

Ed Levin Site Procedures

Wings of Rogallo

October 4, 2024

Introduction

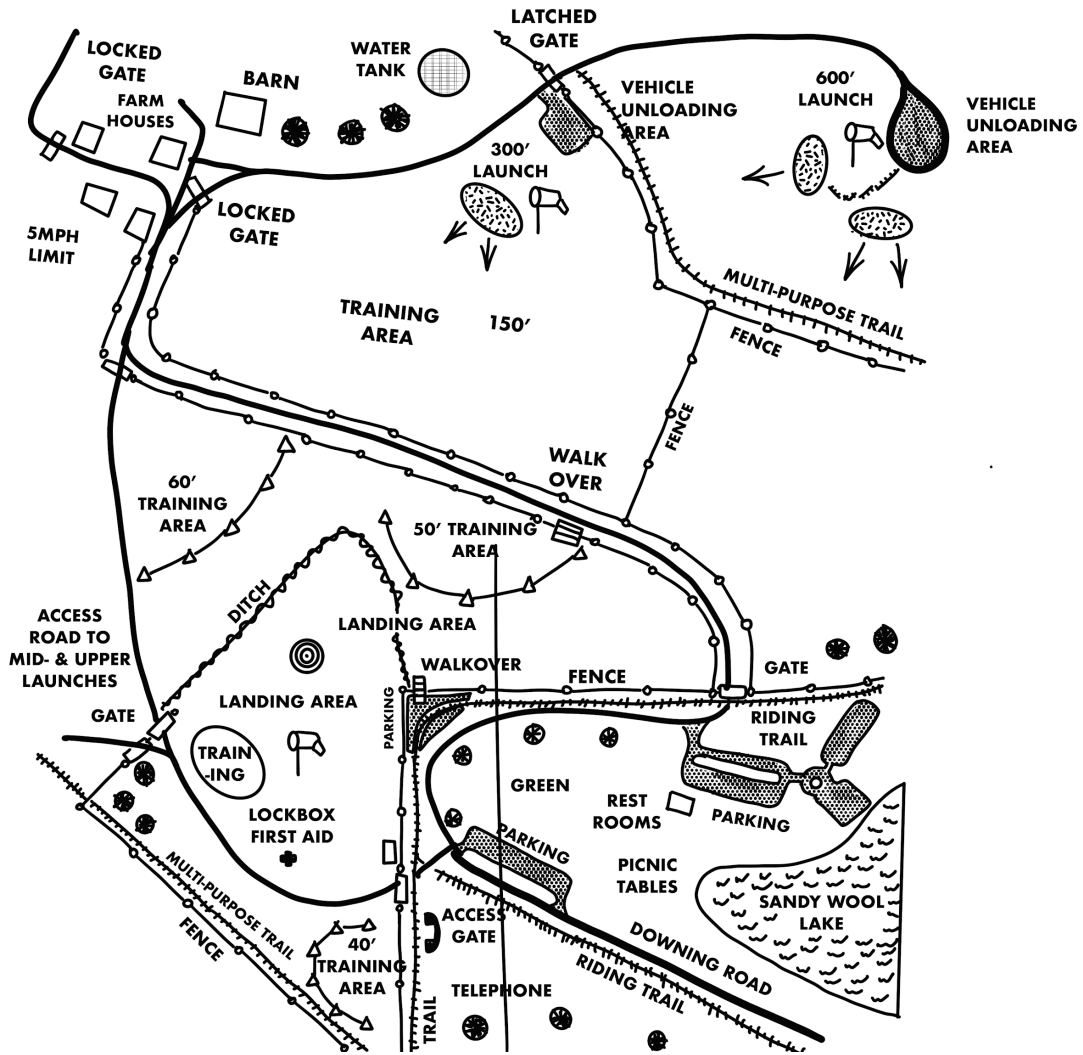
The Wings of Rogallo (or “WOR”) is designated by the County of Santa Clara, Parks and Recreation Department (SCCPD) through a special use permit to administer paragliding and hang gliding activities within Ed R. Levin County Park (herein referred to as “Ed Levin”). The purpose of these procedures is to describe the site characteristics to pilots, and to inform pilots of their responsibilities while flying at Ed Levin.

