing, as we do not have permission.

Grade of flyer

PG: CP + 10 h
HG: CP

Hazards

For hang glider pilots the only bottom landing available is located next to Hole Carr farm. For paragliding any bottom landing can be used.
The better news is that top landing is slightly easier and has been widened in resent years
The dry stone wall bordering the site creates rotor so if landing in the heather land well back.
The site becomes extremely bumpy at wind speeds above 20 mph.
When flying in the vicinity of the old stone barn you may expect some quite large bumps.
The most southerly BL is the new bottom landing for Hang Gliders; it can be easily reached from take off. At the bottom of these two fields there is a stream that can be seen on the map. There is a line of trees that follow this stream which will need to be cleared when landing, these are generally smallish and there is a gap of 80 ft near the top NE corner where these trees are at there lowest height. The landing is nice with a gentle upslope with little rotor/turbulence.
After de-rigging you need to head for the farm just below Hole Carr and leave your glider there unless you are feeling energetic. You can then follow the public footpath (dotted green) back to TO. The second larger map (ETopBL2) shows that you need to drive round to Hardings Booth, then W towards the Leek-Buxton road turning off just at the 394m altitude point to the farm. This is the farm track that coincides with the dotted public footpath line.

Site rules

Parking & access

Use the gate at the SE end of the car park.
PG
Give priority to HGs trying to top land. Walking up or slope landing here is no big deal for PGs, but bottom and top landings are quite technical for HGs - SO GIVE THEM ROOM.
HG
Rig and take off at the NW end of the field, this leaves the rest free for landings. However, do not land in the extreme eastern corner - it is dangerous.
Please make sure the large metal field gate is closed after going through.

The Club pays a yearly site fee for use of this hill so no payment to the farmer is required.

XC information

On thermic days the cross-country potential is good, as there is a chain of south westerly facing ridges for several miles downwind. The current site record is just begging to be broken.

