

## (Off-Grid) SITE of the MONTH (January)

*Please note, my views are not to be taken as a site guide. They are just a personal reflection on a site based on many years, any resemblance to a site guide is wholly coincidental.*

**FELLS END** (WORLD'S END) N 54.428140 W 2.304230 2068' asl

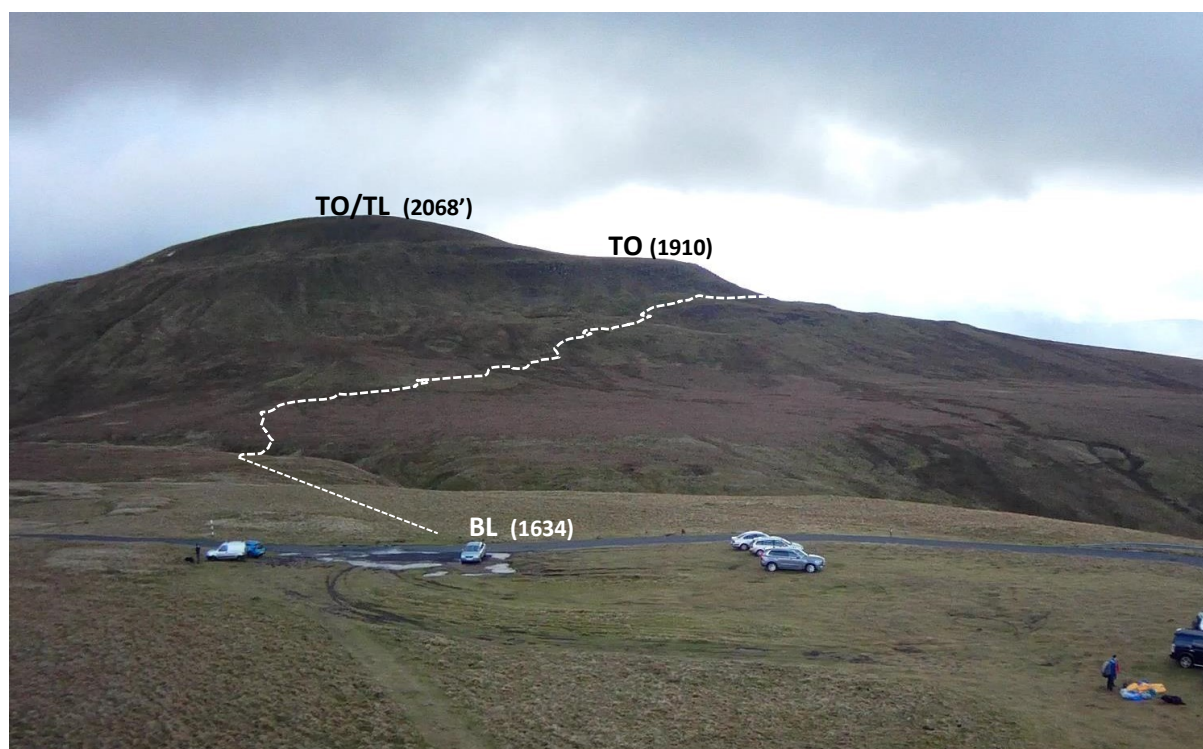
**Wind:** NNW to NNE 430 top to bottom (at best).

**Pilot rating:** CP (with a briefing) to AP

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This is a hill many have seen (or have they?), but few have put on their 'to fly' list. That's a pity. The Dales isn't blessed with many true northerlies and when the wind does blow from a chilly north, pilots tend to head elsewhere. It's a little remote for some perhaps, but for others it's a handy place to file away for consideration ... especially if your mind is on an xc.

Fells End (World's End) is the high bump at the northern end of the Mallerstang ridge and prominent when flying Tailbridge. I've \*walked it, flown over it and mulled the potential for some time, so too had Chris Kay it transpired .... but he's mulled every bump known to man. So we teamed up with Kev McLoughlin and gave it a go on a decent xc day. The assessment that follows isn't based on a lot ... but enough to get a decent feel for the hill.



