

**WINGS OF ROGALLO NORTHERN CALIFORNIA**  
**HANG GLIDING ASSOCIATION INC.**  
P.O. BOX 361885 MILPITAS, CA 95036-1885

**MISSION RIDGE SITE PROCEDURES**  
**AND PILOT REQUIREMENTS**

*The following rules and procedures are intended to preserve the flying site by minimizing our impact on the park environment, and are mandated by our agreement with the East Bay Regional Park District.*

*We were granted permission to drive vehicles in the preserve after many long hours of negotiations, and only because the weight of hang gliding equipment would otherwise prohibit our use of the park.*

**1. Site Operation**

The Wings of Rogallo Northern California Hang Gliding Association Inc. (WOR) is licensed by the East Bay Regional Park District (EBRPD) through a revocable Special Use Agreement (SUA) to administer hang gliding and paragliding activities within the Mission Peak Regional Preserve. This is a limited access flying site. VEHICULAR ACCESS IS A PRIVILEGE.

**2. Keyholders**

50 selected WOR members who are frequent users of Mission Peak Regional Preserve are issued keys to a lock box which contains twelve (12) non-duplicable gate keys. Keyholders are required to have four-wheel drive vehicles capable of safely carrying four pilots and their equipment to launch. Hang glider pilots must have racks that can safely carry a minimum of four hang gliders. Paraglider pilots must have racks that can safely carry a minimum of three hang gliders. All racks must be in good working order at time of sign in. Keyholders must carry adequate fire abatement equipment and maintain current vehicle liability insurance with minimum coverage of \$500,000.00 per incident. It is the keyholder's responsibility to oversee and take reasonable corrective actions at the site, as well as report any violations, accidents, or other problems to club officers or, in more urgent situations, to EBRPD rangers. Keyholders are responsible for ensuring that all those accompanying them are properly rated and adhere to the site procedures. Keyholders are expected to contribute to site maintenance through attendance at work parties or through administrative duties. Keyholders are expected to brief all pilots regarding proper behavior while within the park.

**3. Site Limitations**

There can be a maximum of twenty-five (25) hang gliders and paragliders set up in the launch area, or forty-five (45) total on site at any one time. Signs in English, German, and French will be posted at the lock box and on launch, explaining that Mission Ridge is a highly regulated site and flying is NOT permitted unless the pilot is in total compliance with all site regulations.

**4. Park Environment**

Due to the fire hazard, **SMOKING IS PROHIBITED** in the park. Care must also be taken to avoid parking in any area where hot exhaust pipes could ignite dry grass. The parks department has informed us that if you start a fire, you will be liable for the cost of putting it out, as well as a fine. **ALCOHOLIC BEVERAGES ARE NOT ALLOWED** in the park. Outhouses are located in the parking lot at Stanford Avenue, and along the road just behind launch.

## SITE PROCEDURES, CONTINUED

### **5. Access Road Operations and Gate Lock**

As of December 21, 1999, access to launch will be through the back gate, via Mill Creek Road. VEHICLES ARE NO LONGER PERMITTED ON THE FRONT FIRE ROAD BETWEEN THE LANDING ZONE AND LAUNCH.

Two locked gates control the access roads to the launch and landing areas. It is the keyholder's responsibility to ensure that these gates are properly locked at all times other than during actual vehicle passage, and that any problems securing the gates are immediately brought to the attention of park rangers. No vehicle shall use an access road if that road is determined to be damp. If mud is picked up on the soles of your shoes at any time, on any section of the road, it will be considered damp, and unsuitable for passage. It is the keyholders responsibility to determine the condition of the road surface by walking on it. This damp road test is required to prevent damage to the road, avoid vehicle accidents, and by EBRPD mandate. While graveled sections of the road may pass the damp road test, the road must not be used if ruts will be created by the vehicle passage.