Site Overview

Ed Levin is an ideal site for paragliding and hang gliding at all skill levels, and is one of the premiere training sites in the San Francisco Bay Area and Northern California for both sports. It contains multiple launch areas at different elevations, a large, clear, level landing area, and reliable weather conditions throughout most of the year.

[Interactive Google Map](#)

ED LEVIN PARK FLYING SITE





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 adjacent to the landing zone entrance, at the glider loading area. There is no water elsewhere in the park.

Launches

By convention, the launch names at Ed Levin are referred to by their elevation above the designated landing zone, rather than their MSL altitude. The landing zone's elevation is approximately 540ft MSL.

Lower launches (40ft, 50ft, 60ft)

There are several small launch areas located around the periphery of the landing zone that are primarily used for training flights. The 40ft, 50ft, and 60ft launches can be accessed on foot directly from the landing zone.

150ft launch

The 150ft launch is a West-facing training launch, located half-way up the slope to the 300ft launch. It can be accessed on foot from the hiking trail that begins at the landing zone and walking through the pedestrian gate on the southeast side of the landing zone.

300ft launch

The 300ft launch is a west-facing, gently sloping launch located adjacent to the landing zone. The launch area is large, and is free of obstacles. It can be accessed on foot via the hiking trail that begins at the landing zone, or by vehicle via the launch access road, through a locked gate.

A large windsock is mounted in the launch area.

Vehicles should be parked alongside the road in the flat area behind the launch slopes. Gliders should set up in the flat area behind the launch, in order to keep the launch area clear.

600ft launches

The 600ft launches are located South of the 300ft launch, adjacent to the South end of the landing zone. There are 3 launch areas, one Southwest facing (the "South launch" or "parking lot launch"), one Northwest facing (the "North launch") and one West facing (the "West launch"). Pilots should use the appropriate launch for the current wind direction. The North and West launches are separated by an outcropping of rocks.

The "600" can be accessed on foot, by hiking to the 300ft launch, and then continuing on foot through a gate, and then either up the vehicle access road, or via a trail that follows the spine of the main ridge. The 600 can also be accessed by vehicle first by driving most of the way to the 300ft launch, and then continuing through a locked gate and up the "600 launch access road".

A large windsock is mounted adjacent to the launch area.

Vehicles should be parked on the side of the road in the flat area behind the launch slopes. Gliders should set up in the flat area above the launch slopes, in order to keep the launch area clear.

The 600 launches are the most technical launches at Ed Levin. The North and West launches have sharp rocks behind and below the launch areas. While the South launch is clear of obstacles and can be easy to launch from when the wind is *consistently* West or Southwest, care must be taken to evaluate the true wind direction since a Northerly wind can wrap around from the North and create rotor at the South launch.

1750ft launches

The 1750ft launches are located Northeast of the landing zone, South of Monument Peak. There are 2 launch slopes, one Southwest facing (the “South launch”), and another West facing (the “North launch”). Pilots should use the appropriate launch for the current wind direction. The launches are several hundred feet apart, and are separated by communication antennas.

The “1750” can be accessed on foot by hiking past the 300 ft launch, and taking the Agua Caliente Trail and Monument Peak Trails, followed by walking along Monument Peak Road the rest of the way.

The “1750” can also be accessed by vehicle by driving through a locked gate on the launch access road, turning left, and continuing up Monument Peak Road all the way to the launch area.

A large windsock is mounted between the two launch areas, adjacent to the communications tower. A [webcam](#) is set up adjacent to the windsock.

Vehicles should be parked in the flat areas behind the launch slopes. Gliders should set up away from launch slopes, in order to keep the launch area clear.

