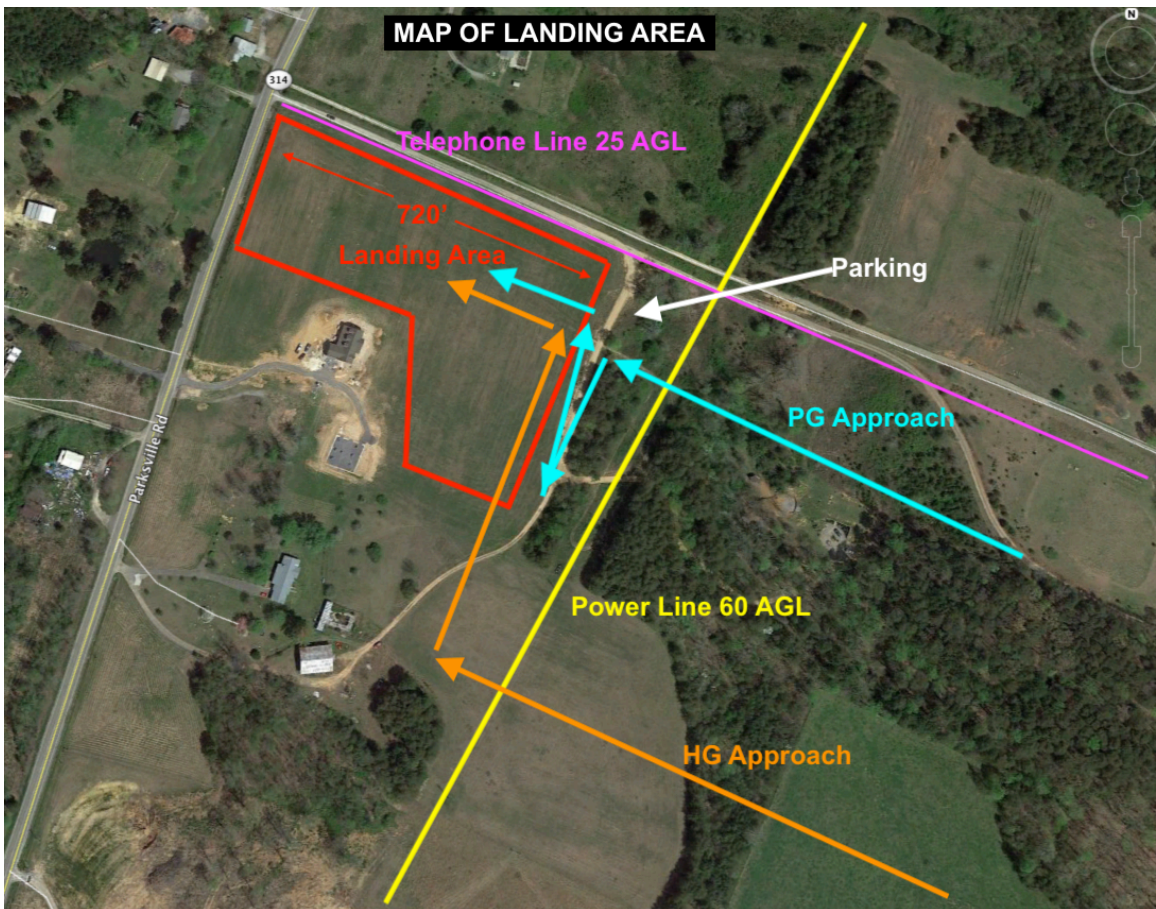
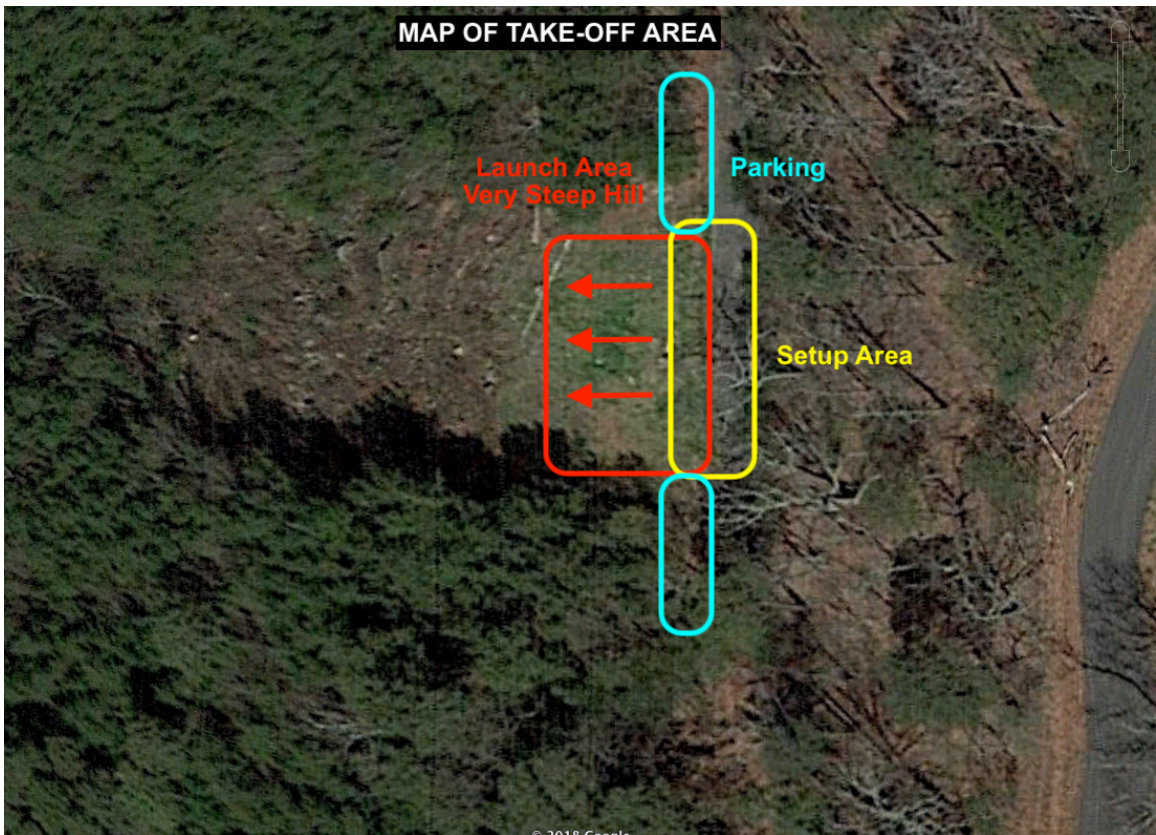


