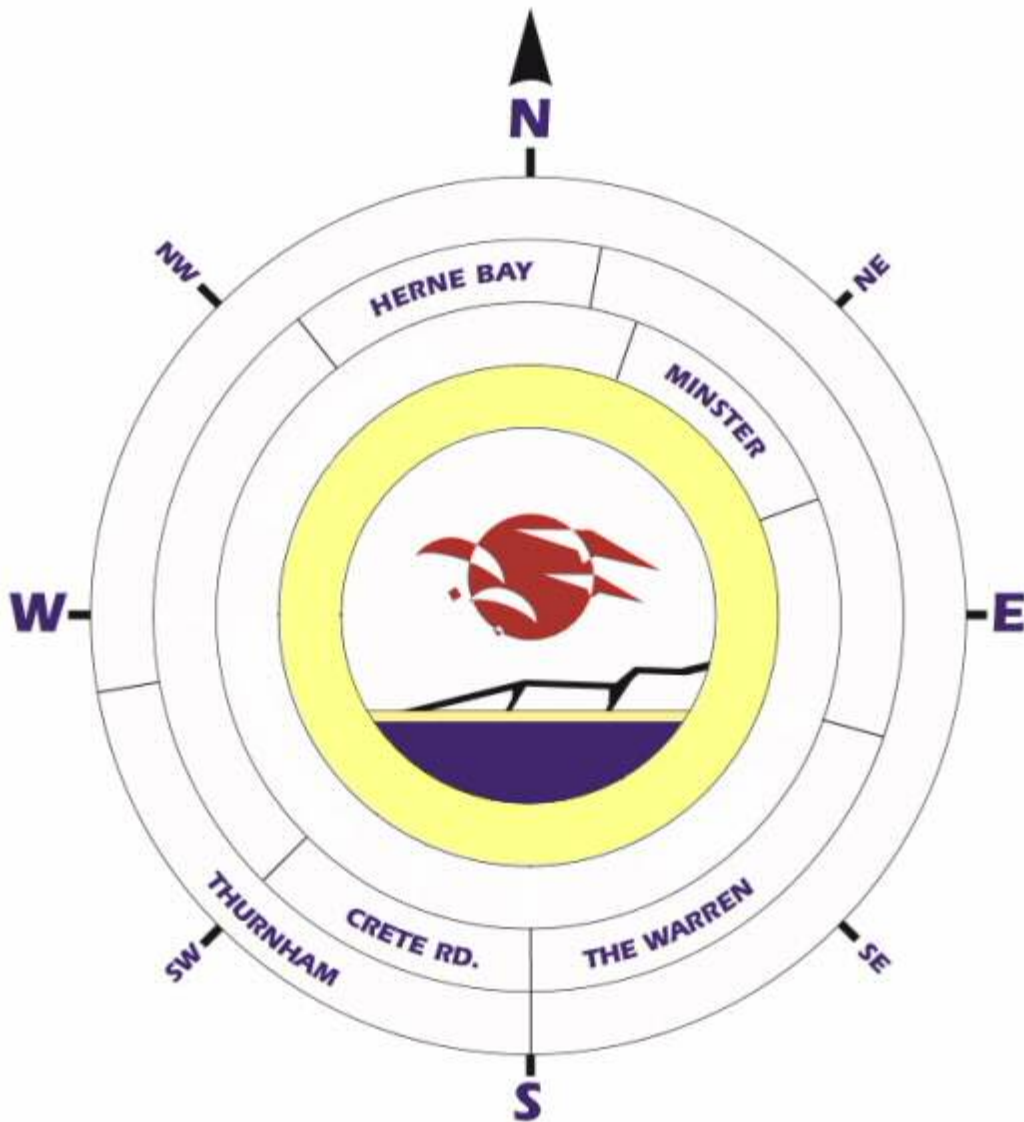


Dover and Folkestone Hang Gliding Club



Sites Guide-Public Edition



Sites Guide: Contents

Public version. The members' version can be found in DFHGC Members' Dropbox

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2. COMMITTEE MEMBERS
3. THURNHAM/CASTLE HILL
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Sites Guide: Introduction

Welcome to Dover & Folkestone Hang Gliding Club

We are a small friendly club of mainly paraglider pilots but we also have also some hang-glider pilots too. We hold meetings every second month as well as day events such as first aid training, parachute packing and cross country skills. Our meetings are as much social events as they are about the day to day matters of flying, we almost always have a presentation. They are a great way for new memers to meet others in the club.