1750ft back side launch

The 1750 back side launch is a Southeast-facing launch area adjacent to the 1750 South launch. It can be used when the wind direction is from the Southeast, and wind strength is light (approximately less than 8mph).

As soon as enough ground clearance is gained after launching, pilots should immediately turn right and gain as much clearance as possible in order to avoid rotor.

Recommended wind limits and glide ratio to LZ

Launch	Wing Type	Min	Ideal	Max	Glide ratio to LZ
Training launches (40', 50', 60')	HG	0 mph	5 mph	12 mph	n/a
	PG	0 mph	5 mph	12 mph	
150' launch	HG	0 mph	5 mph	12 mph	2.0
	PG	0 mph	5 mph	12 mph	
300' launch	HG	0 mph	5 mph	12 mph	3.2

	PG	0 mph	5 mph	12 mph	
600' launch North, West, and South	HG	0 mph	5mph	15 mph	3.5
	PG	0 mph	5 mph	12 mph	
1750' launch North & South	HG	0 mph	5 mph	15 mph	3.7
	PG	0 mph	5 mph	15 mph	
1750' backside Southeast launch	HG	0 mph	5 mph	10 mph	3.7
	PG	0 mph	5 mph	7 mph	

Landing zone

The landing zone is a large, flat, open area, within easy glide of all of the launch areas. The landing zone's elevation is approximately 540ft MSL. A large windsock is located at the Northwest end of the landing zone. After landing, pilots must clear the landing zone as soon as possible, in order to keep the landing area open for other pilots. Pilots must not pack up or break down their gliders in the middle of the landing zone.

Spot landing circles and markers

There are several spot landing "bullseyes" set up in the landing zone, which can be used for observed spot landings. Pilots must exit the spot landing area after landing and should reset any toppled cones for the next pilot.

Kiting practice

P2s may kite their wings in the Northwest sector of the landing zone, West of the windsock. The remainder of the landing zone should be kept clear for gliders to land. Pilots who are kiting must constantly monitor their surroundings, and should immediately lower their gliders if another pilot is landing nearby.