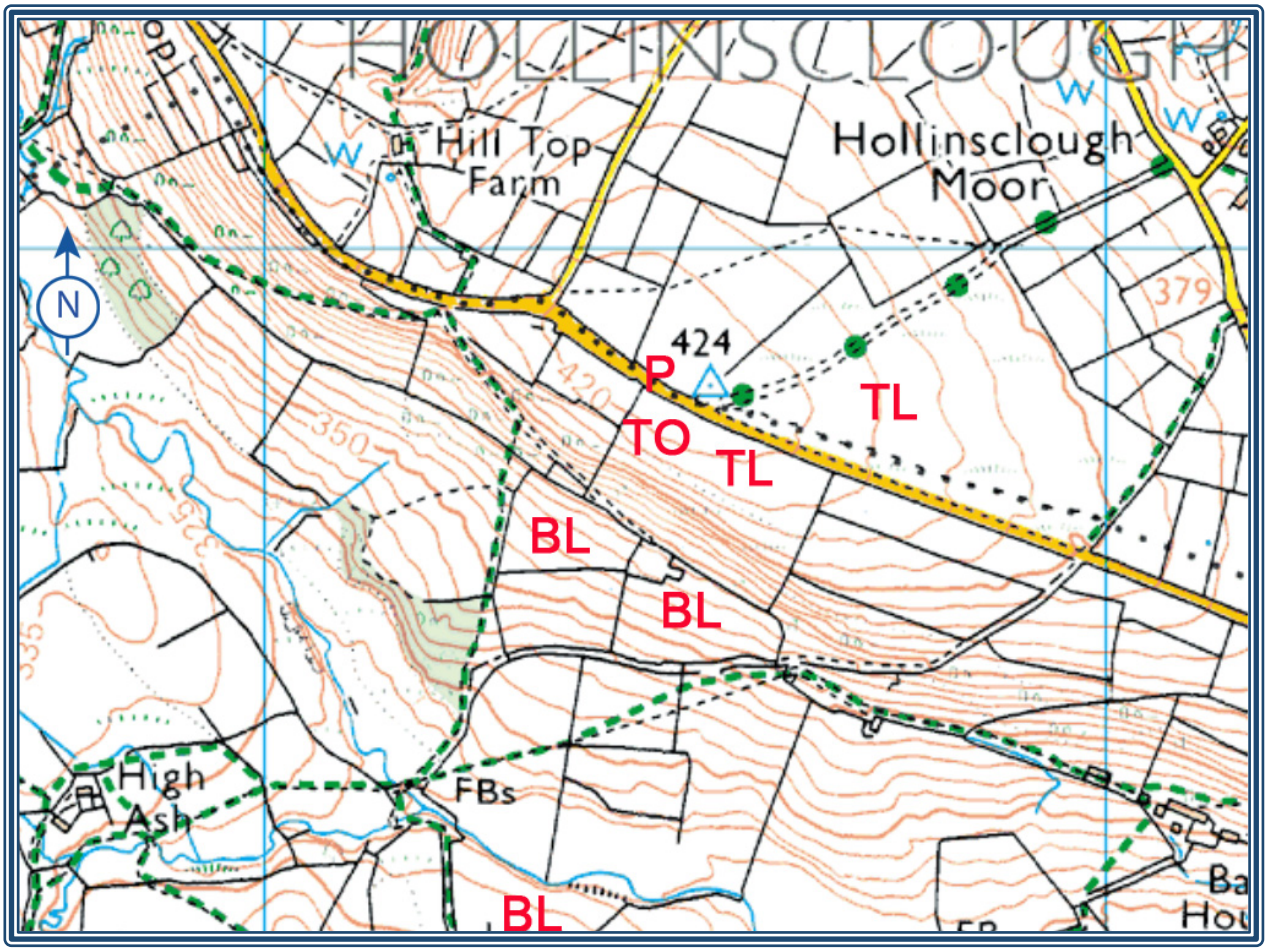
Best distance

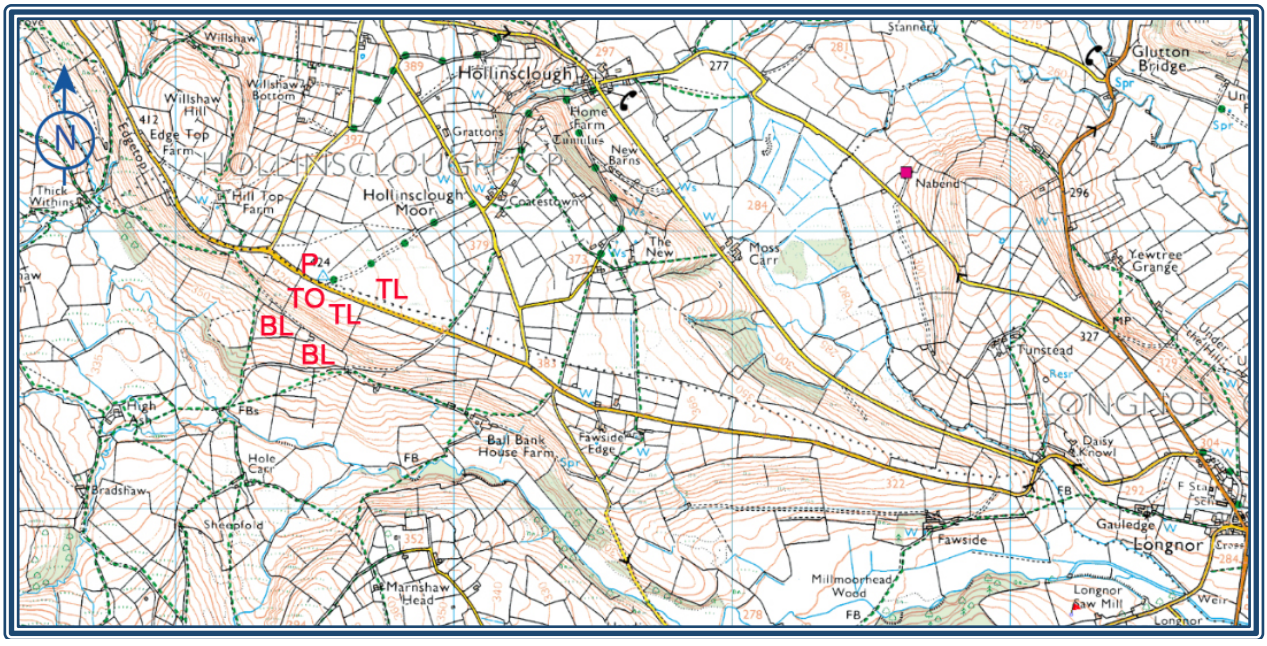
55 km

Ceiling

FL 45. CTA Class A

Edge Top Map


HOLLINSCLOUGH
Hill Top Farm
Hollinsclough Moor
424
P
TO
TL
TL
BL
BL
FBs
High Ash
BL


Willshaw
Willshaw Hill
Willshaw Bottom
Edge Top Farm
Hollinsclough
Home Farm
Grattons
New Barns
Hill Top Farm
Hollinsclough Moor
Coalestown
The New
Moss Carr
Nabend
Glutton Bridge
Yewtree Grange
Funstead
Daisy Knowl
Gauledge
Longnor
Fawside
Fawside Edge
Ball Bank House Farm
Hole Carr
Bradshaw
Sheephold
Marnshaw Head
Millmoorhead Wood
Longnor Saw Mill
High Ash
FBs
P
TO
TL
TL
BL
BL

High Edge

Location (GR):	SK 063689	**Site code:**	
Wind direction:	NE to E	**Height:**	1518 (150)

Characteristics

General

This site has probably produced more injuries than any other of our sites. In spite of this it is a good training site because of the large flat landing field and the short walk back up.
The quarry in front is gradually being excavated closer and closer to the site, which means that the characteristics are subject to change. At the moment it can be rough.
In spite of being small this site has quite good XC potential. It is en route from Treak Cliff (a DSC site) and the SW track avoids Manchester CTR/TMA. The quarry in front is a good thermal source.

Grade of flyer

CP

Hazards

The take off area is rocky immediately below the lip, so be committed.
Do NOT scratch here for two reasons: the air is nearly always bumpy, and the ridge face is covered in sharp, exposed limestone rocks.
The clump of trees upwind of take off can be relied on to produce turbulence at all levels.

Site rules

Parking & access

At the foot of the slope on the flat grass at the side of the road near the cattle grid NE of TO.
Fees
No fee the Club pays an annual fee.

