

Site Code 2.086

OS Grid Ref: ST 950 214 (Map 195)

GPS: N50:59:34 W2:04.356

What3Words: [///flamingo.wonderful.gripes](https://www.what3words.com/#!/flamingo.wonderful.gripes)

Owned and farmed Mr Daniel.Follett
by: Easton Farm Cottage
Berwick St John
07872 382020
01747 829012

Wind Direction W - NNW (275° to 340°)
Best: NW (310°)

Height AMSL 820ft (269m)

Top to Bottom 245ft (80m)

Nearest Phone: Near Talbot Inn
Berwick St John

Pilot Grades HG Club Pilot
PG Club Pilot

Casualty Units: Odstock Hospital, Salisbury

Site briefing advisable

General Site info

Winkelbury will take similar wind directions and conditions as Bell. The site is little used these days. It was more popular some years ago before changes to downwind airspace limited the XC potential from the site.

The site is very close to Monksdown and can provide a good alternative if the wind goes off to the West whilst at Monks. It is possible to fly a reasonable XC from here and the site is fine for soaring.

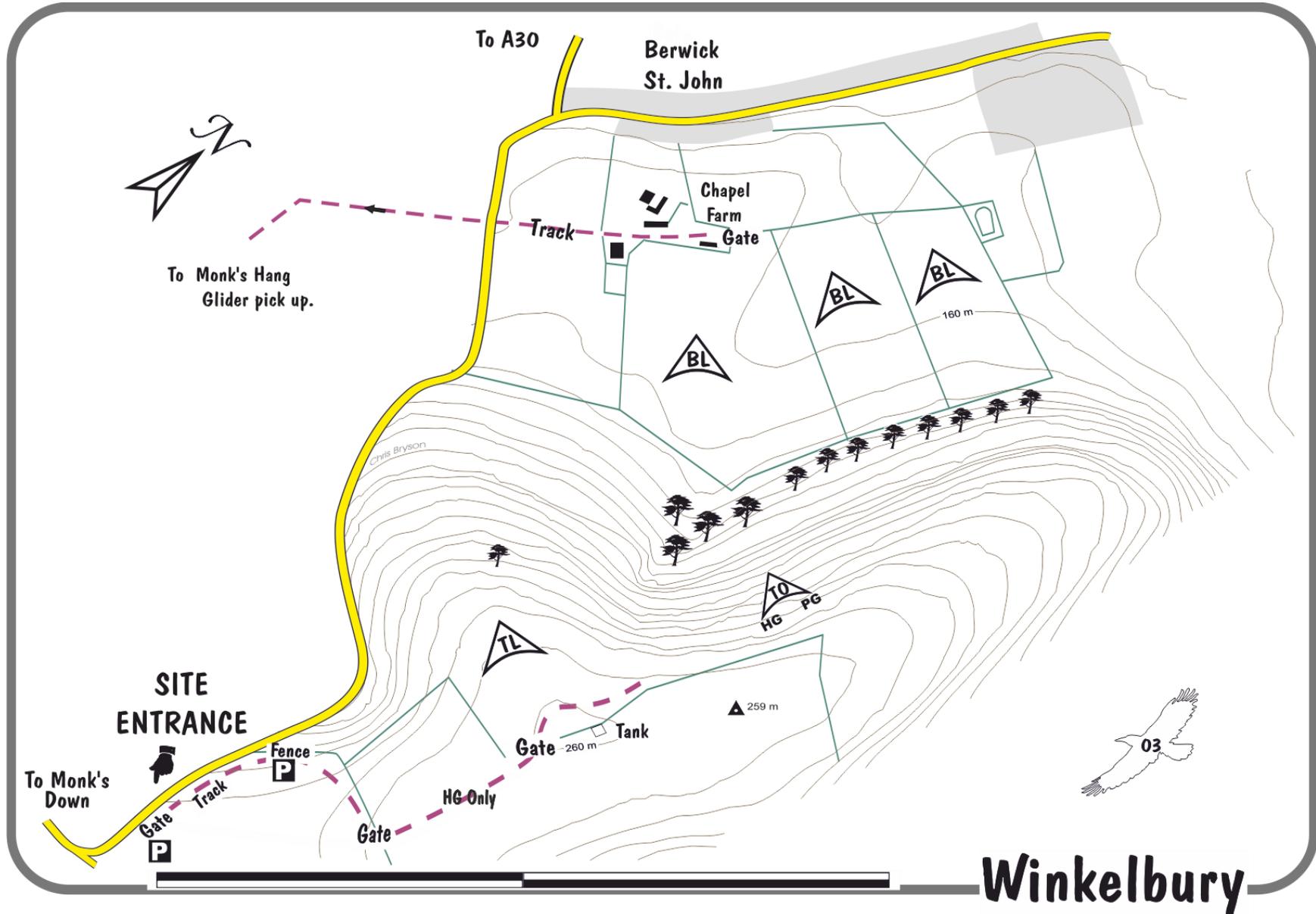
If the crowds are getting to you on Bell and XC is not your top priority then Winkelbury could be worth a visit.

Particularly for Hang gliders the site is fairly small and more than 2 or 3 gliders at a time can become a crowd.

Directions

From Shaftesbury – Take the A30 towards Salisbury for 2.6miles, just before exiting Ludwell take the right turn, signposted Ashmore (Dennis Lane). After 0.35 miles take the road to the left and, following signs to Rushmore, follow this road for 2.65 miles. This takes you past the Monk's Down site. Take the road to the left at the road junction 0.5 miles past Monk's Down. The entry gate is immediately on your right ([///cascade.opened.absorb](https://www.what3words.com/#!/cascade.opened.absorb)).