## Southern Para Pilots – Chilhowee Site Guide – Revised 2021-09-22

Location	Benton, TN
Wind Direction	W (flyable 245 to 315 degrees)
Wind Speed PG	Min: 10 Ideal: 12 Max: 16 with gusts < 5 mph
Wind Speed HG	Min: 15 Ideal: 22 Max: 30 with gusts < 8 mph
Elevation	2240 ft
AGL	1365 ft
Glide to LZ	5 to 1
Ridge	6 miles
Pilot Rating	P3 / H4 (mini wings not currently allowed)
Takeoff Location	35.133863° -84.622656°
Main LZ Location	35.143808° -84.641621°
Notes	Steep slot launch with long glide to LZ







## 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.

This site is P3 because of the glide required to reach the LZ. The flight to the LZ is often filled with sink. Be sure to leave for the LZ if you are 300 feet below launch. We strongly recommend even P3 pilots fly under the supervision of a pilot with site experience.

This site is H4 because the primary LZ is short and there is a real possibility to overshoot with a bad setup too high over the power lines. We strongly recommend that even H4 pilots fly under the supervision of a pilot with site experience.

Chilhowee is a 6 mile ridge that works well at 5-10 mph WSW-NW.

## SPECIFIC SITE WARNINGS

The launch is a steep slot. Once your wing is above you there is little chance of keeping your feet on the ground. Bring your wing up slowly and check for tangles before it gets too high or you will not be able to bring it down with just brakes. Consider using C's and D's to bring it down.

The launch is lined by tall trees on both sides. These trees funnel the wind so that it feels straight in at launch even when there is a dangerous cross. Any north or south component can cause your wing to collapse just as you clear the trees. Keep checking the tops of the trees on both sides during setup and before you launch. If one side is moving more than the other, consider flying another day. **Every time** you launch at this site it is advisable to keep your brakes in your hands and be ready to react until you are **certain** you are in clear air.

It is a long glide to the LZ. It looks easy to make but it is longer than it looks and there is often sink along the way. In addition, there are power lines running north-south just before the LZ. They are below the tree line if you are heading west or southwest toward the LZ, but if you are heading northwest they are in the field as you approach. Telephone lines run along the dual driveways on the north side of the LZ.

The area just before the LZ and the LZ itself can be very thermic in the summertime from noon until dusk.

The Chilhowee Mountain Glider Port is a 6 miles north. While not common, sailplanes have been seen on the ridge and in the valley on final approach.

The wind speed at launch is often 5-8 mph higher than the forecast for Benton, the closest town, which is in the valley and to the north.

## **LAUNCH AREA**

The road leading to launch is an un-named road off Oswald Road. There is a gate at the turnoff that is currently unlocked. DO NOT park in front of the gate or block the road at anytime. Park off the pavement just before or after the launch area as the road can be used as additional prep area. The prep area is not very deep but wide enough for two gliders.

The launch area itself is a very steep incline with short growth bushes starting 20 to 30 feet down with a full growth tree line at the end of the clearing about 150 feet away. Given the steep slope there is little problem clearing the brush and the tree line even with a substandard launch. There is no windsock, so be sure to bring something to indicate wind direction.

## **LANDING AREA**

The landing zone is a large grass field that is mowed regularly. It is tight for hang gliders but allows a north before west final that reduces the pucker factor. This is private property so remember to be friendly and say hi if you see people.

Turn off 314 (Parksville Rd) into the driveway just north of the LZ. Follow it up until you see the dirt path/road on the right running along the back of the LZ, park here. The preferred landing area is close to the driveway and away from the house to the south. There is no windsock in the LZ, so be sure to bring something to indicate wind direction.

There is no secondary LZ but if necessary you are better off landing directly east of the LZ in line with the dual driveways. The fields to the south are crisscrossed with barbwire fences and make the walk of shame that much more humiliating.

END OF DOCUMENT