XC information

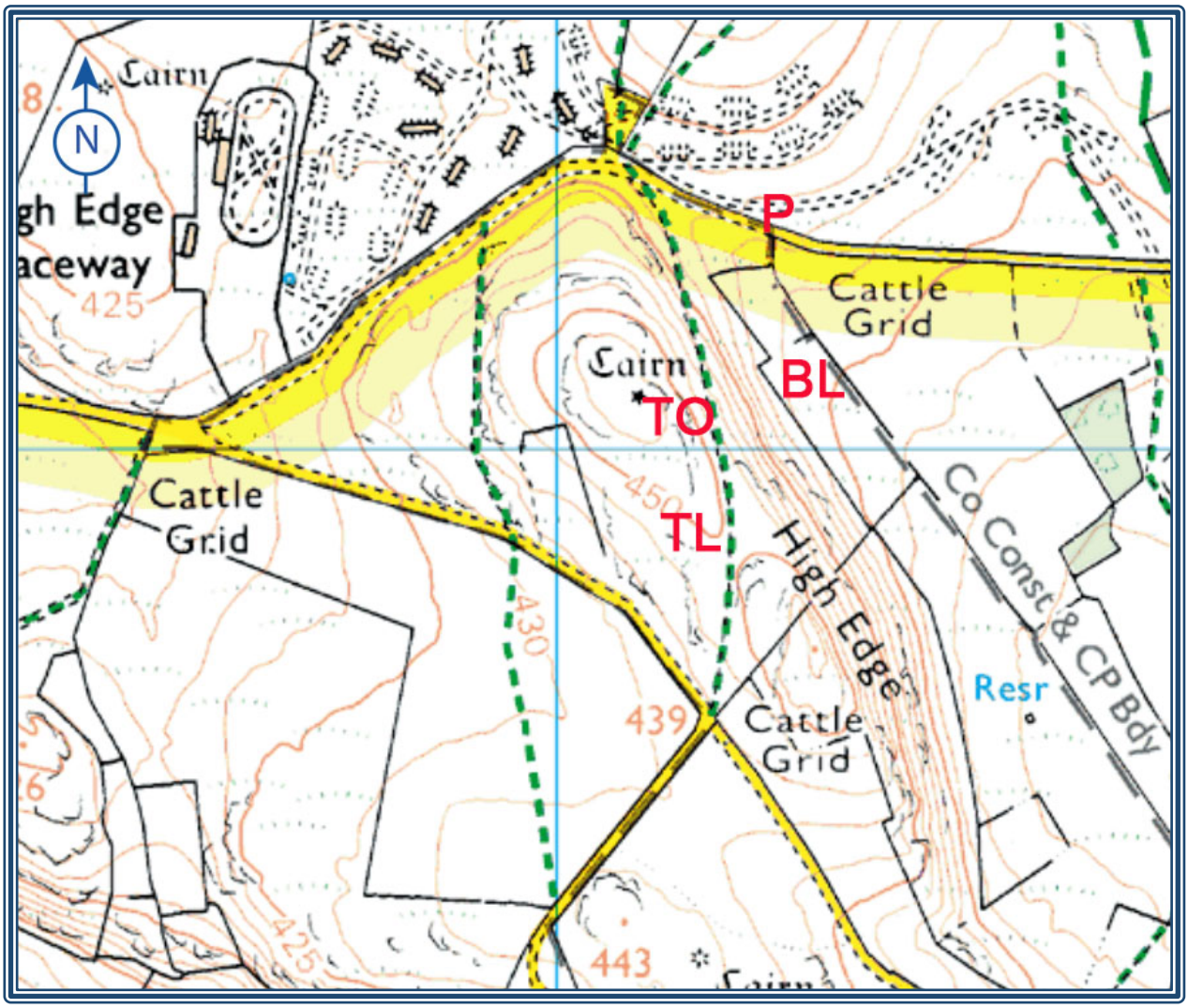
Best distance

PG: 45 km (Chris Dawes (on a training canopy, see - it can be done), 1996)

Ceiling

FL 45. CTA Class A

High Edge (map)



High Wheeldon

Location (GR):	SK 101660	**Site code:**	
Wind direction:	SW to WSW	**Height:**	1365 (500)

Characteristics

General

HGs once used this site but it is no longer feasible for modern gliders due to the restricted bottom landing area. It is now used by PGs only.
The take off area is on the slope so be prepared for immediate lift off on launch - cross brake technique is advised.
Look at the bottom landing before flying and consider the power and telephone cables.
It is possible to fly SE and cross the B5055 to Crowdecote if the wind is WSW
In a south westerly it is possible to cross the gap (stay well out) onto Aldery Cliff. But be aware that it may be difficult to get back and bottom-landing options are very limited. Also, much of Aldery Cliff is a spine back until you get well out to the north west.

Grade of flyer

CP (P when bottom landings are in silage)

Hazards

The site gets very bumpy above 20 mph
Pilots must assess the suitability of the site for themselves bearing in mind conditions and flying experience. For instance, there is a high wall behind take-off and no negotiated landing fields.

Site rules

Parking & access

Car parking is on the verge opposite the farm or in the small quarry further down the road.
Take care to shut all gates when crossing the yard and fields on the way to take off. The fields to the south have not yet been negotiated
If there is long meadow grass in the bottom landing fields, then this is a silage crop so do not land there. There is nowhere else at the bottom to land so do not fly unless you can get back on top or intend to go XC.

