

Mission Ridge Site Procedures

Wings of Rogallo

May 15, 2022

Introduction

The Wings of Rogallo (or “WOR”) is designated by the East Bay Park Regional District (EBRPD) through a special use permit to administer paragliding and hang gliding activities within Mission Peak Regional Preserve (herein referred to as “Mission Ridge” or “Mission”). The purpose of these procedures is to describe the site characteristics to pilots, and to inform pilots of their responsibilities while flying at Mission.

Site Overview

Mission is an ideal site for advanced and intermediate rated pilots to paraglide and hang glide. It is a predominantly West facing site with multiple features that produce reliable thermal and ridge lift and good flying conditions throughout much of the year. The launch area is accessible by hiking trails and by vehicles.

[Interactive Google Map](#)

Pilots may encounter cattle anywhere in the park, including in the landing zone, on trails and roads, and at the launches. Though cattle here are usually tame and used to interacting with humans, pilots should avoid interactions with cattle, in particular, bulls and cows with young calves. Cattle are not appropriate spot-landing targets.

A potable water spigot is located in the parking lot at the Stanford Avenue Staging Area, adjacent to the restroom. There is no water elsewhere in the park.

Launch

The launch area at Mission is very large and free of obstacles, except for a few rocks and small shrubs along the hillside. A large windsock is installed at the launch area. Pilots must not launch anywhere outside of the designated launch area.

The launch area may be accessed on foot by hiking up the main hiking trail from the Stanford Avenue Staging Area parking lot, which is adjacent to the landing zone. The launch may also be accessed by vehicle for approved keyholders via Mill Creek Road, and through a locked access gate on the back side of Mission Peak Regional Preserve. Hikers must not climb over

the rear access gate in order to access the launch area from Mill Creek Road. Details on how to access the launch using a vehicle, and details on how to obtain a key to the access gate are explained in the Vehicle Operations section.

Recommended wind limits and glide ratio to landing zone

Launch	Wing Type	Min	Ideal	Max	Glide ratio to LZ
Launch	HG	0 mph	15 mph	25 mph	4.1:1
	PG	0 mph	8 mph	20 mph	

Landing zone

The landing zone at Mission is very large, has a windsock, and is within easy glide of the launch area. There are trees on the approach end and a heavily used hiking trail on the South boundary of the landing zone. The terrain has slopes which, together with the treeline, forms a bowl, with the windsock at the northwest edge.

The preferred area to land within the landing zone under typical conditions is the area between the hiking trail and the windsock. Northwest of the windsock, the terrain generally slopes downward. Northeast, the terrain gently slopes upward. Pilots must land in the designated landing zone when landing within the park boundaries, unless top landing, or in case of an emergency.

After landing, pilots must clear the landing zone as soon as possible, in order to keep the preferred landing area open for other pilots. Pilots should not pack up or break down their gliders in the middle of the landing zone.

The landing zone is inaccessible by vehicle. Hang gliders must be carried to the main entrance gate and loaded up onto vehicles in the parking lot.

Top landing

Top landing is permitted only in the vicinity of the launch area, provided that the area is clear.