Our sites are mostly at the eastern end of Kent: on the cliffs of the North and South coasts, and on the end of the North Downs. Sea breezes predominate in the summer, and in the winter Dover and Folkestone tend to stay fogbound long after it has cleared inland. Sites exist for all directions except easterly.

DFHGC sites are uncrowded and easily accessible with only small carry ups. Some are more difficult to fly safely others. We therefore advise all new members to contact someone rather than to venture out alone. We have Club Coaches for both hang gliders and paragliders willing to help and advise. Please make use of their knowledge, particularly regarding our sites.

We often car share for journeys to sites, especially to the west of London, as far as South Wales. We also participate in inter-club competitions, so if you are interested contact our Competitions Representative. You don't need to be a sky god to take part – just to be up for a challenge and having fun in trying to meet it.

Further information can be found on the club website: <http://www.dfhgc.org/>

GOOD SAFE FLYING - SEE YOU ON THE HILL

DISCLAIMER

The information in this site guide is provided with the best of intentions and is as accurate as possible at the time of publication. However the decision as to whether to fly or not is still the responsibility of the pilot alone - on doing so they assume all risks. Pilots are expected to have BHPA ratings and experience appropriate for hill flying.

It is the duty of all pilots to make a thorough site assessment before flying. Should you be unhappy about anything, or in doubt, you should not fly. Nothing in this site guide should be allowed to override safety concerns you have, or persuade you to fly when you should have refrained from doing so. This guide does not cover any meteorological effects and pilots are reminded that it is usually these which transform a safe site in to a dangerous one on a day to day basis.



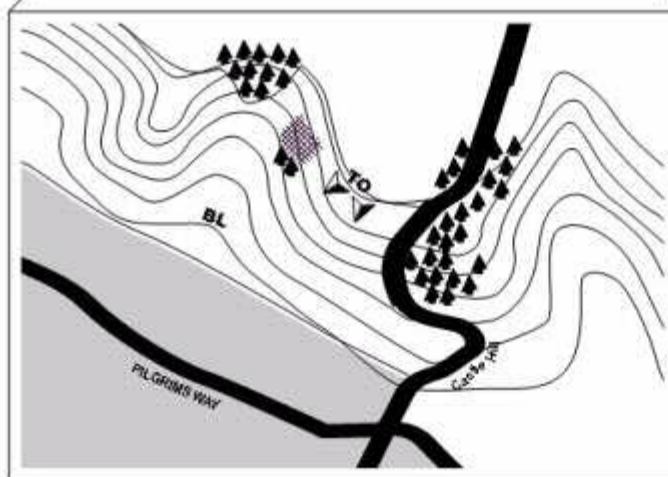
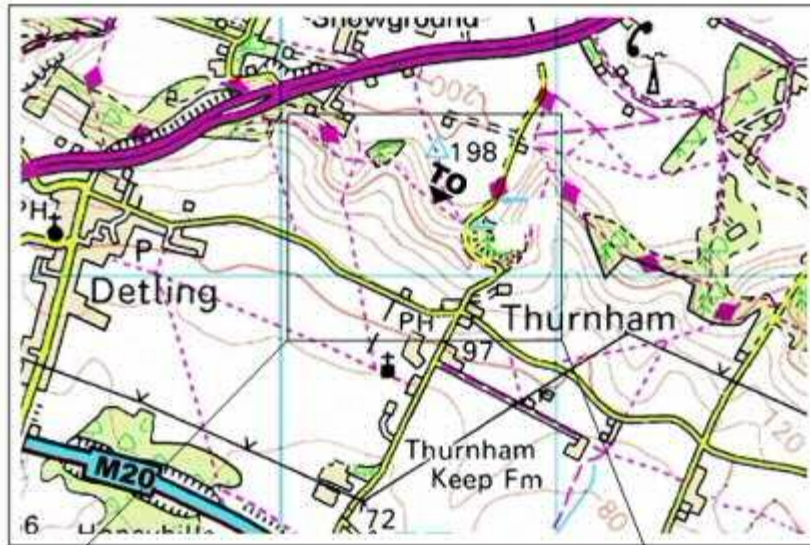
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Sites Guide: Thurnham Map





