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Introduction

Welcome to the Dales Hang Gliding & Paragliding Club. May your flying career with us be happy and successful. The Club was founded in 1974 after a few enthusiasts felt the need to organise themselves, in order to control the activities of the flyers and to retain the goodwill of the land owners. We were made official by affiliation to the British Hang Gliding Association at its inception in 1975. Since those early days the Club has grown in strength and today it is one of the most successful and well supported in the country. We hope that you continue the Club spirit which has always been encouraged, and that you will want to take part in our activities, and maybe even in the management of the Club at some future time.

If you are fresh out of a flying school, with little experience, you will find that if you make yourself known to coaches, and more experienced members within the Club, on or off the hills, they will be glad to help you manage your new sport safely. Please do not be afraid to ask, the Club's good safety record has been mainly due to the awareness of each other's capabilities and shortcomings, and the willingness on both sides of the experience scale to communicate. The pilot who keeps himself to himself in this respect is very often like an accident waiting to happen. If it has not already been done for you, you should refer to the list of coaches published in every club newsletter. This is a method of making contact with an experienced flyer that can help you. In this way, one person can monitor your progress, and perhaps help you with any weak points, which may only be obvious to those who see you fly regularly.

Some sites are only for pilots who can soar competently, perhaps because bottom landings are not easy. Sites with clear bottom landings are Semer Water, Tailbridge, Whernside and Windbank. Baildon Moor is used for training and social flying. New flyers usually develop their soaring and manoeuvring skills pretty quickly in the Dales given good weather, as sites are generally quite large and help from experienced fellow members and coaches is abundant. Before long, you will be up on the big hills with the rest of us, preparing to venture off cross country. Dales' sites produce some good thermalling and cross country conditions in the spring and summer, but winter is not without its good times.

All this may be looking some time into the future for you, so remember that if you have just qualified as a Club Pilot, you still have a long way to go, although you now have a sound base on which to start. Many new skills

must be developed before you reach your potential in the open sky - flying cross country.

Events and activities in the Club are detailed in the monthly magazine; Skywords, and on the website. Monthly meetings are held on the first Thursday of each month (Sep – Apr) at The Horse and Farrier in Otley (LS21 1BQ). Club nights often feature presentations on relevant subjects. Other Club activities, procedures and general information are detailed elsewhere in this handbook. Please read it carefully and TAKE IT OUT FLYING WITH YOU so that you can familiarise yourself better with the sites information and rules.

The latest updates to the information contained in this sites guide can be found on the Dales Club website at:

www.dhpc.org.uk

We hope that you will enjoy your flying with us. This is your Club and, like your flying, it can only be what YOU make of it.

Happy landings

The committee of the Dales Hang Gliding and Paragliding Club

Constitution

1. The Club

1a. The Club shall be called the Dales Hang Gliding and Paragliding Club.

1b. The Club shall be affiliated to the British Hang Gliding and Paragliding Association (BHPA) and to such other bodies as the committee may consider appropriate.

1c. The object of the Club shall be to promote the interests of the sport of hang gliding and paragliding, and its participants, throughout the Yorkshire Dales and beyond; to acquire, control, administer and maintain flying sites; to educate its members in the conduct of their flying, with due regard for safety, the Rules of the Air, the rights of landowners and with due courtesy to all other users of the countryside.

1d. The Club shall maintain a Code of Conduct which all of its members are required to respect. This may be revised at the discretion of the Committee.

2. Membership

2a. Members must be in possession of current BHPA membership with valid BHPA third party insurance. They must operate according to the limitations of their BHPA Pilot Rating.

2b. The title of Honorary Member is awarded at the discretion of the committee. It is suitable for pilots who have done a lot for the club but are unlikely to fly the sites regularly due to their age or location. There is no fee and honorary members have no voting rights.

2c. A roll of all members shall be kept. Anyone whose conduct is considered likely to bring any part of the Club into disrepute, shall, by a majority vote of the committee, be liable to expulsion from the Club.

3. Executive Committee

3a. The Club shall be managed by a committee which shall comprise, as the minimum, Chairman, Secretary, Treasurer, Safety Officer and Sites Officer. The Committee may be increased to accommodate such other Officers as may be appointed by vote at General Meetings. All Committee posts become vacant immediately prior to voting at the Annual General Meeting (AGM).

3b. The Committee is responsible for the day-to-day management of the Club. It may also pay accounts, sign documents and incur normal liabilities on behalf of the Club.

3c. The Chairman or Acting Chairman has the casting vote at Committee Meetings.

3d. Committee meetings must be minuted and the minutes shall be made available to Members upon request. The quorum for Committee Meetings is four.

3e. The committee has the power to legislate on any point not provided for in the Club Rules.

3f. The Club's financial year shall end on 30 September.

4. General Meetings

4a. An Annual General Meeting shall be held in or about the month of December each year. At least 14 days notice of the meeting will be given to Members. The agenda shall include:

- Adoption of Reports from Chairman, Treasurer and other Officers
- Approval of financial statement/balance sheet
- Appointment of auditors
- Approval of subscription rates
- Revision of Club Rules
- Other items of which due notice has been given*
- Election of Officers
- Any other business (discussion only - no voting allowed)

*Motions from Members which are to be voted upon at the AGM must have been received in writing by the Secretary by 1 November each year and shall be circulated with the Notice of the Meeting.

4b. An Extraordinary General Meeting (EGM) may be called by the Executive Committee or by any ten Members (or ten percent of the Full-Flying Membership if that figure is greater than 10). The notice of the intended business shall be given to the Secretary in writing.

4c. The Secretary shall call the EGM within 28 days of receiving notice, and notify the membership at least 14 days in advance.

5. Voting at General Meetings

5a. Amendments and additions to the Constitution must be carried by a two-thirds majority of Members at an AGM or EGM. Other motions and election of Officers are carried by simple majority.

5b. In the event of a tied vote, the Chairman or Acting Chairman shall have the casting vote.

5c. For a resolution to dissolve the Club, a majority of three-quarters is required: i.e. 75% of the Members present must be in favour. (See also 7a).

6. Liability

6a. The liability of the Club and all its Officers shall be limited to the provision of advice based on experience and judgement, and specifically excludes responsibility for any accident, howsoever caused, following the provision of such advice.

7. Dissolution

7a. The Club may be dissolved by a resolution passed by a majority of three-quarters of the Members present at a constitutionally convened General Meeting of the Club. Due notice shall have been given and the resolution circulated as prescribed in Item 4, above.

7b. After all the liabilities of the Club have been satisfied, any remaining funds and assets may be donated to organisation(s) with similar aims and objectives as the Club, and/or to one or more Yorkshire charities. The assets shall not be distributed among the membership. The recipients and manner of distribution shall be established by vote at the Dissolution Meeting.

8. Flying Fund

8a. The Club will maintain a Flying Fund primarily designed to assist in the purchase of a site to secure our right to fly there, but also to deal with unforeseen eventualities. Monies will be allocated to the fund on an annual basis, as agreed by those present at each AGM. However once allocated the money is 'ring-fenced' and can only be released with the agreement of two thirds of the members present at an AGM/EGM.

8b. Each year the Treasurer will calculate how much interest the money in the Flying Fund has generated and allocate it back into said fund. This will help to protect the fund against the effects of inflation.

General Rules & Code of Conduct

1. DHPC Membership is mandatory for access to Club sites and events, except where access is granted to visiting pilots (see below). Each member is responsible for renewing this membership on the due date.
2. Membership of the Club automatically expires if the annual subscription is not paid within two months of the due date.
3. All members are responsible for ensuring that their aircraft conform to the requirements of the BHPA insurance policy.
4. The wearing of a suitable helmet when flying is mandatory.
5. Remove all litter, even if it is not yours.
6. Dogs belonging to members, friends and visitors must be kept on a lead and under control at all times. Many of our sites are grazed by livestock or have ground nesting birds. Please clear up after your dog.
7. You must hold a current DHPC membership card.
8. Members are responsible for knowing the relevant site rules.
9. Cars must not be driven across fields or moors unless specific permission is given in the site rules, and they must be parked with due care and consideration for others.
10. Use recognised gates and paths. Do not climb walls or fences, or climb through hedges.
11. Any damage is to be reported to the Sites Officer immediately so that the landowner can be informed.
12. Always try to fly with a buddy. Flying alone adds an additional degree of risk.
13. Carry out a pre-flight check before every flight.
14. Remove your glider as quickly as possible from the landing area.

15. When not in use gliders are to be grouped together to leave a good clear area for take-off and landing.
16. When flying, keep clear of the landing and take-off areas and avoid flying low over spectators.
17. Learn and obey the 'Rules of the Air'.
18. If landing some distance from other pilots, walk clear of your glider to indicate that you do not require assistance.
19. New sites must be cleared with the land owner prior to flying, and then advised to the Sites Officer as soon as possible.
20. Any conflict with land owners, tenants, graziers, or local inhabitants should be avoided at all costs. Any difficulties or arguments must be reported to the Sites Officer at the earliest opportunity. Remember that it is easy to win an argument but lose a site.
21. Any flying incident resulting in serious injury or reflecting unusual equipment failure is to be reported to the BHPA as soon as is possible (under 48 hours) using the Incident Report Form (IRF). Fatalities are to be reported immediately. The DHPC Safety Officer has overall responsibility for the co-ordination of the submission so it is vital that he is also informed of the incident at the earliest opportunity.

Reciprocal Arrangements

22. The DHPC has reciprocal flying arrangements with the Cumbria Soaring Club, Pennine Soaring Club, Northumbria Hang Gliding and Paragliding Club, North Yorkshire Sailwings Club and Sir George Cayley Club; and may fly their sites under the same arrangements as we apply to visiting pilots.

Visiting Pilots

The DHPC welcomes visiting pilots from other BHPA affiliated clubs with the following caveats:

1. Any pilot flying (or intending to fly) under this arrangement on more than 6 days per year is expected to take out full membership.
2. Visiting pilots must display valid helmet stickers as proof of BHPA/Club membership.
3. Visiting pilots must be fully aware of current site rules and adhere to them at all times.
4. Certain sites, specified on the club website as 'full members only', are not open to visiting pilots due to local sensitivities.
5. This agreement is based on mutual trust and is peer regulated.
6. Pilots who knowingly break the trust of the agreement will be identified, named and peer pressure applied to ensure that they join the club. Monitoring this is the responsibility of all members.

General Information

Paragliders

Most Dales' sites have been flown since hang gliders became capable of soaring. The Club enjoys good relations with the many farmers and land owners whose hills we use. Paragliders often fly closer to the ground, can land just about anywhere and are more numerous than hang gliders. Please ensure you understand the site rules for every site you fly. Most Club sites were established before paragliders appeared and some sites are not particularly suited to paragliders - read the small print in this guide! Equally there are mountain sites that are not mentioned, which if you are prepared for some walking can be very rewarding to fly. Talk to the regular pilots so that you understand the access issues before you take to the hills.

Many Dales' sites are frequently subject to 'wave' conditions. This can be a mixed blessing for paragliders. At its best, it gives high smooth soaring flight far out from the ridge. 5,000' AMSL is quite feasible from Wether Fell, a site known nationally for wave. However, often it is a disadvantage, and will suppress thermal activity, sometimes seen as a vast blue area 'out front' whilst all around are active clouds. At other times it may be out of phase with the profile of the hill and conspire to push the pilot down the slope rather than up, or give unexpected lift behind the ridge when coming in to land. Although lenticular clouds are usually associated with wave, they are not always present. If in doubt spend a few moments assessing the situation before flying. In scratchy conditions it is no problem to most paraglider pilots to slope land if the lift disappears. The same is not true for a hang glider. If he is forced out from the lift and goes down, the day is usually over by the time he has de-rigged, hitched back to his car, driven down, loaded, driven back up and re-rigged. THINK HANG GLIDER when it is scratchy and try to let them into the lift band. If you go down its no 'big deal', a posy and a few minutes walk up at the worst, but usually just a slope landing.

Cliff Launches

The turbulence from any sharp edge is a great way to mess up a reverse launch therefore it is worth spending time looking for the right place to take-off. Anywhere where the cliff is rounded from erosion is going to put you at an advantage. Also, wait until the wind drops, turbulence increases dramatically with wind speed.

If the rotor is so bad that your wing won't stay laid out and the leading edge keeps folding back towards you, consider walking down a little. This may not be possible or advisable on sea cliffs but in the Dales we have many areas below limestone edges which make perfectly safe take-offs.

Don't take any chances with your wing, when approaching the edge; make sure it's solid and flying right above you. It's worth having someone call that your wing looks OK as a double check.

Hang gliders

In the early days hang gliding was concentrated around the Grassington and Skipton area. Windbank was the focal meeting point for the Club where a note in the crack in the gate would signify where it was "at" for the day. Hang gliding was a much more gregarious and sociable sport in those days and stayed that way until cross country flying became the thing to do. The need for hills more suited to hosting national competitions led the Club to start flying sites around the Hawes area and, in due course, as the weight of the equipment increased and the need for short carry-ups began to outweigh the distance of travel from the Leeds/Bradford area, sites such as Wether Fell and Semer Water became the epicentre of Dales Club flying.

Following considerable publicity in Wings! of amazing tasks in League competitions, of mega days when literally hordes of pilots reached the coast and of John Duncker reaching 10,400' in wave for a British record, Wether Fell became the "in place" to be, so much so that Committee members voted to make it a Members Only site, to keep flyers away. However, fears of overcrowding turned out to be groundless and, later, all pilots were once again made welcome.

Flying around the Hawes area has provided me with some of the most amazing experiences. In a club competition from Semer Water 5 pilots reached the coast after an outrageous cross country through the Lake District; with memories of being half way down on Cat Bells with nowhere to land at the bottom, before connecting with the next 10-up. And then again, getting up to tremendous heights in wave from Wether Fell and charging round from one wave bar to the next; experiences such as these become a part of your life, moulding your character into that of an air junkie.

Hawes, as a start point for your cross country, diminished in popularity as pilots struggled to cross the well known band of sinking air around the

Masham/Pateley Bridge area; they preferred to fly from sites which gave more reliable big distances. Come back, chaps; flying the Dales has a huge amount to offer - flying experiences of a lifetime.

Cliff Launches

The cliff take-off technique is not only necessary at the coast, but is equally important at inland sites with 'sharp edge' take-off points, which produce rotor - e.g. Stags Fell, and at any site when the air is turbulent. There is simply no margin for a sloppy technique on some cliff and turbulent take-offs.

1. It's your Turn

If there is occasional rotor don't rig there. Insert the tip rods whilst your glider is laid flat on the ground. The glider is also less likely to catch the wind prematurely if it is not tensioned up. If you are to leave the glider unattended, put some gear on top of the sail. Consider an anchor which attaches to the nose. In fierce rotors, I have used a giant corkscrew (for securing dogs outdoors) to anchor the rear of the keel to the ground.

2. Take command

Take three men; good and true. One helper holds the keel at the back of the glider whilst the other two stand by at each leading edge. Lift up the nose and tension up the glider. Insert the tip rods and check for correct assembly.

3. Take it easy - Let them do the work

Give the glider a final pre-flight check, and clip in for a hang check. Ask your helpers to check that your karabiner is straight and luff lines are not caught around the battens. Carry the glider to the edge with the two wing helpers holding a front and side wire each, and the rear helper holding the keel to prevent it whipping up as you pass through the rotor. You the pilot can lead the way to the selected take-off point.

4. Offer yourself to the wind

The rear helper is now unnecessary, as you should be right on the edge. He now comes forward to take the nose wires, standing or kneeling in a safe position on the cliff top, where he can be just below the edge. Because the air rises so vertically up cliff faces, the glider must be positioned in a nose down aspect.

5. Everyone happy

The two wing helpers, still holding the side wires, should now stand **BEHIND** them to avoid getting snagged on take-off. Their job is still to balance the

glider laterally. Ask the nose man if he has a secure foothold and is comfortable holding the front wires in the correct position. The sail should be filling or the glider wanting to lift without excessive bar pressure, which should just feel 'right' for take-off. If the wing holders cannot let go without the glider becoming too unstable then try moving to another position on the cliff where stability can be achieved.

6. Let go sides ... Release

You are now ready. By pre-arrangement, instruct the wing wire helpers to "let go sides", and then, like the starter at a horse race, when the horses come under his orders, if the glider feels right, give the final command "release". The nose man should now prostrate himself. Push yourself and the glider forward, bars held reasonably well in, and you're away. Don't knock over your nose man. Have a good time!