Mr Nadine the owner of High Wheeldon is asking pilots NOT to use the entrances to Wheeldon Trees farm (the house alongside the road behind the hill) to access the take off. The new route starts at the gateway about 50yds-100yds further south along the road. Please follow the route as indicated on the map.
The entrance to the actual take off field is a narrow gap with a loose gate WIRED into place. The farmer does not want anyone to interfere with this gate or the other one further to the north along the back wall of the take- off field. DO NOT unwire and attempt to refasten the gate. If you want to enter the take-off you must pass your equipment over the gate and climb into the field. If you do not feel safe doing this don't fly.

Other points
Do not pay flying fees at the farmhouse (Bio security). Peak club pay the yearly fee.
Do not cross over open fields, always follow the walls closely.

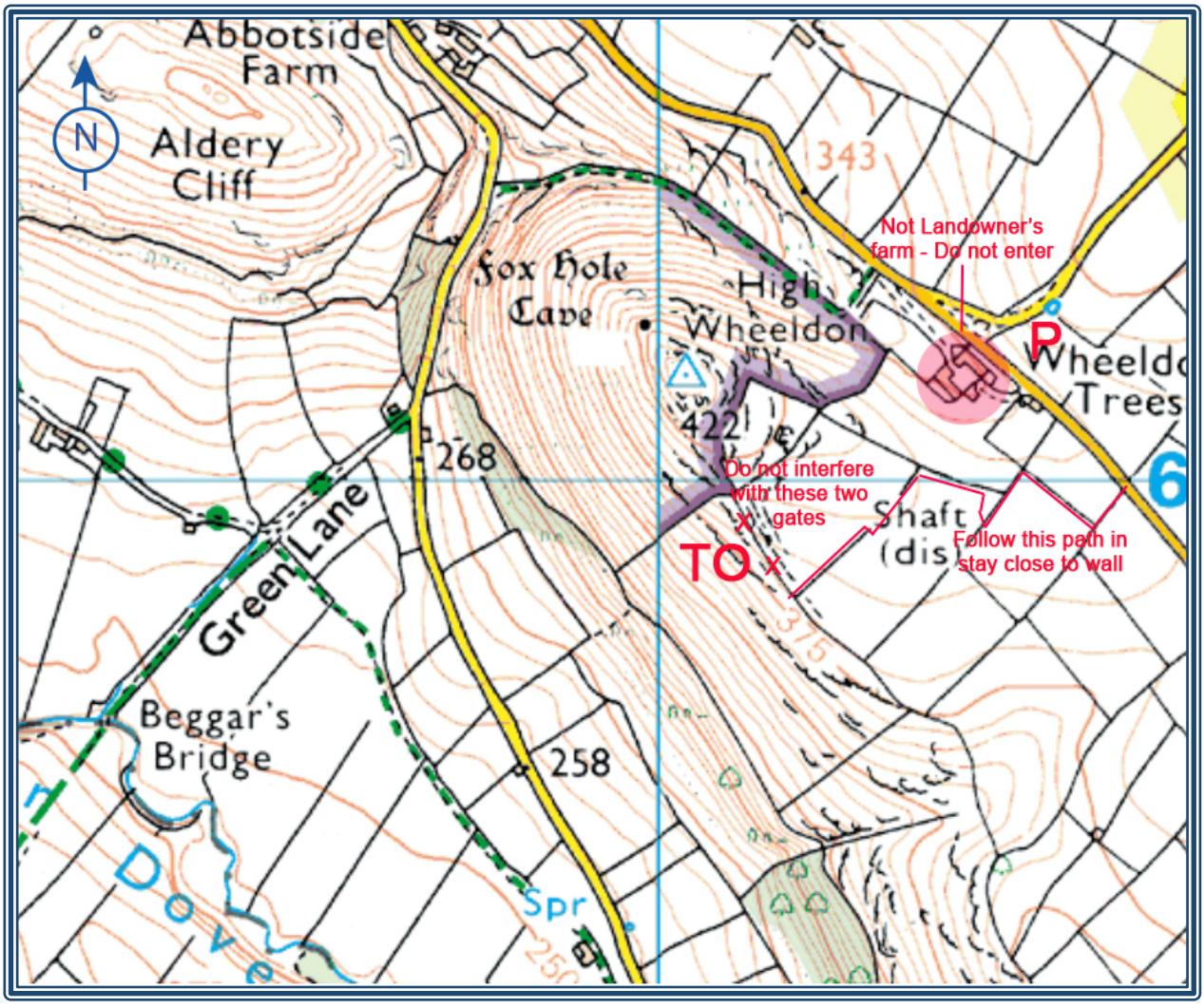
Do not top-land in the fields behind take-off .

