

Pulpit Site Guide (PP)

If questions contact flight_director@chgpa.org

Last Updated: February 23, 2025

Minimum Rating: P2 / H2

Site Direction: WNW

Flyable Directions: Ideal - 260° to 300° Acceptable: 240° - 320°

Left Ramp (South Ramp) 270° - 315°

Right Ramp (North Ramp)(SW - WNW) 215° - 310°

Slope (WSW-NW) 240° - 315°

Left Ramp is preferred for hang gliders. Right ramp is less preferred because each wing can experience different air flow due terrain differences on either side of the ramp (rocks vs low trees). The slope may offer less margin of error for hang gliders.

Wind Speeds:

(mph)	Minimum	Ideal	Maximum	Gust
Hang Glider	5	15	25	10
Paraglider	5	7	18	5

Note: Elevated HG ramps provide additional clearance for HG on light wind days.

Glide Slope to LZ: about 5.5:1 to PG LZ; about 8:1 to HG LZ

Vertical: 820'

Type of Launch: Gravel slope and ramps

Type of LZ: Grassy sloping field; Sloping field with crops

Soarable: Ridge and thermal

Location: overlooks McConnellsburg, PA

Miles from: DC: 110 (2 hrs.)

Turnaround: Time: 15 min drive

Launch Coordinates: 39.9143, -77.9583

LZ Coordinates: 39.9116, -77.9751 for PG; 39.9003, -77.9823 for HG

Parking: 10 Cars

Owner Launch:

CHGPA Owner LZ:

Setup/Breakdown: 10+ /LZ unlimited

Road Conditions: gravel/asphalt

WARNING: The descriptions of typical flying conditions listed in this site guide reflect the experience of the authors of the guide. The conditions that you encounter at the site may differ, sometimes substantially, from those encountered by the authors. The descriptions of their experiences may not be relevant to the likely experience of any other pilot, particularly one who is relatively inexperienced or new to the site.

A decision to launch is always that of the individual pilot. When deciding whether or not to fly, a pilot may wish to take into account the descriptions in this site guide but must also consider numerous other factors including the pilot's training and experience, familiarity with the site, equipment, physical and mental condition and the specific weather

conditions in existence at the time of the decision along with what the conditions may change to.

IMPORTANT!

- **USHPA and CHGPA membership required.**
- No speed wings nor mini wings allowed
- Launch is typically more windy than forecast and gusty conditions make launch turbulent.
- Be aware of venturi to the right of launch due to saddle in ridge.
- There is little room for error due to the rocks below and left of the launch. The 2 HG ramps, left and right of the gravel PG launch also can be a hazard.
- PG LZ is technical due to power lines, slope, crops, and obstacles. Be sure to visit the LZ before flying and review all site maps. Get a site introduction from a pilot who has flown the site. Secondary LZ (Main LZ for PG) can be planted with winter wheat! Check before flying. Owners are Mike and Michelle Hill at 717-485-5667
- **Drive slow (under 10 mph) on gravel road to LZ!!** The gravel road starts as soon as you leave the main paved road and turn left onto Jugtown Rd.
- Do not land on the field in front-right of launch.
- There is a new gate on the gravel road to launch, designed to prevent broad public use. It is not locked, and Club members are allowed to open it to drive to launch.
- Please be very considerate of our neighbours at this site.
- be a good steward of the site.
- **MAKE SURE** to print your parking placard (available in the Members section of the website) before you go and leave it on your dash