### **6. Vehicle Operations, Parking and Limitations.**

No more than twenty (20) WOR vehicles are permitted to park in the staging area at the terminus of Stanford Avenue at any one time. Members are encouraged to car-pool to the site to prevent parking problems. The long parking stalls should be kept open for horse trailers whenever possible. Access to the landing area is through the front gate at Stanford Ave.

The total number of vehicle trips to launch will be limited to nineteen (19) per day. The total number of licensed vehicles inside the preserve shall not exceed eight (8) at any one time. No more than six (6) vehicles are allowed in the launch area at any one time. Upon the arrival of the sixth vehicle on launch, the first vehicle on site must be driven down and its key returned to the lock box.

Drivers shall observe the posted speed limits while on Mill Creek Road, and the use of headlights is recommended. The speed limit inside the preserve is 5 miles per hour, and four-wheel-drive units must be engaged. Caution must be used while in transit on the access roads to minimize dust, and vehicles must stop for hikers, bikers, horse riders, and cattle, as they all have the right-of-way. All vehicles on launch MUST be driven down if rain is imminent to avoid violating the damp road rule. Vehicles must not be left on launch overnight. Vehicles are not permitted off the designated access roads or beyond the launch or landing areas. Vehicles are allowed in the landing area for the loading of gear for transport out of the park, and shall not be parked for long periods or left unattended. Vehicles should be removed from the park as soon as loading/unloading is complete, and no later than 1/2 hour after sunset. Keyholders are responsible for their vehicles, and the actions of their driver. All drivers must possess a valid driver's license. Drivers should be briefed on vehicle operations and park regulations prior to entering the preserve. Only WOR members or their immediate family may drive a vehicle within the park. Members are not to solicit passersby, or otherwise have strangers drive their vehicle anywhere within the Mission Ridge park preserve. No spectators, or persons not actively involved in flights or preparation thereof shall be allowed at the launch site.

### **7. Violations**

All Mission Ridge pilots are responsible for ensuring that site procedures are followed. Pilots who violate these procedures, or knowingly allow them to be violated, may have their key/flying privileges suspended or revoked. An appeals procedure is available by which the accused can state their case in a written statement to the site committee chairman. In analysis, the site committee's decision is final. Ignorance of the stated rules is not a valid defense. Violations of park rules can also result in fines imposed by the park police.

## SITE PROCEDURES, CONTINUED

### **8. Flight Environment**

Mission Peak Regional Preserve is overlaid by Class-E airspace with a floor of 700' AGL. This airspace continues south, roughly to the north most tower site, then runs to the west. Pilots must remain clear of clouds when below 700' AGL and observe flight visibility and cloud clearance requirements when above 700' AGL (FAR 103.23). San Francisco International Airport Class-B airspace, extending from 6,000' MSL up to 8,000' MSL, runs from about the northmost tower site to the south and west. The area west of Highway 680 is under San Jose International Airport Class-C airspace, extending from 1,500' MSL up to 4,000' MSL between Mission Blvd. and HWY. 237, and from the surface up to 4,000' MSL from HWY. 237 South. Please locate these areas on the San Francisco aeronautical chart, and avoid them under penalty of Federal Aviation Regulations (FAR 103.17). Pilots shall not fly over any congested area (FAR 103.15), or low over any individual house. There is a high density of air traffic around Mission Ridge, especially north and west of the launch and landing areas. Many aircraft transiting between San Jose and parts east use the gap at Sunol (north of the large power lines) to avoid low ceilings or to avoid the complexities of the air traffic system in place over the valley proper. All launches and landings shall be conducted in the designated areas. Helmets and emergency parachutes are required for all flight activities. Pilots shall not use the site for testing experimental designs. Powered ultralights are not permitted to land or take off from the site. Buzzing or diving at hikers is prohibited. Please do not monopolize the ridge, especially in marginal conditions. Consider flying to another area, or landing/top-landing to allow other pilots the opportunity to fly. Right-of-way rules, safety, and common courtesy will apply for all pilots.

