

Site Code 2.073

OS Grid Ref: SY 926 795 (Map 194)

GPS: N50:36:55 W2:06:19

What3Words: [///deduced.tempting.reissued](#)

| | | | |
|-------------------|---|----------------|--|
| Owned by: | Smedmore Estates | Wind Direction | SSW – W (210° to 270°) Best: SW (240°) |
| Top farmed by: | Mr J.Hole Kimmeridge Farm Kimmeridge 01929 480936 | Height AMSL | 665ft (218m) |
| | | Top to Bottom | 260ft (80m) |
| Bottom farmed by: | Mr R. Vearncombe Chaldecotts Kimmeridge 01929 480936 | Pilot Grades | HG Club Pilot PG Club Pilot Site briefing advisable |
| Nearest Phone: | Kimmeridge Village | | |
| Casualty Units: | Poole General Hospital | School use by: | Flight Culture 01305 267027 07833 107902 |

For your own safety advise the MCA Coastguard Headquarters on (01305) 760 439 that paragliders will be flying.

IMPORTANT: SITE FEE PAYABLE

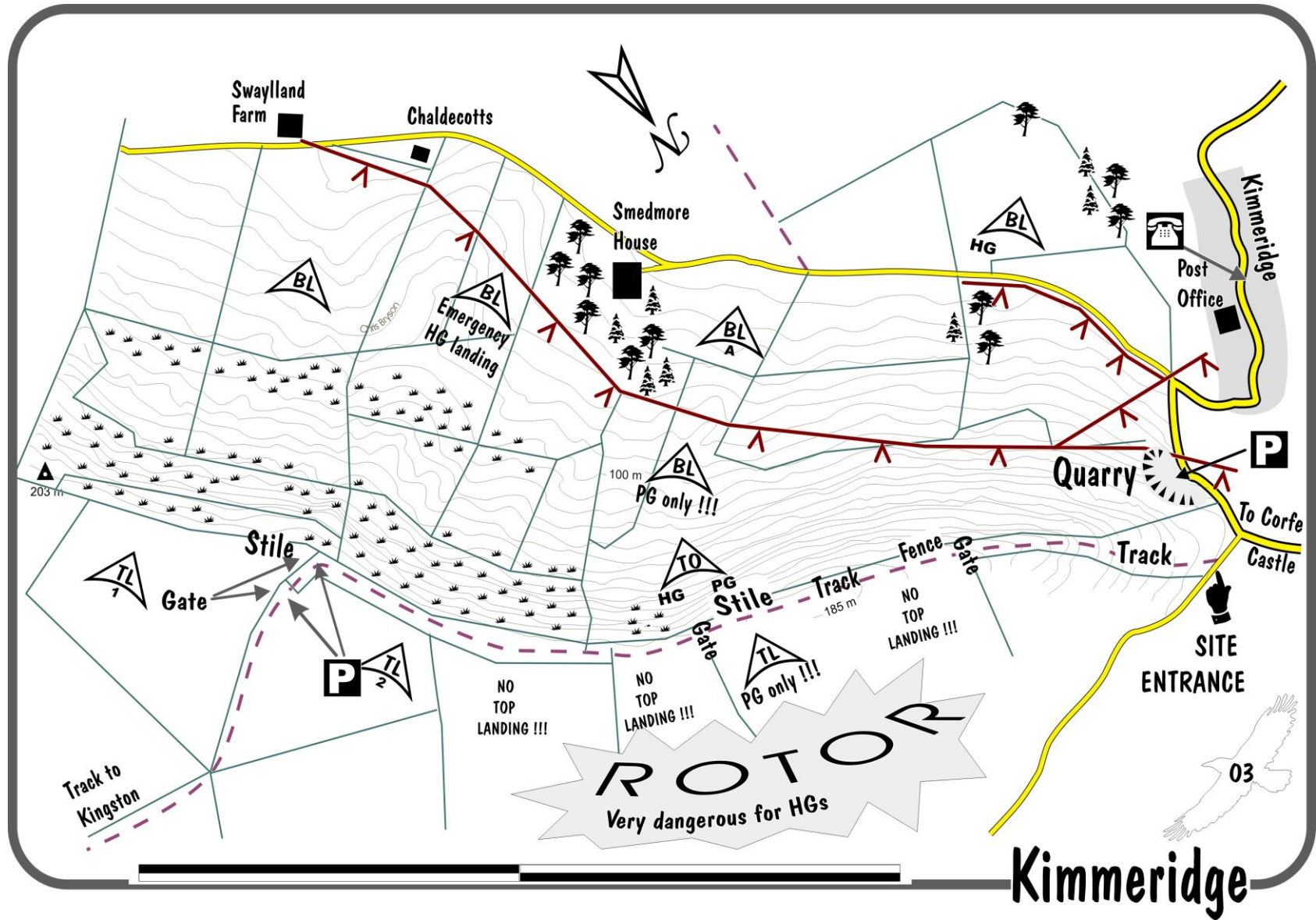
General Site Info

Kimmeridge is a cross between coastal and inland site. It is close enough to the coast to benefit from sea breeze in summer and also far enough inland to develop significant thermic activity. The large ridge is an elongated bowl that gives some versatility of wind directions. The site has been used for many years by schools for training. There are several hazards on this site and when thermic the air can become surprisingly rough. A reasonable top land and adequate bottom landing make it a good site for all levels of ability.

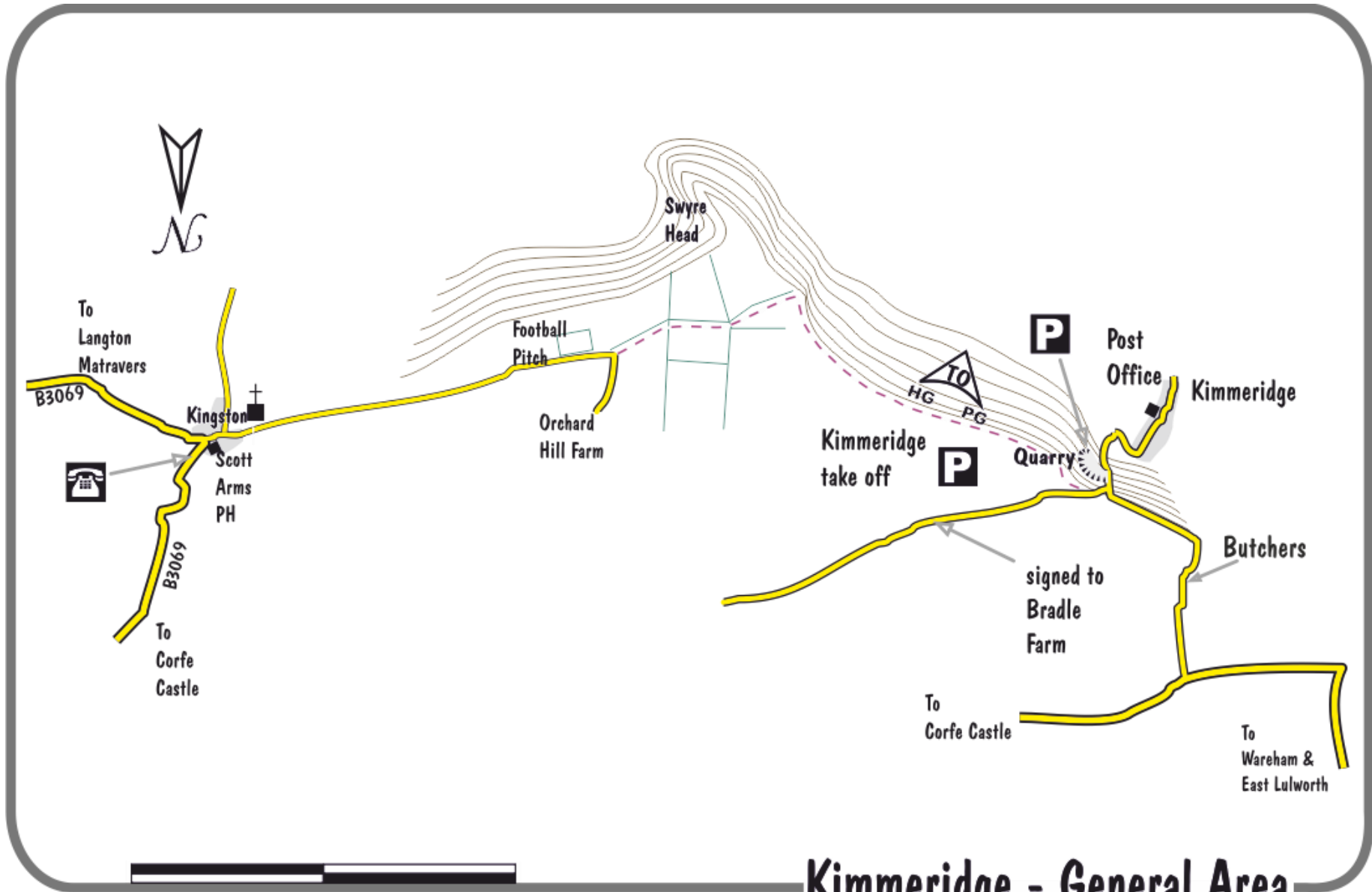
Access to the site can be difficult: it is a long hard walk up and the track ranges from impassable to all but 4x4's in winter to punishing even in summer.

