

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.