The Countryside Code

The Dales Club enjoys access to much privately owned land, for launch and landing sites. Please remember that it belongs to someone. A farmer is probably trying to make a living from it, and we are highly visible guests, relying on their generosity for the space to pursue our sport. In addition to the obvious, (no litter, shut gates, don't climb walls or fences), you must read the site specific requirements detailed in this guide, (parking, access routes, numbers etc.). Remember they apply to you, other flyers you see on the hill, and any friends you take with you. If you are involved with a site problem, be prepared to deal with it yourself and make a point of contacting the Sites Officer to make him aware of the situation.

Livestock

Around April each year is lambing season in the Dales. Members must take extra care on the roads. If you are driving along and see a ewe on one side of the road and a lamb on the other, you can expect the latter to make a sudden dash to its Mum, just as you are upon it in your car. Pregnant sheep are very susceptible to miscarriages if alarmed, so pilots must be seen to show extreme consideration. Sites usually affected directly by lambing through closure or other restrictions are Windbank, Semer Water and Addingham Moorside. The details of such restrictions are posted in the appropriate issue of the Club magazine and on the website. Horses can also be easily startled and should be given a wide berth whenever possible.

Meadowing

Many farmers grow long grass for winter feed. Once a small area has been flattened, the wind can get a foothold and cause further damage. Grass laid flat can't be cut and is wasted. Try to avoid fields in meadow. The situation is most acute one thermal downwind of our most popular sites.

Shooting

Grouse rearing and shooting provides a significant income to many landowners and probably represents the greatest threat to our flying sites. Pen Hill and Great Whernside have already been denied to us because of grouse; and Stags Fell, Nappa Scar, Windbank and Ilkley could very easily go the same way. Always respect the relevant rules and never fly over an active shoot: don't be the one who causes us to lose a site.

Coaching

Showing your Colours

If you have just qualified as a Club Pilot, many congratulations, but you still have a lot to learn. The gap between school and becoming an established member of a club is probably when you are at your most vulnerable. To ease you into the club safely we have a number of coaches to help you.

As it is important to identify low air time pilots in the air, everybody with less than ten hours soaring experience is actively encouraged to display a red streamer, attached to the kingpost on hang gliders, and from the bottom of the harness on paragliders.

Club Coaches

Club coaches are good and trusty people who have volunteered to help new pilots in the Club and to ensure that there is normally a friendly face on the hill. A list of current club coaches is printed in Skywords and on the website. If you are newly qualified then don't be afraid to get in touch with the nearest coach to you and try to arrange to fly together. They are available to witness the prescribed tasks involved in the BHPA pilot rating scheme, and can offer advice on the same.

Coaching Days

During the summer the Chief Coach organises a coaching day once a month. The actual date is weather dependant. If you are newly qualified, un-current or in need of assistance then register with the Chief Coach and he will let you know of the next planned event.

Becoming a Club Coach

The post of Club Coach is not a flying qualification. A BHPA Club Coach is qualified to Club Pilot standard and has shown a willingness to help developing pilots improve their ability. He/she should be of a mature outlook, with unquestionable integrity, and sound flying experience. If you would like to be considered for a position, you should make the fact known to the Chief Coach. It is essential that applicants examine their motives beforehand.

Staying Current

Probably the most common contributing factor to paragliding and hang gliding accidents is a lack of currency.

We all know the feeling: the winter, the weather, work commitments and family have all contributed to keeping us off the hill; until now. No matter how experienced you are, it is inevitable that your skills will have slipped. It probably happens more to pilots with less overall experience – but it can happen to anyone.

So, how do we go about getting back into the air safely?

- Get back into things gently – a few shorter soaring flights in easier conditions on a site you are familiar with.
- Get some help or advice from club coaches – and join the club coaching group.
- Go back to school. Most schools will welcome back former students for a refresher; they may not even charge!
- Avoid spring thermals until you are back on form.
- Avoid adding to the difficulty by introducing new kit when you're rusty.

Incident Management

It is an unfortunate fact that a flying mishap can result in serious injury. When faced with an unconscious friend out on the moors in the middle of nowhere it will be too late to wish you had some idea of what to do and how to handle the situation.

Read these notes frequently.

Prevention is always better than cure. Be aware of your own experience, currency and limitations. Do not fly if the conditions are unsuitable for you; the primary requirement of living to become an old pilot is **discretion**.

If it becomes apparent that another pilot has less experience, be prepared to:

ADVISE where ignorance is apparent
ASSIST where necessary
EDUCATE where possible

Dealing with a Major Accident

1. TAKE CHARGE. Ideally a club coach should take charge, however anyone should be prepared to step forward. This prevents confusion and enables the incident to be tackled quickly and methodically. It also prevents multiple calls to the emergency services.

2. REMOVE FURTHER DANGER to yourself and then to the casualty and others. Do not become a second casualty. If the casualty is on high tension wires, on a steep cliff, or in rough water there may be nothing you can do other than get help. Be aware that whilst power line switchgear cuts out when a fault occurs, re-switching automatically tries to restore power. Get confirmation that power is off before attempting a rescue. In windy conditions stabilise a glider as follows:

- a. HG. Secure the upwind edge of the wing or if the wing is facing the wind holding the nose wires. Unclip the pilot before moving the glider, detaching the base bar if necessary.
- b. PG. Secure a trailing edge wing tip and drag it across wind then towards the pilot. Bundle the canopy and if necessary detach it from the pilot's harness.

3. **ADMINISTER ESSENTIAL FIRST AID** (see first aid section). Keep it simple; attempting things beyond your experience might make things worse. Do not move anyone who may have a back or head injury unless they have stopped breathing or are in immediate danger. As the person in charge it may be better to delegate the job of providing first aid to someone more experienced, leaving you to co-ordinate.
4. **CALL THE EMERGENCY SERVICES.** Mobile phones and radios are extremely useful but do not always work. You should know the location of the nearest public phone. Send 2 people (if practical) to call the emergency services. Call 999 and explain the situation. You must have the following information written down: Casualty information (e.g. type/ extent of injuries and state of consciousness), grid reference, access information. One person should wait at the access point to guide the emergency services in whilst the other returns to the scene to offer the reassurance that help is coming. The quality of information supplied to the 999 operator will determine which services are sent and how quickly.
5. **HELICOPTER EVACUATION.** Where a helicopter is expected it is important to get all pilots out of the way with their equipment stowed safely. Those flying should be alerted by radio and should expedite their landing (PG using big ears to alert those without radios). A large 'H' should be constructed on the ground to tell pilots to clear the air and attract the helicopter. The 'H' should either be removed or secured prior to the arrival of the helicopter.
6. **RECORD BUT DO NOT DISTURB EQUIPMENT.** Use a camera, video, note book, or whatever means you have at your disposal to record the scene. This can be extremely unpleasant but it is essential to the investigation process.
7. **IDENTIFY WITNESSES.** Take names and addresses of all witnesses. Passers-by make good witnesses as their statements cannot be influenced by knowledge (or lack of it) of the activity.
8. **GET WITNESS STATEMENTS.** If possible take witness statements there and then. Keep witnesses apart to prevent conferring.
9. **NOTIFY RELATIVES.** In fatal or very serious cases leave this to the police. In less serious cases the person in charge should ensure that it gets done, ideally by someone who knows the relative. Follow up visits will be organised by the Club.

10. **INFORM THE BHPA.** Serious cases (including unusual equipment failures as well as accidents resulting in injury) should be reported to the BHPA using an Incident Report form within 48 hours, with a copy to the Club Safety Officer.

11. **MEDIA.** Often, especially at the scene of a fatality, the local or national press will appear. Give them a simple statement of fact along the lines of, "There has been a PG/HG accident and the casualty is being dealt with. If you require any further information please look at the DHPC website where detail will be published once they have been confirmed." They will attempt to press for more information but stick to your original statement and refer them on. Never speculate as to the cause: they may misquote you in order to make a good story, and the more you say the more they can get wrong!

Incident Reporting

We owe it to ourselves, and to other pilots to report all accidents & incidents, so we can all learn from each other's mistakes and mishaps.

Historically, the sport has taken the view that it's the responsibility of those involved in accidents to make the report.

Sadly we have many accidents and incidents which involve pilots who are untrained and/or not members of the BHPA and a local club. It's safe to say these pilots are unlikely to report an accident.

If DHPC members see or hear about an accident or incident that isn't likely to be reported *please* take the time to report what is known. It can do no harm, and will help us to keep tabs on how many rogue pilots are causing and suffering accidents.

Reporting can now be done online via the BHPA's website. When you submit an online report you will receive an email acknowledgement containing all the details. For any reports of incidents that happen on Dales sites (or involve Dales pilots) please forward this to the Club Safety Officer.

First Aid

(Courtesy of St. John Ambulance)

It is not within the scope of this handbook to teach you how to become a competent at First Aider. These notes are intended only as a guide. If you really want to make a difference, do a course. These are available from the St. John Ambulance and the British Red Cross.

Life saving Procedures

The priorities when dealing with a casualty are always the same:

Airway
Breathing
Circulation

A primary survey of a casualty will establish your priorities. If the casualty appears unconscious check this by shouting '*Can you hear me; open your eyes?*' and gently shaking their shoulders.

If there is a **response** and there is no further danger, leave the casualty in position. Wait; most casualties will be able to discuss their injuries after a few minutes. If still dazed after 3 minutes call an ambulance. Treat any condition found and monitor vital signs - level of response, pulse and breathing. Continue monitoring the casualty either until help arrives or he recovers.

If there is **no response** shout for help. Check their breathing. It is better if you can do this without moving them, but you will probably have to turn them onto their back.

Airway

When dealing with an unconscious casualty you should open and maintain their **airway** as your first priority. If the airway becomes obstructed, possibly by the tongue falling to the back of the throat, then the casualty, unable to breathe, will die.

Open the airway by placing one hand on the casualty's forehead, gently tilting the head back, and then lift the chin using 2 fingers only. This will move the casualty's tongue away from the back of the mouth.

Breathing

Look, listen and feel for **no more than 10 seconds** to see if the casualty is breathing normally. Look to see if the chest is rising and falling. Listen for breathing. Feel for breath against your cheek.

If the casualty is **breathing** do not move them, unless you are sure that there is no spinal injury, in which case put them in the recovery position.

If the casualty has stopped breathing you can assist them by performing a combination of chest compressions and rescue breaths.

Circulation

Give **30 chest compressions**:

Place heel of your hand in the centre of the chest.

Place other hand on top and interlock fingers.

Keeping your arms straight and your fingers off the chest, press down by four to five centimetres. Then release the pressure, keeping your hands in place.

Repeat the compressions 30 times, at a rate of 100 per minute.

Give **2 rescue breaths**:

Ensure the airway is open.

Pinch nose firmly closed.

Take a deep breath and seal your lips around the casualty's mouth.

Blow into the mouth until the chest rises.

Remove your mouth and allow the chest to fall.

Repeat once more.

Continue resuscitation 30 compressions to two rescue breaths.

Do not stop unless:

Emergency help arrives and takes over or

The casualty breathes normally or

You become so exhausted that you cannot carry on.

Wounds and Bleeding

If bleeding badly, apply pressure, ideally with a clean/sterile pad to control the bleeding. Consider raising the limb if it isn't broken.

Fractures

HG pilots are particularly susceptible to head injuries and concussion; PG pilots to leg and spine injuries. Any indication of a head or spinal injury takes priority over other fractures and warrants immediate evacuation. Other fractured limbs should be supported as found, doing whatever makes the casualty comfortable. Do not attempt to correct any serious deformity.

Shock

In the case of a serious accident, and once you have treated any obvious injuries and called an ambulance, watch for signs of shock. These can take up to an hour to set in. The symptoms are: Pale face; Cold, clammy skin; Fast, shallow breathing; Rapid, weak pulse; Yawning; Sighing; In extreme cases, unconsciousness.

Lay the casualty down, raise and support their legs. Use a coat or blanket to keep them warm and comfortable – but not smothered. Do not give them anything to eat or drink. Check breathing and pulse frequently. **Give lots of comfort and reassurance.**

Hypothermia

Severe hypothermia is often fatal whereas moderate hypothermia can usually be completely reversed, so it is important to recognise the early symptoms:

Shivering and pale; cold, dry skin.

Disorientation, apathy or irrational behaviour; occasionally belligerence.

Impaired consciousness or lethargy.

Slow and shallow breathing.

Slow and weakening pulse.

Warm them up with additional dry clothing, and insulate them from the ground. Administer warm drinks and high energy foods such as chocolate.

Communication

In the early days of flying in the Dales a note stuffed in the dry stone wall at the bottom of Windbank was used to tell people “where it was at” for the day. Technology has of course moved on somewhat now.

The Shoutbox on the opening page of the website is used to whip up enthusiasm ahead of any days that look flyable, usually the night before. You can leave your own messages there without having to login. The Shoutbox is for brief messages. More discussion on options under consideration will be found in the [“Going Flying”](#) section of the forum – you need to log in to post to the forum. Inevitably, there are also Facebook pages where you will find broader discussion of flying options across the country. The club has its own [FB page](#).

Mobile phone coverage once you are out and about is still patchy in the Dales. [Opensignal.com](#) will give you some comparative information on coverage and reliability of the network providers. Our southern sites generally have good coverage on most networks.

The Emergency SMS service is designed to allow deaf people to text 999, but it could be very useful to us where mobile reception is patchy. You have to register first but it's very easy - just text 'register' to 999 and wait for the text reply. www.emergencysms.org.uk/about_emergencysms.php

You should also familiarise yourself with the [emergency 112 service](#) (<http://www.sos112.info/uk.htm>) . A good explanation of this service is available via the [safety forum on the web site](#).

Pilots with 2m band radios are encouraged to use 143.850MHz when flying in the Dales.

The Club's website www.dhpc.org.uk is open for members to contribute articles and news, ask questions or express their views. A fairly simple interface allows information to be posted. To get an account simply click 'Register' and follow the links. Standard public forum behaviour rules apply.

The Club also produces a monthly magazine Skywords, which is distributed by email, and available in the [library](#) on the website. As a member you should receive this automatically. You are encouraged to provide articles to the magazine if you have had a particularly good trip somewhere – home or abroad.

Aerial Collision Avoidance Regulations – Rules of the air

These are few and simple. They are a common sense way of avoiding collisions with other aircraft. Only the rules to do with avoiding other aircraft are illustrated here. As you progress through the pilot rating scheme you will become aware of others, together they are enshrined in law in the Rules of the Air (Rule 17) section of the Air Navigation Order.

General

- The prime rule is that it is every pilot's ultimate responsibility to avoid a collision with any other aircraft.
- An aircraft shall not be flown so close to another aircraft as to create a danger of collision.
- No formation flying unless all the pilots have agreed.
- When required by these Rules to give way, an aircraft shall avoid passing over, under or ahead, of another unless well clear.
- An aircraft that has 'right of way' under these Rules shall maintain its course and speed.

When approaching head-on

When approaching approximately head-on with a risk of collision both aircraft shall alter course to the right.

When two gliders are approaching each other in opposite directions on a ridge, the glider with the hill to his or her left should give way. The pilot with the hill on their right will be unable to make a right turn to avoid a conflict, (this is in fact not a legal rule but common sense).

Overtaking

When hill soaring the safest course of action is often to turn back rather than to overtake. If you do need to overtake you must give way, making sure you pass well clear of the other glider, allowing it enough room to turn. It may not be aware that you are there.

Converging

(The overtaking and head-on rules take precedence over this one.)

- A powered aircraft shall give way to airships, gliders and balloons.
- An airship shall give way to gliders and balloons.
- A glider shall give way to balloons.

- When two aircraft of the same classification converge at approximately the same altitude the one with the other on its right shall give way.

Take-offs

Give way to both gliders that are flying and especially to glider that are landing. Observe any specific sites rules for the separation of Paragliders, Hang gliders and other craft.

Landings

Conform to any prescribed landing rules or patterns for the site (see site guides and local site information boards). Land well clear of other aircraft.

An aircraft landing or on final approach has right of way over all other aircraft in the air or on the ground. The lowest aircraft of any on an approach to land has right of way provided it does not cut in front of, or overtake, any aircraft on final approach.

