



# Site Guide of the Sir George Cayley Sailwing Club

About the Club and this Guide.

Welcome to the Sir George Cayley Sailwing Club.

The Club was started in 1975 by a group of enthusiastic flyers in East Yorkshire and has carried on to provide an environment for like-minded people to get together, share our knowledge and experience, and partake in the joy of free flight on paragliders and hang gliders.

The club is relatively small in comparison to surrounding clubs but we aim to provide the same level of coaching and guidance to new pilots fresh out of training school, should they request it.

The Cayley Club has predominantly coastal sites. Coastal flying has its dangers, but unlike inland thermic sites can often provide hours of smooth lift in which to hone your skills.

The Club has also negotiated the use of a few inland sites including Horcum and Millington which are Members Only sites.

# General Site Rules

**1. All fliers must be current B.H.P.A. flying members** or have an equivalent rating of CP or above and hold current 3rd party liability insurance equal to that of the BHPA

2. Membership of the 'Sir George Cayley Sailwing Club' is mandatory, and expires automatically if the annual subscription is not received by the due date.

3. It is each member's responsibility to ensure that all equipment is in safe condition and conforms to the B.H.P.A. requirements.

4. Never clip in to your harness unless you are wearing a suitable helmet.

5. Members should not fly alone.

6. Fliers must know and obey the rules of the air.

**7. Members should not fly new sites without first checking with, and preferably going with, a Sites Officer or Club Coach.**

8. Details of B.H.P.A insurance and Club membership should be carried at all times.

9. Members must adhere to specific site rules for individual sites.

10. Gliders should be kept away from takeoff and landing areas when not in use.

11. Do not fly close to takeoff and landing areas when others are preparing to take off or land.

**12. Carry out a pre-flight check before every flight.**

13. Any accidents or incidents (including verbal exchanges pertinent to site use) must be reported to a Club Official within 24 hours. This does not negate the need to send an accident/incident report directly to the B.H.P.A.)

14. Dogs must be kept on a suitable leash at all times and not be left unattended.

15. It is recommended that 'NOTAM's are issued when flying inland sites (particularly midweek).

16. Members should try to ensure that other fliers using the sites are also Cayley Club Members.

## Safety Information - coastal flying

### 1. Air/Sea Rescue

If you intend to fly the coast remember that the RAF Air/Sea Rescue helicopter

may pay you a visit at some time during your day. This becomes a major issue if you are flying in the Filey bay area, especially at Reighton, as the helicopter generally flies at cliff height and is therefore hidden from view as it rounds Flamborough Head. **IF YOU GET CAUGHT BY SURPRISE IT'S TOO LATE.** Ring the Coastguard beforehand and let them know you are there, on the number given - tell them where you are flying and always remain vigilant.

## 2. Tides

**ONLY FLY IF THERE IS SUFFICIENT BEACH TO MAKE A SAFE LANDING, IF REQUIRED**

Know the tide times and watch out, as different parts of the coast are subject to different speeds in which the tide comes in. For example Filey, being a shallow beach, loses beach very quickly, as opposed to Hornsea which retains a significant amount of beach at high tide.

## 3. Wind

Can change on the coast from not enough to blown out in minutes, and vice versa.

Always monitor the wind strength when flying and use the sea as a guide.

Please note: Breaking waves (white horses) out to sea are often indicators of an increase in wind strength. Be prepared to land, wait a few minutes and assess the conditions again. If the wind picks up during a long cliff run push out from the cliff. A sudden drop in wind strength may mean you have to land unexpectedly. Always have a plan and be thinking about your landing options.

## 4. Rotor

The dangerous thing about rotor on a cliff is that there is no magic formula to work out its extent. Significant rotor can exist just behind the cliff edges and there is no way, other than experience, to tell the location or extent of such rotor. Wind speed and direction are major factors. Clay cliffs alter shape throughout the year and therefore the areas of rotor change too. Low level rotor is mostly experienced during inflation, making take off difficult at some locations.

When in the air stay on the seaward side of the cliff. Do not fly behind the cliff as rotor can lead to loss of control which could ruin your day and maybe your life.

Always land as close to the edge as possible and remember that approach becomes more difficult in stronger winds.

If experiencing difficulty, land on the beach.

Never attempt to land on the high cliffs where sharp profile can cause severe rotor.