From Salisbury – Leave Salisbury on the A36 and, at the Wilton roundabout, turn left onto the A30 toward Shaftesbury. Follow the A30 for 12.85 miles. Turn left to Berwick St. John. Drive into the village and turn into the road opposite the Talbot Inn. The road bends sharp right and follows a stream on the left-hand side. Follow this road up the narrow lane, underneath the Winkelbury site. The entry gate is on your left immediately before the T-junction at the top ([///cascade.opened.absorb](https://www.what3words.com/#!/cascade.opened.absorb)).



From Blandford – Travelling around the Blandford bypass toward the north past, the roundabout for the A354 for Salisbury, go to the following roundabout and turn right. Follow this road for 6.6 miles turning to the right immediately after a large bowl on your left. Turn right at the T-junction and follow this road, passing Compton Abbas airfield on your left, for 2 miles. Cross over the crossroads, signposted to Ludwell. After a further 1.2 miles take the road on your right and after a further 0.35 miles take the next right, signposted to Rushmore. Follow this road for 2.2 miles. This takes you past the Monk's Dawn site. Take the road to the left at the road junction 0.5 miles past Monk's Down. The entry gate is immediately on your right ([///cascade.opened.absorb](http://cascade.opened.absorb)).

From Ringwood – Leave the A31 at the A338 junction for Bournemouth and take the north exit from the roundabout (opposite the A338) toward Three Legged Cross and Horton. Follow this road for 7.85 miles, through Horton to the B3078. Make a dog-leg crossing of the B3078 and continue for a further 4.35 miles to the A354. Make a dogleg crossing of the A345, and after 0.6 miles turn left following the signs toward Shaftesbury. After 4.0 miles merge with the B3081 and continue another 1.0 mile. Turn right at the crossroads, signposted to Ludwell. From this point follow the directions from Blandford.

Access

Enter through the gate ([///cascade.opened.absorb](http://cascade.opened.absorb)) immediately north of the T-junction. The entrance gate is padlocked with a combination lock. The combination code for the gate is available in the Members area on the Wessex HGPG web-site.

PLEASE ENSURE THE GATE IS KEPT CLOSED AND LOCKED AT ALL TIMES

After EVERY entry/exit, the gate **must** be closed, re-locked and the padlock code scrambled.

Once through the gate, turn immediately left, keep to the established tracks in the field towards take-off.

Hang-glider pilots may drive into the second field and carry onto the downland launch to unload, but then **must** bring their vehicle back to the parking area.

Always close and latch all gates that you open. If in doubt as to whether a gate should be closed, play safe and close it anyway.

Parking

We have permission for **up to 8** vehicles to park in the farmers first field (subject to crops not being present in the parking area) at [///parsnip.glare.clap](http://parsnip.glare.clap). If it is not possible to drive up to the parking area then an alternative is just inside the gate on the right ([///birthdays.tentacles.disprove](http://birthdays.tentacles.disprove)) where you should park facing the hedge.

When parking in the farmers field, you **must** display a parking card (available

in the Members area on the Wessex HGPG web-site) in your vehicle windscreen detailing your name and contact details.

If there are already 8 vehicles parked in the field, seek alternative parking.

Additional parking is available on the road by the first gate or halfway down the hill in the quarry ([///mirroring.land.sand](http://mirroring.land.sand)).

Hazards

Very Turbulent in stronger winds. It can be very rough in 20+ mph winds and DANGEROUS when the wind is off to the west.

Paragliders especially: watch out for strong venturi and getting dragged into barbed wire fence.

Military Low Flying

Light Aircraft from Compton Abbas

Launching

The launch area slopes off gently to a point where the slope steepens rapidly ([///flamingo.wonderful.gripes](http://flamingo.wonderful.gripes)). If launching from the gentle slope be careful not to get caught in venturi and dragged onto the fence behind take off. In stronger conditions it would be wise to launch where the slope steepens to avoid venturi.

Top landing

Hang gliders and paragliders can land back on the take-off area or in the field behind if it is not in crop.

Bottom Landing

If you need to slope land, the steep bowl and the ridge running north-east are scrub covered (with many thorny bushes) so make sure you land in a gap big enough for you and your canopy! To the west, the slope is gentler and scrub free but beware of rotor from the bowl lip.

You may bottom land in any of the grass fields indicated. Close and latch all gates, even if you didn't open them.

For hang-gliders, the bottom landing field slopes more than it looks. It can therefore be more comfortable to set up your final approach cross wind from the south side. There is usually very little wind in this bottom field.

You can drive to the bottom landing fields but must not go further than the five-barred gate at the end of the farmyard.

A FINE of £10 is levied for landing in crops or in long grass ready for cutting. The fine is payable to the farmer or any committee member.

Other Rules

Please be sure to leave the site before sunset - this is a condition requested by the farmer.

Visitors may only use this site when escorted by a Wessex Member.

Ridge Runs, XC This site had excellent XC potential prior to airspace changes with the following flight paths a real possibility.

NW - 56km to Calshot or 70km to Ventnor on the Isle of Wight

W - 150km+ towards Brighton

Sadly, this is no longer the case, all pilots should be aware of the position of: Solent CTA, Bournemouth/Southampton CTR's and respective ATZ's. before going XC as we are no longer allowed to enter Class D airspace without permission.

Flying Generally

It is sometimes possible to fly to Monk's Down and back when the wind direction is off to the north. If flying onto Monksdown in these conditions it is likely the wind will be off to the West. Be aware of potential rotor from the western spur.

The site works well in thermic conditions and good height gains are possible.

'Restitution' lift is likely to develop here on summer evenings after a light wind day. This could give very pleasant flying conditions at the days end.

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