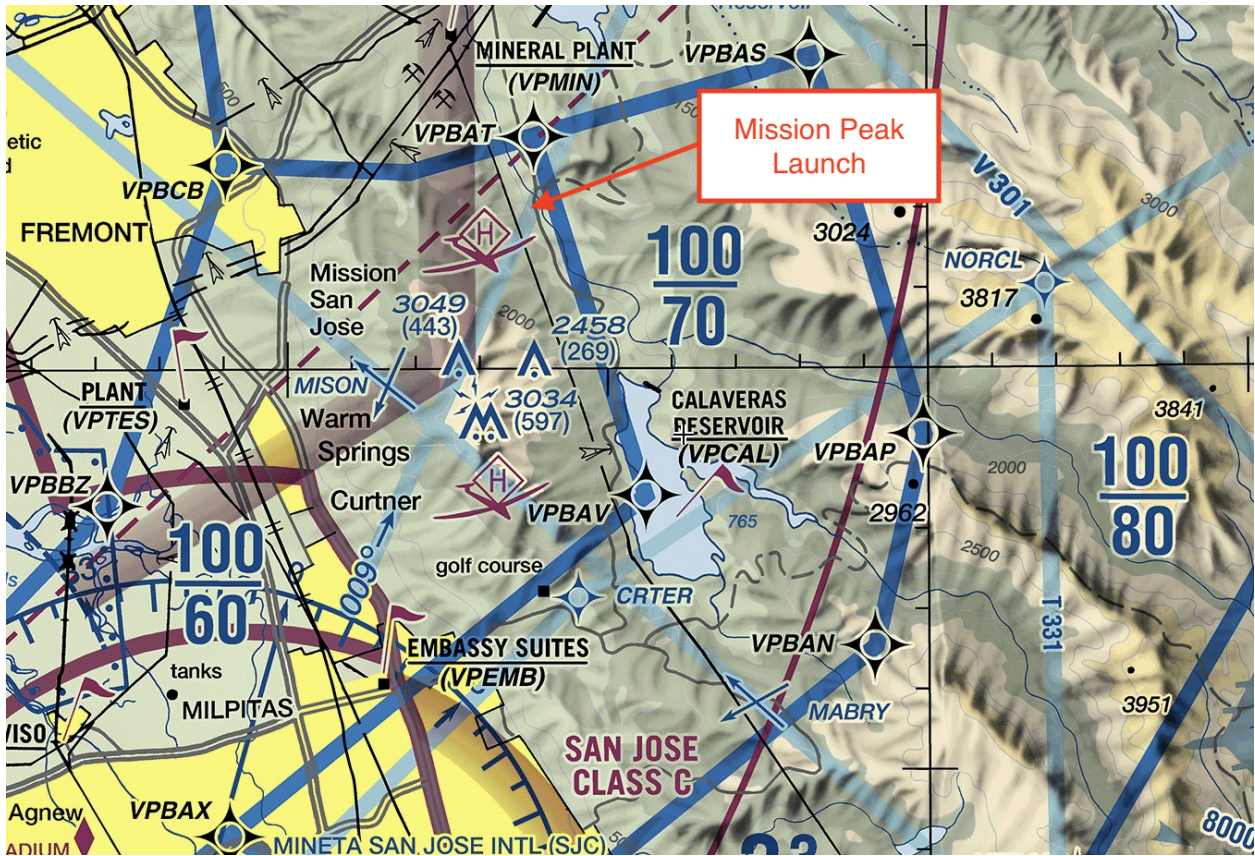
Airspace

Pilots are required to stay below 6000ft MSL in the vicinity of Mission Peak Regional Preserve.

Mission is located underneath the San Francisco International Airport Class B airspace. The floor of the Class B airspace is 6000ft MSL over the area, increasing to 7000ft MSL south of the

golf course south of Ed R. Levin County Park. There is a significant amount of general aviation fixed wing and helicopter traffic which transit the area at low altitudes, and commercial flights operating into Oakland transit below the Class B airspace, generally to the North and East of launch, around 4000ft MSL. Pilots are required to see and avoid all aircraft, and yield way per FAR 103 guidelines at all times.

Mission is sometimes subject to Temporary Flight Restrictions (TFRs), and pilots are responsible for checking the latest restrictions before they fly. These are often caused by wildfire suppression efforts, or political VIP visits.



Flying Requirements

Insurance and memberships

All pilots flying at Mission 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 Mission 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.

Signing in

Every pilot flying at Mission Ridge must sign in before flying. An electronic sign-in page is available on the club's website. As of this writing, the URL is <https://wingsofrogallo.org/mission-ridge-electronic-sign-in/>

In case the page is not accessible, email missionchair@wingsofrogallo.org with *missionlogin* as the subject, and in the email body, include your name, USHPA number, the date and time that you logged in, and optionally the key number that you signed out.