After landing you must clear the landing area as soon as possible. If somebody lands on your parked glider don't expect an insurance claim to work to your advantage if you have simply left it in the way.

Overcrowding

Overcrowding often manifest itself when several pilots are attempting to use a small area of lift. Keep a safe distance from other pilots and keep a good lookout. If the air is too crowded for you – it's time to come down.

Only the rules to do with avoiding other aircraft are illustrated here. As you progress through the pilot rating scheme you will become aware of others. Together they are enshrined in law in the Rules of the Air (Rule 17) section of the Air Navigation Order.

Thermalling Guidance

A glider joining another in a thermal should circle in the same direction as that established by the first glider.

A glider below others in a gaggle does NOT have right of way, but gliders with other rising beneath them should be aware that they may not be visible to the gliders below and be prepared to take avoiding action.

Flying abroad

Rules of the air vary significantly outside UK. Ensure that you are properly briefed on the rules that apply where you will be flying.

Airspace and Air Law

Midweek flying

The Yorkshire Dales is a military low flying training area. This means military aircraft may undertake low level manoeuvres, usually in pairs or larger formations at high speed, between 250ft and 2000ft above ground level. Helicopters can fly down to ground level. This is the same height as most hang gliding and paragliding activity. Most of this flying takes place Monday to Friday, but in certain circumstances may also take place at weekends. Weekend activity is usually NOTAM'd by the RAF.

The dangers of all this low flying are obvious. To avoid a possible conflict, and the subsequent physical and political damage, a system known as the Civilian Air Notification Procedure (CANP) was set up some years ago (known incorrectly to some pilots as NOTAMs).

The best way to contact them is by email at: cas-aslfofslbc@mod.uk or phone them Freephone: 0800 515544, or 01780 416001 from a mobile. Best if you can do it before 8pm the night before. They are open from 0700 - 2300hrs Mon-Thu and close at 1700hrs on Fri.

Don't be frightened to list multiple sites and don't worry about how many people will turn up. They will need to know the following:

1. The date for the notification.
2. Activity: paragliding/hang gliding.
3. Site Code, and site name for confirmation. (The code is always better than the grid reference because it relates to the centre of the flying activity rather than the location of take-off. But the grid reference will do if you don't have the code.)
4. The timings for the notification in local time.
5. Your name and a contact telephone number.

The RAF staff will check your information with their planning charts and then confirm the location of the site you will be flying and phone you back with a code (your record of making the booking).

This does not guarantee you exclusive use of the sky - it simply informs the RAF that you will be there - they will normally avoid it (or take a good close look at what's going on, which still achieves the aim!). You will normally be allocated a warning radius 1nm up to 2,000' AMSL.

An example might look like this:

To: cas-aslfoslfbc@mod.uk

Please could I make the following notification for tomorrow; [Day/Date]:

Paragliding/Hang gliding.

1. Site Code 17.009, Stags Fell.
2. Site Code 17.011, Windbank/Hawswick.
3. Site Code 17.057, Brant Side.
4. Site Code 17.075, Tailbridge.

From 1000hrs - 1800hrs local.

Your phone number.

Your name.

It is important that this procedure is used; failure to do so implies that there will be no gliding activity and as such, military pilots will not be expecting to encounter gliders. Although it doesn't cover cross country flights it will alert military pilots to the fact that gliding activity is taking place.

For XC flights and competitions it is worth ringing ATC at RAF Leeming as well. They will pass on any information to all Military airfields in the Vale of York. Telephone Flight Planning on 01677 457324. Mon-Thu 0800-1700; Fri 0800-1600.

The Low Flying Booking Cell may suggest that you contact the Airspace Utilisation Section (AUS); part of the CAA. They can warn other civilian pilots of your activity. It is probably best reserved for competitions or events involving large (10+) pilots. Their opening hours are Mon-Fri 0830-1630hrs. Email the details to ausops@caa.co.uk giving the same information as you would give to the RAF with as much notice as possible. Their phone number is 02074 536599.

AIRPROX Reporting

If you feel that safety has been compromised because of an encounter with another air user then you should fill in a CAA AIRPROX Report and send it to the authority. This form is available from the Club Safety Officer and is your official notification and/or complaint to the authority.

Air Law

1. A hang glider or paraglider shall not be operated in a negligent or reckless manner so as to endanger life or property, nor flown in such proximity to another as to create danger of collision, nor in formation without prior agreement of the other pilots.
2. An aircraft shall not fly over any congested area or town below a height that would allow them to glide and land clear of the area and without danger to people, or less than 1500 feet above the highest fixed object within 600m of the aircraft, whichever is higher.
3. An aircraft shall not fly over or within 3000ft of any open air assembly of more than 1000 persons.
4. An aircraft shall not fly closer than 500ft to any person, vehicle, vessel, or structure. (Exemptions exist for normal take-off and landing and for gliders hill soaring.)

Visual Flight Rules and Visual Meteorological Conditions

Gliders must fly under Visual Flight Rules (VFR). We can only operate in Visual Meteorological Conditions (VMC), which for us, below 3,000' AMSL, normally means remaining clear of cloud and in sight of the surface.

Airways

Gliders are not permitted to enter or cross Airways or Air lanes. These are controlled airspace in the form of corridors 10 nautical miles wide. Permanent Instrument Flight Rules (IFR) apply at all times. The top and bottom limits of an Airway are given either:

- a) As heights Above Mean Sea Level (AMSL) expressed in feet, usually for heights up to 3000ft.
- b) As Flight Levels (FL). These are based on an atmospheric pressure datum of 1013.2mb and are defined as the altimeter reading in hundreds of feet. For example if an altimeter, is set to the pressure altitude (1013.2mb), reads 5,500ft this could be called FL55.

If the atmospheric pressure drops at sea level, then the air lane will drop its altitude (e.g. FL55 will be below 5,500ft - when the atmospheric pressure at

sea level is below 1013.2mb). Remember, low pressure means low flight levels (by about 30' per mb).

If you fly under an airway, remember that light aircraft tend to fly just below them to take advantage of their navigational facilities. They commonly adopt a starboard pattern, keeping to the right side of the airway.

Part of Amber 1 airway is within our area. Check a current air chart for details.

Aerodromes

Aerodromes are surrounded by Controlled airspace with an Aerodrome Traffic Zone (ATZ) centred on the mid-point of the longest runway. Zones come down to ground level whereas Areas have a base at a specified height or flight level. In nearly all cases, permission is required to enter these zones and areas. Since most hang gliders and paragliders are not equipped with Airband radio, or practised in the procedures and rules that govern these Zones and Areas, you are not likely to be given permission to enter them. As a general rule: IF IN DOUBT - STAY OUT.

Several aerodromes exist in the Dales area, both Civil and Military; check a current air chart for details.

Danger Areas

A Danger Area is an airspace of defined dimensions within which activities dangerous to the flight of an aircraft may exist at specified times. If red and green star projectiles are fired in your direction this means that you are in, or about to enter, an active Danger Area and you must leave immediately or alter course to avoid the Danger Area.

Several danger areas exist in the Dales area, mainly around Catterick Garrison and to the North near Appleby. All pilots are strongly advised to purchase an up to date Aeronautical Chart to check the boundaries and periods of activity. The 'if in doubt - stay out' rule applies here too.

Areas of Intense Aerial Activity

Usually abbreviated to AIAA, these areas are just what they say they are. The one we have to be most concerned about is the Vale of York AIAA which is stuffed full with MATZ, Gliding Clubs, Microlights, airstrips and light aircraft (very often piloted by inexperienced pilots practising for their PPL). As at all times, it is important to maintain a constant vigilance. SEE AND BE SEEN.

Aeronautical Charts

Airspace restrictions and classifications do change from time to time so all pilots are strongly advised to purchase, and study, up to date issues of the relevant ICAO Aeronautical Charts for our area. These can be bought from most hang gliding and paragliding schools.

The charts most relevant for our area are:

ICAO 1:500,000 Sheet 2171AB Northern England and Northern Ireland.

1:25,000 charts are also available but it should be noted that these charts only show airspace below 3000ft.

Flying Cross Country (XC)

Do not attempt to fly XC unless you are Pilot rated.

Ensure that you have a current ICAO airspace map (that you understand!).

Ensure that you check the NOTAMs before leaving home (notaminfo.com).

Remain clear of airspace, danger areas and NOTAMs.

Do not low fly over built up areas or large gatherings.

Remember that as height is gained, there is a tendency for the wind to veer with a clockwise rotation. So North winds move North Easterly and East winds South Easterly etc. This is not hard and fast but is worth remembering. Pilots flying XC should bear this in mind and always keep a close eye on their track both in thermals and on glides.

Often whilst climbing in thermals, the wind may take a pilot towards controlled airspace. The way to counter this is to make cross-wind glides between thermals in a direction that takes the pilot away from the airspace and puts them in a good position to drift with the next thermal.

Weather Forecasting

Getting a good forecast, and knowing how to interpret it, is fundamental to your enjoyment of the sport. A well briefed pilot is a safe pilot. Most pilots start with the BBC forecast and then move on to more specialised internet based services such as the Met Office, XC Weather and RASP. There are links to all these sites from the Club's website.

Library

Much of the information and terminology in specialised forecasts is not a lot of good without some background knowledge of basic meteorology. The DHPC library contains several books on the subject. One of the most detailed gliding related books on weather is "Meteorology for Flight" by Tom Bradbury. Also good are weather books by Watts and Pagen. For loans from the Club library, come along to a Club night or get in touch with the Club Librarian. The full list of books available from the library can be seen on the DHPC website. Questions regarding availability can be posted on the library section of the club forum.

Wendy Windblows

A privately run network of weather stations situated at flying locations across the UK gives detailed information on current flying conditions. Available 24 hrs a day the stations, all known as 'Wendy Windblows' can be accessed by internet and telephone. The Dales station is sited on the top of Yorburgh (the 515m hill between Wether Fell and Semer Water).

Access requires a subscription but it only has to save a couple of wasted journeys and it has paid for itself. More details can be found at:

www.wendywindblows.com

Competitions

It is widely recognised that one of the best ways of improving your flying skill is to participate in competitions. The Dales club participates in the national cross country league for hang gliders and paragliders. The registration fee is modest and any distance over 5km flown from a Dales site counts.

www.xcleague.com

Other club competitions are organised during the year - details are published in the club magazine and on the website. The club is usually active in the following comps.

The British Club Challenge (BCC) is a great way to get you out on your first few XCs in a safe way with lots of people around to help. Clubs from surrounding areas compete to find the best team of pilots, ending with a national finals round. Contact our Competitions Secretary to get involved.

www.flybcc.co.uk

The British Paragliding Cup, which usually holds a round in the Dales each year, is where you can sharpen your XC skills in more formal tasks pitching individual pilots against each other. More often than not there's a group from the Dales representing the club at each round.

www.bpcup.co.uk

National Competitions. A hang gliding round of the British Open Series (BOS) is normally held each year in the Dales. Although the paragliding fraternity have given up on the weather in UK there are always Dales' paraglider pilots in the British Championships competing at the top level.

www.pgcomps.org.uk

Baildon Sod. Each year, we hold a fun event on Baildon Moor. It takes the form of a gliding task, in which each competitor attempts to fly as far as he/she can in a straight line or dog leg, to perform a stand up landing within two glider spans of a predetermined line out from the hill. The coveted prize 'The Baildon Sod' symbolises a turf cut from beneath the boot of the winner at the winning touch-down. Conditions should be nil wind or very light in order for the best fun to be had.

Awards

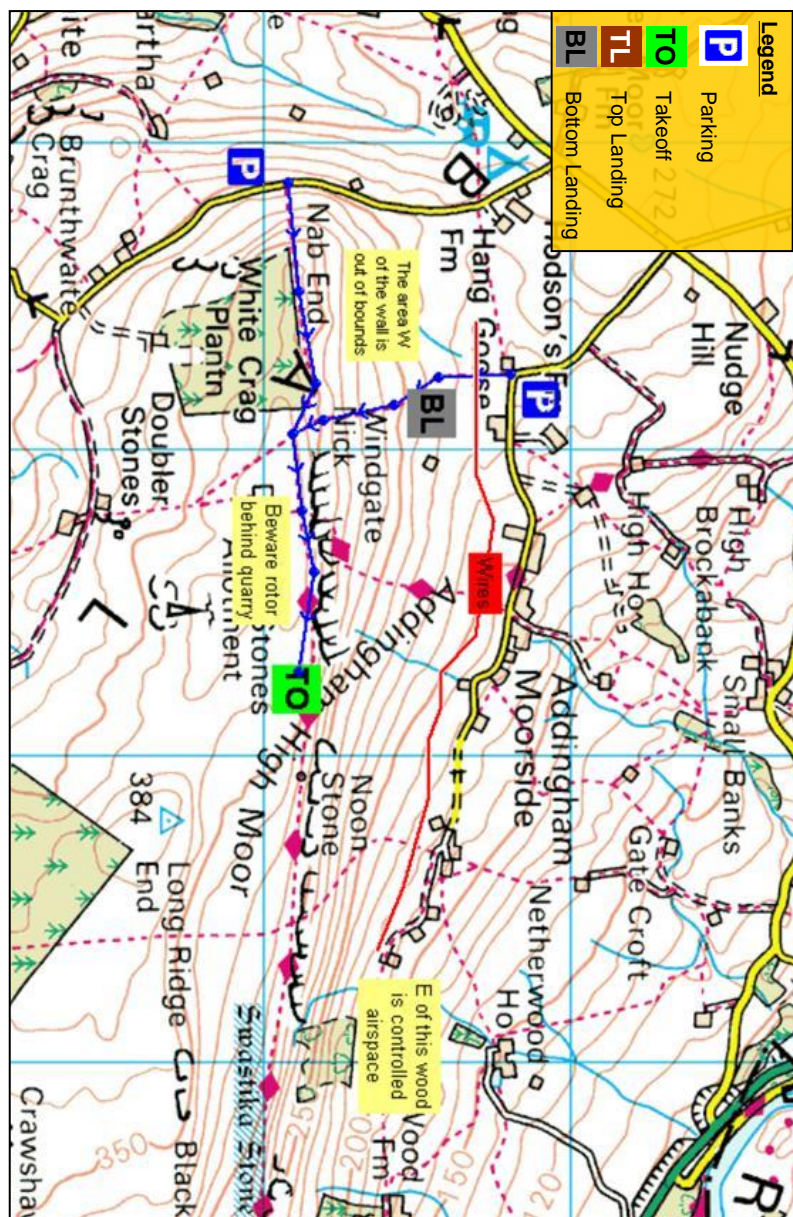
The club presents a number of awards, normally at the farmers' dinner or a club night in the spring. Members are invited to submit nominations for 'Cock of the Dales' and the 'Fairbrother Trophy'.

Title	Criteria
HG XC Shield	1st place XC league
PG XC Shield	1st place XC league
	2nd place XC league
	3rd place XC league
National XC League	Top Dales Pilot
Founders Trophy HG	Longest XC from the Dales
Founders Trophy PG	Longest XC from the Dales
Baildon Sod HG	Fun Glide Comp
Baildon Sod PG	Fun Glide Comp
Northern PG Trophy	Best total distance in first* year of XC
Active Edge PG Cup	Best first* XC
Cock of The Dales	Most enthusiastic pilot
Cockcroft Cup	Most improved pilot
Fairbrother Trophy	Pilot's pilot
Mark Sellen Trophy	Services to the club
War of The Roses PG	Dales vs Pennine
War of The Roses HG	Dales vs Pennine
Northern Paragliding XC cup	Best triangle, out and return or flight to goal made in the Dales.
Paragliding 100K XC Challenge	Best first* 100K total from 6 best flights.
Three Peaks Challenge	To fly over the summit of all Yorkshire 3 peaks in a single flight.
Best Skywords Article	Decided by the Editor.
Dales Accuracy Cup	Best Spot Landing.

*Based upon performance in this year's XC league with no entries in previous years.

