

# The Stables

## Site Procedures

*last updated: 2023-01-27*



## Introduction

The Wings of Rogallo (or “WOR”) is designated by the National Park Service, specifically the Golden Gate National Recreation Area (GGNRA), through a special use permit to administer paragliding activities at The Stables launch site on Olympic Club property. The purpose of these procedures is to describe the site characteristics to pilots, and to inform pilots of their responsibilities while flying The Stables.

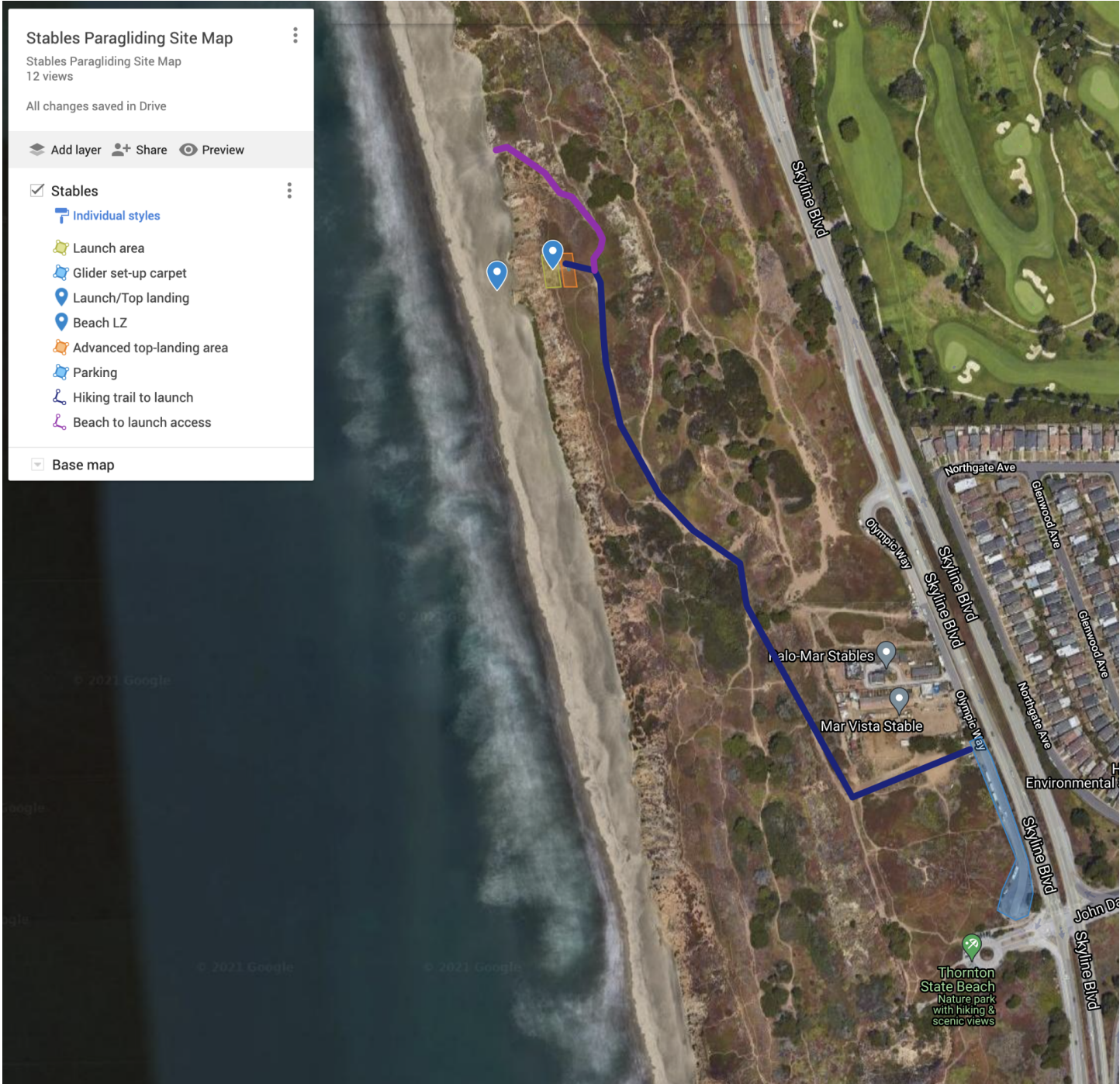
## Site Overview

The Stables is one of the premier coastal soaring sites in the country. It is a west-facing ridge soaring site, to the south of Fort Funston and to the north of Thorton State Beach.

A P2, formal site introduction, and signed WOR Chapter Affirmation [waiver](#) is required to fly here. Pilots should be proficient at ridge soaring and cliff launching. Once the pilot meets the requirements to fly at The Stables, their WOR membership card will display a site sub-permit sticker icon for The Stables. Pilots must have their WOR membership card on their person (either printed or electronically) to be legally allowed to launch and land in the designated area for The Stables.

The launch is accessible by a public hiking trail to the southwest of Mar Vista Stable. The trail is roughly ½ mile long, through hilly, sandy terrain. Hang gliding is not currently permitted.

[Interactive Google Map](#)



Pilots may encounter horses with riders on the hiking trails or on the beach. It is imperative that pilots avoid launching, landing and flying anywhere near horses as it puts everyone at risk. Anyone found to be doing so will be suspended.

Pilots are encouraged to introduce themselves to the staff at Mar Vista stables when heading out to fly, in order to alert them of our presence.

If horses are present, the easiest way to avoid conflict is to keep South of them. Their normal tour path is a loop north along the beach, returning on paths that climb through the Fort Funston bowl.

There is no potable water nor any public restrooms near the site.

# Launch

There are 2 launch areas at The Stables that are adjacent to each other.