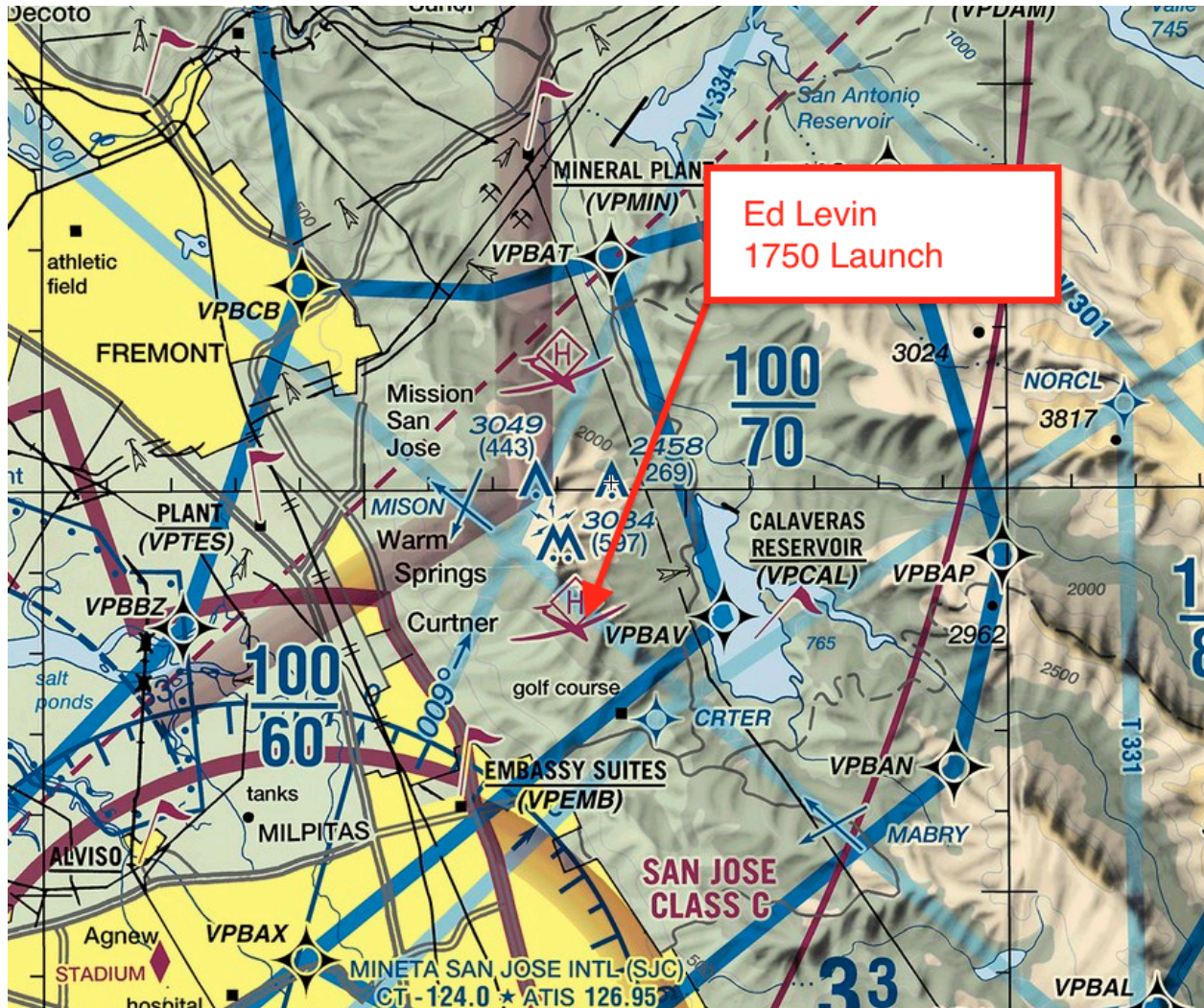
Top landing

Top landing is permitted at all launches, provided that the launch area is adequately clear.

Airspace

Pilots are required to stay below 6000ft MSL over Ed Levin.

Ed Levin is located underneath the San Francisco International Airport Class B airspace. The floor of the Class B airspace is 6000ft MSL over the flying site, increasing to 7000ft MSL south of the golf course. Additionally, the minimum altitude on airways in the vicinity of Ed Levin is 5000ft 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.



Flying Requirements

Santa Clara County Parks Department liability waiver

All pilots, tandem passengers, vehicle passengers, and spectators who enter the landing zone and launch areas must sign a SCCPD liability waiver. It is up to the park office and/or rangers,

not WOR, to enforce the possession of a SCCPD waiver and sticker. A copy of the waiver is available on the WOR website.

Insurance and memberships

All pilots flying at Ed Levin under WOR's Special Use Agreement must also be members of USHPA, in order to have appropriate 3rd party liability insurance.

Visiting pilots

Visiting pilots must be accompanied by a full WOR member when flying.

Visiting pilots should sign up for a free visiting pilot WOR membership, which allows flying at Ed Levin 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 should 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 Ed Levin under WOR's special use agreement. Pilots must have the appropriate USHPA rating to conduct tandem flights and tandem passengers are required to complete a copy of both the WOR Ed Levin and the SCCPD waivers prior to flight.

Park hours

Flying activity at Ed Levin Park is permitted from opening time until **one hour before sunset**. The official sunset time for the day is posted on a sign at the park entrance. "Flying activity" includes glider pack-up and breakdown, loading of equipment onto vehicles, and moving vehicles off launch access roads and out of the landing area.

Pilots must not go up the hill if time will not permit them to be completely loaded up and out of the landing area in time.