Site Name	Addingham Moorside
Site Code	17.050 (use for CANP mid-week)
Grid Ref	SE 078 471
Wind Direction	N – NNE (350 – 025)
Height	1200ft AMSL 300ft top to bottom
Grade of Flyer	Experienced

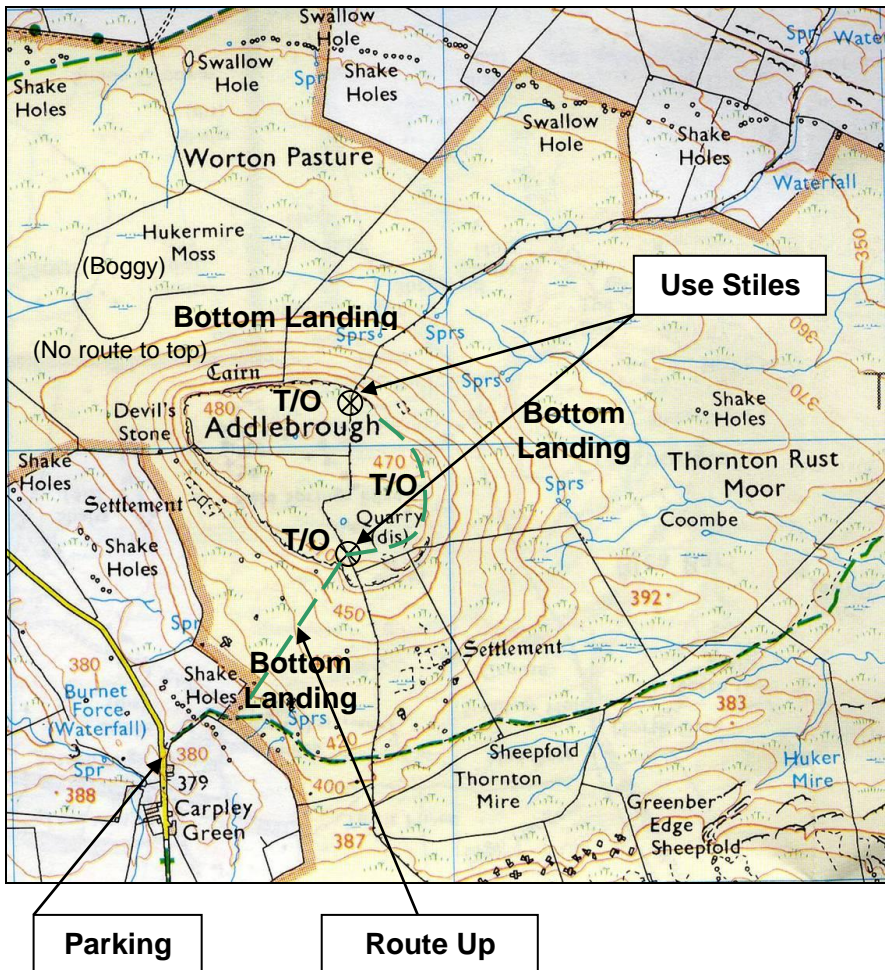
- Parking** Without blocking the road or track at the house on the right as the road turns left. Alternatively park to the west and walk up the shoulder.
- Access** Follow the public footpaths. Walk beyond the quarry for the best T/O and T/L. B/L on the moor **outside the enclosures**.
- Telephone** Good mobile coverage.
- Capacity** Six, a hill of reasonable length, but with a narrow lift band that limits numbers in the air.
- Hazards** HT cables near the road. Be careful not to overshoot.
Rocky ridge and slope.
Cross wind landing required in the bottom landing field.
Likely rotor behind the quarry.
Heather snagging your lines.
- Rules** This site is below controlled airspace. Stay below 3,000' AMSL. Do not fly east of the walled wood on the ridge (opposite Netherworthy House) as this takes you into controlled airspace (down to GL).
- Comments** A long walk.
Interesting RAF memorial to the crew of a deHaviland Mosquito that crashed here in 1943.



Site Name	Addleborough
Grid Ref	SD 948880
Wind Direction	NE-E (040-100), N (340-020), SW (200-260)
Height	470m AMSL, 50m top to bottom
Grade of Flyer	NE-E All Grades; N & SW Experienced

- Parking** From the sharp/steep bend in the A684 at Bainbridge take the minor road heading south. Fork left at the radio mast and drive almost to Carpley Green. Park just before the barn on the left keeping clear of the gate.
- Access** Enter the field signed BW Thornton Rust and follow the path keeping the wall on your right. After about 150m the wall bends right and takes you through a gate. Leave the path and walk directly up the hill now keeping the wall on your left. You soon lose the wall as your handhold but keep going in the same general direction towards the right hand side of the outcrop. Once above this outcrop look for the purpose built stile, marked on the map, to gain access to the E/NE face. Access to the N face is via a further stile also shown on the map. **Do not climb any walls.**
- Telephone** Good mobile reception. Phone box in Worton (SD 955900).
- Owners** Shooting rights - Jack Ellerby 01539 727651 - **No flying during the months of Sep - Nov unless prior approval obtained.**
- Capacity** Probably about 2 on E/NE face. More on N face.
- Hazards** The N and SW faces are rocky outcrops with sharp edges: **beware rotor!** The enclosure marked 'Hukermire Moss' is used for cutting peat and can be very boggy.
- Rules** **Do not climb any walls.** If you bottom land to the E do **not** attempt to walk S to join the public footpath, as this will force you to climb at least one wall. You must walk back to the top and cross the stile. Bottom landings should be on the fell, not in the enclosures to the SW that are cropped. There is no route from the NW bottom landing field back to the top (you will have to walk NW to join the road) so better to land to the E of the wall where you can walk up the footpath (not marked on map). Try not startle livestock near the sheer face: a fall is likely to prove fatal.
- Comment** For many years this isolated hill has been limited to a paraglider training slope. However the E/NE faces are soarable and have XC potential. Since Wensleydale runs predominantly W-E the

promising looking N face is often out of wind. In a SW wind it may be better to drive to Stags Fell or Nappa Scar. This site is under used and may prove an entertaining alternative when Stags Fell is busy.



Site Name	Baildon East Face
Site Code	8.050 (Use for CANP mid-week)
Grid Ref	SE 145 404
Wind Direction	E (070 – 110)
Height	930ft AMSL, 200ft top to bottom, 120ft soarable
Grade of Flyer	All grades but primarily a training slope.

Parking In the car park shown on the map. Strictly no parking on the track as this upsets the owner of the caravan site.

Access Walk along the track or over the hill.

Telephone Dubrodden Caravan Site at the end of the track. Good mobile phone reception.

Capacity Five in good conditions, but only one in poor.

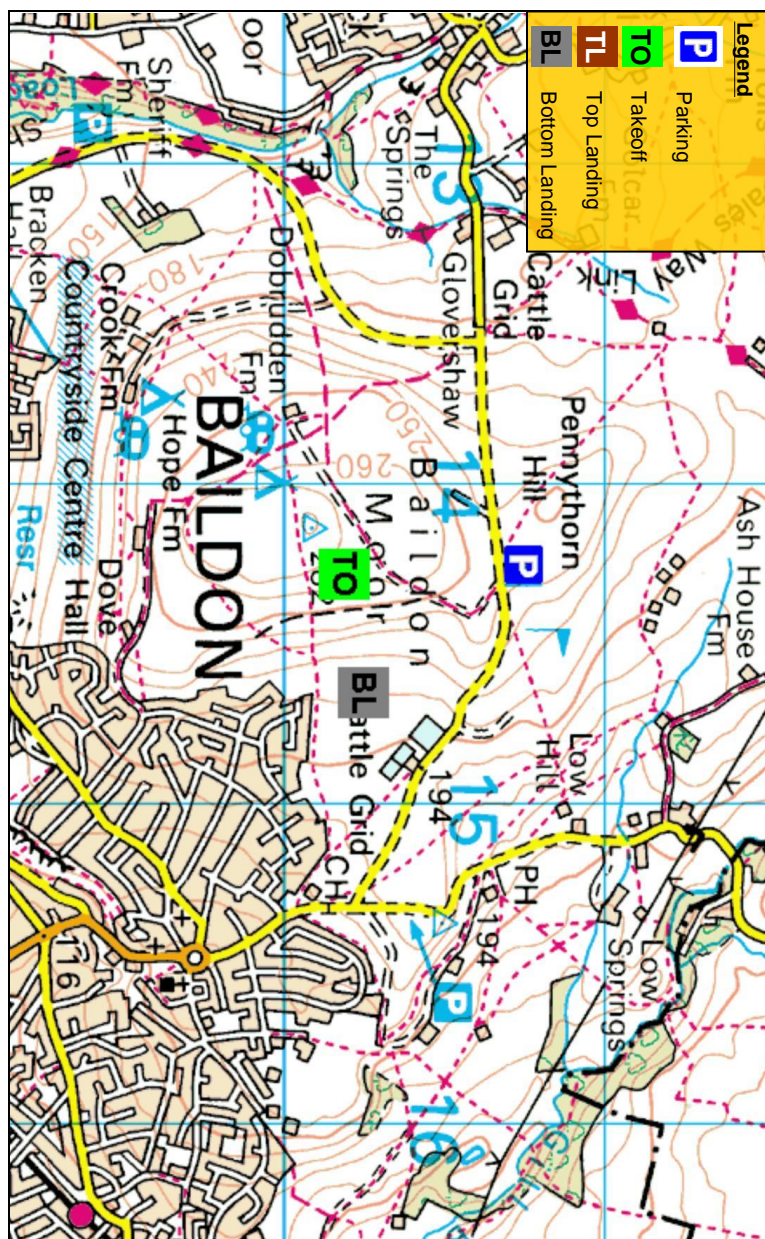
Hazards Take-off is shallow and requires a good run. Beware bracken! Flight can be turbulent especially in wave. Used by modellers, avoid them by following BHPA/BMFA rules - talk to them and agree a means of de-confliction before taking off. Slope is shallow sometimes producing good lift but usually patchy. Bottom landings – avoid golfers, walkers and riders. Top landings – sloping, land well back and to the South.

Rules Do not drive onto the moor. Be considerate to other moor users. Do NOT use other faces of the moor for soaring as they become unacceptably turbulent and have hazards such as power lines, cars on road, etc.
Within the Leeds/Bradford CTZ. No limit below 100'AGL. If you think you may be able to get higher phone ATC on 01133 913282 at least 15mins prior to flight. If approved you will be cleared to not above 1,500' QNH (they will give you a pressure setting) within 1 mile (1.85km) radius. If you are in any doubt about setting QHN stay below 1,000' AMSL (set using map or GPS). Close booking afterwards. **No XC.**

Owners Run by Bradford Metropolitan Countryside Wardens

Comments This is a very important training site and venue for the world renowned Baildon Sod. Losing it would be a disaster so please

follow the site rules carefully.



Site Name	Bishopdale
Site Code	17.054 (use for CANP mid-week)
Grid Ref	SD 950 803
Wind	NE and NW (040-050 & 300-320)
Direction	
Height	1585' (480m) AMSL, 100' (30m) Top to Fell landing area. 1000' (305m) Top to valley bottom
Grade of Flyer	NE face all HG, PG – beware, difficult take-off. NW - all types, except when soaring down the valley (see Hazards)

Parking Near a set of metal sheep pens at the high point of the road. DO NOT BLOCK GATEWAYS OR CAUSE TRAFFIC CONGESTION. There is a small lay-by for two or three cars near the gate.

Access Go through the metal gated sheep pens and bear slightly right across the field to a gate to open fell, then directly up the hill.

Telephone Buckden

Capacity Permission was originally granted for six gliders in the air at once. NE ridge is very small. NW ridge is long.

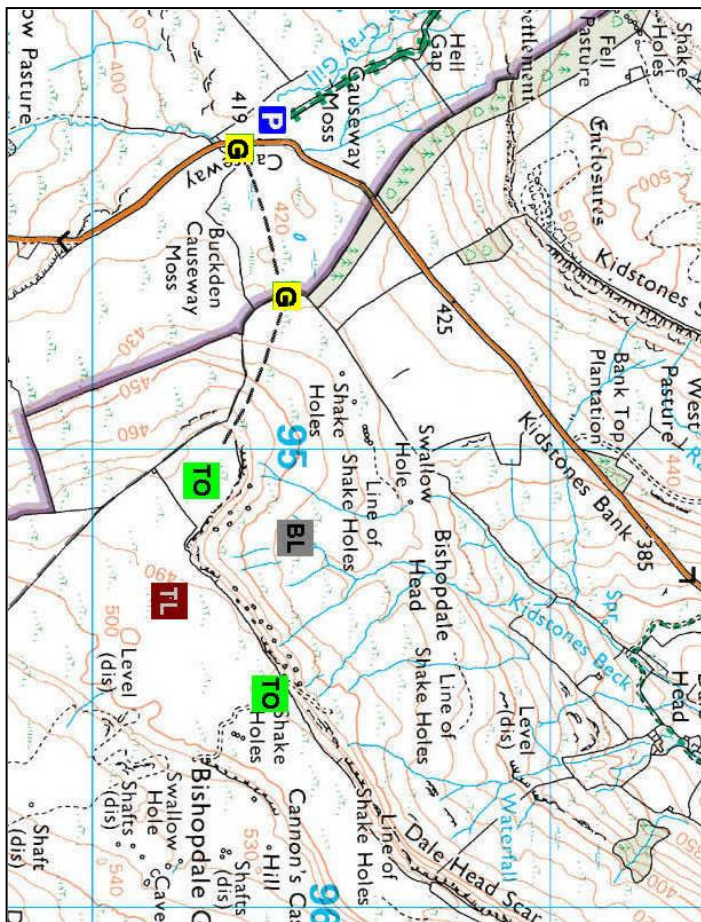
Hazards Land well back to avoid rotors, on both faces.
When pilots are at the far end of the NW ridge they may be out of site of the take-off area. Effectively you may be flying alone.

NW ridge has difficult and dangerous take-off for the paraglider pilot and can be turbulent. A smaller ridge behind the main NW ridge is often used by paragliders but this too is often turbulent especially where the two ridges converge in to the valley side. Very bad rotors from the lower ridge nearly always affect the upper one and this can be a hazard when trying to soar down the valley side.
Pilots can easily be caught out as winds sometimes funnel down the valley, progressively producing less and less lift.
There are wires and trees in the bottom of the valley.

Rules **Permission must be sought from the Gamekeeper before flying. No flying August 12 – December 31, no XC.**
No landings are allowed in the bottom fields.

Comments Beware of low flying XC gliders from Wether fell!

Owner Gamekeeper – Mr P Wilkinson, Dale Head Farm, Bishopdale.
01969 663766



Site Name	Brant Side
Site Code	17.057 (use for CANP mid-week)
Grid Ref	SD 778 866
Wind Direction	WSW (230-255)
Height	1705' (520m) AMSL, 885' (270m) Top to valley bottom
Grade of Flyer	HG – Soarers only. PG – All grades.

Parking Traditionally where the access track joins the road from Garsdale Head to Lea Yeat and just before the first gate. Walk 1200m along the level track to take-off. Following improvements to the track we now have permission to drive along it. Just short of the 2nd gate there is room to park up to 6 cars on the uphill side of the track. This area can be boggy so keep your driving wheels on the track. A 3rd area was agreed just short of the 3rd gate for HGs, although they rarely use this site. Turn around before parking and give priority to hang-gliders. Unfortunately you can't see the parking area from the road so you may be wasting your time if there isn't room.

Telephone Lea Yeat. Poor mobile phone reception.

Capacity Space for about 12 gliders.

Hazards Tricky bottom landing. Paragliders can slope-land part way down the hill.