Sites Guide: Thurnham

***Members Only. Contact Rochester Control before flying:
telephone number in Members' Dropbox***

Direction: SSW - WSW (190°-230°)

Map ref: OS TQ 805 584

Coordinates: N 51° 17' 31"; E 0° 35' 20"

Nearest phone: Black Horse Pub when open, or in Detling, 100 m from the end of the Pilgrims Way, outside the Post Office, or at the end of Thurnham Lane in Bearsted.

Pilot rating: PG = CP+10 hrs (must be able to slope land), or CP with Club Coach supervising. HG = Pilot when field is in crop. CP must have check flight with club coach attending if no crop.

Site description: Thurnham/Castle Hill is part of the North Downs between Hollingbourne and Bluebell Hill, close to Maidstone.

Take Off Altitude: 170 m (560 ft)

TTB: 35 m (115 ft)

Access: Castle Hill, North of the Black Horse pub in Thurnham. The **only** parking must be accessed from the A249. From the M20 J7, head north on the A249 towards Sittingbourne for 4km then take the U-Turn at Huckling. On the return trip the entrance to the car park is on the left, about 300 metres after the petrol station and is sign posted "White Horse Wood". From the car park walk South, cross the track, walk through the narrow grassed area then bear left across the field to the road. Walk down the hill for 100m and then take the footpath on the right.

Parking: Parking for this site is in the Council car park in White Horse Woods. There is a daily payment of £1.20 (£1.50 weekends). A season ticket can be purchased from Maidstone Council. DO NOT park in Castle Lane and NEVER block access to the gate by the footpath, it could cost us the site.

Take Off: Anywhere below the public footpath. Please do not block the footpath, leave room for walkers to pass.

Flying the site: Ridge runs are difficult due to the small size and shallow gradient of the site. It can get quite turbulent due to upwind topography. During the summer thermal activity gets strong and the wind tends to pick up as midday approaches. Cross-country flights need to take into account the new area of trees planted behind the field behind take off.

XC potential: This site can be thermic but is a challenge to get away from. The land slopes

away behind White Horse Wood, and therefore does not trigger well. Airspace at 3,500 ft AMSL means that climbs will have to be left before base on some days. The short distance to the coast means that some crosswind flying is necessary to do a decent distance. Be very aware of the airspace restrictions.

Landing: There is NO official top landing at this site. The field behind take off is not part of the site and is council land, and is only used in an emergency. DO NOT climb the fence if you have to land there, use the stile. Paragliders must land on the slope. Hang gliders must land in the bowl, cross wind and upslope, unless there are no crops and landing has been agreed. In an emergency land on the public footpath through the crop. It's a £10 fine if you do to the club treasurer.

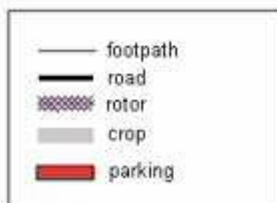
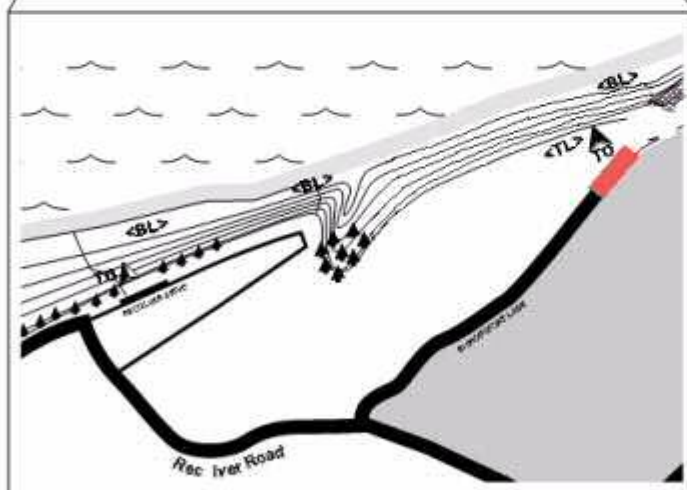
Restrictions: Members only. Air traffic control at Rochester Airport must be notified prior to flying this site. Airspace 3500ft AMSL. No training or commercial activity is permitted here. Before you fly tandem please check with the Sites Officer what the current permission is for this. No flying West of the two trees in the bowl below 500ft during the Shooting Season. Do not overfly the houses to the West of bowl.