Safety

Pilots must

- Wear a helmet when flying.
- Fly with a reserve parachute from all launches above the "300".

- 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.
- Be done with all flying activities (including packing) one hour before sunset
- Do not fly when the “emergency X” is placed in the LZ
- Maintain at least 600’ of altitude when flying over the lawn area such that they can avoid mechanical turbulence from the tree line, and perform a safe landing approach in the designated landing zone.
- Comply with all terms and conditions indicated in these site procedures, as well as with the terms and conditions indicated in the Wings of Rogallo’s special use permit and permit addendums with Santa Clara County Parks, which are posted on the club’s website.

Pilots must not

- Smoke anywhere in the park.
- Use or be under the influence of drugs or alcohol anywhere in the park.
- Unpack or fold paragliders or set up or break down hang gliders in the lawn area.
- Perform acrobatic maneuvers (for example: infinite tumble, SAT, helicopter, loops, barrel rolls) except to the area north and west of the LZ windsock at an altitude which allows for a safe reserve deployment.
- Fly at high speed close to terrain (“proximity flying”).

Pilots should

- Fly with a radio and phone

Vehicle Access

Gate locks

The Wings of Rogallo’s special use agreement with Santa Clara County Parks Department allows club members and passengers to access the launch areas using vehicles via a private access road. The road is gated and locked in several places. Furthermore, Ed Levin County Park is an active cattle grazing area; cattle must remain confined to active grazing areas only.

When driving to and from launches, ensure that gates are left in the same position encountered and gates with locks shall be closed and locked immediately after passing through the gate.

Gate codes can be accessed in the member section of the club website on the membership card page. Codes are rotated annually on **February 1st**.

Vehicle operations

An appropriate waiver of liability must be in place for all drivers and vehicle passengers prior to using the access roads. All drivers must hold a valid driver's license and all vehicles must have insurance that meets State of California requirements. Pilots should carpool in order to minimize traffic. A 15 mph maximum speed limit must be observed when going up or down the hill, and 5 mph near the farmhouses and other structures. Vehicles are not permitted to drive or park beyond the rocks at the 1750ft launches.

Only high-clearance 4WD or AWD vehicles are permitted on the access road to the 600ft and 1750ft launches, and 4WD must be engaged in transit both up and down the hill.

Vehicles must only park in the normal Ed Levin parking areas or in the unpaved triangular area near the north walkover to the landing area as marked on the map. Parking is limited to one row of vehicles only. Temporary parking behind another vehicle is not permitted. Loading of gliders on the paved road inside the landing area is permitted. Vehicles must remain on the paved road, without blocking traffic and must be attended at all times when stopping in the landing area when loading gliders. Vehicles must not load past the Calera Creek Gate / Summit Point Golf Course gate. Vehicles shall not park on horseback riding trails.

Road conditions and closures

The access roads to the 600ft and 1750ft launches will be closed by park rangers after periods of rain and a "CLOSED" sign will be posted at the bottom entrance gate. The access roads will be opened by park rangers only when road conditions become acceptable. The 300ft launch served by a paved road will usually remain open after rain.

For up-to-date road conditions and accessibility, pilots should consult the SCCPD [website](#) or call the Ed Levin park office at (408) 262-6980 and listen to the recording that specifies the status of the "hang glider road".

Radio Communications

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

Emergency communications

- Call **911** for every fire, vehicle accident, and flying-related injury that appears to be serious, and is likely to require treatment by a physician. If you call 911 from a cell phone, you will be connected with the California Highway Patrol dispatcher. Tell the dispatcher that there is an *emergency at Ed Levin Park in Milpitas* and that you want to be connected with the *Santa Clara County Communications Dispatch Center*. Alternatively, dial the Santa Clara Dispatch Center directly, at **408-299-2311**.
- Mobile phone service is spotty in the LZ, but is generally reliable from the 300 launch and higher.
- There is a payphone located adjacent to the vehicle access gate at the landing zone.
- The nearest hospital is the Regional Medical Center of San Jose. The phone number is **408-259-5000**