If you are not a BHPA member you must not in any circumstance fly at this or any Peak Soaring Club site.

Ceiling

FL 45. CTA Class A

High Wheeldon (map)



Shining Tor

Location (GR):	SJ 995737	**Site code:**	
Wind direction:	**WNW to SW**	**Height:**	1570 (500)

Characteristics

General

Although small parts of the hill are soarable through a wide range of wind directions, the best conditions are when winds are within ± 20 degrees of west.
There is a lone tree near the foot of the slope that generates more turbulence than its size suggests; in spite of this, it is generally smooth. However, conditions can get quite rough when the wind is off to the south and slightly rough when off to the north. The back slopes away gently and is free of obstructions, although it is boggy in places.
It is quite easy to fly to Cat's Tor (to the north) in a true westerly - 150 ft above the trig point is usually enough. Getting back is more difficult due to the relatively flat final 300m stretch approaching the Tor.
Shining Tor can suffer high compression on top that reduces markedly only a few metres out.

Grade of flyer CP

Hazards

Nothing unusual - generally this is quite a benign site. However there are a couple of things to note.
HG top landing can be tricky when the wind is off to the south, as the top landing area slopes slightly down to the southern end.
If the wind is slightly off to the south on take-off then it may be well off in the bottom landing field.
The Club recommends walking up from Longclough Farm (The Club does not have an agreement with the new owners for use of the path way to the old T/O)