## 5. Lift Band

The lift band along cliffs is affected by many factors and active flying is required,

adjusting the distance from the cliff to keep within this area of lifting air. Very often pilots new to cliff soaring fly too close to the cliff edge. This is not only more dangerous, because you are travelling fast and close to a solid object, but you are not necessarily exploiting the best part of the lift band. Cliff height, wind direction, wind speed and air density are all factors which dictate how far from the cliff edge the lift band is. What we do know is that it can be quite wide on some days and narrow on others. Generally, in moderate winds of 14mph and 100ft cliffs such as Bridlington to Flamborough, cruising at a distance of around 30m from the cliff tends to give the best lift, maintaining around 50ft above CTH (cliff top height). On good days 400ft is achievable at distances of 100m from the cliff. On higher cliffs such as Bempton expect 500 ft above CTH generally.

## 6. Long Cliff Runs

Dangers associated with long cliff runs include abrupt changes in wind strength as mentioned in 3 above. The weather on the coast is a micro climate and the wind can change from 14mph to zero in five minutes. Bays only 10 miles apart can have completely different wind directions. Know the tide times, as the wind may drop to zero when you are 5 miles into the run. Assuming you can land safely can you then get up the cliff ? Tides are critical to deciding if it is wise or possible. If the wind is not square on, is it safe to go downwind first, can you get back into wind? Check it out by turning back upwind several times during your outward leg. Sea breezes tend to veer during the day making a headwind return inevitable if you first head North. The topography of the coast changes, ie take off at Bridlington is SE but to get to Flamborough you need to traverse S and SW facing cliffs.

### Important Phone Numbers:

Emergency Services 999

Police emergency 999

Police non emergency East Yorkshire 0845 60 60 222

Police non emergency NorthYorkshire 0845 60 60 24 7

Coast Guard Bridlington 01262-672317

Tide information from the BBC.

### Communication:

Cayley Club radio frequency is 143.65

# Bridlington

Grid TA19443 - 68125

Wind Direction SE – SSE

HEIGHT:- Take off is 40ft. The cliffs then rise to 120ft.

DESCRIPTION:- Flat, cut grass cliff take off with rigging area for both hang gliders and paragliders. Public right of access, so can get very busy with people and dogs off the lead.

GRADE OF FLYER:- Suitable for all level of PG pilots with some soaring experience.

ACCESS & PARKING:- Pay & display car park at take off open in the summer months. Access by public access path to cliff top.

TELEPHONE:- On the road about 500 yards south of entrance to the car park.

## SITE RULES:-

- 1) [Cayley Club public warning signs](#) must be used to mark out a take off and landing area. (These are kept upstairs in the Coastguard station).
- 2) NO top landings when busy without a landing marshall.
- 3) NO flying over the Southern end of the car park.
- 4) A launch/landing Marshall should be appointed if there are more than 5 people flying - tabards and a windsock are kept with the signs at the Coastguard station.
- 5) NO flying at low level over the cliff top foot path.

## Guidance and Information:-

The lift band can be very narrow in parts and when trying to stay in it. Pilots taking off in light winds will find themselves having to scratch very close to the cliff, especially just after launch.

Paraglider take offs are difficult in winds above 16 mph.

Launching and top landings require marshalling due to the number of spectators getting up close at busy times of the year. Public safety is paramount, if you are in any doubt about the top landing, land on the sandy beach to the South of take off in front of the Coast Guard station, its only a short walk up. Beware of flying past South Landing as bottom landings are difficult and non-existent at high tide.

When top landing DO NOT go behind the fence bordering the Golf Course. This landing area has claimed plenty of victims and aluminium already! PG pilots need to be aware that in fresher winds (14mph +) the Sewerby cliff area tends to be a no go area, or treated with caution flying well out from the cliff to avoid the possibility of

being blown back.

N.B. It is vital that we do not antagonise or impede passersby, or worse, do anything that could put a member of the public at risk. That would inevitably lead to calls to ban us. Continued use of this site has been sanctioned by the Council (2014) who were happy with the measures we have put in place. However, it is important to adhere to the site rules!

## South Landing

Grid :TA23354 - 69335

Wind Direction:- SW

Site name:- Flambourough South Landing

Grid ref: TA23354 - 69335

Wind Direction:- SW

Not an official site but it is flown in a SW direction. Be aware this site is small and is subject to turbulence in anything close to SSW.

## Cayton Bay

grid TA0677-84285

Wind Direction N to NE

HEIGHT:- 150ft Clay cliff rising to 300ft.

DESCRIPTION:- Lower cliffs are steep but not sheer, grass and mud covered. The high cliffs are sheer and rocky, and take a more Northerly wind. Take offs are small from wild grass and it can be difficult to lay out a paraglider. The high cliff launch taking a Northerly is at 300ft. The length of the site is approximately a mile and a quarter but this is only usable in a north-easterly.

