

Mission Ridge Paragliding and Hang Gliding Site Introduction Checklist

March 14, 2022

Site briefing checklist

Sponsors should brief pilots on the following topics:

All pilots

- Site sensitivity
 - Mission is a very popular park, flying activities are highly visible, our ability to fly there is dependent upon pilots being safe and following the rules.
- Electronic sign-in
- Key sign-out procedure
- Locking the gate on Mill Creek Road
- Airspace
 - Class B floor is 6000ft.
 - Lots of General Aviation and commercial flights below.
 - Low flying helicopters perform inspections of the park.
- House thermals
 - In front of launch
 - Landslide and landslide ridge
 - Mt. Allison spine
- Cross country etiquette
 - Do not land out anywhere in the vicinity of Mission and Ed Levin except in an emergency. There are some emergency bailouts between Mission and Ed Levin, such as the quarry on the weekends when it is vacant.
 - The first big field south of Ed Levin, just south of Calaveras Road, is highly sensitive and should be avoided if possible. Image below.
- Flying hazards and weather
 - Beware of South winds due to turbulence and a difficult downwind LZ approach (Southwest can be OK).
 - During the Summer months, there is typically an inversion at Mission providing limited top of lift, and creating turbulence at the top of the boundary layer.
- LZ Hazards:
 - Frequent hikers in the vicinity of the LZ
 - Uneven terrain in the LZ which slopes down toward the parking lot past the LZ
 - Obstacles (trees) on the approach end of the LZ
 - LZ is a thermal trigger and dust devils along the trail are common, especially in summer.

Paragliders

- Launching low in strong winds is OK and encouraged.
- Typical LZ approach
 - Lose altitude to the South (downwind) of the windsock area using S-turns
 - Make final uphill approach to the N / NW, adjusting for the wind direction and strength
- Top landing approach
 - Gain enough altitude to safely land on the flat area behind the windsock
 - Lose altitude using S-turns behind the windsock area
 - Set up a conservative approach, try not to overshoot. If you overshoot, get high and try again.
- Packing up
 - Clear the “preferred” LZ area immediately after landing to make room for other pilots
 - Typical pack up area is between the hiking trails to avoid foxtails and star thistles.

Hang gliders

- Hang glider pilots must walk the LZ up to the windsock prior to flying to observe that the viable landing area extends uphill past the windsock but only to the Northeast of the windsock. Northwest of the windsock, the terrain is downhill.
- Typical LZ approach (N or NNW wind)
 1. Perform S-turns over the trees downwind of the LZ
 2. Perform left 360s upwind of LZ, concluding with a downwind-base-final approach
 3. Right 360s upwind of LZ, concluding with a downwind-base-final approach
On final approach, ignore the windsock, and land uphill. If passing the windsock, go to the right of the windsock, and expect stronger wind farther uphill.
- South wind LZ approach
 1. Perform a downwind-base-final approach over the houses on the North side of the LZ. The downwind leg is to the North toward the houses at the edge of the LZ
 2. Land uphill into the wind, downwind of the gap in the eucalyptus trees. Don't overshoot!
 3. If you do overshoot, turn left, land uphill downwind
- Top landing

Hang gliders usually land in the flat area to the Southwest of the restrooms, South of the gravel road to launch. There are two suggested top-landing approaches:

 1. Perform S-turns over the outhouse
 2. Left 360s upwind of the desired landing spot, concluding with a downwind-base-final approach.
- Packing up
 - Carry assembled gliders to the gate.
 - Break down near the gate, and carry gliders to cars in the parking lot.

Procedures for Site Introduction Team Members

- Before sponsoring any pilots, shadow at least one introduction by another member of the Site Introduction Team of the same wing type.
- Brief pilots on all of the topics above.
- Once a pilot has completed their final sponsored flight, contact any web administrator (currently Bob Posey (web@wingsofrogallo.org), Evan Cohen (secretary@wingsofrogallo.org) via email or Telegram, and they will enable the pilot's silver Mission icon on their electronic membership card. Include the pilot's name and USHPA number in the email.
- If there are any major concerns with any sponsored pilots, please report those concerns to Steve Welch (Mission site chair: missionchair@wingsofrogallo.org)

Sensitive LZ south of Ed Levin / Calaveras Road

