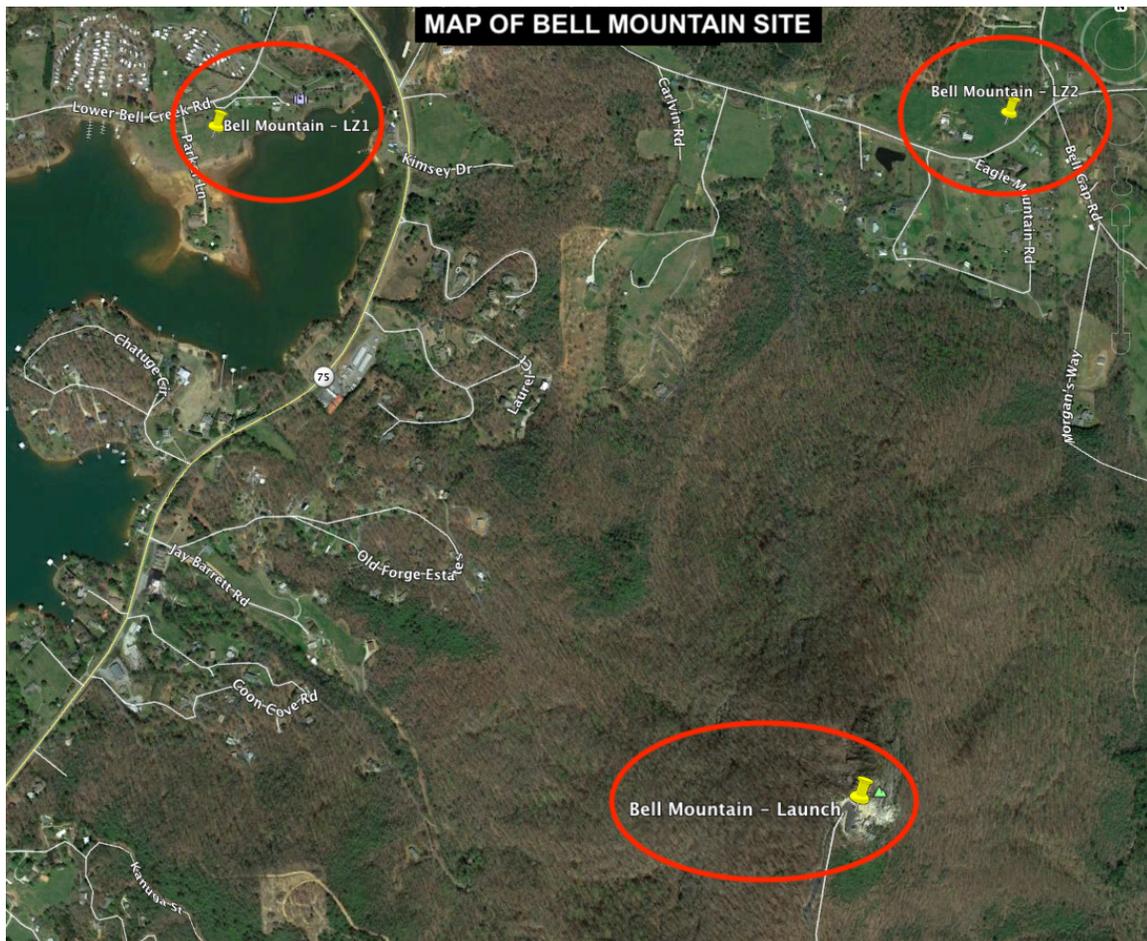
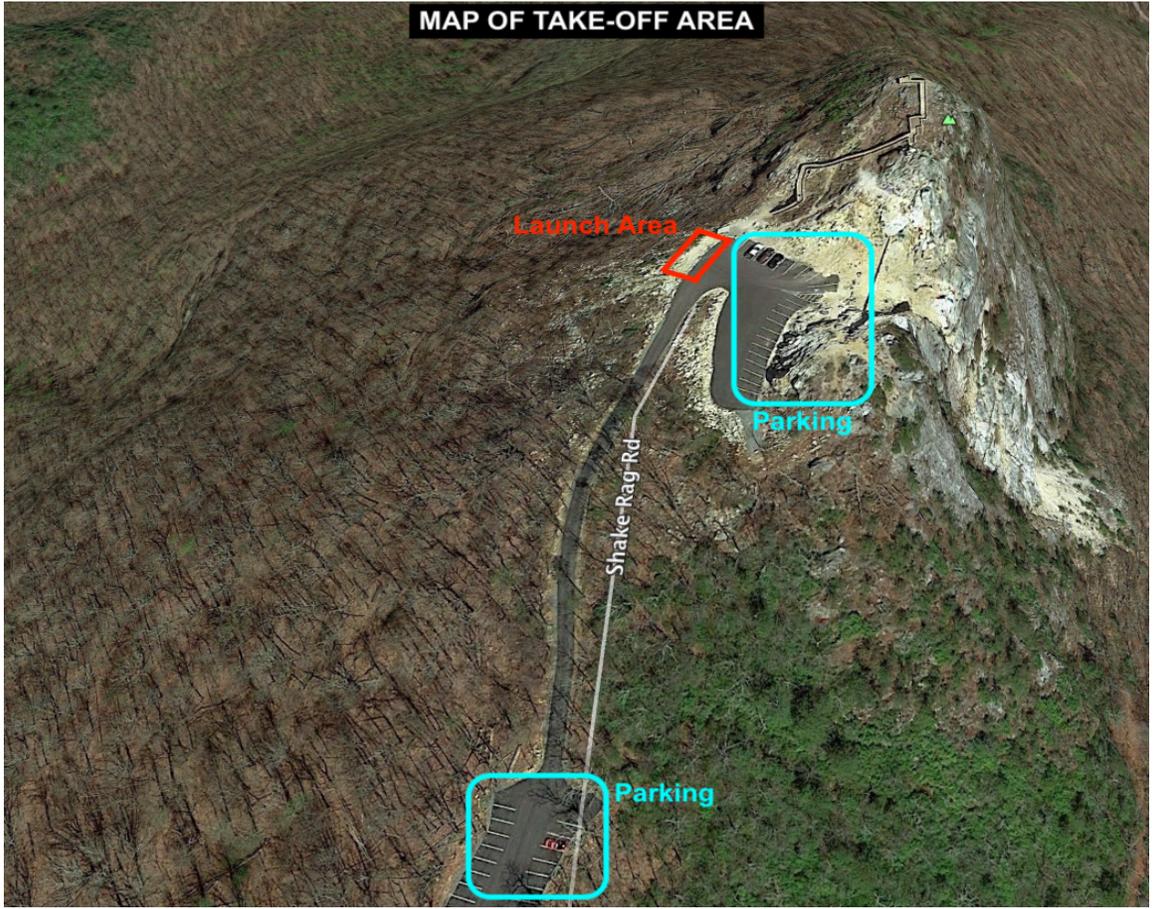