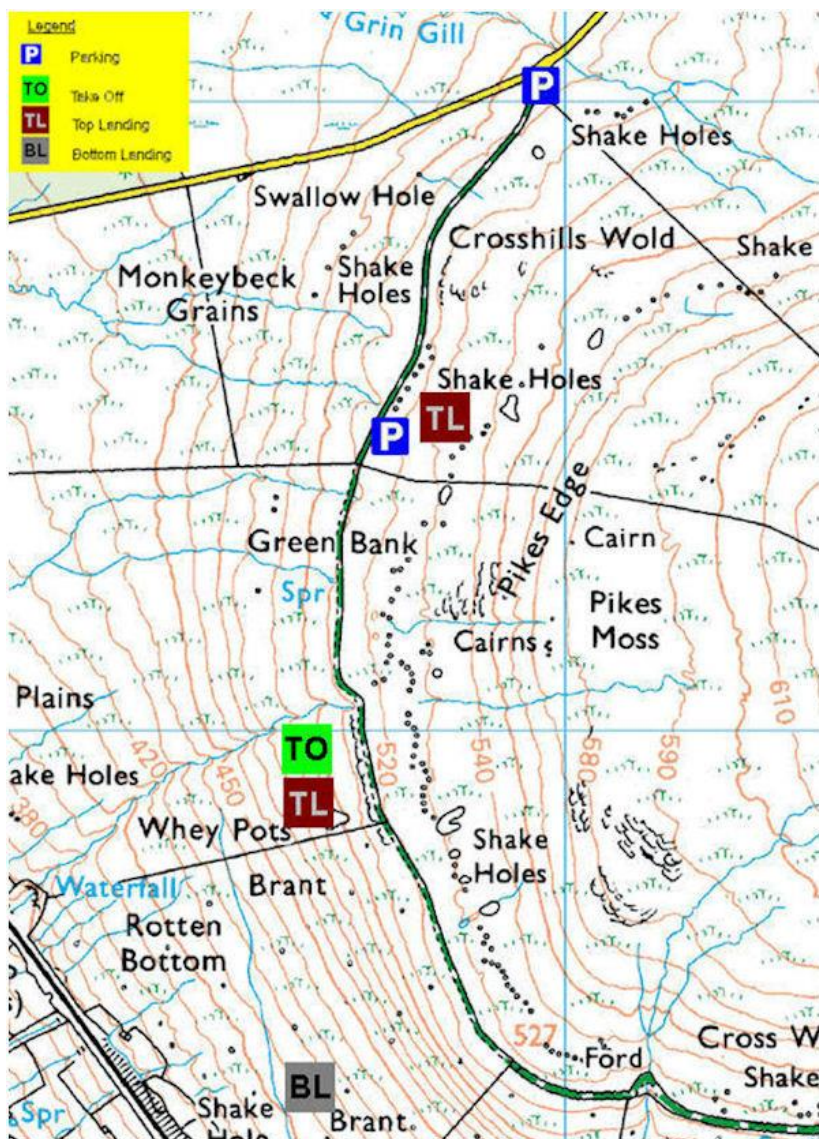
Rules Do not block the track. Keep the gates closed.

Comments This is a good alternative SW site when Stags Fell is busy.

Top landing – there is a large flat area behind the wall but keep well back in strong winds to avoid rotor from the wall. It is easy to exit this upper field at the south end of the ridge. A large opening immediately after the 4th gate gives access to the bridle way and an easy return to take-off. Landing near the parked cars can be achieved on the open fell or an easy exit can be made through the sheep pens. An obvious track leads to the pens.

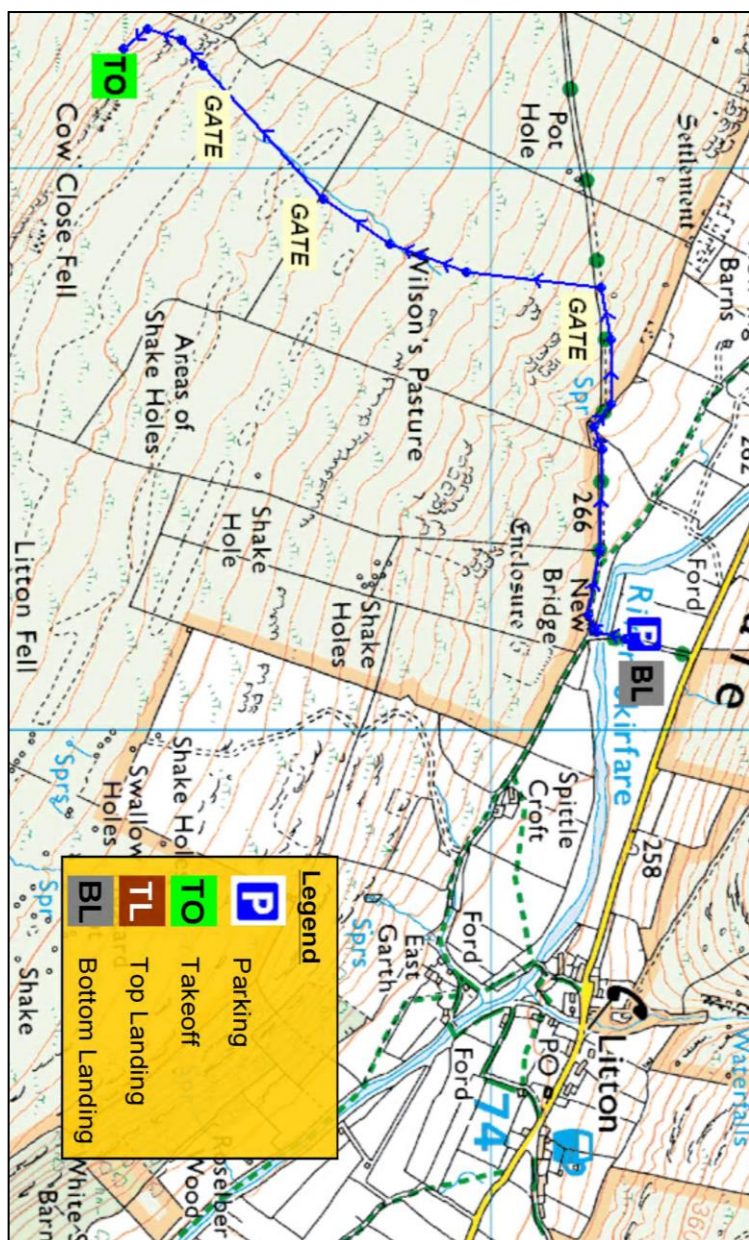
Emergency bottom landings – if you go down it is possible to land on the shallower slopes below the soaring face. Landing in the valley bottom is tricky as the fields run straight in to the river Dee. Beware of dead spots in the lee of trees. Flying back to the car is quite possible but do not fly over the road. Land in the fields alongside the access track but leave plenty of height to

turn, as you will be almost completely downwind at this point.



Site Name	Cow Close Fell
Site Code	17.003 (Use for CANP mid-week)
Grid Ref	SD 890 732
Wind Direction	NNE – NE (025 – 045)
Height	1870ft AMSL 300ft top to bottom of fell, 1030ft top to bottom landing field by river
Grade of Flyer	All types (except when making bottom landings)

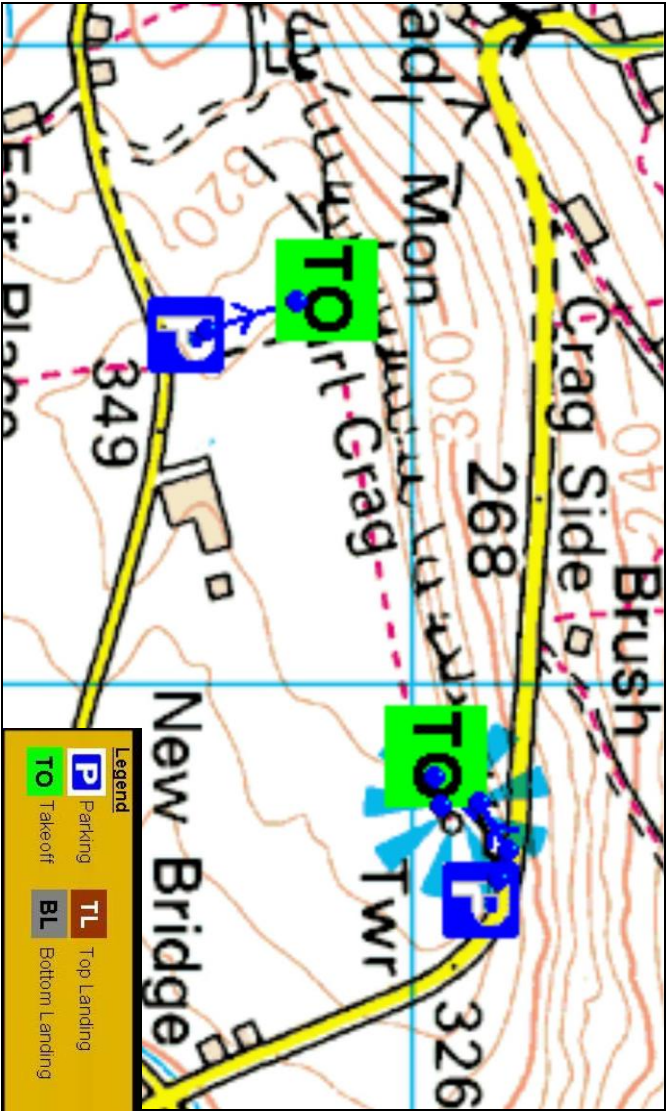
Parking	Go through Litton and park at the bottom of the track before the river, preferably on the right and without blocking the track, gates or the fell track.
Access	Via gates to the left from SD 885742 and onto the fell.
Telephone	Litton
Capacity	Plenty, but the landowner has requested a limit of 6 pilots on the hill at any one time.
Hazards	VERY bad turbulence can occur in the valley bottom in strong winds, especially under wave conditions. A wire fence runs along the bottom of the ridge; make sure you are aware of its position before flying, as it is difficult to spot from the air.
Rules	Landings are permitted only in the large field in the valley bottom. Collapse gliders on landing, de-rig and remove from field as quickly as possible as the farmer does not want to attract spectators. This, of course, does not apply to top and bottom landings on the fell itself. The farmer is also concerned that livestock are not unduly disturbed. This is particularly acute in the landing field. Do not climb the wire fence along the bottom of the ridge, use the gates at the NW end. DO NOT CLIMB WALLS. FOLLOW THE COUNTRYSIDE CODE.
Comments	A long walk. On sunny days, mowed fields in the valley bottom can give good lift.



Site Name	Cowling & Sutton Pinnacles
Site Code	17.061 (Use for CANP mid-week)
Grid Ref	SD 988 430
Wind	NNW (330 – 010)
Direction	
Height	1155' (350m) AMSL, 245' (75m) Top to Bottom
Grade of	HG – advanced, soaring only.
Flyer	PG – CP +15hrs.

- Parking** At the side of the road that ascends the face of the hill diagonally from Cowling, or to the rear of the hill one (boggy) field away from the Cowling Pinnacle end. This is reached by turning right at the first crossroads after ascending the hill by road.
- Access** Through the quarry at the top of the road then over the stile by the tower on to the grassy area, or by the boggy footpath from the road to the Cowling Pinnacle end.
- Telephone** Cowling
- Capacity** In lighter winds the lift band is rather narrow.
- Hazards** Pinnacles!
Unfenced area below the hill is strewn with boulders.
No negotiated or tested bottom landing fields.
Top landings tight at tower end and rotors at Pinnacle end.
360's around the tower are dangerous.
- Rules** Pilots and spectators should not climb up the face from the walled road but use the proper footpath along the ridge.

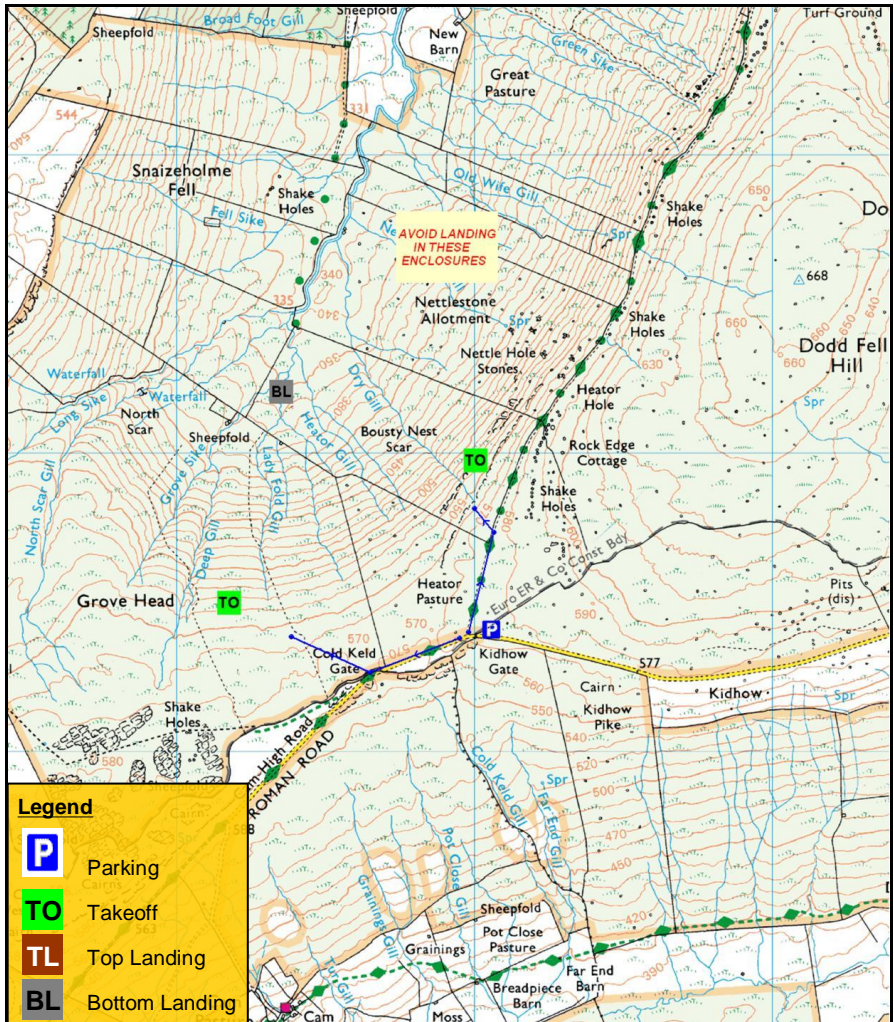
DO NOT CLIMB WALLS. FOLLOW THE COUNTRYSIDE CODE
- Comments** There have been problems with the occupier of the land behind the take-off area – do not overfly or land there and beware of horses.



Site Name	Dodd Fell & Grove Head
Site Code	17.102 (Use CANP mid-week)
Grid Ref	SD 829 838
Wind	Dodd Fell WNW (270-315)
Direction	Grove Head NNE (000-035)
Height	1815' (555m) AMSL 660' (200m) Top to bottom of fell
Grade of Flyer	HG – Expert. PG – All grades.

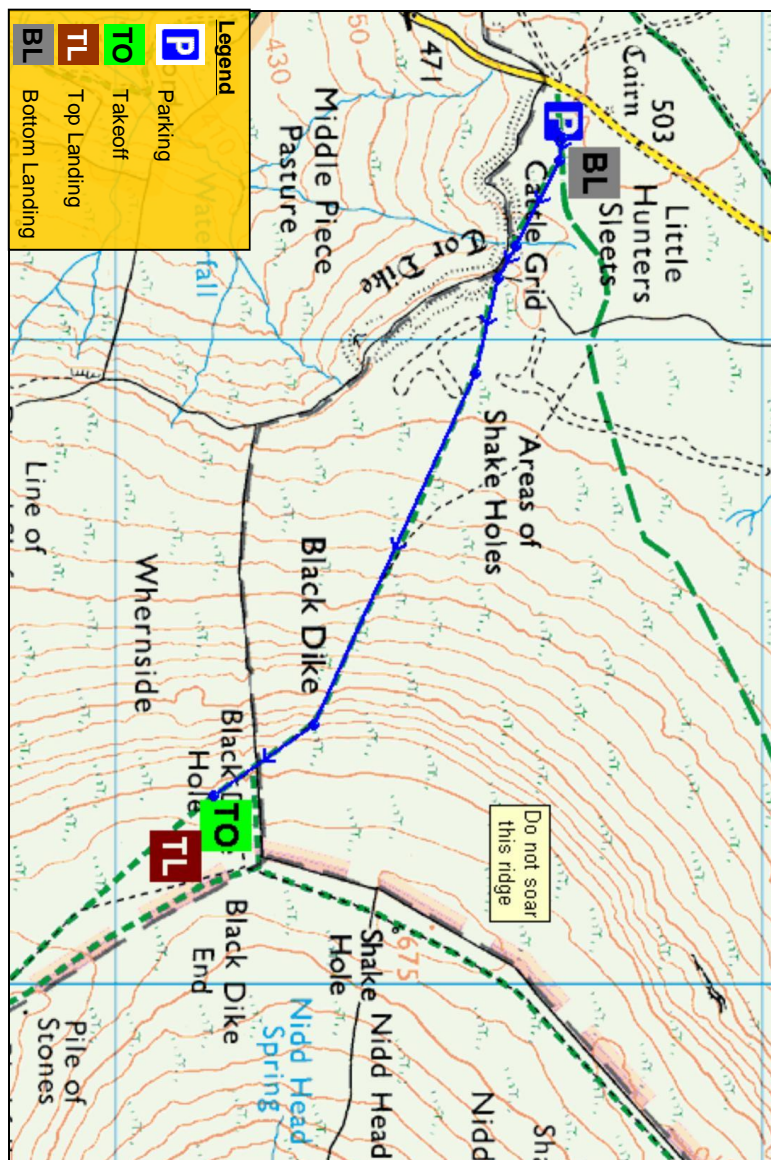
- Parking** Drive along the Cam High Road passing through several gates (close them) until reaching the Pennine Way. Park off the road on the left or right without blocking the road or the Pennine Way track.
- Access** 400m North along the Pennine Way and then through the first gate on the left; or follow the road SW for 200m and go through the gate on the right for Grove Head.
- Telephone** Hawes.
- Capacity** Large Ridge.
- Hazards** The area is well known for wave so make a good assessment of conditions before flying. Do not scratch too close to the ridge in light conditions: the stone walls are very unforgiving – leave a good safety margin.
- Rules** Do not drive vehicles along the Pennine Way.
The access enclosure is the only one with a gate onto the Pennine Way so always try to land here if you go down.
Under no circumstances climb the walls (very fragile in places) onto the Pennine Way. Paragliders can usually walk part way up the hill, re-launch and then fly back to the access enclosure.