GRADE OF FLYER:- Suitable for all level of PG pilots with cliff soaring Experience

ACCESS & PARKING:- Just off the A165 Scarborough-Filey road, down a

narrow metalled road, opposite the reception area of the holiday camp. Park in the car park only; do not take cars up the lane past the car park under any circumstances.

#### SITE RULES :-

- 1) All cars to use the car park. No vehicles past the car park.
- 2) Observe the hang gliding restriction notice on the top of the cliff.

#### Guidance and Information:-

In Northerly winds the soaring area is very restricted as the wind is blowing directly on to the red cliff and pilots attempting early soaring flights may have difficulty in flying downwind to reach red cliff with sufficient height to soar it. However, in NE winds the site becomes very different. Not only is the whole of Cayton bay easily soarable from one end to the other, but it is possible (with care) to fly round the point and onto Gristhorpe Cliffs to the south. Remember that if you decide to fly round to Gristhorpe you will need to be able to get back.

In suitable conditions it is possible to continue from Gristhorpe to fly to Filey Brigg 2 miles further on, but be aware there are no bottom landings on this stretch, whatever the state of the tide, and it is recommended for experienced pilots only.

## Filey

Wind Direction SSE to SE

Grid TA12263 – 81485

HEIGHT:- Approximately 150ft from cliff top to the beach.

DESCRIPTION:- Mud and grass sloping cliffs with a flat grassy area on top (above the yacht club).

A gully to the right of take off provides interest for all abilities but care should be taken in stronger winds to avoid being blown into the gully.

Filey Brigg to the left provides a soarable bowl when the wind is off to the South. As long as it is not too strong.

Pilots also sometimes take off from the cliffs top the south of the gully. You will need to find a place to set up free of rotor.

GRADE OF FLYER:- Suitable for all grades of ability, especially the less experienced.

Good site for early soaring flights.

ACCESS & PARKING:- Following signs for the North Cliff Country Park. Pay at one of the ticket machines and follow road and track past the café and caravan site onto a large grassed car park. Park behind log barriers on the cliff top.

TELEPHONE:-At the café/caravan site entrance.

#### SITE RULES:-

- 1) No flying over the South of the Coble landing at any time.
- 2) No flying over Filey unless above 1500ft ASL.
- 3) No flying on bank holidays

#### Guidance and Information:-

A very useful popular site but less used now due to Bridlington being the main Southeast site. In SSE winds it is possible to soar the Brigg at the northern end of the cliffs. However remember that this is a spine backed ridge with associated severe turbulence behind it. Do not fly the Brigg if you think you may have penetration problems, One look over the back of the Brigg will tell you why this is a “no go” area. In SSE winds top landings are usually less turbulent and if flying on the Brigg you can come into land tracking over the top landing in the car park facing Filey sea front.

During peak holiday times this site attracts large numbers of spectators and on the beach can be quite crowded. Please choose your bottom landings with care and remember that young children may run across your intended path without warning. This site is renowned for its rotor, when flying a hang glider always keep a reserve of speed on landing. Top landings on paragliders can be quite technical in winds above 12/14 mph, and the safe landing area varies with wind strength and direction. If in doubt land on the beach, a short walk is always preferable to a ride in an ambulance! Trees have recently been planted in the Hang Glider top landing area, which is going to render it unusable as the trees grow.

## Primrose Valley

Wind Direction E to ENE.

O.S. 1:50 000 (101) Grid Ref. 123787

Wind Direction E to ENE.

HEIGHT:- 90ft AMSL. One mile north to Filey, several miles South to Speeton cliffs or beyond in North Easterly winds.



DESCRIPTION:- Clay and grass cliffs. 10ft initial drop shelving to the beach. Some parts of the original launch area are overgrown with dense weeds. Cliffs to the north rise up to 150ft towards Filey and 400ft South towards Speeton.

GRADE OF FLYER:- Suitable for all grades. Paraglider pilots are limited to lighter winds unless they are very competent at 'Constant Control Technique' launches on a slope in a reasonable wind. Top landings on Paragliders are possible, although become difficult in stronger winds as you have to land VERY CLOSE (within 10/15ft) to the cliff edge. If in doubt, land on the beach.

ACCESS&PARKING:- Just off the A165 at the junction marked "Primrose Valley Holiday Village" (1 mile South of Filey). Follow the road and bear left at mini roundabout then on to a parking area on the cliff top. A charge may be payable in the summer months.

TELEPHONE:- On the road just past the entrance to the car park.

#### SITE RULES:-

- 1) Pay to go in the car park when the attendant is present.
- 2) No top landings (HG).
- 3) No flying over Filey unless above 1500ft ASL.