Tandem flights

Non-commercial tandem flights are permitted at Mission under WOR's special use agreement. Pilots must have the appropriate USHPA rating to conduct tandem flights.

Park hours

Flying activity at Mission Ridge is permitted at any time during park hours which are posted on EBRPD's website as well as on the entrance gate to the park. "Flying activity" includes glider pack-up and breakdown, loading of equipment onto vehicles, and retrieving vehicles from the launch area. Flying hours are bound by FAR 103 "Daylight operations" restrictions.

Vehicle Capacity limitations

- A maximum of twenty-five (25) hang gliders or paragliders are allowed in the launch area at any one time.
- A maximum of forty-five (45) hang gliders and paragliders are allowed within Mission Peak Regional Preserve at any one time (at launch, in the landing zone, in transit).

Safety

Pilots must

- Wear a helmet when flying.
- Fly with a reserve parachute.
- Adhere to all Federal Air Regulations (FARs).
- Land in the designated landing zone when landing within the park boundaries, unless top landing, or in case of an emergency.
- Comply with all terms and conditions indicated in these site procedures, as well as with any additional terms and conditions formally communicated by EBRPD staff, WOR officers, or the Mission Ridge Site Chairperson.

Pilots must not

- Launch anywhere outside of the designated launch area.
- Smoke anywhere in the park.
- Use or be under the influence of drugs or alcohol anywhere in the park.
- Perform acrobatic maneuvers (for example: infinite tumble, SAT, helicopter, loops, barrel rolls) at an altitude which does not allow for a safe reserve deployment.
- Fly at high speed close to terrain ("proximity flying").
- Place any objects in the park (not even temporarily), including flags, windsocks, wind indicators, and spot-landing targets.

Pilots should

- Fly with a radio and phone.
- H4/P4 pilots should get a site introduction from an experienced local pilot prior to flying the site for the first time.

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.

Vehicle Access

Gate Keys

To access the launch by vehicle using the access road from Mill Creek Road, a gate key is required. 10 non-duplicatable numbered gate keys are stored in a locked key storage compartment within a lockbox at the Stanford Avenue Staging Area. Keys must be signed out before flying using the [electronic sign-in](#) form (or by sending an email as described above in the *Signing In* section, if the form is inaccessible), and must be returned to the lockbox by the end of the day.

If a keyholder has already signed out a key, and is driving a 2nd authorized and registered vehicle up to launch in order to shuttle other drivers to retrieve other vehicles, the keyholder should electronically sign-in again with the new key number.

The access code to the main lockbox is: **1920**.

To access the locked storage compartment within the lockbox, 55 keys are allocated on an annual basis to WOR members who frequently fly at Mission and wish to access the launch area using a vehicle.

Details on how and when to request a key are described on the club's website.

Data sharing with the EBRPD

The EBRPD maintains a record of which vehicles are legally allowed to access Mission Peak Regional Preserve. The following information that you provide to WOR when you are issued one of the 55 keys will be shared with the EBRPD:

- Vehicle year, make, model, colour
- License plate
- Your name

Vehicle requirements

Vehicles must have high clearance and 4WD or AWD, and must be capable of safely carrying pilots and their equipment to launch. Vehicles must carry adequate fire abatement equipment, including a fire extinguisher and shovel, and must have current liability insurance with minimum coverage of \$500,000.00 per incident.

Only vehicles registered with WOR may be driven within Mission Peak Regional Preserve. If you are a keyholder, you may only drive a vehicle registered with WOR within the preserve. If

you would like to register an additional vehicle or remove a previously registered vehicle, please contact the Mission Ridge Site Chairperson.

Historical note: WOR was 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 HGs' use of the park. Accessing Mission using a vehicle is a privilege, not a right!