Top landings are possible to the East of the wall along most of the ridge, but re-launching is only possible SW of the summit; beware of rotor.
- Comments** A good alternative to Wether Fell for the PG pilot and one of our best XC sites. Often flown onto from Wether Fell by Hang Gliders so keep a good look out. Valley bottom landings involve a big walk out! This is the home of the Dodd Grid Challenge, see website for details.



Site Name	Great Whernside
Site Code	(Use Grid Reference for CANP mid-week)
Grid Ref	SD 998751
Wind	WSW - W (240 - 270)
Direction	
Height	160m TTB; 660m AMSL
Grade of	All grades
Flyer	

Parking	SD 986757. Just north of the cattle grid on the east side of the road. This is also the area used for bottom landing.*
Access	Use the public right of way to TO. Very boggy most of the year. Cross the wall at the stile and T/O is just above the path a little further on.
Telephone	Kettlewell.
Capacity	About 6 on a good day.
Hazards	Bottom landing*. The wind can blow up the gully to the south of the parking area. Beware of rotor as it comes over the wall.
Rules	*The club does not have permission to park, land by the parking area or overfly the land to the north of the wall you cross just prior to reaching T/O. Individuals willing to contribute towards the upkeep of Coverdale Estate are encouraged to seek permission from the owner - Stephen Mawle. He has threatened legal action against pilots flying over his land and parking without permission.
Owners	Car parking, bottom landing and route up. Stephen Mawle: steve@lightandmotionuk.com
Comments	If you go over the back the ground is fairly barren for the first 10km and retrieve will be difficult. It may be better to follow Coverdale initially.



Site Name	Ilkley Moor
Site Code	8.058 (Use for CANP mid-week)
Grid Ref	SE 135 464
Wind	NNE - NE (020 - 040)
Direction	
Height	1015' (310m) AMSL, 165' (50m) Top to Bottom
Grade of	PG – Soaring
Flyer	HG - Expert

Parking By the road or in the Cow and Calf Carpark.

Access Path from road.

Telephone Cow and Calf Hotel.

Capacity Conditional (3 - 6).

Hazards Bottom landing slopes down to the road; beware of traffic. Rotor at top behind rocks. Rocky and bracken covered slope can give PG pilots problems on TO and landing. Bracken looks soft ... hidden rocks aren't!

A very popular spot with tourists, hikers etc. so keep a good lookout when landing, especially for courting couples.

Rules Permission to fly is only really available for the ridge to the left of the rock this being owned by Bradford Council. The farmer who owns the land to the right of the rock is not happy for us to fly there since this is being developed into a grouse breeding/shooting moor.

There are stables on the far side of the road and horse-riders often use the moor. Keep a good lookout for them and halt flying activities if they are close by.

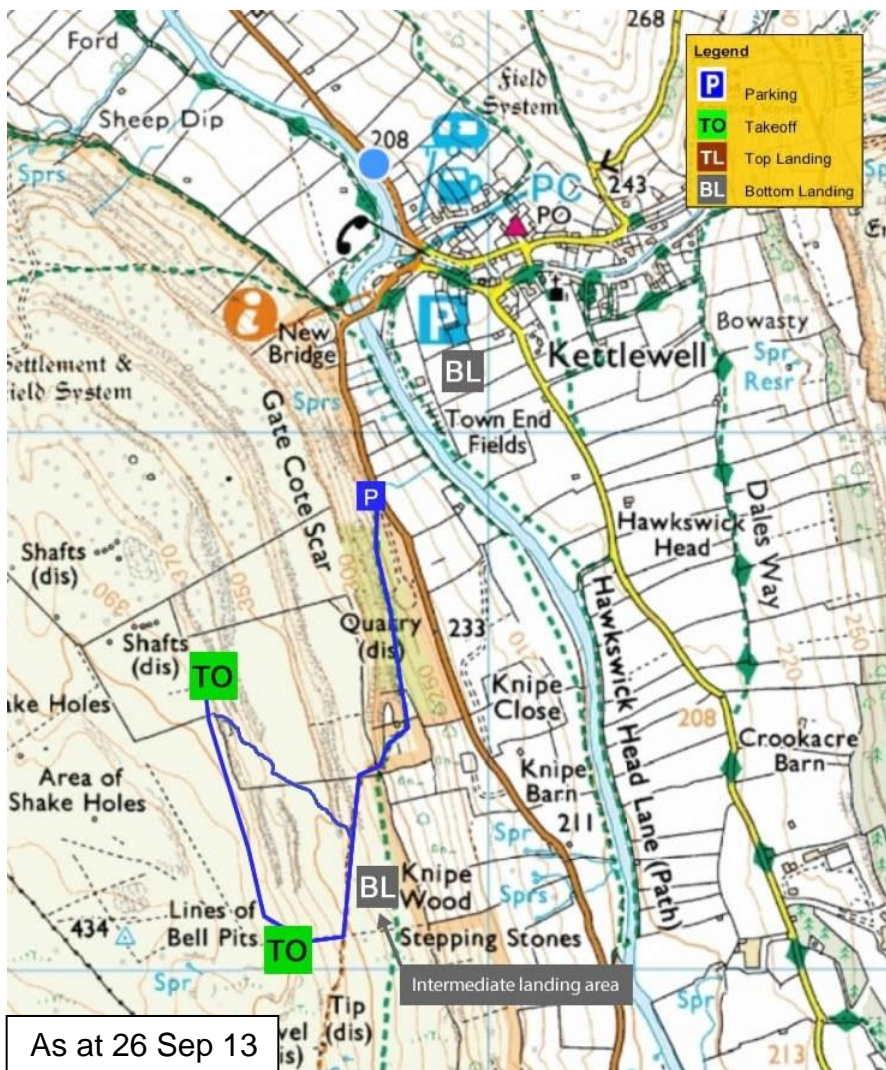
Comments **Within the Leeds/Bradford CTZ.** No limit below 100'AGL. If you think you may be able to get higher phone ATC on 01133 913282 at least 15mins prior to flight. If approved you will be cleared to not above 1,500' QNH (they will give you a pressure setting) within 1 mile (1.85km) radius. If you are in any doubt about setting QHN stay below 1,000' AMSL (set using map or GPS). Close booking afterwards. **No XC.**

Owners Bradford City Council.



Site Name	Kettlewell
Site Code	
Grid Ref	SD 967711
Wind Direction	ENE - E (060 – 100)
Height	1300 (405m) AMSL, 600 (200m) top to bottom.
Grade of Flyer	Experienced only. Not a good soaring site: mainly used as a trigger point for XC flights

Parking	Parking is very limited where the path meets the road or in the layby opposite. Do not block the gate or cause an obstruction. Alternatively park in Kettlewell village.
Access	Walk along the public footpath through the wooded area. Continue along the path through the disused quarry and over the stile onto the fell. Follow the path another 200m, then bear right to take-off.
Telephone	Kettlewell. Poor mobile phone reception.
Capacity	Three in good conditions, but only one if it's scratchy.
Hazards	<p>Rotor behind the crags and the wooded area in front of take-off.</p> <p>Buildings and the road near the bottom landing field.</p> <p>The site can be VERY turbulent. There are a lot of obstacles to the airflow (trees, small cliff shelves). When soaring you can easily fall out of dynamic lift into dead air, and then you need to make a very quick decision to slope land or fly out.</p> <p>It's only flown in light to moderate winds/ thermic conditions. Expect it to be very unpleasant in strong winds.</p>
Rules	Do not block the track. Keep the gate closed. The bottom landing field is some distance from take-off. Always ensure you can make the landing field on a straight glide. If lift disappears land on flat area in front of take-off.
Comments	You can also park in the bottom landing field at Windbank and walk up to Windbank, then over the stile and down the footpath to take-off. Lots of places to get refreshments in Kettlewell.



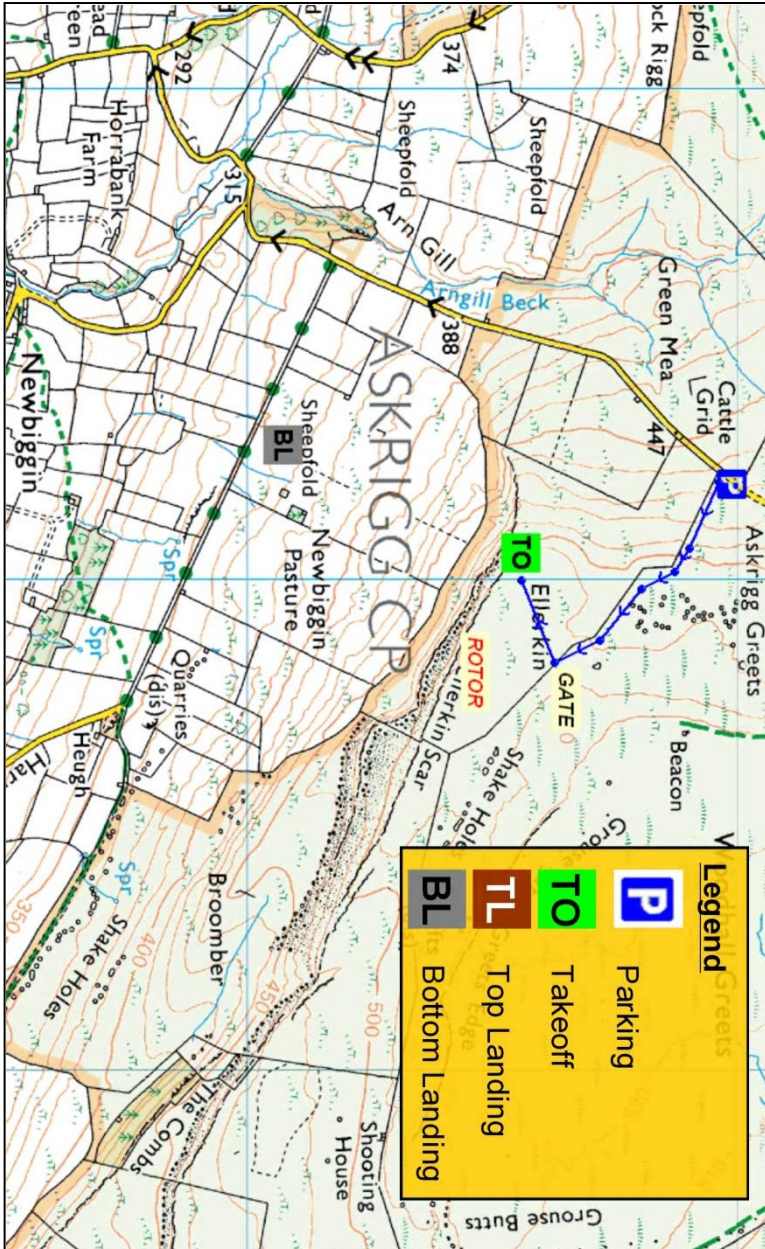
Site Name	Kilnsey
Site Code	
Grid Ref	SD 971679
Wind Direction	SE (115 – 145)
Height	960' AMSL. 360' Top to bottom.
Grade of Flyer	Experienced only.

Parking	Take the road between the Trout farm and the Tennant Arms. Drive up the hill and park either at the old quarry entrance or where this track meets Mastiles Lane. Do not block the tracks.
Access	From the quarry entrance walk diagonally up the hill on sheep tracks. Take-off on the grassy slope once well clear of the quarry. In light conditions it is best to walk to the top (where the shoulder meets the ridge). Be wary of going further since the sharp edge could generate rotor.
Telephone	Tennants Arms in Kilnsey. Poor mobile phone coverage.
Capacity	1 or 2 in light conditions. Up to 4 in good conditions.
Hazards	Numerous trees and especially the one in the lift band just in front of the ridge. Trout ponds and wires. Wires running along the eastern side of the landing field. Trees and road running along the western side of the field.
Rules	The bottom landing field is some distance from take-off. Always ensure you can make the landing field on a straight glide if the lift disappears. Other options are very limited. Although the landing field points into wind it is quite narrow with wires on one side and trees on the other. Use the gate at Scar Lathe to enter/exit the landing field no matter how desperate you are for a beer!
Comments	Slope/Top landing is possible on the shoulder between T/O and the quarry. Beer in the Tennant Arms is expensive!



Site Name	Nappa Scar
Site Code	17.069 (Use for CANP midweek)
Grid Ref	SD 960 925
Wind	SW (210 - 240)
Direction	
Height	1675' (510m) AMSL. 525' (160m) Top to Bottom. 1020' (310m) Top to valley bottom
Grade of	PG – Experienced
Flyer	HG - Experienced

- Parking** Follow the Reeth road from Askrigg and park at the side of the road where the wall on the right side of the road ends.
- Access** From the parking spot follow the wall across the moor until a gate is reached. Go through the gate (please close) and walk to the top of the ridge.
- Telephone** Askrigg
- Capacity** In light conditions no more than 5.
- Hazards** The site has sharp crags below the top crags. Severe turbulence may be experienced if trying to scratch, especially when the wind is off the face.
- SEVERE ROTOR has been reported on the top, especially in strong winds and extending a fair way back.
- If you don't want to land at the bottom, fly back towards the parking area and land just before the road.
- Rules** No XC flights between Aug - Dec (shooting season). From Jan - Jul XC flights are permitted; attain at least 1,000 feet ATO before going over the back (to be sure of clearing the moor) going towards Swaledale. No low flights or landing on the moor in any circumstances.
- Comments** Beware of turbulence (especially if the wind is slightly off) and rotor. An under used site with good XC potential for open distance, and possibly a moderate triangle!



Site Name	Nont Sarahs
Site Code	8.012 (use for CANP mid-week)
Grid Ref	SE 018 137 (Sheet 110)
Wind Direction	SE - SW (135 – 225)
Height	1479' (451m) AMSL. Top - Bottom: 350' (108m)
Grade of Flyer	HG – Experienced. PG – CP +15hrs.

