



Site Information and Recommended Pilot Skill

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Please read the following information carefully, it's important and reflects over 30-years of recreational flying at the Rim.

Hat Creek Rim is located in the Lassen National Forest in [Northern California](#). This [1000 foot volcanic ridge](#) produces consistent ridge and thermal soaring conditions during the summer months (June, July, August and September). During this time, strong afternoon south and southwest winds routinely occur in the Hat Creek Valley. The flying conditions during the day can range from light soaring conditions in the morning to strong thermals and ridge soaring by mid-day. In the evening, around 6 pm., the site mellows and the glass-off begins. The glass-off often lasts until sunset.

PILOT PROFICIENCY; Pilots flying Hat Creek Rim should have at least a United States Hang Gliding Association foot launched Intermediate Rating (or have the equivalent skills) and be proficient in; Restricted Landing Field (RLF), Turbulence (TUR), and Assisted Windy Cliff Launch (AWCL).

FLYING CONDITIONS: High wind with strong thermals and surface turbulence are the norm during the day. Due to these summertime conditions, many pilots opt to fly the late-afternoon or evening glass-off conditions. If you use the site during the mellow morning conditions you should be aware that the transition from mellow to blustery and unstable often occurs in close proximity to each other. A high pressure weather system over northern California will result in strong north winds and the flying will be marginal at best.

Altitude Density and Wind Gradient/Shadow; These are important factors to keep in mind when flying Hat Creek Rim. Altitude density is the actual density of the air you are launching, flying and landing in. On a hot summer day, the altitude density in the landing areas (ranging in altitude from [3,485' to 3,865'](#)) can routinely exceed 6,000 feet and above! **REMEMBER**, ground speed will increase in thinner air! Wind gradient and

wind shadow, while different, require similar input from the pilot; close attention to what your wing is doing and ample airspeed during approach and final glide. Pilots should be skilled and prepared for these elements when landing at HCR.

LAUNCH AREAS; Hat Creek Rim has two launch areas, The [Main Launch](#) is located along the access road (22) and the [South Launch](#) is located 2 miles south along the Rim, adjacent an old Forest Service Lookout. The Main Launch is a graveled sloped launch, the South Launch has a short earth ramp with a vertical drop at the end. The only toilet is located at the Main Launch. Please keep all roads clear and remove all litter.

LANDING AREAS; Hat Creek Rim has three designated landing areas. The [#1](#) & [#2](#) LZ are below and easily visible from the Main Launch, the [Buttonhook LZ](#) is out in front of the South Launch but is not visible from launch due to a lower ridge blocking the view (see a topo view of this). It is strongly advised that all pilots visit the landing areas before flying. Windsocks have disappeared, cattle can be present and standing water can accumulate.

FLYING SOUTH ALONG THE RIDGE: Flying south is an excellent way to experience all that the Rim has to offer. There is a [gap](#) in the ridge that must be crossed to fly south. Pilots who do so should use good judgment when crossing this area. While it's fairly straightforward for an experienced pilot to fly south along the ridge and then back, risking a low return to the main launch area is not necessary and could be dangerous...The [Buttonhook LZ](#) was constructed and is maintained below the highest part of the Rim to accommodate landings.

CROSS-COUNTRY FLIGHTS; All cross country flying should be done in an easterly direction (behind the ridge). The entire Hat Creek Valley is private property and it has no designated landing areas. Please respect the wishes of the private landowners by not landing on private property. We are very fortunate at Hat Creek to have the full support and respect of the local residents and landowners. We can maintain this respect and support by supporting and respecting them and their wishes.

PILOT BULLETIN BOARD; Located at the [Fireside Village](#) Store is the Pilot Bulletin Board. The bulletin board should be checked for site particulars, Forest Service notices and other important information *before you fly*.

TRAVEL ON LOCAL ROADS; Please drive carefully and moderate your speed. The main dirt road leading to launch (22) is well traveled, as are the roads (freeways really) in and out of the landing areas. Watch for oncoming traffic. The roads in and out of the landing areas have been improved for your convenience, please don't drive on them when wet conditions can cause damage.

CAMPFIRES; If you plan on camping away from a developed campground, please comply

with all [fire regulations and/or restrictions](#). Your free REQUIRED campfire permit is available at the following [places](#); The USFS center on Hwy 89 (just south of Fireside), the Old Station Visitor Center and CDF in Johnson Park. **NOTE: Campfires in the LZs (and outside all established campgrounds) will most likely be banned by the end of June due to fire danger.**

HAT CREEK RIM IS A BIWINGUAL SITE; Both hang gliders and paragliders use this site on a regular basis. Use extreme caution when flying with slower moving aircraft.

SPECIAL THANKS; Special thanks to the United States Forest Service, the Redding Paragliding Club and the Shasta Sky Sailors for their continued commitment to the area. Improved launch and landing areas, parking lots, creature comforts, roads, site maintenance, etc., are a direct result of their hard work and the excellent relationship we have with these groups. Also, special thanks to everyone who, over the last 30 years, has used the site responsibly and safely!.

FOREST FIRE AIR TRAFFIC; If there is any fire bomber traffic in the area, DON'T FLY, or if you're already in the air, GO LAND IMMEDIATELY! DON'T TAKE CHANCES!

EMERGENCIES; Dial 911 or use your radio if possible. 147.030+ is the local repeater. **Mayers Memorial Hospital** is 530 336-6511

REMEMBER, YOU ARE THE PILOT IN COMMAND AND SOLELY RESPONSIBLE FOR YOUR SAFETY. IF YOU ARE NOT SURE OF YOUR ABILITY AND HAVEN'T THOROUGHLY FAMILIARIZED YOURSELF WITH THE SITE BEFORE FLYING...DON'T FLY.

YOU FLY AT YOUR OWN RISK.

SHASTA SKY SAILORS.

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