Hazards: Detling Hill has a VOR/DME beacon, which is 1 mile downwind of the site. This is a way point so beware of powered aircraft. There is a radio installation at Frindsbury, 1 mile NE of the site. There is a horse paddock to the left of take-off, behind the houses. Avoid this, as the horses can get twitchy. The site is shared with model flyers. Unlike some other shared sites you might be aware of Thurnham is too small for an exclusive modellers' bowl. Speak to the modellers before you take off. Flying on the West side of the bowl can be affected by rotor from the two lone trees on the main slope.

Other remarks: Please pay all fines to club treasurer. During the shooting season (Oct-March) the site may be closed on certain weekend days. Times when the site is closed for shooting are posted on the club's website as well as a warning on WhatsApp. A notice at the entrance to site will generally have the affected dates, but even without prior warning you must be prepared to leave if requested to.



Sites Guide: Herne Bay Map



sandmartin exclusion zone not shown
 location changes each year
 restrictions apply 15th May to 15th August
 check Members Dropbox



Sites Guide: Herne Bay

Members Only

Check sandmartin nesting exclusion zone: May 15 to Aug 15

Direction: NNW - NNE (340°-020°)

Map ref: OS TR 200 686

Coordinates: N 51° 22' 29" ; E 1° 10' 29"

Nearest phone: In Gainsborough Drive between Reculver Drive and Bishopstone Lane take-offs. Also outside the Post Office in the village.

Pilot rating: PG: CP. HG CPC.

Site description: Predominantly North facing grassy slopes and earth cliffs on the North coast of Kent between Herne Bay and Reculver.

Take Off Altitude: 30 m (100 ft)

TTB: 30 m (100 ft)

Access: From A299 Thanet Way or Herne Bay itself follow the signs to Beltinge. As you leave Beltinge heading towards Reculver on the Reculver Road, Bishopstone Lane is your left; it's a dead end road. Turn into it and drive down to the very end and park in the car park there.

Parking: In the car parks in Reculver Drive or at the end of Bishopstone Lane.

Take Off: The main take off/top landing area is between the car park in Bishopstone Lane and the cliff edge. In strong winds check for rotor off the cliff edge.

Flying the site: In soarable conditions 4-km flights are possible from Kings Hall to Reculver where the cliffs die away. In scratchy conditions be very aware of the proximity both of the houses and the public, a collision with either would be disastrous.

Landing: Adequate bottom landing exists below the old [Western] sloping take off. There is not much below the cliffs, so HG should be sure they can reach a suitable bottom landing in light winds or when the tide is in. The top landing area is immediately behind take off, and in front of the car park. PGs should exercise extreme caution at high tide and avoid potential water landings at all costs. Beware boulders beneath the top landing area. Approach to the top landing area should be made from the east to avoid flying over any houses.

Restrictions: Members only. Between May 15th and August 15th each year sandmartins form a nesting colony, burrowing into parts of the cliff. The exact location varies from year to year and members MUST check the updated site map in the Members' Dropbox. These locations

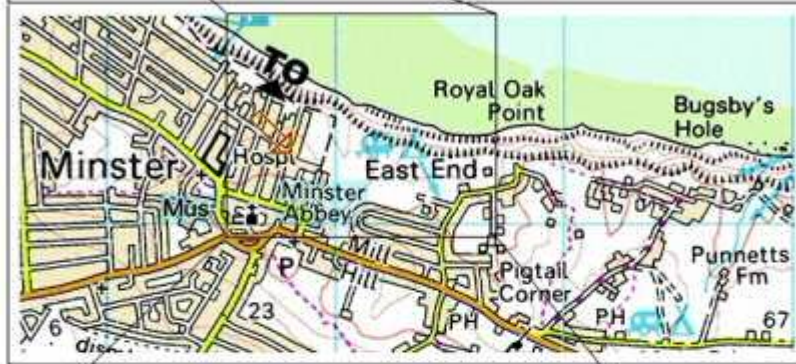
MUST NOT be overflown. During some years the site may be closed during this period, if the nesting sites are close to Take Off. Do not park gliders on the footpath. Do not overfly any houses. Be courteous to all residents and visitors, on whose goodwill the use of this site depends.