Emergency Help: McConnellsburg Volunteer Fire Dept (717) 485-4006
911

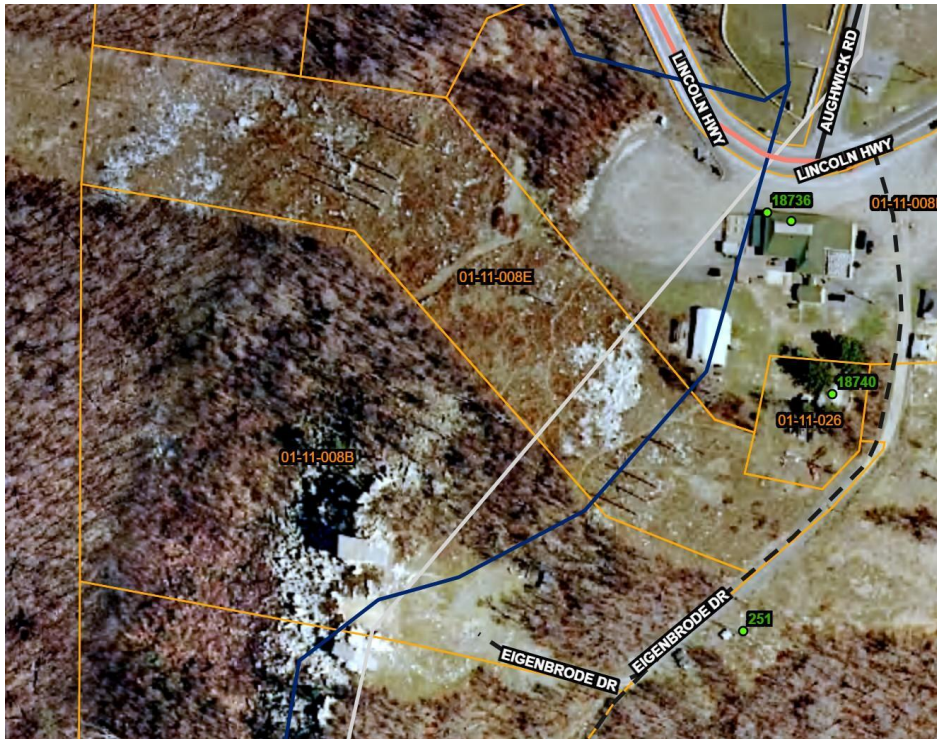
Directions to Site: Google The Mountain House Restaurant. Follow gravel road to launch parking lot on the right.

- From Washington, DC: 100 miles, 2:00 hours
- From Strasburg, VA: 70 miles, 1:30 hours

General Description

Launch is partly owned by the CHGPA and has a slope and wooden ramps on both sides of the slope. The bottom of launch is mostly free from trees but with big rocks. Good site for XC with lots of potential LZs over the back (be mindful of Hagerstown, Camp David and Frederick airspace). Camping is allowed on launch and a Fly-In is typically hosted here during Fall.

Video overview: [The Pulpit Launch](#)



The CHGPA owns lot 01-11-008B. The South Ramp area all the way to the parking lot is owned by the POTOMAC APPALACHIAN TRAIL.

First Flight Preparation

Before the first flight, new or visiting pilots must get an in person site briefing and walk the LZ to identify various potential issues and obtain an explanation of the landing approach.

Acceptable Flying Conditions

Pulpit's Launch faces WNW and is flyable from SW to NNW wind directions. Thermal activity can be present starting mid morning (11 AM). This site is acceptable for pilots with a P2 rating and have sufficient experience with thermic conditions.

The normal wind speeds for flyable days are between 4 to 15 mph. The site allows for both ridge soaring and thermalling and is known for great glass off conditions. Weak gusts of up to 14 mph may exist as mild thermals pass through. Flying is not recommended if gusts are higher than 10 mph differential. Launch is typically more windy than forecast and gusty conditions make launch turbulent due. Venturi at launch causes actual winds to be higher than forecast. Paragliders typically don't go if it's forecast to be over 7mph in the Valley.

LZ can be very thermic in mid-day conditions.

Launch

Left Ramp (W - NW)

Right Ramp (SW - WNW)

Slope (WSW-NW)

Left Ramp is preferred for hang gliders. Right ramp is less preferred because each wing can experience different air flow due to terrain differences on either side of the ramp (rocks vs low trees). The slope may offer less margin of error for hang gliders.