## North Launch

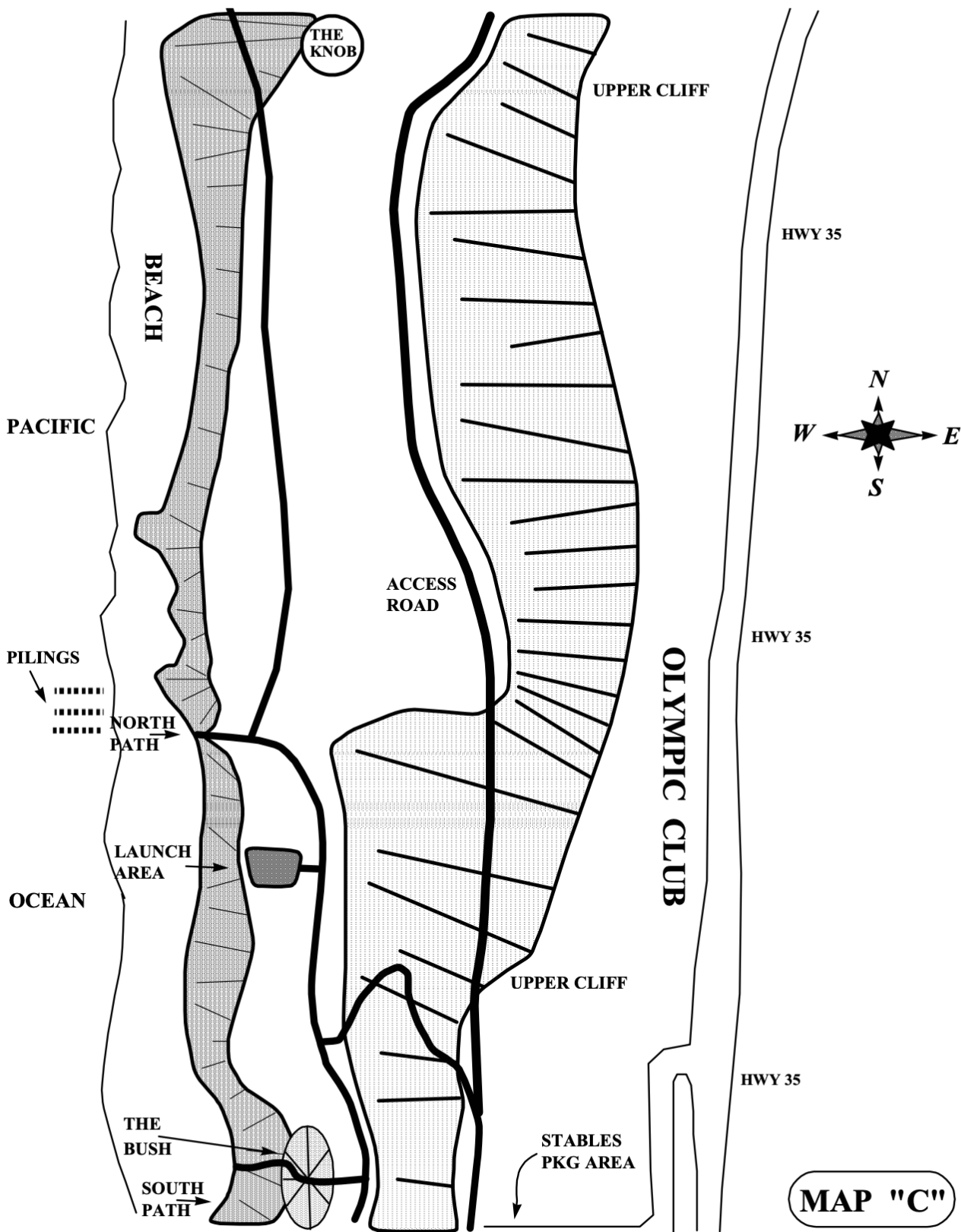
The North launch area at The Stables (see MAP C and [Interactive Google Map](#)) is relatively small and prone to rotor particularly in the first 10-15 feet down the slope of the launch area, due to the shallow slope of the higher terrain. Pilots should carefully set up their gliders accounting for whatever North or Sound wind component is present. There is room to safely launch 1 glider at a time.

## South Launch

The South launch area near “The Bush” has cleaner air flow than the North launch and is less prone to rotor. There is room to safely launch 1 glider at a time.

The launch areas may be accessed by foot by hiking approximately ½ mile down the main trailhead starting at the SW corner of the Mar Vista Stable. Parking is available along Olympic Way. Hikers should not go off-trail and must give right of way to horses.

MAP C: Stables Cliff, Launch Area, and Access Paths



Recommended wind limits and glide ratio to landing zone

Launch	Wing Type	Min	Ideal	Max	Glide to LZ
Launch	PG	0 mph	10-11 mph	18-20 mph	1:1

Landing zone

The primary landing zone is the beach. Landing is always allowed on the beach, but do not land near the water, horses or pedestrians. Pilots may use the hiking trails to the North and South of launch to access The Stables from the beach. Pilots must carry their gear when hiking back up. Kiting on the dunes is not allowed.

