

DEFINED FLYING CHALLENGES



in the Lakes, Dales and Pennines

A PARAGLIDING GUIDE

Ed Cleasby



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EWG 2014 ELV

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Foreword

This book was a pamphlet I allowed to get out of control!

It began life merely as an extension to my club coaching duties and an idea that had loitered in the back of my mind for a while. My aim was to give those pilots who were post coaching group, or just wanted a few challenges, something to get their teeth into and have a go at.

The climbing equivalent of a tick list.

A combination of factors, either other people suggesting things; a 30 year passion for flying the northern sites or perhaps it came in a dream – whatever, it just got bigger. It began as the Dales only, but widened to include the Pennines and Cumbria. I think I know these hills fairly well after a lifetime of climbing, rambling and flying on, over and amongst them.

I am indebted to those who took the trouble to write, suggest routes, provide photographs or indulge me by offering extra commentary. I felt a guidebook without such input would be a somewhat dry and soulless tome.

Writing this guide was a bit like flying – it involved risk; there may be no call for such things and it could fall on stony ground.

We shall see.

Ed Cleasby
January 2013

Cover photo: The perfect winter day. Flying Blencathra above the inversion.

@David Stubbs Photography

www.davidstubbsphotography.co.uk

Rear cover: Paul Clark ground handles above Wastwater Screes

Dave Ashcroft collection

Inside title page : Taking off into Wensleydale

Photo: Ed Cleasby

Acknowledgements

I am indebted to the following people for their help, route notes, suggestions, articles, photographs, proof-reading and occasional sympathetic glances; without their involvement it would have been a solitary experience.

John Hamlett, Mike Cavanagh, Kitt Rudd, Chris Scammell, Anto Baird, Rick Livingston, Ian Henderson, 'Dangerous' Dave Ashcroft, Marek Setnicka, James Pierce, Paul Gannon, Ali Westle, Dave Smart, Pete Logan, Melise Harland, Martin Baxter, David Stubbs, Pat Dower, Brian Doub, Tony Thompson, Mike Endacott, Alexa Cleasby, Simon Goodman, Steve Giles, Richard Cardwell, Dave Evans, Simon Blake, Rhona Carrigan, Ron Donaldson, Chris Greenwood, Brian Day, Vicky Blanc, Colin Keithley.

I should also like to record my thanks to the Dales, Northumbria, Pennine and Cumbria paragliding clubs for allowing me to overlay my routes on their excellent sites. Additionally, I wish to extend a similar courtesy to Active Edge and Northern Paragliding/Sunsoar paragliding schools for their support and to John Stevenson for granting permission to use xcleague data and diagrams.

My sincere apologies to any I have forgotten.

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Download Information

All waypoint (turnpoint) co-ordinates and routes can be downloaded from www.xcflight.com or by going to the coaching section of the Dales Hang Gliding and Paragliding Club (to whom I am indebted) and are located within the coaching section.

www.dhpc.org.uk or directly from me at xcflight@gmail.com

Files are available as wpt, kmz (waypoints) and gpx (routes).



Wastwater Screes



Photo: Malcolm Grout

Rob Grout above Crummock Water with Melbreak in the middle distance overlooking the end of Buttermere

INTRODUCTORY NOTES

DEFINED FLYING CHALLENGES IN THE LAKES, DALES AND PENNINES



Welcome to this set of defined flying challenges based on the official sites in the Lake District, Dales and Pennine areas. The routes are designed to be an introduction for any pilot who feels inclined or ambitious enough and wishes to add spice to their flying by tackling some graded challenges. Beyond that lies the world of the committed XC or competition pilot. Ultimately, it comes down to what you feel it can bring to your flying and how far you want to take it. I simply offer them as an extra to a day on the hill.

In terms of layout I've borrowed ideas from various sources, not least from my own background in climbing guides and with a colour grading system shamelessly plagiarised from skiing. Whether such a guide has a place in flying, well – we shall see. The routes described are mostly my own suggestions, plus some suggested by friends. They result from over 30 years flying hang gliders and paragliders. All have been flown, some are long time favourites and each has a character and challenge all of its own.

It is most certainly **NOT A SITE GUIDE.**

Before attempting any route you should visit the home club's web pages or site guide. All site information is essential background reading and all rules, access and restrictions apply as stated in their guide. Non-club members (but BHPA members) are welcome to attempt the routes under reciprocal rights agreements with the exception of any '*members only*' sites. The proposed routes are simply a means of bringing a little extra, to both the sites and your own flying experience. You may also probe a little deeper into what all the buttons do on your GPS. It is, of course, possible to pick it up as you go along; many of us did. The tasks are simply designed to accelerate the process through a more formal and structured approach.

My own rationale behind developing the tasks arose from my role as Chief Coach within the Dales club. That is, the need outside formal coaching sessions, to provide pilots with a set of graded flying tasks which they can attempt as and when they feel able. They are aimed principally (but not exclusively) at the competent CP/P rated pilot who wishes to develop their flying skills through graded, defined navigation tasks. They may be regarded as a bridging stage, where pilots can gain the habit and the skills towards planning their own routes as part of mainstream XC and in entry level competitions.

INTRODUCTORY NOTES

Bearing in mind the level of pilot the tasks are aimed at, many routes have been kept reasonably short - often within the confines of the take off site, so they can be attempted by those with a *CP rating. None involve any brush with airspace or difficult terrain crossings. Enforced landing out is mostly open, safe and abundant although I cannot vouch for the mobile reception in many of the valleys. *(See notes on Pilot Rating Information).

NOTES ON ROUTE INFORMATION

- Ñ The take off co-ordinates given are approximate; the actual take off point on a site usually varies slightly. The take off area is shown on the map as indicated in the map key when some distance from the start of the route.
- Ñ The start cylinder (or TP1 with triangle flights) is not necessarily the same as the take off point. Refer to the route/map information, especially with triangle type flights. Routes can be closed between turn-points on triangles.
- Ñ Cylinders are the standard 400m radius, but check, as some have been closed to 200m on small tasks or increased to 1k or 2k radius on others.
- Ñ To achieve a turn-point you need to clip just inside the cylinder; you don't need to go right to the turn-point. On a non declared flight this means the route length may be approximately 1k longer than your scoring track.
- Ñ Whilst you should attempt the route in the order shown, especially if you have entered it into your GPS that way, conditions may require a change of order. That's just flexible planning and going with the flow of the day.
- Ñ All routes should qualify for entry into the Club XC league via the XC league download. The Club XC League has lower minimum parameters as determined by that club. It is useful to get into the practise of uploading.
- Ñ The system of route grading is shown on the next page; it is not an exact science. The weather can upgrade or downgrade a route from very easy to mission impossible. Best conditions are stated for each route with safety caveats. Hazards zones are shown on the map where appropriate.
- Ñ If flying midweek don't forget to NOTAM/CANP. Tel: 0800 515544. The procedure can be found at: www.cumbriasoaringclub.co.uk/CSC_Home.php

INTRODUCTORY NOTES

ROUTE GRADING SYSTEM

The route grading uses a familiar **colour code system** with a brief description of each grade provided below. They are graded for reasonable conditions, neither excellent nor a grey winter's day. You need to set the prevailing conditions against the task to fine tune how difficult any task may actually prove to be.

Please regard the grading as a guideline only; outside your own skill/experience level the weather is the biggest single factor in determining the difficulty level.

BASIC

(CP)

Green - short tasks that present few difficulties and can be achieved in non-thermic conditions, at all times of the year. Landings will be at familiar locations, usually near the take off point or a close location. Tasks will be predominantly in ridge lift and go no more than 10k from take off.

INTERMEDIATE

(CP)

Blue - tasks which require some thermal and thermalling ability, and will at times be out of ridge lift. It could involve upwind flying, transitions or challenging, short sections to reach turn-points. It may involve landings away from the take off point in identified hazard free areas. Routes up to 30k.

DIFFICULT

(P)

Red - tasks which may have legs predominantly out of ridge lift requiring good judgement to achieve transitions to make turn-points. The tasks are likely to involve smaller FAI triangles under 15k or turn-point XC's up to 40k. They may require some reading of terrain and weather effects to achieve optimum lines.

HARD

(P)

Black - challenging tasks that will be larger FAI triangles, out and return or a defined XC to a goal. Routes will be substantially out of ridge lift and up to 30K (for FAI/ flat triangles), 25K (out and return) and 50K (defined XC to goal). Good judgement of weather and thermal sources for the best line to take. It may involve flying in more serious terrain.

INTRODUCTORY NOTES

NOTES ON MAPPING INFORMATION

All routes are presented as shown below and are fairly self-explanatory. The information bar features are as outlined, with time and average speed being only very rough estimates. Airspace is not a factor in any route unless specifically mentioned. The preferences are set up for the UK XC League, which means the multipliers only come into play over minimum route criteria, and the points simply reflect their UK multiplier value. This could be subject to change. Routes have not been set up with XC League submissions in mind or intended.

Main map features and key.



Basic terrain mapping

Flight direction is in order of turn-point reference but could be reversed.

Cylinders shown if above 400m radius.



Take off area



Hazard areas



Tricky sections



Wind



Sea breeze

Wind arrows show estimated flow patterns only, based on topography and past experience. It may differ greatly!

Flight information

Distance (k)	32
Type	FAI
Multiplier (x)	2.8
Points	90
Duration	2:26
@ Speed	13



Turnpoint details - Route name – distance (k)

XX01	54° 19.451' N	2° 9.466' W	1393' Start
XX02	54° 20.286' N	2° 18.103' W	1333' TP2
XX03	54° 23.326' N	2° 11.661' W	1786' TP3
XX04	54° 19.451' N	2° 9.466' W	1393' Finish

Co-ordinates set to WGS84

Lat/Long: ddd.mm.mmm
Altitude in feet

INTRODUCTORY NOTES

ROUTE and PILOT RATING INFORMATION

The routes are fairly equally spread in terms of the:

- *Four levels of difficulty*
- *Geographical areas they cover*
- *Flight types*
- *Ratings of pilots catered for*

Levels of difficult

Refer to the route grading notes for more information. The header bar colour on each map page can be used as a quick grade reference. They have been split into geographical sections with a short introduction to the sort of flying that each area has to offer. Route notes should be read in conjunction with a club site guide.

Routes and pilot rating

The **basic and intermediate** routes are intended for CP rated pilots who have mastered the basic skills of takeoff, hill soaring, thermalling and landing. They should have roughly 30hrs plus and feel comfortable with their experience level. Routes are kept within reasonable confines of the hill and should be attempted within a coaching environment. This means you have sought the advice of a club coach or experienced pilot, and are flying a route having been fully briefed. A CP pilot is limited to these initial two route levels.

The **two higher level grades** are extension challenges for pilots holding a P rating or above and reflects the greater experience and higher skill levels required. You are free to attempt all routes within this guide subject to the disclaimer below.

Disclaimer

The decision to attempt any route or task within this guide is entirely that of the individual pilot. The information provided for each route should be regarded as guidance only and subject to the variables of weather, judgement and individual skill.

It is entirely up to you whether to fly, or simply read about and dream the flight

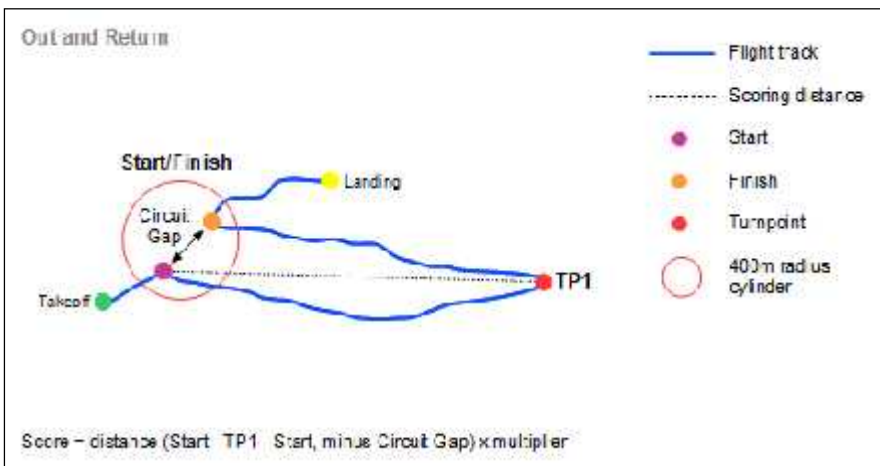
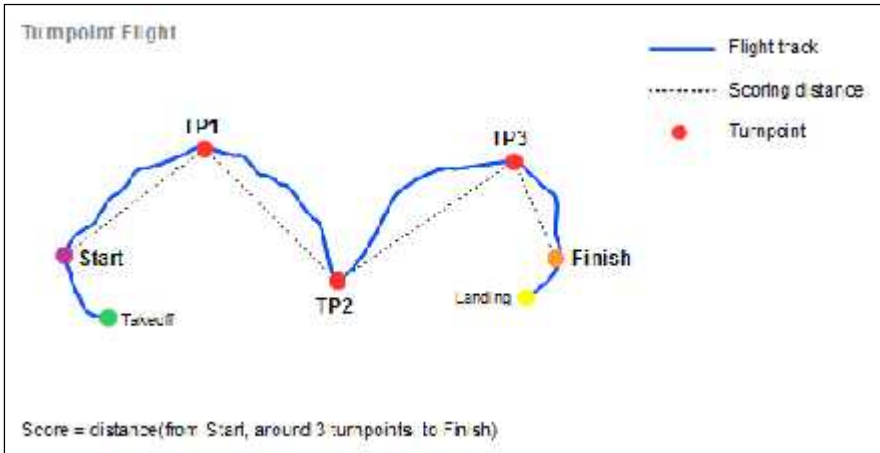
INTRODUCTORY NOTES

ROUTE TYPES

The types of route are laid out below, courtesy of the UK XC League. Further details can be found on the XC League website; however, the diagrams below are clear and should prove sufficient for the purposes of the routes in this book.

Route declarations are beyond the scope of these route challenges, but should you wish to declare a flight you need to read the **XC League rules** that pertain to declared flights. They have important extra criteria that need to be adhered to.

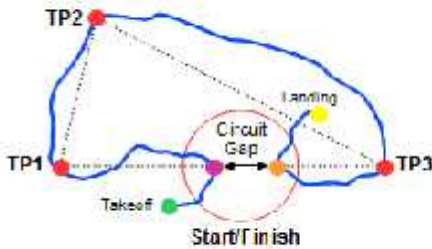
<http://www.xcleague.com/xc/info/rulesflights.html>



INTRODUCTORY NOTES

ROUTE TYPES (cont)

Flat Triangle



- Flight track
- Scoring distance
- Start
- Finish
- Turnpoint
- 400m radius cylinder

Start/Finish cylinder could be over one of the turnpoints but is shown like this for clarity

Score = distance (around 3 turnpoints minus Circuit Gap) x multiplier

FAI Triangle



- Flight track
- Scoring distance
- Start
- Finish
- Turnpoint
- 400m radius cylinder

Start/Finish cylinder could be over one of the turnpoints but is shown like this for clarity

Score = distance (around 3 turnpoints minus Circuit Gap) x multiplier

Example Triangles

FAI Triangle must have an angle greater than 20% of the total leg distance

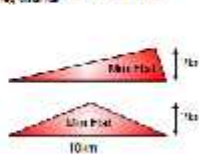


Minimum possible FAI Triangle with all legs of equal distance



Minimum possible FAI Triangle with one 40% leg

The Triangle must have an angle greater than 20% of the longest leg distance



Minimum possible FAI Triangle with angle 20% of longest leg

Whilst many of the routes are shorter than qualify for the UK XC League, they do meet the lower Club criteria. This can vary from Club to Club so you need to check if entering into your Club League.

INTRODUCTORY NOTES

NOTES ON GPS USE

Not long after learning to fly, most pilots are soon kitting themselves out with vario/GPS units or a separate GPS. Beyond providing basic flight information many units with GPS capability seem to be little explored, certainly in terms of being a navigation tool. Attend entry level competitions and you'll soon see the panic and confusion when new waypoints or a task route has to be programmed in. I know I have been a serial turn-point misser!

One reason to fly the routes in this guide is simply to get into the habit of using your GPS on a regular basis, making full use of the features it has, and enjoying the various beeps and warbles it emits on entering and leaving cylinders.



Each of the routes in this booklet can, of course, be flown purely on visuals. Unfortunately, there would be no certainty of actually achieving the prescribed turn-point cylinders and the higher you are the less easy it is. The usual tendency is to be short,

despite being convinced you've made it. However, there is a certain satisfaction in learning to program a route into a suitable GPS, navigating it and watching your progress. The resulting tracklog can also be useful for post flight analysis (refer to page 20); storing as part of a personal flightlog, or the evidence should you wish to submit your flight into most types of competition.

There is no single, easy way of telling you how to program your GPS. There are many models, each with their own menu language, input buttons and idiosyncrasies. I'm afraid it's a case of reading the manual, asking others and learning to do it for yourself. This too can be fun and you'll feel a better pilot for developing these skills and becoming more familiar with your instruments.

INTRODUCTORY NOTES

MY GPS SET-UP (An idiot's guide to mine)

Insert waypoints either manually or (easier) via download.



Look under 'waypoints' to find them listed.



Set them up into a new 'route'



Set the proximity or cylinders; in this case 400m. Enter 'navigate'.



Although this is based on the Garmin 76, most Garmins use similar menu and language systems. Become familiar with the GPS you're using.

INTRODUCTORY NOTES

IDIOT'S GUIDE (cont)

Route visible in map screen with no active tracklog shown.



Zoom in as necessary to cylinders. Set entry proximity tones as you wish.



Set other available screens as you wish to provide information such as:



- next turnpoint
- glide ratio to turnpoint
- ground speed
- bearing and track
- wind speed and direction
- distance to turnpoint
- distance to course end

To some extent it's a personal thing and having taken some time to master the Garmin I know I use it differently to others. I did use my Competino for navigation, but I now find this easier - the Competino being my back-up.

You would usually also have airspace downloaded to your GPS, but as none of the routes navigate near any, I have left this out unless specifically mentioned in the route text.

INTRODUCTORY NOTES

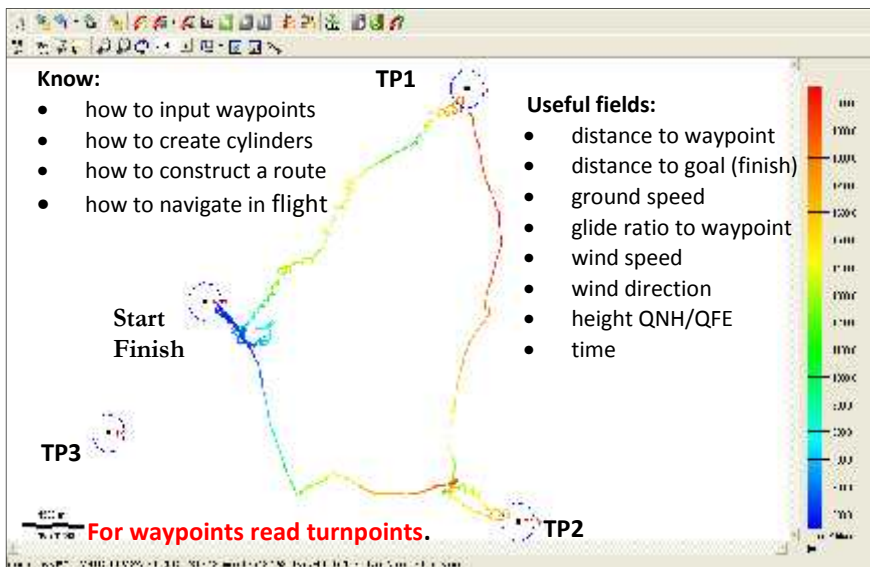
PRACTICAL EXAMPLES

How you set up your information fields is to some degree personal preference. Similarly, how you set up your map screen depends on the quality and size of your screen, what information you want displayed and personal taste for ease of use.

My own dictum is to avoid too much information as it leads to screen clutter. Therefore, turn off un-used waypoints, only leave on the base-map and have airspace only up to a reasonable ceiling for the UK. Although all routes in this guide are clear of airspace, it is a good idea to buy an up to date airmap, especially for your own region, and study it. Pat Dower's website www.patdower.co.uk contains a lot of good advice on airmaps and their use in flight planning.

Some practical examples

Diagram 1



The route shown above, with tracklog, is a failed FAI triangle. The failure to complete and make TP3 resulted from changing conditions; always a big factor in areas prone to sea breezes. Fortunately, it was possible to salvage something by closing it early. Always consider conditions towards the final section of a route.

INTRODUCTORY NOTES

POST FLIGHT REVIEW and ANALYSIS

In terms of being psychologically and emotionally comfortable in dealing with situations, and developing practical skills, you will learn a lot simply by flying. However, post flight review can be where a lot of the real understanding takes place. After any flight, given hindsight and the benefit of time and a pressure free environment, decisions, mistakes and good calls become clearer. There's a lot to be said for listening, thinking and chatting about your flight with friends whilst it's still fresh. If you attempt any route in this book the post flight reviews are not to be undervalued.

Consider this a two stage process – the first stage being post flight **discussion** and the second, post flight **analysis**. Regard the first of these as perhaps the most important – and if done right is both satisfying and enjoyable.

Whilst the experience is still fully charged in the memory there is no substitute for a post-flight pint with mates. Fortunately, the Cumbria club does this brilliantly

with an after-flight beer regarded as an essential part of the learning experience.



It's often surprising how, from the same site on the same day, people can have very different experiences and some seem able to exploit the day far more than others. Listening is a skill that pays a higher dividend than talking, and asking questions is more useful than telling. There are always

better pilots around and it helps to know why they made certain decisions, how they read the conditions or why they pushed beyond the confines of the site on a hunch.

INTRODUCTORY NOTES

POST FLIGHT REVIEW and ANALYSIS

At a personal level I have benefitted enormously from the trickle-down effect. Which means I have been fortunate to hang around with some very good pilots who have freely shared their thoughts and whom I have questioned, listened to and watched. It's a good idea to surround yourself with such positive minded people and be carried along by their ambition, imagination, curiosity, patience, perseverance and ability to accept failure - if it leads to a useful lesson. So regard the end of a flight as merely the end of the practical part and the beginning of a reflective and deeper understanding. To reiterate -you can't beat a pub, friends and a few pints for doing that.

Moving on to **analysis**. This tends to be a quieter, more private and cerebral study of your flying. You can do it anytime you feel in the mood; if it's unflyable or there's football on TV. It can throw up a few surprises too about how good – or not so good you think you are.

Tracklogs are fascinating things that provide a detailed and objective record of a flight. They embed all manner of data from speed, height, vario readings, position, track, time etc and even some indication of the weather can be extrapolated from them. Analysing your tracklog can provide performance indicators – especially if you then begin to overlay other peoples tracklogs to act as a comparator. As an aside, I would suggest that with some isolated exceptions there has been only limited study of the huge amount of freely available tracklog data collect over the past eight years or even discussion as to how pilots may better use their own.

There is now some very sophisticated software on the market – some of it free, that will allow you to import and study your flying technique and performance. Being a bit of a Luddite I'm probably still to discover the best.

At a basic level the things you may consider worth finding out are:

- Flying skills - thermalling technique, climbing ability, speed, bar use
- Navigational skills - choice of line against terrain and thermal sources, avoidance of airspace
- Comparative skills - same day, same course against other pilots.

INTRODUCTORY NOTES

POST FLIGHT REVIEW and ANALYSIS

(Flight analysis software)

Finally, what software applications to use. Not being the most nerdish computer person I tend to stick to what I know, what's simple and provides most of what I need to know. I leave it to others to point out what I'm missing.

UK xcleague <http://www.xcleague.com> Quite simply the first port of call. It's easy to upload/download tracklogs is superbly designed for clarity and provides the best record (database) of flights from 2005. Although primarily a competition page it is an excellent source of information and if you dig deeper it offers a lot of the essential flight statistics. It tends to deal with one flight at a time but all UK flight information resides here. You'll need gpsdump to get the igc tracklog first.

GPSvisualiser <http://www.gpsvisualizer.com> An easy way to convert flights to kmz/kml files for importing into Googleearth. GE is getting better and if you just wish to look at your snail trail over the countryside from every imaginative angle then this is fine.

igc Flight Replay <http://ywtw.de/igcsimen.html> If you don't just wish to look, but to fly the flight this is excellent – full GE but a decent pc/laptop required. It also can be set for paraglider parameters and displays speed, height and vario readings. Very realistic. There are various viewing angles with a visible snail trail if required. It also allows some flight analysis, especially thermalling data.

CompeGps <http://www.compegps.com> There are several version of this the latest being the AIR 7.4.3. It's what I'm most familiar with having used it for many years. It will provide in-depth flight analysis complete with 3D fly through with various map options. It is also a powerful route/task/navigation tool. A free trial will enable you to see if you like it and to compare it with Seeyou.

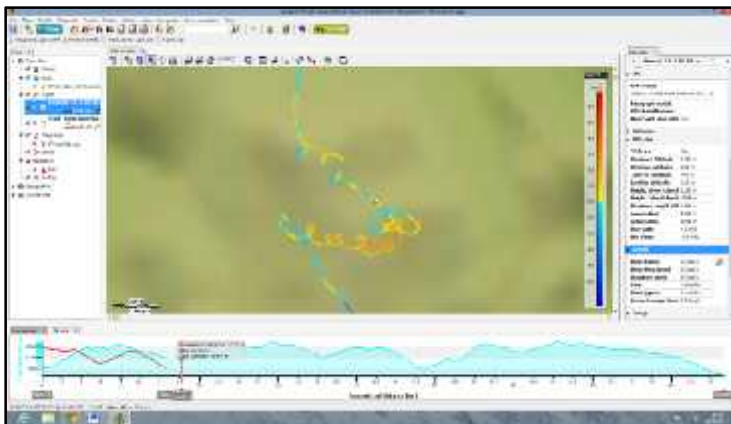
Seeyou 5 <http://www.naviter.com/> The latest version (also Android) that many prefer to Compegps although I found the latter more intuitive and with clearer graphics/layout. It will do all that Compegps does.

It's worth checking out youtube for demonstrations of each of the last two.

INTRODUCTORY NOTES

POST FLIGHT REVIEW and ANALYSIS

Indistinct screen dump from CompeGPS. Lots of flight data on the RH tool bars that you can set up to provide the information you want.



XCplanner: <http://xcplanner.appspot.com/> Brilliant free, flight planning tool with a few new features that allow tracklogs to be dropped onto it and skyways that show up the thermal hotspots(?) derived from hundreds of xc flights. Great worldwide flight planning with airspace overlays.

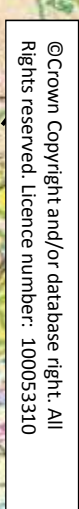
Flychart <http://www.brauniger.com> Useful if you have Brauniger/Flytec instruments but will accept downloads from other makers via file type.. A simple piece of software that allows for basic uploading/downloading and flight display with instrument readings. Check website for more details and screen images.

Lots of other stuff out there (XCsoar) which I'll leave you to discover.

Things I got from analysing my flights.

- I thermal erratically! But manage to climb well despite this
- I'm pretty slow – or pilots I fly with are just fast!
- My climb rate is better thermalling right – I favour my right side
- I'm now finding and using better lines
- I need to use more speed bar, more often.

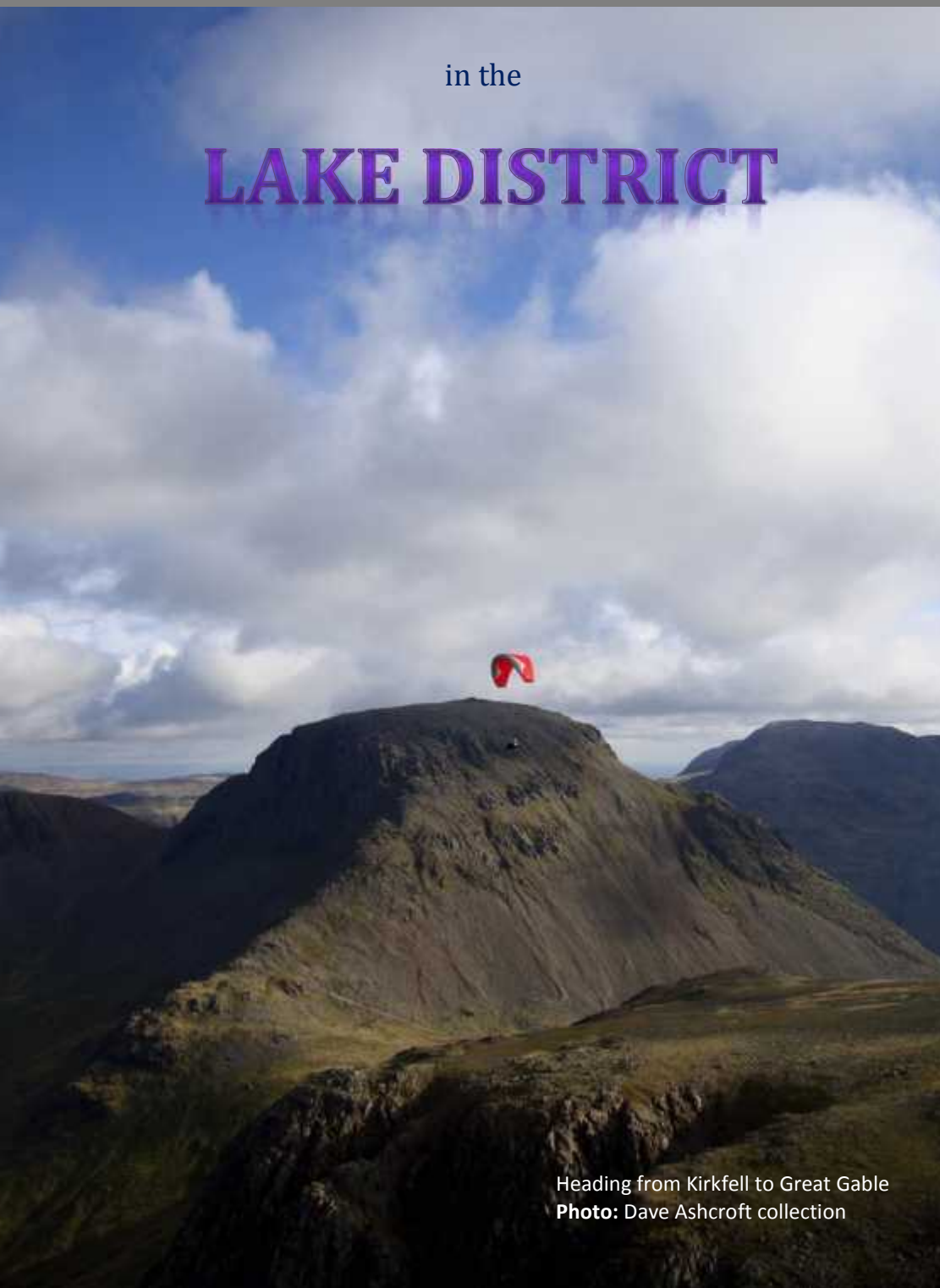
AREA and SITE LOCATIONS



PARAGLIDING CHALLENGES

in the

LAKE DISTRICT



Heading from Kirkfell to Great Gable
Photo: Dave Ashcroft collection

Paragliding in the Lake District

The Lake District covers a relatively small area. From a geographical centre based roughly around the top of Dunmail Raise it radiates out little more than 15 miles in any direction. However, what it lacks in size it makes up for in topographical complexity – and for the free flier provides a superb study in micro-meteorology. Put simply, despite its size, the Lake District requires a lifetime of flying it to know it; understand it and the weather influences and patterns – even from one valley to the next.



Fly the Lakes and you are never very far from the sea – or its influence. Understanding the sea breeze and the way it progresses or gets held up, is the key to closed circuit flying in the Lakes. Over recent years it has become less the norm to escape eastwards from the Lakes, but to learn about and exploit the convergence lines and convergence hotspots for closed circuit flying. For this, an understanding of the sea breeze (and air mass convergence) is the key. Unsurprisingly, this is a common feature of essays by local pilots in this book.

The sea breeze can make or break your day, so it's useful to understand the factors influencing its strength, timing and paths. To some extent it follows the classical model, but overlaying that are a number of local considerations.

Paragliding in the Lake District

The following factors all have a bearing on the sea breeze and its behaviour.

- the temperature differential between land and sea
- convection/depth of convective layer
- the prevailing wind direction and strength/encroaching air masses
- the topography of the landmass
- the timing and height of the tides (remember, both the Solway and Morecambe/Duddon Bay are huge tidal estuaries with vast amounts of water on the move)

Given few obstacles, the thick sea air will quickly sweep into the western valleys and down the Eden Valley in front of Carrock until it loses its energy struggling to get over a mountain pass, or meets a headwind – which could even be an opposing sea breeze or an encroaching air mass. It is predictable on the grand scale, but subject to subtle local variations.



Photo: Mike Cavanagh

Various areas around the Lakes have been identified as likely convergence hotspots, or are sheltered from the sea breeze. For example, along the south side of Blencathra, the lower reaches of Borrowdale - or along the high ground east from Fairfield. In the south Lakes the sea breeze is from the SW - in the north Lakes it's a north westerly from the Solway. The alignment of the valleys to suit those directions allows the sea breeze easy passage - until they bump into each other or

(better) meet a light easterly. It is also not unusual to have a southerly to the

Paragliding in the Lake District

south of Dunmail and a northerly on the north side – with a big interesting cloud overhead.

All of the Lakes based routes to some extent require the sea breeze to be considered, because conditions are likely to change en route or over time – especially, thermal heating, the wind direction and strength. The basic rule is to be flexible, stay over the high ground, make use of the sunny faces and bowls and not to stray too far away from the central fells unless you know what is happening and your timing is good. Usually the clouds themselves are the biggest giveaway with their characteristic step and tendrils – but not always. As usual in flying, it is observation coupled with a sound understanding of what is happening that matters.

The routes described have been, in many cases, suggested by experienced local pilots who know the area well. They know how it works and the routes which best exploit the local conditions or are a good introduction and learning task.



Photo: Ed Cleasby

Enjoy the stunning scenery the Lakes have to offer – it doesn't get much better.

Photos: *previous page* - amongst the sea breeze lower Borrowdale.

Above - approaching the south Lakes sea breeze near Farleton

ROUTE INDEX

Lake District	Route name	Co-ordinate reference				Route attributes		
		Ref TP1	Ref TP2	Ref TP3	Ref TP4	Grade	Type	Dist
<i>Barkin Fell</i>	<i>Barbondale Classic</i>	BK01	BK02	BK01				12k
<i>Barton Fell</i>	<i>The Home Run</i>	HR01	HR02					16k
	<i>The Bomb Run</i>	BR01	BR02	BR03	BR04			31k
<i>Blackcombe (w)</i>	<i>West Cumbrian Way</i>	BE01	BE02	BE03				12k
<i>Blease Fell</i>	<i>'BSC' triangle</i>	BT01	BT02	BT03				18k
	<i>'SE' triangle</i>	BL01	BL02	BL03				21k
<i>Brigsteer</i>	<i>Scout's Route</i>	BS01	BS02	BS01				8.5k
<i>Burnbank</i>	<i>AW Memorial Route</i>	LG01	LG02	LG01				25k
	<i>Seathwaite via Gable</i>	BZ01	BZ02	BZ03				19k
<i>Carrock Fell</i>	<i>Home Brew</i>	CK01	CK02	CK03				9k
	<i>Threlkeld Run</i>	CD01	CD02	CD03	CD04			12k
<i>Clough Head</i>	<i>Milk Run with ext.</i>	CH01	CH02	CH03				38k
	<i>Walla triangle</i>	CT01	CT02	CT03				24k
<i>Coniston Old Man</i>	<i>Coppermines Valley</i>	CM01	CM02	CM03				14k
<i>Ennerdale</i>	<i>DD Challenge</i>	DD01	DD02	DD03	DD04			27k
<i>Far Whitestones</i>	<i>Howgills Classic</i>	HG01	HG02	HG01				12k
<i>Langdales</i>	<i>Valley Tour</i>	LT01	LT02	LT03	LT04			13k
	<i>North triangle</i>	NT01	NT02	NT03				32k
	<i>South triangle</i>	ST01	ST02	ST03				28k
<i>Silecroft</i>	<i>Beachcomber</i>	BC01	BC02	BC01				10k
<i>St Bees/Whitehaven</i>	<i>North Bay</i>	NB01	NB02	NB01				9k
	<i>South Beach</i>	SB01	SB02	SB01				10k
<i>Swinside</i>	<i>Buttermere Bimble</i>	SD01	SD02	SD03				8k
	<i>Cream Team Special</i>	SC01	SC02	SC03	SC04			38k
	<i>Master's Challenge</i>	CS01	CS02	CS03				20k
<i>Walla Crag</i>	<i>'CSS' Special</i>	WA01	WA02	WA03	WA04			10k
	<i>'CS' Special</i>	CX01	CX02	CX01				16k
	<i>Tour du Lac</i>	TL01	TL02	TL03				17k
<i>Wastwater</i>	<i>The Scafell Classic</i>	WK01	WK02	WK03	WK04			25k
<i>Wrynose Pass</i>	<i>Great Western</i>	GW01	GW02	GW03				11k
	<i>Great Eastern</i>	WT01	WT02	WT03				21k

Route key: → flight to goal, ↔ out & return, Δ flat triangle, ▲ FAI triangle.

BARKIN FELL

Site:	Barkin Fell
Club:	Cumbria Soaring Club
Take off:	54.16.569N /3.29.806W approx – 1450'
Route name:	Barbondale Classic
Route type:	Out and Return
Cylinders:	200m
Difficulty level:	Basic www.cumbriasoaringclub.co.uk



143.7Mhz

A superb ridge on the western edge of the Dales that impresses with its size, perfect contours and length. Easy soaring in a beautiful, quiet location.

Best conditions: A light to moderate ESE is best, as a light SE tends to get pulled off to the south too easily by the sea breeze influence. The ridge then works very poorly and can be rough.

Safety: A lovely, smooth ridge to fly with a very wide lift band. Occasionally, being the last in a succession of parallel facing ridges, it can be subject to wave - sometimes in phase; sometimes not. The long summit ridge is known to have a strong compression in moderate wind so stay well forward and watch your ground speed. If there is enough wind to take off low on the hill it is a sign it's quite windy over the tops.

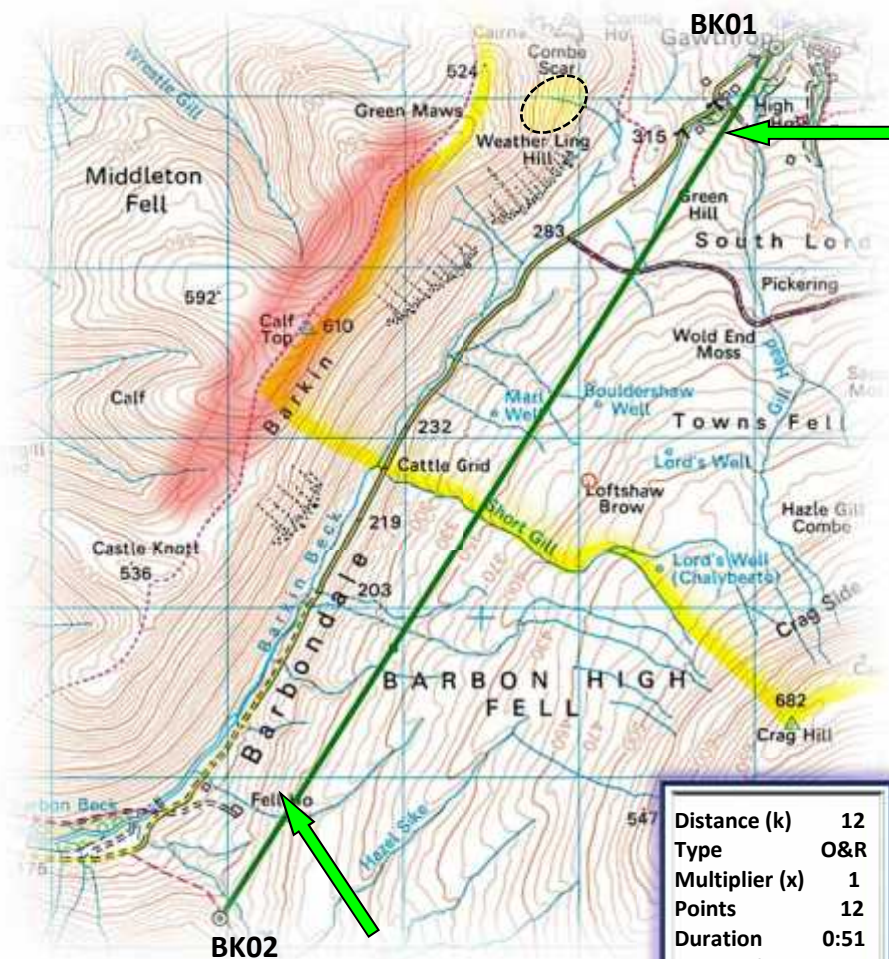


*Looking south
along the length
of the Barkin
ridge. Take off is
out of picture to
the north.*

Barbondale Classic - 12k - out & return - ESE to SE (GREEN)

When Barkin is good it's very, very good and despite its size it remains tucked away and too often bypassed by the crowds. This straightforward, year round ridge run, provides ample opportunity to explore the full ridge and push out both ends into the beautiful Dentdale at the north and Bullpot and Barbon Low Fell at the south. Good top landings are possible along the full length assuming the wind is not too strong. Second best ridge in the Dales (although still in Cumbria).

BARKIN FELL - Barbondale Classic



Both cylinders are 200m.
Potentially strong compression
along top ridge

Turnpoint details - Barbondale Classic - 12k

BK01 54° 16.822' N 2° 28.539' W 626' Start/Finish
BK02 54° 14.043' N 2° 31.420' W 906' TP1



BARTON FELL

Site:	Barton Fell
Club:	Cumbria Soaring Club
Take off:	54.35.195N /2.49.417W approx – 1300'
Route name:	Home Run / Bomb Run
Route type:	Flight to Goal
Cylinders:	400m and 1k goal radii
Difficulty level:	Basic / Hard www.cumbriasoaringclub.co.uk



143.7Mhz

Barton lies at the northern end of a superb ridgeline that extends south, via High Street into the south Lakes. Because it takes similar conditions to Clough Head it tends to be a quieter and more secluded place. Barton's potential for closed flights remains surprisingly untapped.

Best conditions: With a light WNW wind, thermic conditions and a degree of commitment it provides a harder alternative to the Milk Run. Being further east it is less effected by the sea breeze and can have a higher cloudbase. As with similar routes that lead towards the south Lakes, you are likely to encounter the sea breeze at some point; if you recognise the convergence then turn east if it's distance you want.

Safety: Barton can be flown in light to moderate winds, but over the back is the high wind option and down through the hills the light wind challenge. The downwind XC goes over very open terrain, with plentiful large landing options but poor mobile reception before Shap. There are powerlines near Shap and the M6 junction.

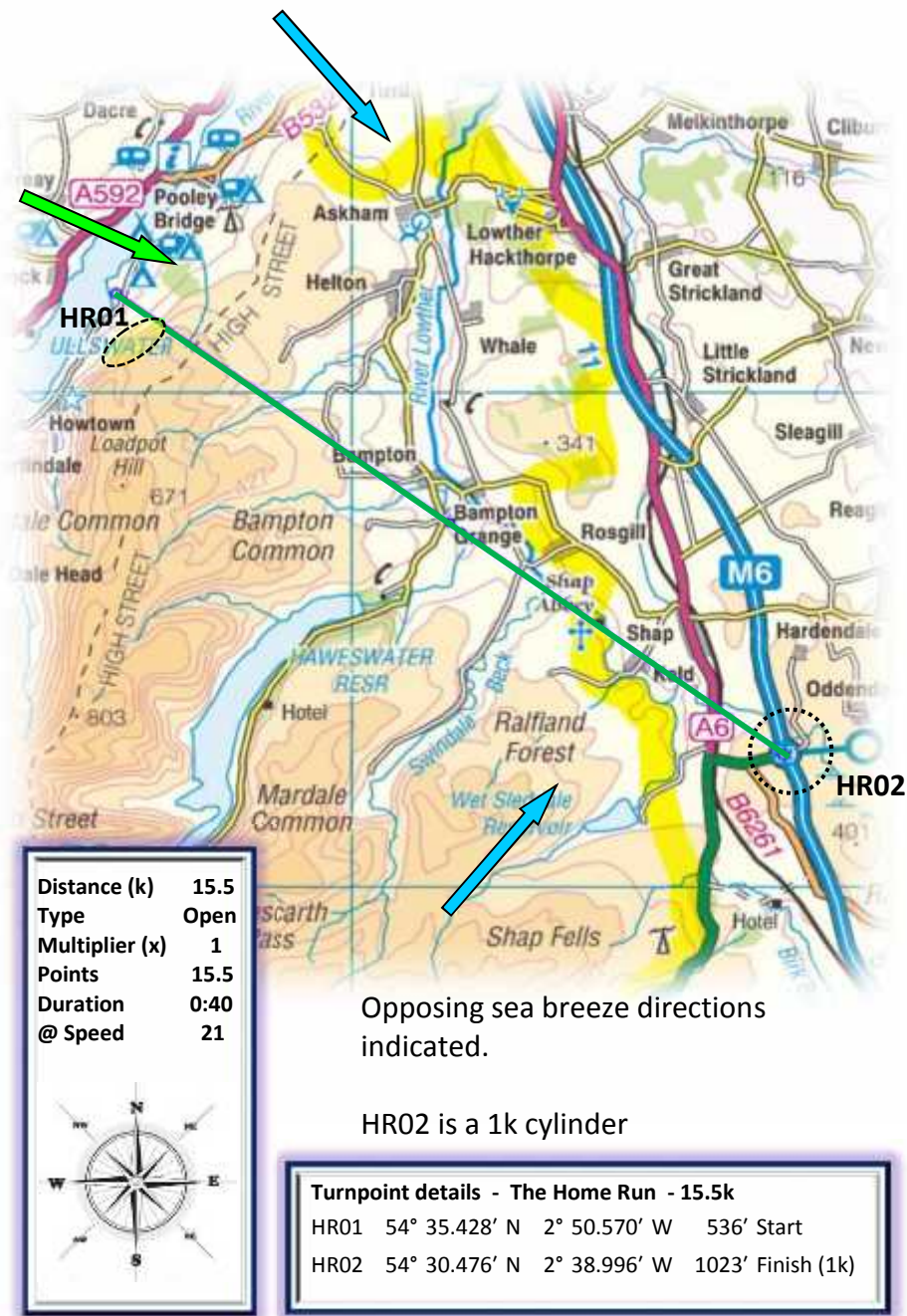
The Home Run – 15.5k - flight to goal – WNW to NW (GREEN)

A good, first XC route over open moors to begin with, that leads into the flatlands before the M6. Any CP attempting this route is advised to seek guidance, and be fully briefed. Due to mobile black-spots before Shap, it's a good idea to have your retrieve arranged to save your legs. Decent pub in Bampton Grange if you land short (not always open however).