There is scope for rewarding flying here with good height gains on thermic days and the possibility of coastal runs.

The site was once regularly used by hang-gliders although its use is almost exclusively limited to paragliders now. The Kingston launch was used by hang-gliders. However, this has been overgrown and forgotten for some time now.



Kimmeridge



Kimmeridge - General Area

- Emergency Service Access** Should it be necessary to call emergency services for an injured pilot at this site ask for an air ambulance straight away. A road going ambulance will not traverse the track and valuable time may be lost in re-organising an air rescue.
- Directions**
- From Wareham** - Follow the A351 Wareham bypass south towards Swanage. On the outskirts of Stoborough, 1 mile after the A352 roundabout, turn right at the signpost to Creech / Kimmeridge (West Lane). Follow this road for a further 3.3 miles and at the brow of the hill. The road turns sharply to the left and drops down toward Steeple. After a further mile turn right toward Kimmeridge. Follow this road for 0.8 miles and just after the brow of the hill dropping down towards Kimmeridge village, turn left then immediately right up the access track through 'Hells Gate' ([///infinite.obligated.listening](#)).
- Parking is still available at the old Kingston launch site or at Encombe which can provide a less steep walk up.
- From Corfe** - Follow the A351 toward Swanage. As you leave Corfe turn right onto the B3069 toward Kingston / Worth Matravers. At Kingston, turn sharp right past the Scott Arms, following signs to Encombe. After leaving the village, the tree lined road opens out to fields on either side. A walkers' car park is available here. Cars have been broken into in this car park. Alternatively pass the car park and turn left up a track after approx 500m.
- This is a green lane. Do not wander from the ruts across the field as this can severely upset the farmer. He has had many problems with green-laners cutting up the field off the track and tars all vehicles with the same brush. Beware the deep ruts - you may need a 4WD! Proceed to the top of the ridge.
- Parking**
- Official:**
- Park in the Quarry Car Park immediately on the left if one continues down the hill toward Kimmeridge ([///melon.communal.inflamed](#)), and then carry up the track ([///infinite.obligated.listening](#)).
- Be aware that cars left in the Quarry Car Park have been broken into so do not leave valuables behind.
- As a special concession, Mr Hole has, in the past, been allowing pilot's cars to park neatly along the wall behind take-off. This is no longer available. Instead, use the Kingston parking. There is only enough space here for approximately four vehicles so if it is full, please use the official parking in the quarry.
- If using the Kingston parking ([///surveyors.wishing.windpipe](#)), drive to the ridge top and park tight against the stone wall along the ridge top (West of 'Heaven's Gate'). Close all gates. Do not obstruct the track as tractors frequently use it.
- Access**
- From the quarry walk to the track as described above and proceed upward. Once you arrive at the crest keep going ahead. You will now be gently descending. Shortly you will see a stile on the right. This is directly above the launch area.

From the Kingston parking, walk westward along the green lane on the ridge top past the first stone stile on your left until you reach a wooden stile to your left, this is the launch area.

Site Fee

If flying from, or landing at, the normal PG take-off end of Kimmeridge, a daily fee of £2.00 is payable to Jerry Hole at either Kimmeridge Farm or at GWR Hole & Sons Butchers, Blackmanston Farm.

THIS FEE MUST BE PAID IF YOU FLY, EVEN IF YOU ONLY DO A SINGLE TOP TO BOTTOM

The site-fee must either be collected by a club committee member (if present) or paid to John Welch - Flight Culture paragliding school (if present).