Top landing

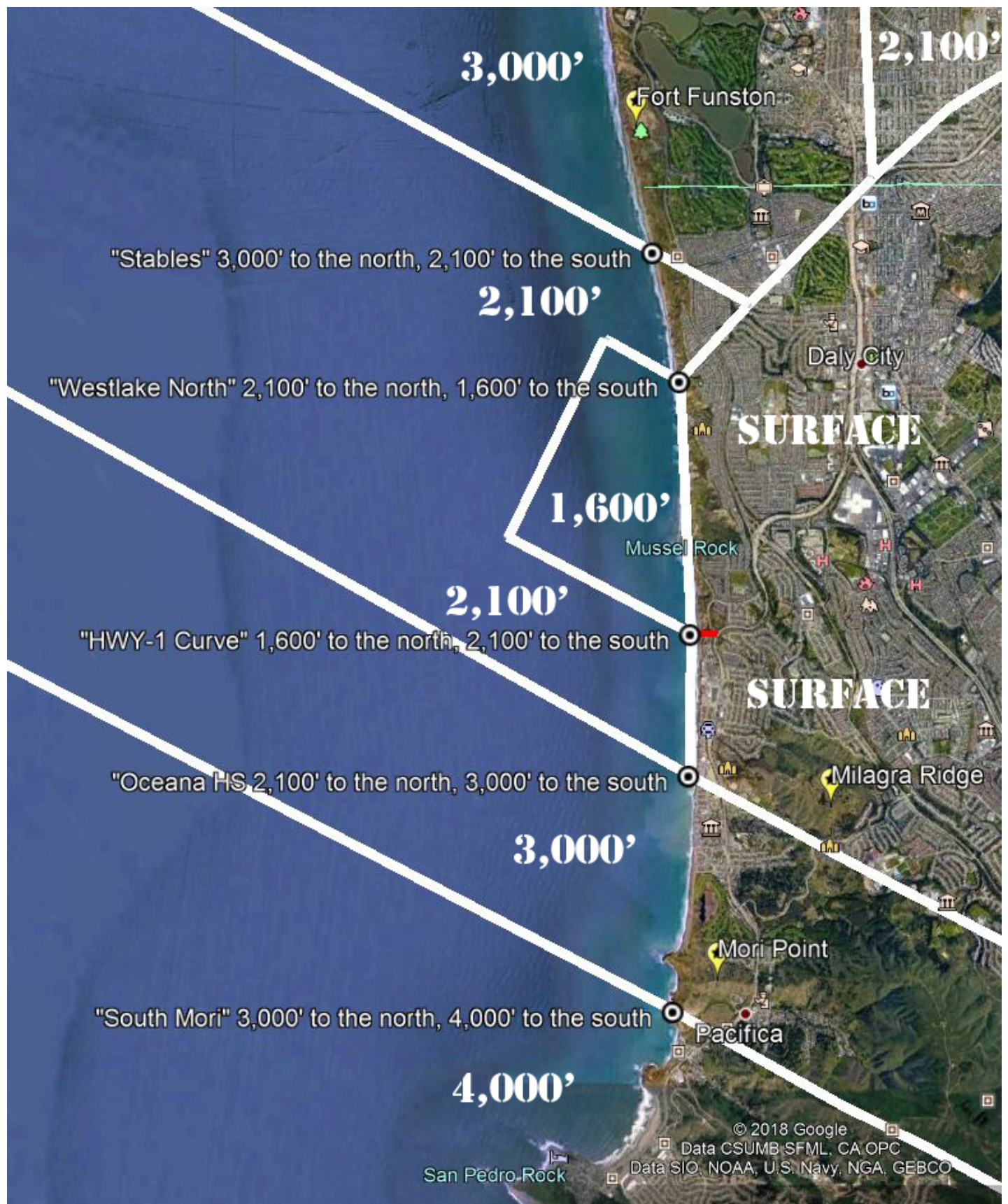
Top landing is permitted only in the vicinity of the designated launch areas, provided that the area is clear. See the Google map. The North launch is much easier to top land at. Be mindful of rotor, which varies in different wind conditions. Top-landing the South launch by the bush is very challenging in strong wind – use the North launch area or beach rather than trying to land here in strong conditions.



# Airspace

The Stables is located near the departure path for SFO, under San Francisco International Airport Class B airspace. The floor of the Class B airspace is 1600ft MSL. There is a significant amount of general aviation fixed wing and helicopter traffic which transit the area at low altitudes. Pilots are required to see and avoid all aircraft, and yield way per FAR 103 guidelines at all times.

Pilots are required to stay below 1600ft MSL in the vicinity of The Stables. See the graphics below (courtesy of [flyfunston.org](http://flyfunston.org)) for a more detailed view of the airspace restrictions.

