



# Whitesheet

Site Code 1.058

OS Grid Ref: ST 936 237 (Map 184)

GPS: N51:00:47 W2:05:31

Owned and  
farmed by: Mr Mark Jeffery  
Arundell Farmhouse  
Donhead St Andrew  
01747 828952 or  
07773 933 223

Wind Direction WSW - WNW (260° to 280°)  
Best: W (270°)

Height AMSL 740ft (225m)

Top to Bottom 295ft (90m)

Nearest Phone: Ludwell Village

Pilot Grades HG Club Pilot + 10hrs

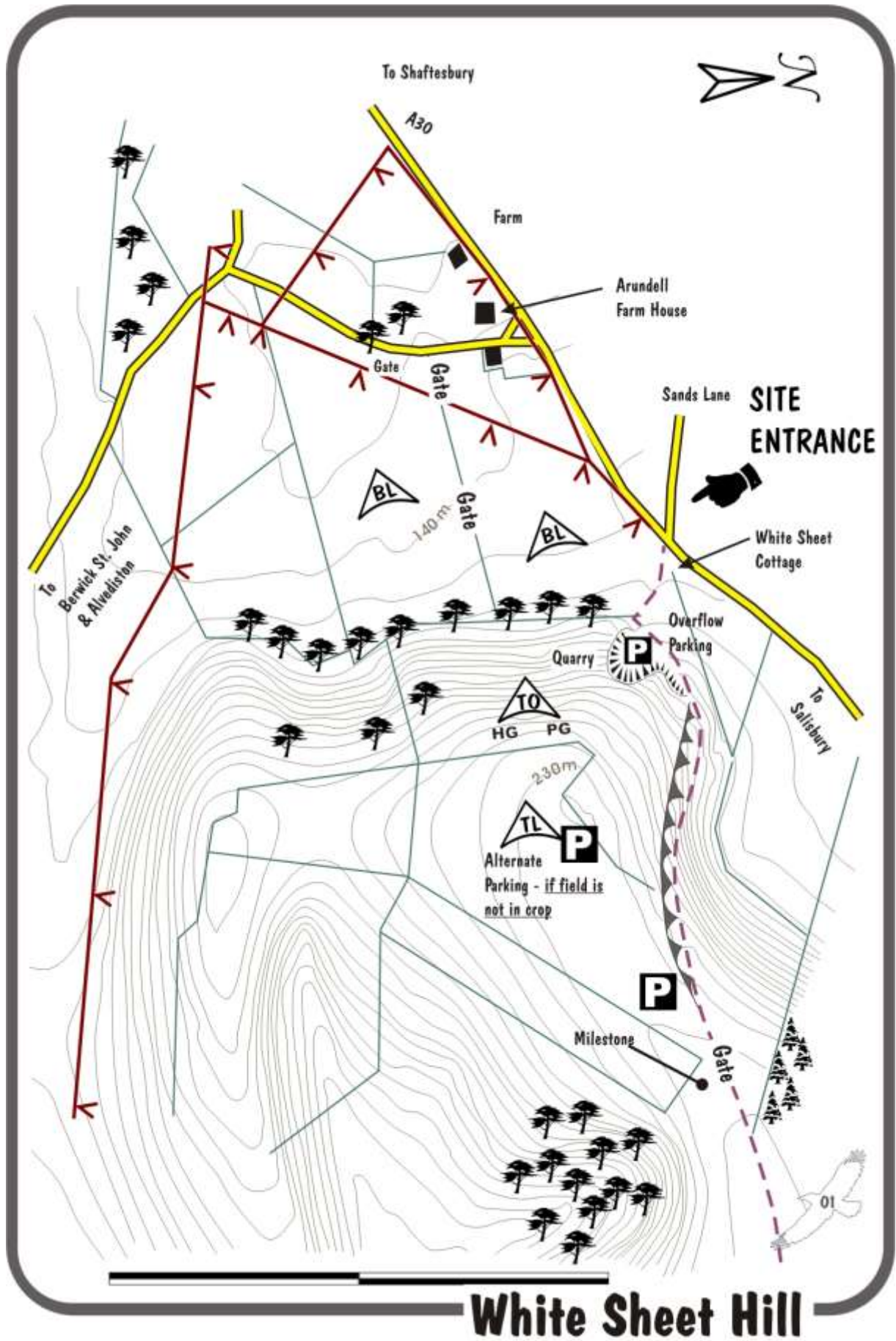
Casualty Units: Odstock Hospital, Salisbury

PG Club Pilot

**Site briefing advisable**

Notes by Alastair Florence edit by Andy Fenton

**General Site info** One of the less frequently used sites. Whitesheet is suitable for most grades of pilot. Top, slope and bottom landing are reasonable here. There is XC potential and the site works well in thermic conditions.