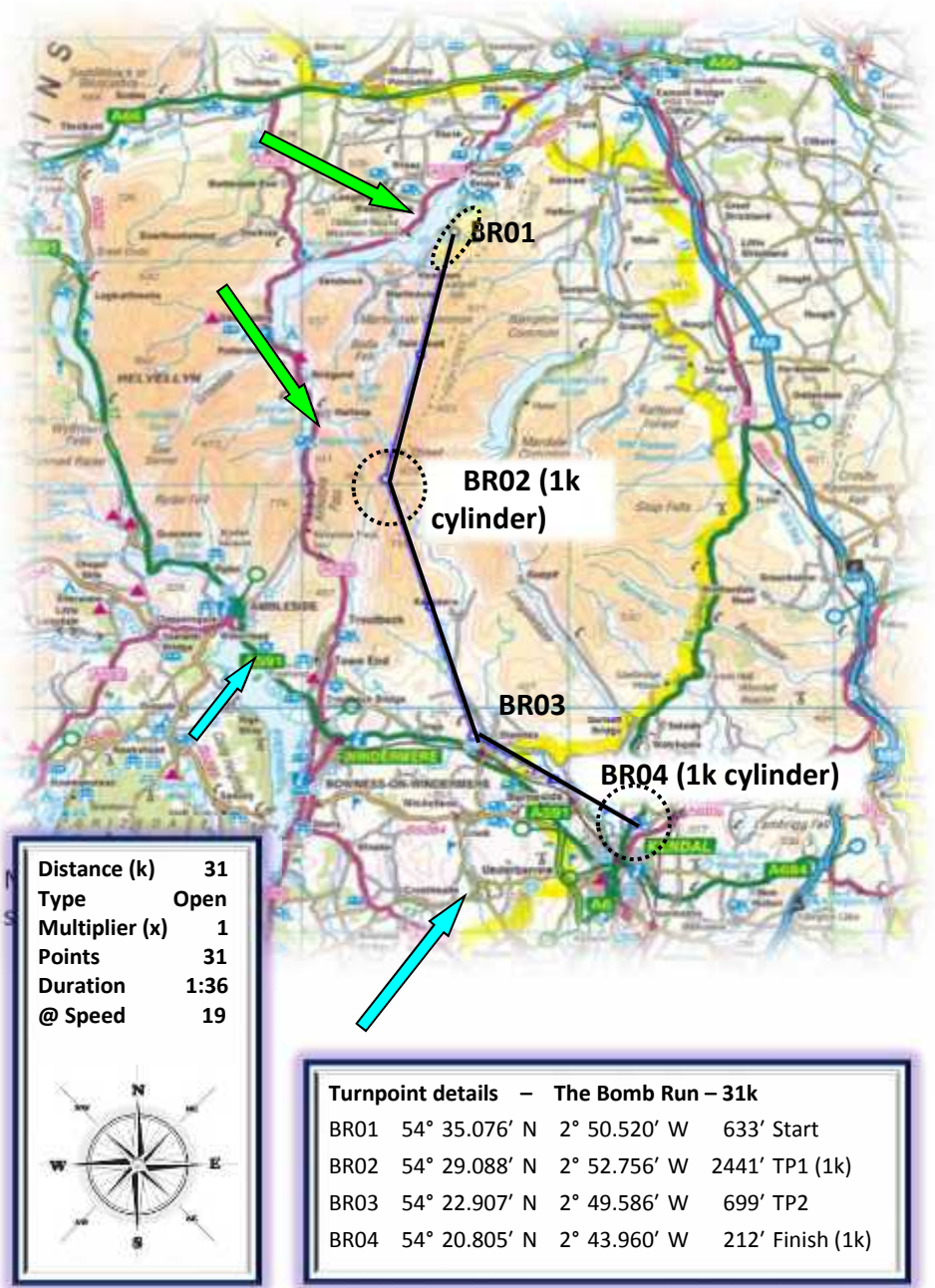
The Bomb Run – 30.5k - flight to goal – WNW to W (BLACK)

A great challenge, that leads to the honeypot of Kendal. The most committing part is the 4-5k section from Rampsgill Head, passing High Street to Frostwick and Yoke. However, just as you're heading down Kentmere and thinking you've cracked it, beware! The Staveley sinkhole needs to be negotiated, and it would be easy to land just short of the goal.

BARTON FELL - Home Run



BARTON FELL - Bomb Run



BLACKCOMBE/SILECROFT

Site:	Blackcombe/Silecroft
Club:	Cumbria Soaring Club
Take off:	54.15.769N /3.21.158W (for Blackcombe) – 860'
Route name:	West Cumbrian Way /Beachcomber
Route type:	Flat triangle/ Out & return
Cylinders:	400m radius (WCW); 200m radius (BC)
Difficulty level:	Intermediate www.cumbriasoaringclub.co.uk



143.7Mhz

Two very different routes in the quietest corner of the Lakes and my home stomping ground for two decades. The flying in the southwest tip of the Lakes can be excellent and possible when other parts are blown out or in cloud. Although they are the easier grades do not underestimate them as the winds around here can be very fickle! All year round routes that offer something different.

Best conditions: Both Silecroft and its bigger inland brother are prone to the wind being off to the north or the south; especially Blackcombe which the wind tends to deviate along and around. A true westerly is best, but you'll only really know if it's staying on the slope as you progress.

Safety: Very few hazards, but midway along the 'combe' can be a mixing area and a bit rougher. Silecroft means close quarter soaring, so always be ready to touch-down, even sea thermals are not unknown to respectable heights in winter

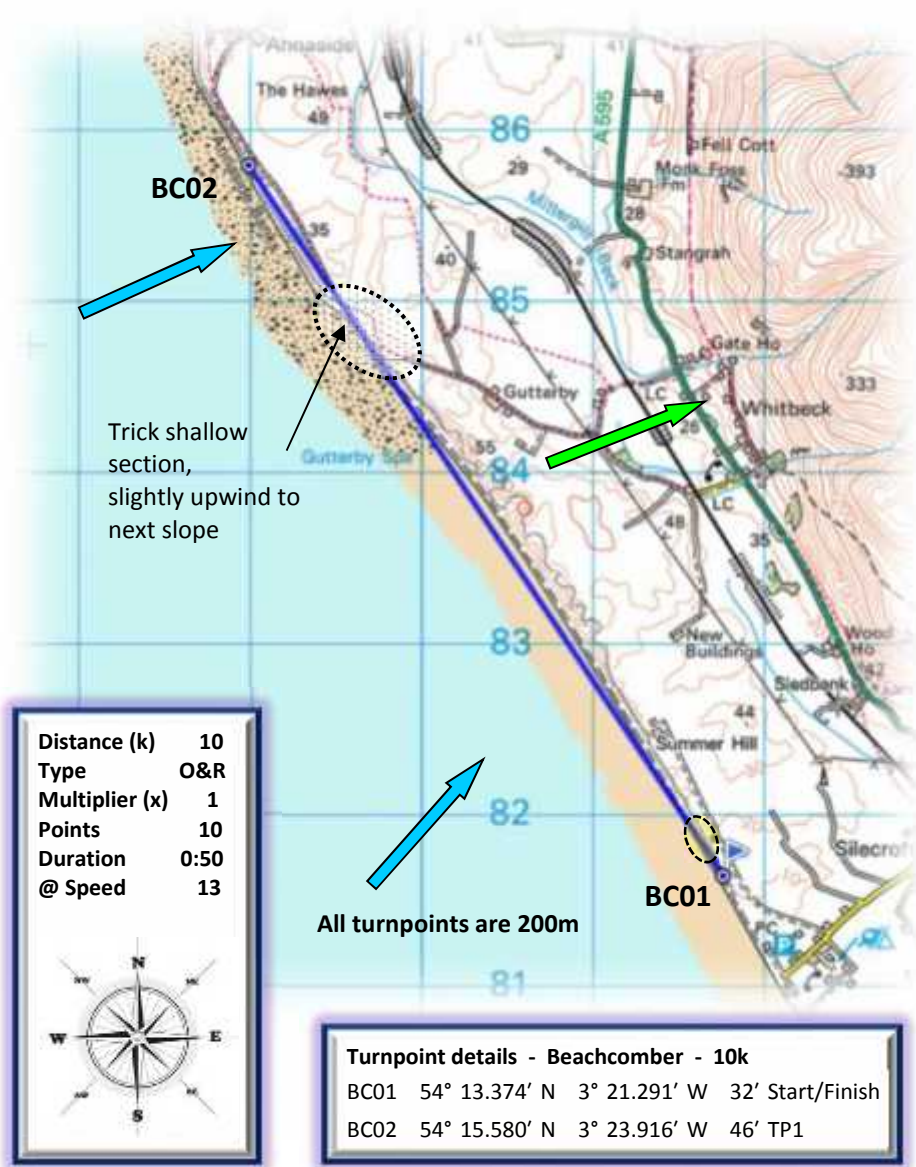
Beachcomber - 10k - out & return - SW to WSW (BLUE)

A very low take off, but the ridge soon rises to about 50' as you progress north (don't linger in front of the cottage). The first 3k is easy, but soon the slope becomes smaller and a slight upwind move must be made to attain the continuation slope. If you make it to the turn-point the return is a pleasure ride – assuming the tide hasn't pulled the wind off to the south. It's not all low level scratching; surprisingly good height can be gained despite such a small face.

West Cumbrian Way - 10k - flat triangle - W (BLUE)

This is the shorter version of a much longer out and return that extends up to beyond Corney Fell. It really needs a true west to hold the wind on the slope along the full route. A great evening place to fly and enjoy the sun setting over the Irish sea – it's also when the conditions tend to be best.

SILECROFT - Beachcomber



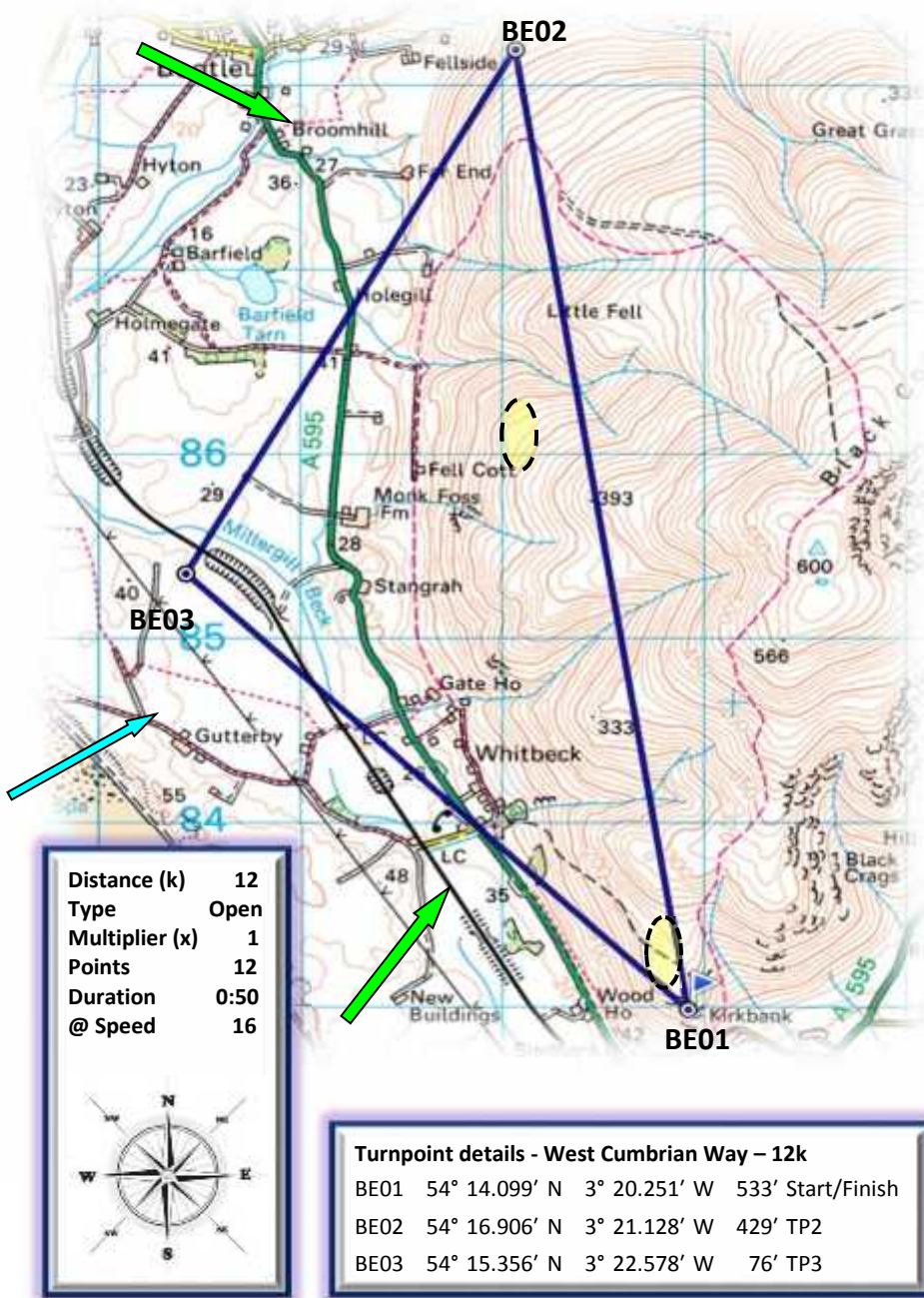
South section of beach



North section of beach



BLACKCOMBE - West Cumbrian Way



BLEASE FELL

Site:	Bleaze Fell
Club:	Cumbria Soaring Club
Take off:	54.37.568N /3.04.322W approx – 1690'
Route name:	The 'SE' triangle / The 'BCS' triangle
Route type:	FAI triangles
Cylinders:	400m radius
Difficulty level:	Difficult/Hard www.cumbriasoaringclub.co.uk



143.7Mhz

Biggest and best true southerly in the north – a gem of a place to fly, but not to be taken lightly. A great convergence site with many possibilities for closed circuit flying either into the Lakes or out towards the Eden valley.

Best conditions: Although a true southerly, it is best with a touch of east early in the day, this usually helps create a convergence zone after midday and can hold off the sea breeze for longer. Being south facing it takes lots of sun which can generate powerful thermals ripping up the gullies. This site prefers light wind and the two routes described, whilst taking different lines, are both possible in classic Blease conditions. The SE triangle is possible using just dynamic lift, but the BSC is better attempted under good thermic conditions.

Safety: Take care in the huge gullies if it's thermic; it can be quite boisterous. It is common for the sea breeze to sneak round from the west, which can produce excellent convergence, but also turbulence near the hill and around the spines.

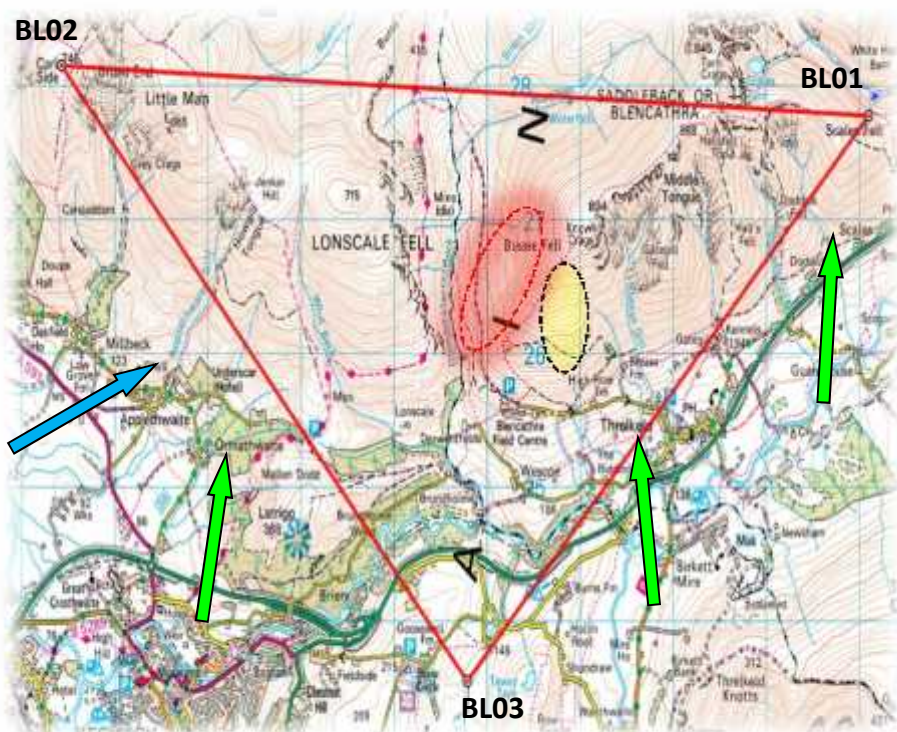
The 'SE' triangle - 21k - FAI – SSW to SSE (RED)

This is the classic north Lakes triangle, often used as an early season opener. The route described is testing enough, but some push it much further when good convergence conditions allow big transitions towards Newlands and the Scafells. You need to be watchful for the approaching sea breeze. It can be quite different around Skiddaw compared with near Souther. By all means attempt it whichever way you feel is best, but the Skiddaw TP is best taken early, before the sea breeze renders it hard to attain.

The 'BSC' triangle - 18k - FAI – SSE to SE (BLACK)

Shorter than the previous triangle, but harder in a number of respects as it requires the conditions to be good, with a light enough wind to get back again from the Carrock TP. Best with a touch of east in the wind. Again, this could be flown in either direction, but flown as described it offers three alternative return options. The back route via Bannerdale thermals and soars well if the wind is light.

BLEASE FELL - 'SE' Triangle



Distance (k)	21
Type	FAI
Multiplier (x)	2.2
Points	46
Duration	1:25
@ Speed	15



Deep valley between Blease Fell and Lonscale (indicated) can be very turbulent if/when sea breeze comes through.

A mixing area!

Turnpoint details - 'SE' Triangle - 21k

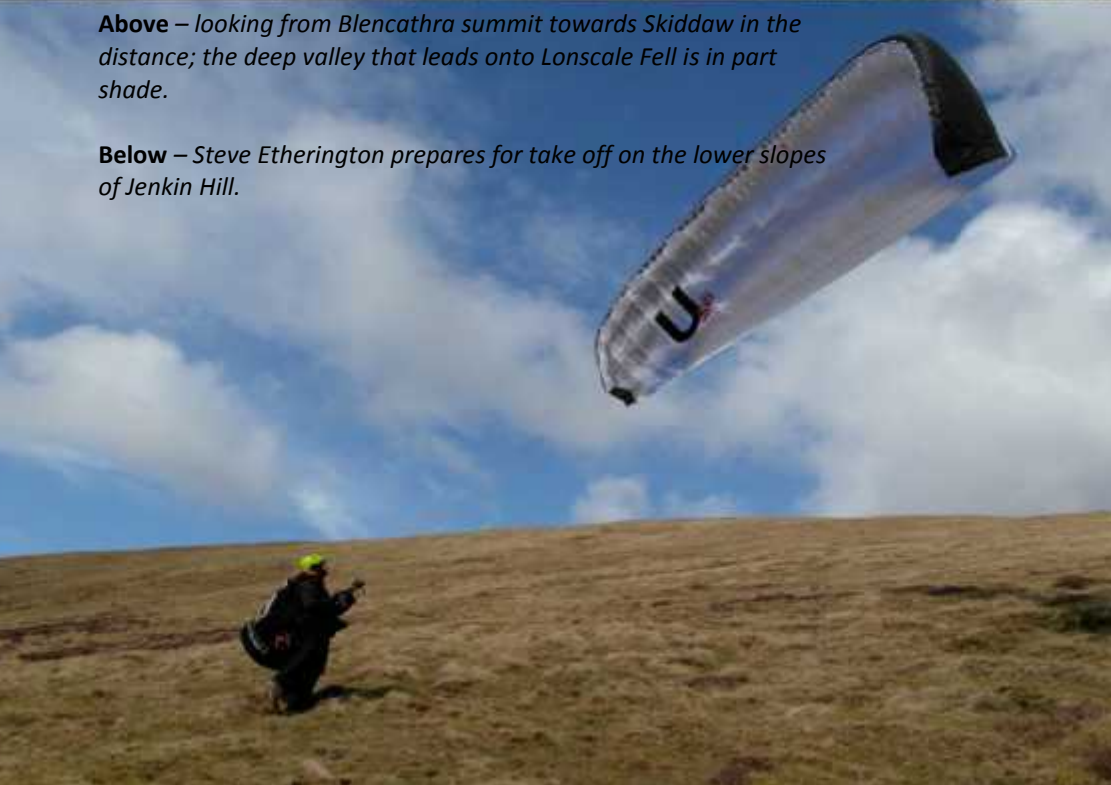
BL01	54° 38.446' N	3° 1.355' W	1616' Start/Finish
BL02	54° 38.575' N	3° 9.423' W	2415' TP2
BL03	54° 36.134' N	3° 5.304' W	504' TP3

BLENCATHRA/SKIDDAW

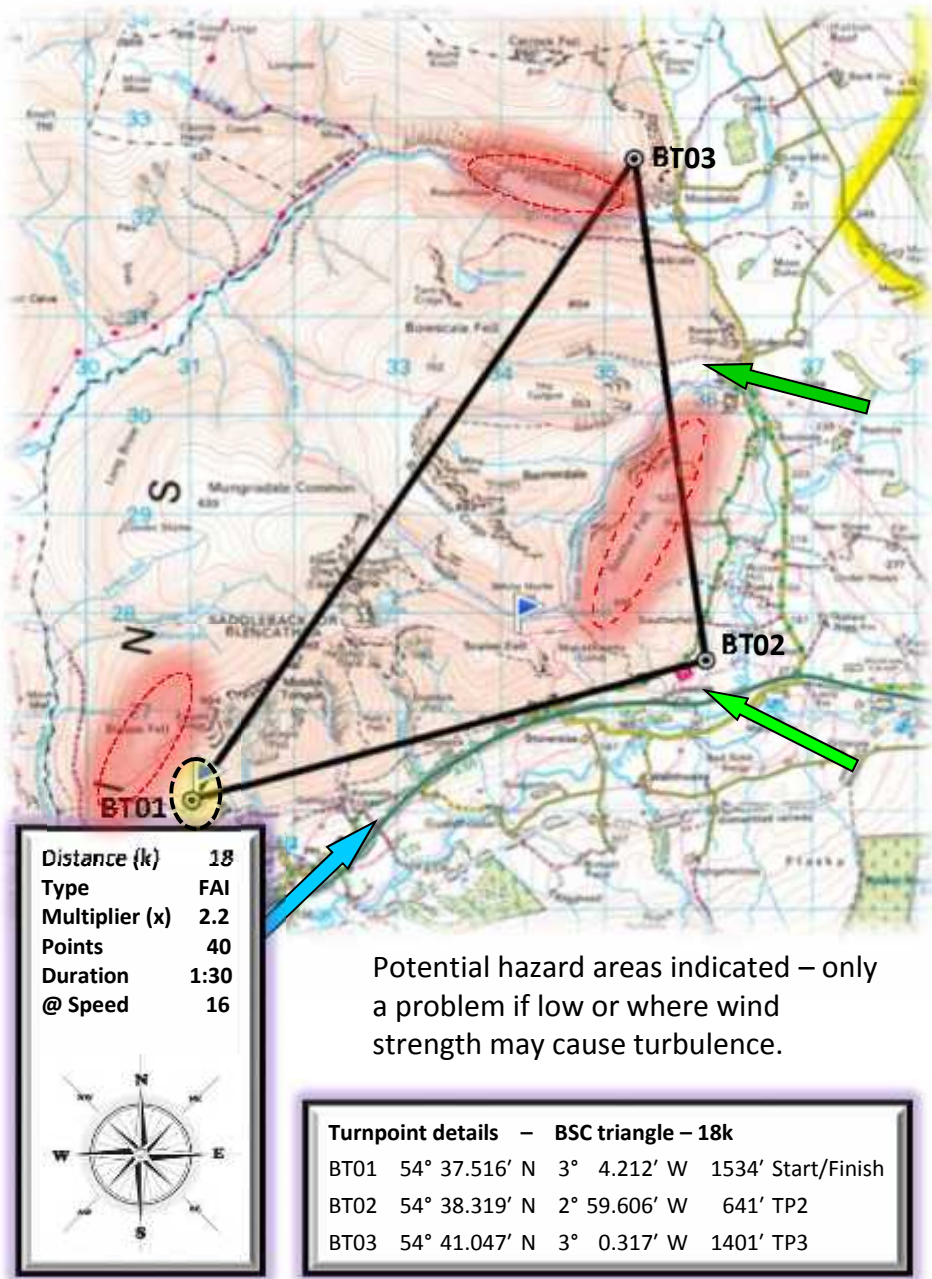


Above – looking from Blencathra summit towards Skiddaw in the distance; the deep valley that leads onto Lonscale Fell is in part shade.

Below – Steve Etherington prepares for take off on the lower slopes of Jenkin Hill.



BLEASE FELL - 'BSC' Triangle



BRIGSTEER

Site:	Brigsteer
Club:	Cumbria Soaring Club
Take off:	54.17.778N /2.47.289W approx – 470'
Route name:	Scout's Route
Route type:	Out & Return
Cylinders:	200m
Difficulty level:	Intermediate www.cumbriasoaringclub.co.uk



143.7Mhz

Don't let the shallow slope, the fence or the trees put you off Brigsteer – it really does punch above its size. The ridge may not be high but it's long, the lift reliable, and sometimes the woods below produce lovely evening restitution. Only a lack of belief in the take off slope keeps people grounded!

Best conditions: A moderate SW to WSW wind – avoid gusty conditions as it really can spoil your day just after take off. It's a thermic site and it can be quite rough low down on the scar, but smooths out once you start climbing. Cloudbase is never very high, but it's enough to see you off over the back - or up and down the full length of the ridge.

Safety: Assess launch conditions carefully. If the wind is off to the west it can be rough; especially down the take off field – best not to bother. The full length of the ridge has many wooded areas below, but a field does exist in amongst them if you go down. If heading out into the valley make sure you can clear the trees.

Scout's Route - 8.5k – Out & Return – SW to WSW (BLUE)

On the right day this route can be extended at either end – but this is as good an introduction to the full ridge as most need. It's best to gain good height on the main scar just across the road, before returning for the start cylinder (BS01) – the reasoning being, that dropping back onto the main long scar feels quite committing. Hence, going for the south TP first provides a degree of acclimatisation.

Not a very difficult route, but the lack of a slope landing option and the sight of all those trees does make it feel somewhat more serious than it really is.

If it's a good day and you're finding it too easy, then consider extending beyond the transmitter mast to Cunswick Scar. Kitt Rudd's route home.

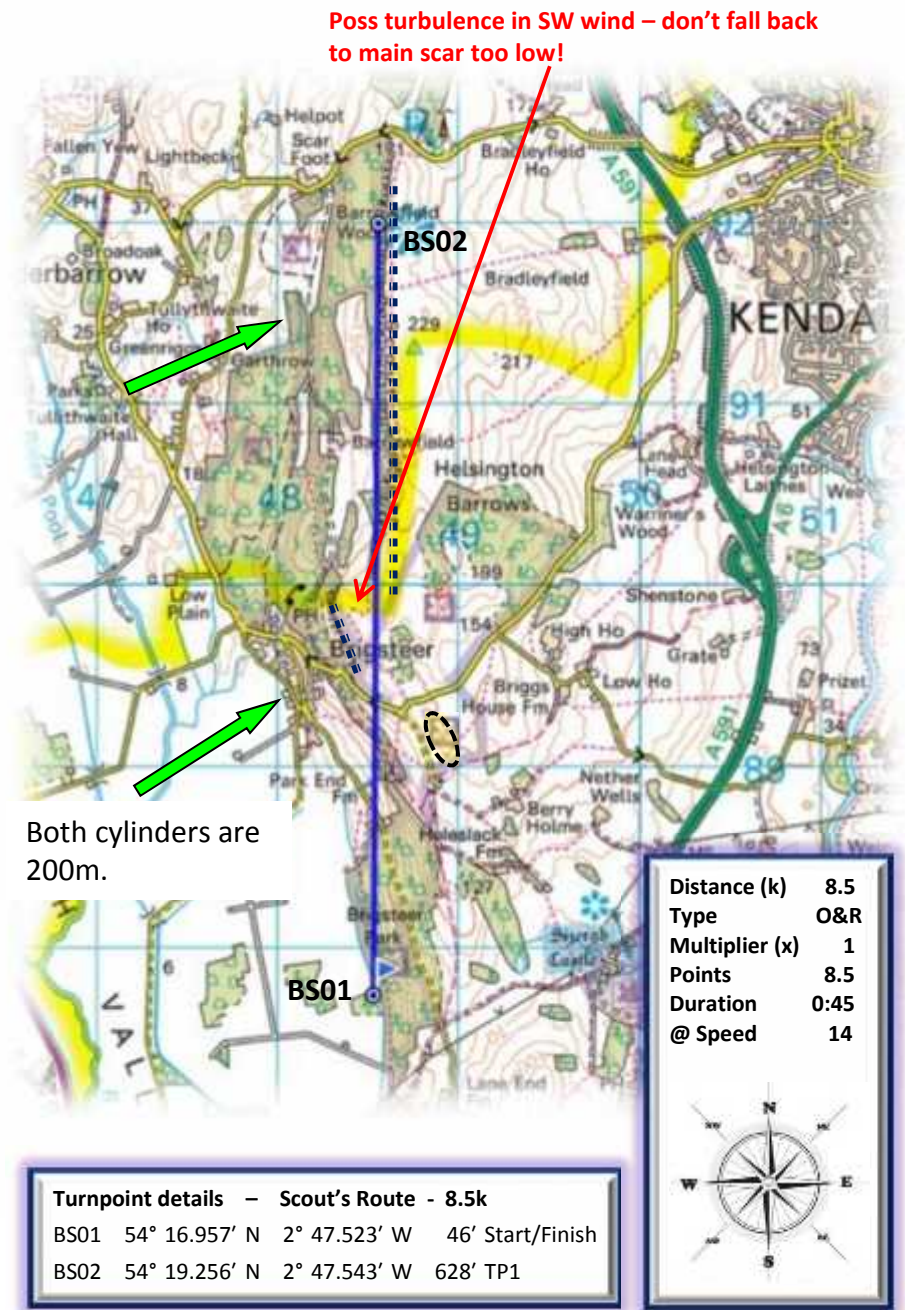
BRIGSTEER

Photos: Ed Cleasby



Above: The steeped, main ridge of Brigsteer looking north into the Lakes
Below: The steepest section of the take-off field!

BRIGSTEER - Scout's Route



BURNBANK

Site:	Burnbank
Club:	Cumbria Soaring Club
Take off:	54.34.810N /3.22.483W approx – 1410'
Route name:	AW Memorial Route / Seathwaite via Great Gable
Route type:	Out and Return / Flight to Goal
Cylinders:	400m and 1K
Difficulty level:	Difficult/Hard www.cumbriasoaringclub.co.uk



143.7Mhz

Burnbank remains the preserve of the locals, which is a real pity as it's a great site that provides access to some spectacular flying. The routes described only hint at the possibilities and with a bit of imagination and some study, trips can be planned into adjacent Ennerdale and Wasdale - or even through to link with the Langdales. Well worth the extra journey time to the western Lakes.

Best conditions: A light to moderate NE is best. Avoid strong winds if going into the mountains or if it looks like turning more easterly. It is very prone to sea breeze from the west, especially on light wind days and can be rather a fickle site; but when it works it is a delight to fly here. One of those sites that deliver's best during the autumn months as the sea breeze influence declines.

Safety: Avoid in anything east of NE as it can be rough - it won't get better with progress on either described route. Keep a careful check on the wind direction on both routes and especially when landing in Seathwaite.

Wainwright Memorial route - 25k – out & return – NNE to NE (RED)

A very scenic pilgrimage along the south side of the valley; the hardest part being the initial jump forward onto Mellbreak. From that point it gets easier and more dramatic as the hills steepen and rise towards High Stile and High Crag. For the determined the return route provides added challenge – notably getting back onto Mellbreak again. A classic out and return route into the mountains in remembrance of the late, great AW. *Note the map comment on the turnpoint.*

Seathwaite via Great Gable- 19k - flight to goal – NNE to NE (BLACK)

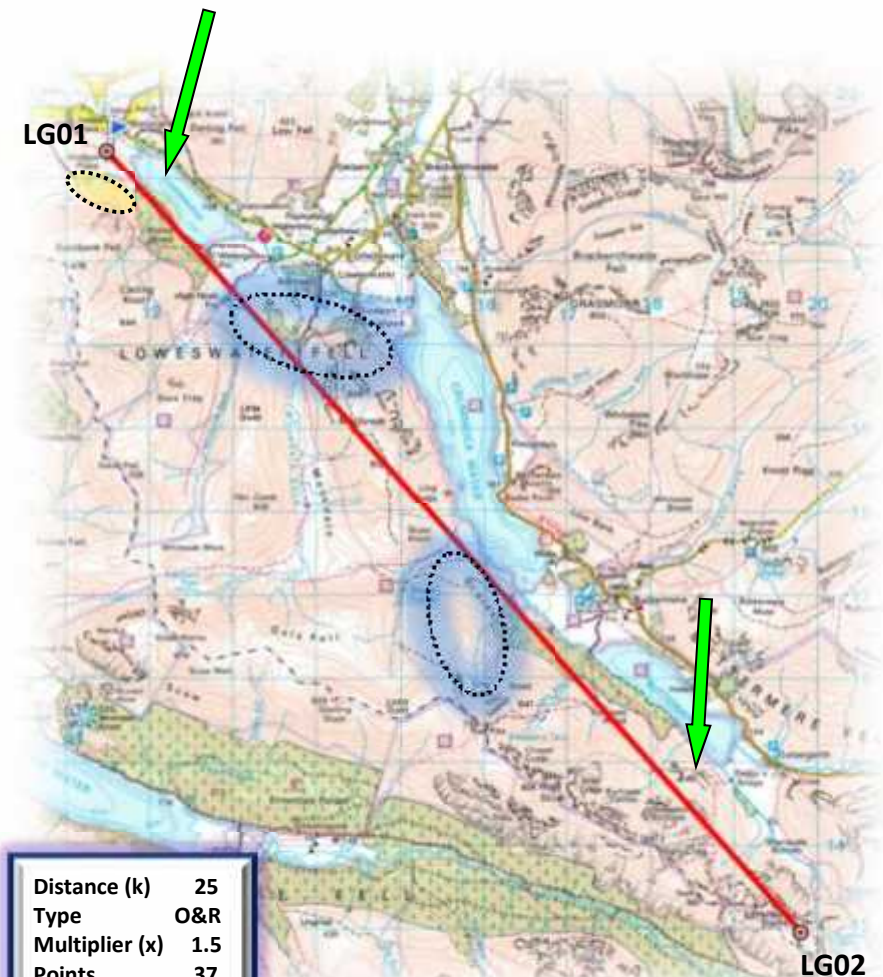
This route continues where the previous ones turns back, and heads towards the giant lump of Great Gable (GG). The turnpoint is placed forward of GG on Green Gable, but if conditions allow then a visit to GG is well worth while. Although you appear to be heading into wild terrain it is always possible to drop back into Buttermere or glide forward into the lower reaches of Borrowdale. The valley widens at Seathwaite and there are ample flat fields to land in by the main road.



Photo: Dave Ashcroft Collection

Looking back down the line of the Wainwright Memorial route, with the dog-leg forward to Mellbreak clearly indicated. The TP cylinder is centred on Innominat Tarn, Haystacks. Crummock Water and Buttermere nestle to the right with the Lakes Charity Classic just out of photo on the right of the first lake.. The quiet, remote Ennerdale cleaves in on the left.

BURNBANK - Wainwright Memorial Route



Distance (k)	25
Type	O&R
Multiplier (x)	1.5
Points	37
Duration	1:50
@ Speed	14



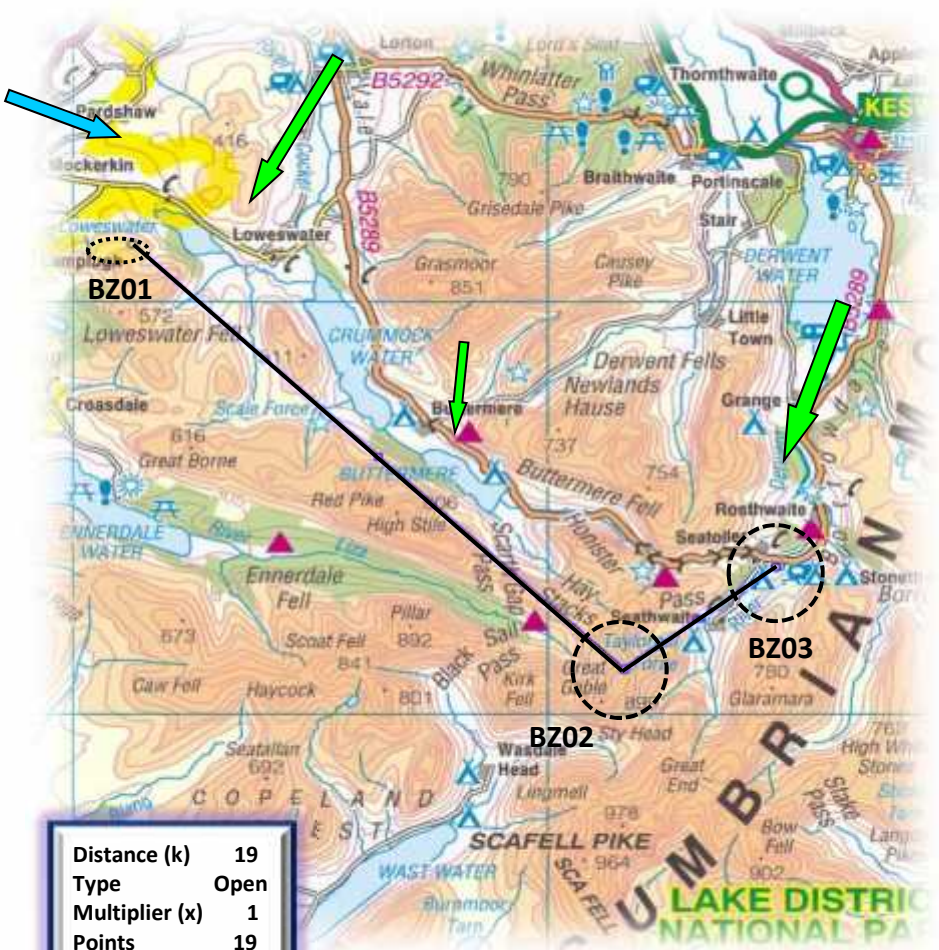
Tricky sections are indicated in blue.

The significance and positioning of TP1 (LG02) will not be lost on those who know of the late, great AW.

Turnpoint details - Wainwright Memorial Route - 25k

LG01	54° 35.301' N	3° 22.272' W	648'	Start/Finish
LG02	54° 30.335' N	3° 14.397' W	893'	TP1

BURNBANK - Seathwaite via Gable



Distance (k)	19
Type	Open
Multiplier (x)	1
Points	19
Duration	1:20
@ Speed	14

BZ02 and BZ03 have 1k cylinders.

Turnpoint details – Seathwaite via Gable – 19k				
BZ01	54° 34.810' N	3° 22.483' W	1336'	Start
BZ02	54° 29.345' N	3° 12.686' W	2392'	TP1 (1k)
BZ03	54° 30.712' N	3° 9.746' W	364'	Finish (1k)

BUTTERMERE VALLEY



Photo: Dave Ashcroft collection

A commanding view of the Buttermere Valley from above Crummock Water, with the prominent spur of Fleetwith Pike (a great ridge walk), dominating the head of the valley. The AW memorial route follows the high ground on the right to Haystacks, whilst the smaller, 'Buttermere Bimble' from Swinside ends at the village under Buttermere Moss (*) - a popular site with the local pilots.

The valley is the established home of the Lakes Charity Classic.

CARROCK FELL

Site:	Carrock Fell
Club:	Cumbria Soaring Club
Take off:	54.41.877N /3.0.856W approx – 1310'
Route name:	Home Brew / Threlkeld Run
Route type:	Flat triangle / Flight to Goal
Cylinders:	200m/400m
Difficulty level:	Basic/Intermediate www.cumbriasoaringclub.co.uk



143.7Mhz

Carrock Fell is renowned for being in a light wind zone and often flyable when other places are blown out. However, it does have restrictions that need to be read and adhered to. A wide lift band provides easy soaring with huge bottom landing areas. Limited by the sea downwind for big XC's, but still a good starting point for a trip through the western fells.

Best conditions: It soars well in a light to moderate NE to E wind, but any hint of it going south of east, often due to sea breeze creeping up the valley can make it unplayable. This can happen when the wind is very light and cannot hold off the sea breeze.

Safety: A very open, safe site with acres of landing in front of the hill. The top landing area is surrounded by rocks and can have a pronounced compression – check before landing there. Read the CSC guide about the restrictions and the no go area around the crags due to nesting birds. The landing at Threlkeld is on the football pitch and other than scoring an own goal off the metalwork is free of hazards. Don't show off low over the A66 on arrival.

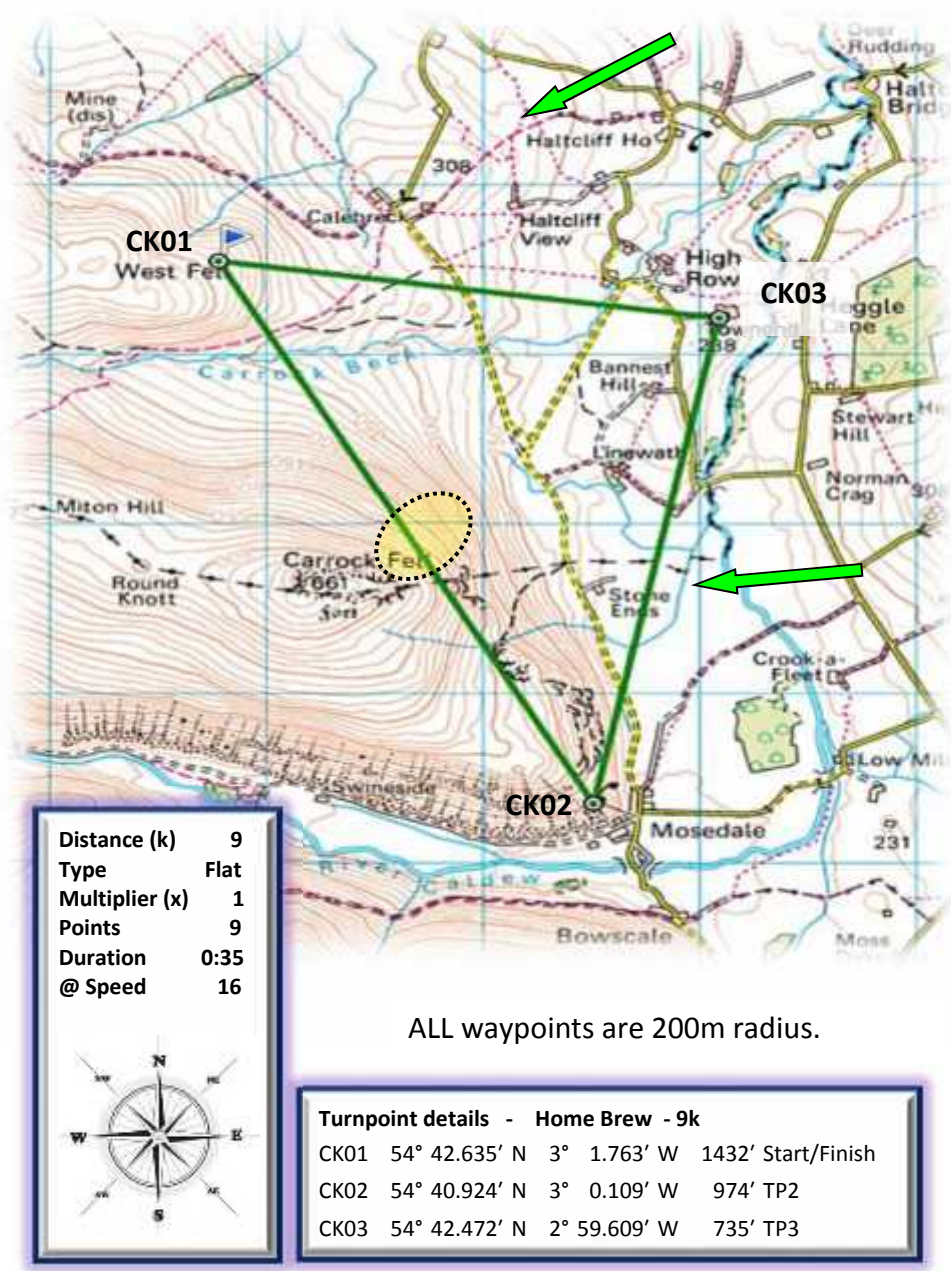
Home Brew – 9k - flat triangle – NE to E (GREEN)

A small, but not necessarily easy triangle that explores the full extent of the site and nearby West Fell. Carrocks soars extremely well, allowing good height gain for the two ridge turnpoints, but is less accommodating out front so expect more of a struggle to achieve TP3. That said, on good thermic days the base is often high and thermals solid and reliable.

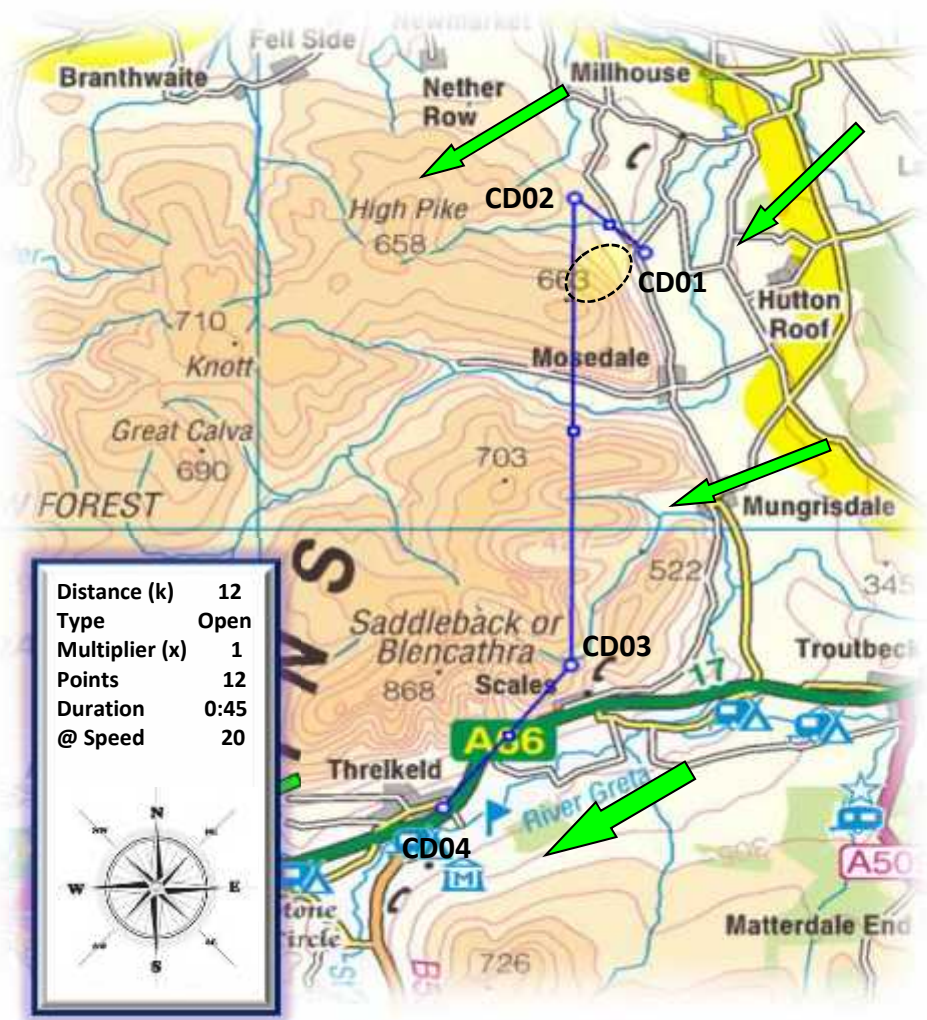
Threlkeld Run - 12k - flight to goal – NE to E (BLUE)

This is the standard run to Threlkeld, and a nice way to finish off the day if you have a cooperative driver. Most try to fly along the front of the hills via Souther Fell, but unless it's very windy, then it's more enjoyable to take in Bowscale and Bannerdale Crags. The back route does feel more remote and committing, but is often a lot easier.

