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## WINGS OF ROGALLO (WOR) MT. DIABLO STATE PARK SITE PROCEDURES

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**NOTICE: MT. DIABLO STATE PARK IS AN ADVANCED-ONLY HANG GLIDING SITE. PILOTS MUST HAVE A HANG-4 (ADVANCED) OR FOREIGN-EQUIVALENT ADVANCED RATING TO FLY THIS SITE. THERE ARE NO EXCEPTIONS.**

1. **Site Operation** The WINGS OF ROGALLO (WOR) is designated by the State of California Department of Parks and Recreation through a special use permit to administer HANG GLIDING activities with the Mt. Diablo State Park.
2. **Launch and Landing Areas** Mt. Diablo currently has four approved launch areas and eight approved landing areas. Pilots are restricted to these areas within the boundaries of the park. Particulars for each takeoff area and the landing area are as follows:

### **LANDING AREAS**

(A). **Thousand Footer Landing Area** Burma Fire Road Trail, is located at the 1,000 foot elevation point on Northgate Road. As you are driving up the access road from Walnut Creek (Northgate Road), you will see a 1,000' elevation sign and a trail head on the right side of the road. There is a gate and fire road which is used to access the landing zone **at the rear of the LZ, and a few oak trees at the far northern end of the area**. It is advisable to check the landing conditions prior to heading up to launch and mount a windsock or other directional device toward the middle of the landing zone. Please be aware that turbulence is known to occur (even in very light breezes).

(B). **Mitchell Canyon Road Landing Area** Located at the end of Mitchell Canyon Road in Clayton, at the entrance of the park. The landing area is also an ongoing sensitive plant rehabilitation project. The park has planted native bunch grasses in the southern portion of the field. **ALL LANDINGS MUST OCCUR TO THE NORTHERN HALF OF THE FIELD. ALL FOOT TRAFFIC WILL TRAVEL ON THE OUTSIDE OF THE PLOT. PILOTS MUST FOLLOW THE PLOWED PORTION OF THE AREA. This is the largest designated LZ at Mt. Diablo, with few obstacles. There is a residential powerline opposite the road along the western edge of the field, and a relatively low treeline along the eastern edge.** This is an easy landing site, but remember it's a 6:1 glide ratio from the RDS/American Towers launch site. All wind flagging will be removed after each flight.

(C). **Curry Point Landing Area** Is located approximately one mile down the Southgate Road from the midpoint Junction Ranger Station near the Curry Point parking area. The site is an uphill landing zone favorable in southeast to southwest winds. This is one of the areas for the Lower Summit Parking lot launches. **There are no significant obstacles at this LZ, but** pilots should be aware that this landing zone can be turbulent in northwest/north wind conditions. **In addition, helicopters DO USE the landing pad near the landing area on rare occasions. If any helicopters are noticed in the area, use another landing area if necessary.**

(D). **Macedo Ranch Landing Area.** The landing area is east of the parking lot, **and well above the adjoining access path**. This is an up hill landing zone 2,100' vertical from Juniper Ridge launch. It is a 6.3 to 1 glide and 700' MSL. Vehicles access from Green Valley Road that crosses Stone Valley Road in Danville. Day Use Fees collected.

(E). **Athenian School** This landing area is outside the responsibility of the State Parks. WOR has a special agreement with the Athenian School. State Parks assumes no liability for the use or misuse of this site. This landing zone is not to be used during school days or when field(s) are in use. The hillside LZ is at the rear of the property, on the north side of the hill. This is a 6:1 glide from the Lower Summit parking lot launches.

(F). **Lime Ridge** This landing area is outside the responsibility of the State Parks. WOR has a special agreement with the City of Walnut Creek. State Parks assumes no liability for the use or misuse of this site. This landing zone is an alternative to the Thousand Footer when south-to-west winds are stronger, making the Thousand a difficult landing site. **This hillside LZ has no significant obstacles, and is well removed from the access path.**

## LAUNCHING AREAS

(A). **Juniper Camp Launch** This is a large, grassy, nicely sloping ridge facing southwest that is used as the primary launch. There are camping facilities adjacent to this launch site. This site should only be used in west to southwest conditions. Launch altitude is 2,900' MSL and the 1,000' landing area is straight out from launch. This launch can be soarable at times, making it possible to top-land. Please park in the large parking lot at the entrance to Juniper Campground. No parking in the campground.

(B). **Lower Summit Parking Lot South Launch** This launch faces west-southwest directly off the parking lot, adjacent to the Navy Towers. The primary landing areas for this launch are Curry Point and the Thousand Footer. The launch is at 3,700' MSL about 100 feet higher than American Towers launch. Curry Point landing zone is 1,800 MSL and the Thousand is 1,000'. This launch affords plenty of room for set up and parking.

(C). **RDS/American Towers Launch**. This area is outside the responsibility of the State Parks. WOR have a special agreement with the American Towers Company. State Parks assumes no liability for the use or mis-use of this site. This is the most used and most sensitive launch site at Mt. Diablo. Pilots accessing the site must be accompanied by a Site Committee member. No more than five (5) gliders are allowed on launch at a time. Only one vehicle at a time may be down at the RDS launch area and must not disrupt the communication workers or their vehicles at any time. Pilots should unload gliders and park vehicles in the lower summit parking lot. Keep in mind, it is a 6:1 glide to the Mitchell Canyon landing zone.

3. **Pilot Registration/Waiver** **IT IS REQUIRED THAT A PILOT'S FIRST FLIGHT FROM MT. DIABLO BE SPONSORED BY A WOR MEMBER, MT. DIABLO STICKERED PILOT THAT HAS PREVIOUS FLYING EXPERIENCE AT THIS SITE.** All pilots, including guests must read the site procedures and sign the registration and "Assumption of Risk and Release" forms. All forms may be obtained from a sponsoring pilot and release forms are located in the Mt. Diablo lock box.