Obstacles

PG launch area is between the Hang Glider ramps. There is little room for error due to the rocks below launch and left of take-off. Cross winds can create turbulence off both HG ramps left and right from the PG gravel launch. On strong or cross winds, it is recommended to set up lower on the slope.

Shallow slope below left HG ramp does not permit diving out; you must have a strong launch in light winds. Launch can be dangerous in crossed conditions.

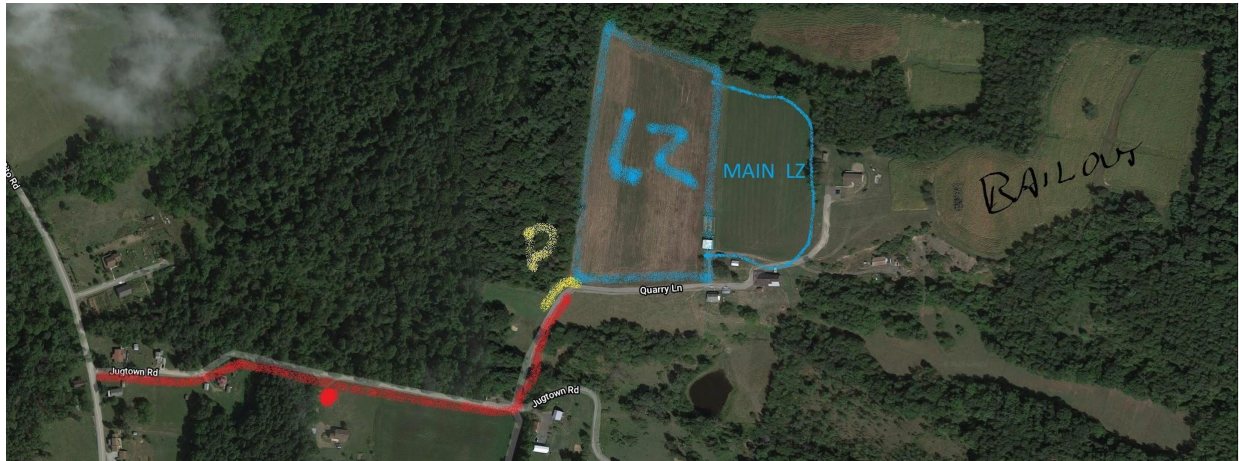
The landing zones are surrounded by tall trees and powerlines are present. The surface varies between a nicely mowed slightly sloping grass field, crops, and uneven tiled terrain. Both LZs allow for an S-pattern landing path into the prevailing wind direction. With enough altitude a standard airport approach (SAA) landing is recommended, particularly on busy days (or on a first flight). Consider using the bail out area if low approaching the PG LZ. HG LZ may not be reachable by HGs in SW winds over 10 mph.

Secondary LZ (Main LZ for PG) can be planted with winter wheat! Check before flying. Owners are Mike and Michelle Hill at 717-485-5667

Vehicular Parking

There is parking behind launch for about 10 cars.

PG LZ info, as soon as you leave the paved road and turn left onto Jugtown road drive (marked in red on map), the speed is restricted to 10mph all the way to the yellow marked P spot , park anywhere off the road in the yellow area (outside curve). There is space for 4 to 6 cars. We typically do not drive up to the houses to respect the owners privacy.



For the HG LZ , park along the road off pavement.

Spectators

The site can have some spectators at launch that are required to stay laterally of launch.