CARROCK FELL - Home Brew



CARROCK FELL - Threlkeld Run



Turnpoint details - Threlkeld Run - 12k							
CD01	54° 42.118'	N	3° 0.250' W	757'	Start		
CD02	54° 42.601'	N	3° 1.189' W	1078'	TP1		
CD03	54° 38.439'	N	3° 1.115' W	1502'	TP2		
CD04	54° 37.161'	N	3° 2.739' W	491'	Finish		

CLOUGH HEAD

Site:	Clough Head
Club:	Cumbria Soaring Club
Take off:	54.35.850N /3.02.611W approx – 1430'
Route name:	The Milk Run with extension /Walla Triangle
Route type:	XC to Goal / FAI triangle.
Cylinders:	400m radius
Difficulty level:	Difficult/hard. www.cumbriasoaringclub.co.uk



143.7Mhz

Clough Head is a popular site and the starting point for many XC flights - both defined and open. If attempting any route that leads into, or uses the high fells, then exercise caution if the wind speed is above 12 mph at the lower launches.

Safety: Flying the Milk Run requires care when passing Helvellyn; especially if windy. This seems to be an area that can produce both dynamic and thermal turbulence. Judge the conditions and pass with good clearance if in doubt; be aware that Browncove crags can produce rotor under certain wind directions and the wind can be more south of west than at take off. Usually if conditions are good it is no problem. There are decent landings in the valley before crossing to Helvellyn. Use caution if scratching low below Helvellyn. If there is any noticeable sea breeze approaching from the south past Dunmail .Raise or you are getting low stay to the valley (west) side of Seat Sandal.

The Milk Run with extension – 38k - flight to goal - W to WNW (RED)

A light to moderate westerly with a touch of north. The ridge can be flown to Grasmere at most times of the year, but for extra challenge the extension to Kendal is provided from the Grasmere TP. It requires a degree of commitment to leave the parent ridge and drop back onto the Dodds. Although opinions vary, the best option seems to be the back (high) route. Getting forward and established on Helvellyn is the central challenge. From Dollywagon onwards it becomes an enjoyable glide into Grasmere or with height on to Ambleside.

Walla Triangle - 24k - FAI - WNW to NW (BLACK)

The best direction is a light WNW to allow all parts of the route to work, notably Walla Crag. To get forward requires reasonable thermal activity and a decent base of around 3500'. Getting to Walla is rarely easy unless conditions are good, sometimes this can be towards the end of the day in valley restitution. A good challenge that needs sound reading of the changing conditions as an approaching sea breeze can change things. The route could be flown using Walla Crag as the start point.

CLOUGH HEAD

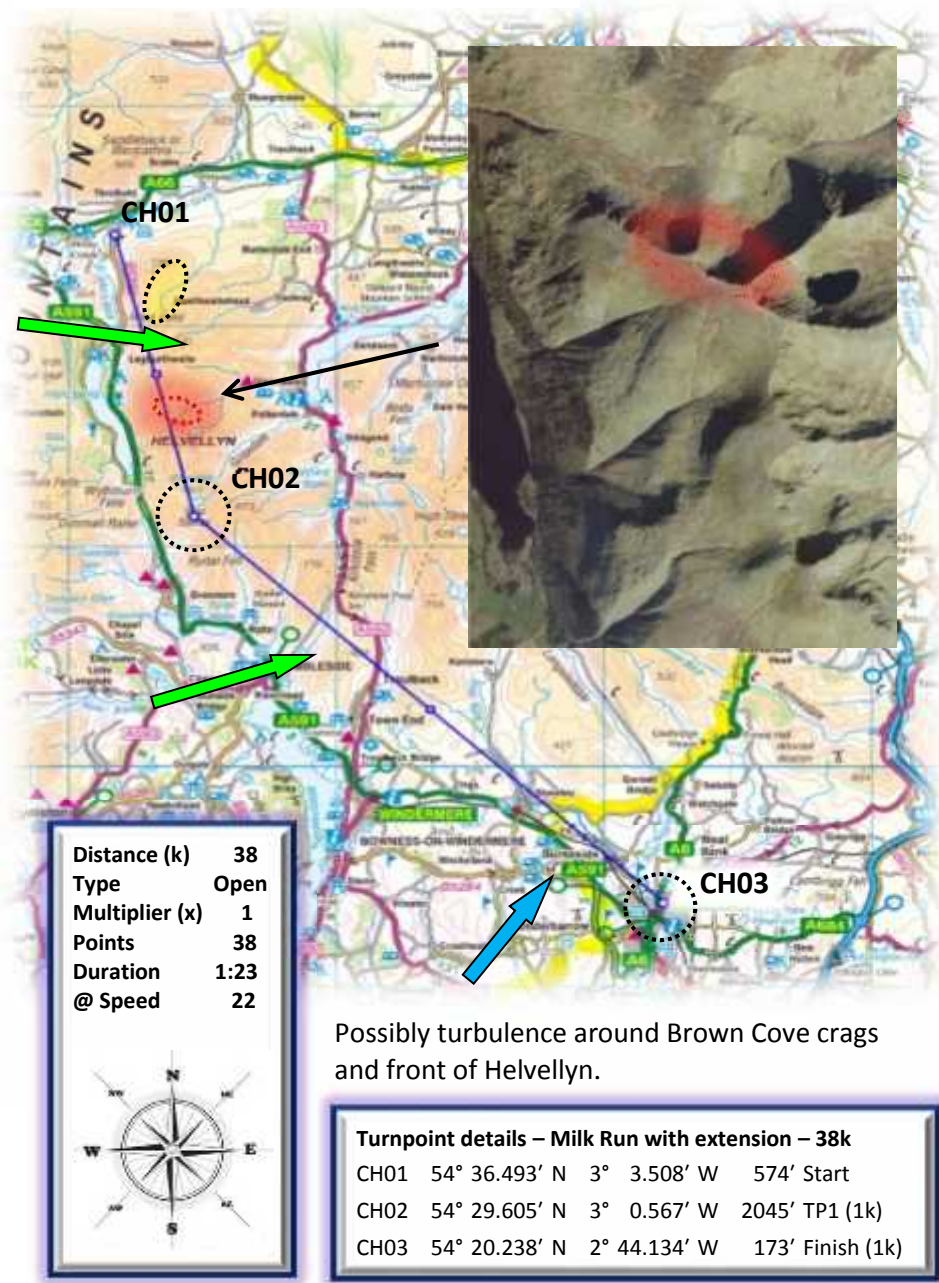
Looking south towards the main face of Clough Head with Helvellyn and Thirlmere in the distance

Photo: Ed Cleasby



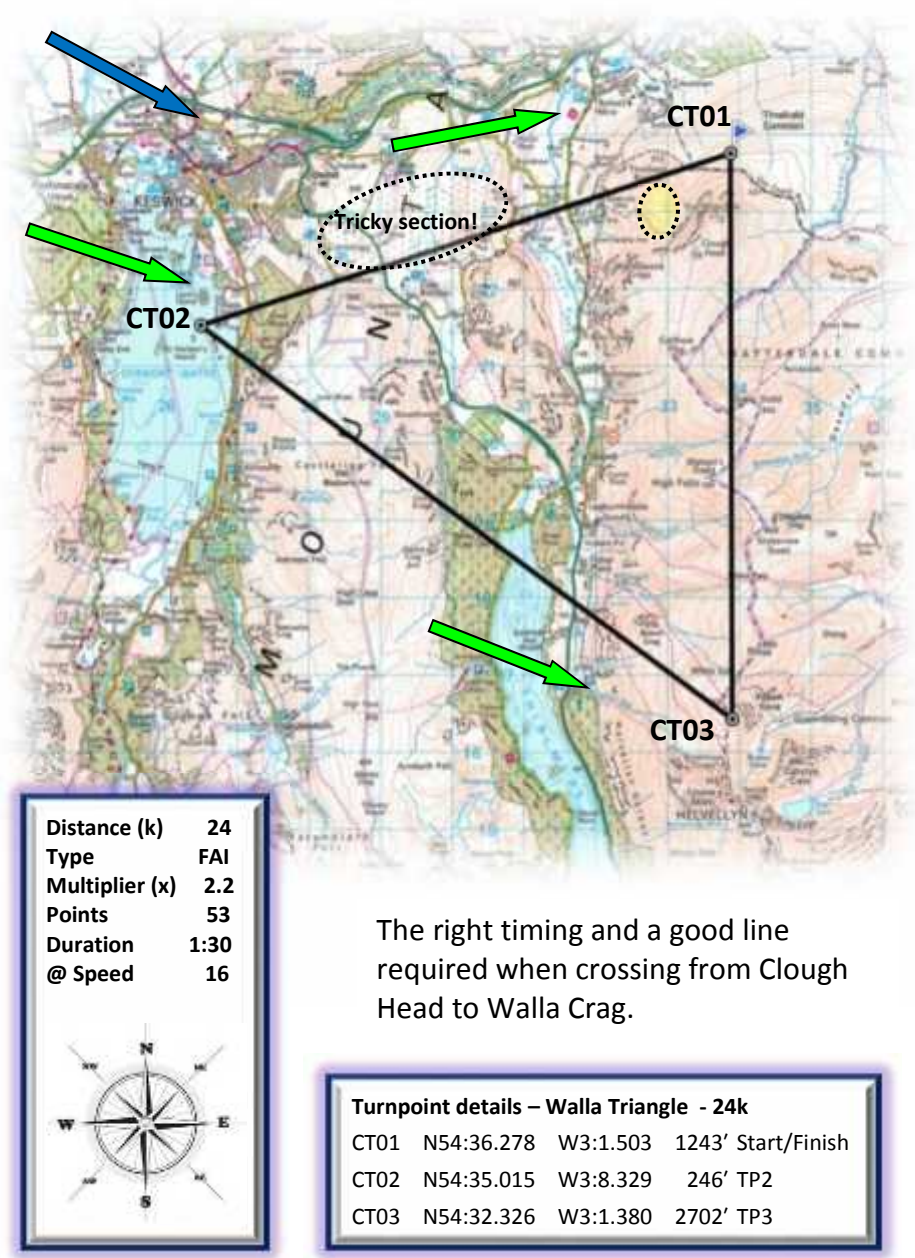
CLOUGH HEAD - Milk Run with ext.

1K cylinders around CH02 and CH03



Possibly turbulence around Brown Cove crags and front of Helvellyn.

CLOUGH HEAD - Walla Triangle



The right timing and a good line required when crossing from Clough Head to Walla Crag.

CONISTON OLD MAN

Site:	Coniston Old Man
Club:	Cumbria Soaring Club
Take off:	54.22.143N /3.07.116W approx – 2319'
Route name:	Coniston - Coppermines Valley triangle
Route type:	FAI triangle
Cylinders:	400m radius
Difficulty level:	Difficult www.cumbriasoaringclub.co.uk



143.7Mhz

Admittedly a stiff walk up – often right to the top on light wind days when it is at its best. Coniston Old Man provides a good starting point into the Langdales and Scafell hills but also offers spectacular closed circuit flying keeping within the Coniston fells.

Best conditions: This is a high mountain route which is best attempted in a light easterly - although a south-easterly is fine as long as the sea breeze does not come in from the south. Some thermal assistance required to push out to TP3.

Safety: Keep a weather eye on the wind speed and give a wide berth to any rocky or sharp spines that may produce turbulence. Given the right conditions the route is not too difficult, but is graded for P rated pilots as it requires some experience.

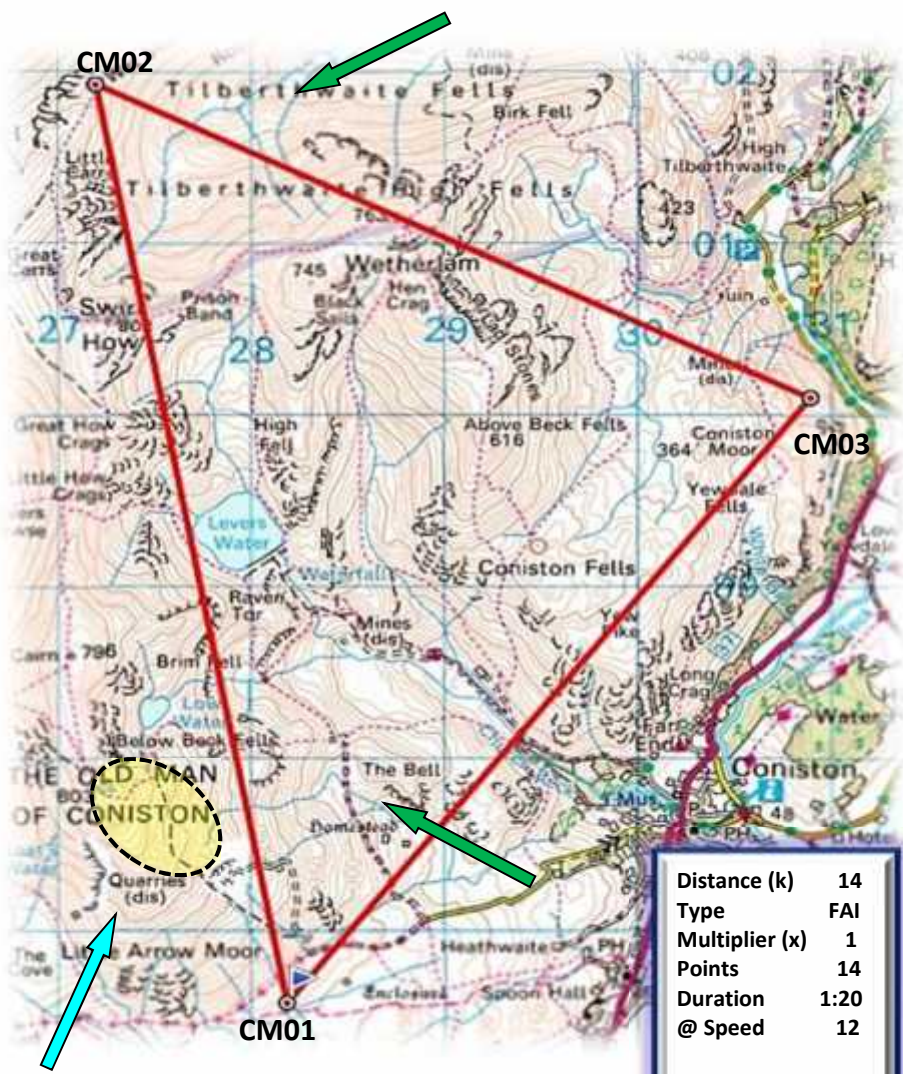


Looking south along the Swirl How to Coniston ridge.

Coppermines Valley – 14k –FAI triangle – ENE to SE (RED)

When conditions are good then flying the main ridge is quite easy however, pushing out front towards Black Sails and Wetherlam is more challenging. On a thermic day it shouldn't be a problem and then it's worth pressing on beyond the Tilberthwaite valley. An enjoyable mountain flight with escape options.

CONISTON - Coppermines Valley



Distance (k)	14
Type	FAI
Multiplier (x)	1
Points	14
Duration	1:20
@ Speed	12

Turnpoint details – Coppermines Valley - 14k				
CM01	54° 21.576' N	3° 6.394' W	862'	Start/Finish
CM02	54° 24.452' N	3° 7.387' W	1992'	TP2
CM03	54° 23.497' N	3° 3.947' W	697'	TP3

ENNERDALE

Site:	Ennerdale
Club:	Cumbria Soaring Club
Take off:	54.16.196N /2.24.230W approx – 1135'
Route name:	The DD Challenge
Route type:	Flight to goal via 2TP
Cylinders:	400m radius (1K around DD02 and DD03)
Difficulty level:	Hard www.cumbriasoaringclub.co.uk



143.7Mhz

Ennerdale is a stunning valley with a remoteness that deters most visitors. Unlike all the other major valleys it has no public road access and is heavily afforested in its upper reaches. Any route heading deep into the valley brings a commitment rarely experienced in the Lakes. Landings in the valley bottom are limited and require care – couple this with a long walk out and the best option is often to land high and either wait or walk higher for a re- launch. Being on the western side of the Lakes the sea breeze plays a prominent role and a constant weather (wind) eye is required. This is certainly the case with the route described.

Best conditions: A moderate northerly at take off – this should hold off the sea breeze. Any east will make it difficult to pass Pillar and proceed to Great Gable. Flying along the Screes (Wasdale) requires slightly different conditions to Ennerdale, but by the time you reach there any sea breeze could be starting to work in your favour. Assess conditions as you proceed down route. The flight can be done purely on dynamic lift with any thermal being a bonus.

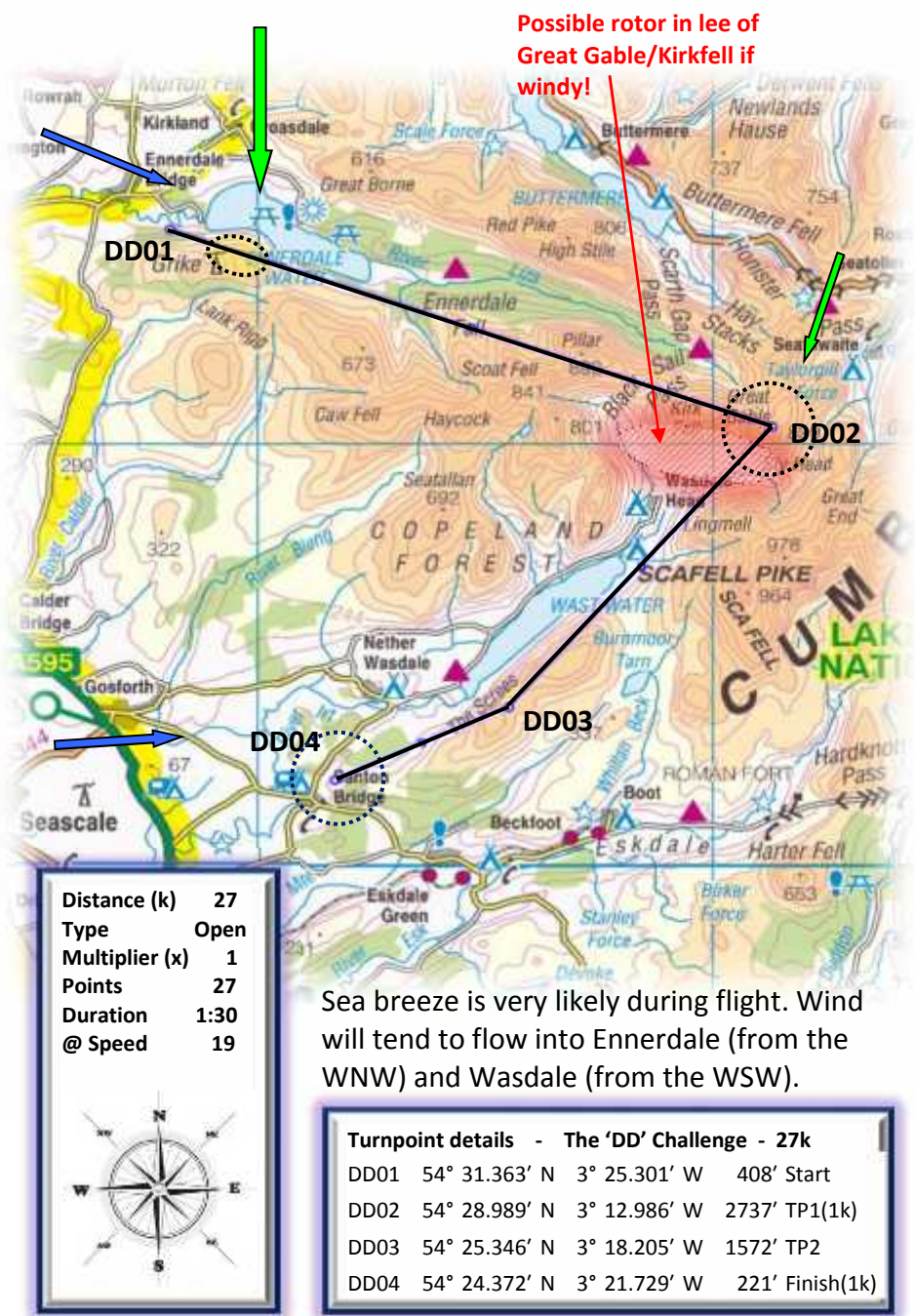
Safety: A fairly serious route and best attempted with company. Beware of rotor when crossing from Gable towards Lingmell – pass Gable to the sides. Avoid landing low in upper Ennerdale – if struggling, land high on the valley sides. It is a good idea to carry a radio and a car left near Nether Wasdale is useful. Note cylinder sizes. There is poor or no mobile signal in upper Ennerdale.

The DD Challenge - 27k - flight to goal – N to NW (BLACK)

Despite sounding rather intimidating this is a stunning route through spectacular mountain scenery and is more about confidence than outright technical ability. The flight links the adjacent valleys of Ennerdale and Wasdale and takes in some of the biggest, central Lakeland peaks. Given good conditions and company the flight will live long in the memory. If you complete the route, there are several good pubs in Eskdale and Nether Wasdale.

(Refer to Dave Ashcroft essay for further route detail)

ENNERDALE - The 'DD' Challenge



FAR WHITESTONES

Site:	Far Whitestones
Club:	Cumbria Soaring Club
Take off:	54.22.803N /2.33.784W approx – 1390'
Route name:	Howgills Classic
Route type:	Out and Return
Cylinders:	200/400m
Difficulty level:	Intermediate.



143.7Mhz

A cracking site, one of the biggest and best southwesterly hills in the north and as yet undiscovered by the majority of Dales pilots.

Best conditions: A light wind, around 8 – 10 mph from the SW to WSW is ideal; any stronger at take off and the higher fells en route need to be taken well forward of their summits. The whole route is in good ridge lift with short transitions between the bowls.

Safety: Few hazards, but keep well forward in fresh winds. Good slope landing options on grassy slopes, but if going down head out and the walk out is not bad. Treat the back of the bowls with caution as strong thermals can rip through in spring/summer conditions. If experiencing penetration problems, avoid diving over the back as there is strong sink and possibly huge rotor - better to track off to the south or north.



Far Whitestones with the drum of the motorway passing through the Tebay gap.

The Howgills Classic - 12k – out and return - SW to WSW (BLUE)

This is a great meander along the western side of the Howgills. With a light breeze it is possible to complete the task purely on ridge lift. The route holds continual interest and the gullies and spurs seem bigger and more intimidating than they are. A lovely way to spend a late afternoon or evening taking in the sunset, preferably with friends and contemplating a pint.

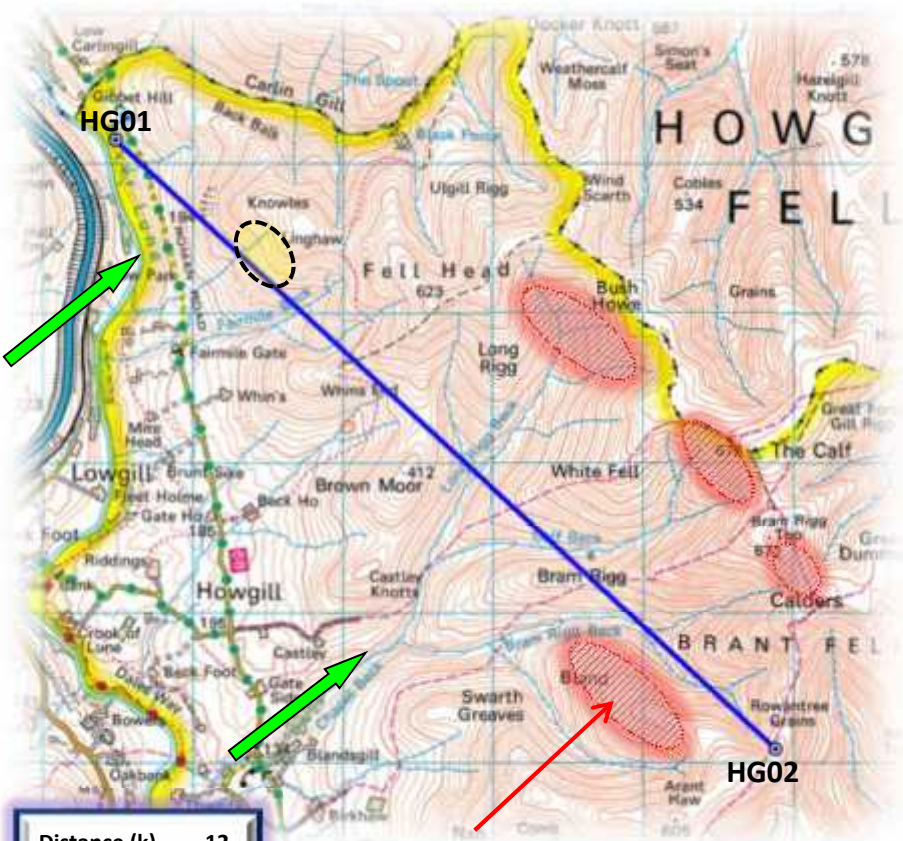
HOWGILL FELS



Looking south towards TP2 on the broad sunlit shoulder.

Photo: Ed Cleasby

FAR WHITESTONES - The Howgills Classic



Distance (k)12

TypeO&R

Multiplier (x)1

Points12

Duration0:45

@ Speed18

Possible rotor in moderate to fresh wind!

Avoid compression areas in the back of bowls in fresh winds!!

HG01 is a 200m cylinder

Turnpoint details - The Howgills Classic - 12k				
HG01	54° 23.190' N	2° 34.748' W	540'	Start/Finish
HG02	54° 21.016' N	2° 30.656' W	1831'	TP

LANGDALE

Site:	Langdale
Club:	Cumbria Soaring Club
Take off:	54.27.340N /3.06.278W approx – 1754'
Route name:	Valley Tour/ North / South triangles
Route type:	Flight to goal/FAI triangles
Cylinders:	400m radius
Difficulty level:	Basic to Hard www.cumbriasoaringclub.co.uk



143.7Mhz

The Langdale valley has become increasingly popular over recent years, both for the excellent flying to be experienced within the confines of the valley and as a well positioned start point for wider circuit flying. A stiff walk, but well worth it for the quality flying it serves up.

Best conditions: It requires a S to SE light wind, plenty of sunshine and a decent cloudbase. Although the valley is well sheltered from the sea breeze it can creep in, creating more turbulent conditions near the head of the valley.

Safety: Avoid flying in anything but the lightest winds. It is usual to have to fight for the first thermal - once high, things smooth out and get easier. If the sea breeze does get into the head of the valley it can be rough towards Pike o' Stickle/Gimmer Crag, as it mixes with the prevailing valley wind. The landing windssock is very useful to assess what could be a switching valley wind.

The Valley Tour - 13k - turn-point flight – SSW to SSE (GREEN)

A good introduction to the valley as it explores most of the main flying area, including a valley crossing. Like other routes here it usually relies on some thermal, but has been flown at all times of the year.

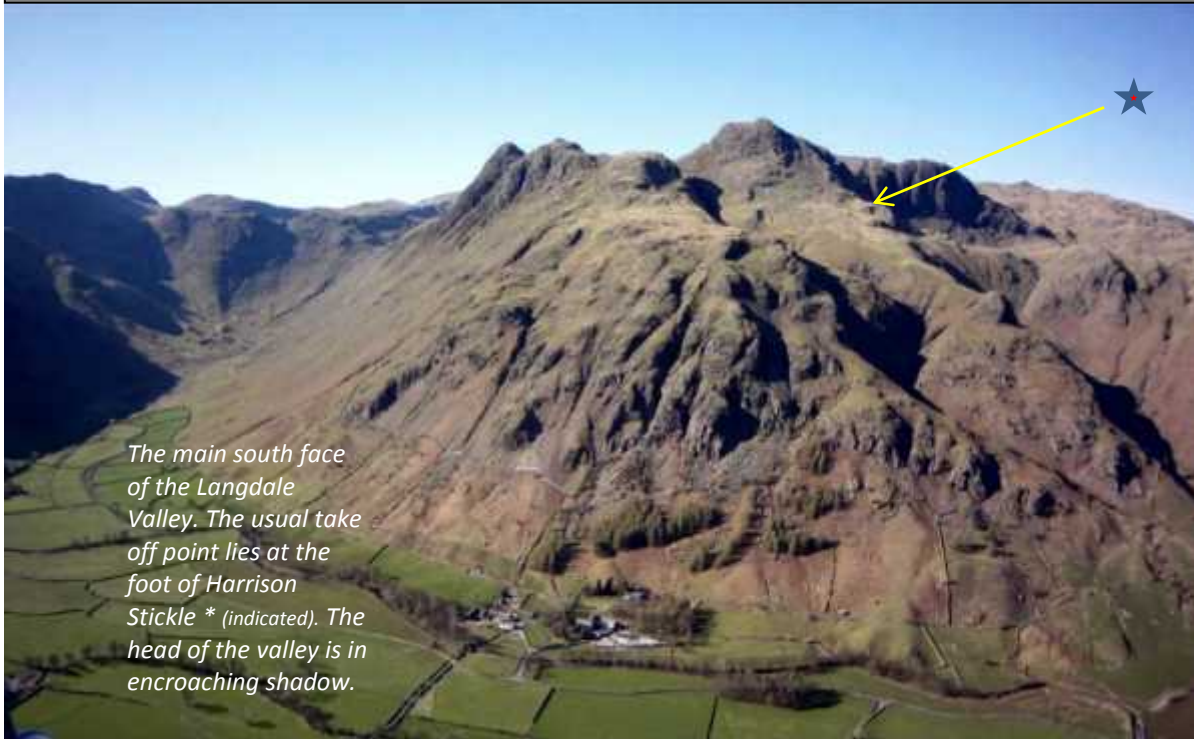
The South Triangle - 28k - FAI triangle - S to SE (BLACK)

A testing route; best attempted if the sea breeze holds off from Scafell and the Coniston fells. It takes in some of the wildest and highest summits, but generally is never more than a glide from one of the main valleys. Not too committing unless you leave it late in your desperation to get back.

The North Triangle - 32k FAI triangle - SSW to SSE (BLACK)

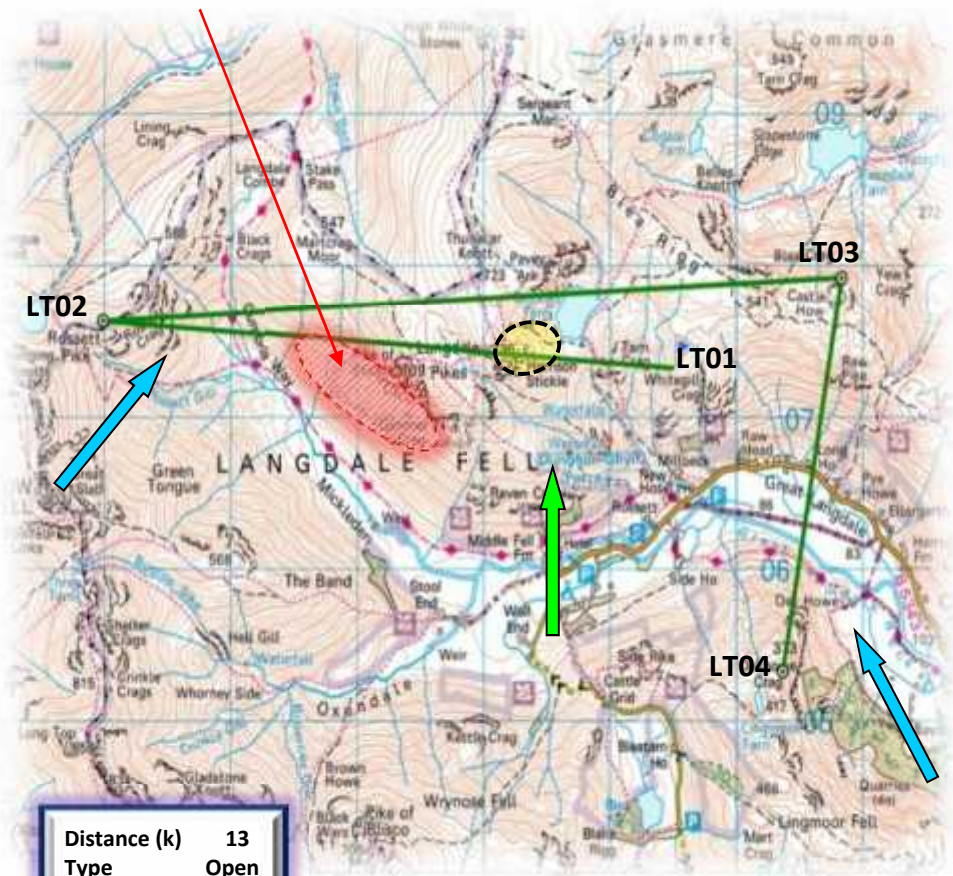
Most triangle flights go north and roughly follow this line; some stretch it further. Without doubt the hard part is getting back into the valley from the Helvellyn spine and Grasmere, it sees many just falling short. It is useful to know how the convergence works in the central Lakes – and then to exploit it!

LANGDALES VALLEY



LANGDALE - Valley Tour

Potential for turbulence if wind is off to the east



Distance (k) 13
 Type Open
 Multiplier (x) 1
 Points 13
 Duration 1:00
 @ Speed 13

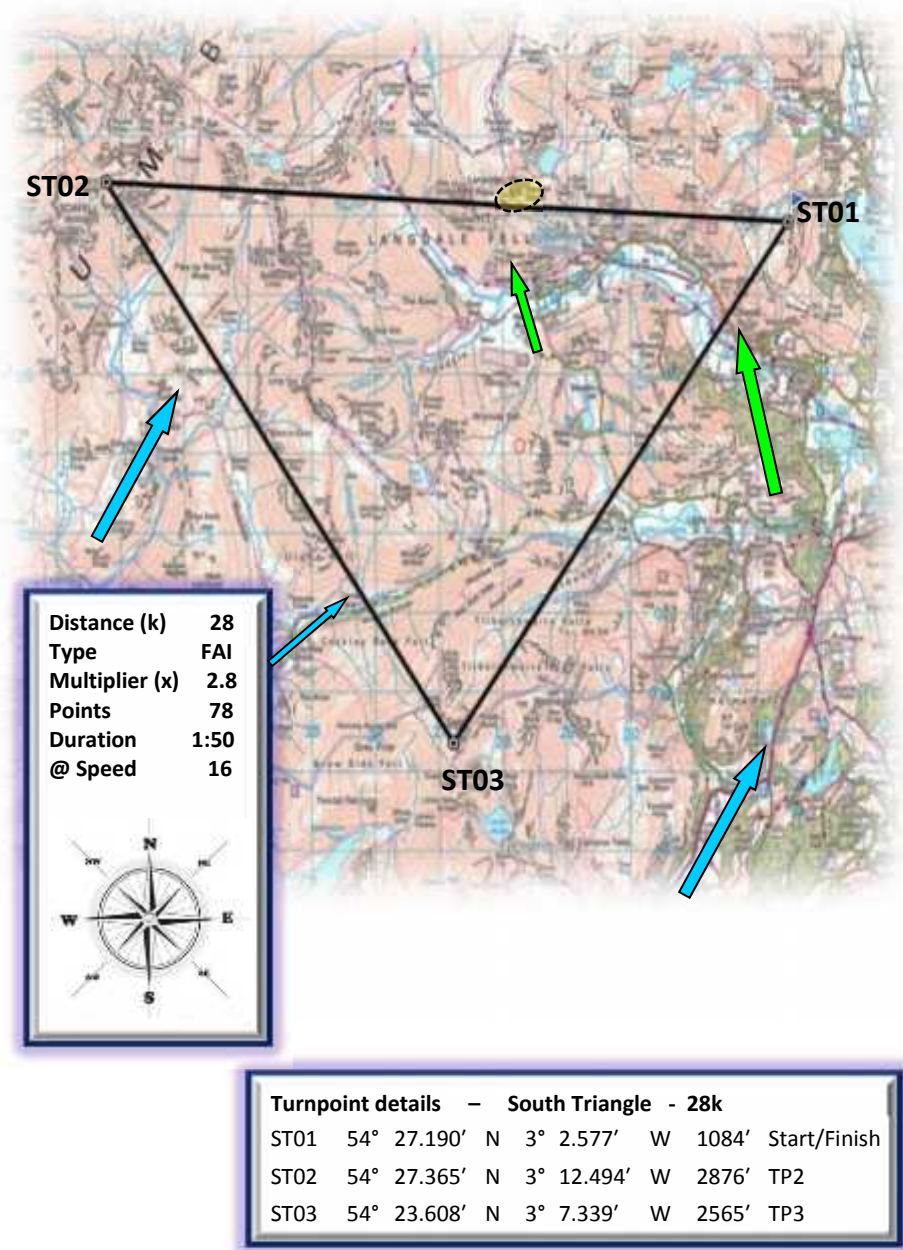


LT04 is route end – not the landing place. Use usual field in front of NDG (New Dungeon Ghyll).

Turnpoint details - Valley Tour – 13k

LT01 54° 27.382' N 3° 5.330' W 1511' Start
 LT02 54° 27.511' N 3° 9.519' W 2062' TP1
 LT03 54° 27.714' N 3° 4.111' W 1499' TP2
 LT04 54° 26.313' N 3° 4.505' W 1226' Finish

LANGDALE - The South Triangle

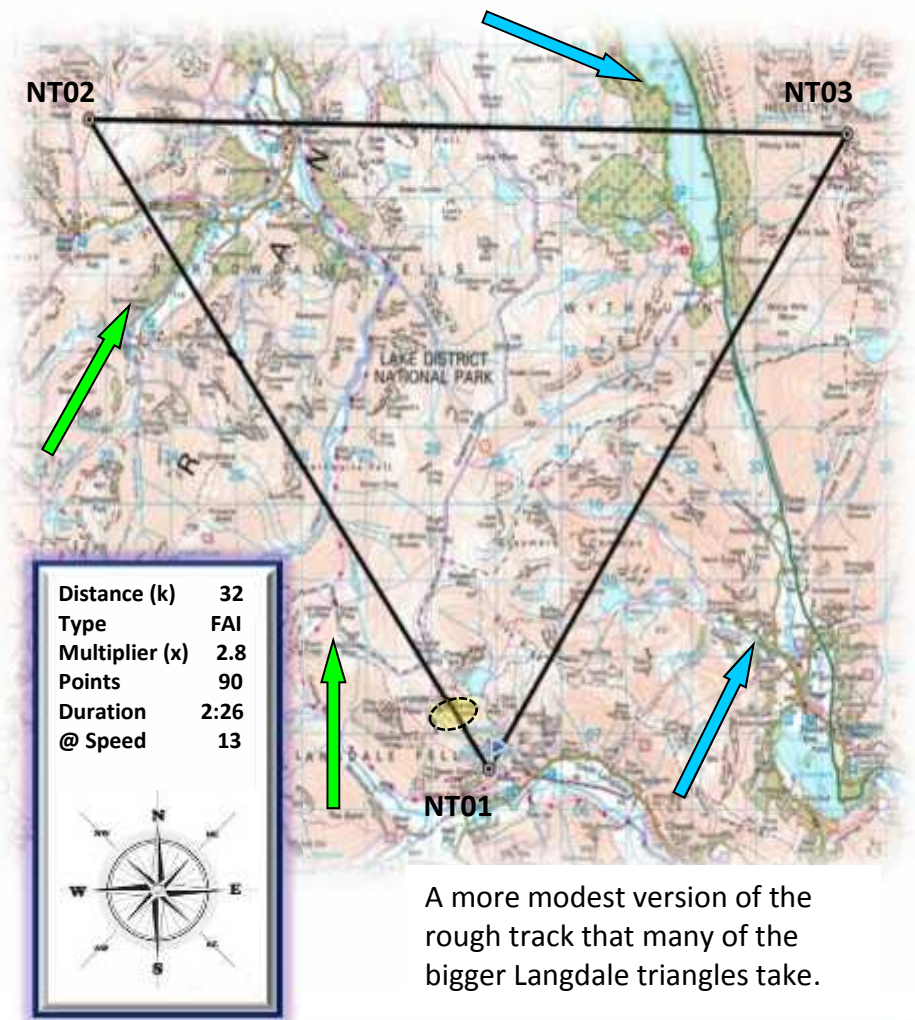


HARRISON STICKLE



Over recent years, the Langdales has become increasingly popular as an alternative to Blease Fell. Its location, near the heart of the Lakes, makes it an ideal starting point for various types of defined flight. **Above** - Mike Cavanagh launches from the 'grassy knoll', the most commonly used take off beneath the cliffs of Harrison Stickle.

LANGDALE - The North Triangle



Turnpoint details – North Triangle - 32k						
NT01	54°	26.951'	N	3°	5.895'	W 735' Start/Finish
NT02	54°	31.481'	N	3°	11.711'	W 1874' TP2
NT03	54°	31.475'	N	3°	0.908'	W 2940' TP3

ST BEES/WHITEHAVEN

Site:	St Bees/Whitehaven
Club:	Cumbria Soaring Club
Take off:	See map – NB01 and SB04
Route name:	North Bay /South Beach
Route type:	Out and return
Cylinders:	200/400m
Difficulty level:	Intermediate www.cumbriasoaringclub.co.uk



143.7Mhz

The west Cumbrian coast to the north and south of St. Bees Head offers some excellent, but quite technical coastal flying. There are more challenges than the two provided here, but they are more committing, and in some cases include the very impressive 300' sandstone cliffs. Both routes described are suitable for CP rated pilots if the conditions are good, but please read the safety notes as you may encounter different hazards to the usual mountain sites. A great option to a blown out or clagged in Lake District.

Safety: Given the right conditions - a moderate 10 – 15knts wind that is square onto the hill, then both routes are reasonably straight forward. However, you need to be aware how the wind will work on different parts of the route as there are small bays, cliff edges and such that may produce rotor as well as varying degrees of lift. Additionally, the state of the tide will have a bearing not just on landing options, but also changes to the wind. Sea and beach thermals are possible and even weak wave is not unknown.

North Bay – 9k - out & return – WNW to NW (BLUE)

With the wind slightly off to the right on the first section to Saltom Bay, the cliffs leading up to the lighthouse on the final stretch work best. You need to work maximum height to push out to the TP near the head; if getting low then turn back and try again as landing is not an option! There are several short sections which turn into wind and allow top-ups for progress, but you are never very high above the top. Thankfully the return run is usually easier.

South Beach – 10k - out & return – WNW to W (BLUE)

Technical and low! The tide needs to be out and the sun shining because after the first 1k the beach crossing needs 150' and some convection rising off the sand. There are low dunes, the railway line and a power cable to be negotiated before the pleasant reward of Nethertown brings relief. The return is usually easier (just) and is a case of topping up on each higher section. Land behind the Seacote hotel or grassed area. BEWARE of kites – it can get quite busy!

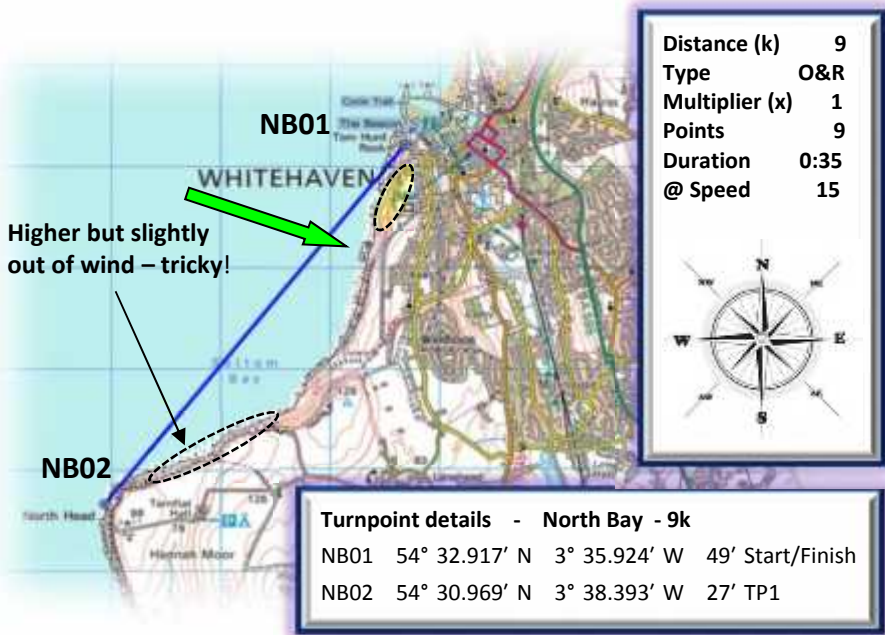
WHITEHAVEN

A number of good coastal sites exist along the west Cumbrian coast. Across the double bay to the north is Lowca, a popular site. The turnpoint for North Bay is the prominent tower at the end of this section of ridge.



Photo: Rick Livingston

ST BEES/WHITEHAVEN – North Bay/South Beach



SWINSIDE

Site:	Swinside
Club:	Cumbria Soaring Club
Take off:	54.36.405N /3.16.829W approx – 1500'
Route name:	Buttermere Bimble/ CT Special/Master's
Route type:	Flight to goal / FAI triangle
Cylinders:	400m radius
Difficulty level:	Various www.cumbriasoaringclub.co.uk



143.7Mhz

A beautiful site to fly that provides access to the bigger hills that overlook the Lorton valley and sweep round into Buttermere. Swinside lies on the edge of the western fells and being somewhat remote from the main tourist trails is often quieter. A tranquil alternative to the crowds that flock to Clough Head.

Best conditions: A light west to north westerly wind at take off is ideal for all routes. However, a light wind could easily find the sea breeze encroaching quickly and cutting off convection. A lovely evening site, but if you're ambitious then an early start is recommended.