4. **USHGA Membership** All pilots must be current members of the United States Hang Gliding Association (USHGA), hold the required advanced rating, and have their current USHGA rating card in possession.

### **5. Helmet Sticker Identification Requirements**

All pilots must have a silver colored Wings of Rogallo Mission/Diablo identification sticker attached to their helmet while flying at the site. The silver sticker indicates that the pilot meets the pilot rating and USHPA insurance requirements for the site.

Visiting pilots (those intending to fly the site no more than two days a year) must have a WOR Visiting Pilot sticker attached to their helmet while flying at the site. Pilots flying the site more than two days per year are required to join the Wings of Rogallo Hang Gliding/Paragliding club.

Silver Wings of Rogallo Mission/Diablo identification stickers and Visiting Pilot stickers should be available in the lock box for distribution by site committee members, from Mission Soaring Center, Milpitas, CA, phone 408-262-1055, from certain instructors, or by mail from the Wings of Rogallo, P.O. Box 361885, Milpitas, CA, 95036-1885

6. **Guest Pilots** Are not allowed unless they have a silver WOR sticker. **No non-stickered pilots are allowed.**

7. **Vehicle Operations** Pilots arriving at Mt. Diablo must sign in at the Junction Ranger Office. There is a metal box along the side of the junction building with a combination lock. Only WOR/Mt. Diablo stickered pilots are to be given the combination. Inside the box is a folder with sign-in forms and waivers. **ALL PILOTS MUST SIGN IN EVERY TIME THEY FLY THIS SITE.** Please alert Robert Moore at (707) 477-2653 should the supplies begin to run low. The Ranger may ask to see your current USHPA card and Diablo helmet stickers. Vehicles may only park in the designated parking areas. All drivers must hold a valid driver's license and all vehicles must carry appropriate insurance. All Day Use fees apply, **pilots must identify themselves as they pass through the entrance gates.**

## 8. **Safe Practices**

- (A) All landings within the Park shall be restricted to the designated Landing Areas except for emergency landings dictated by obvious safety considerations. Pilots must notify a Ranger in case of such a landing out, all such landings will be reported. See Section 8(K) for further details.
- (B) All pilots shall fly with a reserve emergency parachute and a helmet at all times.
- (C) Pilots shall not use the Park for testing experimental gliders, unnecessary parachute deployments, or any hazardous operations.
- (D) Site Committee members, Park rangers, or any WOR club officer may, on the basis of adverse flying conditions or road conditions, close the site to all flying for the duration of the adverse conditions by posting at either or both entrance stations or the Junction lock box.
- (E) Pilots shall not fly over houses at lower than 500 feet altitude for any reason, and must not fly close to paved roads to avoid causing any possible vehicular accident by distraction of the driver.
- (F) Pilots must never land out on paved roads.
- (G) Motorized hang gliders are not permitted in the area.
- (H) Pilots should be aware of paragliders, powered aircraft, and sailplanes in the area.
- (I) No launching between the hours of one hour before sunset and 8:00 AM.
- (J) Flying alone is not recommended. You must have at least one assistant with you to monitor your flight(s).
- (K) The rangers try to monitor the 2-meter HAM frequency 146.415 megahertz. In the event of an outlanding as described in section 8(A), it is a good idea to transmit a generic message such as, "The hang glider pilot who just landed in the vicinity of \_\_\_\_ at the time of \_\_\_\_ o'clock is OK. There is no emergency." Due to the varied terrain and because the rangers are often busy with other situations, there is a good chance that they may not receive the transmission. Therefore, it is the responsibility of the pilot who landed out to let the rangers know as soon as possible via telephone, fellow pilot or in person that such an outlanding has occurred and there is no emergency. Possibly the most efficient way would be to radio to a fellow pilot who is going back up the mountain to stop at the Junction Station and let them know. If a cellular phone is available, call the Central Dispatch for State Parks (831) 649-2817.
- (L) **First Pilot Down:** During the course of each flying day, it shall be the practice for the first pilot landing in an LZ to secure the landing area for other incoming pilots - notifying nonpilots of incoming gliders, communicating with flying pilots regarding landing conditions, and generally promoting a safe landing area.
- (M) **Launch Areas - Launch Areas should be clear of personnel (other than current USHPA members directly involved in flight operations), structures, and vehicles 50 feet forward and 30 degrees either side of center of anticipated take off course and 30 feet rearward of starting point target.**

9. **Park Environment** Due to potential fire hazard, smoking is not permitted in the launch or landing areas or on the access roads at any time. Pilots must always yield the right-of-way to horseback riders. Please obey and be courteous to Park Rangers and do not litter. Do not involve the Rangers in problems with Site Procedures. These should be reported to Site Committee members. Keep in mind that sound travels, and to keep the site peaceful.

*No Trimming or removal of any vegetation is permitted at any landing or launching site in Mt. Diablo State Park.*

10. **Violations** Each qualified WOR/Mt. Diablo member pilot is responsible for ensuring that site procedures are followed. Pilots who violate these procedures may have their flying privilege at Mt. Diablo State Park suspended or revoked. Penalties for violations will normally be determined by the Site Committee. Additionally, the Park may elect to fine the club \$50 per violation, in the case of repeated or egregious violations, when other solutions do not suffice.
10. **Procedures Changes and Information** The Mt. Diablo State Park Hang Gliding Site Procedures are revised and updated as required by the WOR Site Committee subject to approval by the Park. Information about the Procedures and the site may be obtained from the Site Committee members or WOR club officers.

**It is the responsibility of pilots and their guests to follow all Park rules and regulations. Fly Safely!**