### **9. Regulation Changes**

These regulations are subject to change without notice. The site committee will make every effort to notify pilots of upcoming rules changes. All Mission Ridge pilots are responsible for keeping up to date with the rules. Printed notices in the Flight Line Newsletter or verbal instructions from the site committee or executive board members will supersede these formal rules until amended or rescinded.

### **11. Accidents and Emergencies**

In case of EMERGENCY, for fire, ambulance, police, or ranger dispatch call **510-881-1833**. 911 will also work, but may take longer. If any helicopter approaches the area and sounds its siren, all gliders must **immediately** land or leave the area. All injury accidents shall be reported immediately to the Mission Ridge Site Committee Chairman who will notify EBRPD within 24 hours.

## PILOT REQUIREMENTS

### **1. Pilot Registration Requirements**

All pilots must read the site procedures prior to their first trip to launch. Pilots must legibly sign the registration logbook contained in the lock box prior to each days flying. Walk-up pilots must sign in and out with the color and type of their glider noted in the special walk-up sign-in log. All pilots signing in must enter the park with the intent to fly. Signing in at the lock box for the purpose of increasing number of uses of the site for the yearly audit is prohibited. The combination to the lockbox is 1920.

### **2. U.S. Hang Gliding Association Membership**

All pilots and tandem passengers must be current members of the USHGA, and have a valid USHGA rating card in their possession. All hang glider pilots must have a minimum of an Advanced (Hang 4) USHGA rating. All paraglider pilots must have a minimum of an Advanced (Para 4) USHGA rating.

### **3. Helmet Sticker Identification**

Pilots must display the appropriate silver Mission/Diablo identification sticker on their helmet while using the site. The sticker must have the current WOR membership year label, and identify the pilot as being rated for the site. Identification stickers can be obtained from Mission Soaring Center, Milpitas, CA, phone 408-262-1055; or by mail from the Wings of Rogallo, P.O. Box 361885, Milpitas, CA, 95036-1885. All pilots must pay the annual site maintenance fee.

### **4. Guest Pilots**

Guest pilots from outside the Bay Area (residing at least 100 miles from Mission Ridge), that are in compliance with paragraph 2 above, may fly the site at no charge when sponsored by a Mission Ridge stickered pilot. This privilege is valid only for three (3) visits per guest, per year. The fourth visit requires payment of the annual site maintenance fee.

It is the responsibility of the stickered sponsor and the keyholder to ensure that the guest:

- (a) Is a current USHGA member and in full compliance with paragraph 2 above.
- (b) Signs the logbook.
- (c) Reads and follows the site regulations.

If the sponsored pilot is found to be in violation of site rules, the sponsoring pilot, and the keyholder will be subject to disciplinary action by the club. Guest pilots do not need to join WOR.

### **5. Flying on the East Side of Mission Ridge**

- (a) Pilots must have USHGA special skills sign off for Restricted Landing Field (RLF), and Turbulence (TUR).
- (b) Before flying the East Side, pilots must have a site introduction by a member of the Mission Ridge site committee, or any pilot who has previously had a site introduction. The names of all pilots receiving a site introduction will be given to the Site Committee Chairman by the person who gave the introduction.
- (c) A list of "East Side" pilots will be maintained in the keyholder lock box.
- (d) No landings will take place on private property abutting Mill Creek Road.

**Mission Ridge Site Committee members;** Mondie Beier, Pat Denevan, Mike Galvin, Mark Grubbs, Juan Laos, Dan Maguire, Ed Stein and Steve Rodrigues, Chairman.  
Site Committee Chairman contact info; Email to [Missionchair@wingsofrogallo.org](mailto:Missionchair@wingsofrogallo.org), or call Steve Rodrigues at 415-467-2226, before 9:00 PM, please!

Note; Rack requirements for paragliders in Section 1 of Site Procedures was revised at WOR meeting on 2/19/2002.

Note; Pilot requirements for Flying the East Side of Mission Ridge was passed at WOR meeting on 12/16/2003.