Site rules

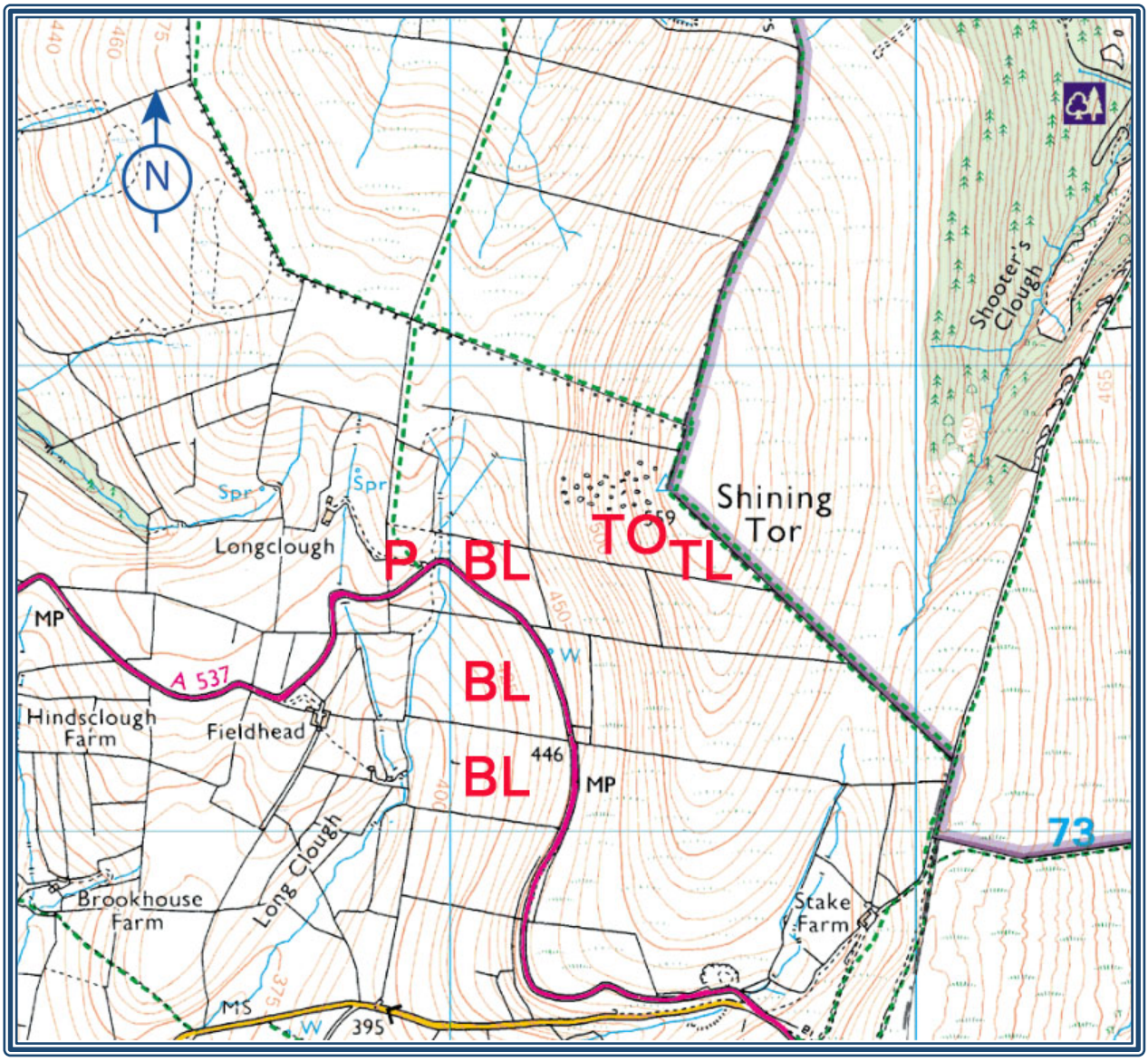
Parking & access

Parking for the south end is at the side of the road. Although there are no specific parking restrictions the police attitude is ambivalent. Occasionally they have purges on tax disks and tyres, but they tacitly acknowledge our traffic calming effect on the Cafe Racers. Even so, park as far off the road as you can or better still at the car park by Long Clough Farm.
Parking at Longclough Farm is no problem , make sure you park to the right of the track.

Ceiling

Midweek: 3000 to 3500 ft ASL. CTA Class D
All times: 3500 ft ASL. TMA Class A

Shining Tor (map)



Wetton Hill

Location (GR):	SK 114563	**Site code:**	
Wind direction:	N to W	**Height:**	1230 (350)

Characteristics

General

This site is generally used for training, and can get VERY rough at speeds above 15 mph. North to north west is the best direction. If the wind is any more to the west it becomes even rougher.

Grade of flyer

CP (but low airtime pilots should carefully consider the wind speed).

Hazards

As stated earlier, at moderate wind speeds this place is like a giant washing machine!

Site rules

This is a National Trust site and there is a limit of 15 rigged or inflated gliders at any one time.

Parking & access

Drive up the track opposite the phone box in Wetton village. Park by the covered reservoir at the top. Be sure not to block in farm machinery and DO NOT obstruct any gates.