Vehicle operations

- Vehicles may only be used to access the launch area via the entrance from Mill Creek Road. Vehicles may not drive on the main hiking trail from the Stanford Avenue Staging Area.
- Gates must be properly locked at all times other than during actual vehicle passage. Any problems securing the gates should be promptly brought to the attention of Mission Ridge Site Committee or park maintenance staff (510) 544-3246.
- 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 4WD 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.
- Keyholders are responsible for their vehicles, and the actions of their driver, if someone other than the keyholder is driving the vehicle. All drivers must possess a valid driver's license. 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 park.
- Spectators (persons not participating in flying activities) may not be transported to and from the launch area.
- Keyholders are responsible for ensuring that all pilots accompanying them are properly rated and are eligible to fly at Mission Ridge according to these site procedures.
- 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 must not block the entrance gate area in the Stanford Avenue staging area, in order to ensure that emergency vehicles have unimpeded access to the trail at all times.

Vehicle Capacity Limitations

- No more than twenty (20) WOR vehicles are permitted to park in the parking lot at the Stanford Avenue Staging Area at any one time.
- 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 ten (10) at any one time.

- It is the most recent (9th and 10th) vehicle operators' responsibility to ensure that the vehicle capacities at launch and in the preserve are not exceeded. When signing out a key, drivers should count the number of keys remaining. If there are 2 or fewer remaining, the 9th and 10th vehicles must wait until vehicles are leaving the launch area before proceeding up the hill.
- It is vehicle operators' responsibility to ensure that the park's vehicle [capacity limitations](#) will not be exceeded, before driving to launch.
- As a courtesy to vehicles that are waiting to enter the park when the capacity limit has been reached, vehicles at launch should be brought down as soon as possible.

Emergency Procedures

Communications

- In case of an emergency, for fire, ambulance, police, or ranger dispatch, call **510-881-1121**.
- **911** will also work, but may take longer.

If an accident occurs

- If first aid is required, and you are sufficiently trained in administering first aid, please do so. A first aid kit is located in the lockbox in the Stanford Avenue Staging Area. The combination to the lockbox is **1920**.
- If any helicopter approaches the area and sounds its siren, all gliders must immediately leave the area or land.
- Any injuries and accidents shall be reported as soon as possible to the Mission Site Committee Chairperson who will notify the EBRPD as soon as possible.

Pilot Proficiency Requirements

	No restrictions for indicated rating and higher
	Some restrictions

PG requirement	HG requirement
P4	H4
P3 possessing H4 rating	H3 possessing P4 rating

P3	H3
----	----

- Pilots possessing an **Advanced (P4 or H4)** or higher USHPA rating, and visiting pilots with a foreign rating equivalent to a P4 or H4 may fly at Mission Ridge within the parameters described in these Site Procedures.
- “Bi-lingual” pilots (those who fly both PG and HG) who possess an Advanced or higher rating for one wing type and an Intermediate rating for the other wing type may fly either glider type at Mission Ridge, without having to meet the extra requirements specified in the section below.

P3 and H3 Requirements

Pilots possessing an Intermediate (P3 or H3) USHPA rating or foreign equivalent rating may fly at Mission Ridge within the parameters described in these Site Procedures after meeting these additional requirements:

- Pilots must possess basic thermal and mountain flying skills, be proficient in flying in active conditions, and be able to land in restricted areas before being sponsored to fly at Mission.
- Pilots must describe their thermal and mountain flying experience to their sponsor before flying at Mission.
 - As a guideline, pilots should have flown a minimum of 4 mountain flights from launches over 2800' MSL, each over 20 minutes duration in thermal lift per flight, before flying at Mission.
- Pilots must complete at least 3 flights under the supervision of a member of the Mission Ridge Site Introduction Team on the same wing type. At least one of those flights must be a sustained flight under thermic conditions (i.e. not during late evening conditions when there is only ridge lift, or when there is no lift).
 - The sponsored flight will only count if it is conducted safely and in compliance with the site procedures. It must include a safe controlled launch and landing in the designated landing zone.
 - The sponsor has the authority to determine whether the sponsored flight has met the requirements described above.
 - The sponsor may also decide that only 2 supervised flights are required, if the pilot is exceptionally skilled and experienced, or that more than 3 supervised flights are warranted.
- H3 pilots must have completed their H4 spot landing requirements.