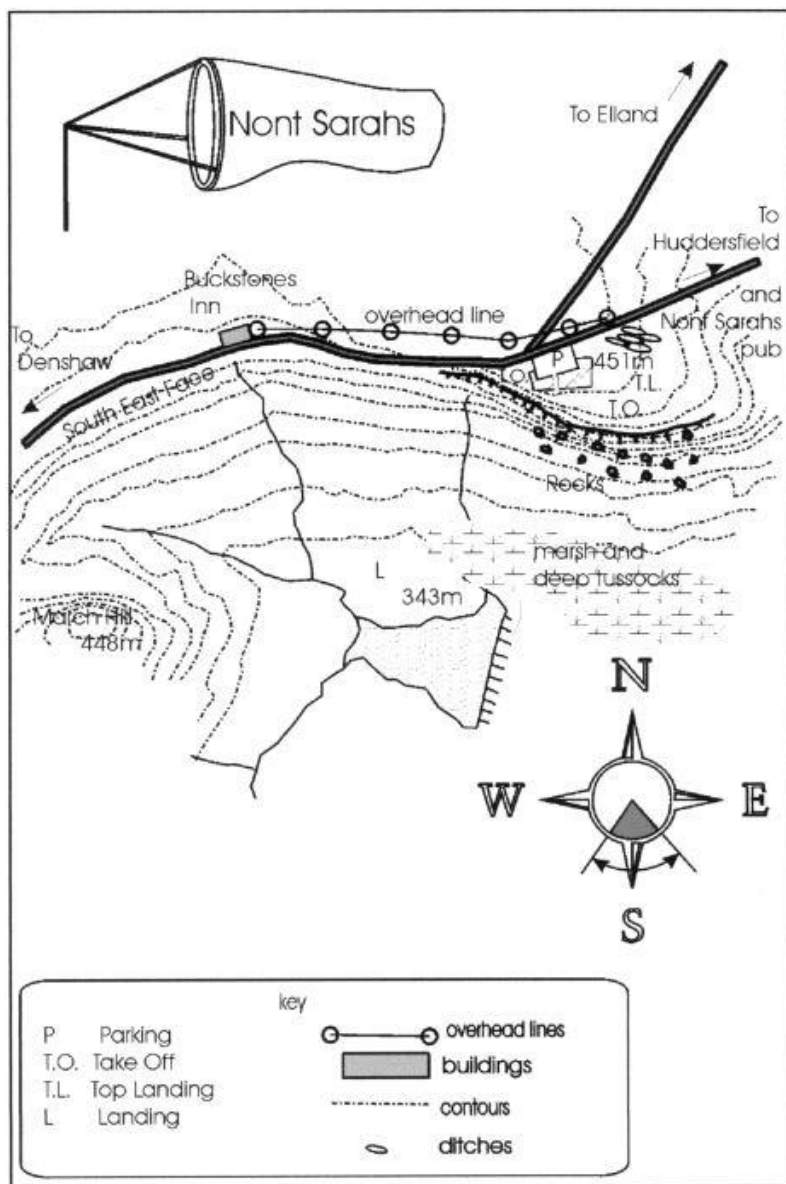
Access Park only in the car park. Do not enter the adjacent enclosures, which have been fenced off by the National Trust to combat erosion. Rig well back and immediately to the left of the fencing leaving plenty of space for take-off and landing.

Flying **HG.** The principal take-off is directly in front of the rigging area, behind rocks, which can cause rough air in strong winds. Find somewhere you can hold your wing steady then make a committed take-off. Check that there are no PGs lurking below the rocks to the front. Bottom landing is tricky. The land slopes down to the reservoir and is too boggy and tussocky to run out a landing. The safest place to land is on the undulations above the reservoir, heading across the main slope.
PG. Do not take-off part way down the slope in front of the HG take-off area. Landing elsewhere is straightforward but beware of the boulders, (many hidden amongst the summer bracken). In light conditions, PG pilots should give consideration to HG, for whom access to top land is vital; landing below the top is far safer for the PG than it is for the HG.
The bowl to west of the pub can be flown in SE winds, but landing HG there is not easy.

Hazards If the wind is off to the west, do not fly behind March Hill, as it can be very turbulent.
This site is definitely not for the novice or rusty pilot. Ask for advice if you are new to the site, even if you are experienced. Confirm that aero-modellers will keep to the E of the site **before** flying. This site is well known for wave conditions.
Manchester TMA 3500ft, only 2000' (610m) ATO). Check air charts.

Rules Full PENNINE and DALES members only.
Do not approach low over the car park.
Watch out for the road and power cables.
Avoid becoming trapped behind the ditches or the road in strong winds.

Managed by the PSC - check their website for the latest info.



Site Name	Pule
Site Code	8.062 (Use for CANP mid-week)
Grid Ref	SE 033 104 (Sheet 110)
Wind Direction	W (260 – 280)
Height	1434' (437m) AMSL. 252' (77m) Top to Bottom.
Grade of Flyer	HG: Experienced. PG: CP.

Parking Park on the Manchester Road at the foot of the hill or in the car park at the junction of Manchester Road and Mount Road.

Access If the hill is soarable, there is an easy take-off on the front of the hill but beware the cables running parallel to the road. Take-off on the pimple is permitted but stick to the path through the SSSI and then try to pick different routes up the hill so as to minimise erosion. The National Trust is implementing experimental fencing.

The top landing is extremely small and renowned for a vicious rotor in fresh winds. The wider flatter area to the north has an extensive area of rotor with turbulence behind the quarry. Prepare for an emergency landing if caught out here. In increasing winds it is best to fly off south to the bottom landing over Mount Road.

Afternoon thermals can be small and punchy, keep away from the edge even if it does mean the possibility of a cross slope landing if thermals are likely.

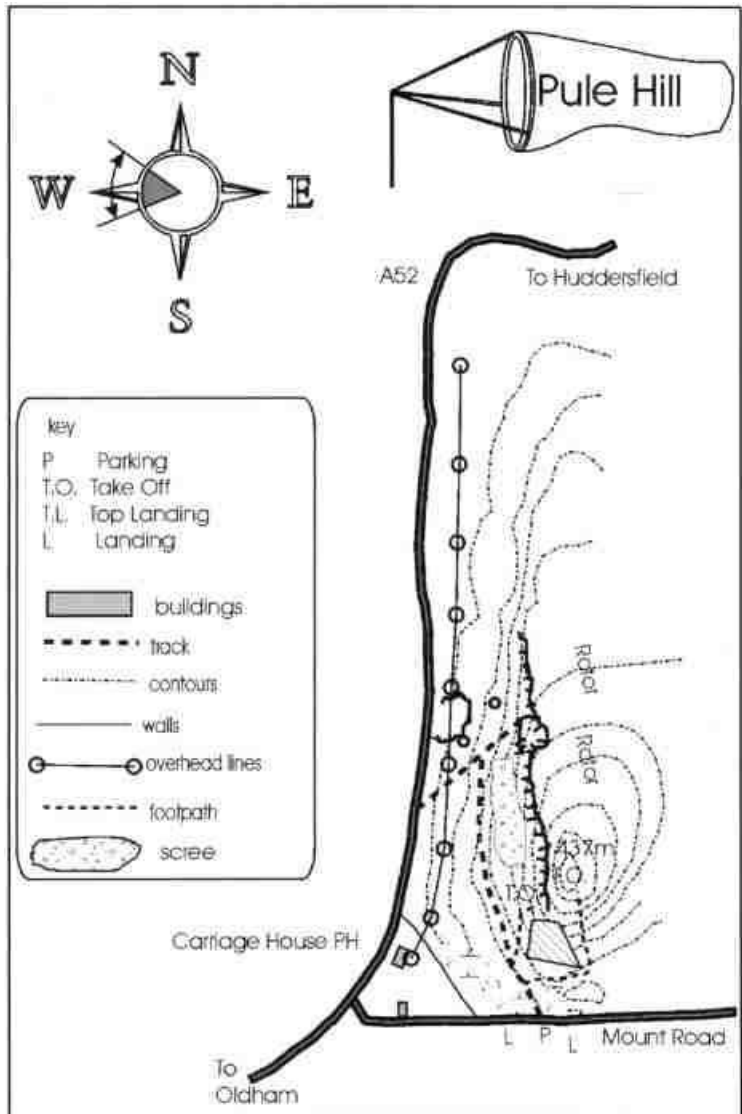
Capacity No more than 8 rigged gliders permitted at any time.

Hazards Beware the cables running parallel to the road between the edge and the road. There are some very big boulders at the foot of the hill - don't get too low.
Model glider clubs regularly uses the site.
Beware of the shooting range just beyond Marsden, approx. 4 miles.
Manchester CTA at 3000ft alt, just 1500ft (460m) ATO.

Comments This site is managed by the PSC. Check their website for the latest information.
Be aware of the SSSI (Sites of Special Scientific Interest) on the south side of the hill, marked in diagonal lines on the map.

The site is delicate due to areas designated as SSSI. Any action that may cause erosion in these areas is to be avoided at all costs.

Big distances have been recorded from this site (HG/PG - 93/48km).



Site Name	Semer Water
Site Code	17.008 (Use for CANP mid-week)
Grid Ref	SD 909 880
Wind	SE (115-155)
Direction	NNW (330-360)
Height	1610' (490m) AMSL. 260' (80m) to Hawes End. 310' (95m) to base of hill. 625' (190m) to bottom landing area. 395' (120m) to NNW landing.
Grade of Flyer	PG – All grades. HG - Reasonably experienced.

Parking Park by the side of the road at Hawes End. Do not block the gates or the road.

Access Over the strengthened wall point 10M west of the road bend.

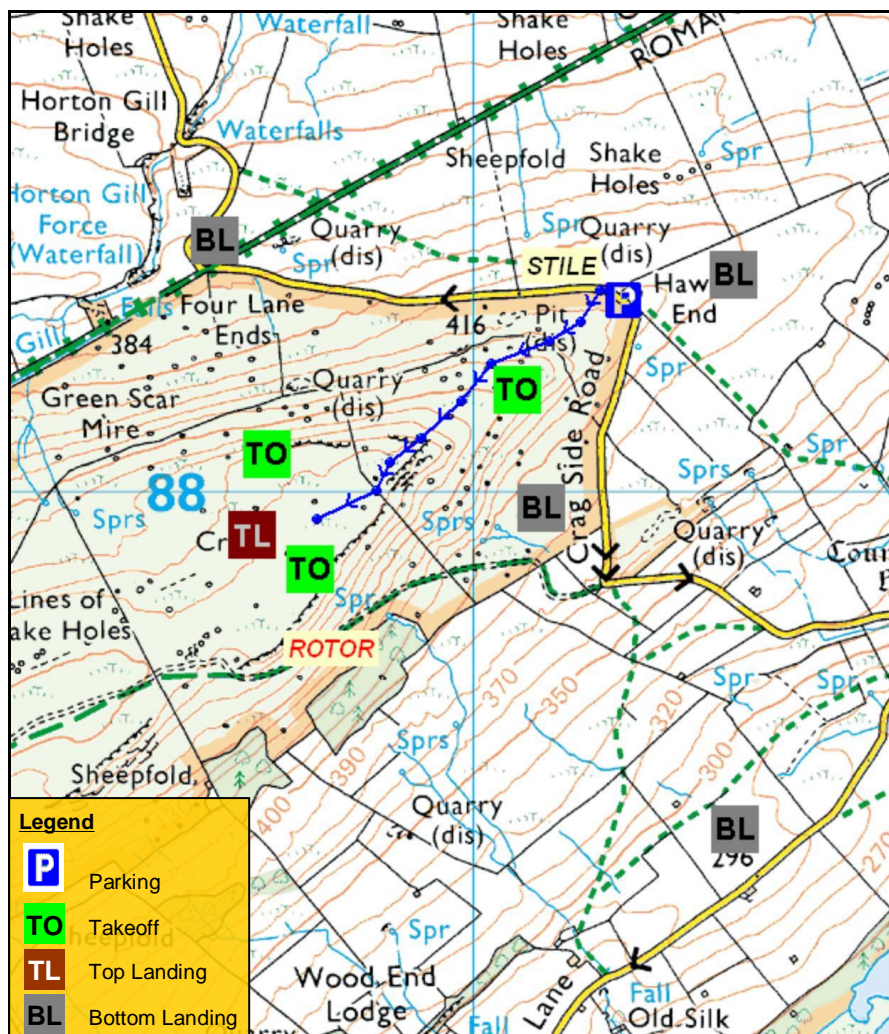
Telephone Countersett

Capacity About 12 Gliders in good conditions.

Hazards The small quarry between shoulder and top ridge can be rough. Very severe rotors at the access end of the top ridge. Beware of letting yourself get too far back, as there is a danger of stalling violently here.
The trees below the edge produce rotor and dead air, so do not fly behind them at below ridge level.

Rules This site can be especially sensitive at lambing time. Please check the website traffic lights prior to flying between Feb – May: the site may be closed.
Only land in the bottom landing field when it is clear of cattle. Also do not use it when in hay (Long Grass). Landing at the lakeside is prohibited. Only land in the NNW landing field when it is clear of stock.
Although we cannot park in the field at Hawes End you may land and pack up there.

Comments A near top access site so popular with HG. On a good day it is likely that you will be able to launch from the shoulder and fly to the top. In lighter conditions it is worth walking to the top.



Site Name	Stags Fell (Full DHPC Members Only)
Site Code	17.009 (Use for CANP mid-week)
Grid Ref	SD 870 927
Wind	SSE - WSW (160 - 250)
Direction	
Height	1575' (480m) AMSL. 790' (240m) Top to Bottom.
Grade of Flyer	PG – Experienced only. HG – Expert.

Parking In one of the 2 small car parks on the left, just before the cattle grid, on the Hawes to Muker road. Please do not drive up the track.

Access The easiest way up is to walk round the barrier and up the track, forking right at the top of the ridge. PGs should not be tempted to walk too far along the ridge as the sharp edge makes canopy inflation difficult – stick to the small mound, unless the wind is well off to the south in which case you will have to walk some distance around the corner.

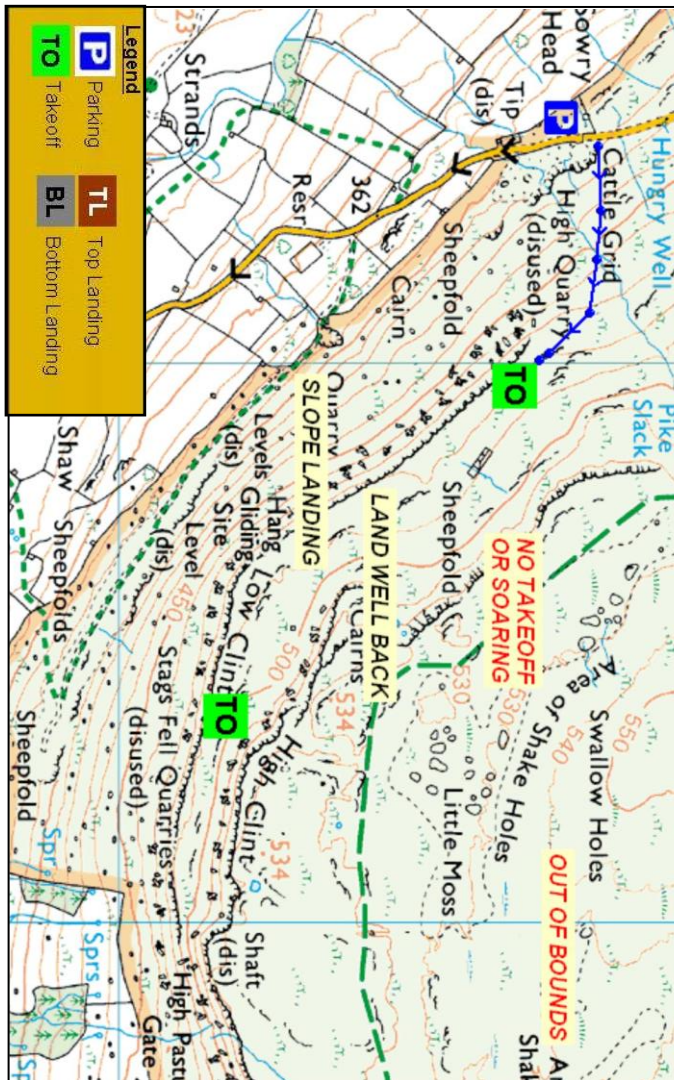
Phone Simonstone.

Capacity Maximum of 12 pilots on the hill at any time. Consider Nappa Scar, Brant Side or Addleborough as alternatives if it's busy.

Hazards Rotor on top landings.
PG generally top land or slope land on the ledge – beware boulders.
Hardraw and Sedbusk BL are designed for HG and make for an interesting and worthwhile sled ride at the end of the day. Before flying down, check with someone who knows the landing field well, or fly down with them as both fields are unclear at take-off.
Hardraw – sloping/wires/turbulent in WSW.
Sedbusk – a large enough pasture on the Hardraw to Askrigg road, next to the Sedbusk turn off. Beware of dead air behind the plantations on the Southerly hillside when flying down across the face. The access gate is not at the bottom (flat bit) of the field!