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 landing zone, 20ft North of the vehicle entrance gate. The combination to the lockbox is **0911**.
- Notify park rangers, or ask a bystander to do so.
- Tune your radio to the “common” frequency for Ed Levin (indicated on the club’s website), and notify other pilots that an accident has occurred.
- Assess the situation, and contact emergency services directly if the accident is serious.
- If it is possible and safe to do so, take photographs of the incident site for investigations by the Site Committee and park rangers.
- If it is possible and safe to do so, preserve the incident site for investigations by the Site Committee and park rangers.
- Establish an *incident commander*. This should be a club officer, instructor, or any club member who is a medical professional. The *incident commander* should not be the person who is administering first-aid.
 - The *incident commander* should coordinate all communications with park rangers and emergency services.
 - The *incident commander* should file an incident report with the Site Chairperson as soon as possible, soliciting feedback from first responders and helpers.

Other pilots' responsibilities in case of an accident

- It is all pilots' responsibility to watch for any signs of an emergency happening anywhere within the park, and to avoid emergency vehicles.
- If a pilot in the LZ becomes aware that an incident has occurred anywhere in the park that may necessitate an emergency response (flying-related or otherwise), the pilot should obtain a red X and strobe light from the lockbox, and place it in the middle of the LZ, in order to warn other pilots.
- If an accident has occurred:
 - Pilots at launch should refrain from launching.
 - Pilots in the LZ should clear the LZ as quickly as possible.
 - Pilots near the incident site should clear the area as quickly as possible, unless directly assisting with first-aid and rescue operations.
 - Pilots should fly and land far away from emergency vehicles, and should avoid flying over the emergency response area.
 - If it is possible and safe to do so, pilots should tune their radios to the "common" frequency used at Ed Levin.
 - If conditions permit, pilots in the air should attempt to land as quickly and safely as possible, while avoiding emergency vehicles and operations. If the conditions make landing quickly challenging or unsafe, pilots should fly away to a different area.
 - Pilots may consider alternative landing options than the designated LZ if an emergency response is occurring in the vicinity of the LZ.
- If flying has been suspended by park staff, pilots must not resume flying until permission to do so has been explicitly granted by park staff.

Pilot Proficiency Requirements

Per [USHPA SOPs](#) and [insurance requirements](#), Students, H1, and P1 pilots may only fly or practice under **direct instructor supervision**. This includes ground handling (kiting).

	No restrictions for indicated rating, and higher
	Some restrictions

“Bi-lingual” pilots (pilots who possess both HG and PG ratings of P2 and H2 or greater) who have satisfied the requirements for one wing type may follow the requirements of the wing type for which they possess the higher rating. (e.g. a H4/P2 may fly a paraglider off of the 600 without a formal site introduction from an instructor or the Site Introduction Team)

Launch	PG requirement	HG requirement
Lower launches	P2	H2
	Students with instructor supervision (basic or advanced)	Students with instructor supervision (basic or advanced)
150	P2	H2
	P1 requirements completed* with instructor supervision (basic or advanced)	H1 requirements completed* with instructor supervision (basic or advanced)
300	P2	H2
	P1 requirements completed* with instructor supervision (basic or advanced)	H1 requirements completed* with instructor supervision (basic or advanced)
600	P3	H3
	P2 under one of the following conditions: <ul style="list-style-type: none"> - Under an instructor’s supervision (basic or advanced) - Without instructor supervision, after having completed 3 flights from at least 300’ AGL (at Ed Levin or elsewhere) + a site intro 	H2 under one of the following conditions: <ul style="list-style-type: none"> - Under an instructor’s supervision (basic or advanced) - Without instructor supervision, after having completed 3 flights from at least 300’ AGL (at Ed Levin or elsewhere) + a site intro