Once pilots have completed all requirements, their final sponsor will request that they be granted a silver Mission icon on their electronic membership card, enabling them to fly unsupervised.

Context for P3 and H3 Requirements

Mission Peak Regional Preserve is one of the busiest and most popular hiking areas in the Bay Area. The landing zone is directly adjacent to the main hiking trail, the parking lot, and the neighborhood. There is frequent general aviation air traffic in the vicinity. The omnipresent inversion near launch altitude often creates turbulent conditions. During the warmer months (late April to mid September), Mission's sloped LZ can be very active, with dust devils and thermals releasing during peak heating, and can be deceptively challenging to land in safely, for hang gliders in particular. For all of these reasons, there is a high degree of sensitivity and visibility of flight activities at Mission compared to most other local flying sites in the Bay Area.

The intention of these additional requirements is to ensure that Intermediate-rated pilots possess the necessary skills to fly safely at Mission, without endangering the site. Pilots must have experienced sustained thermal flights outside of the local training hills (such as Ed Levin, Blue Rock, and Lake McClure), ideally under instructor supervision, and must possess active piloting skills, before taking their first flights at Mission.

Flight logging

Pilots should maintain a log of all of their flights. P3 or H3 pilots may be asked by members of the Site Introduction Team to verify whether they have met the proficiency requirements as described above. P3 and H3 pilots who are flying under sponsorship will be asked to enter their sponsor's information when electronically signing in, and this information will be logged automatically in Mission's electronic sign-in log.

Mini wings

Mini wings may be flown, provided that pilots follow all of the paragliding safety requirements above. Mini-wing pilots are reminded that high-speed proximity flying and acrobatics at low altitude are prohibited. It is recommended that pilots of mini-wings have at least an M1 special skill sign-off.

Pilot Identification

Pilots must carry a copy of their WOR membership card (either electronic or a physical copy) which shows their current USHPA rating. Pilots must be able to provide evidence of valid USHPA and WOR membership when requested by any WOR officer, Mission Site Committee member, or EBRPD staff member.

Instruction

Instruction is prohibited at Mission Peak Regional Preserve, with the exception of non-commercial tandem instructional flights.

Violations

Mission Ridge 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 Mission Ridge Site Chairperson as soon as possible. The Mission Ridge Site Chairperson must then report the disciplinary action to the 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.

EBRPD police officers have the authority to issue warnings and citations to pilots and spectators who violate laws and ordinances including but not limited to parking, speeding, disorderly conduct, flying without a waiver or insurance, launching outside of the designated launch area, and flying past park closing times.

EBRPD park rangers are responsible for ensuring that all laws and ordinances are followed and may escalate issues to police officers for enforcement as necessary.

Any pilot who witnesses a violation of any of these site procedures should report the incident to a Mission Ridge 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 Mission Ridge Site Committee is in charge of ensuring safe flight operations at Mission Ridge. A list of current Site Committee members and contact information is posted on the [club's website](#).

Site Introduction Team

Members of the Mission Ridge Site Introduction Team are pilots who have extensive experience flying at Mission under a variety of conditions, and are authorized by the Mission Ridge Site Chairperson to give site introductions and sponsor flights for less experienced P3 and H3 pilots. Team members must possess at least a P4 or H4 rating. Team members must be fully aware of all Mission Ridge site procedures and pilot proficiency requirements in this document.

Site Introduction Team members who are also instructors shall not accept compensation for providing site introductions at Mission Ridge.

Site Introduction Team members may only sponsor launches of pilots of the same wing type that they fly (hang glider or paraglider).

Site Introduction Team members may sponsor a maximum of 4 pilots at a time.

Pilots who wish to become members of the team should contact a member of the Mission Ridge Site Committee. A current list of team members is listed on the [club's website](#).

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

A list of guidelines and a checklist is available for team members on the club's website.