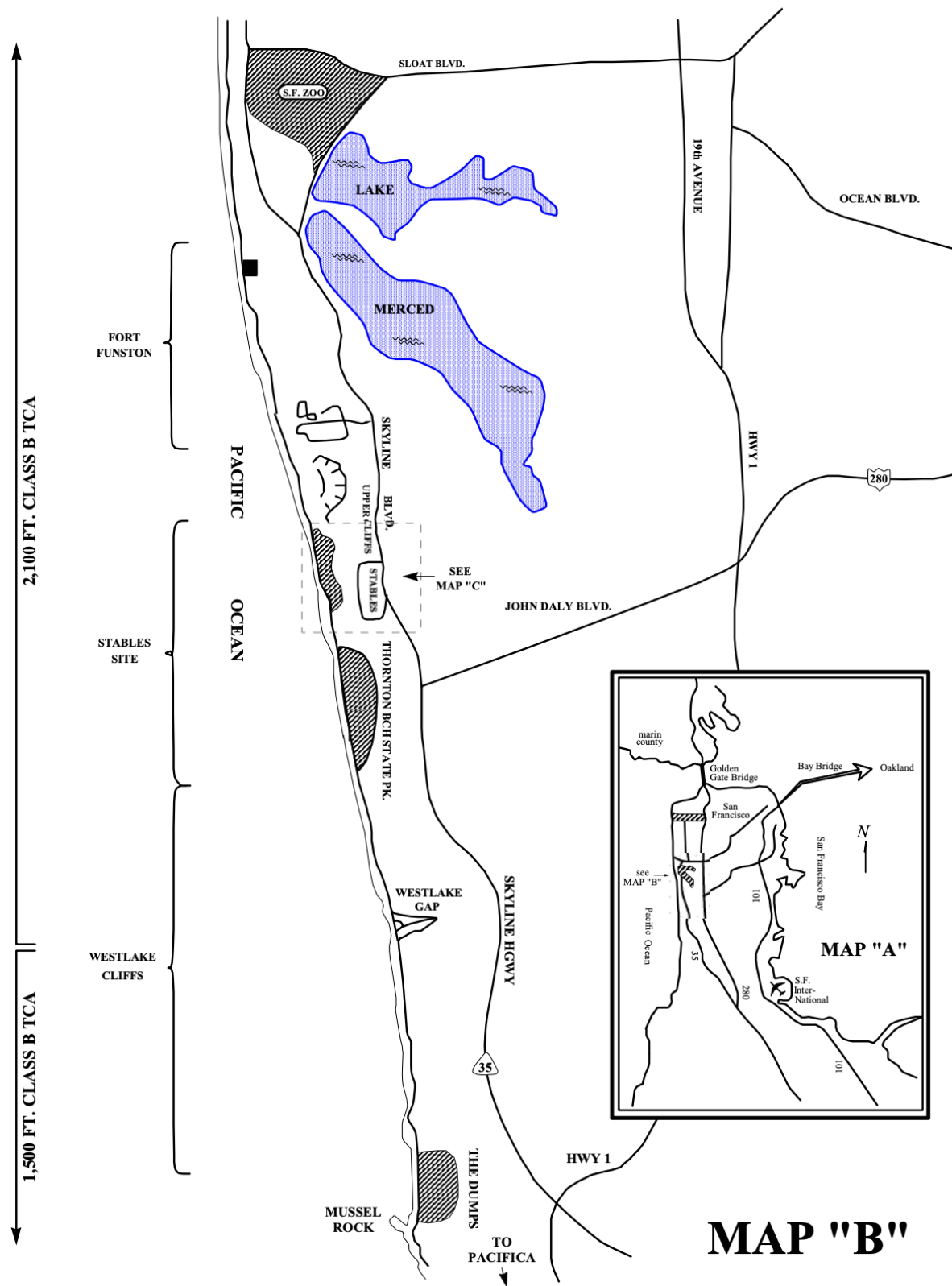




In addition to normal airspace limitations, as part of our agreement with the GGNRA, we have the following airspace constraints:

- Paragliders will not fly within two hundred (200) feet of Westlake houses to protect the privacy of homeowners. NPS rangers will respond to homeowner complaints.
- Paragliders will not fly above the elevation of the upper golf course when they are within two hundred (200) feet west of the fairway.
- Paragliders must be at least five hundred (500) feet AGL to fly over the Olympic Club lands.
- Paragliders will not fly north of the North path (i.e. in the Funston Bowl) from May to October due to bank swallow nesting season.

**MAPS A&B: Bay Area Stables Paragliding Park Location and Site Boundaries**



# Flying Requirements

## Insurance and memberships

All pilots flying at The Stables under WOR's Special Use Agreement must be members of WOR (either full membership or visiting pilot membership) and must also be members of USHPA, in order to have appropriate 3rd party liability insurance.

## Visiting pilots

Visiting pilots should sign up for a free visiting pilot WOR membership, which allows flying at The Stables for a limited number of days per calendar year. Additional details are provided in the club's bylaws and on the club's website. Foreign pilots must also obtain a 30-day temporary USHPA membership, which can be issued by any USHPA instructor or tandem pilot. Foreign pilots must follow the pilot proficiency requirements for the USHPA rating level that is equivalent to that of their foreign license.

## Tandem flights

Non-commercial tandem flights are permitted at the Stables, subject to all the same rules as solo flying. Commercial tandem operations are prohibited.

## Safety and Pilot Responsibilities

Every pilot flying The Stables must obey the following rules:

- Wear a helmet and carry WOR membership ID (printed or electronically) when flying. While not required, pilots are encouraged to fly with a radio and phone.
- Launch and land within the designated launch and landing areas only.
- Fly straight and level in the launch window.
- Adhere to all Federal Air Regulations (FARs).
- Maintain enough distance and visibility with cliff, clouds, fog and other pilots so as not to endanger themselves or other pilots.
- “Rule of 6”
  - Observe International Ridge Soaring Rules.
  - Use caution and courtesy when flying near other aircraft.
    - Do not pass upwind of another aircraft in such a way that would intentionally and dangerously wake the other aircraft.
    - Respect a minimum safe distance from other aircraft of 25’ in all directions, unless prior mutual consent is obtained.
  - Do not linger upwind or in front of any launch site in such a way that would prevent another pilot from launching safely.
  - Do not linger upwind or in front of any landing zone or landing window in such a way that would prevent another pilot from landing safely.
  - Do not enter an established soaring pattern if joining that pattern would create a safety hazard or cause another pilot to take evasive action to remain in that pattern.
  - Do not deliberately intimidate another pilot by flying in an aggressive or threatening manner.
- Fully cooperate with inquiries or investigations by NPS Law Enforcement Officers related to any HG or PG activities.
- Protect Natural Resources by preventing erosion and trampling of vegetation.
- During Bank Swallow season, March 15 through August 15, pilots shall not fly north of the northern beach access trail into the Bank Swallow habitat area unless they are at least 500’ AGL.

In addition to the rules above, the following activities are prohibited at The Stables:

- Launching or flying after sunset
- Stunt flying and aerobatics
- Smoking, drug and alcohol use
- Commercial instruction (tandem, or otherwise).
- Launching or landing motorized paragliders at The Stables

Pilots must comply with all terms and conditions indicated in these site procedures, as well as with any additional terms and conditions formally communicated by GGNRA staff, WOR officers, or The Stables Site Chairperson.

# Radio Comms

The common radio frequency is **147.405 Mhz** and should be used for safety and logistics with respect to other pilots and non-pilots as this is a simplex frequency that is available to all ham radio users.

Use the common radio frequency to alert other pilots of any related to a possible accident or imminent EMS situation.