Safety: An open and safe site, but keep an eye out for the wind freshening and leading to penetration problems. The route into Buttermere has a number of good landing options – if in doubt drive the route first to check them out. Take care if slope landing on the steep fellside.

Buttermere Bimble - 8k - flight to goal - WNW to WSW (GREEN)

A very pleasant and scenic flight that follows the front of the larger hills around to an excellent village pub (The Fish Inn, Buttermere) near the landing fields.

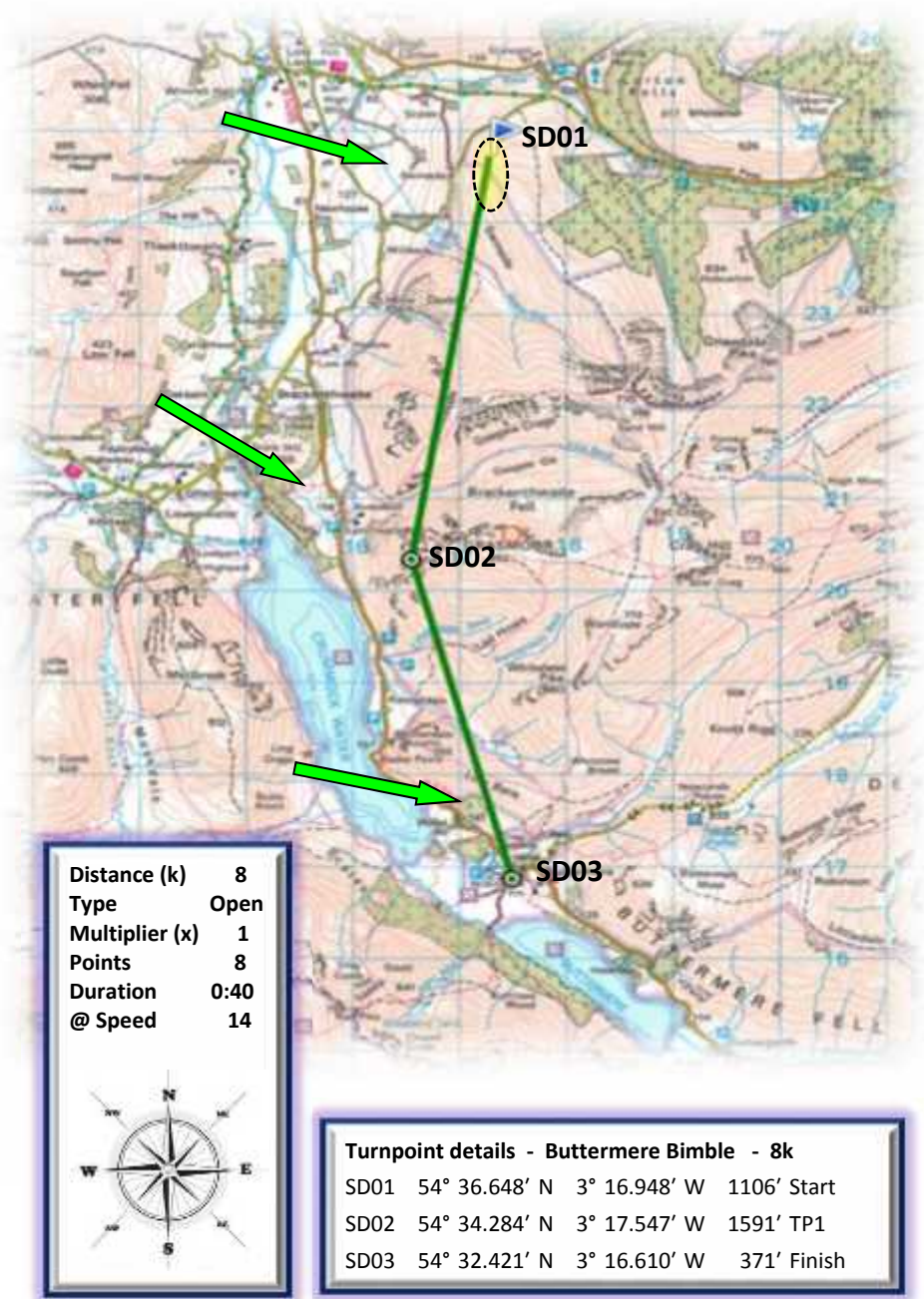
Cream Team Special - 38k - flight to goal - WNW to W (RED)

With good conditions and an early start there is every possibility of linking into the 'Milk Run' from Clough Head. Of course you have to get there and that is harder than floating along a big ridge to Ambleside. This route packs a lot into its 38k and provides a very educational bout of flying.

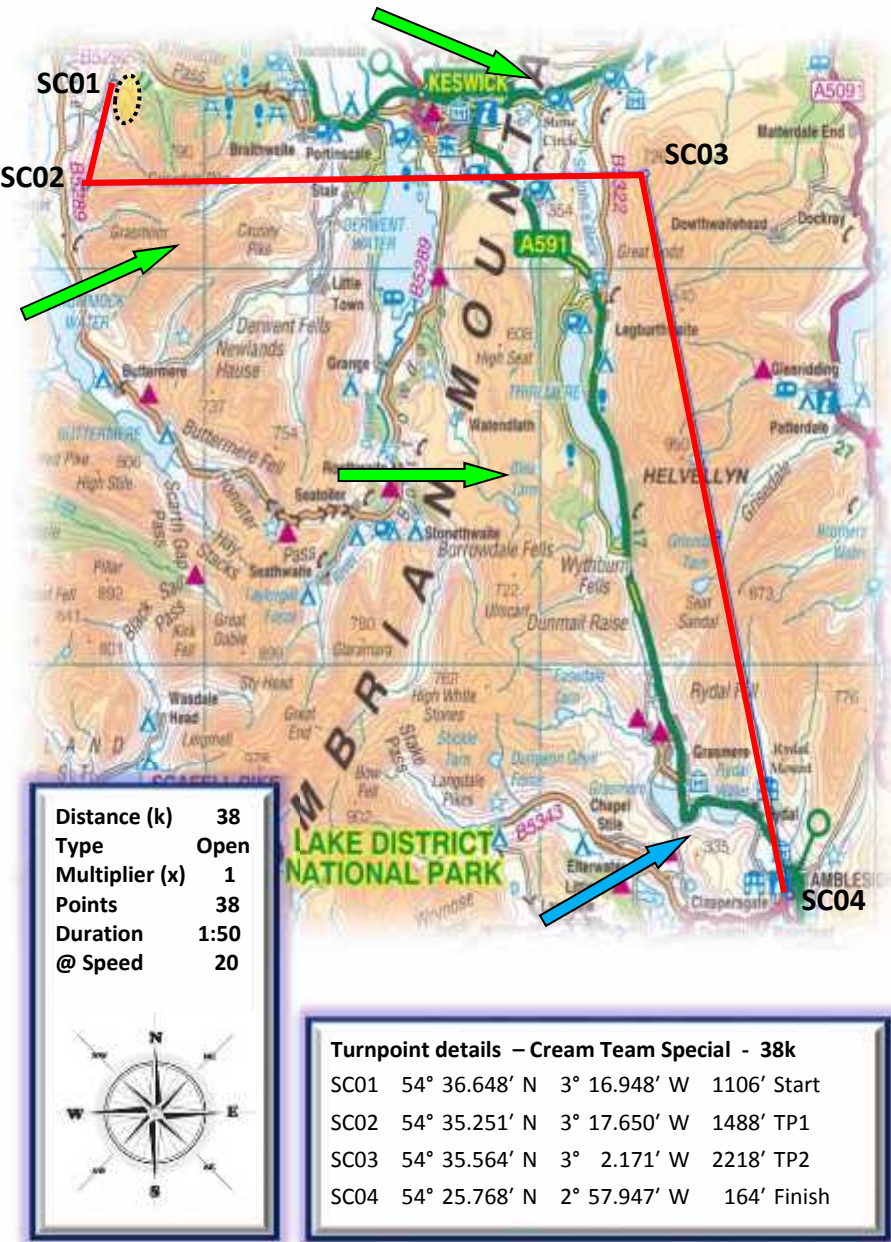
Master's Challenge - 20k - FAI triangle - WNW to W (BLACK)

A Chris Scammell recommendation – so it can't be bad and it won't be easy! This route covers extensive and difficult ground with a long push forward onto Melbreck, before heading back across the valley to mighty Robinson. Consider yourself very good if you achieve this and beat the sea breeze.

SWINSIDE - Buttermere Bimble

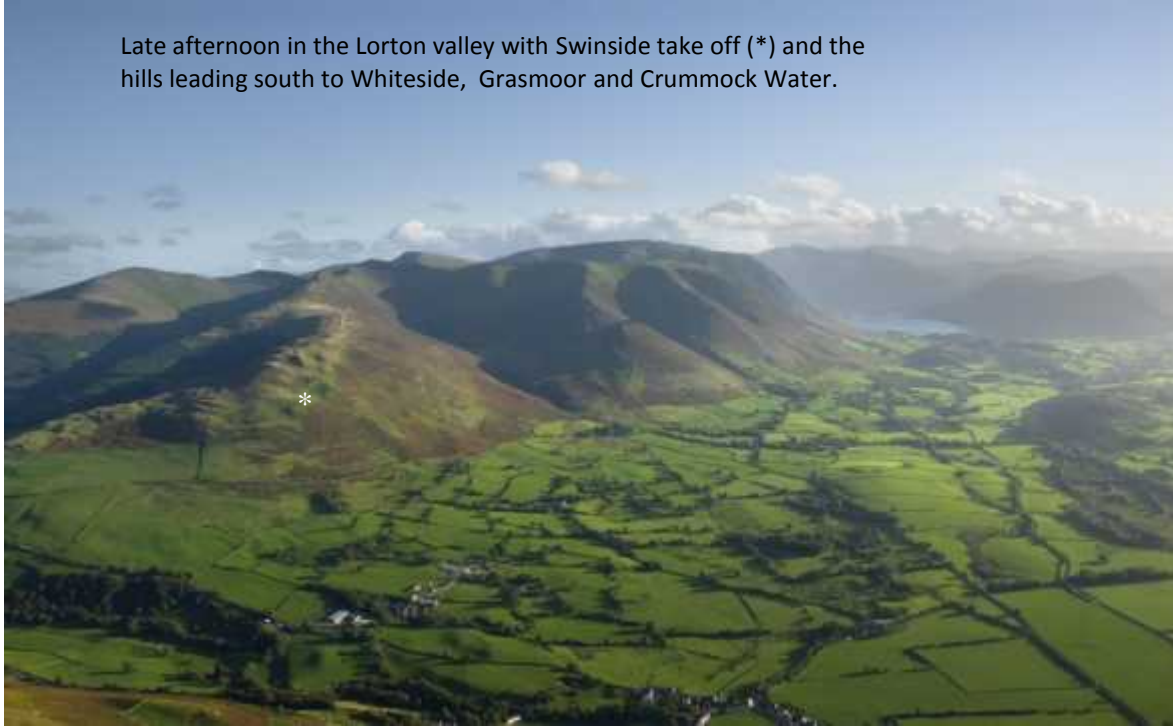


SWINSIDE - Cream Team Special



LORTON VALLEY

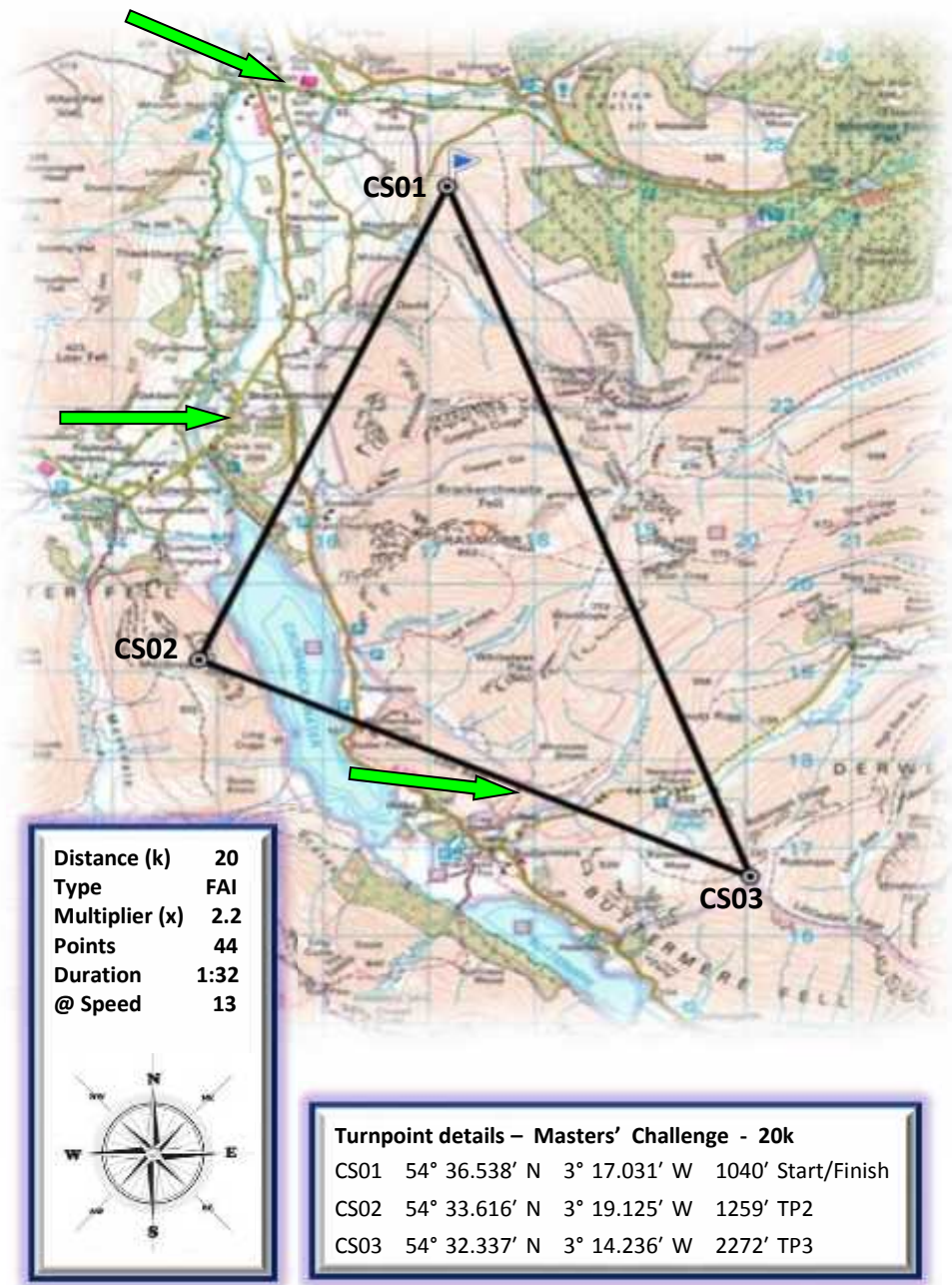
Late afternoon in the Lorton valley with Swinside take off (*) and the hills leading south to Whiteside, Grasmoor and Crummock Water.



Take off from Swinside imminent overlooking the Lorton Valley.



SWINSIDE - Masters' Challenge



WALLA CRAG

Site:	Walla Crag
Club:	Cumbria Soaring Club
Take off:	54.35.010N /3.07.119W approx – 1120'
Route name:	CS Special/CSS Special/ Tour du Lac
Route type:	Out and Returns/FAI triangle
Cylinders:	400m radius
Difficulty level:	Various www.cumbriasoaringclub.co.uk



143.7Mhz

Walla Crag is a spectacular cliff site facing NW towards Bassenthwaite and right in the path of any sea breeze. Superb views over Bassenthwaite, Derwent and the Borrowdale valley.

Best conditions: Almost no wind on the walk up means it's probably about right on take off. A touch of west in the wind will help on the routes described. Lying in the path of the sea breeze the lift can sometimes be gut-wrenchingly strong on take-off as it arrives. You have been warned!

Safety: The usual cliff take off place is rarely easy. It is small, lies in the dead air just behind the cliff edge and is surrounded by heather. It has a reputation and takes no prisoners; hence the increasing popularity of the large grassy slope 500m to the south.

CSS Special - 10k – out & return – WNW to NW (BLUE)

This route, and the ones detailed below, “ ... taught me all I know ” (Chris Scammell). The quote should provide some indication of the calibre of the challenge and the interest this route offers. Setting off down Borrowdale can be quite committing, but there are good landing options and decent edges, cliffs and tree covered slopes to maintain the interest and keep one airborne.

CS Special – 16k – out & return – WNW to NW (RED)

Longer and more testing; this route heads deeper into the jaws of Borrowdale and the higher fells. The lower reaches of the valley are a known convergence area – and you may get lucky - otherwise it is a lot more testing.

Tour du Lac – 17k - FAI triangle – W to WNW (BLACK)

Not my route name, but very apt. This is a local challenge that is often attempted, but rarely done; although it can form part of larger, Bleas based triangles. Good thermal or convergence assistance required.

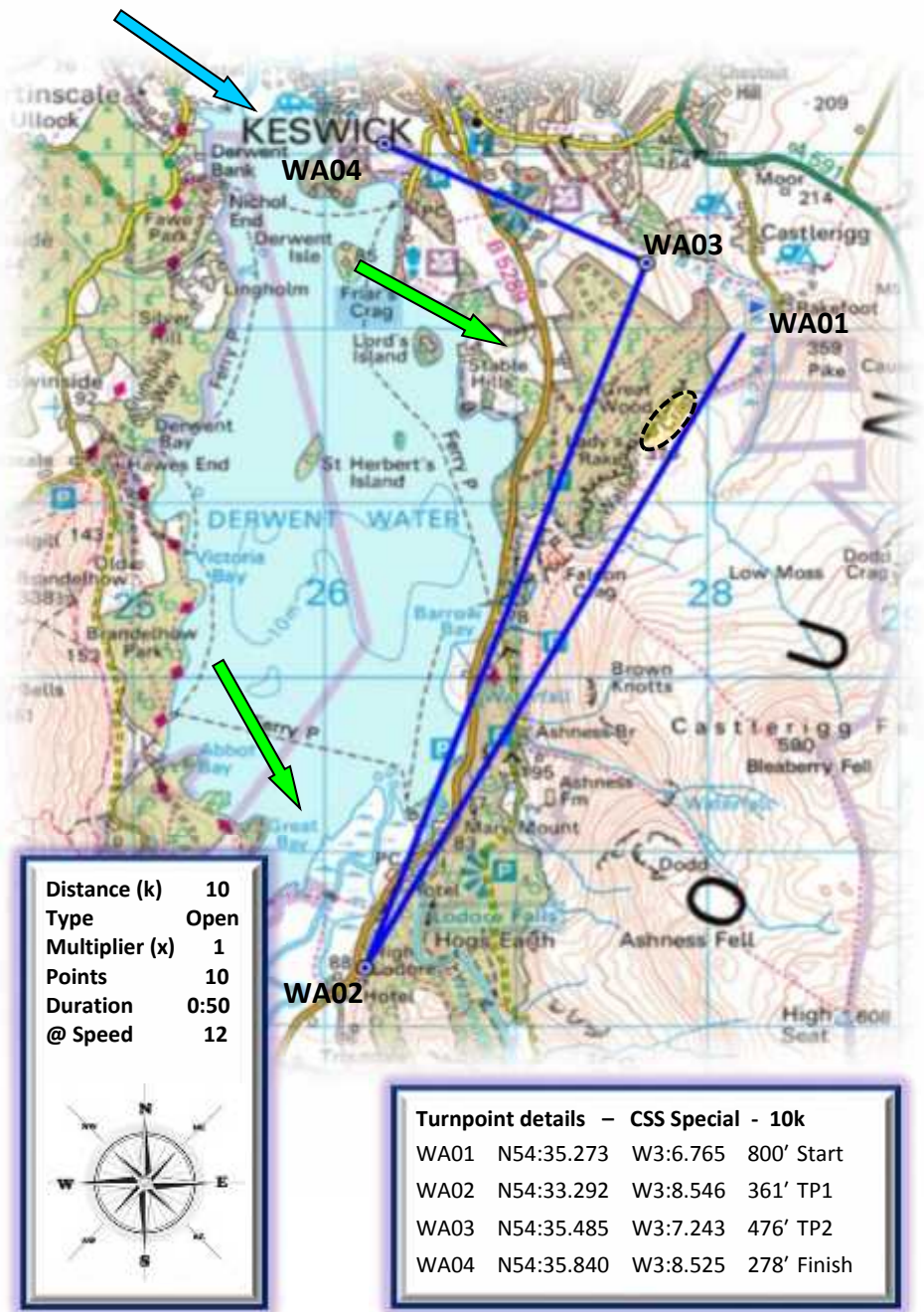
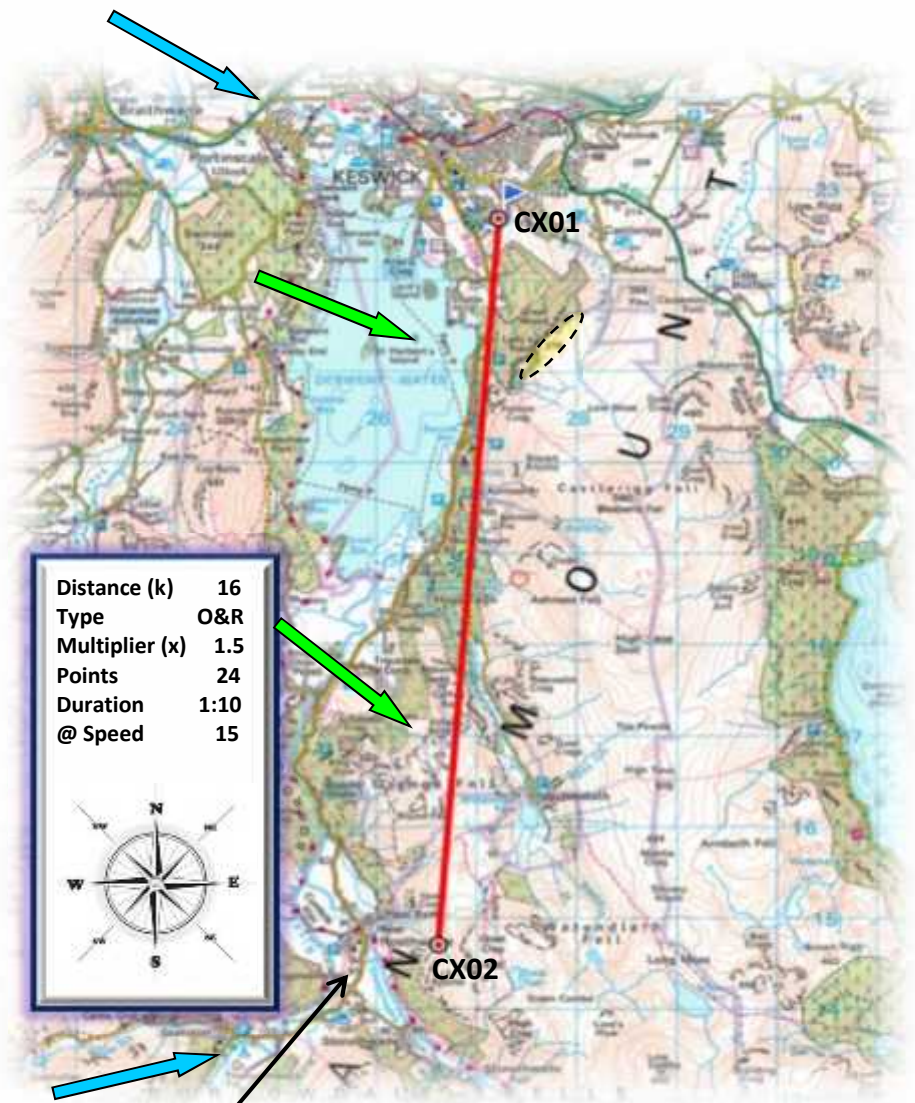




Photo: Tony Thompson

WALLA CRAG - CS Special



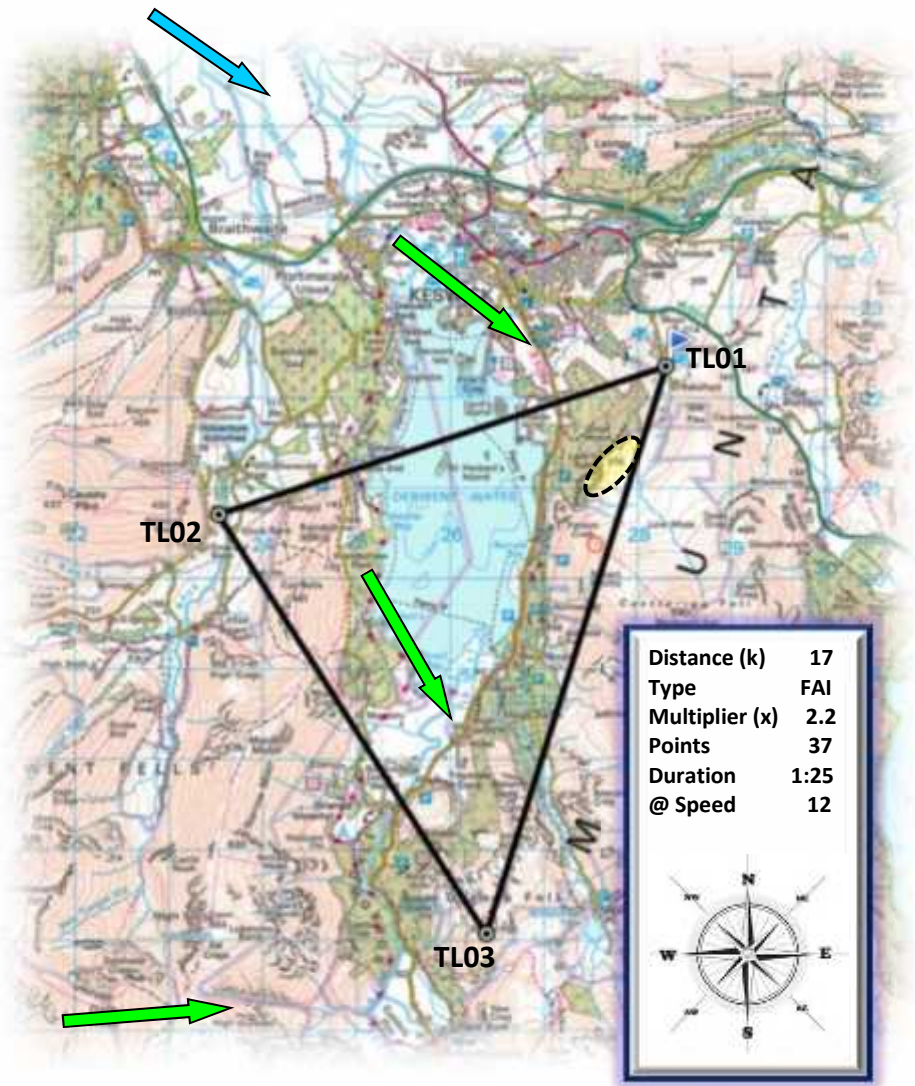
Distance (k)	16
Type	O&R
Multiplier (x)	1.5
Points	24
Duration	1:10
@ Speed	15



Possible convergence
area around valley junctions.

Turnpoint details - CS Special - 16k			
CX01	N54:35.643	W3:7.668	347' Start/Finish
CX02	N54:31.340	W3:8.114	1044' TP2

WALLA CRAG - Tour du Lac



Turnpoint details - Tour du Lac - 17k				
TL01	54° 35.473' N	3° 6.656' W	737'	Start/Finish
TL02	54° 34.547' N	3° 11.068' W	411'	TP1
TL03	54° 32.070' N	3° 8.347' W	1235'	TP2

WASTWATER SCREES

Site:	Wastwater Screes
Club:	Cumbria Soaring Club
Take off:	54.25.025N /3.018.824W approx – 1425'
Route name:	The Scafell Classic
Route type:	Flight to goal via 2TP
Cylinders:	400m radius (2k & 1K) see note below
Difficulty level:	Difficult www.cumbriasoaringclub.co.uk



143.7Mhz

A site that certainly has the wow factor! Wasdale is yet another valley with its own character and stunning scenery. It would be hard to imagine a better view from the 2000' take off than across to Great Gable, Yewbarrow and Kirkfell strung out before you beyond the lake. A must fly for any visitor to the area.

Best conditions: This is a high mountain route that, according to the best informed locals, is destined to become a classic. Best wind direction is a WNW and only around 10 -12 knt max over the tops; anything fresher and you can expect to encounter turbulence through the Scafell gap and along to Glaramara. At take off the ideal wind is a little off to the west, but once into Borrowdale it should prove to be more NW. A superb route on a good summer's day, but make sure you escape Wasdale before the often strong, sea breeze pushes in. Can be ridge soared throughout during the autumn and winter months.

Safety: A more serious route than many in this guide. The central, 8k section goes through some of the highest and most rugged Lakeland mountains. You should ensure you have sound knowledge of the topography of the area. There are good landings in the bottom of Wasdale; once through Sty Head pass it is a long glide down to Seathwaite and the entrance to Borrowdale. There are good landings in the valley bottoms, but they can be turbulent if the route is attempted in other than light winds.

It is a good idea to carry a radio and due to the difficulty of returning to your car,a driver is recommended. Note cylinder sizes.

The Scafell Classic - 21k flight to goal – WNW to W (RED)

This route has become more popular over recent years as pilots have probed deeper into the Lakeland mountains in their quest for bigger triangles. The Wastwater Screes are an impressive place to fly in their own right and worth the long journey to get there. Even when low cloud obscures the Scafell summit it is possible to sneak through Sty Head. If it's not possible then content yourself with flying probably the most spectacular valley in the Lakes.

Wasdale/The Screes



WASDALE/THE SCREES



23 November: Had an awesome day on the Screes today with Stuart Holmes and a local guy, Paul.

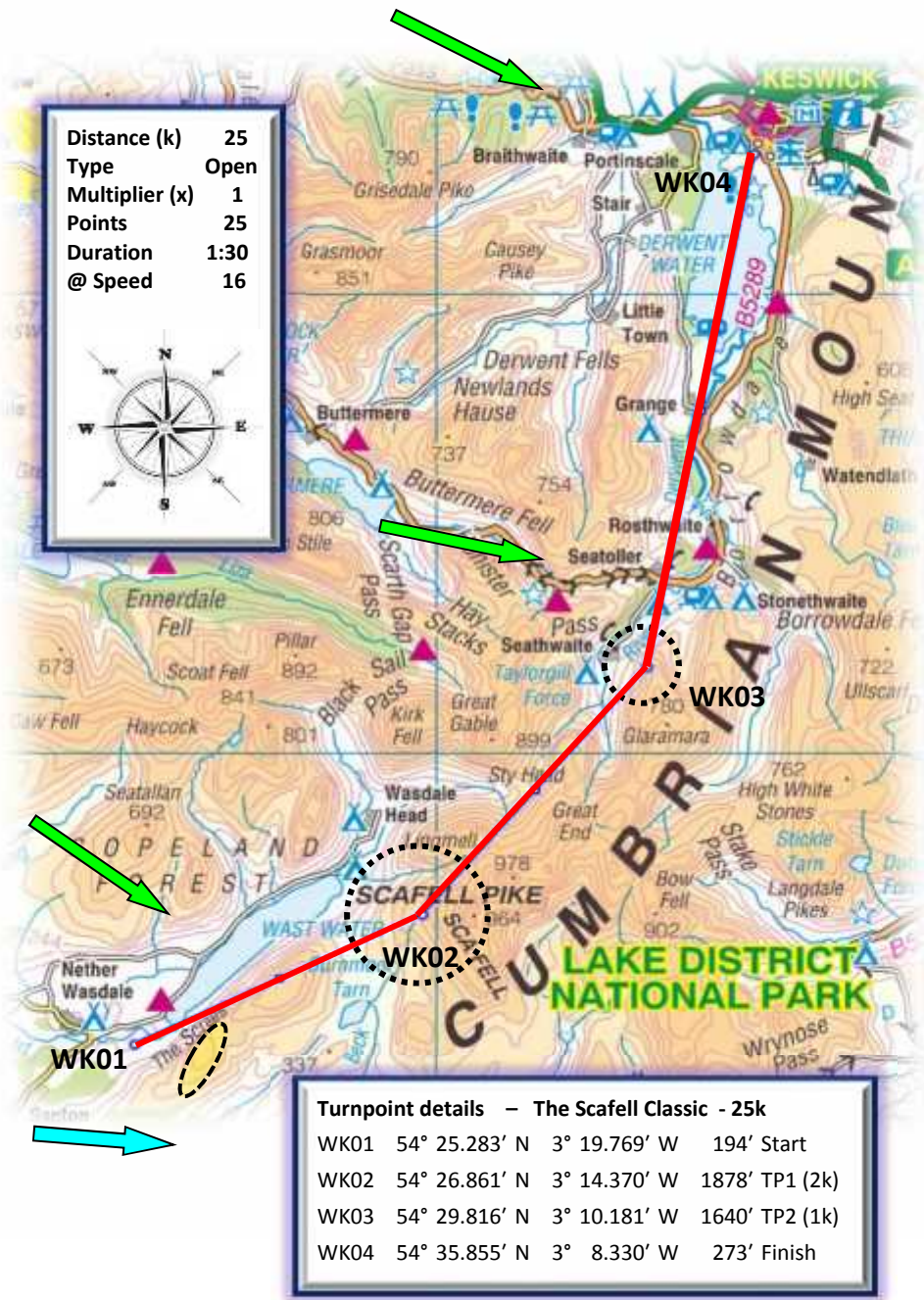
After a stunning hour on the Screes we crossed to Scafell and soared our way to the top, under orange cumulus lit up by the sunset. As the last rays kissed our gliders we turned tail and scooted off to Great End, topping up on ridge lift there before dropping back onto Allen Crag and Glaramara. The last of the days warmth left the crags here and boosted our height for the crossing of Bessy Boot over to Grange fell above Rosthwaite. Here, we encountered smooth ridge lift in the gloaming which carried us through the jaws of Borrowdale and on towards Derwentwater.

A last, late thermal above Black Crag was sufficient for the final last few kilometre glide to a landing under Walla amongst a flock of lifting geese. By the time I'd packed up it was properly dark. Lovely! (Chris Scammell)

Photos: Dave Ashcroft
collection/James Pierce



WASTWATER - The Scafell Classic



WRYNOSE PASS

Site:	Wrynose Pass
Club:	Cumbria Soaring Club
Take off:	54.23.604N /3.7.355W approx – 2600'
Route name:	Great Western/ Great Eastern
Route type:	Flight to goal/ FAI triangle
Cylinders:	400m
Difficulty level:	Intermediate/Hard www.cumbriasoaringclub.co.uk



143.7Mhz

Wrynose Pass can be the lazy pilots way onto the bigger Coniston and Langdales hills or even deeper into Scafell. However, it can also leave you stranded, soaring the east bowl or grounded by the sea breeze which can arrive aggressively from the Duddon valley. One route is a hybrid that tries to take account of that by offering an alternative – if you're prepared to walk!

Best conditions: The site faces due east and the wind should not be too far off that or too strong as it funnels and can get rough. It is a site for an early start and a light easterly; this will of course not hold off the sea breeze for long. On the plus side there will be a good convergence effect if you read the conditions and get the timing right. The convergence can hold here for some time making it a pretty special place on its day.

Safety: Avoid in a NE or SE wind especially if combined with a fresh wind. Take care slope landing due to the many rocks scattered liberally around.

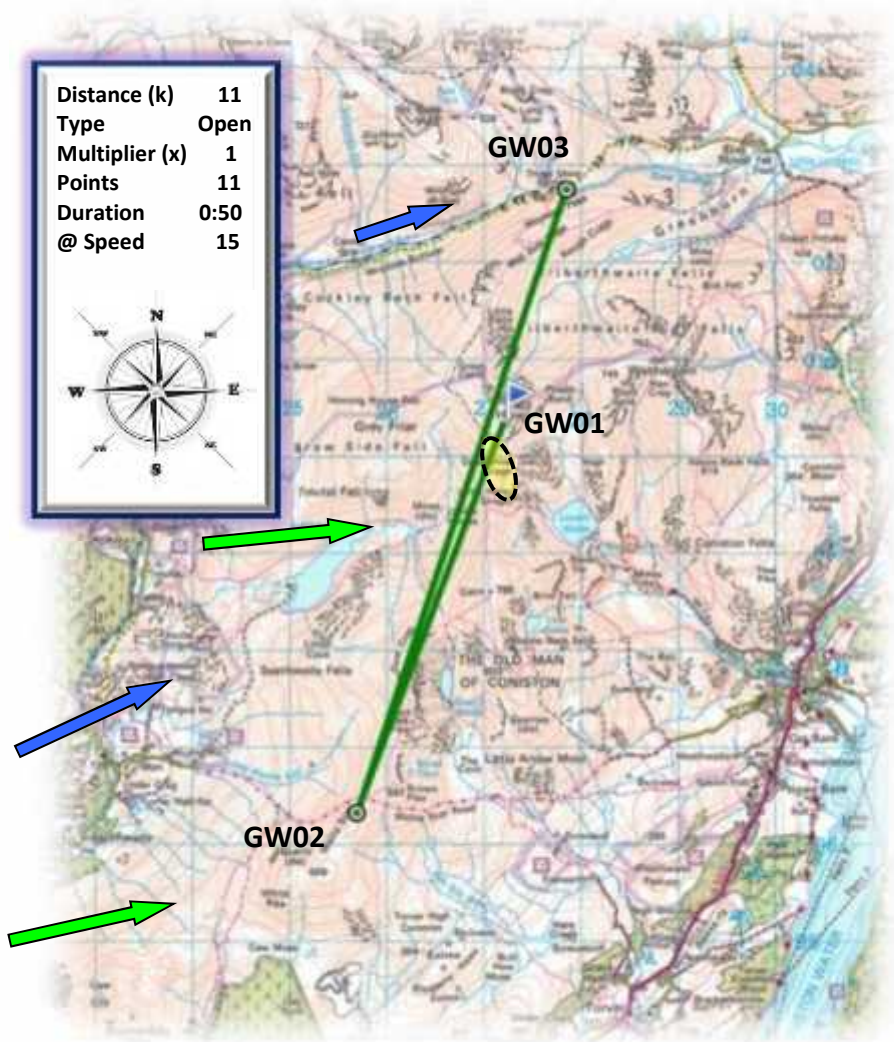
Great Western - 11k - flight to goal - WSW or E/ESE (BLUE)

This route is the 'get out' if you fear the sea breeze; it's light and variable – or you just fancy a walk. Park as for Wrynose, but walk up to the summit area of Swirl How. The route is possible by flying either the western faces or the eastern bowls of the Coniston hills. Arriving at the broad summit of Swirl How and assessing conditions will determine which way you play this devious route. Either way it's very interesting - but also different with uncertain outcomes.

Great Eastern - 12k – FAI triangle - ENE to ESE (BLACK)

A good sized FAI that encompasses Coniston Old Man and Bowfell in its travels, before pushing well out front. It could fall foul of the sea breeze, but the accompanying convergence and prevailing easterly stilling holding on the higher mountains tends to make it easier than it appears. Some big triangles have been flown from here under such conditions so it's a good starter.

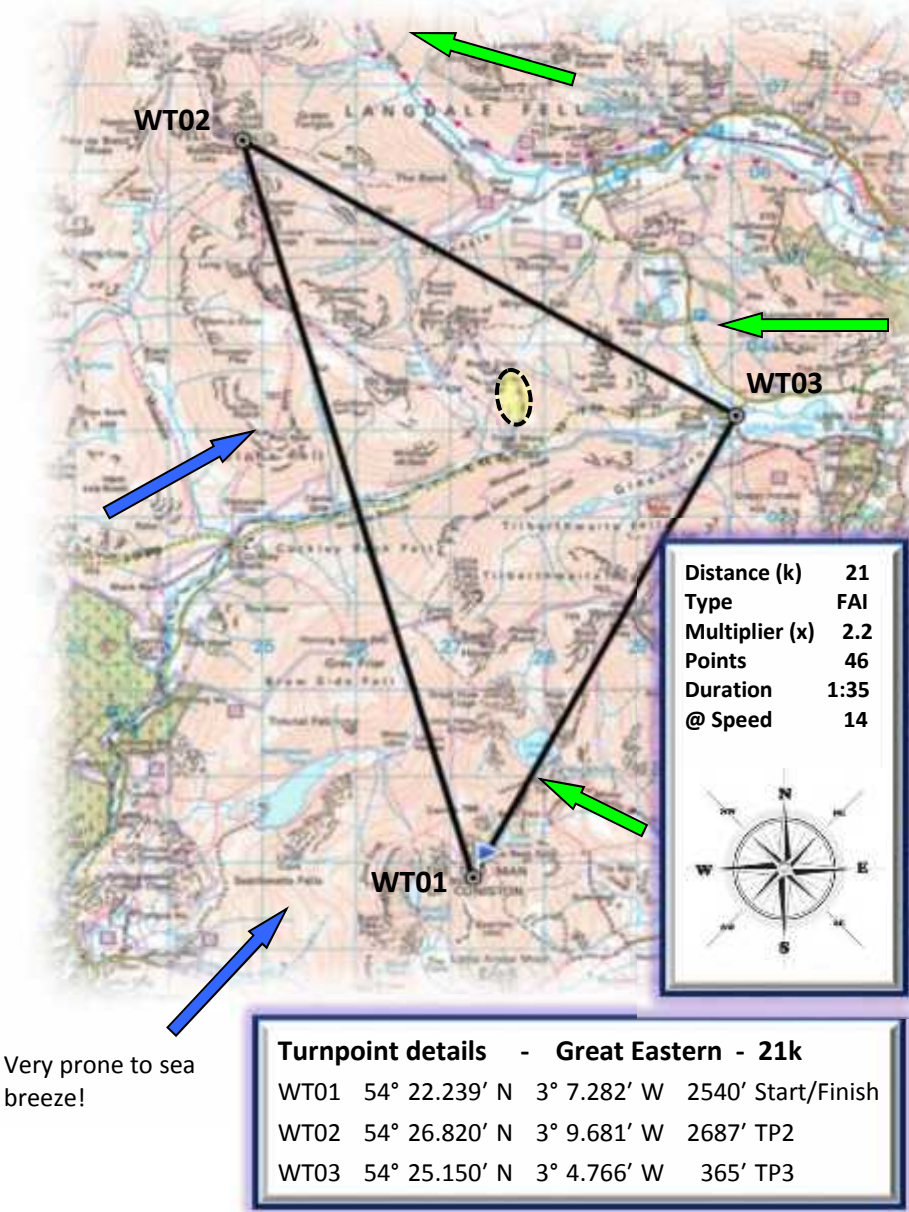
WRYNOSE - Great Western



Can also be flown
in an easterly.

Turnpoint details – Great Western - 11k					
GW01	54° 23.604' N	3° 7.355' W	2561'	Start	
GW02	54° 21.416' N	3° 8.694' W	1965'	TP1	
GW03	54° 24.899' N	3° 6.799' W	1281'	Finish	

WRYNOSE – Great Eastern



A COLLECTION OF SHORT

PARAGLIDING ESSAYS

Kitt Rudd on a late Blease evening
Photo: John Hamlett

Best laid plans - versus flexibility

Mike Cavanagh shares some thoughts on convergence and the need for a flexible approach.

We all have pictures in our head of where convergence may occur and why, but sometimes it does and sometimes it doesn't. We probably need a super computer to work it out with any reasonable degree of probability - given the many variables.

You can try and plan your flights to make the most of your hunches and sometimes that will work well, but sometimes it won't. I know I keep harping on about flexibility when I speak with fellow pilots, but to me that is the only way to achieve a good flight.



Solway convergence building over the Alston road, just north of Cross Fell.

Plan your route. It's always good to have a goal and try and predict the effect of the variables, but at the end of the day follow your eyes and react quickly to what they see. If you are certain convergence is going to occur, then plan accordingly to use it. But do not get upset if it is not there – just fly the day. If you see convergence whilst in the air, note it, try and work out what is happening to see if it helps you then, or further into your flight. Time your flight route to make the most of it. Perhaps risking leaving good lift to achieve a goal with the expectation it's going to be there when you come back.

Sometimes it's just good to go and play in it to see where it may lead you.

Flying the convergence line along the Helvellyn to Clough Head ridge during the return leg of the 2011 LCC task

Photo: Richard Cardwell

Best laid plans

I've had great fun over the central Lakeland fells, playing in the wall of clouds marking the convergence and I've had a lovely flight across the Eden valley - dabbling with the fluffy white stuff as it advanced; arching around from Carrock Fell to hit the Pennines near the road over to Alston. At that point another finger of lift allowed me to head north towards the A69. Sometimes there is no obvious wall of cloud but simply two differing air masses that have triggered a band of lifting air. The central Pennines are well shaped and placed for that and have allowed me several flights north along the high moors or into the Vale of York. None of these were really predicted by me, there was just a willingness on my part to try and spot the route offering the best opportunities and see where it went.



*Mike and Barney
Woodhead
planning and
pressing buttons.*

Photo: Ed Cleasby

One convergence that you can often rely on in the Lakes is down the Helvellyn range. There are not many days when by afternoon, a distinct and unwavering line of clouds doesn't form along that ridge. This is not just high ground thermal activity, the differing air mass (sea breeze or not, I don't really care) between the two main valley systems and the obvious thermal triggers anchoring it there make it last for some time. Usually gaining in power as the day goes on - great for getting height and if you are lucky, gliding all the way back into the Langdales without needing much more assistance.

When heading down the high ground between the Lakes and the Howgills you

often need to adjust your track to one side or the other as you see the opposing air masses – one coming down the Eden Valley and over Shap and another forcing its way up from the Kendal area. Trying to work out which way to go on reaching the Howgills has always perplexed me. South seems best, but that may be because it feels closer to home.



Photo: Ed Cleasby

*Surfing the
'Bay' sea
breeze
convergence
South of
Sedbergh
and gateway
to the Dales*

In the end you start to realise that convergence is everywhere. I remember heading north in the Pennines and following a great convergence line to the NW of Cross fell that got me to Hexham where I hit a head wind, but lots of lift, so headed SE to then meet another headwind and still lots of lift. It seemed like sea breezes galore (From the Solway and the North Sea). I then headed north again to find the one over Hexham had died enough to allow further progress north. I had no real idea of what exactly was going on, but my eyes and willingness to be flexible and make the most of what I could see, kept me in the air.

So, for me all convergence is pretty hard to predict precisely, if your brain is a super computer then it might be a doddle, otherwise, if you are merely a bird brain, then just be prepared to make the most of anything you might see or stumble into, whether it fits your prediction or not! And then knowingly talk about it in the pub afterwards – just to fuel the mystique for those who were not so lucky!

Going with the flow

Local Lakes pilot, **Kitt Rudd** explains his approach to reading conditions and getting the best out of a day's flying.

I have often been asked about flying XC and how to get the best out of a given day. It is easy to give a rather glib answer about flying a different site, currency, weather etc, but actually I do believe there is something more, a kind of black art to getting the most from your day.