Hazards: Being a coastal cliff site it is important to check the tide tables. The cliff is shared with modellers. So far relations have been good, lets keep it that way. Despite the easy appearance of this site, it used to have the worst accident record of any club site. Casualties ranged from novice to the very experienced pilot. Beware or you could be next.

Other remarks: The old take off on the slopes near Reculver Drive is now hardly ever used.



Sites Guide: Minster Map





Sites Guide: Minster (Isle of Sheppey)

Direction: NNE - NE (025° - 045°)

Map ref: OS TQ 958 736

Coordinates: N 51° 25' 35"; E 0° 48' 56"

Nearest phone: Turn right to the end of Queens' Road. Turn left to the end of Union Street, & then right into Minster Road. The phone box is 100 yards further on the left.

Pilot rating: Any, but the shallow slope can be challenging for low airtime pilots.

Site description: 100ft grassy slopes and 150ft earth cliffs between Minster and Warden Point

Take Off Altitude: 30 m (100 ft)

TTB: 20 m (70 ft)

Access: On the road through Minster, turn left at the Waterloo pub, signed to the Abbey. Follow the road, past a bend to the left when it becomes Wards Hill Road. 250 metres after the bend turn right down Seathorpe Avenue. There is a free car park at the end on the left. A 400 metre footpath leads to take off.

Parking: In the car park at the end of Seathorpe Avenue. DO NOT park at the end of Imperial Avenue.

Take Off: See Map. Choose rigging area carefully, as space is limited. Watch out for dog poo!

Flying the site: Ridge run possible all the way to Warden Point where the cliffs die away. Needs a stiff breeze to work but very good height gains have been made at this site, despite its small size.

Landing: At take off for slower (single surface) hang gliders or PGs. Also to the left of take-off, or to the right if the field is not in crop. Beware turbulence from the small cliff just to the right of take-off. Also at the bottom, avoid the sea wall, or on the upper part of the beach. The lower part is muddy and is not recommended

Restrictions: Do not fly to the west of the fenced-off enclosure just to the left of take-off (see map). Do NOT overfly the houses.

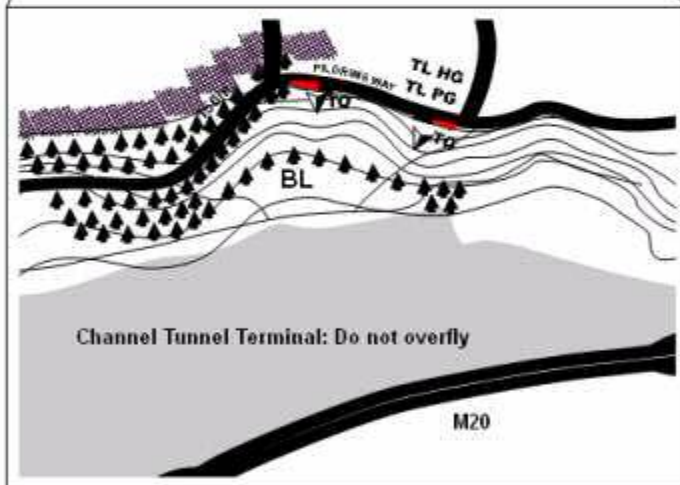
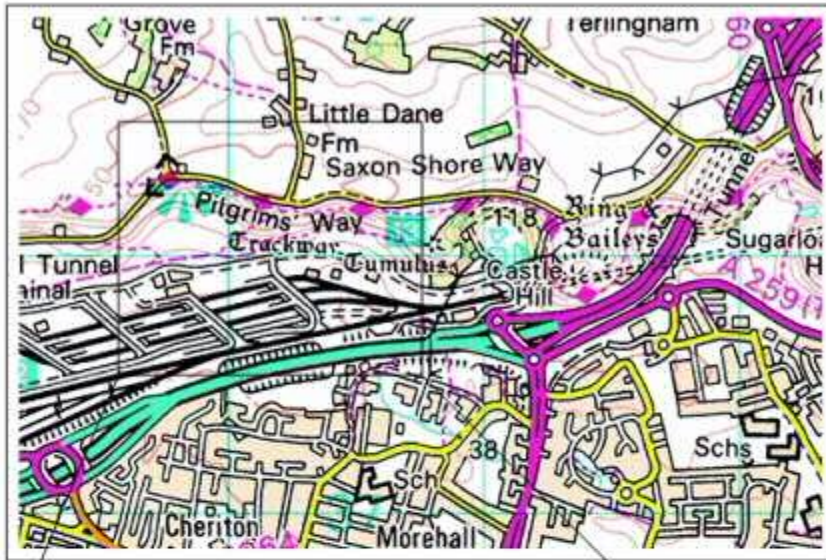
Hazards: This is a popular site for modellers, and for people exercising dogs (so watch out for hazards on the ground and in the air). Please be courteous and accommodating to all members