Southern Para Pilots – Bell Mountain Site Guide - Revised 2021-09-22

Location	Hiawassee, GA
Wind Direction	WNW (flyable 230 to 310 degrees)
Wind Speed PG	Min: 4 Ideal: 8 Max: 15 with gusts < 4 mph
Wind Speed HG	Min: 12 Ideal: 15 Max: 20 with gusts < 6 mph
Elevation	3354 ft
AGL	900 ft
Glide to LZ	4.59 to 1
Ridge	1 mile
Pilot Rating	P3 / H4 (mini wings not currently allowed)
Takeoff Location	34.959475° -83.729331°
Main LZ Location	34.972344° -83.744199°
Bailout LZ Location	34.972533° -83.724383°
Notes	Cliff launch with long final glide over water.



MAP OF TAKE-OFF AREA



MAP OF LANDING AREA



INTRODUCTION

P2's may fly only under the following circumstances; Flights must occur under P2 appropriate conditions as defined by USHPA and under the guidance of a P3 or above mentor who has significant experience at the site. Mentorship being a one on one relationship encompassing all pre-flight and flight decisions.

This site is insured by USHPA, and as such, requires all instruction to be performed only by USHPA certified instructors in good standing and having the proper insurance coverage. This site is not currently certified for tandem flights.

The launch at Bell Mountain faces West and the Primary LZ is directly NW. The Emergency LZ is directly N and can't be seen from launch. Launching is possible in winds from SW to NW. The launch is a parking lot, which is part of a county park, and can have many spectators. Launching in winds 45 degrees or more off of West requires special care to make sure that your wing stays fully inflated during your launch sequence.

Bell is a cliff launch. In addition, the takeoff area is almost flat. These two factors REQUIRE that you have a good strong run and maintain solid inflation. RESIST the temptation to jump over the rocks at the edge - maintain your torpedo to keep the wing loaded.

Your kiting and launching skills should be at a P3 level to launch in cross winds at Bell. There is also a fair amount of wind gradient effect at launch. Regardless of the wind speed observed at launch, make sure you are checking the flag at the top of the observation platform. Once you are clear of the trees, wind speed can be double from what you are feeling on launch. Because of this we strongly recommend not launching in any winds above 10mph measured at launch.

SPECIFIC SITE WARNINGS

Pilots have hit the rocks below launch because they didn't have their wing fully loaded and directly above them. Pilots have landed in the water because they left the ridge too low. Leave if you are more than 100 feet below launch. Pilots have been blown back over the mountain because of the wind gradient. With 8-10 mph of wind you can easily get 1000 feet above the ridge. But you need at least 2000 feet and a good lift day to head back over because there is nothing but trees behind the mountain for a considerable distance. And there is always considerable rotor behind the peak. If you find yourself being blow back move north of the peak and head for the bail out LZ. Do not attempt the main LZ.

Top landing is not permitted. The takeoff area is very often full of cars, people, and pets. It will only take one bad landing to put flying at this beautiful site in jeopardy.

LAUNCH AREA

The launch area is a parking lot with lots of space. However, there are often spectators wanting to talk to you and interrupting you pre-flight. If you are interrupted, start over again. Do not allow people to video you from directly in front. Ask them to stand to the side at least 50 feet. It is strongly suggested that another pilot manage spectators and traffic during all launches.

PRIMARY LANDING AREA

Do not leave your car in the driveway. Park just off the driveway to the left in the grass. Try not to get a group of more than 6 in the LZ. The landowner is very nice but we don't want a block party in the LZ. Land in the middle of the LZ and resist the temptation to glide out close to the cars.

EMERGENCY LANDING AREA

The emergency LZ is not visible from the launch. It is almost due north from launch and can be seen soon after launching. It is a good idea to site this LZ during each flight so you know where it is. It is a working hay field and is not for normal landings. While we do have permission to land there, it is for emergencies only.

FLYING

Bell is a mile long ridge with only a portion facing west. This area can get crowded fast so please remember it is your responsibility to make sure to avoid collisions and to follow all right of way rules. The spine to the north of launch often produces turbulence as a west or southwest wind curls around it. Directly out in front of launch and a little to the north is a much smaller hill we call 'Baby Bell'. This is often a good thermal trigger. Many pilots have also found good thermals to the south of launch near the radio/cell towers. We sometimes see horses in fields and yards around Bell Mountain. Most horses will be very distressed and panic over a paraglider flying low overhead or nearby. Do not fly low over horses or land in any fields or yards where they are present.

END OF DOCUMENT