	and first flight with an P4 who has significant experience flying at Ed Levin.	and first flight with an H4 who has significant experience flying at Ed Levin.
1750	<p>P3</p> <p>P2 under one of the following conditions:</p> <ul style="list-style-type: none"> - Under an instructor's supervision (basic or advanced) - Without instructor supervision, after having completed 4 flights from at least 500' AGL (at Ed Levin or elsewhere) + a site intro and first flight with an P4 who has significant experience flying at Ed Levin. 	<p>H3</p> <p>H2 under one of the following conditions:</p> <ul style="list-style-type: none"> - Under an instructor's supervision (basic or advanced) - Without instructor supervision, after having completed 4 flights from at least 500' AGL (at Ed Levin or elsewhere) + a site intro and first flight with an H4 who has significant experience flying at Ed Levin.
1750 back side	<p>P3</p> <p>P2 under one of the following conditions:</p> <ul style="list-style-type: none"> - Under an instructor's supervision (basic or advanced) - Without instructor supervision, after having completed 4 flights from at least 500' AGL (at Ed Levin or elsewhere) + a site intro and first flight with an P4 who has significant experience flying at Ed Levin. 	<p>H4</p> <p>H3 under one of the following conditions:</p> <ul style="list-style-type: none"> - Under advanced instructor's supervision.

**All USHPA "Required Witnessed Tasks" must be completed including the written exam. Additionally, the student must be under the instructor's insurance to provide 3rd party liability coverage equivalent or better than that of a USHPA member.*

Flight logging

Pilots should maintain a log of all of their flights. Pilots may be asked by an instructor or member of the Site Introduction Team, to verify whether they have met the proficiency requirements as described above. Pilots should record their witnessed flights and annotate who witnessed them.

Mini wings

Mini wings may be flown from all launches, 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 physical or digital) which shows their current USHPA rating, must be able to provide evidence of valid USHPA membership, and must be able to show these when requested by any WOR officer, instructor, or SCCPD staff member.

Instruction at Ed Levin

Instruction at Ed Levin may be conducted under Wings of Rogallo's special use agreement with SCCPD, however it must be strictly non-commercial in nature, and instructors must be approved by Wings of Rogallo. Any commercial instruction that occurs at Ed Levin must be conducted under a separate concession permit that can be obtained from SCCPD.

Furthermore, any commercial paragliding and hang gliding schools operating at Ed Levin that wish to sign their students off to fly without instructor supervision under WOR's permit must be approved to do so by the Wings of Rogallo.

All instructional activity at Ed Levin, both non-commercial under WOR's permit and commercial under separate concession permits, should adhere to the [pilot proficiency requirements](#) outlined in this document. This is to ensure that a common protocol is followed by all instructors who teach at Ed Levin, as well as by pilots who are flying recreationally under WOR's permit.

If a commercial instructor is on the Ed Levin Site Committee, they may not be included as part of the approval process for new instructors, in order to avoid a conflict of interest.

If you would like to instruct at Ed Levin, either non-commercially or commercially, contact the Ed Levin Site Chair for additional information about the process and requirements.

A list of WOR-approved schools and instructors is on the club's website.

Violations

Ed Levin 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 Ed Levin Site Chairperson as soon as possible. The Ed Levin 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.

Ed Levin park rangers 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, and flying past park closing times.

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

Site Introductions

H4/P4s with significant experience flying at Ed Levin have been authorized by WOR to give site intros in accordance with the Ed Levin Site Procedures. Ed Levin is the only flying site that allows training, and the site procedures provide more information about requirements for pilots to fly from each launch, including sponsored flights and site introductions by members of the Site Introduction Team.

Site Introduction givers may only observe launches of pilots of the same wing type that they fly.

Commercial instructors may not formally join the team, however commercial instructors who are approved by WOR may observe launches and give site introductions to lower-rated pilots. 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 Ed Levin Site Chairperson.

A list of guidelines and a checklist is available for team members [here](#).