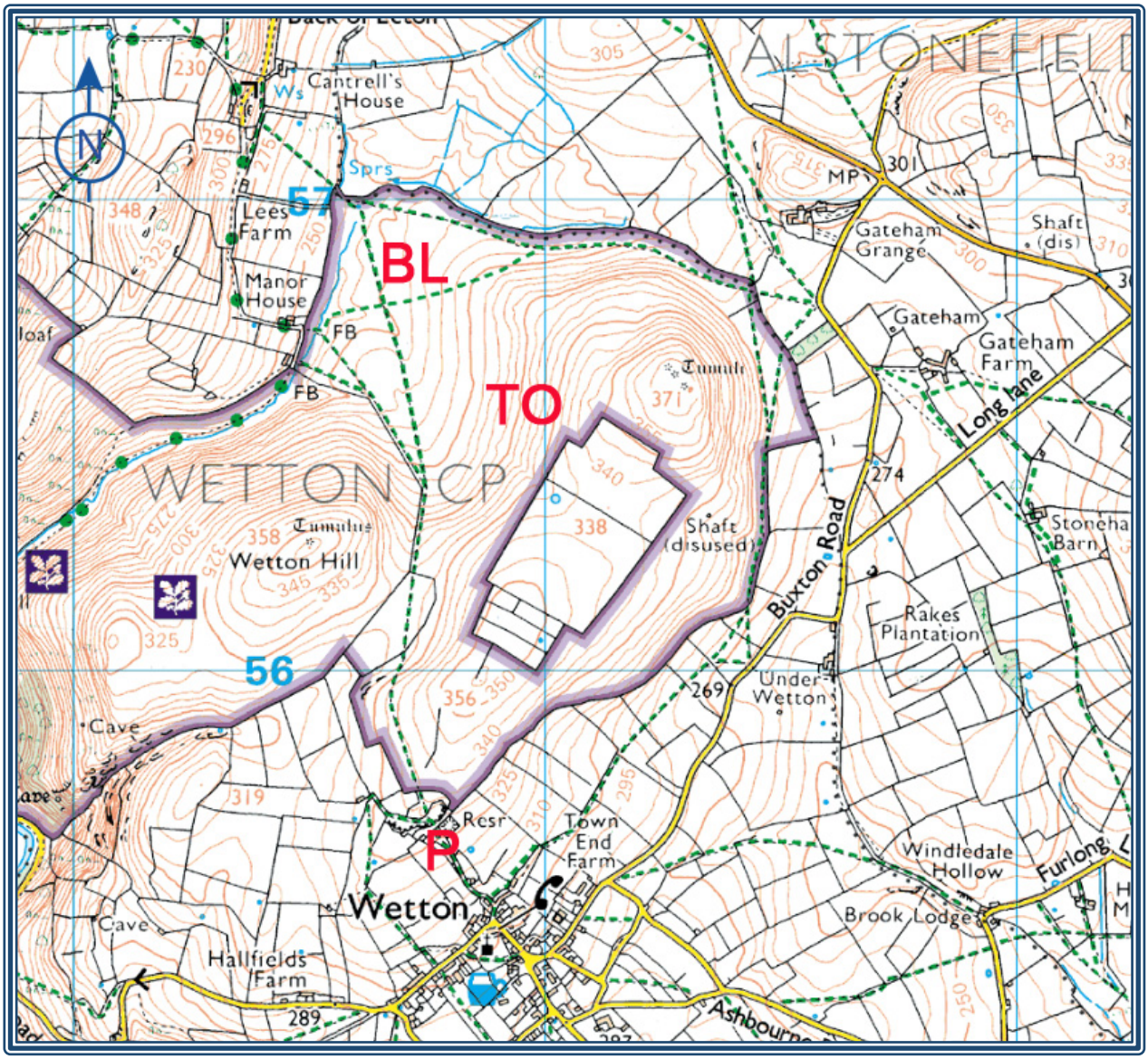
Fees

£2.50 payable to Mr Higton at The Old Post Office. Go through gate by phone box and put money in letterbox if nobody about.

Ceiling

FL 45. CTA Class A

Wetton (map)


ALSTONEFIELD
Cantrell's House
Ws
Sprs
Lees Farm
Manor House
FB
FB
57
BL
TO
WETTON CP
Tumulus
Wetton Hill
358
325
345
335
56
Cave
Cave
319
Resr
P
Wetton
Town End Farm
Hallfields Farm
289
Tumulus
371
338
Shaft (disused)
340
356
350
325
310
295
MP
301
Gateham Grange
Shaft (dis)
Gateham
Gateham Farm
Long lane
274
Buxton Road
Stoneha Barn
Rakes Plantation
269
Under Wetton
Windledale Hollow
Brook Lodge
Furlong
Ashbourne
N