- Directions**      **From Shaftesbury** – Take the A30 towards Salisbury for 4.0 miles. Whitesheet is the hill that you see to your right.
- From Salisbury** – Leave Salisbury on the A36 and, at the Wilton roundabout, turn left onto the A30 toward Shaftesbury. Follow the A30 for a total of 12.6 miles. After you see a road to the right signposted to Ansty, the track to White Sheet is on your left just a further 2.0 miles.
- Access**            The track up the hill is near a group of whitewashed cottages on the south side of the A30 (by 5mph sign) beneath the northern end of the hill opposite Sands Lane. Follow the track up the hill. Beware speed bumps and potholes.
- Parking**          When the top landing field is in crop (remember long grass is a crop) or the ground is wet, parking is only available beside the main track at the top of the hill. From there, walk back down the hill to a track on the left. Follow this through the gate and up the hill to take-off. Make sure you close the gate behind you; the Jefferys keep sheep on the hill.
- Those with 4x4 or a car on a dry day can drive up the track and park in the hollow behind take-off. The track is deeply rutted and has no turning places until you are at the top. Only drive up if you are confident you will make it. Make sure you close the gate behind you; the Jefferys keep sheep on the hill.
- Special Rules**      There is no longer a requirement to ask for permission to fly before going up the hill every day. However, if you have any concerns, Mark Jeffery can be contacted on either 01747 828 952 or 07773 933223. If any restrictions do arise, Mark will inform the Club or post a message on the Sitephone.
- Hazards**            From the top of the hill, the slope steepens very gradually. Paragliders beware strong venturi and getting dragged back into barbed wire fence.
- The site is shared with aero modellers. They were using the site first. Be polite and courteous at all times. Always speak to them before flying to agree a mutually safe flying pattern.
- Military Low Flying.
- Light Aircraft from Compton Abbas.
- Launching**        As mentioned the upper slope is fairly shallow but quickly steepens. On stronger days launch near to the steepening to avoid venturi. On lighter days there is ample space on launch but be aware of the barbed wire fence at the top of the site.

- Top Landing** There is a massive safe top landing area - but this is closed when the field is in crop. If this field is cropped you must either slope or bottom land or land back on launch. There is likely to be lift over the launch area as it is still on an upward slope. Beware venturi when landing here which may result in being dragged back into the fence.
- Bottom Landing** Any grass field at the bottom of the hill can be used as long as it does not contain a long grass crop or livestock. Call Mark Jeffrey if unsure.
- Watch out for power lines.
- There may also be single-strand electric stock fence across the middle of some of the fields. Check before going up the hill.
- Close and latch all gates, even if you didn't open them.
- XC** Reasonable XC potential from here but you do need to study your air maps and start to work your route as soon as you leave the hill to make the most of distances and avoid airspace and danger areas. In stronger winds the thermals tend to be pushed around the corner of the hill.
- Pilots should be aware of position of Solent CTA, Bournemouth/Southampton CTR's and respective ATZ's before going XC, as we are no longer allowed to cross Class D airspace without permission. If the drift is north of west, beware of Porton Down danger area and Boscombe Down, Old Sarum and Middle Wallop ATZ's.
- Flying Generally** The site gives good soaring, but only if the wind is smack on. Can be rough, especially if the wind is off to the south. The generous top landing area (when available) and the smooth top to the hill makes it a good site for experimenting with taking thermals over the back.
- True westerly sites in our region are limited mostly to the coast so Whitesheet can provide an inland alternative with the chance of XC. The site is rarely flown and crowds are almost unheard of here.
- Access is easy when you can drive to the top of the track and not too much of a trek when you can't.

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