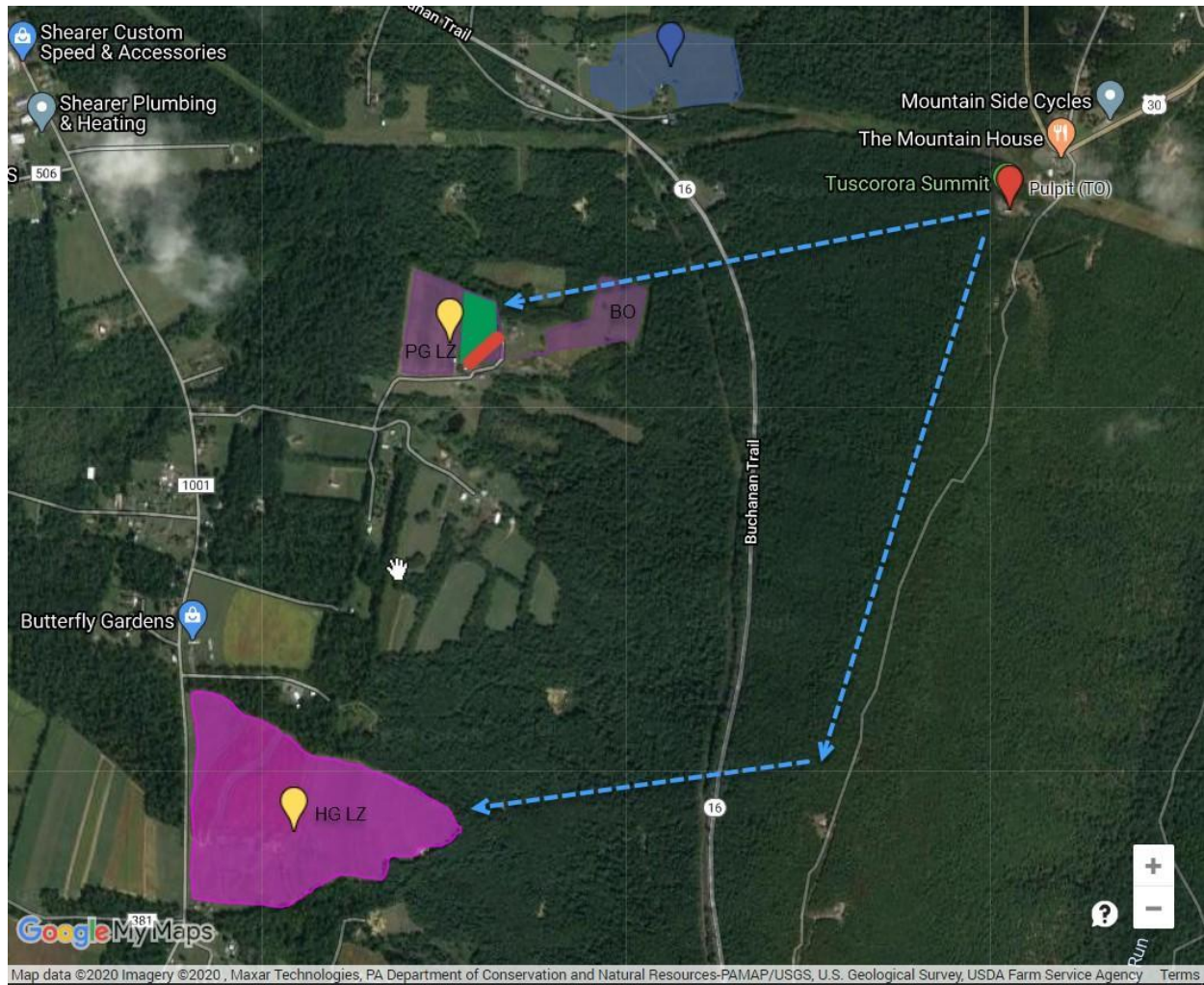
Glider Control

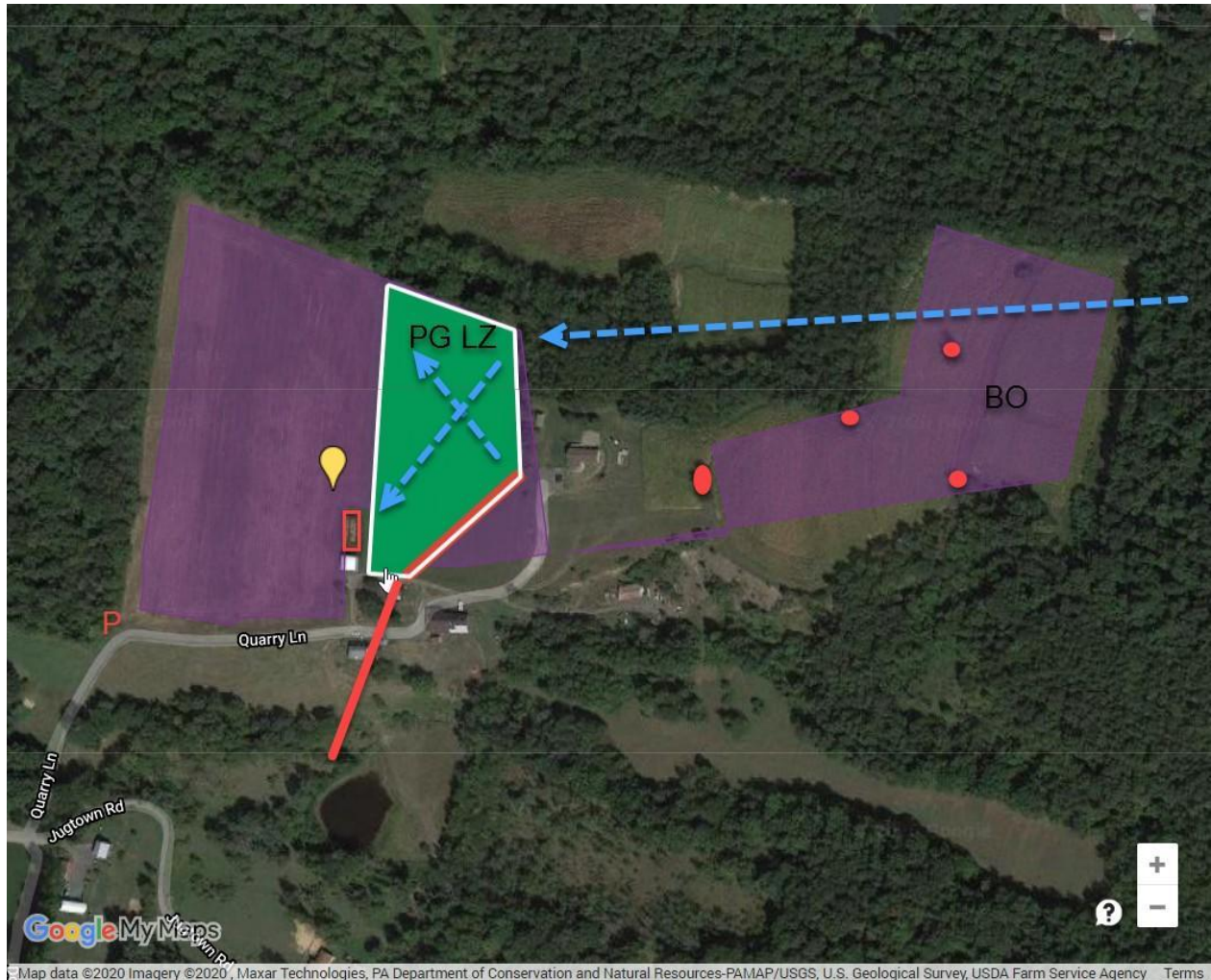
Pilots are advised to have their wings either folded or balled up with their harness on top of it when not in use in the set up area. Wings should not be left unattended at or near launch. At the LZ the pilots should take their wing to the side to pack it up.

Site Images

Overview of Pulpit Launch (top right) and LZs (purple/green).

DO NOT LAND IN THE FIELD MARKED BLUE ON TOP OF THE BELOW DRAWING, IT IS THE CLOSEST BAIL OUT FIELD AND IN EMERGENCY USE IT BUT LEAVE THE AREA IMMEDIATELY.





Recommended Landing Approach

Recommended landing approach (in dotted blue) into the PG LZ is straight from launch to the green area. Perform figure's 8 or S-ing on the West side of the LZ, depending upon altitude. If enough altitude, set up on the East end of the purple field (usually a crop there) and perform standard airport approach landing.