COMMENTS:- Our only true East cliff site. Can be difficult to launch in a fresh breeze due to rotor so you need to carefully pick your spot on the cliff to inflate. For more experienced pilots there is the challenge of flying South to Reighton, Speeton or even Bampton Cliffs. If you are tempted, note that it is often more difficult to get back than it is to get there, especially when the wind is NE. There is a difficult traverse to get across 700m of low sloping cliffs to the South but plenty of beach landing opportunities and well worth the challenge.

AVAILABILITY& STATUS. Available all year round.

## Reighton

O.S. 1:50 000 (101) Grid Ref. L46758.

Wind Direction ENE to NNE.

HEIGHT:- Low take off 60ft: High take off bowl is 200ft.

DESCRIPTION:- High cliff take off is from a flat cut grass are (used for camping and often unusable due to numbers of tents) above a large grass and shrub covered bowl.

A run of approximately 3 miles north to Filey is possible, and several miles South along 400ft chalk cliffs to Flamborough, winds and experience permitting.

Use the low take off for launching in stronger winds. Although it is possible to fly from the lower take off up to high take off, it must be borne in mind, that there is no safe blow back area.

Low takeoff is a pleasant rounded take off but top landing is limited to experienced Paraglider pilots as it is very tight with little or no room for error. However, it is only a short walk from the beach.

GRADE OF FLYER:- All grades.

ACCESS & PARKING:- Off the A165 at the junction marked "Reighton Sands HolidayVillage". Turn right into the camping area at Southern end of Village, park on the cliff edge. Parking for the low take off is straight past the HolidayVillage and into the cliff top car park.

TELEPHONE:- Outside the main reception building in centre of camp.

#### SITE RULES:-

- 1) Check Club website for details of possible limitations on flying Speeton and Bempton cliffs.
- 2) No exceeding the speed limit on site.
- 3) If using the top take-off, first person must go to reception at holiday camp and inform them we are flying.
- 4) No Hang Glider top landings on camp site.

#### Guidance and Information:-

A very popular site, which caters for all grades of flyers lots of room in the air with good height gains to be had. HG pilots need to keep an eye on the tide, as the beach is usually the only landing option. From the low take-off flying is fairly easy with no real vices, and still gives access to Speeton and Bempton cliffs in the right conditions.

The top take-off areas are more technical especially in fresher winds, HG pilots should have quite a few cliff launches under their belt.

PG pilots need good ground handling skills and ideally should be able to perform Constant Control Technique for take-offs. The flying is varied from fun coastal floating to technical ridge runs.

Talk to more experienced pilots before attempting any of the runs. Height in excess of 2000ft ATO are fairly regularly attained, if you can get on to Bempton cliffs.

However a word of warning, the wind will be significantly stronger on the high cliffs, and rotor extends from close to the edge as far as a mile plus down wind.

If you are unsure of the wind strength then don't venture onto the big cliffs.

## Mappleton

NOT AN OFFICIAL CLUB SITE BUT IS FLOWN NOTE RESTRICTED AREA  
FOR RAF COWDEN TAKES A NE

## Speeton

The Speeton take-off is NOT an 'official' Club Site.

Therefore, if you do take off at Speeton, you do so as an individual with the risks that entails, and NOT as a Club member.

Some discussions have taken place between the Cayley Club and the RSPB and Natural England and are ongoing, but at the present time (February 2016) no agreement has been reached.

Please be aware that although the Club has flown the cliffs at Speeton and towards Bempton for many years, with no apparent detriment to the continually enlarging bird colonies that occupy these cliffs, certain individuals in the RSPB object very strongly to us free flying there. We have endeavoured to talk politely to them - if you encounter them please will you do the same!

If you do decide to fly Speeton and the cliffs towards Bempton, we recommend that it would be prudent to observe the following 'informal' guidance\*:

1. No paragliding (including hang gliding) in front of the cliffs and no 'acrobatics' anywhere near cliffs where birds are nesting, throughout the nesting season (March - September).
2. No paramotors.
3. Pilots to maintain sufficient height, throughout the nesting season (March - September) along any part of the cliff where birds are nesting, that they remain well above the height these seabirds normally attain, and well beyond any possible risk of disturbance to them.
4. No flying at all at less than than 1000 feet asl South of the trig point near Rain Cliff and over the bird sanctuary at Bempton throughout the nesting season.

\*We have proposed these guidelines as the basis for a new voluntary agreement with RSPB and Natural England, and we remain hopeful of reaching an amicable voluntary agreement with them.

# Sutton Bank - Site closed.

Discussions with local landowners are ongoing (as at February 2016).

Until these are resolved, please do not attempt to fly this site.