If you listen to experienced pilots it is not long before you will probably hear them speaking about finding the best lines to fly. Other than clouds, wind, sun and terrain what is it that they exploit and is there an art to picking lines? Is it less about luck and more good judgement? My passion before flying was with white water kayaking and I found I could relate a lot of what I had experienced in that medium to what I was now exploring in the air. I found it easy, for example, to appreciate the lift bands, relating it to the pressure wave which forms on the upstream side of a boulder or wind induced rotor to stopper wave etc.



Photo: Ed Cleasby

However, there is more to it - for example, whenever you view water flowing over terrain, you will always see waves. Now I know we sometimes get to see the effect of air waves in the form of various cloud formations. However, I believe that more often than not we fly in wave conditions - not the wave conditions that you classically associate with flying sites like Wether, Cross Fell, or Souther, but in air, that if it were water would create waves. I also see no reason why these invisible waves cannot give rise to lifting lines which an aware pilot can utilise to make their flying more efficient. I further believe, that like in paddling where there are lines which help to accelerate you through the water, so there are lines in the skies which help one glide with greater proficiency. I'll try to give a couple of examples, so that when you are next flying in the Lakes (my main playground) you experience them for yourself.

Going with the flow

When crossing gaps it is rarely efficient to fly directly across the gap. I say rarely because if you are in orbit then this effect is diminished. When you next fly Blease or Jenkin and you want to link these sites there is a small, but significant valley to cross. Rather than flying directly at the next hill where you know you will encounter ridge lift and suffer the drone of the vario telling you what you can already feel through the lines and harness - try taking a line which pushes out, away (upstream from the mouth) from the gap. Doing this will mean you are less likely to squander your hard-earned altitude in the accelerated valley airflow, losing more height to distance gained in that initial phase of your transition. Instead, glide through the relatively unaccelerated air till you can put in a subtle (weight shift) turn and glide at the next face - you are now going with the airflow as opposed to fighting it. Another good place to experiment with this is at the coast where small transitions are needed to

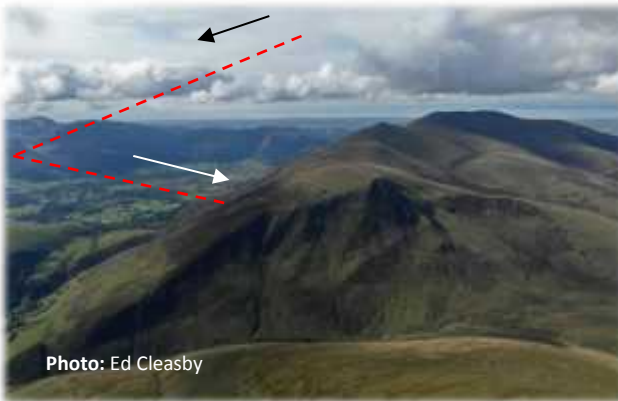


Photo: Ed Cleasby

link one cliff or dune with another. Silecroft provides an excellent location for this.

When out flying, seek out likely areas of convergence lines or sweetspots. Here are couple of

possible examples:

Grasmere is a notable place - I have often found areas of lift away from the ridge (the Milk Run route) which I then utilise for my next move, thus extending my flights well beyond the obvious ground suck places of the Grasmere showground or the playing fields of Ambleside. Look at your map and imagine where the airflow is likely to re-join behind hills or if you can see that the seabreeze is having an effect on the lake at Ambleside, (the moored boats are a great indicator) yet you are still in a north-west airflow. Logic dictates there is likely to be a sweetspot where they meet.

There are many examples –moving on into the Dales for instance.

When transitioning from Barkin to the Howgills there is often a sweetspot where the Dentedale and Garsdale valleys meet to the East of Sedbergh, (This sweetspot is often amplified when the sea breeze is coming in from Morecambe Bay, knowing this means I will often leave the Barkin ridge at a lesser altitude than I would normally do for a transition of this distance. It is not always necessary to turn and climb at this convergence point but simply to ride the line of additional buoyancy to maximise your glide efficiency.

Of course there are many more of what I term the sweetspots amongst the hills in which we fly, but to list them here would become dull and take away some of the magic of discovering them for yourself. The basic rule is try to imagine how the air moves and behaves; study the maps of the area and if unsure take a look at streams and rivers.

My top tips for staying in the air longer when leaving the relative security of your chosen site.

1. Fly a lot, currency gets your 'inner bird' or more importantly, you in tune with your 'inner bird'. It starts to become almost instinctive.

2. Learn to recognise what your wing is telling you - How does your glider react to lift on one side or the other? Do you tend to get pulled in (meaning you should look to accentuate your turn) or are you being pushed out (meaning that you should aim to oppose it)? I have always tried to fly a wing which will give lots of information – not in a confusing way as this will only then occupy your mind with scary thoughts and distract you. You really need to sense the air so it is important to appreciate what the movements are telling you. Very pitch stable profiles tend to give high performance in pure glide terms but often they conceal a lot of information about what the air is doing. In these cases your inner bird needs to be really sensitive to the very subtle changes. (Using your speed bar can also do wonders for riding out pitch and dives and help maintain flying efficiency however I feel this is a more advanced skill to practice later in your xc career).

3. Explore flying into wind. From your local site, look to get as high as you can, then point your glider into wind and close your eyes, (I shouldn't need to say this, but don't do this in a crowded sky) now switch on your senses of both balance and touch. Feel the subtle movements of pressure through your

Going with the flow

harness. These are very subtle movements, a slight shift to the left or a slight repositioning to the right, all the time aiming to enhance the efficiency of your glide. How far upwind can you get without losing height? Feel and learn to accentuate or oppose your gliders movements until they become instinctive.

4. Fly with friends, get to know their flying style - try flying together upwind, a few tens of metres apart. Where are the best lines? Now that you can visualise exactly how well you're doing, and importantly now relate what you're seeing to what you're feeling. Your aim should be to be the highest over a distance and appreciate that gliding efficiently is as important as climbing efficiency.



5. It does really help to fly a lot, but the real trick to master is to stop trying so hard... To stop thinking so hard about what to do next, where to go to find the best line, etc. etc., and simply let your intuition guide you there. It has often been recommended that you try and occupy your conscious mind with something entirely different, to set the subconscious free to do what it does best, and in my mind this is a very efficient strategy. Don't think consciously, learn to act on your inner bird.

This is not really the book to go into detail about my thoughts and theories but I do feel that there is a kind of black art to flying more efficiently and if you are prepared to hone that art and make the transition to the 'unconscious competence' then it is more likely that you will get to experience new horizons more quickly and sense the real addiction in going xc.

Mike Cavanagh on glide over moors above Upper Teesdale. **Photo:**Ed Cleasby

LANGDALE

Klitt Rudd flies the
Langdales



Not for the faint hearted!

‘Dangerous’ Dave Ashcroft goes into greater detail about linking the Ennerdale Valley with Wasdale and the Screes.

For those not phased by a degree of remoteness or an adventure into the bigger mountains, then setting off into the head of Ennerdale may be for you. Of course, remote is relative in the Lake District but it does have a big mountain feel to it, with some committing sections and a walk-out a distinct possibility. A century and a half ago the top mountaineers of the day were testing themselves against Pillar Rock, Napes Needle, Scafell and the great gullies of the Screes. This is still pioneering country, only the tools and the means have changed.

Ennerdale is the one major Lakeland valley with no public access road so the car park at the west end of the lake is the limit of travel. Only a 5 minute walk to the end of the lake provides you with a good indication of the wind strength and direction. Ideally a true northerly is required with enough wind to allow dynamic soaring towards Pillar. If there is any east then getting beyond Pillar will prove very difficult. Regard any thermal help as a bonus.

How far you need to walk up Crag Fell will depend on the conditions, but Angler’s Crag, the prominent bump above the south side of the lake is a good marker to aim for with good take off areas just above and to its west.

Before committing up the valley, it’s a good idea to get as high as possible - the transition to Ennerdale Fell is long and works less well than it appears. From here, the first of four bowls is almost a mile glide downwind, so ensure you are above the ledge of the fell top to make it to the first bowl. The initial bowl begins with a gentle incline that gradually steepens towards the far end, concentrating the wind and improving the lift as you climb. From this point on it’s just a matter of progressing from bowl to bowl, each bigger and steeper than the last – taking care when crossing the spurs; until you arrive at the west side of the huge sweep of Pillar Rock (arguably the birthplace of British rock climbing). The scenery is impressive! The northwest corner of Pillar runs all the way to the valley floor and is a reliable thermal source – a good place to aim for if missing out all four bowls (or coming over from Red Pike above Buttermere)

Not for the faint hearted!

The next move is both tricky and committing, so be sure to top up your height before setting off on the long crossing to Great Gable. The cliffs beyond Pillar look tempting, but often fail to provide lift. At this stage it's very much about managing your height and using anything that comes along. Landing options are now limited. If you can't find grass to land on, then try for the forestry tracks. A lot of the forest has been chopped down leaving an ankle-breaking landscape.



The Ennerdale Fell shelf is just ahead with Pillar visible in the far distance on the right of the valley.

From Pillar the route continues east along the high ground, passing Kirk Fell towards the flat topped, Great Gable in the distance.



Not for the faint hearted!

On reaching the northern cliffs of Great Gable it's time for a pat on the back and taking in the views. This central point of the Lakes is arguably the most breathtaking of all with Borrowdale to the north, Wasdale to the south and the hugh North Buttress of Scafell ahead.

Great Gable is the place for contemplation and decisions. Study the water on Sty Head Tarn and Wastwater to assess conditions. It may be possible to retrace via Ennerdale, but the recommended option is to continue down Wasdale via the Screes.

The secret is to have as much height as possible before heading across to Lingmell – or choose a transition avoiding the sink behind Great Gable. If the wind is west of north down Wasdale then Lingmell to the Screes usually works



Dave Ashcroft setting off deeper into the Ennerdale valley.

fine. It is possible by this time that any sea breeze is pulling the wind more onto the Screes. A third alternative if you meet a northeasterly is to fly via Great End into the head of Langdale and Bowfell before crossing to the Coniston Fells. With suitable planning for the retrieve then a flexible approach allows various options to be considered as the day develops.

This xc is committing, remote in parts and therefore best done in

company. I've flown to Great Gable many times, but only walked out once. Technically it is not too difficult, and in many ways similar to the Clough Head

Not for the faint hearted!

'Milk Run' to Ambleside, but does require a more confident approach in order not to get phased by the remoteness of the area. As an adventure it's second to none with a real pioneering feel.



Looking back west into remote upper Ennerdale from near the flanks of Kirkfell.



Heading into Wasdale from high above Great Gable with the sea breeze showing on Wastwater. The flanks of Lingmell are on the near left with the Screes above the lake in deep shadow,

Photos: Dave Ashcroft collection.

LANGDALE VALLEY

Mark Wilson thermalling out above take off

Photo: Ed Cleasby



A flavour of the Langdales

Mike Endacott provides an insight into the thinking behind Lakes triangles – and the some of the pitfalls.

With only one visit to the Lakes this year, it was great to find a corker forecast with the Langdales written all over it.

After the usual wait until after 1pm it began to work. Large clouds and approaching top cover were calming things down, damping the normal tasty ride out. I was worried we wouldn't get high enough to leave, but it came good and a rewarding climb, drifting north, took a few of us to base, and while some pushed forward to get a turn-point on an ambitious mega triangle, my own more modest 32k FAI declared, took me off towards Catbells.

Following the high ground, I got some nice climbs back to base, which was now around 4300' and a good few hundred feet higher in the middle.



On leaving base an easy glide over Rosthwaite towards Honister Pass found me looking to push round onto the sunny, west side of Dale Head.

A doozie climb off the lower slopes of Scawdel quickly had me back at base and, losing no height, I easily glided to the first turn-point over Maiden Moor.

A flavour of the Langdales

Being so high I was able to hook a 90 degree turn and headed for good clouds over Walla; as usual Bleaberry Fell delivered another doozie and soon I was headed for turn-point 2, just north of Helvellyn. I think the easy ride so far and some impatience was my demise. I should have stayed on Helvellyn and waited for a climb back to base. There were decent clouds over on the east side of the ridge line, but instead I opted for the north facing sides of the gullies, but only found a stiff northerly breeze and sustained sink. Within a short space of time I was down on the deck at Dunmail!

I've always struggled on this bit and my lack of knowledge showed. Only 6k from the Langdales and that elusive Lakes triangle – but what a great day out and the end of a see-saw season.



Photo (previous page): *High over Catbells with Derwentwater below.*

Photo (this page): *Thirlmere and the long ridge of the Dodds and Helvellyn, with the notorious Browncove crags bowl in part shade under Helvellyn summit.*

All photos: *Mike Endacott (still captures from Go Pro)*

Preparation - Getting ready to go

This is **Pat Dower's** pocket guide to preparation for XC. Pat is a seasoned cross country pilot and self-confessed XC addict. A former PWC and Nationals pilot, Pat has finished as high as 2nd in the National Paragliding XC League. These days, Pat is concentrating on competitions again and is devoting time to his pilot development activities.

Good preparation is absolutely vital to making the most of your XC opportunities. Whether you are planning to leave the hill for the very first time or are a regular mile-muncher, a simple error like turning up with flat vario batteries can ruin your day. Think broad: it's as much about preparing your mind and body as your equipment. Be organised so that outside influences are less likely to undermine your best intentions.

Avoiding some common obstacles to XC

Evening commitments.

It's not a great feeling to watch all your mates disappearing into the distance when you dare not follow for fear of a lengthy retrieve. I only book nights out at the end of a work day, not for a possible flying day.



Worries about landing out.

By practicing landing in alternative landing fields from your regular ones most pilots soon become happy about out-landing. When you drive to the hills keep your eye on landing options; better still, get out and have a look if it isn't flyable. There really are loads of possible fields, but remember the best ones are next to a road! I had a few close shaves with tight landings early in my flying career. It is very good practice to have plan B and plan C just in case new problems become obvious as you get nearer.

Fear of conditions, the unknown, being alone, airspace, landing early etc.

This is just as much about the mind as it is about skills. Flying at any level is all about extending your limits and developing your skills, but do so in small increments, e.g. gradually increase the wind and thermal strength you will fly in over the weeks and months.

Preparation - Getting ready to go

I work with a lot of good pilots to help them improve their flying. I think the first step is making a really honest assessment about what you need to work on to make the biggest improvements. It is quite common for pilots to initially identify issues to do with technique, knowledge or equipment. After further analysis, they realise it is the mental side they need to work on. It is a massive subject, but one with huge rewards.

A positive mind set is a big factor. Basically, if XC is your thing, you should aim to leave the hill at every opportunity, you will learn loads more. I always tell pilots to have their full kit on every time they fly. Map folded, instruments on and set, full clothing, even if it doesn't look like an XC day. It is good to get used to preparing all the XC kit and flying with it. At the end of the day, attitude is the key to cross country flying; if you focus on taking every safe opportunity to go XC, regardless of other distractions, you have already taken a big step towards success.

Airspace.

There is no substitute for study with this one. Even after 20+ years I still get the 1:500,000 air charts out during the dark winter evenings. On a flyable day, all I need is a quick glance to remind me of what airspace I need to avoid.

The body.

Wear warm, comfortable multiple layers. On a typical spring day dress for winter. Try not to get too much of a sweat on; get in the air quickly once you are fully dressed; maybe keep your flying suit open and zip it up later. Manage your food and fluid intake before and during flying. Caffeine is your enemy; it is a diuretic, so one cup at breakfast should be a maximum. I like to eat muesli bars during long flights. Some pilots I know use electrolyte and glucose drinks in their hydration packs.

Worries about Retrieve.

Try to think of it as part of adventure. Android and I-Phones have great navigation apps to help you plot the route home and they don't even need mobile reception to do it. Failing that, keep road maps (scale 1:250 000) in your harness, airmaps are hopeless for use on the ground and OS Land Rangers cover too small an area. When out in the country, hitching works well most of the time, and some pilots have turned it into an art-form.

Preparation - Getting ready to go

Having a large laminated card sign, which you can unfold, is a big help and one pilot claims to have never waited more than 10 minutes since he started using this aid. The tried and tested wording for the sign is "Glider pilot, just landed, lift please?"

Working with a group of like-minded pilots to help retrieve each other works really well.

Equipment

The checklist is quite extensive so for a detailed copy visit my blog at: www.patdower.co.uk and go to the section on "Articles and Guidance". You'll also find more detailed information that cover the areas I've highlighted in this short article

To find out more about how I could help you become a better pilot you may be interested in: <http://www.patdower.co.uk/p/coaching-courses.html>

Happy flying

Pat Dower



It's Dodd – stupid!

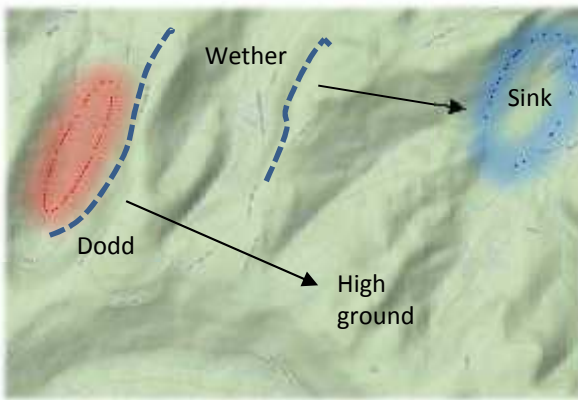
Local pilot, **Pete Logan** provides a personal commentary on the virtues of Dodd Fell.

Yesterday (Wednesday 16th May) was another example of Dodd being the place to be, certainly for XC and probably general flying about as well. Chris, Alex, Jake and I had checked the wind near Wether, before turning up the Cam High Road and heading straight there. Alex and I climbed out from Dodd at well before 11am; shouting to each other about the convoy of cars heading over from Wether along the Cam Road to Dodd.

In the last few years we've been going consistently to Dodd rather than Wether due to its ability to deliver better conditions and that reliable climb out. I've written down below as many of them as I can think of. Next time you've got the choice, try to Dodd and make your own mind up – it may surprise you.

Pros: The thermals are better

I don't think I'm sticking my neck out too much here when I say that the thermals are stronger, straighter, better formed and more consistent at Dodd than at any other site I know. Most of my visits to Dodd have resulted in taking a single, strong thermal straight to base over the hill. At Wether I often have to join several weaker thermals together to build a climb out, where as Dodd tends to boot you into orbit, often with above 4m/s showing on the averager. It could be something to do with the valley shape. It's a little larger than Wether's valley



And being more sheltered allows for better heating of the air down in the bottom. When it releases, it's a stronger and more organised mass than Wether, meaning there seems to be fewer problems with getting blown back in scratty thermals at Dodd than Wether

The ground over the back is ideal. Immediately Downwind of Wether is really what you don't want. Dodd is a no brainer as my fine diagram illustrates. When you leave Dodd the ground is high, dark in colour and pretty consistent

Soaring Dodd Fell in light wave



It's Dodd – stupid!

like that all the way to Buckden Pike. I generally get a couple of top-up's on the way to Buckden, followed by a decent climb on the Pike itself. Since there's no descending ground and it's dark moorland, the air heats well and forms good thermals. Contrast this with Wether where there's a drop off into the wide Semer valley with its tree's and lake – not good thermal sources. Speaking personally, I've never had a one thermal wonder from Dodd, but managed to rack up five or six from Wether. Believe me the blue hole behind Wether is very real and with the sink to match!

It adds a few kilometers to your XC

With a couple of beats of the 4km ridge you've added 8km onto your XC plus the few km that Dodd is in front of Wether before you've really started your flight. I'm guilty of not doing this or spending enough time just flying Dodd, but that's a symptom of having good climbs out of there without the long wait that's usual on Wether.

If it goes wrong on Dodd you can drop onto Wether.

So long as you have 1000ft above Dodd you'll make it to Wether. So if you fall out of the bottom of your thermal and you're committed over the back, you can still carry on flying Wether and get a second chance. There's a couple of options for flying the hills over the back of Wether but they're shallow and generally scratchy.

Dodd takes more directions than Wether.

It's way more tolerant when the wind has north in it, but it does shallow out hestay up. Wether can just squeeze a WSW which I don't know if Dodd would be okay with - in which case you have to decide if Wether may be the better option or even a short, 30 minutes drive round to Brant Side .

Con's

There's no getting away from the fact it's a bit more isolated than Wether. It hardly matters when you're driving there in the car, especially since you know what it's doing at Dodd just by getting out of the car at the lay-by where the

It's Dodd – stupid!

Cam High Road joins with the road down to Gayle. The possibility of a walk to get the car from a retrieve back to Hawes or Wether is what puts people off. You can either take the view it's a price to pay. Or, do like others quite often do after their XC, and go fetch your car the next day using a mate for a lift. Strategic car placement can help. We usually leave a car on the A59 at Swinsty reservoir since that would roughly be on track for an XC from Dodd or Wether. In truth that's only really helped us out occasionally in a few years of doing it.



Above: The Dodd ridge on a busy competition day.

Photo: Pete Logan

There's the odd bit more limestone to catch your lines on, but nothing serious. And that's it for the con's.

It has taken us a good few years to realise that Wether Fell's easy convenience and popularity may have deterred us from appreciating the true value of Dodd. That finally seems to have changed

So – no excuse not to give Dodd a try in future.

Flying the Three Peaks – A Yorkshire Odyssey

Those familiar with the local flying scene were well aware of the 'last great problem', to link the three main Yorkshire peaks of Whernside, Ingleborough and Pen y ghent – the forbidden mountain, in a single flight. For a century people had walked, run and cycled it, but until the summer of 2012 no one had managed to fly it. That is until **Dave Smart** grabbed one of the last plums – not a long triangle as they go, but certainly one fraught with technical challenges. Here, he recounts not just the successful flight, but an earlier one that not only paved the way; it would have been one of greatest paragliding flights achieved to date in the UK – but for a few kilometres more.

***It's June, it's hot and I'm climbing up Whernside.** For those of you unfamiliar with it, it's steep! A tortuous climb straight up the front face with your sack trying to tip you over backwards; you're grabbing onto tufts of grass to make sure it doesn't succeed - the ground ahead often only a couple of feet from your face. Let's say it's just no fun. About half way up the radio pops into life and I recognise Jake Herbert's voice - 'Well I'm glad that awful climb is over, I'm bolloxed.' Chris Fountain chips in, 'Yeh, I wouldn't want to have to do that again, it's far too hot.' Then they both burst into laughter. Gits! I think to myself and smile; I know they are both stood at the top. We had arranged to meet here earlier that morning and agreed a radio frequency. Still, it could be far worse, they could be climbing out away from the hill - and I have definitely been there before.*

Dripping with sweat, I finally arriving at the top to find Jake and Chris are just about unpacked. There is a brief mention about maybe trying the Three Peaks if there isn't any wind - and there certainly doesn't appear to be very much. The Dales Three Peaks are Whernside, Ingleborough and Pen-y-ghent. People in the club have talked about flying round them for years, with the DHPC even putting up some prize money for the first person to do it. Not an insignificant sum either – but it remained unclaimed.

I had previously given it a go when Jake had suggested it one day back in April 2011. It was a 'Weather Jack 5 day' as we both walked up Cow Close. Lots of sitting around on take off (point A on map 1), just the two of us. Ages passed with no wind until after a couple of hops I was cursing to myself - 'What on earth were we doing on a North facing slope when there was no wind? We should be on any big south facing ridge.' A third pilot turned up to join the wait - it's never the busiest site. Eventually a thermal came through and it was a

LITTONDALE

Geoff Crossley on a triangle attempt from Cow Close, having made the transition across Littondale. Cow Close is in shade up the valley to the right.



Photo: Mike Cavanagh

Flying the Three Peaks – A Yorkshire Odyssey

monster. Jake launched first – and we both pinged straight to 7000' in minutes. From a frown to a huge grin in five minutes. What a climb out!



We headed NNE towards Semer Water in orbit, until just past Hubberholme we veered left (B) towards Wether Fell. We lost height all the way on this leg, arriving low at the back of Wether Fell (C) but fortunately found a climb there. It's difficult to describe how weird it was climbing out from a place I have flown so much, but drifting in completely the wrong direction. This slow climb took us over Dodd Fell, but never really took off and we got very low in the next valley (D). After a lot of scraping around, a weak climb turned into something better and got us to Whernside (E). Heading off South towards Ingleborough, Jake took a much better line and pulled ahead. But soon after I got a really good climb at Ingleborough itself and headed off towards the Ribblesdale valley crossing. This is a really wide valley and as a result quite difficult to cross, but the next climb gave me enough height to reach Pen-y-ghent just above the top, to be joined shortly by Jake. Now with the difficult valley crossing over, and not far to go, I thought it was in the bag. Just one last climb off Pen-y-Gent and it would be an easy glide back to Cow Close Fell. But it wasn't to be. We both scratted around the windward side of Pen-y-ghent slowly losing altitude, and with air turning blue we both landed short. Talking to Jake afterwards he suggested maybe less caution at the end and a

Flying the Three Peaks – A Yorkshire Odyssey

straight glide over the top of Pen-y-ghent would have closed the loop, allowing for 'loop gap', so he may have been right. However, despite not making it round, it was a great flight - cloudbase was massively high, the views were great and it is always more fun flying an XC with friends. The last time I think I had had this much fun flying was going from Semer Water to the Lakes with Ali Guthrie and John Ellison a few years before.

So that was the warm up flight - back to Wharfedale and June 2012.

Chris launched first, straight into a thermal (A on the map below). Jake and I followed soon after and we all climbed to 5,000ft. before heading south towards Ingleborough (B). A good top-up climb before reaching the summit made crossing the wide escarpments of Chapel le Dale easier.



Flying the Three Peaks – A Yorkshire Odyssey

Turning North East we headed off down the ridge before I took a sharp left at (C) to join a climb Jake was in. Topping out at 5,700ft (D) we headed west towards Ribblesdale. Pen-y-ghent (G) was in SSE direction, but unfortunately it was rather blue that way. Alternatively, there was a big black cloud way off track on the other side of the valley at (E) and I decided this would be my route. Jake chose the more southerly track and Chris chose another XC much further north altogether.

After a long glide, I eventually arrived under my big target cloud, but found no lift. Covering as it did a large area, there was no sun on the ground either. I was a now rather worried about my route choice, but persevered until finally I found some light lift which gradually improved. My cloud was now beginning to work, scooping me up and allowing me to push on easily. I had lost track of Chris and Jake by this point. A second good climb got me to 5,500ft at (F) before I headed south towards Pen-y-ghent (G).



Pen y ghent from the southwest

After rounding the summit trig point, I turned back north expecting the same good air, but instead found significant sink. With hindsight, and looking at the track later, maybe I should have returned on a route further west. I came onto a ridge low and a bit concerned at (H), but a very weak climb drifted me over the back of the ridge to point (I) where the climb really took off, going straight back

Flying the Three Peaks – A Yorkshire Odyssey

up to 5,500ft. Interestingly, the track shows this climb was in the same place as the climb on the way out and I noted at the time it was also under the same cloud, which by now was even bigger. Terrain wise, (I) is not really a point you would expect to find a thermal, but it was working well and just shows drifting with zeroes or light lift when low down often takes you in the right direction. The glide back towards Whernside was very buoyant and under a short cloud street. Another paraglider marked the final climb at (J) followed by an easy glide back to take off. I was ecstatic, landed and had a quick chat with Dean Crosby before flying about for a spell of more relaxing fun before calling it enough.

It was a grand day out with great conditions. Chris, Jake, Dean and I all had excellent flights and Ali Guthrie flew to the north Cumbrian coast too.



Photo: Whernside summit ridge with the distinctive flat-topped, Ingleborough in the distance.

Dave's flights 2012: <http://www.xcleague.com/xc/flights/20121472.html>
2011: <http://www.xcleague.com/xc/flights/2011599.html>

PARAGLIDING CHALLENGES

in the YORKSHIRE DALES AND PENNINES

Alex Colbeck slope lands Brant Side

Photo: Ed Cleasby

Paragliding in the Yorkshire Dales and Pennines

The Yorkshire Dales lie roughly midway along the Pennine chain at the narrowest point of England – a mere 76 miles from coast to coast. Being midway between the Irish sea to the west and the North sea to the east the weather can be influenced from either direction, but usually the prevailing westerlies hold sway. For general hill soaring the effects of the sea breeze are less prevalent than the Lakes and can take a little longer to push through. As a general rule the western valleys of Kingsdale, Barbondale and Chapel le Dale



are open to the Morecambe Bay sea breeze and succumb quite early, unless a moderate easterly is able to hold then off. Such conditions can lead to good convergence, especially if the wind is not too strong or there is a decent southerly component to it. The Dales convergence is as complex as the Lakes but less exploited, and closed circuit flights are fewer and generally smaller. An XC out of the Dales is likely to encounter sea breeze at some point and the challenge is to be able to identify it, often avoid it and occasionally under suitable conditions exploit it.

Extending north towards the Borders is the high ground of the Pennine chain, dark ground that heats quickly and draws in air from both sides to often feed a long line of lift. This is a major convergence/thermal route from the Dales.

Paragliding in the Yorkshire Dales and Pennines

A second factor that has a considerable influence on flying conditions is wave. The Dales has a reputation for being windier than other places, but this is more an indication that wave is present to some degree. Due to the nature of wave it is fairly rare for paragliders to be able to contact and use the wave – although hang gliders regularly do so successfully. For paragliders it can mean a blown out hill or a rough flight – however, it is often possible to find a nearby site where flying is quite possible. For example, Wether fell can be too windy when just 3k upwind Dodd fell is flyable. Semer Water too can be windy and rough yet flying can be perfectly good on the much higher Whernside. On a cautionary note, the lighter winds and smoother air can be quite local so venturing away from the hill needs some careful thought.



12:30pm: Dales wave becoming evident over Cow Close.



2pm: Well established wave bars - fortunately anchored in the right place for good soaring across to Pen y ghent.

Photos: Ed Cleasby

Paragliding in the Yorkshire Dales and Pennines

To the southwest of the Dales lies the Bowland Fells, a lower, isolated rambling of grass and heather moors that, for the most part, are too gentle for paragliding and covered by various estate restrictions. The exception to this is the easterly ridges that meander south, and culminate in the superb SE and SW bowls of Fair Snape Fell - better known as Parlick. Further east is the Ribble Valley and the affectionately named, 'Cloddy' or Pendle Hill. Although restricted by airspace downwind, Pendle is an attractive ridge with proven triangle potential.

Unsurprisingly, both Parlick and Pendle are popular - close to major conurbations and with a wide wind window that provides good soaring from east through south to northwest. They readily sea breeze, especially Parlick, but generally not until later in the day, allowing XC hounds to be well on their way or closed circuit flights to be completed. If intending to go XC from Parlick, the first 20 – 30k can be tricky – and then you're into the Dales and things get easier.



Cloudbase is never especially high given the prevailing westerlies, but the incoming sea breeze snout can trigger good thermals and the moors work fairly well. However, walk-out's are common and the mobile signal poor to non-existent! Easterlies may hold off the SB but then a big deviation around Morecambe Bay has to be considered.



Parlick is a popular site that caters for all levels of pilot and a wide range of conditions.

Combined with the Lakes, the Dales and Bowland fells each offer something a little different and linking with each area on XC flights never fails to excite and surprise.

ROUTE INDEX

Yorkshire Dales	Route name	Co-ordinate reference				Route attributes		
		Ref TP1	Ref TP2	Ref TP3	Ref TP4	Grade	Type	Dist
<i>Brant Side</i>	<i>Dentdale Triangle</i>	BN01	BN02	BN03				9k
	<i>Hawes End</i>	BH01	BH02	BH03				12k
<i>Cow Close</i>	<i>Craven Heifer</i>	CF01	CF02	CF03				11k
	<i>Bull Run</i>	CG01	CG02	CG03				18k
<i>Dodd Fell</i>	<i>Cam Road</i>	DF01	DF02	DF01				9k
	<i>Link Triangle</i>	DT01	DT02	DT03				13k
<i>Gragareth</i>	<i>King's Road</i>	GG01	GG02	GG01				11k
<i>Ingleborough</i>	<i>The Dalesman</i>	IG01	IG02	IG03				14k
<i>Semer Water</i>	<i>Stalling Bush</i>	SW01	SW02	SW03				10k
<i>Stags Fell</i>	<i>The Moorcock</i>	SG01	SG02	SG03				30k
<i>Tailbridge</i>	<i>Mallerstang Ridge</i>	ML01	ML02	ML01				16k
<i>Wether Fell</i>	<i>Leyburn or Bust!</i>	WF01	WF02					25k
	<i>Summerbridge</i>	WS01	WS02					41k
<i>Whernside</i>	<i>Running the Ridge</i>	RR01	RR02	RR01				12k
	<i>Zig-Zag</i>	ZZ01	ZZ02	ZZ03	ZZ04			27k
	<i>The Three Peaks</i>	TP01	TP02	TP03				30k
<i>Windbank</i>	<i>Arncliffe Amble</i>	WB01	WB02	WB03				11k
	<i>Grassington Bimble</i>	WG01	WG02	WG03				18k
Pennines								
<i>Cross Fell</i>	<i>The Sheep pens</i>	XF01	XF02	XF01				15k
	<i>The GS Masts FAI</i>	XF04	XF05	XF06				18k
<i>Longridge</i>	<i>Eve</i>	LF01	LF02	LF03				12k
	<i>Adam</i>	LR01	LR02	LR03				15k
<i>Parlick</i>	<i>Mini</i>	PN01	PN02	PN03				8k
	<i>Maestro</i>	PS01	PS02	PS03				11k
	<i>Masters</i>	PM01	PM02	PM03				27k
	<i>Totridge Run</i>	TR01	TR02	TR03				12k
	<i>The Sugarloaf</i>	SL01	SL02					30k
	<i>Ribblehead</i>	RH01	RH02	RH03				41k
	<i>South triangle</i>	SP01	SP02	SP03				8k
<i>Pendle</i>	<i>Pendle Ridge</i>	PB01	PB02	PB01				11k
	<i>The A59 triangle</i>	PA01	PA02	PA03				10k

Route key: → flight to goal, ↔ out & return, Δ flat triangle, ▲ FAI triangle.

BRANT SIDE

Site:	Brant Side
Club:	Dales Hang Gliding & Paragliding Club
Take off:	54.16.575N/2.20.757W approx – 1495'
Route name:	Dentdale Triangle / Hawes End
Route type:	Flat triangle / Flight to Goal
Cylinders:	400m radius
Difficulty level:	Easy www.dhpc.org.uk



143.85Mhz

Brant Side is often undeservedly overlooked in favour of Wether Fell. It is a very attractive site above the Settle to Carlisle railway and provides lovely views of the beautiful Dent valley. The walk-in amounts to no more than 10 minutes of easy, flat track to a pleasant grassy take off. It can be flyable when Wether Fell is blown out. A good thermal site and a useful start point for long XC's.

Best conditions: A moderate W to WSW. The hill is slightly rounded and tends to spill the wind, hence it is often lighter here than other places, but the effect can be localised.

Safety: Easy take off and abundant landings on the open fell. Avoid going down into the valley bottom as the fields are quite tight and there can be turbulence. A wall hinders a huge top landing area, but there is no gate through!

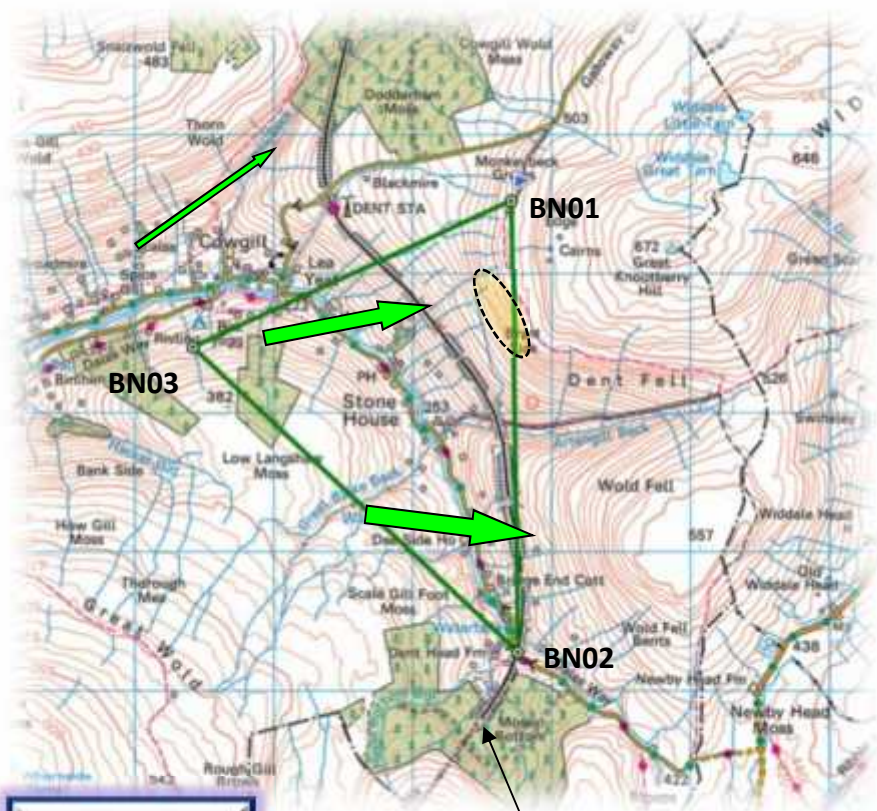
Dentdale Triangle - 9k - flat triangle - W to WSW (GREEN)

A small triangle that stays within the confines of the ridge - often one turnpoint is quite hard if the wind is slightly off the hill. The turnpoint out front in the valley requires a decent thermal or good height in dynamic lift.

Hawes End - 12k - flight to goal - W - WSW (GREEN)

A short defined XC, but a good introduction to going over the back with plentiful landings all the way back to Hawes. Essentially, a two thermal hop. It may be useful to boost confidence by checking out the landing options on the north side of Hawes first as there are powerlines and wet fields during winter or periods of heavy rain. Make sure you leave in a good thermal because weak ones have a tendency to wither away just after the point of commitment.

BRANT SIDE - Dentdale Triangle



Distance (k)9

TypeFlat

Multiplier (x)1

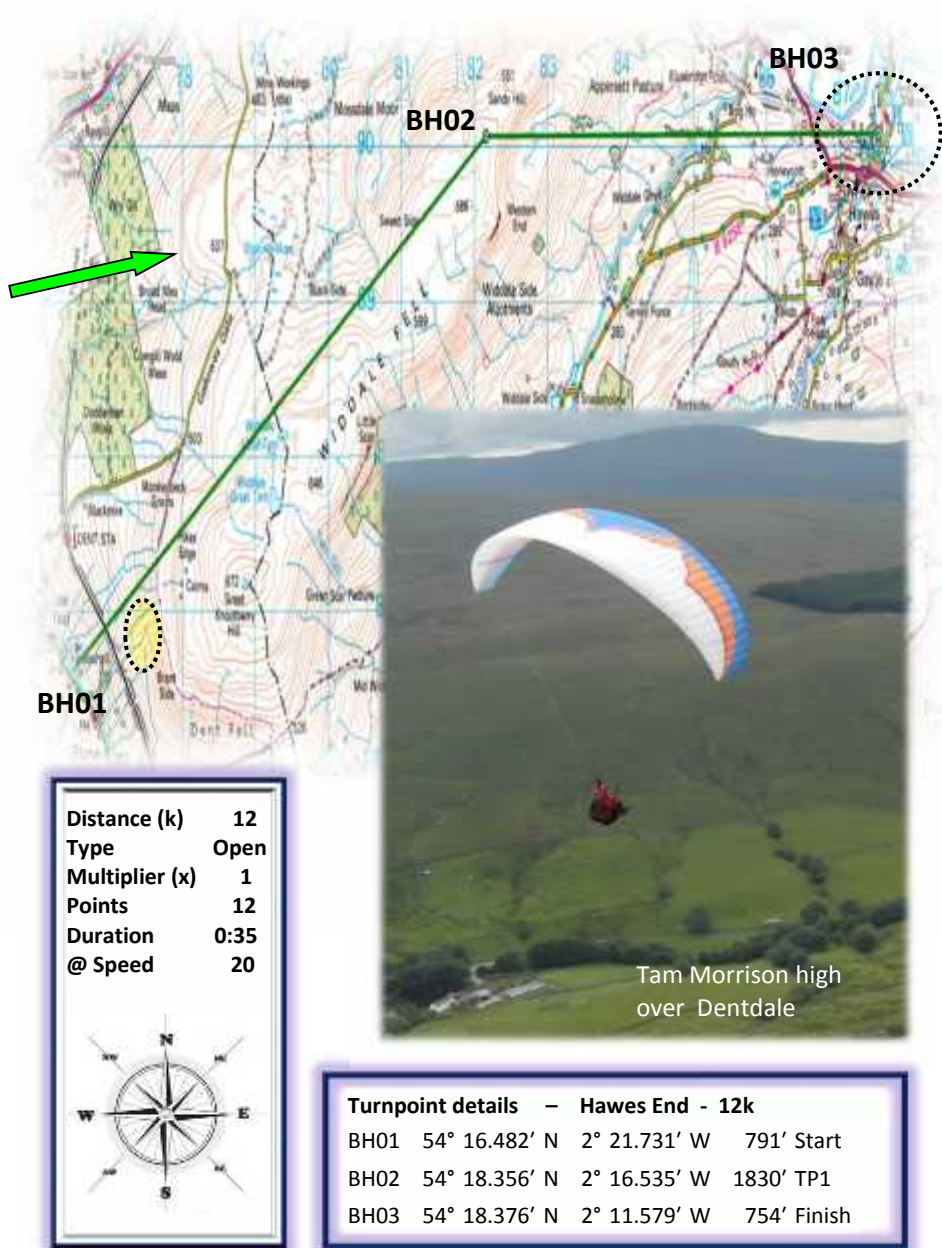
Points9

Duration0:45

@ Speed14

Turnpoint details – Dentdale triangle – 9k				
BN01	54° 16.972' N	2° 20.631' W	1690'	TP1
BN02	54° 15.220' N	2° 20.571' W	1113'	TP2
BN03	54° 16.397' N	2° 22.740' W	930'	TP3

BRANT SIDE - Hawes End



COW CLOSE

Site:	Cow Close
Club:	Dales Hang Gliding & Paragliding Club
Take off:	54.9.375N/2.10.534W approx – 1450'
Route name:	Craven Heifer / Bull Run
Route type:	Flat triangle / FAI triangle
Cylinder:	400m radius
Difficulty level:	Intermediate / Hard

www.dhpc.org.uk



143.85Mhz

Cow Close deserves greater attention, but north easterlies seem rare and pilots go elsewhere. The actual flyable bowl sits high on the hillside and has an undeserved reputation for a stiff walk in – actually only about 40 minutes at most. It's an excellent thermal site and well situated for large defined flights; downwind is limited to about 80k due to airspace. Its potential still remains relatively untapped, but it does see the odd big triangle flown from its slopes.

Best conditions: This is a superb light wind site, although not very lenient in terms of direction. Despite being well inland it does occasionally sea breeze – usually from the east. Boomer thermals, which tend to work later in the day - it can provide good valley restitution.

Safety: A very safe first XC site with open rolling terrain over the back and ample big landing areas near roads. Avoid flying in strong winds; it can be OK, but can also be prone to out of phase wave, with a very turbulent bottom landing field. Bottom landings are best higher on the hillside if it's windy.

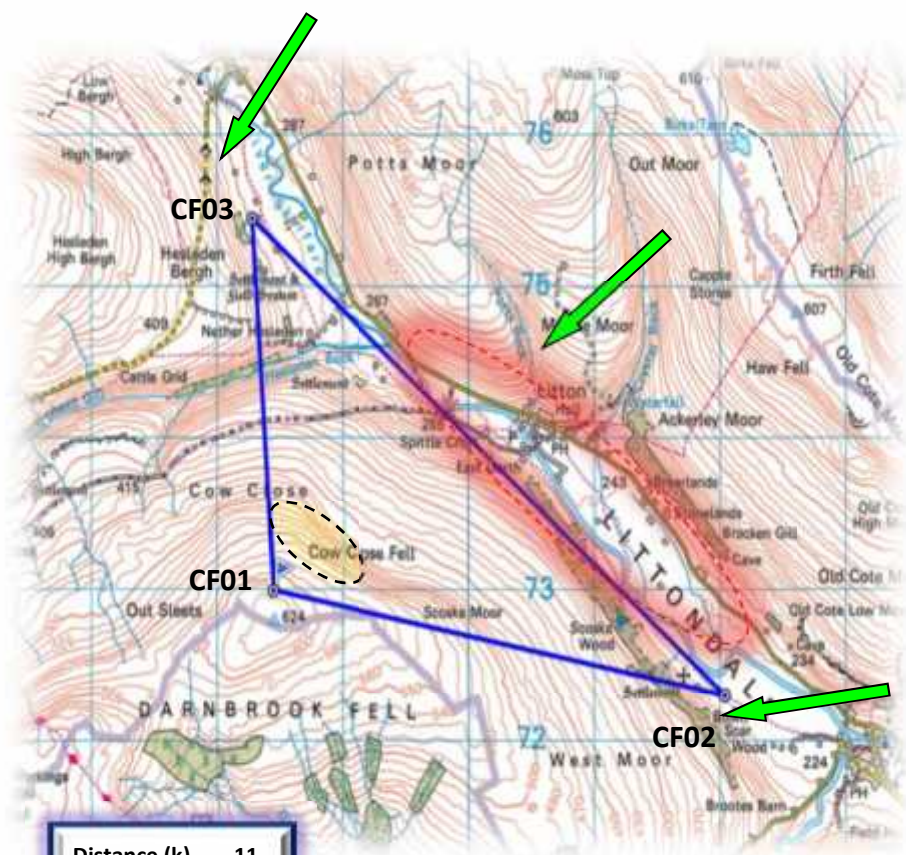
Craven Heifer - 11k - flat triangle - NE (BLUE)

A flat triangle that makes use of the rising ground running east down the valley from the main bowl. It then returns before pushing across the valley for TP3 towards Foxup.

Bull Run - 18k - FAI triangle - NE (BLACK)

This FAI is the playmaker for an even bigger route, as it opens up the ground to the north. The crux is the valley crossing onto Middlesmoor (hard) which in turn leads NW to the much better face of Firth Fell. A good marker for TP3 is the secluded Birks Tarn - from this point on the final leg just requires a modest climb from Birks Fell to make it back. If you haven't declared the flight and you've successfully crossed the valley then it's worth assessing whether bigger possibilities are there for the taking.

COW CLOSE - Craven Heifer



Distance (k)	11
Type	Flat
Multiplier (x)	2.2
Points	11
Duration	0:50
@ Speed	14

Valley bottom can be turbulent in windy or wave conditions!