- Red lines are the power lines.
- The red dots are the trees.
- The red rectangle is the vegetable garden that is fenced with high poles.

The Bail Out (BO) slopes South and then East (away from launch and to the left). Check for and avoid landing in crops.

The parking area is denoted with the red P. Do not drive past the parking area/access point.

HG LZ presents plenty of space and options to land.

HIKING UP INFO

The walking distance via the road from the PG LZ to launch is very long and likely never done. Going straight through the woods is not advised as one crosses private property and we have no permission to do so.

XC INFO

Going over the back in any direction is easy when high (+1200masl) but eventually one risks flying into airspace.

If you are not up to date on Airspace rules, do not go XC from the Pulpit.

Please consult the following document link to understand more about the risks violating airspace at Pulpit.

https://drive.google.com/file/d/1_C1bSs2DGT0xhU5V-6w7UxmHUcD6oHGP/view?usp=sharing

Video links

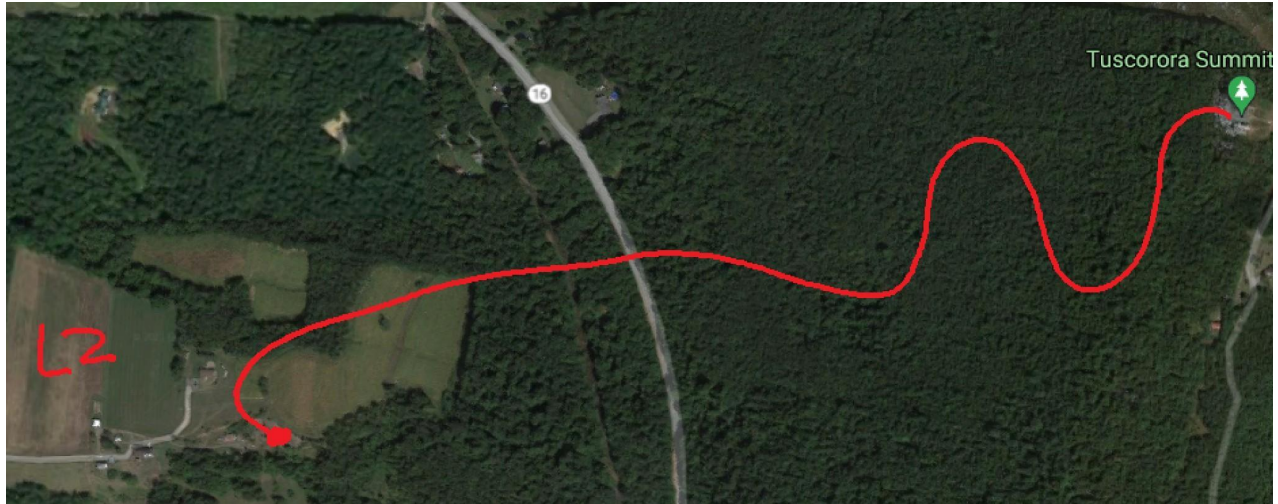
Playlist PP

<https://youtube.com/playlist?list=PLjRquM9TSWxFOA7XnR98IyCgD0-sqiRBb>

Incidents/Accidents

4/19/2021

I took off early from PP - around 10 AM. Kept scratching some 60/90 meters away from ridge. As i kept sinking i made the wrong decision to keep going instead of shooting for LZ. By the time i had to land I was over the field located above the house in LZ and I landed on the sloped part between trees. Wing got caught by one of the trees branches. Poor judgment from my part. I focused too much on getting lift instead of going to land. Landing on the slope (slope to my left) i should have used more control on the left to prevent wing from collapsing on the tree located to my right.



Maintenance Info

CleanUp History

The site is regularly maintained by HG crew.

2021 07 Trimmed trail up and PG launch area and green running aside of ramps. More trimming needed

Status: Very good