## Emergency Procedures

### Communications

- In case of an emergency, for fire, ambulance, police, or ranger dispatch, call **911**. Be sure to state the victim's exact location and extent of injuries.
- If **911** is down, call the NPS dispatch, **415-561-5656**.

### If an accident occurs

- **Stay calm:** Your job is to prevent further injury to the victim and make them as comfortable as possible until qualified help arrives.
- **Survey the accident site:** Make sure the pilot can be approached safely prior to providing assistance. A water rescue requires specialized training and procedures - do not cause a second accident in trying to help someone.
- **Stabilize the glider** if there is a danger of it moving the pilot.
- **Do not remove the pilot from their harness** or remove the helmet until you are certain this will not injure the pilot further. When in doubt and if you do not have sufficient training to rule out spine/head injuries, do not move the pilot unless their life is at stake.
- **Control bleeding** with direct pressure.
- **Perform CPR/First aid as necessary** IF you are sufficiently qualified.
- **Keep the victim calm, stable and warm**
- **Keep spectators away**
- **Clear airspace for rescuers:** if any helicopter approaches the area and sounds its siren, all gliders must immediately leave the area or land.
- **Report the accident:** any injuries and accidents shall be reported as soon as possible to The Stables Site Committee Chairperson who will notify the GGNRA as soon as possible and will work with the WOR safety director to file an accident report with USHPA.

## Pilot Identification

Pilots must carry a copy of their WOR membership card (either electronic or a physical copy) which shows their current USHPA rating and The Stables flying permission. Pilots must be able to provide evidence of valid USHPA and WOR membership when requested by any WOR officer, The Stables Site Committee member, or NPS/GGNRA staff member. NPS Law Enforcement Officers have the authority to penalize and/or issue citations to pilots flying without proof of permission.

### The Stables



# Instruction

Instruction is prohibited at The Stables, except for non-commercial instructional tandem flights.

# Monitoring

This process is required as part of the agreement with the Park Service. All pilots are responsible for:

- Checking for The Stables permit on pilot's WOR membership card & proper ratings.
- Appointing a pilot to manage the launch line when 6 or more gliders are in line.
- Establishing limits of air time as traffic and conditions demand.
- Verifying the launch window is clear of traffic and that the launch area is clear of spectators before clearing a pilot to launch.
- Helping to keep the landing zone clear of pedestrians and equestrians.
- Cooperating with other pilots and spectators to keep the set up area and path to launch safe.

# Violations

The Stables Site Committee members and WOR club officers may issue warnings or suspensions to pilots who violate any site procedures or jeopardize the flying site. All disciplinary action that is taken by Site Committee members must be reported to The Stables Site Chairperson as soon as possible. The Stables Site Chairperson must then report the disciplinary action to the WOR Executive Board as soon as possible. Additional disciplinary action, or a dismissal of the original disciplinary action, may be taken by the Executive Board upon further review of the incident.

NPS Law Enforcement Officers can issue citations in cases of harassment, intimidation, etc.

Any pilot who witnesses a violation of any of these site procedures should report the incident to a The Stables Site Committee member as soon as possible. Serious violations of park ordinances, bylaws, or laws, should also be reported to a park ranger.

# Site Committee

The Stables Site Committee is in charge of ensuring safe flight operations at The Stables.

# Site Introduction Team

Members of The Stables Site Introduction Team are pilots who have experience flying at The Stables under a variety of conditions, and are authorized by The Stables Chairperson to give site introductions.. Team members must be fully aware of (and follow) all The Stables site procedures and pilot proficiency requirements in this document.

A list of current Site Committee members and contact information is posted on the [club's website](#).

No one can accept compensation for providing site introductions at The Stables.

Pilots who wish to become members of the team should contact The Stables Chairperson.

Team members who fail to carry out the responsibilities described herein may have their site introduction privileges revoked at the discretion of the The Stables Chairperson.