of the public, upon whose goodwill the use of this site depends. Check the situation with the tide before you fly down the cliff run, because there are no bottom landing areas at high tide for most of the run. Recent slippage of the cliff has resulted in an ever-changing profile. Rotor may exist where previously there was none! A careful site assessment before flying is advised. In stronger winds the shallow gulley between take off and the earth cliffs can cause a venturi, with risk of being blown back. Bottom landing in the area below the cliff should be considered extremely hazardous. When wet it can be waist deep in mud and when dry it produces deep cracks and broken ankles! And beware of dog poo at take off!

Other remarks: Will often be flyable when Bo Peep is blown out.



Sites Guide: Crete Road Map





Sites Guide: Crete Road

Members Only. Contact Channel Tunnel police before flying: telephone number in members' Dropbox

Direction: SSE - SW (165°-230°).

Map ref: OS TR 199 382

Coordinates: N 51° 06' 05"; E 1° 08' 21"

Nearest phone: Opposite the Stone memorial outside the church in Newington

Pilot rating: PG Pilot HG Pilot. Lower rating ONLY [Club pilot + 10 hours] after check flight with D&F club coach, or under supervision by same.

Site description: The end of the North Downs just north of the Channel Tunnel Terminus.

Take Off Altitude: 140 m (460 ft)

TTB: 60 m (200 ft)

Access: From the A20, turn off at a sign for Peene and Newington. Drive slowly through the two villages then turn right at a junction half way up the hill. Follow the road to the next turning, then turn right. The site is on your right. Park in the lay by at either the South or South Westerly facing TO.

Parking: On the grass verge off the road, or in either lay-by near the respective TOs. Don't block the passing places and remember to put out a windsock in the top landing area, if clear of crops. Don't forget that any cars parked behind the SW facing TO will worsen the rotor in the landing area, especially for HG.

Take Off: From the slope in front of the fence on either TO. When crowded in S W rig HG or PG at the front of the top landing area then lift over the two fences. PG should only rig when they wish to fly: ensure the footpath is kept clear. The South facing takeoff is very steep and pilots should be prepared for unintentionally being lifted up and launched whilst still facing the hill! It is worth mentally rehearsing how to fly backwards away from the hill if it becomes necessary. If you are lifted as you launch the canopy then it is safest to fly away from the hill before trying to turn round.

Flying the site: In moderate southerly winds soaring flights between the crossroads to the left (East) of take off and the end of the ridge at Peene (the quarry) are possible. The area beyond the crossroads is still used by modellers and should be avoided. In SW winds only the part of the ridge between the two TOs works. As the wind goes more round to the West, the site becomes more turbulent.

XC potential: The potential of this site is limited by its coastal location and the likely sea-breeze associated with hot sunny days. The sea breeze increases the wind on to the hill and introduces cooler air that effectively breaks up thermals at low levels. This can result in very small and 'bitty' thermals that are hard to establish yourself in. The sea breeze will also affect the wind direction if you leave the hill and this can lead to some quite unexpected wind changes as you head towards Lydden or Canterbury. Air flowing inland from Dover and Folkestone (where the cliffs are low) can be very difficult to read and caution is needed when setting up to land out. The ambitious XC pilot needs to be familiar with the location of Manston airspace restrictions.