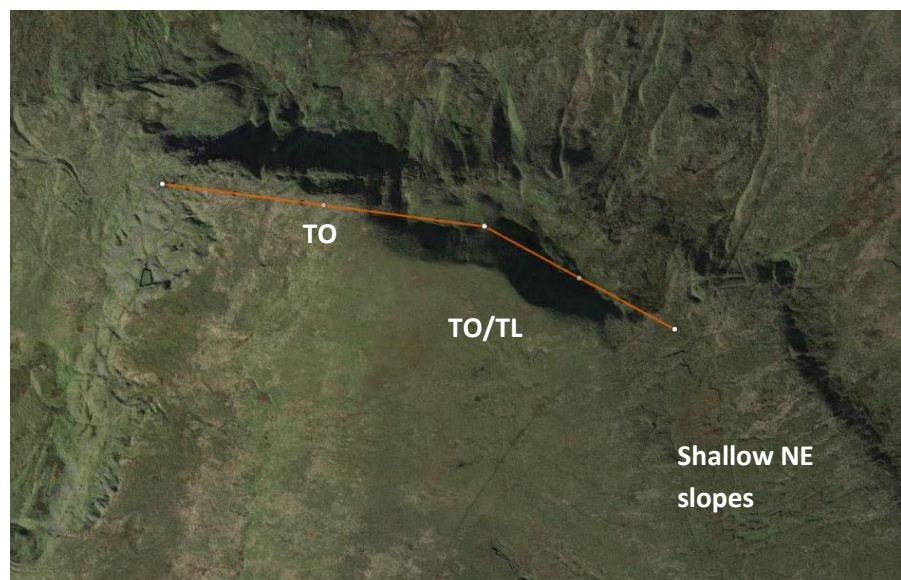
The walk-in is a fairly easy 30 minutes. Once on the skyline it's just a case of going as high as necessary, with clean, grassy take off's on the middle shelf ... or, if light, a further five minutes to very top.

Unfortunately, I've few photographs other than the one below, but it illustrates the lovely rounded take off, with ample space for many gliders. Behind lies acres of flat, top landing, free of any rotor in all but the strongest winds. It's a very relaxed, obstacle free hill with an open aspect out front.



Whilst the hill can be soared easily enough, the beat is rather limited – about 500M. That may extend further given a bit more NE in the wind, but in that direction it becomes increasingly shallow. but should work OK What it does well is offer a high, steep drop of about 400' and very thermal friendly terrain out front. Primarily it's a thermal site and a great XC start point. On the day we were there the wind had dropped to light so it had to prove its worth. Given the good sky we had it wasn't long before we were climbing away and heading south. Because the ground remains uniformly high and fairly dry, our track along the back of the main Mallerstang ridge was very buoyant. If you start to go down after take off the lower shelf is a convenient bomb-out. There are also grassy slopes to the east.

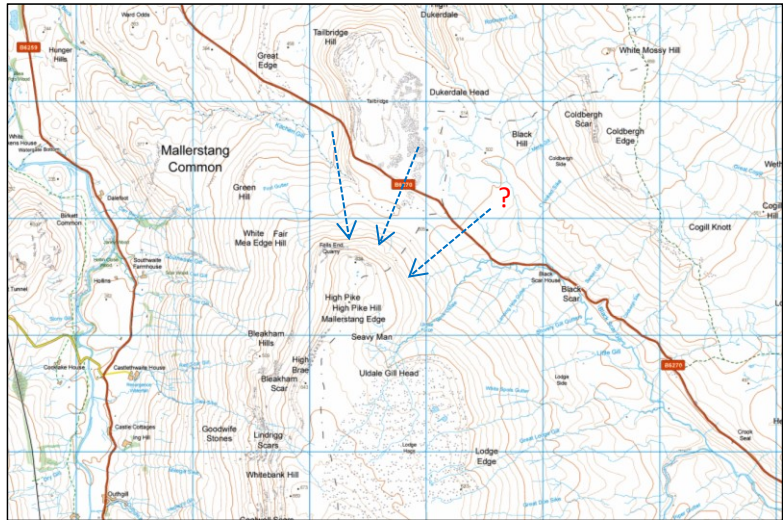
XC potential is a bit limited without major cross-winding; about 80-90k, perhaps more as you push under the step-down towards the Manchester TMA. Still .... not a distance to be sniffed at by most of us. Perhaps the more challenging potential lies in triangles. I've



planned a few, but that has still to be tested.

The hill doesn't strike me as very lenient in terms of wind direction. Ideally it should be within a narrow tolerance of due N to NNE, so there may be only a small window. It's also slightly rounded too which will tend to both ease the wind strength as it spills wind off the hill. That

aside, as a thermal site it has much going for it in terms of the terrain and triggers and it looks a good site to climb to base on.



Lying as it does next to Tailbridge means it shares the same parking and bottom landing. Should it be a windy landing, the parking area has a reputation for being liable to rotor in this direction. In which case it may be better to bite the bullet and land below Tailbridge in open areas alongside the road. However, if it's that windy Fell End is not a place to be flying. **This is a light wind site.**

\* If, for whatever reason you can't fly, I find it makes a useful walking focus for the day to check out and do an assessment of potential flying sites. There are lots of things you can check out without actually flying a hill. If you're really keen, take a small RC model slope soarer and fly the site that way.