Rules FULL DHPC MEMBERS ONLY. All pilots, helpers and spectators must stay off the open moorland, due to grouse management. No XC flights between Aug - Dec (shooting season). From Jan - Jul XC flights are permitted; attain at least 1,000 feet ATO before going over the back (to be sure of clearing the moor) going towards Swaledale. No low flights or landing on the moor in any circumstances. Take-off and soaring the top cliffs is STRICTLY PROHIBITED. Endangered Golden Plovers are rumoured to nest

there. Please display the DHPC sign when flying this site. It is kept in the culvert at the base of the wall adjacent to the cattle grid gate, just down the bank.



Site Name	Tailbridge Hill
Site Code	17.075 (Use for CANP mid-week)
Grid Ref	NY 804 050
Wind	SW – W (225 – 270)
Direction	
Height	1740' (530m) AMSL. 295' (90m) Top to Bottom
Grade of	PG – All grades.
Flyer	HG – All grades.

Parking Off the road at the South end of the site.

Access The B 6270 runs from top to bottom.

Telephone Nateby.

Capacity Max of 12 pilots.

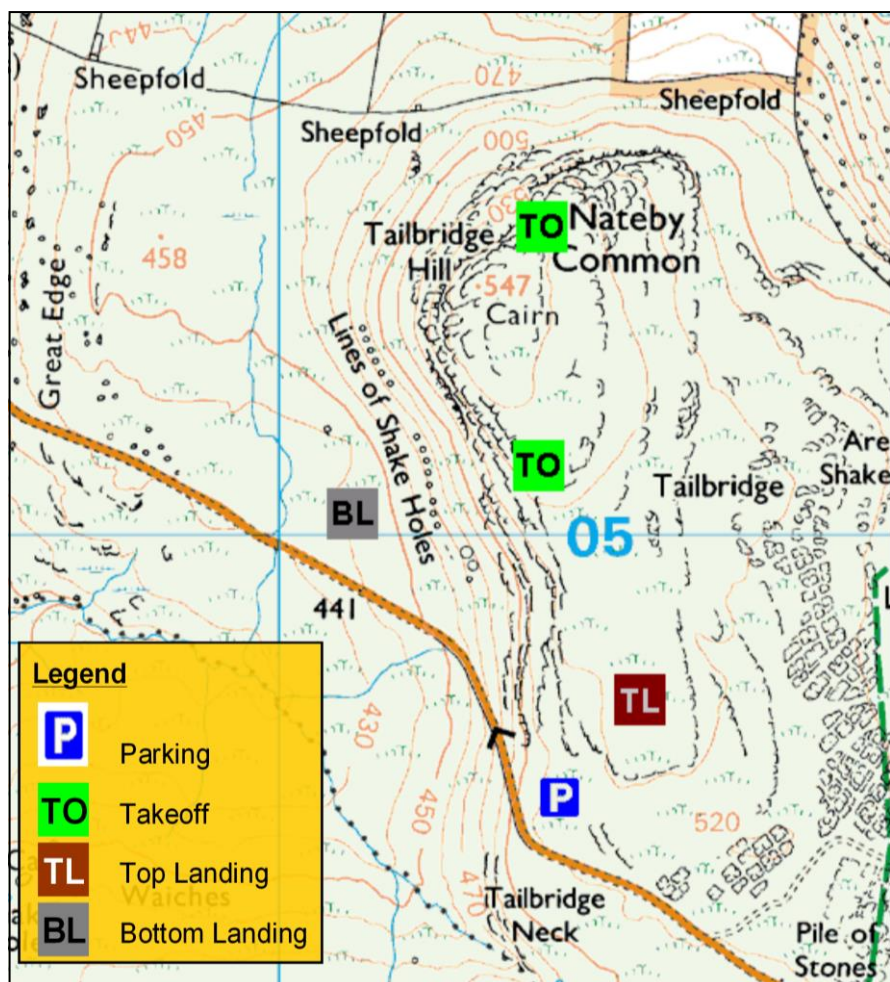
Hazards Exposed limestone in the launch area has wrecked gliders and lines, pick your launch spot carefully.

Possible rotor on take-off near the road, walk to the North for a smoother edge.

Rules If flying on to Mallerstang Edge keep well away from the face of Mallerstang as Peregrine Falcons nest there.

Comments The site is shared with the Cumbrian Soaring Club.
The farmers have expressed concern at occasional crowding at this site.

There is a small NW face that has been flown occasionally.



Site Name	Wether Fell
Site Code	17.017 (Use for CANP mid-week)
Grid Ref	SD 868 867
Wind Dir.	WNW (280 – 310)
Height	1880 ft AMSL. 920ft top to bottom. 660ft to mine workings.
Grade	Soaring.

Parking Drive along the Cam High Road (Roman Road) through the walled section, and park by the gate (marked DHPC) without blocking the road. Cars should only be parked on the NW side of the road to avoid obstructing the farmer and other users.

Access A short and sometimes boggy walk gives best access to highest and steepest part of the hill.

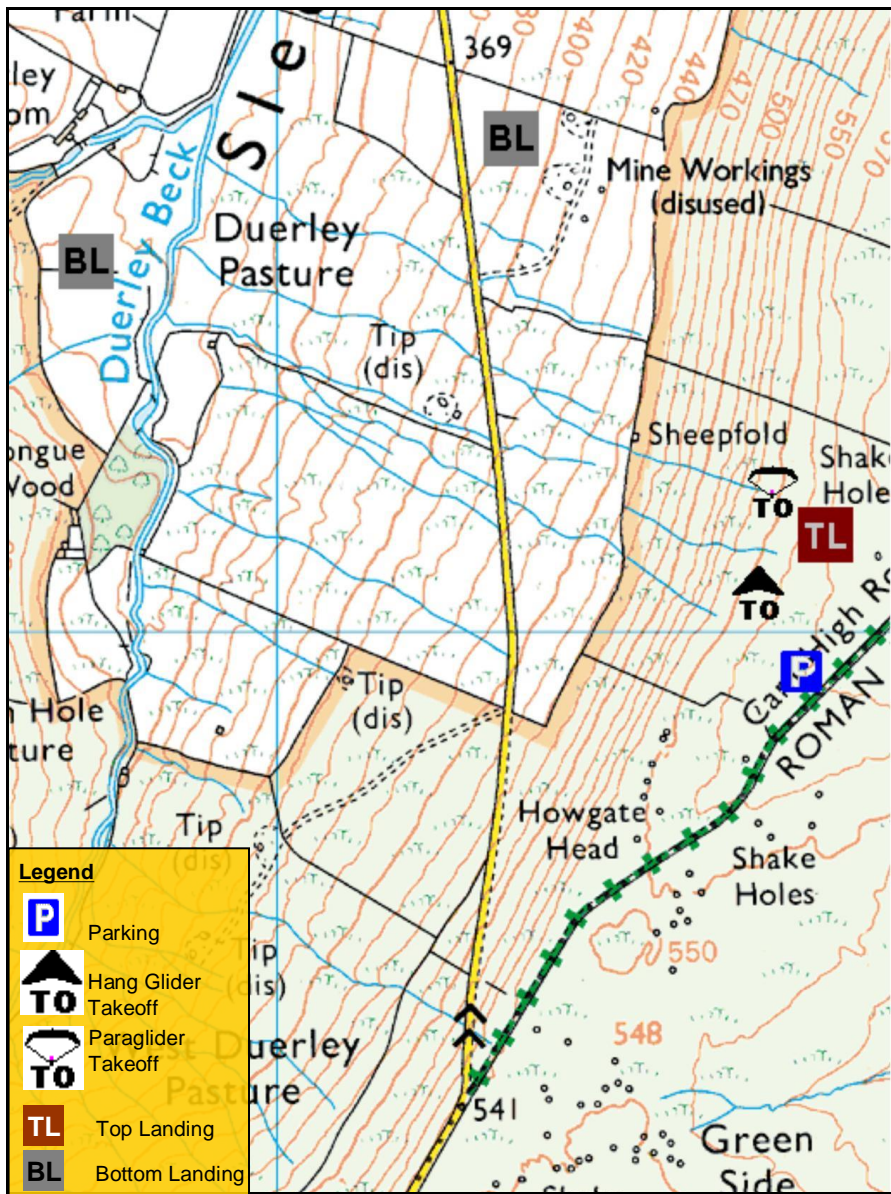
Telephone Hawes (N) or Oughtershaw (S)

Capacity About 20, although competitions have seen a lot more.

Hazards At the SW end of the ridge pilots can startle unsuspecting car drivers coming over the blind brow.
Paragliders can land in the field with the disused Mine Workings although this requires a slope landing technique. The Duerley Beck field is the preferred bottom landing field for hang gliders. Do not allow yourself to drift behind the Cam High Road wall. For hang glider top landings a crosswind tracking approach is recommended.

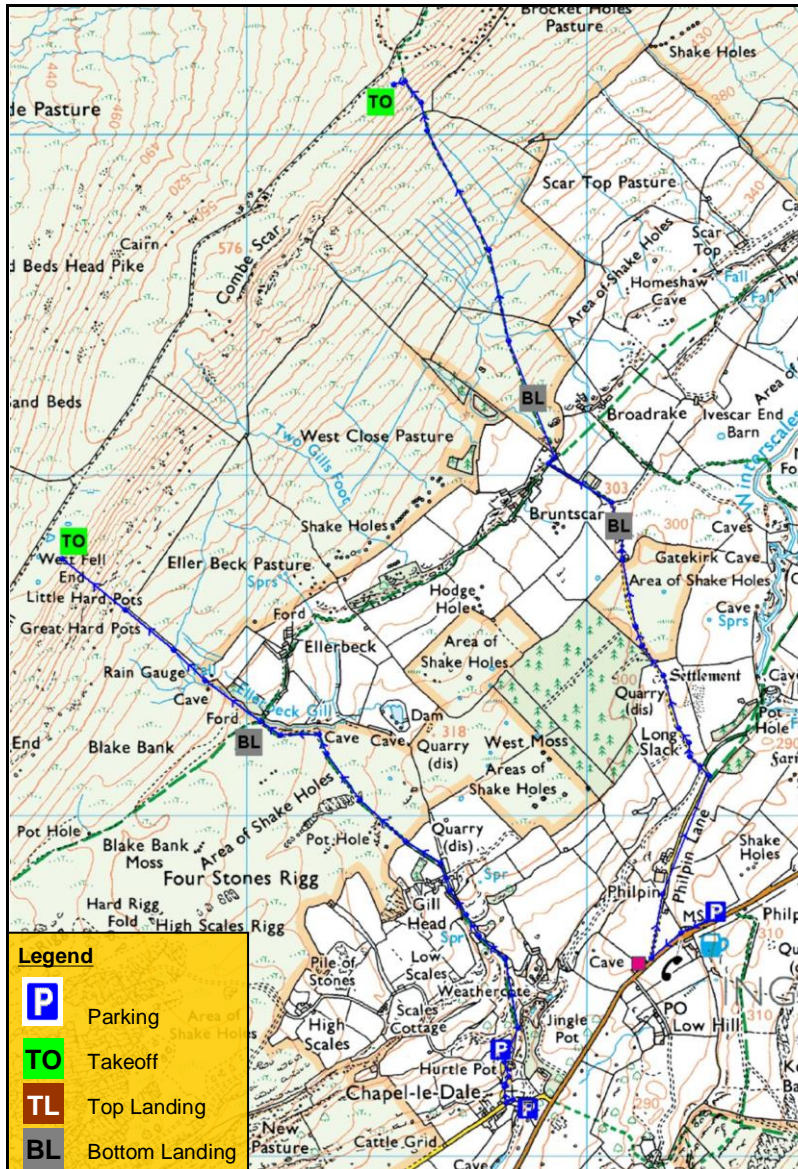
Rules This is justifiably our best HG site. To avoid conflict, paragliders should prepare, launch and TL to the north of the prominent 'flat' area whilst hang gliders use the area to the south. Don't scratch or ground handle in front of the hang glider launch/top landing area where you might be out of sight of launching gliders or block a pilot's overshoot.
The high ground (Drumaldrace) immediately behind the northern part of the ridge is used for shooting on some Saturdays during the shooting season. Avoid overflying this area low if thermalling back when there is a shoot on.

Comments A site which is famous for wave; so make a good assessment of the conditions before flying. Dodd Fell is a good alternative for a paragliders when this site is busy. Watch out for gliders going XC from Dodd Fell.



Site Name	Whernside
Site Code	17.010 (Use for CANP mid-week)
Grid Ref	SD 725 788
Wind Dir.	E - SSE (090 – 155)
Height	Whernside summit 2429ft AMSL. Take-off 1750ft AMSL. Take-off to bottom landing 595ft.
Grade of Flyer	All grades.

- Parking (1)** A number of options but all involve a long walk. On any day except a Sunday you can park in the church carpark in Chapel-le-Dale (feel free to make a donation). There is room for about 3 cars further up the track on the left just below the 'PRIVATE ROAD, ABSOLUTELY NO MOTOR VEHICLES' sign.
- Access (1)** Walk up the obvious bridleway to Ellerbeck Farm. Then at the BL keep the wall on your right and walk straight up the hill. A flat area 30m below the main ridge is a good resting place.
- Parking (2)** Another option is to get dropped off/picked up at Bruntscar (SD 739790). Please, please do not park anywhere on this route. It is used by literally hundreds of walkers each day and if they see one car parked there they all think that they can do the same. The Hill Inn car park is for 'patrons only', but there are a couple of lay-bys just above it. Walking from here takes about an hour.
- Access (2)** Walk up the obvious path. A steep climb brings you onto the shoulder. There is a perfect take-off about 50m to the left. Whernside can be subject to strong compression but if you walk another 100m there is another lower area, which may make launching easier. The best landing field is the one just short of the 'Private Land No Parking' sign but if you can't penetrate that far the first field that you walk through on your way up is flat near the bottom; just watch out for boulders and pot holes!
- Telephone** Hill Inn
- Capacity** Limited only by the walk up. On a good day almost 5km of ridge is soarable.
- Hazards** Pilots (especially paragliders) should be aware of the severe wind gradient that is often present. In soarable conditions, do not be tempted to launch from the ledge half way up the hill, always walk to the top and check the wind speed before launching.
- Rules** We are no longer allowed to drive up to Ellerbeck (except when pre-arranged for competitions).
You may drive to Bruntscar but do not park on this route.
- Comments** Whernside has the edge over Semer Water in light conditions or if the wind is off to the East. Don't be put off if there is no wind in the BL field – it may well be soarable at the top.



Name	Windbank/Hawkswick
Site Code	17.011 (use for CANP mid-week)
Grid Refs	Windbank - SD 966704. Hawkswick – SD 951713
Wind Direction	SW (205 – 245)
Height	Windbank – 1230' (370m) AMSL. 450' (135m) Top to Bottom. Hawkswick – 1290' (395m) AMSL. 625' (190m) Top to Bottom.
Grade	All grades.

Parking	Windbank – a few meters above or below the road, be careful not to damage the turf (see Rules for parking fee). Hawkswick – drive across to S side of the river, via the bridge, and park in the grassy area opposite the village.
Access	Windbank – walk straight up the hill and find the new ladder stile (the route via the old strengthened wall point on the left is also OK). Then keep the wall on your left until you reach the public footpath and another stile that leads to take-off. Hawkswick – via public footpath between farm buildings, then left up a private track across the face of the ridge.
Telephone	Conistone or the Tenants Arms at Kilnsey. Good mobile sig.
Hazards	South of the road at Windbank there is a steep drop into the river, so the wider area to the E of the nursery slopes should be used as this affords a larger flat area than the plantation where the cars are parked. Beware of rotor behind the crags and plantation at Knipe Scar. Beware of the cable in the bottom landing field at Hawkswick.
Rules	Please do not park, ground handle or land at Windbank during Jan/Feb due to shooting. The plantation contains game birds and the surrounding fields are particularly sensitive. You can still access Windbank take-off (or Hawkswick) from Hawkswick where there is car parking and bottom landing. Flyers must land before reaching the road, and avoid cars and people in the landing area! A fee of £2 is charged for parking at Windbank, this should be collected up at the end of the day and taken to Mr Dibb (large farm with cattle sheds opposite Kilnsey Crag).
Owners	Mr J. Dibb, Old North Cote Farm, Kilnsey
Comments	Trees are being planted below the Hawkswick ridge to repopulate the hillside. This may affect flying in future.