If no one is available to collect the site-fees, please take the responsibility yourself and pay at the Butchers in the first instance, Café second and finally if all else fails, the Hole's farmhouse.

An additional fee of £1.00 is payable to Mr Vearncombe at 'Chaldecotts' if the Kingston bottom landing fields to the east are used.

The butchers at Blackmanston Farm is located on the road between Steeple and Kimmeridge ([///bulldozer.jacket.vacancies](http://bulldozer.jacket.vacancies)) and is open Mon-Fri: 10am-3pm, Sat: 11am-2pm.

To find the Hole's farm: drive down the hill into Kimmeridge village. As you enter the village, a church is on your right. Look straight ahead and to the right. The house offering B&B ([///canyons.boot.stun](http://canyons.boot.stun)) is the Hole's farm.

The Hole family also run a small Cafe in Kimmeridge ([///shuffle.tastes.bunch](http://shuffle.tastes.bunch)), just round the corner past the turn off for the farm on the left (it's the only Cafe in Kimmeridge, in fact it's probably the only 'anything' in Kimmeridge).

To find Mr Vearncombe's farm, drive down the hill toward Kimmeridge. At the first sharp right-hand bend drive straight ahead toward Smedmore House. Pass to the right of Smedmore House and keep going straight ahead. The next house on the left is Chaldecotts ([///transmits.herds.stop](http://transmits.herds.stop)).

Hazards

The more westerly the wind, the more turbulent the conditions. Paragliders, especially, should be aware that this can be one of the Wessex's roughest sites. Beware of sudden & strong venturi, stone walls, scrub and barbed wire fences. Several gliders have been damaged on launching or landing by being dragged onto the fences that bound the top of the site.

Look out for quick forming orographic cloud.

The westerly end of the ridge is used by aero-modellers

Accidents have resulted from pilots catching a foot in animal burrows on the slopes.

- Launching** Launch from the slope beneath the stile. If the wind is off to the South or the west adjust your launch location to best suit the direction. The slope is steep in places, you will be pulling your wing up directly into a strong lift band. Be prepared to be pulled off the ground before you have a chance to turn fully when reverse launching a paraglider.
- Ensure you are far enough from scrub bushes or fences to avoid harm if you are dragged on launching.
- Top Landing** There is rotor in the top landing fields particularly in the first 200 yards behind the wall. This is extremely dangerous for hang-gliders in winds above 18mph. hang-gliders should use the Kingston top landing fields but should always be prepared to be dropped 20 ft or more during approach. Land well back.
- Paragliders should ideally land within 50m of the wall behind the stile.
- Toward Swyre Head it is possible to top land in most fields if you find the wind is dying on you. Beware, as you will almost certainly experience some degree of rotor. Only use this option in emergencies.
- Avoid landing in any cropped field or where animals are present.
- Don't top land behind the rising ground to the west, due to rotor.
- Bottom Landing** The bottom landing field A slopes and can be difficult to get into on a modern hang glider.
- Beware of the power lines.**
- Paragliders can side land anywhere but ensure you have an into-wind beat and watch out for badger sets etc. The bottom landing is directly out in front of launch for paragliders.
- Special Rules** This site is normally closed for three days every fortnight during the pheasant-shooting season (end October to end February). Dates are published in the Wessex Club newsletter and on the club website.
- Do not climb on the dry stone wall. Only cross at the stile behind take-off.
- Do not over fly or top land in fields "A" and "B" when there are sheep in them.
- Avoid flying over Smedmore House (see map) as the occupants are sensitive about their privacy.

Ridge Runs, XC

This site can be very thermic but, being close to the sea, height gains of more than 1,000ft ATO are uncommon. It is possible to drop onto the Purbeck Hills and run down to Swanage or from the Purbeck Ridge drop back toward Studland. Be aware of Poole Harbour and Bournemouth ATZ.

From Swyre Head it is possible to fly out onto the sea cliffs and west toward the tower or east onto St. Aldhelm's Head. Both these adventures are quite technical and should not be undertaken without some thought. Bottom landing beneath the cliffs is very limited and changes in cliff angle along many stretches of the cliff will produce areas of sink.

Flying Generally

Despite the size of this site, it can become busy especially on light wind days when separation is poor. Some pleasant evenings can also be had on this site during the summer and sea breeze works well here. On rough days it can be a good place to practice active flying.

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