Turnpoint details - Craven Heifer - 11k			
CF01	54°	9.157' N	2° 10.699' W 2009' TP1
CF02	54°	8.786' N	2° 7.403' W 761' TP2
CF03	54°	10.478' N	2° 10.864' W 984' TP3

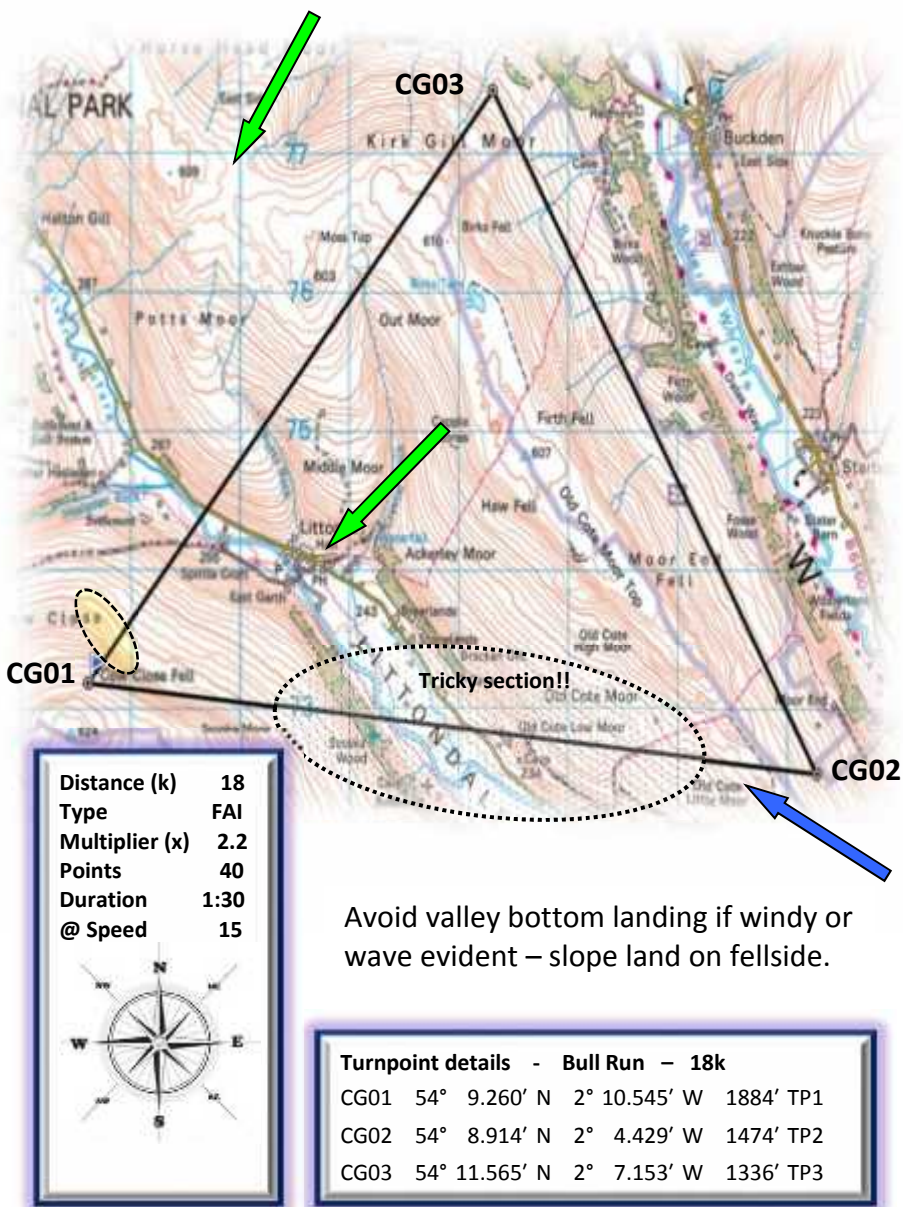
COW CLOSE



Cow Close – a mere ripple, high in the hillside – but bigger than it looks.



COW CLOSE - Bull Run



DODD FELL

Site:	Dodd Fell
Club:	Dales Hang Gliding & Paragliding Club
Take off:	54.15.212N/2.15.999W approx – 1299'
Route name:	The Link/Cam Road
Route type:	FAI triangle / Out and return
Cylinders:	400m radius
Difficulty level:	Basic/Difficult. www.dhpc.org.uk



143.85Mhz

Dodd has long slumbered over the hill in front of Wether fell, but is now seen as the place that delivers when Wether struggles (see Pete Logan's view). Whatever the reason, the wind is often lighter; the thermals better formed and more reliable. What it lacks in a grand name it makes up for with a growing reputation. Dodd is the 'in' site.

Best conditions: Although the actual ridge seems hemmed in by the high ground in front and to the south, it works extremely well. When Wether is blown out it appears more sheltered or in phase with any wave. A moderate breeze is preferred as the ridge is relatively shallow and any sun that warms the closed valley below regularly produces good thermals.

Safety: Very few hazards other than a gruelling walk up if you go down. Don't go over the back low unless you are in a conviction thermal. Bear in mind that the wind speed could be higher on Wether Fell so check it out first by observing what's flying there.

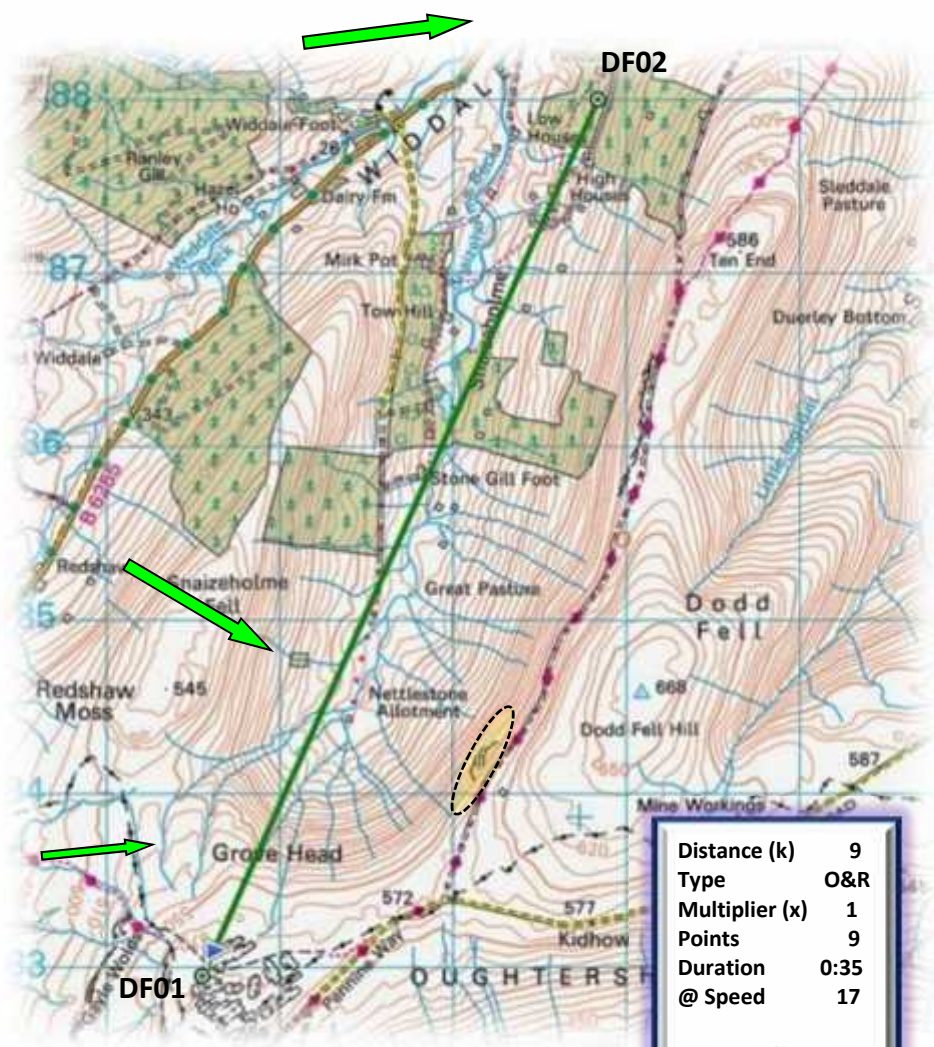
Cam Road - 9k - out & return - W to WNW (GREEN)

This classic ridge run parallels the Cam road for the most part. The far end of the ridge (north) is the most open and looks like it should work the best, but it rarely does. The TP (DF02) has been stretched off the end of the ridge to add a little extra challenge, but shouldn't prove too difficult. Landings are possible along the whole length of the ridge, and the mature forestry has recently been felled and opened things up.

The Link Triangle - 13k - FAI triangle - W to NW (RED)

This triangle links Dodd and Wether Fell and it could just as easily be started on Wether Fell. However, it can be difficult to get up and forward from Wether onto Dodd. Doing the route with Dodd the starting point does seem easier and if you leave Dodd with a good thermal it is possible to be at base on reaching TP3. Re-crossing the valley can be easier on the Hawes (north) side.

DODD FELL - The Cam Road



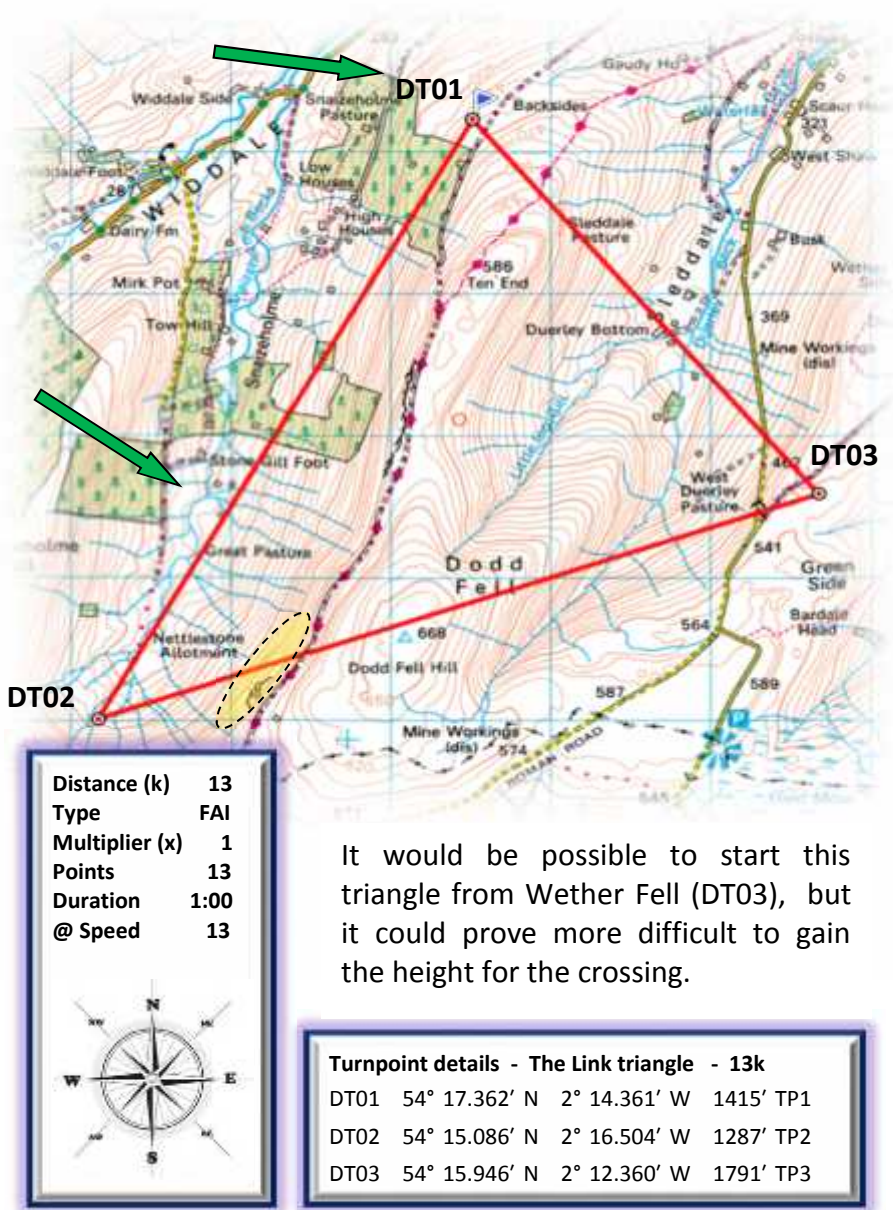
Distance (k)	9
Type	O&R
Multiplier (x)	1
Points	9
Duration	0:35
@ Speed	17



Turnpoint details - The Cam Road - 9k

DF01 54° 14.512' N 2° 17.069' W 1892' Start/Finish
DF02 54° 17.223' N 2° 14.966' W 1177' TP1

DODD FELL - The Link Triangle



It would be possible to start this triangle from Wether Fell (DT03), but it could prove more difficult to gain the height for the crossing.

GRAGARETH

Site:	Gragareth
Club:	DHPC / Active Edge
Take off:	54.11.931N/2.28.785W approx – 1790'
Route name:	King's Road
Route type:	Out and return
Cylinders:	400m radius
Difficulty level:	Intermediate www.activeedge.co.uk



143.85Mhz

Despite what the header blocks suggests, Gragareth is one of the few flying sites in this guide that is homeless. Therefore, please regard yourself as both pioneer and ambassador as no formal permissions exist with the DHPC (check with Active Edge – Dean Crosby). Gragareth is one of the three big Dales southeast facing ridges and nestles between Barkin and Whernside – and in my view the most interesting to fly. Along its length it provides a variety of challenges, never that difficult, but always providing teasing shallow or out of wind sections.

Best conditions: Best in an easterly, but it is reasonably lenient around that direction. Don't fly in strong winds; it is a high site and you may have penetration difficulties. Various approaches, but best is near the entrance to Kingsdale where the road dips and a stile leads over a wall on the right. Long walk in up the flat limestone terraces to the south end of the hill.

Safety: Various fields get used. Best is a flat, rough pasture near the end of the waterfalls track and where there is parking for several cars. Wind is either up or down the valley and it's usually quite smooth on landing approach.

King's Road - 11k - out & return - ENE to ESE (BLUE)

Various clean, grassy take off points are possible – it depends how high you wish to go. The route could be flown from either end, but this is easier should you go down. The route is only of green standard on a decent day, but is graded blue to ensure pilots have some degree of experience.

Although a high ridge, only the final 150 – 200' actually kicks up steeply to form the main flying edge. Ridge lift is usually quite good, but it is possible to find yourself scratching a living at a mere 50' over the crest. No-one ever seems to go down so you need to have the conviction of that statement to push on. At the north end is a 100m shallow section leading to an out of wind slope that generally works OK. Beyond that and the turnpoint is the large bowl of Great Combe – often the wind bends up that too and it works OK. It is usually easier to return unless the wind has been influenced by the sea breeze.

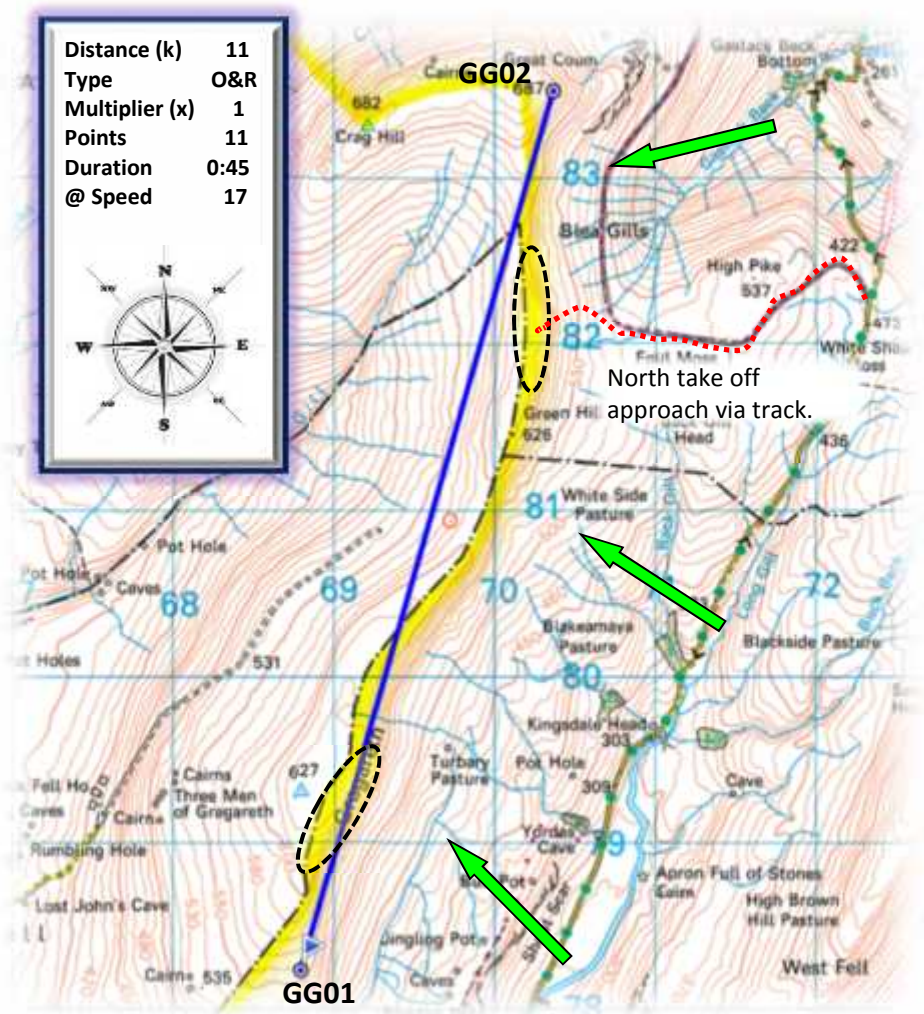
GRAGARETH



Gragareth – a superb ridge that is only occasionally flown. Below – Baz Roberts takes off on a superb autumn day. **Photo:** Ed Cleasby



GRAGARETH - King's Road



Site not found in any guide. North take off is easier walk-in but less convenient.

Turnpoint details - King's Road - 11k

GG01 54° 11.931' N 2° 28.785' W 1822' Start

GG02 54° 14.788' N 2° 27.372' W 2145' TP1

INGLEBOROUGH

Site:	Ingleborough
Club:	DHPC / Active Edge
Take off:	54.12.223N/2.25.387W approx – 1650'
Route name:	The Dalesman
Route type:	Flight to goal
Cylinders:	400m radius / 1k goal
Difficulty level:	Intermediate .activeedge.co.uk dhpc.org.uk



143.85Mhz

Ingleborough and the adjoining ridges, bowls and escarpments dominates the southern edges of the Dales. Whilst it provides spectacular flying for almost every wind direction no details can be found within any site guide. However, it would be a huge omission to leave it from the list of challenges. The described route barely hints at the potential and the reader is left to discover the possibilities for themselves. Local advice can be obtained from the DHPC or Active Edge.

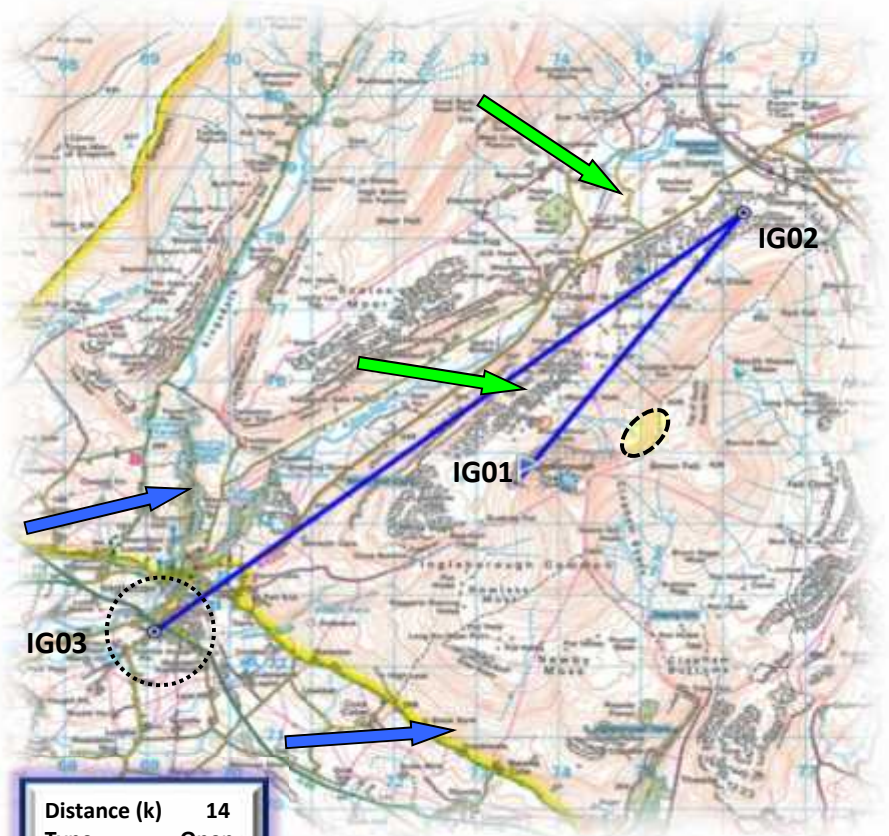
Approach: The easiest approach for this route is to park just north of the Hill Inn (busy at times on good walking days). A well marked path leads across fields to a swing gate stile leading to the open fell. A paved slab track is then followed to the foot of the SW bowl. A short, but steep section of broken path brings one to the crest of the bowl and many take off options. A 50 minute walk in on mostly level terrain.

Safety: Best in light winds. The crest of the bowl can have quite a strong compression – it is possible to launch from near the foot of the bowl on grassy slopes. Whilst it is usual to make the landing field near the start of the track, coming up short provides lots of options. A very safe site with an open aspect.

The Dalesman – 14k – flight to goal – WSW to WNW (BLUE)

The prevailing (SW) wind usually flows into the take off bowl but limits flying to the bowl. Trying to heading north along the ridge towards Ribbleshead then becomes almost impossible. The ideal wind direction is with the wind off to the west or better still, north of west. If you make the Ribbleshead turnpoint then returning is a lot easier. The route ends in a good field behind the Masons Arms in Ingleton and is intended as a good way to end the flight once the delights of the ridge have been exhausted. Make sure you have height to cross the village safely as landing options are available but more limited. A car left at the pub is handy.

There is NO mobile signal in Chapel le Dale!



Distance (k)14

TypeOpen

Multiplier (x)1

Points14

Duration0:55

@ Speed16

Prone to sea breeze up Chapel le Dale during mid to late afternoon unless a prevailing WNW to hold it off.

IG03 is a 1k cylinder

Turnpoint details - TheDalesman - 14k					
IG01	54°	9.969' N	2° 24.468' W	1630'	Start
IG02	54°	12.034' N	2° 21.934' W	1116'	TP1
IG03	54°	8.835' N	2° 28.488' W	385'	Finish

SEMER WATER

Site:	Semer Water
Club:	Dales Hang Gliding & Paragliding Club
Take off:	54.17.324N/2.8.402W approx – 1470'
Route name:	Stalling Busk Triangle
Route type:	FAI triangle
Cylinders:	200m
Difficulty level:	Intermediate www.dhpc.org.uk



143.85Mhz

Easy access and a friendly nature make 'Semer' an enjoyable place for a day's soaring. It also has excellent XC potential into the upper Pennines and the Lakes. For pilots content to stay within the confines of the ridge the following closed circuit challenge is offered.

Best conditions: A light to moderate south-easterly with the odd thermal to help get the TP across the valley. The take-off is from the shoulder or top ridge and each TP needs to be done in the order stated in other words get the start cylinder first, then TP1, TP2 and back to the start cylinder to finish.

Safety: Check the site guide for the usual hazard warnings. Don't get turn-point fixation on TP2 and leave it too late to return to the ridge. In fresh winds, approaching TP2 may be in an area of considerable sink.

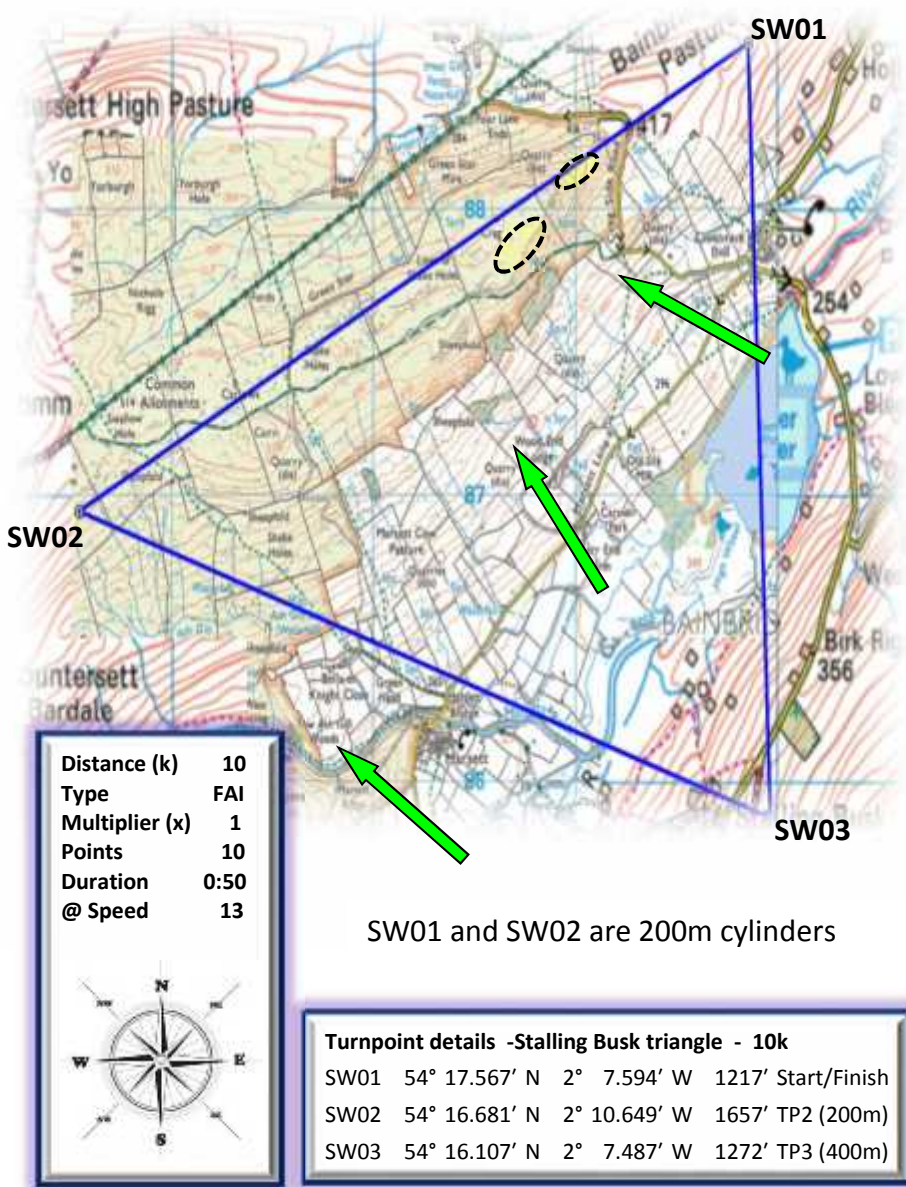


TP2 is across the valley over the rising ground.

The Stalling Busk Challenge - 10k FAI - ESE to SE (BLUE)

This route is a good introduction to setting up a triangle (even though quite modest in size) on your GPS and flying it. If the conditions make this triangle rather too easy or you want a bigger challenge then set the cylinder radius to 200m. The turn-points on the ridge are usually quite straightforward, but crossing the valley tends to meet the descending air from the far side and pushing out is less easy than you might expect.

SEMER WATER - The Stalling Busk Triangle



STAGS FELL

Site:	Stags Fell
Club:	Dales Hang Gliding & Paragliding Club
Take off:	54.19.559N /2.11.755W approx – 1560'
Route name:	The Moorcock to Caperby Challenge
Route type:	XC to goal via single turn-point.
Cylinders:	400m radius
Difficulty level:	Hard



143.85Mhz

A true southerly site with excellent XC potential over some remote moors. Stags is one of a series of southerly facing edges that can be linked, but it rarely gets done. Without straying too far from the ridge there are ample challenges for the imaginative. The route described manages to link all the edges into a single very satisfying flight.

Best conditions: A light to moderate southerly is best as, if anything, the wind tends to veer more to the SW most days as the sea breeze influence kicks in. This can help the return run, but you need to get to the Moorcock reasonably early. The two ridge jumps upwind are not easy, but both ridges work well once established. There is a long transition between Stags and Nappa but the rising ground and a small ridge midway helps. Good fields and a decent pub at Caperby.



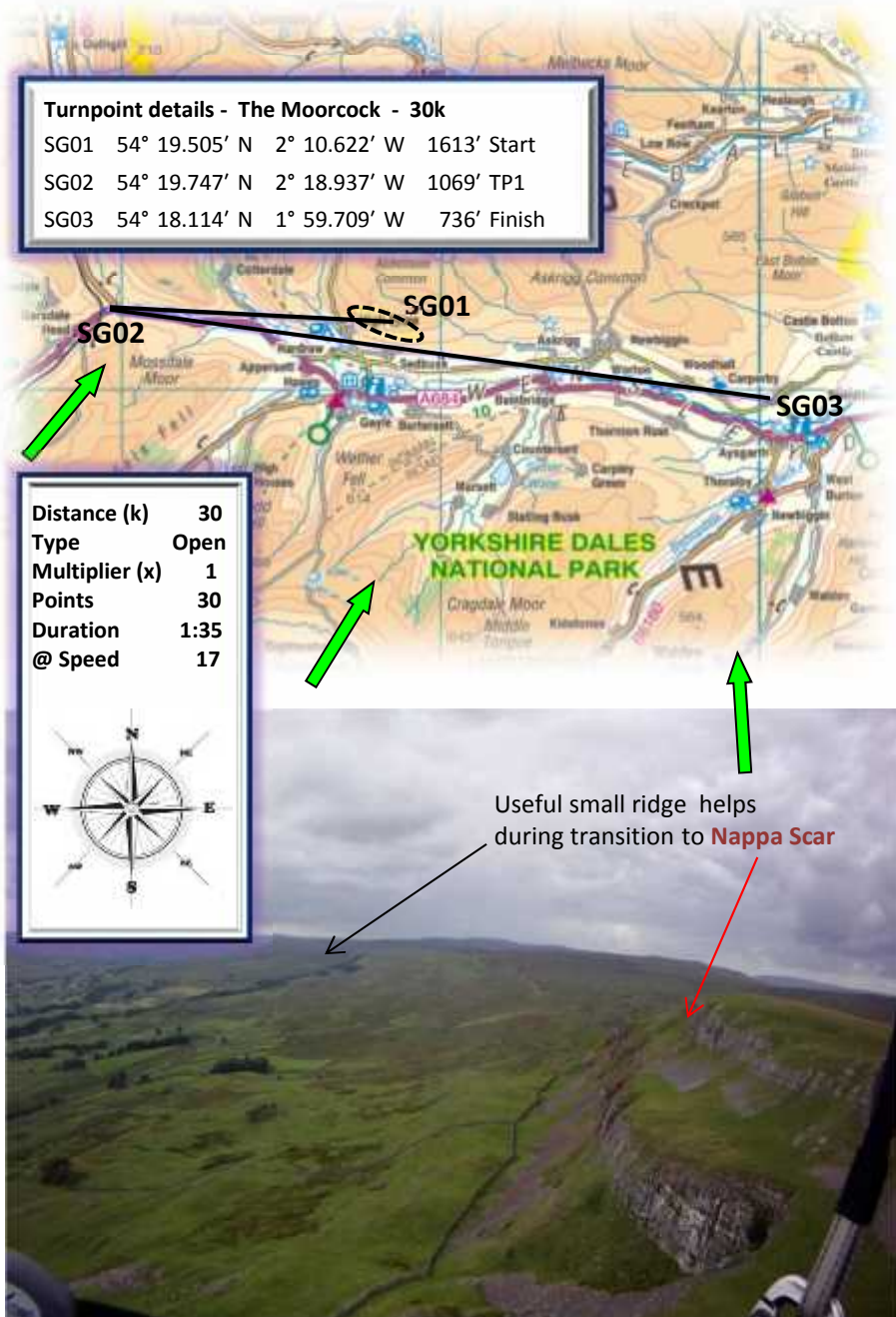
Photo: Ed Cleasby

East from near the Moorcock TP with the excellent ridge of Cotterside on the left.

The Moorcock - 30k - flight to goal via TP - S to SW (BLACK)

A really great challenge that deserves to become a classic. In its 30k it combines two difficult upwind legs to good, soarable ridges; both of which can be explored in their own right. From the turn-point there follows an easy run back to Stags and a more testing long transition down the north side of Wensleydale to Nappa Scar. With about 500' gained above Nappa the final run in to Caperby village is straightforward and a pint in the local pub is a suitable reward. A fairly unrelenting route.

STAGS FELL - Moorcock to Caperby



TAILBRIDGE

Site:	Tailbridge (with Mallerstang)
Club:	Dales Hang Gliding & Paragliding Club
Take off:	54.26.267N/2.18.169W approx – 1690'
Route name:	The Mallerstang Challenge
Route type:	Out and return
Cylinders:	400m radius
Difficulty level:	Intermediate. www.dhpc.org.uk



143.85Mhz

The awesome Mallerstang ridge is only occasionally flown as there is no agreed take off, and flying onto it from Tailbridge is never easy. The long ridge line presents a variety of features with mostly easy soaring but also some challenging sections. A continually interesting and absorbing ridge.

Best conditions: A light to moderate westerly with some thermal assistance is useful to cross the gap onto Mallerstang; this can be quite difficult and take several attempts. Once established on the Mallerstang ridge, interesting and straightforward flying leads to the turn point and an often easier return.

Safety: Good out-landings are possible along the whole route, on either the lower fellside or fields if clear of stock and crop. In moderate winds beware of turbulence in the valley bottom and consider using the lower fellside. Poor mobile signal in valley bottom. If windy, stay well forward of the main ridge.



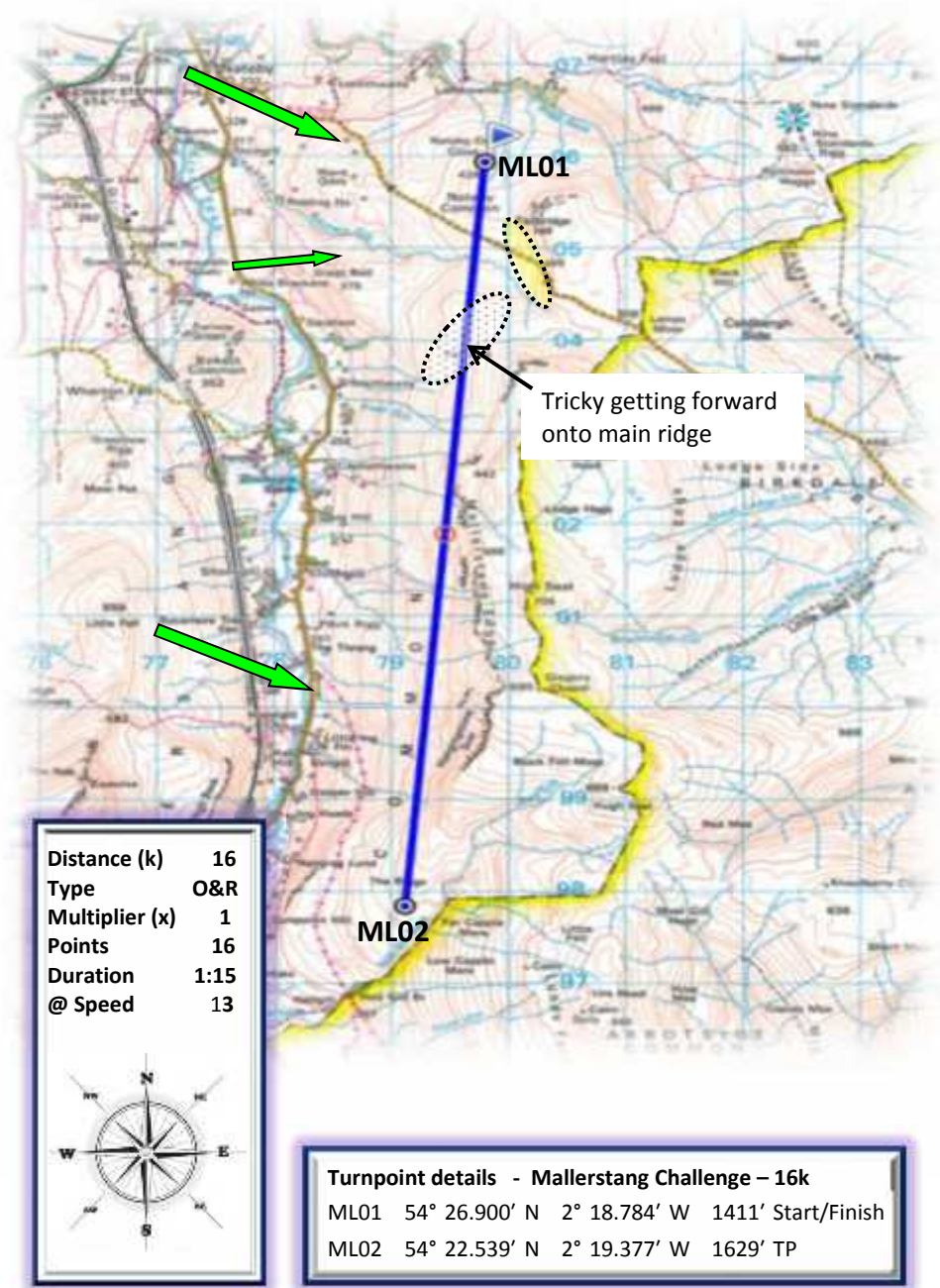
Photo: Ed Cleasby

Mid-section of the Mallerstang ridge looking south to TP.

Mallerstang Challenge - 16k - out & return – W to WSW (BLUE)

The main challenge is getting across onto Mallerstang, which requires persistence! The remainder of the route is only of **green** standard if soaring conditions remain good along the length of the ridge. There are a few gaps to cross where wind direction and strength need considering and where lift is not as good as you'd expect. It is possible to start at the north end of Mallerstang, but this misses the main point of the challenge. A superb ridge with many and varied features to work.

TAILBRIDGE - Mallerstang Challenge



WETHER FELL

Site:	Wether Fell
Club:	Dales Hang Gliding & Paragliding Club
Take off:	54.16.073N/2.12.349W approx – 1841'
Route name:	Leyburn or Bust! / Summerbridge
Route type:	Flight to goal
Cylinders:	400m radius / 1k goal
Difficulty level:	Difficult/Hard www.dhpc.org.uk



143.85Mhz

Wether Fell is the spiritual homes of the Dales club and probably flown more than any other local site. Often the starting place of XC flights into the Vale of York and beyond. It is not an easy place for defined triangles and out and return flights; in fact it can be quite a wait for that solid thermal that won't break up behind the hill. Easy access and a vice free nature will ensure it retains its popularity – and of course it will always deliver very long XC flights – and wave!

Best conditions: Very tolerant of wind direction – best is a light to moderate WSW to WNW. It can easily get blown out and often affected by wave that hang gliders manage to exploit.

Safety: A very safe site with excellent top landing and reasonable bottom landing under the main slope (above the road). Keep an eye on the wind speed to avoid getting pinned. Don't go back too far when top landing if it's windy.

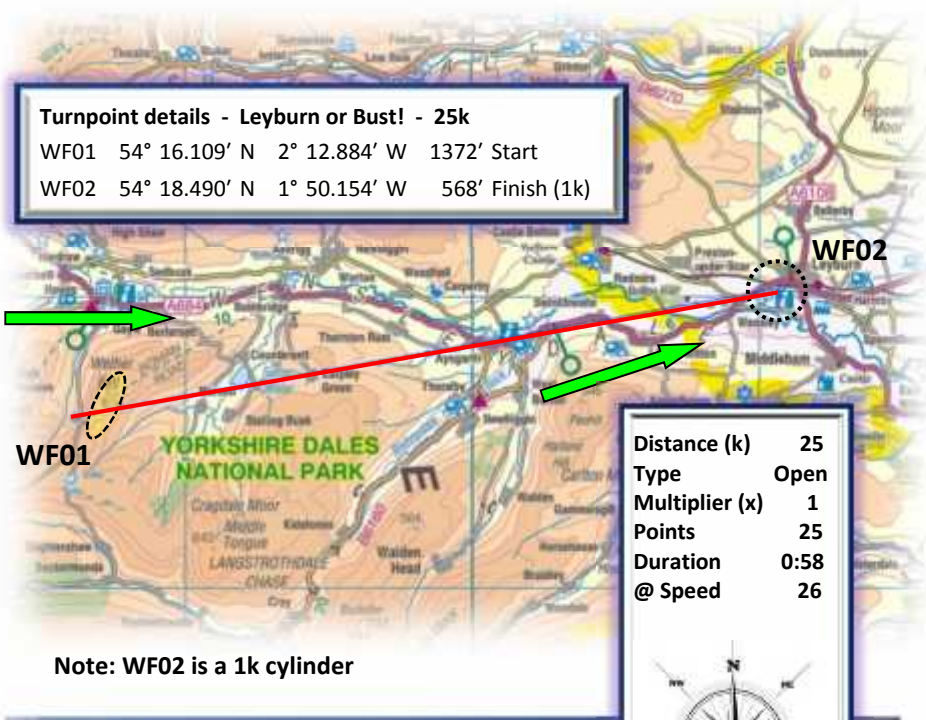
Leyburn or Bust! – 25k – flight to goal – WSW to W (RED)

This is the standard route down Wensleydale when the wind is south of west. It is best to stay on the high ground on the south edge of the valley initially but crossing to the north side (south faces) provides an easier run in to goal. Make sure you have good height and a working target to aim for when you begin the transition.

Summerbridge – 41k – flight to goal – WNW to NW (BLACK)

A more committing route that follows the high ground to the southeast. The first target is Great Whernside, which generally works wells and ensures a good climb before committing over the extensive moors behind. The moors eventually drop away into the sink hole of Pateley Bridge. The best option is to try to stay high over the moors to the west rather than rush and be flushed into the valley. Not a very difficult flight but a good introduction to leaving the Dales in this direction.

WETHER FELL - Leyburn or Bust!

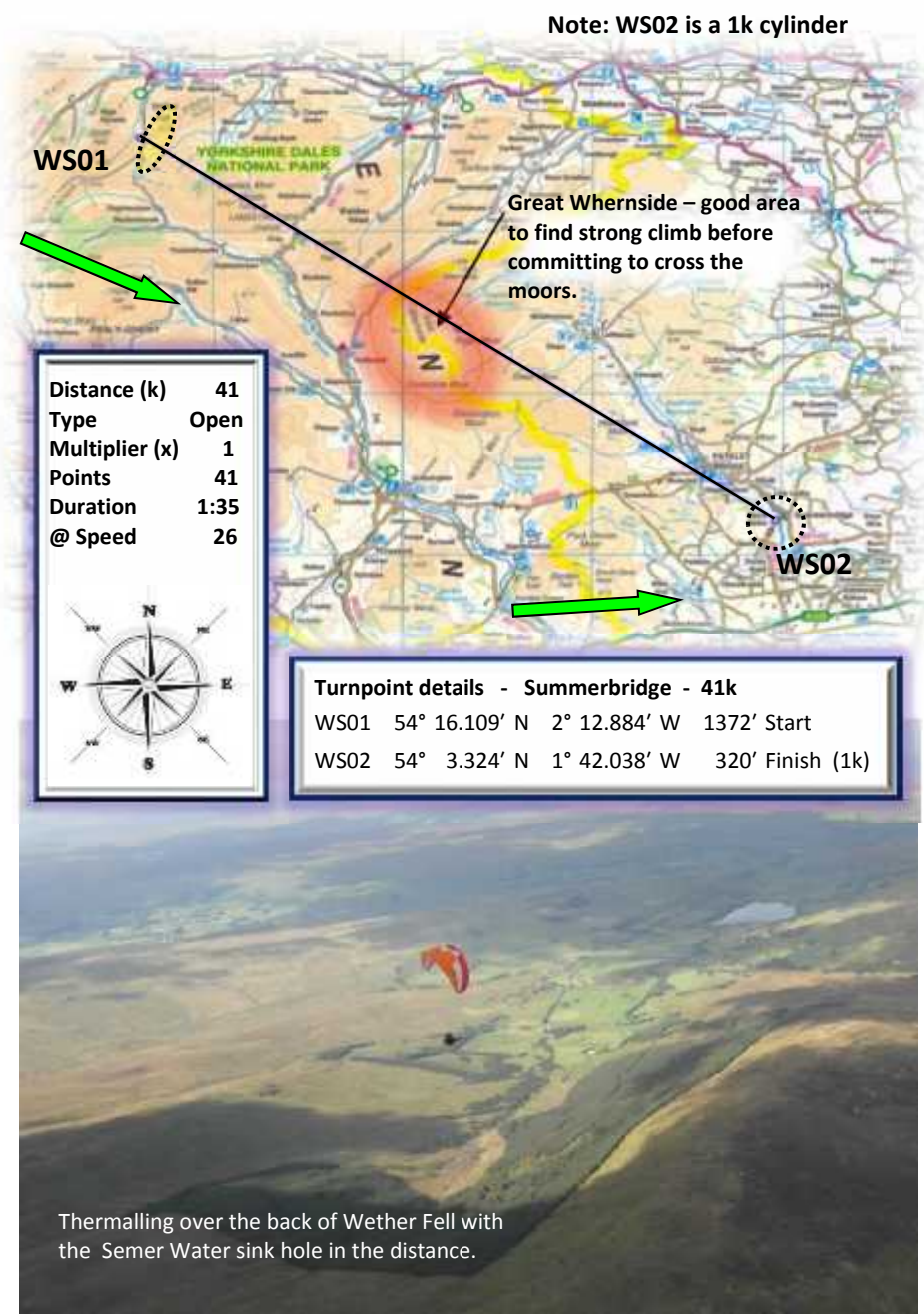


WETHER FELL



Mike Endacott over Wether with trademark headcam.
Photo: Ed Cleasby

WETHER FELL - Summerbridge



WHERNSIDE

Site:	Whernside
Club:	Dales Hang Gliding & Paragliding Club
Take off:	54.12.223N/2.25.387W approx – 1650'
Route name:	Running the Ridge / Zig-Zag
Route type:	Out and return/ Flight to goal
Cylinders:	400m radius / 1k goal radii
Difficulty level:	Basic / Difficult www.dhpc.org.uk



143.85Mhz

One of the longest and best south easterly ridges in the Dales area. It has a reputation for being a bit of a walk in – about 50 minutes, but is worth the effort.

Best conditions: It works best in an ESE wind due to the effects, later in the day, of a sea breeze sweeping until Chapel le Dale and pulling the wind off to the south. The ridge then works very poorly if at all – it can also produce good convergence and trigger thermals as it arrives. Being a high ridge with a pronounced edge a light wind is preferred.

Safety: A very safe site with clean, open bottom landing areas along its full length. Two take off areas are shown; the most northerly being the easier if the wind is moderate. The southerly take off has a marked compression in any wind, and it's not easy to launch on the steep slopes lower down.