## Millington

Location. OS. 1:50 000 SE 834514

### Wind direction

Northwest, although in light conditions can be flown from West to North.

### Heigh.

600ft AMSL

### DESCRIPTION

A shallow grassy inland ridge, tree covered to the South, the main slope having patches of gorse.

The North having restrictions due to power lines on the hillside, and the Equestrian unit (allow a minimum of 1000 ft above take off before over-flying this farm.) The site has a well deserved reputation for being turbulent but offers good cross country flying potential for the experienced pilot.

### GRADE OF PILOT

Pilot rated or above.

### ACCESS AND PARKING

Park off the road on the wide verge in front of the wood, and walk along the southern side of the strip of rough grass between the fields, until you join the public Footpath. When you reach the fence, follow it to the left and down the wood side until you reach the double fence post where you will see the insulated top wire. Lift the wire loop and temporarily remove the thinner post attached to the strand of barbed wire (with it's wire loop) and step carefully over before replacing the post. (Nb the landowner has placed an isolator for the electric fence in this location. If you turn it off to enter the field, make sure you turn it back on). If Pilots are seen climbing the fence, permission to use the site WILL BE WITHDRAWN!.

### [SITE RULES](#)

Club members only.

Pilot level or above.

A photograph of your wing must be sent to a Club official for the land owner to be able to ascertain who is flying there. (Please do not take individual photos directly to the land owner.)

If there are stock in the field, the owner has asked that the first to arrive ground handles a little before flying to reduce the stress caused by gliders suddenly taking off.

DO NOT land, take off or ground handle in the field directly behind takeoff.

Do not fly when there is a shooting party in the wood!

### COMMENTS

Pilots will need to be very competent in all aspects of flying, hence the requirement for Pilot level.

Good slope landing techniques are essential, as there is no top landing, and only restricted bottom landing at the foot of the main slope. A combination of stronger winds and thermal activity can cause extreme turbulence, and gliders have frequently been seen to suddenly drop several meters (dangerous if flying at low levels).

Pilots must keep a good look-out and be prepared to land early to allow other pilots who may be low to make a slope landing.

There are many hazards, Trees, gorse, rabbit holes, power lines, fences etc, however flights in excess of 70km are possible for the experienced x/c pilot.

### Availability and status.

Flyable all year round through an annually negotiated agreement with the land owner, subject to his being satisfied that all conditions have been met!

## Horcum.

OS Grid ref? SE 854938.

### Wind Direction

Main bowl WSW to E

North face NW to NE

### Height.

743 ft AMSL

### DESCRIPTION

The main bowl is mainly covered with heather and bracken with small areas of grass on the top to allow for rigging and take off. There are no boulders, trees, power lines etc making this an excellent place for pilots of all levels. Perfect for practicing top landings. XC flights very restricted due to proximity to 'Fylingdales early warning station' to the North.

In higher winds and or thermic conditions (particularly in the spring) the air can become quite turbulent and pilots have experienced a very rough ride at times. Low airtime pilots may find early mornings and evenings more suitable!

The North face is a little more challenging due to lack of grassy take off and it is more prone to turbulence. Better X/C potential from this face in light wind, thermic conditions.

### ACCESS AND PARKING

Parking is in the 'National Park' car park on the side of the A169 Pickering to Whitby road. Pay at the machine. Walk down the path and through the gate providing access to the moor behind the main bowl to the most suitable take off area for the day. Do not park on the roadside or verges.

### SITE RULES

All fliers must be current Club members.

Proof of membership must be carried.

No teaching allowed.

No Dogs.

No flying during model flying competitions.

**DO NOT FLY EAST FACING SLOPE (IN FRONT OF CAR PARK!)**

Check Club Website for other temporary restrictions.

### COMMENTS

A really useful site allowing flying in various conditions for a wide range of wind directions. Can often be flown when the wind at the coastal sites is too light. Care needs to be taken with lines etc when rigging and taking off on the heather. As mentioned earlier conditions can at times be surprisingly rough. Gliders should not be left opened out on the small grassy take off areas. Landings can be made almost anywhere on the moor top with care, however pilots should avoid the public footpaths which can be very busy.

The site is shared with other users, eg model glider pilots. Members should make contact with them and discuss safe flying practices; they are almost always amenable to a friendly approach. If flying on the same day, agree mutual guidelines (eg take it in turns) to ensure safe flying, and the safety of others.

### Availability and status

Flying here is dependent on permission from the 'National Park' and members should ensure they are fully aware of the restrictions. Check the Club website for current information.

This Site Guide issued by The Sir George Cayley Sailing Club in March 2016.