

Rowter Farm Landing Field and Edale/Hope Valley Site Safety

With the close proximity of Mam Tor, Lord's Seat, Rushup Edge, Treak Cliff and Longcliff, Rowter Farm has a relevance to all these sites.

The landing field at Rowter is the large triangular field to the West of the farm complex. It is bounded on its East side by the driveway from the main road.

View it on Google Maps here:

<https://www.google.co.uk/maps/@53.3365589,-1.8101477,667m/data=!3m1!1e3>

It is sometimes used as an "over the back" landing option when Lord's Seat is flyable (a planned small XC hop, as opposed to running away if blown back). It can be used from Rushup if you can keep height and push into wind.

It's also a landing option from Mam Tor, Treak Cliff and Longcliff. In fact, if trying to avoid going to the bottom landing field, it is a preferable option to Windy Knoll, because...

Windy Knoll is often seen as a benign place, and when landing there from good soaring on Rushup Edge in a Southerly, it most usually is.

Using Windy Knoll as an option for landing from Mam Tor in an Easterly - there is a high chance of rotor behind the spine that bounds the landslip face. This should only be attempted by experienced pilots fully aware of the risks (and how to avoid them) and prevailing conditions.

Using Windy Knoll as an option for landing from Treak Cliff in an Easterly - there is severe rotor behind Treak Cliff - you need plenty of height (site guide suggests the height of Mam Tor) to get over this rotor to reach Windy Knoll.



For all the above sites, the more Northerly component the wind has, the more the risk increases that the whole of Mam Tor and Rushup Edge will generate rotor directly on to Windy Knoll. These conditions are extremely dangerous, and you should not try to land at Windy Knoll - go to Rowter Farm (if height allows) or the bottom instead. (The Castleton valley may effectively funnel the wind, giving the impression that it is more Easterly than it actually is.)



There was a landing fee payable by the individual at Rowter Farm up until this week, when the DSC Committee has negotiated a club landing fee - this means there is no reason to not use the landing, you don't need to remember to pay, you don't need to have cash, if you need or want to land at Rowter for safety reasons or after your first hop or push into wind, you can do so free of charge.

Supplementary Info:

Nigel Page's Website and Book (50k or Bust) has some excellent diagrams and information regarding the Mam Tor Rotor Trap:

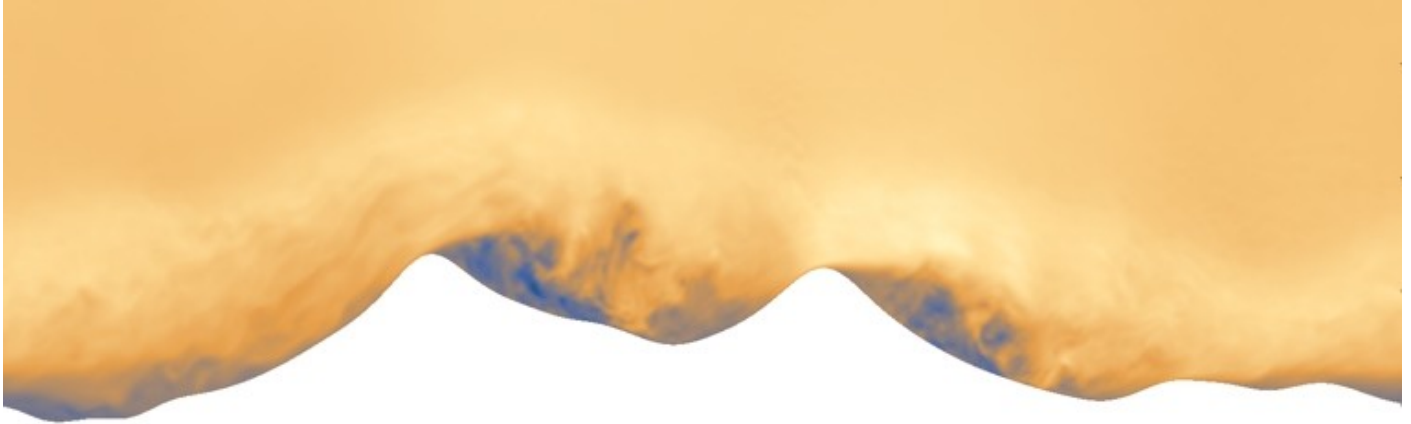
<http://www.50k-or-bust.com/PG%20Safety%20And%20Training%20Articles/07%20Mam%20Tor%20Rotor%20Trap%20001.pdf>

And landing safely at Windy Knoll:

<http://www.50k-or-bust.com/PG%20Safety%20And%20Training%20Articles/10%20Safe%20Landings%20At%20Windy%20Knoll%20001.pdf>

General Notes on Turbulence:

In general, turbulence (rotor) is a complex thing to visualise and predict. While the area of rotor may usually be of a given size as it appears in static images in the books, in reality it is a swirling and vicious mass. Note that it not only extends behind a hill, but also above it. Doubling the wind speed will quadruple the turbulence! Think about how gusty it is and what that means.



A video that shows turbulence behind a hill well:

https://youtu.be/pZA4xTWE_H8?t=61

(the intro can be skipped - go to the 1 minute mark and watch onwards for multiple views).

Other excellent examples:

<https://www.youtube.com/watch?v=gsRRC7Qwcgl>

<https://www.youtube.com/watch?v=1LfoWR-E0IA>

A useful mental image is a flickering flame or fire in a breeze, it takes up a given area of space, but will jump, flutter, and burp around - the further away from these anomalies we can be when flying, the better.