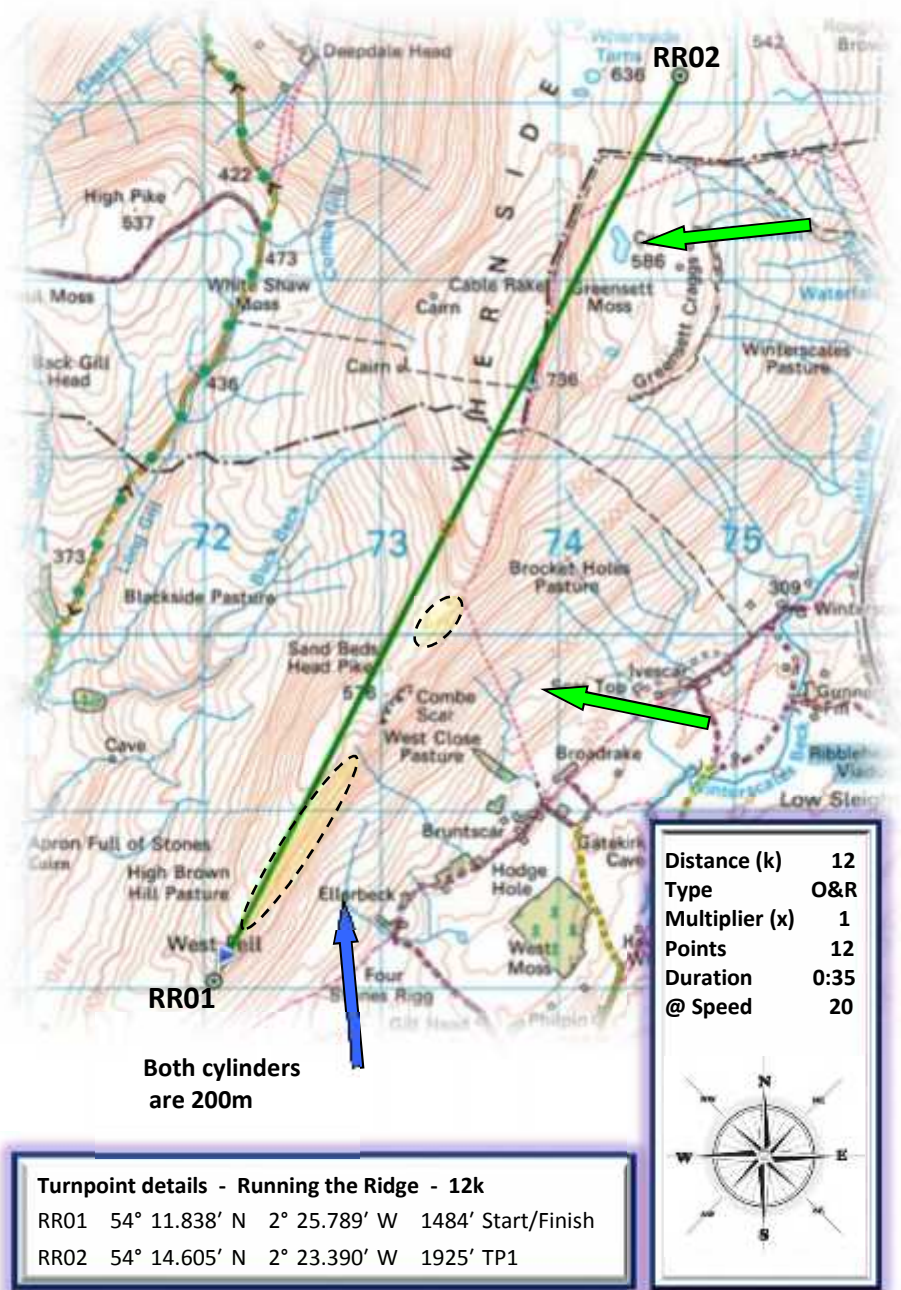
Running the Ridge – 11.5k - out & return – ESE to SE (GREEN)

An enjoyable and straightforward ridge run that can be flown at any time of the year – a spectacular route when covered by deep winter snow. The route uses the full length of the ridge from the smooth, grassy slopes at the south end, to the short cliffs and steep grass faces at the north. Whernside is one of the Dales three Peaks and the summit ridge is often awash with walkers – please avoid feeling smug as you waft along in your aerial armchair.

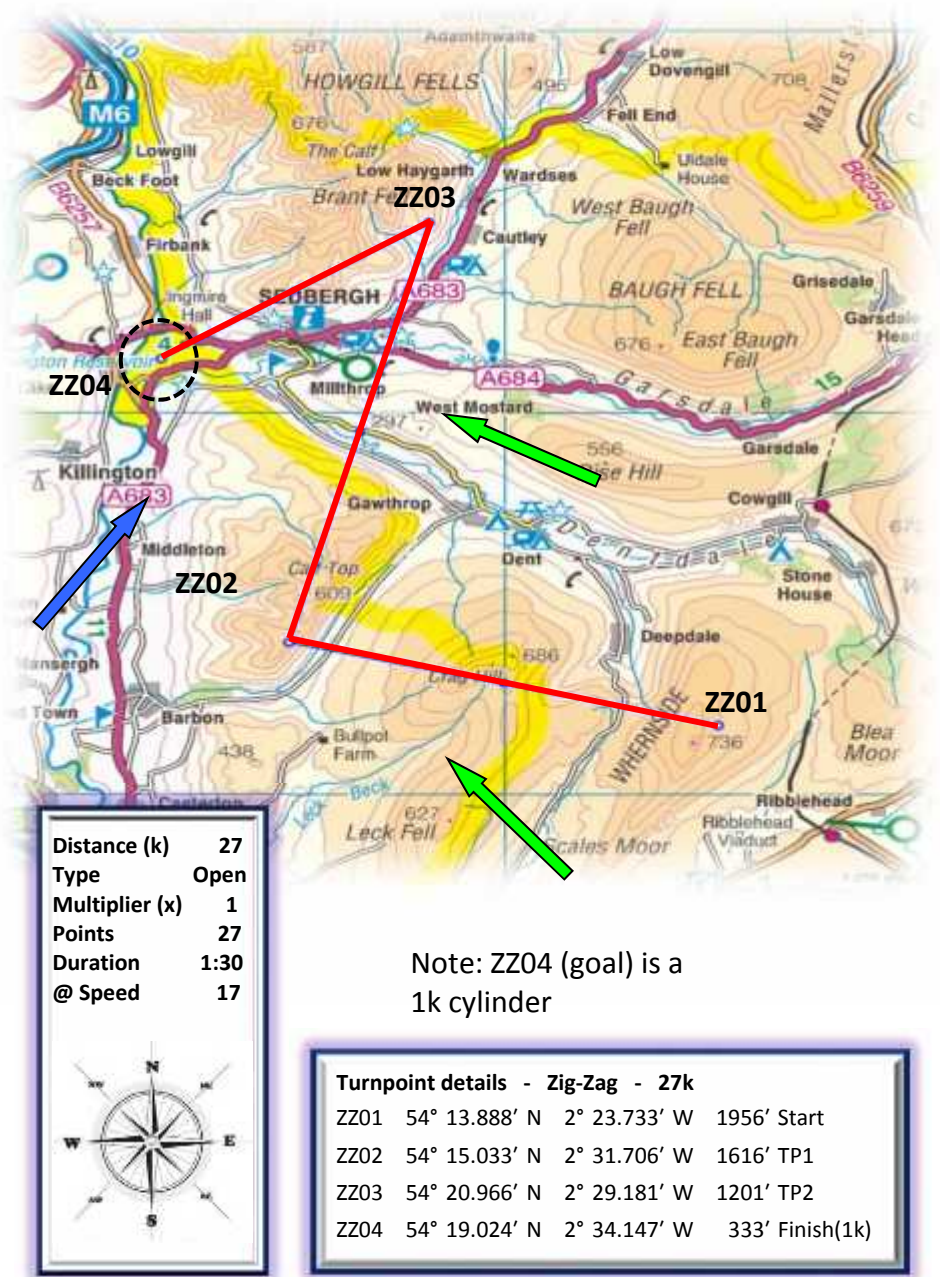
Zig-Zag - 26.7k - flight to goal - ESE to SE (RED)

This challenge makes use of all the SE facing ridges downwind. You could of course thermal hop them all, but it would be a shame to miss the delights of Gragareth; the majestic sweep of Barkin and the temptations of the Howgills. Getting to Barkin is simple enough if conditions are fair; however, the long transition – slightly crosswind, to the Howgills is the often the crux. The Howgills are worth lingering on if you get a chance to fly the SE facing bowls and ridges – a delightfully complex place, that is rarely flown in its own right. The final flight-path passes over the book capital that is Sedbergh. – also a place of great pubs; a top pie shop but an unreliable mobile signal.

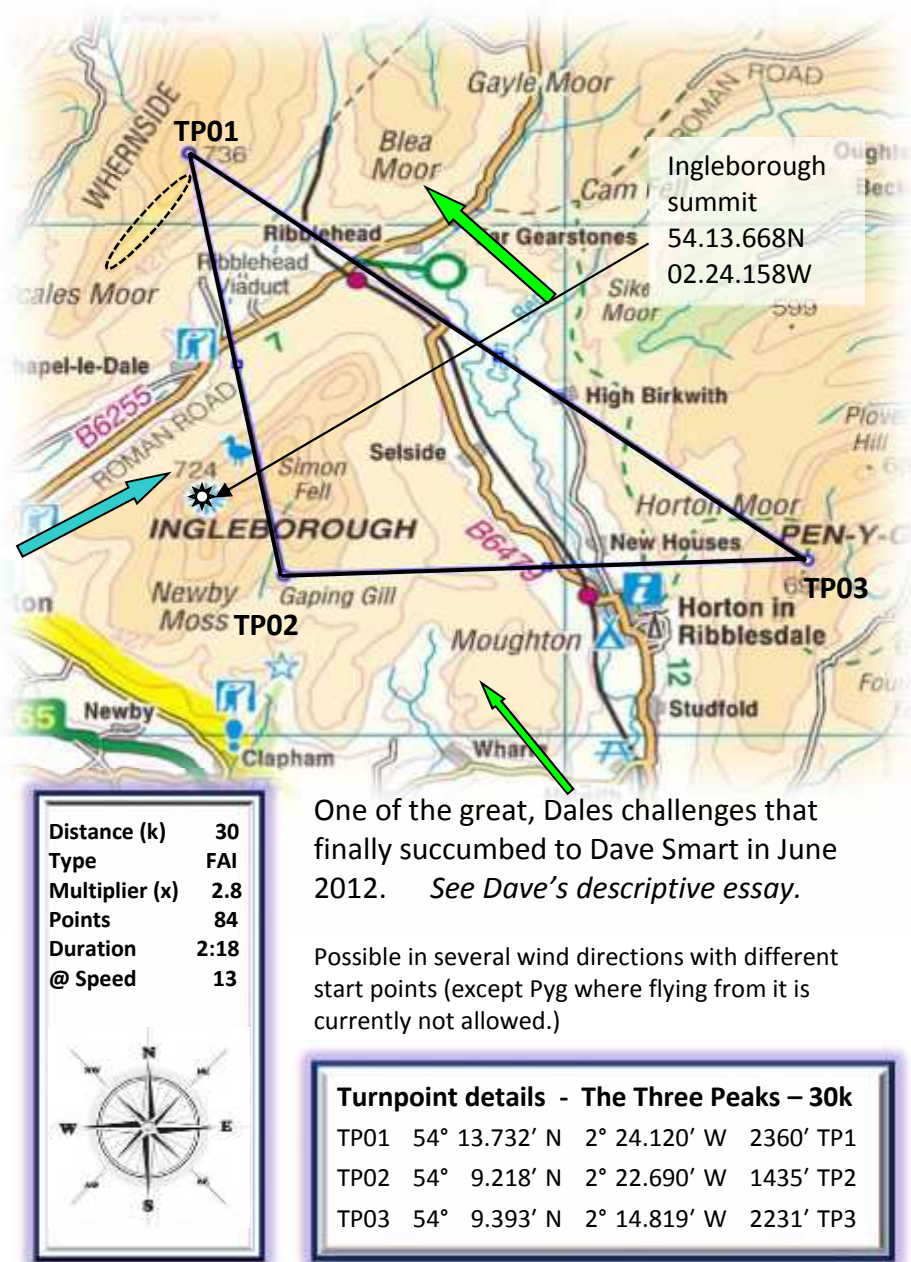
WHERNSIDE - Running the Ridge



WHERNSIDE - Zig-Zag



WHERNSIDE - The Three Peaks



Site:	Windbank/Hawswick	
Club:	Dales Hang Gliding & Paragliding Club	
Take off:	54.07.651N/2.3.061W approx – 1120'	
Route name:	Arncliffe Amble/Grassington Bimble	
Route type:	Flat triangle / Flight to goal	
Cylinders:	400m radius	
Difficulty level:	Basic/Intermediate	www.dhpc.org.uk



143.85Mhz

An attractive site with few vices and when it's working well it shows its full potential. Stress free, enjoyable flying on a lovely ridge - a good introduction to flying a set route. Check the site guide for restrictions and approaches.

Best conditions: Unless it is a SSW or true SW, the wind takes some persuading to be square onto the hill, tending to bend up or down the valley. A little thermal help is required for the run down to Grassington, but the rising ground on that side of the valley is usually quite buoyant and provides good thermals as they trigger off the lower scars.

Safety: The site has few hazards, but in a fresh wind be careful if you decide to top land near take off or at various points along the ridge due to mild rotor. There are various landings en-route to Grassington, the best being over the river to the west near goal. Don't get low over the trees 3k before goal. Goal is a 1k cylinder.

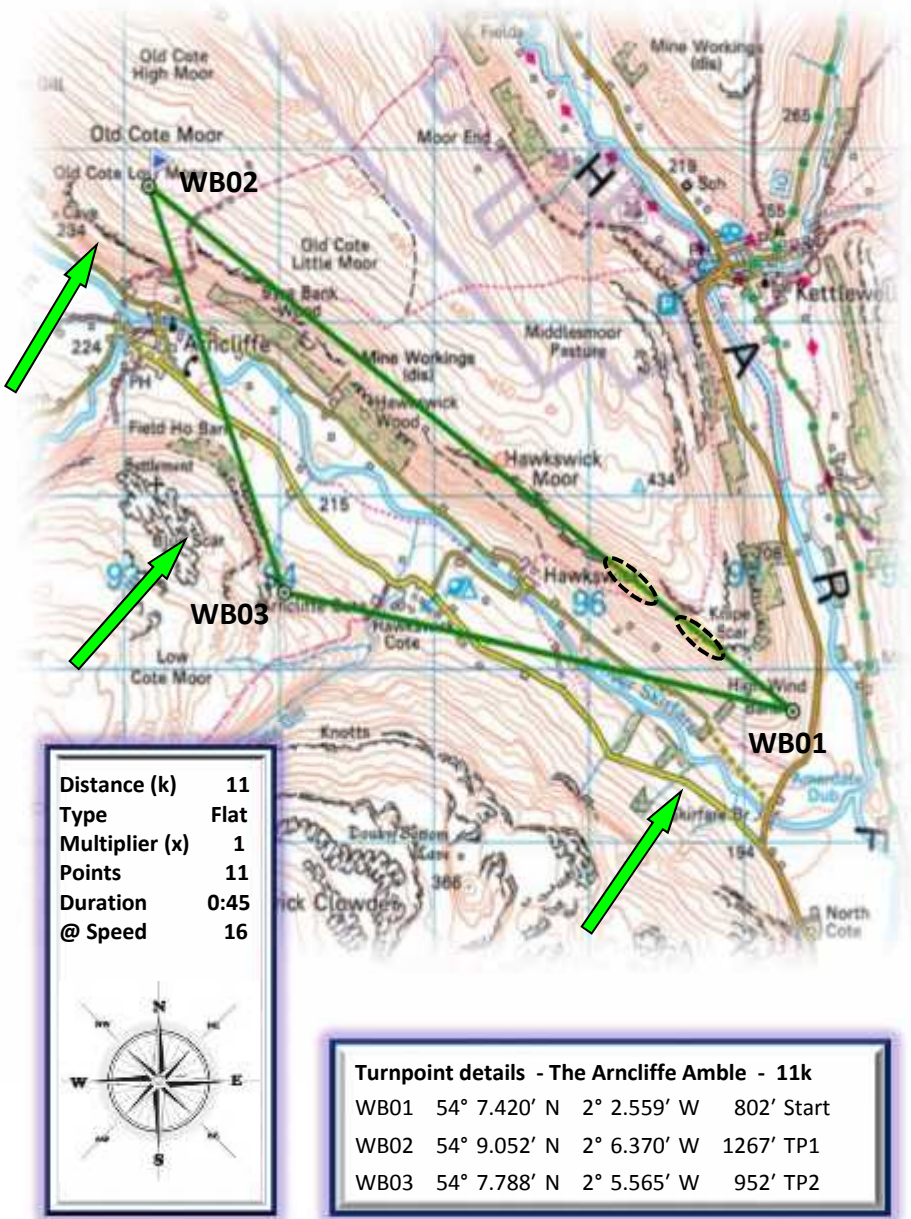
The Arncliffe Amble - 11k - flat triangle - SW to SSW (GREEN)

The classic Windbank out and return with an extra turnpoint to add a little interest to the return leg. A straightforward flight if the ridge is soarable; even the turn-point out front only requires a modest altitude to reach the cylinder. Probably the most difficult turn-point to reach is WB02 because the ridge works less well at that end.

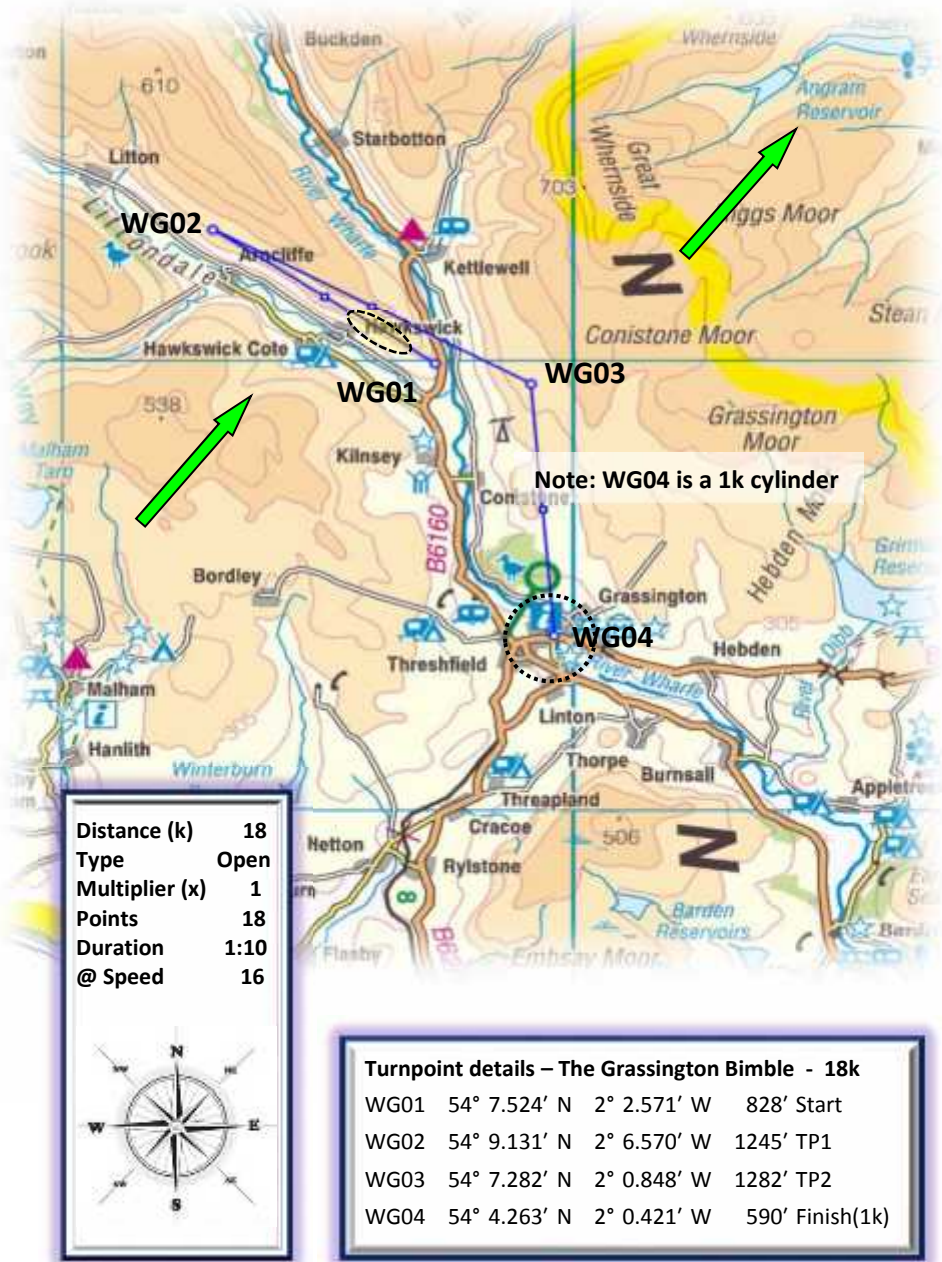
The Grassington Bimble - 18k – flight to goal - SW to WSW (BLUE)

This route combines the run up the ridge and back, with a valley crossing and continuation to Grassington. It's quite committing to fly over to the back ridge, but there is a road, decent landings and once there the shallow, stepped ridge works quite well. Before committing you should check that the wind is not too far off to the south on Windbank, or, once committed you'll meet problems flying down the ridge. On approach into Grassington keep an eye out for trees, powerlines and don't leave crossing over the river too late!

WINDBANK - Arncliffe Amble



WINDBANK - Grassington Bimble



in the

PENNINES AND OUTLYING AREAS

An aerial photograph of a vast, rolling landscape under a clear blue sky with a few wispy clouds. The terrain is a mix of green grass and brownish-yellow patches, possibly indicating different vegetation or soil types. A single paraglider with a pink and white canopy is visible in the middle ground, gliding over the hills. The overall scene is serene and expansive.

Parlick west bowl

Photo: Ed Cleasby

PARLICK

Site:	Parlick
Club:	Pennine Soaring Club
Take off:	53.54.063N /2.37.134W approx – 1265'
Route name:	All routes
Route type:	FAI triangles/O&R and Open XC
Cylinders:	400m radius (unless stated otherwise)
Difficulty level:	Various www.penninesoaringclub.org.uk



143.95 MHz

Such is the scope and scale of Parlick, that the following routes challenges have been grouped around a single hill. Parlick is a justifiably popular site with all grades of pilot, due to its friendly nature and ability to take wind from WNW through S to E. Based around the summit of Fair Snape, it provides a useful series of large bowls and edges that eventually run north up the eastern and western flanks towards the Trough of Bowland. Beyond lies the Dales, but escaping these dark, lonely, rolling moors is never easy.

Parlick is not only complex topographically, but is both prone and sensitive to the sea breeze. Depending on the wind strength and direction it can either enhance the lift with good convergence over the moors behind, or leave you thrashing around and pinned in the west bowl. Cloudbase is never particularly high, unless the wind has more of an easterly component, but generally it provides good enough thermalling to enable the persistent and astute to fly some small but technically challenging triangles.

Each route has been described with a short description on the following pages, to provide a flavour of the particular challenge it poses. Whilst the grading reflects the technical challenge it has also been used with the level of pilot in mind. For example, the 'small' west bowl triangle at 10k is quite hard, but the arena for trying it is within the confines of the hill – therefore it has been graded to allow CP rated pilots a stab at it. Likewise the Totridge, out and return run is not too difficult under good conditions, but could put a CP out of their comfort zone, therefore is given a red grading.

Regardless of the route attempted, the optimum conditions are very similar. For best flying - Parlick (in my view) prefers lighter winds on its west side and slightly fresher from the east to hold off the sea breeze. The south face works remarkably well considering its short beat and gentle slope; it appears to spill the wind if on the strong side and shouldn't be written off. No route is touched by airspace, but be aware of the activities of the gliding club. On a half decent day, especially at weekends expect to share the air with lots of others so understand and use soaring and thermalling etiquette.

Parlick Route Descriptors



143.95 MHz

'Mini' - 7.5k - FAI - SW to W (GREEN)

A small, but testing triangle with achieving TP2 being the most difficult part. The greater the wind speed, the more difficult it will be to push forward. TP1 has been kept well forward and north to prevent penetration problems should the wind increase over the back of the bowl where I can personally vouch that rotor exists! Under reasonable conditions the route shouldn't present too many problems.

'Maestro' - 10.5k - FAI triangle – SW to W (BLUE)

This is a step up from the 'mini'. It may be only a little larger in size, but the turn-points are stretched just beyond the reach of the ridge. If the wind has more south in it then this will make it easier to achieve TP2 – however, the return leg may cause you to think you've pushed it too far. Only on good days do pilots tend to push along the south facing ridge north of the main bowl.

'Masters' - 27k - FAI triangle - SSE to ESE (BLACK)

This route initially makes use of the Totteridge run, but then jumps the gap to Burn Fell. Obviously conditions determine which way round is the best direction to fly it. The prevailing wind direction should provide for a higher base and better thermals than the west bowl, but - keep an eye on the sea breeze creeping round and stopping the fun. Possibility of some convergence to help. A great challenge.

The *Totridge Run - 11.4k - out & return - SE to SSE (RED)

The classic Parlick flight when the wind is on that side of the hill. Without doubt the hardest part is actually crossing the large shallow bowl to the main Totridge face. Avoid the short cut unless high, and stay over the high ground towards TP2. The return run (unless you meet a sea breeze) should be a simple cruise back if you've left TP1 with plenty of height. TP2 is there for added spice to flavour the return leg.

** Correct Spelling*

Parlick Route Descriptors (cont)



143.95 MHz

'The Sugarloaf Run' - 30k – flight to goal - SW (RED)

Not just a 30k XC, but the key section to the Dales and beyond. This route ends at the Sugarloaf above Settle, however, make it this far and you have the chance for a big flight. The key thermal needs to be found near Stocks reservoir to enable the low and often wet ground to be crossed. Once over the A65 the ground rises and dries and things get a lot easier. Many XC flights end near the A65 making this route a good one to master with its tricky, final 12k.

'Ribblehead' - 41k – flight to goal via tp - SSW (BLACK)

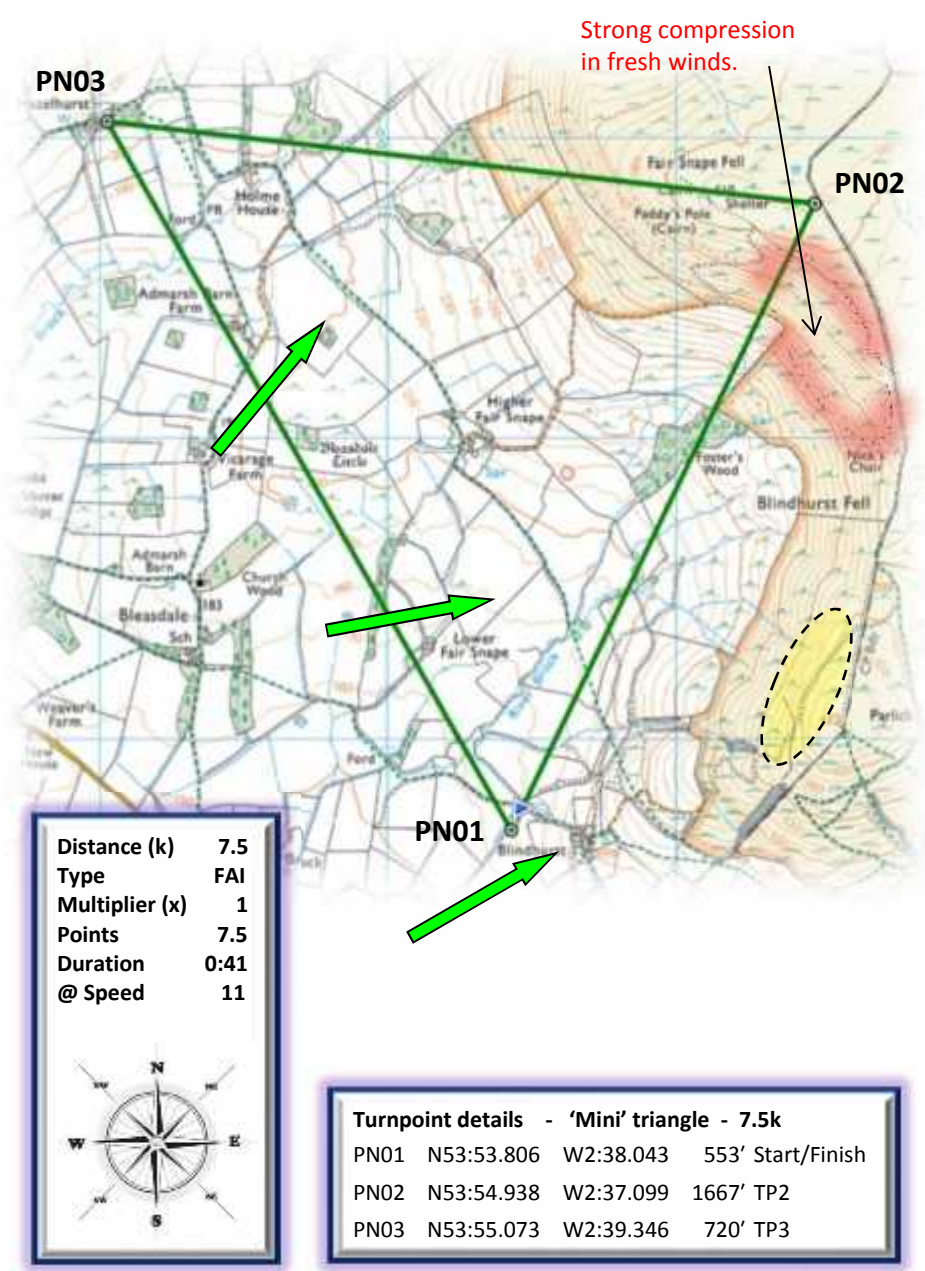
This is one of the longest and most committing routes in the guide. Unlike the previous route this strikes out across the moors. Landings are plentiful, but the walk outs can be too, and the mobile signal is poor. A good climb near the Trough of Bowland provides a long glide to civilisation or Bentham (TP1 – RH02 has 2k cylinder radius). Beware of the Lune valley sea breeze as it tends to dampen thermal activity and funnel up Chapel le Dale. Ingleborough is obvious and if you manage to soar one of its faces the final glide to Ribblehead is assured. Landing is by the Station Inn – a good pint, but no signal for miles in either direction! A tougher route than it appears.

'South Triangle' - 7.5k - FAI triangle - SSW to SSE (BLUE)

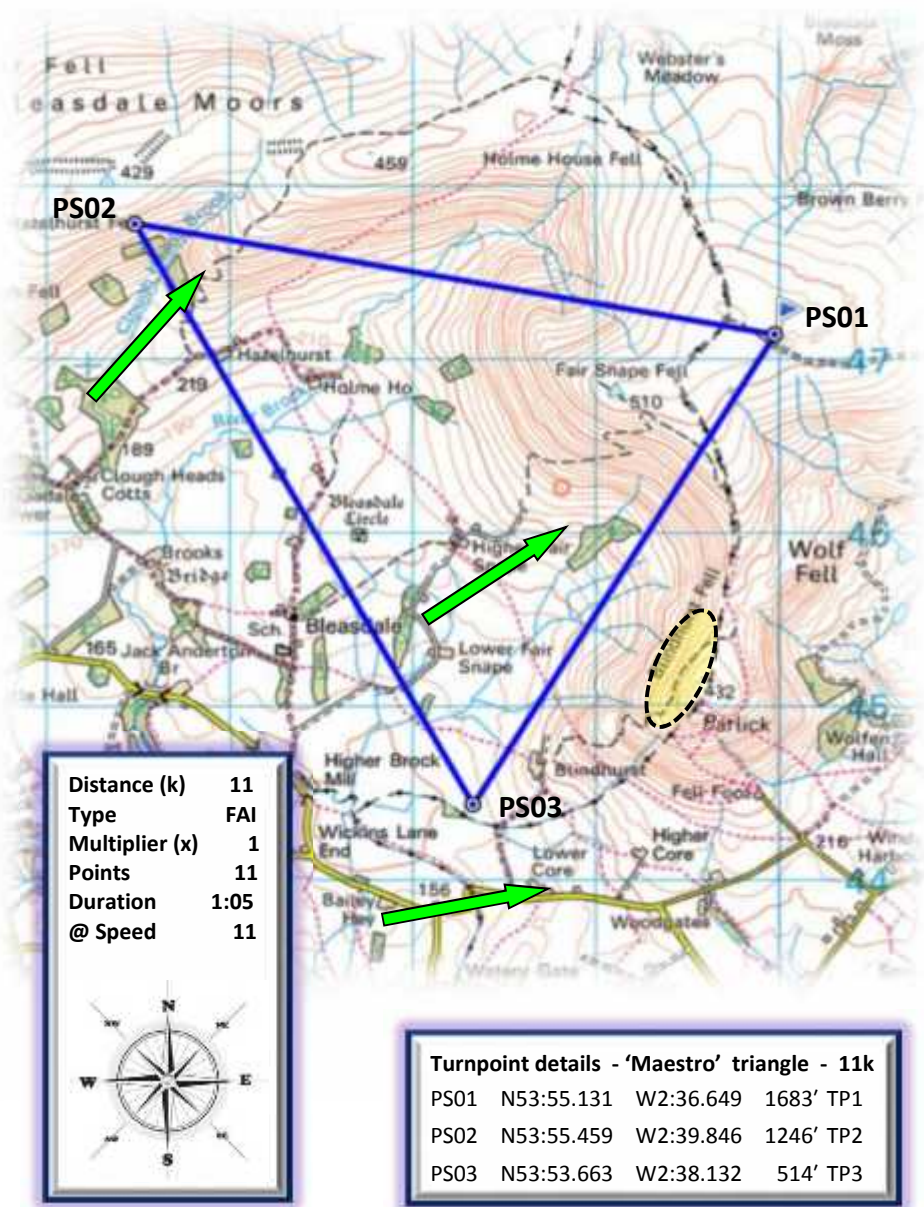
This challenge exploits the fact that the south face works well at times, producing good thermal and often with a higher base than the west bowl. It begins well out front of the bowl then uses the other two turnpoints to bring a degree of commitment, especially if the wind is fresh. After the start has been bagged, the other turn-points can be flown in either order depending on conditions. If you're unsure then use the GOTO function when airborne.

The mapping and co-ordinate details for the Parlick routes are over the following pages and easily identified by their colour and type.

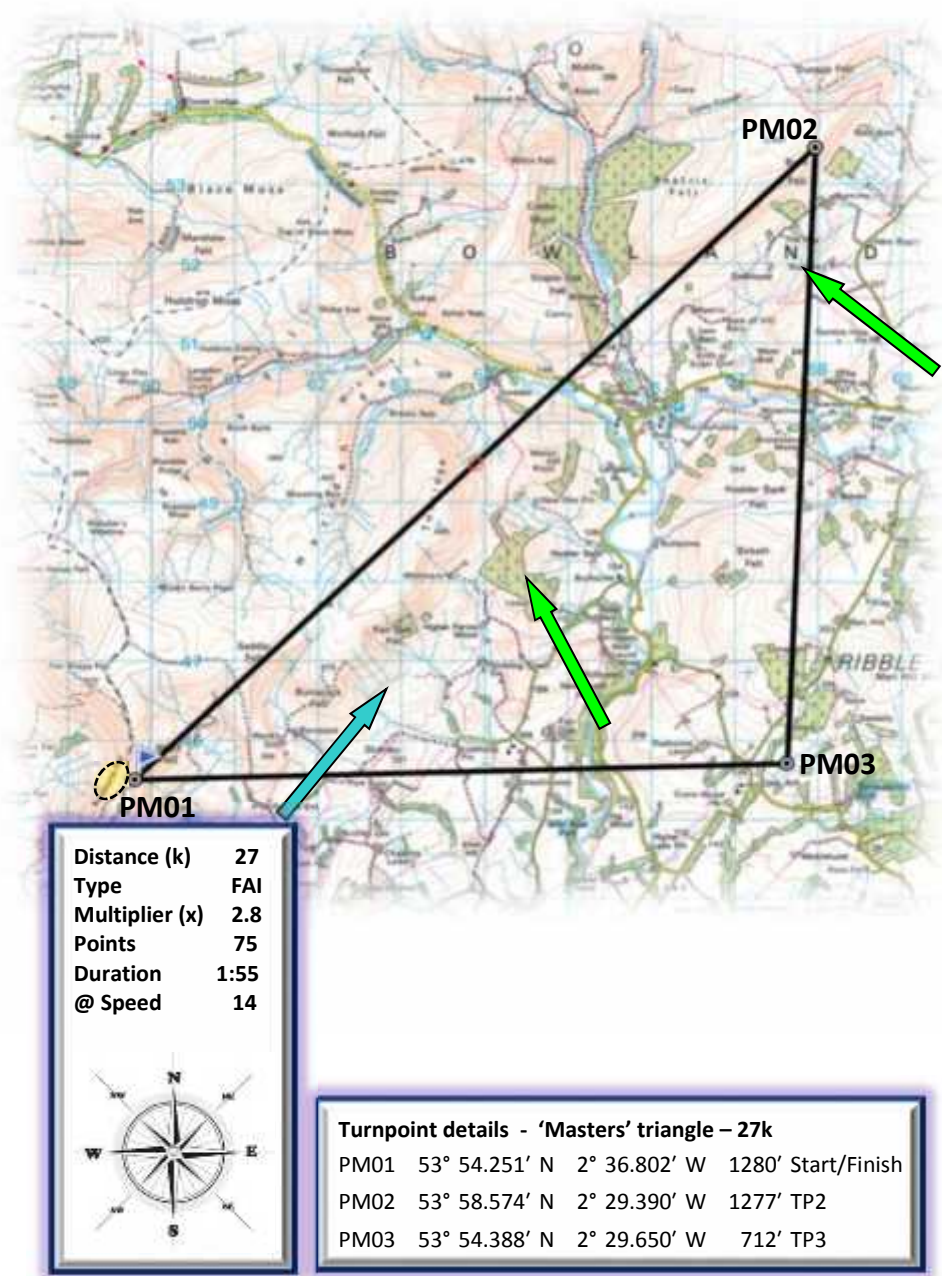
PARLICK - 'Mini' Triangle



PARLICK - 'Maestro' Triangle



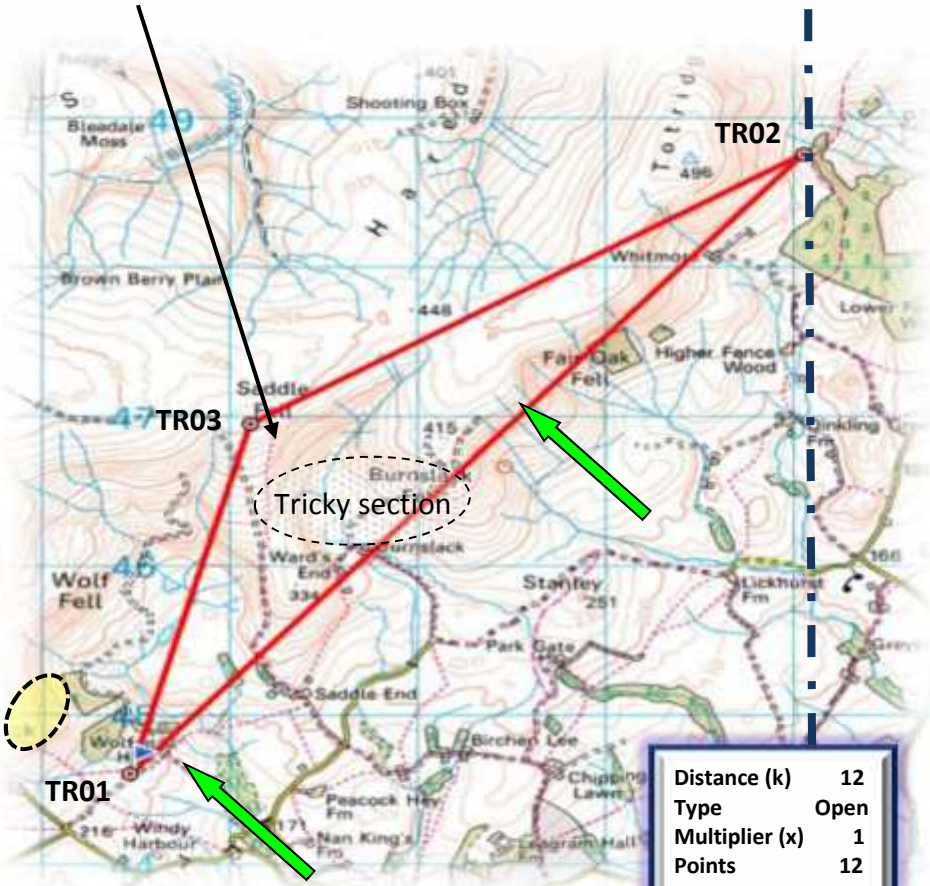
PARLICK - 'Masters' Triangle



PARLICK - Totridge Run

Stay fairly high over the east bowl to avoid nesting birds.

Airspace to east at FL55 (5500')



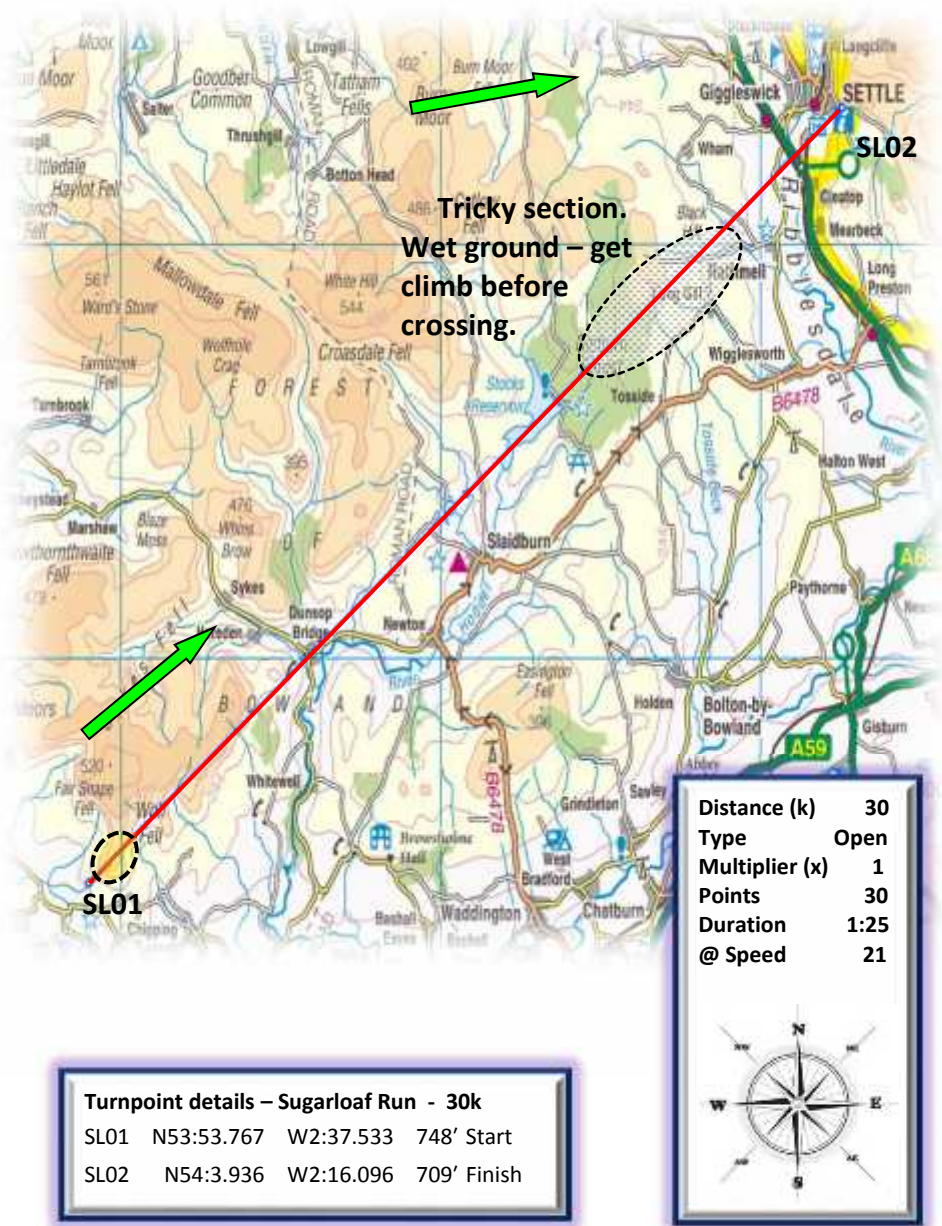
Distance (k)	12
Type	Open
Multiplier (x)	1
Points	12
Duration	0:50
@ Speed	16

Turnpoint details - The Totridge Run - 12k

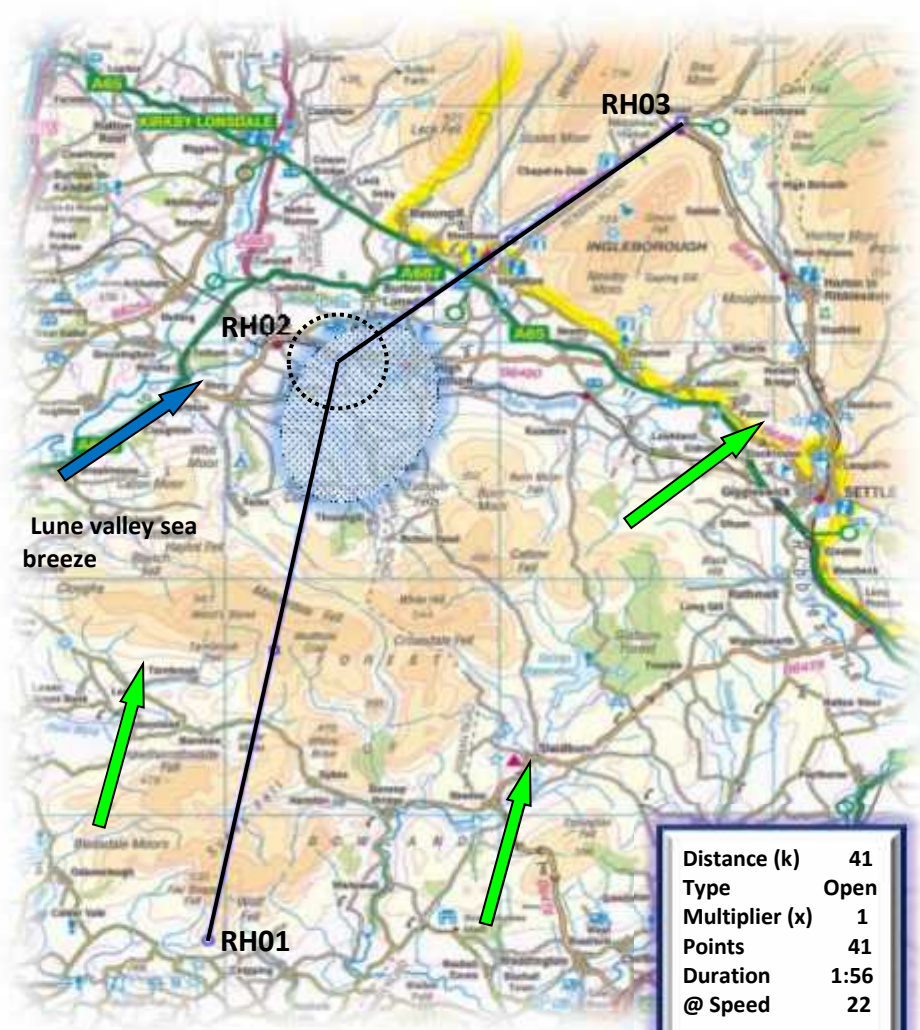
TR01	N53:53.763	W2:36.180	694' Start/Finish
TR02	N53:56.019	W2:32.937	936' TP2
TR03	N53:55.032	W2:35.615	1500' TP3



PARLICK - Sugarloaf Run



PARLICK - Ribblehead

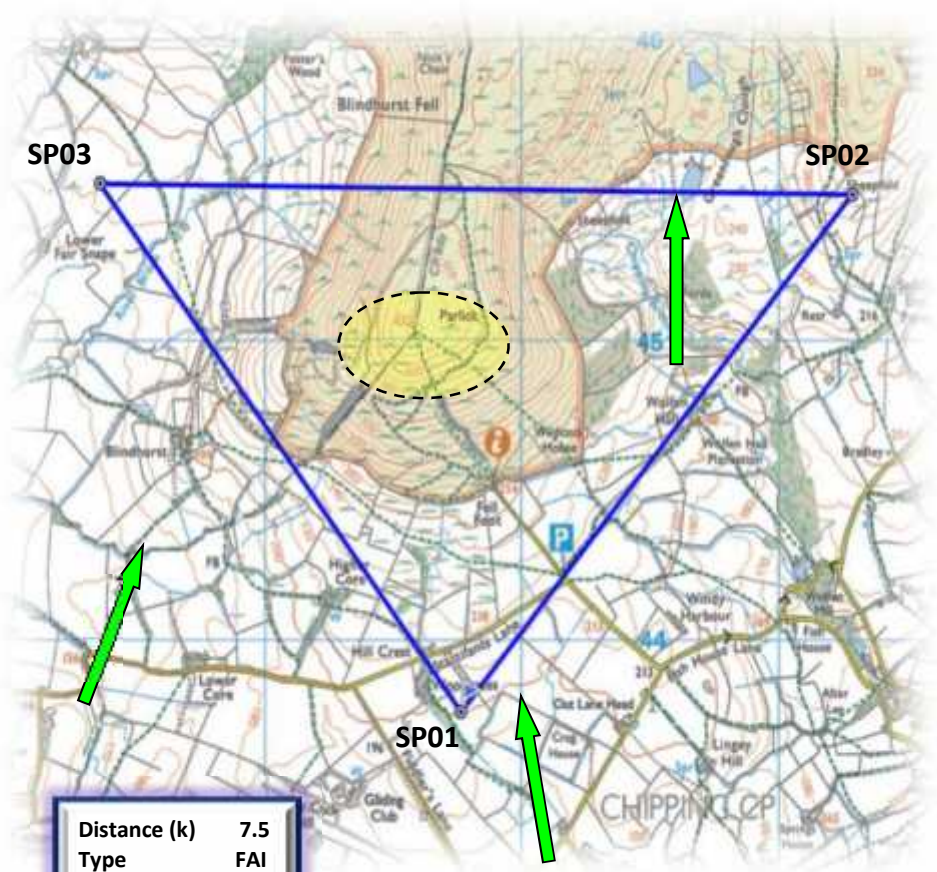


Can be sinky over back of moors.