Landing: PGs may slope land anywhere on the main face with care. Top landing for HG and PG is behind the SW TO only, being very aware of rotors which exist particularly in SW winds. The bottom landing area is indicated on map. The wind in the bottom landing area will usually be from the west, but check before landing. Do not bottom land anywhere else AND NEVER on Channel Tunnel property.

Restrictions: NO OVERFLYING OF THE CHANNEL TUNNEL SITE OR MODELLERS BOWL. No top landing is allowed when the field is in crop.

Hazards: 132 kV Power station under the modellers' bowl, and HT electricity throughout the Channel Tunnel area. Do not overfly either of these. Severe rotor exists everywhere except in the indicated top landing areas and most attempts to top land elsewhere or being caught low behind the ridge have led to accidents. Check for the presence of a particularly aggressive bull in the bottom landing field.

Other remarks: Before flying, members must ring the Channel Tunnel Police (number in DFHGC Members Dropbox). Tell them you are a DFHGC pilot and that you will not overfly the terminal. Failure to do this will result in a visit from the Police and could lose us the use of the site.



Sites Guide: The Warren Map





Sites Guide: The Warren

Direction: SSE - SSW (160° - 200°)

Map Ref: OS TR 259 385

Coordinates: N 51° 06' 06" E 1° 13' 34"

Nearest Phone: There is a public phone box in the Varne Ridge Caravan Park across the road from take off.

Pilot Rating: HG/PG: Club Pilot+10, but both with cliff launch experience or a club coach present

Site description: The chalk cliffs between Folkestone and Dover

Take Off Altitude: 110m (360 ft)

TTB: 110m (360 ft)

Access: Take the slip road off the A20 from Folkestone and follow the B2011 towards Capelle-Ferne. Just past the Royal Oak pub on the right turn left down the Old Dover Road. Take off is two hundred metres down the road on your left. – the flat grass area in front of the Varne Ridge caravan park. There are four benches facing the sea.

Parking: On the left of the road by take off.

Take off: An open area of lawn with four benches facing the sea. The cliff falls away immediately, so a committed take off with good control is necessary.

Flying the site: When the wind is straight on, soaring flights are possible in light winds. Soaring flights between the eastern railway tunnel and the take-off are easy but DO NOT venture any further east unless you are sure you can get back, especially at high tide. There is no bottom landing beyond the point, though in an emergency you could land at Samphire Hoe (the reclaimed land adjacent to the tunnel works).

Landing: The bottom landing is on one of the two concrete aprons at the foot of the cliffs to the right of take-off. You may also bottom land on the beach, but take care to avoid the public. You can land on Jock's pitch but not the bowling greens. Top landings are NOT advised for HG, as the majority of pilots who have attempted it in anything but the very lightest of winds have damaged gliders or suffered injury. The same applies to PG, but top landing can be undertaken after a risk assessment by the pilot on a day to day basis, noting that the position and strength of any rotors is very wind strength and direction dependent. If in doubt, don't!

Restrictions: Do not land on any of the bowling greens, the caravan site, or Railtrack fenced-off areas.

Hazards: The Warren is among the most committed of take-offs in England. There is rotor behind take off so make sure your paraglider is well under control when you launch. Wind direction at take off can be deceptive. Take time to make an accurate assessment of conditions. If the direction of the wind is outside the range of the wind rose do not take off. The cliffs can be treacherous when the wind is blowing outside the specified range, even when the wind speed is low. Do not fly if the wind is off to the south (coming at you from a point past the end of the harbour wall). Do not fly within 200 ft vertically or horizontally of the railway line at the bottom of the cliff. Landing on Jock's pitch involves awareness of the position of the various power and telephone cables close by.

Other remarks: Novice pilots should not fly at high tide. The access to the bottom to recover HG is restricted in summer: ask at meetings for details. Cars may be driven to the bottom only during the winter. During the summer the nearest access is Wear Bay Road. Please be very courteous to the camp site officials, and do not leave your car near their entrance any longer than necessary.



Sites Guide: Closed Sites

This is a list of sites that have at one time or another been flown by DFHGC members but are now closed.

Flying any site requires a binding agreement with the landowner. In most cases we do not have the current landowner's permission.

In the case of Kemsing the site was found to be dangerously turbulent for paragliding.