Turnpoint details – Ribblehead – 41k			
RH01	N53:53.841	W2:37.137	1112' Start
RH02	N54:7.090	W2:32.953	238' TP1 (2k)
RH03	N54:12.572	W2:21.533	967' Finish



PARLICK - South Triangle



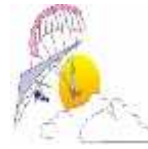
Distance (k)	7.5
Type	FAI
Multiplier (x)	1
Points	7.5
Duration	0:40
@ Speed	12

All turnpoints are 200m radius

Turnpoint details – South triangle - 7.5k			
SP01	N53:53.307	W2:36.816	660' TP1
SP02	N53:54.245	W2:35.443	906' TP2
SP03	N53:54.251	W2:38.112	605' TP3

PENDLE

Site:	Pendle
Club:	Pennine Soaring Club
Take off:	53.50.969N / 2.20.491W approx – 1080'
Route name:	Ridge Run/'A59'
Route type:	FAI triangle/ Out and return
Cylinders:	400m radius (unless stated otherwise)
Difficulty level:	various www.penninesoaringclub.org.uk



143.95 MHz

Pendle is the large, prominent whaleback that dominates the lower Ribble valley. Unfortunately airspace renders downwind XC's short and problematic. Nevertheless, the ridge itself and the ground out front have shown it still offers the potential for triangles and out and return flights. The two routes described are well known challenges and good practice familiarising oneself with the place and the potential for bigger and better.

Best conditions: Pendle is best flown in light to moderate NW to W winds depending on how much of the ridge you wish to be soarable. Best direction is WNW when at least 5 – 6k should be working. It can thermal well and wave is not uncommon.

Safety: Note the hazard areas marked on the map and the airspace just behind the ridge (5500' initially and stepping down).

Ridge Run - 11k - out & return - NW to WNW GREEN

In the right conditions this is a straightforward flight along the ridge and back. The start point is at the north end, to take away the need to go to the southern TP – the more difficult – twice. If the wind is off to the north or south of the optimum it can make the southern TP (PB02) more difficult to reach or return from.

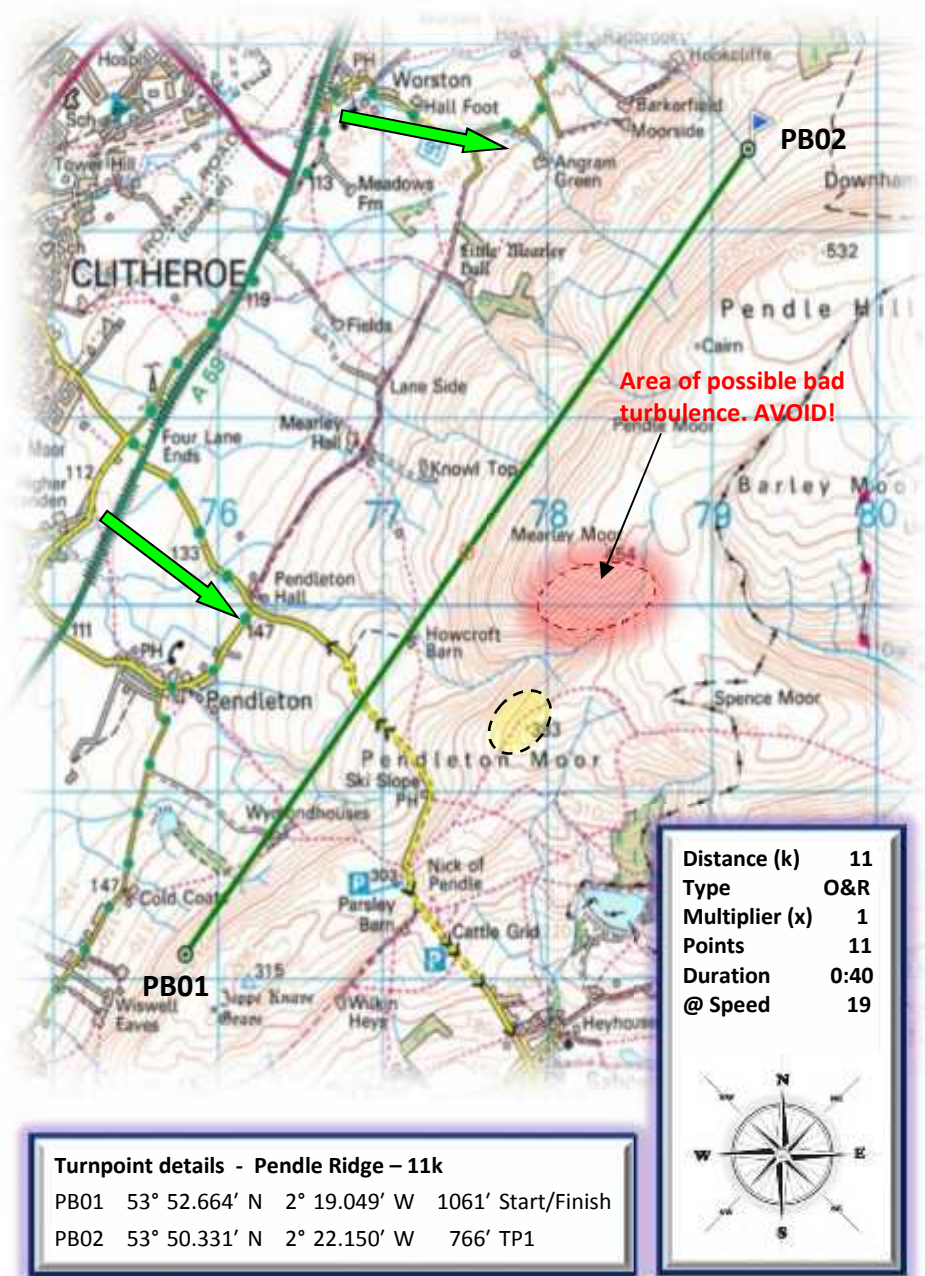
The 'A59' - 10k - FAI triangle - NW to W (BLUE)

Not a large FAI, but it's testing enough to get out to the A59 - and a target many pilots set themselves further than it appears! Many triangles have been flown out front of Pendle often much larger, but this provides a good introduction and has been kept of a size to be acceptable to CP rated pilots.

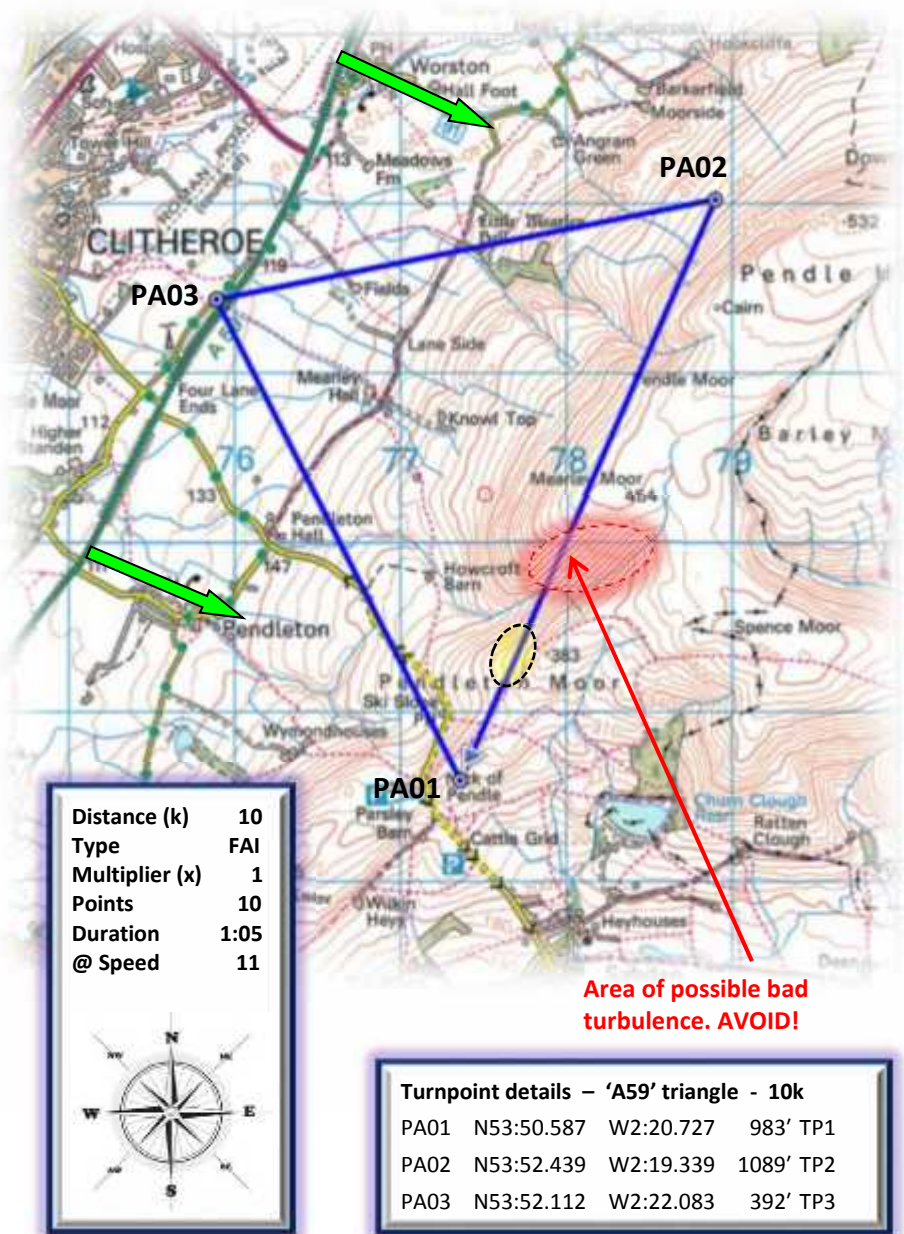
Don't get turnpoint fixation and leave it too late to return to the hill.

Pendle has certain restrictions. Check the PSC site guide before flying.

PENDLE - Pendle Ridge



PENDLE - The 'A59' Triangle



LONGRIDGE FELL



The gentle sweep of Longridge, with take off near the road junction and Pendle just visible in the distance - right. **Photo:** Mike Cavanagh

Site:	Longridge
Club:	Pennine Soaring Club
Take off:	53.51.556N /2.32.575W approx – 980'
Route name:	Adam / Eve
Route type:	FAI triangle/Flat triangle
Cylinders:	400m radius (unless stated)
Difficulty level:	Intermediate/Difficult penninesoaringclub.org.uk



143.95 MHz

Longridge is the aptly named, prominent tree covered ridge that faces north towards Parlick. A useful site, as it takes a northerly and is quite lenient around that direction. What makes it less popular, is the airspace that curtails the ambitions of XC pilots downwind and a fickle nature. Because of its length it can be an enjoyable ridge to work along, but it can also be rough at times and with the lift strangely suppressed by wave. It can be very good when it's thermic – you just never know, so you take your chance. Two routes are offered that make use of the ridge and the terrain out front.

'Eve' - 11.5k - Flat triangle - NNW to NNE (BLUE)

This route extends the traditional, out and return, by adding a teasing TP at the mid-stage on the outbound track – of course you could reverse the flight direction. The TP has been placed to make it a year round route, if the ridge is in phase and working well. Not a difficult route, but long enough to provide both commitment and a testing TP shoved just off the east end of the ridge.

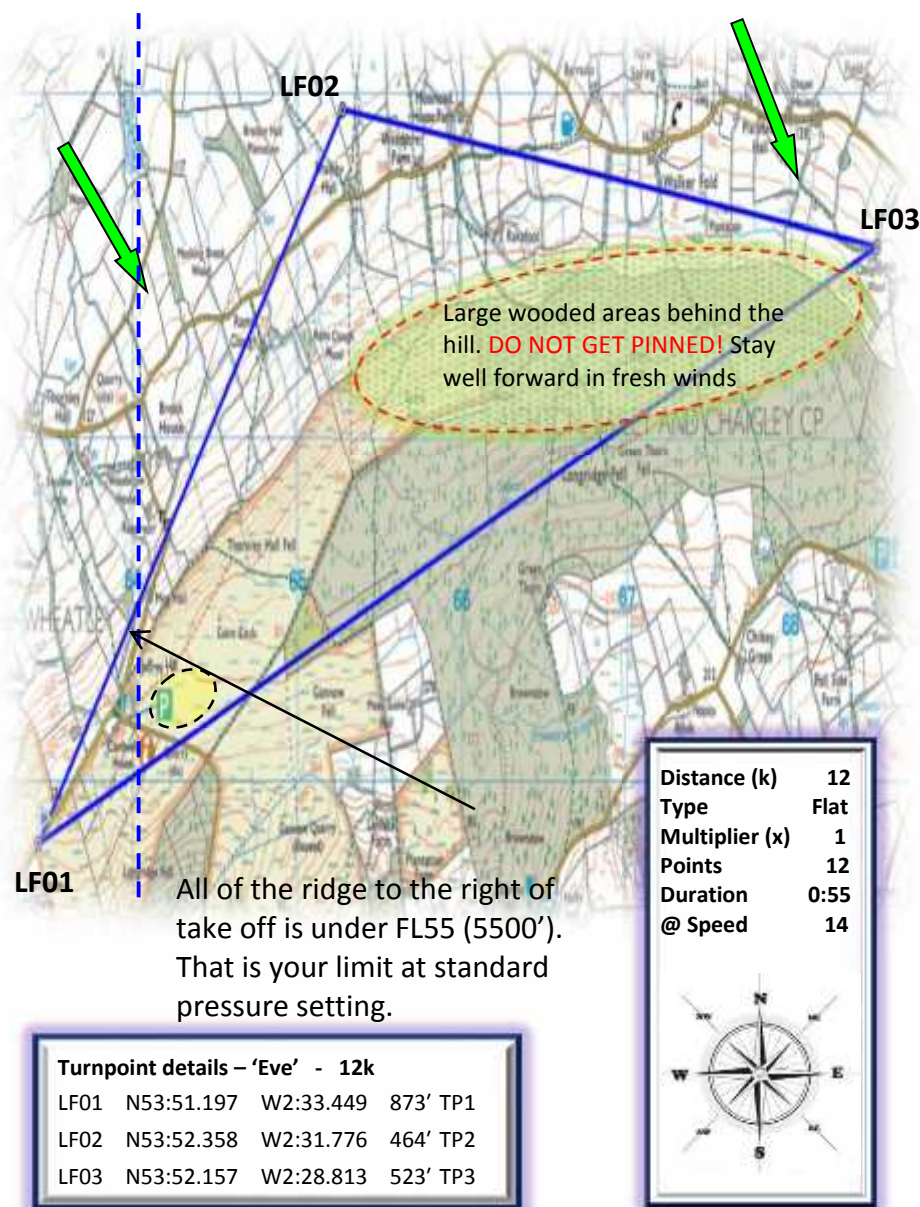
'Adam' - 15K - FAI triangle - NNW to N (RED)

Although not much longer, this route is far more testing! TP2 has been pushed further than the normal Gibbon bridge to the River Hodder. Given that the airmass from this direction combines with a reasonable day then it should be very do-able. However, it should not be under-estimated, hence the black grading. A good climb is required before setting out over flats with a promising looking second thermal building ahead.

Safety: The ridge is very tree covered so care must be taken to ensure you do not get pinned and blown back. Carefully watch the wind speed (or your ground speed upwind) en-route. If wave is evident then it may bring a subtle shift in conditions.

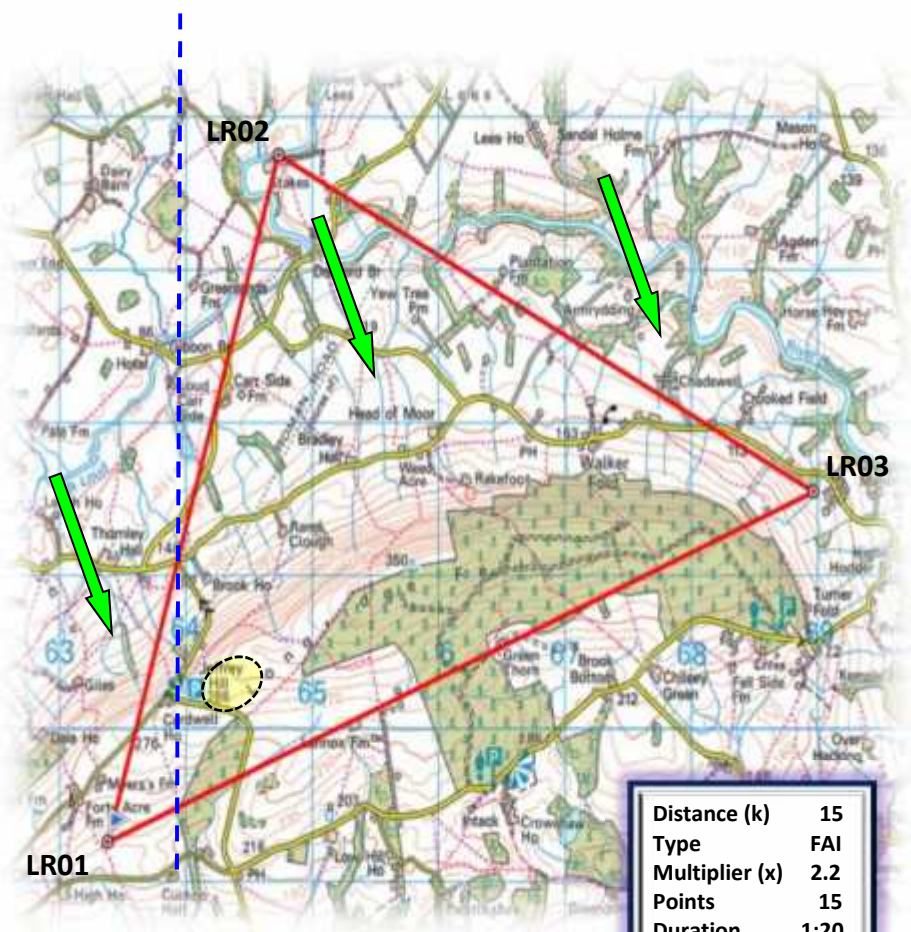
It should not be a problem, but be aware that you are under FL55 for most of these flights. Flight levels change with pressure, so set your altitude correctly.

LONGRIDGE - 'Eve'



LONGRIDGE - 'Adam'

FL55 to east of dashed line.



Heavily wooded behind east end - avoid being blown back

Turnpoint details - 'Adam' - 15k				
LR01	N53:50.894	W2:33.480	709'	Start/Finish
LR02	N53:53.323	W2:32.281	300'	TP2
LR03	N53:52.151	W2:28.401	376'	TP3

Distance (k)	15
Type	FAI
Multiplier (x)	2.2
Points	15
Duration	1:20
@ Speed	18

CROSS FELL

Both described routes are often flown – these being the obvious challenges on a ridge of this size and scope. Generally the nature of the day decides whether it's best to go north (towards Melmerby bowl) or south to the 'sheep pens'. Both are very enjoyable out and return tours. Once you've worked out these two routes,, the obvious next step is to combine them. For those who know the long ridge line then a Murton Pike start to the south provides the real biggie - a 50k out and return. It's a real pity about the Warcop D area which limits matters to the south.



Martin 'Marra' Sandwith swops his paraglider for something faster!
Photo: Anto Baird

CROSS FELL

Site:	Cross Fell
Club:	Northumbria HG & PG Club
Take off:	54.42.059N /2.31.542W approx – 1670'
Route name:	The 'Sheep Pen' Run /The GS Masts.
Route type:	Out and Return/ FAI triangle
Cylinders:	400m radius
Difficulty level:	Intermediate/Difficult. www.nhpc.org.uk



143.95Mhz

A great site – one of the most extensive and complex ridges south of the border. The two routes described provide a good introduction to the main, central sections of the ridge. The 25k length of the Cross fell, Pennine spine, provides both long and short; out and return challenges from various take off locations. The routes described use the normal, mid take off point although others exist.

Best conditions: Best conditions are a light to moderate SW wind with any thermal assistance being a great help, although mostly ridge soarable with shallow sections and odd gaps that need to be crossed.

Safety: In a moderate wind watch for penetration problems on the shallower slopes to the south. If a sea breeze develops, it does so from the Solway and tends to pull the wind more westerly and strengthen. This can result in the return leg from the sheep pens becoming tricky in places, as the freshening wind starts to bend along some of the faces. The route to the masts is more difficult to start but actually easier once established in the bowl. Again, watch for any signs of a freshening wind.

The Sheep Pens – 15k - out & return – WSW to SW (BLUE)

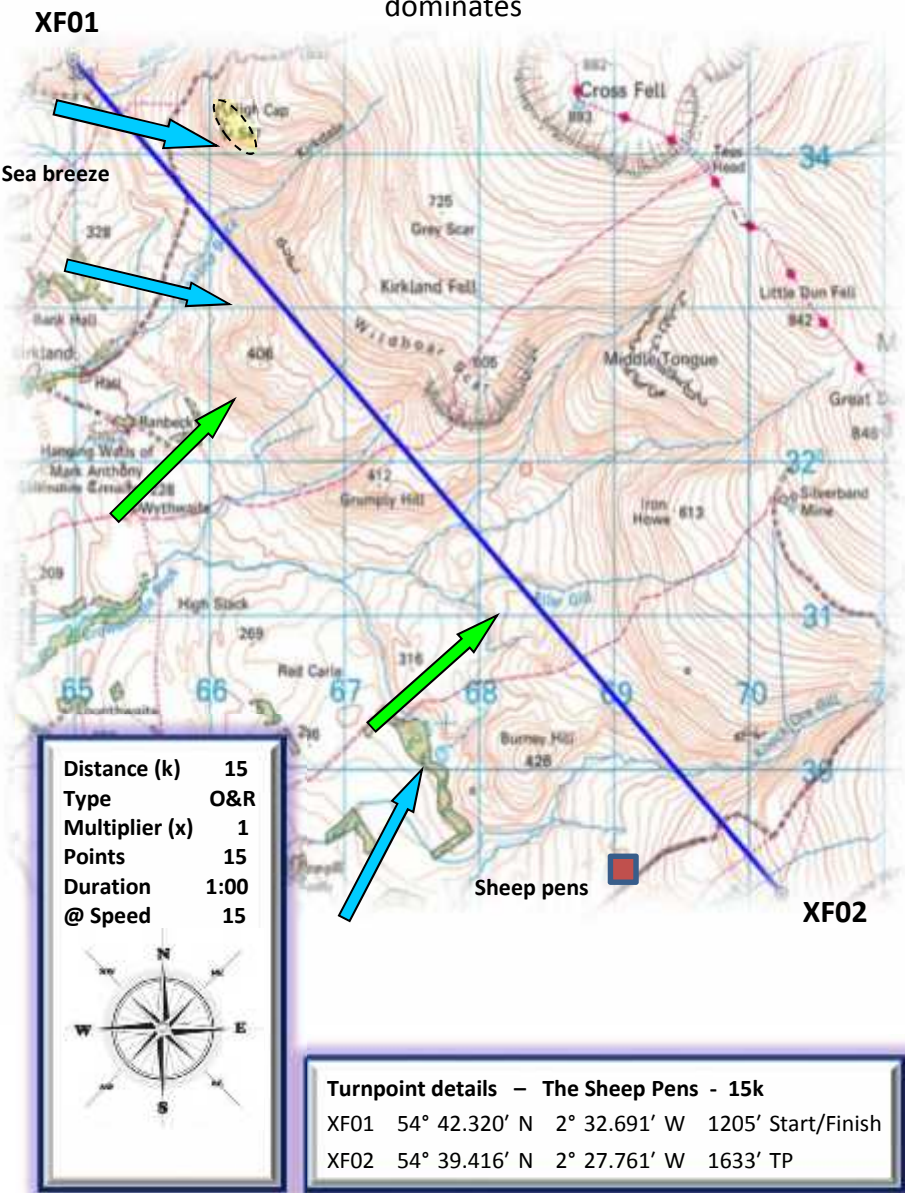
This route provides the usual southern O&R challenge. It is an all year round route and can be done purely on ridge lift, but see the notes below on sea breeze effects as this can make the return journey much harder.

The GS Masts - 18k - FAI triangle – WSW to SW (RED)

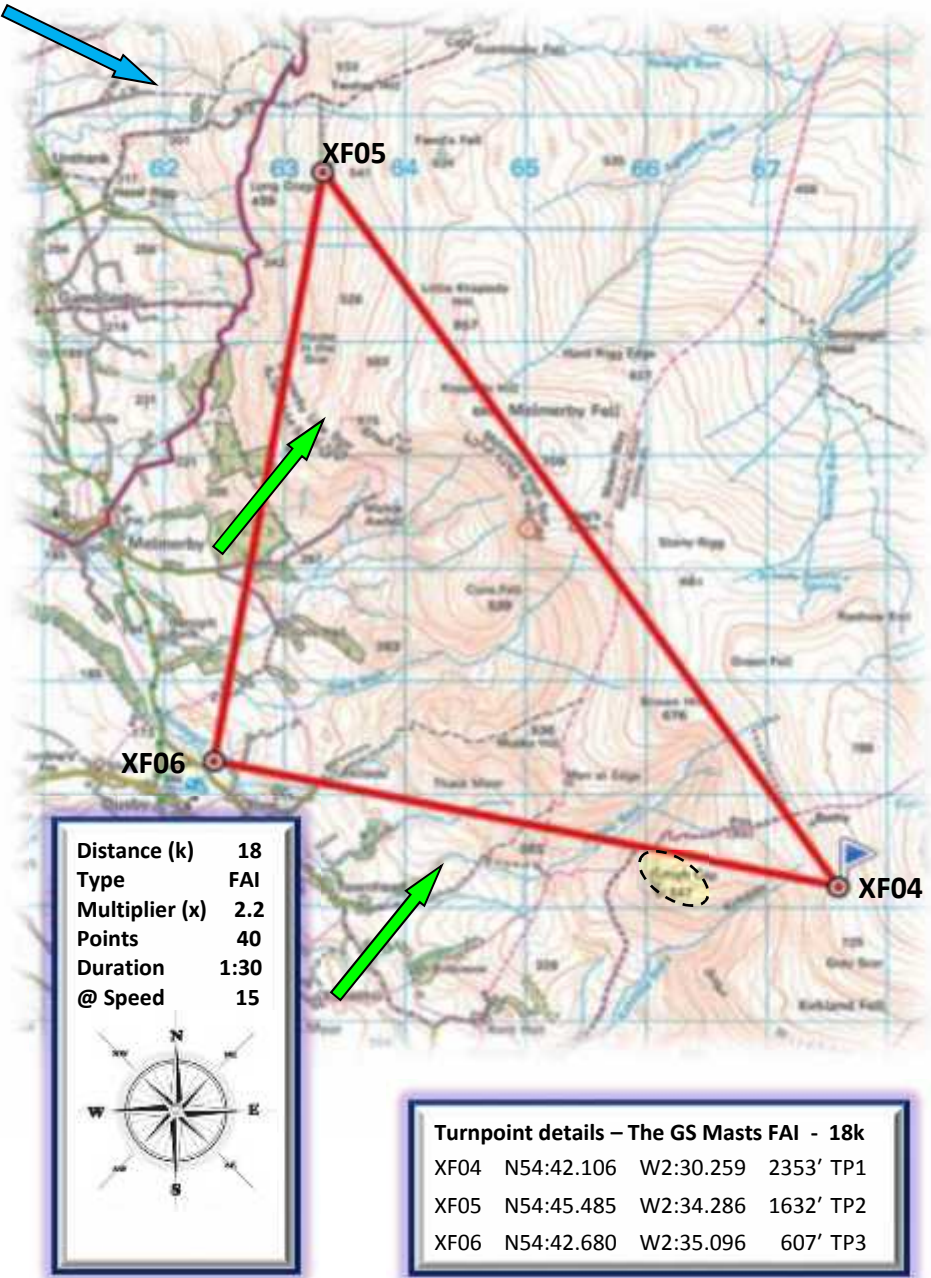
A higher grade than its southern companion due to the difficulty of actually getting into Melmerby bowl. There is an extra TP that makes it an FAI triangle requiring some thermal assistance. Once in the bowl the lift is generally very good, and only at the north end, and with the additional push to the masts does it become a little tricky if the wind is off to the south - which it can be as it funnels out of the main bowl. The return is via a TP in the valley which shouldn't prove too hard if you've got this far OK.

CROSS FELL - The Sheep Pens

Sea breeze possible from NW or SW but the NW (Solway) usually dominates



CROSS FELL - The GS Masts Triangle



SIX OF THE BEST?

Richard Boyle take off from the rarely flown north face of Semer Water – huge untapped potential.

Photo: Ed Cleasby

Six of the best ?

The following selection of best, past flights is both a personal choice and no doubt a little contentious. What began as a bit of fun turned into a decision making headache. After trawling back through seven years of tracklogs, much comparing, lots of pondering and asking around this is what resulted. The criteria used for the final choices were as follows:

- Were flown in the area covered by this book
- Are closed circuit flights only; they do not include open distance
- They are notable in some way either because of the size, location, conditions or have special significance
- They represent a high level of pilot skill and imagination combined with a flexible approach.
- I wish I could have done them!

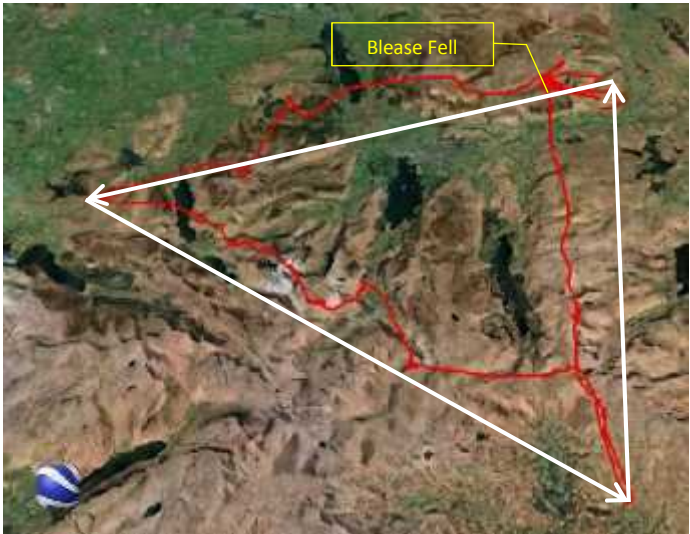
I have omitted the multipliers as irrelevant to the basic flight details, however when pre-declared this is noted.



Photo: Ed Cleasby

Above: Dave Ashcroft – intrepid Lakeland explorer. We’ll never really know what great flights Dave has accomplished as he rarely bothers with tracklogs!

Six of the best ?



FLIGHT 1

**FAI
Triangle**

Flight details

Date: 27/4/2011
Take off: Blease Fell
Total dist: 75.5k
Time: 4:34hr
Av speed: 16.5kph
Max height: 5951'
Best climb: 5.8m/s

Chris Scammell

This flight is the largest triangle flown in the Lakes to date, and by some margin. Beginning on Blease Fell it required extensive knowledge of the local convergence and the skill to exploit it to best advantage. This flight is impressive, yet still leaves the potential of the eastern fells relatively unexplored and offering even greater opportunities.

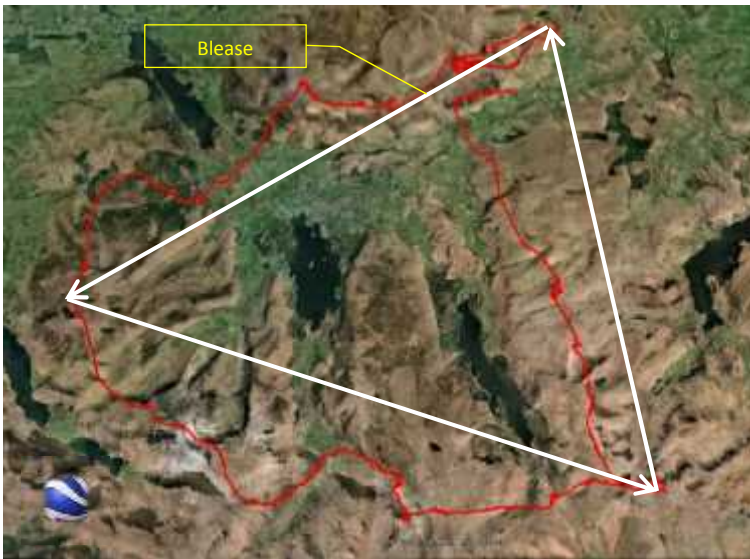
Ozone Delta



Chris Scammell (left) contemplates the possibilities with fellow Lakes pilots, Steve Etherington and Mike Cavanagh.

Photo: Ed Cleasby

Six of the best ?



FLIGHT 2

**FAI
Triangle**

Flight details

Date: 27/4/2011
Take off: Scales Fell
Total dist: 57k
Time: 3:54hr
Av speed: 14.6kph
Max height: 6101'
Best climb: 9.5m/s

Helen Gant

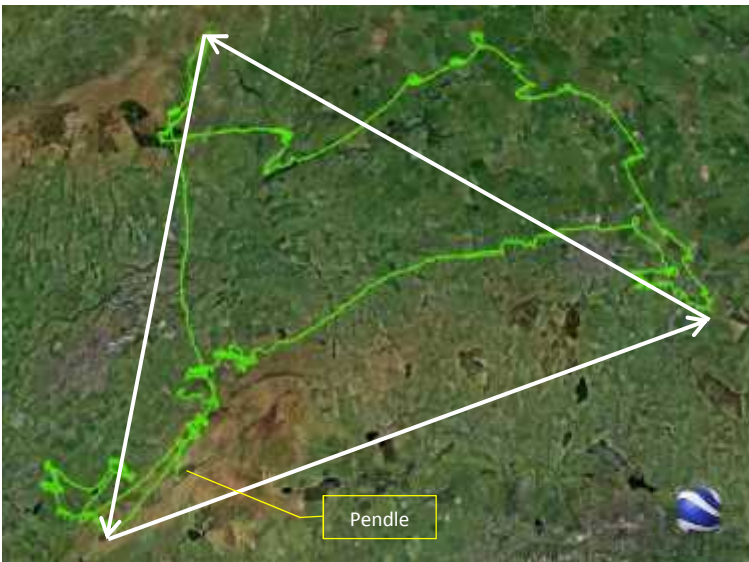
Niviuk Peak 2

A very gutsy flight from an awesome day. This flight currently holds the womens UK record for free distance around an FAI course. Many good flights were made in this area on the day, but in terms of distance and speed it was very near the top. Each leg made use of key convergence lines.

“ Not sure whether I'm elated from the epic, amazing, incredible flying or disappointed at perhaps not closing the triangle - or just a bit dazed from dehydration Then, downloading my track I find I might just have closed it after all... Ha haaa... Looks like I've bagged a women's record!”



Six of the best ?



FLIGHT 3

**FAI
Triangle**

Flight details

Date: 22/8/2011
Take off: Pendle
Total dist: 45k
Time: 3:55hr
Av speed: 11.5kph
Max height: 4692'
Best climb: 4.2m/s

Mark Wilson

Niviuk Icepeak 5

One of several similar flights (and the odd reserve ride) that day by a strong Pennine team - this flight being the best. Limited by airspace behind the hill, the flight explored a large area to the east and north and extended the known triangle potential of Pendle.

“ Mark is a key member of a very strong team of Pennine pilots – possibly the best team around. Willing to drive long distances at the hint of a decent RASP forecast. Apparently, Mark taught the others all he knows “



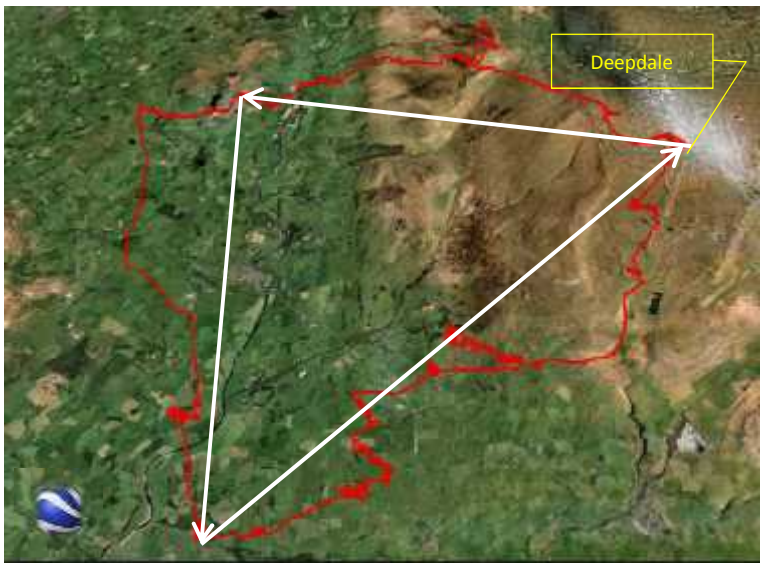
SOARING MODEL RIDGE

Model Ridge – a superb site with a host of challenges but omitted due to on going negotiations and current restrictions.



Photo: Pete Logan

Six of the best ?



FLIGHT 4

**FAI
Triangle**

Flight details

Date: 17/6/2010
Take off: Deepdale
Total dist: 40k
Time: 3:30hr
Av speed: 11.4kph
Max height: 6056'
Best climb: 4.8m/s

Mike Cavanagh

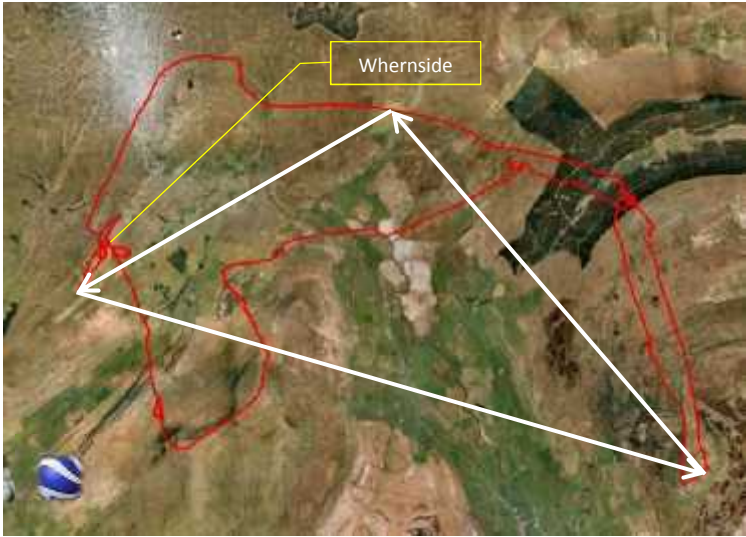
Ozone Mantra M3

One of very few triangle flights flown from the unrecognised sites lying in the Cumbria/Dales borderlands. The second leg used the Morecambe Bay convergence, before making the wise decision to return back towards Kingsdale. The convergence wall was impressive, but unfortunately no camera was on-board to capture it!

“ Mike has a long and growing list of big triangle flights to his name. These have been flown in the Lakes, Dales and further north in Scotland. He currently (jointly) with the late, great, Richard Westgate) holds the record for the largest declared (UK) FAI triangle (90k). “



Six of the best ?



FLIGHT 5

**FAI
Triangle**

Flight details

Date: 20/6/2012
Take off: Whernside
Total dist: 30k
Time: 2:14hr
Av speed: 13.4kph
Max height: 5732'
Best climb: 4.1m/s

Dave Smart

A long standing Dales challenge. A very technical flight with several wide valley transitions that are often swept by the sea breeze unless conditions are favourable.

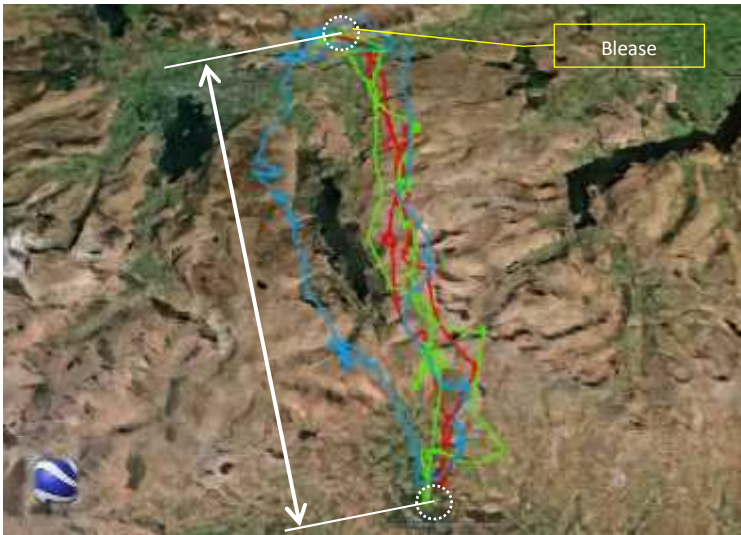
See Dave Smart's account of his flight in the essay section of the book.

Advance Sigma 8

This was a good day in both the Lake District and Dales. From the same site, Whernside Ali Guthrie flew to Carlisle before turning west along the Solway coast for a 110k flight and his second site record of the year.



Six of the best ?



FLIGHT 6

**Declared
Out &
Return**

Flight details

Date: 3/6/2011
Take off: Blease
Total dist: 36.6k
Time: 2:00hr
Av speed: 17.0kph
Max height: 5800'
Best climb: 4.5m/s

A Colbeck, M. Knight, K Ebbrell, T Bridle, R. Carter,
J Smith, S. Truwick.

An inspired competition task set during the LCC 2011. A potentially difficult undertaking as it also attempted to break the UK, O&R record. In the end, seven pilots managed it. Only a few of the tracks are shown above, note the less than skillful way in which the blue track avoids the turnpoint cylinder and fails to join the select group above.



Alex Colbeck and a second glider thermalling over Dollywagon on the return leg. Photo: Ed Cleasby

WINTER ON INGLEBOROUGH



Winter on Ingleborough with Gragareth, the snowy ridge above Kingsdale and the Lake District in the far distance. **Photo:** Ed Cleasby

SUPPORT

If you wish to study a route in a higher resolution map, then routes in the gpx folder can be downloaded into many easily available on-line maps. Notably:

<http://www.getamap.ordnancesurveyleisure.co.uk/>

<http://www.walkhighlands.co.uk/maps/>

They can also easily be imported directly into GE via the GPS upload tools checking file, route and KML LineStrings only.

or if you wish to pay

http://www.memory-map.co.uk/maps_uk.htm (25k and 50k)

Despite endless checking you may find a route co-ordinate error. That will be my fault as it was not something I could ask of proof readers; somehow it has slipped under my scrutiny. I'd be grateful if you could drop me an email with any mistake outlined. I can then make the necessary corrections to my files.

Likewise, any feedback regarding the routes will be interestingly received – it's always nice to know how it was for you

Ed Cleasby

January 2013

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Clough Head



An atmospheric photograph of the entrance to Wasdale. A summer storm deposits a rain shower over the north end of Wastwater.

Photo: Dave Ashcroft Collection

Route listings - Lake District

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A self-improvement paragliding guide aimed principally at the ambitious intermediate level pilot.

- over 60 routes described
- graded across four levels of difficulty
- wide geographical spread
- conforms to XC League flight types
- downloadable GPS navigation
- mapping and co-ordinates
- additional expert advice

Cover photo: The perfect winter day. Flying Blencathra above the inversion.

©David Stubbs Photography www.davidstubbsphotography.co.uk

Above: Paul Clark groundhandles above Wastwater Screes

Dave Ashcroft collection