Over the years the club committee has seriously considered a number of other locations. If the decision has been made not to adopt a location as a club site or close a previously flown site there is always a good reason.

1. Tolsford Hill, OS TR 155 382, Coordinates: N 51° 06' 09"; E 1° 04' 36"
2. Postling, OS TR 155 384, Coordinates: N 51° 06' 16"; E 1° 04' 37"
3. Hollingbourne, OS TQ 846 563, Coordinates: N 51° 16' 33"; E 0° 38' 25"
4. Lydden, OS TR 275 456, Coordinates: N 51° 09' 52"; E 1° 15' 11"
5. Kemsing, OS TQ 555 593, Coordinates: N 51° 18' 38"; E 0° 13' 59"



BHPA/BMFA Operating Code: Co-existing with model aircraft

The British Hang Gliding and Paragliding Association and the British Model Flying Association have discussed together the shared use of sites by hang gliders/paragliders and radio controlled slope soaring model gliders.

The two bodies have concluded that there is at present no reason to call for a general segregation of these two branches of sporting aviation. Both bodies believe that the two activities can and should be able to co-exist safely and harmoniously on shared sites, even when circumstances dictate the use of shared airspace.

However, safety and harmony do require the followers of both activities to adopt positive attitudes and to follow certain basic rules of conduct. The purpose of this Joint Code is to give guidance to enable hang gliding and model flying enthusiasts to arrive at safe and sensible detailed local rules for specific shared sites.

For both parties:

a) Club officials (or group leaders/representatives) should make positive attempts to meet their opposite numbers with a view to establishing joint rules of conduct for specific local sites. These officials/leaders/representatives should make every effort to head off and/or minimise the adverse effect of "Hot-Heads" of either side. A club official should be nominated as liaison officer for future contracts.

b) Where and when segregated airspace is practicable without undue penalty on either activity then it should be implemented.

c) Where, as is likely to be more normal, shared airspace is necessary to one degree or another, then separate hang gliding/paragliding and model landing area shall be clearly designated. Similarly separate hang gliding/paragliding and model launching areas shall be clearly designated.

d) "Parking" areas for models and hang gliders/paragliders shall be clearly designated and sited so as to minimise the problems presented by either activity, e.g. landing approaches over model or hang glider/paraglider parking areas should be avoided by both sides. Footpaths must not be obstructed.

e) When rules have been agreed they should be promulgated locally and if possible carried on suitable notice boards at the sites.

f) On any particular day, if several models and hang gliders/paragliders are present one representative on each side should be nominated as "Duty Liaison Officer" to ensure that agreed rules are kept to and that any ad hoc problems are dealt with promptly.

Rules for hang glider/paraglider pilots (a copy of the rules for model flyers is available from BHPA office).

1) Before attempting to fly, check what the local site rules are for the day. Familiarise yourself with the model launch, landing and parking areas. If you are the first hang glider pilot to arrive make yourself known to the model flyers and tell them where your landing and parking areas are going to be.

2) If you are an inexperienced hang glider pilot do not fly in airspace likely to be shared with model gliders.

3) Do not take off until your take off area is clear of model gliders.

4) Avoid flying directly between a model and its operator.

5) Avoid flying in the critical airspace associated with the designated model launch, land and parking areas.

6) Remember that although the models are more agile than you their operators are separated from the models by some distance. This often results in poor depth of perception by the operator. In addition, distractions can cause the operator to become disoriented with respect to his model - perhaps leading directly to incorrect directional controls.

7) Never use 27MHz AM walkie talkies. Apart from being illegal in the UK they are in precisely the same band as the legal model control frequencies - thus interference will be inevitable, leading to uncontrolled and potentially dangerous flight paths.

8) Remember that model flyers have been operating many more years than hang gliders/paragliders - they have just as much right as you to be in the air. They are also represented on the same national and international bodies as the BHPA.



Sites Guide: Revision History

Date	Revision	Notes
Mid 2003	First Issue	Kevin Back, Big Art, master PDF distill
01/01/09	Amendment 1	Amendments by Steve U to some sites
12/11/15	Amendment 2	Amendments by John Finagin in conjunction with new website development. Editable version in Word
31/01/16	Amendment 2.1	As above