
WINGS OF ROGALLO (WOR)
MOUNT DIABLO STATE PARK SITE

PROCEDURES

NOTICE: MOUNT DIABLO STATE PARK IS AN ADVANCED-ONLY HANG GLIDING AND PARAGLIDING SITE. PILOTS MUST HAVE A HANG-4 OR P4 (ADVANCED) OR FOREIGN-EQUIVALENT ADVANCED RATING WITH TURBULENCE SPECIAL SKILLS ENDORSEMENT 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 and PARAGLIDING activities with the Mount Diablo State Park.
2. **Launch and Landing Areas** - Mount 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 (North Gate 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 (LZ) 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). Any wind indicators placed in the LZ must be removed the same day.

(B). **Mitchell Canyon Road Landing Area** - Located at the end of Mitchell Canyon Road in Clayton, at the entrance of the park. This is the largest designated LZ at Mount Diablo, with few obstacles. There is a residential powerline opposite the road along the western edge of the field, and a relatively low tree line along the eastern edge. This is an easy landing site but remember it's a 6:1 glide ratio from the Tower launch site. All wind flagging will be removed after each flight.

(C). **Curry Point Landing Area** - Is located approximately one mile down the South Gate 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 possible.

(D). **Macedo Ranch Landing Area.** The landing area is east of the parking lot, and well above the adjoining access path. This is an uphill 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 are collected.

(F). **Plateau Landing Area** The landing area is east of the Mitchell Canyon LZ, and is bounded on two sides by Mitchell Creek and the northern boundary of the Park in Clayton. The field can be accessed through the footpath entrance to the Park on Mount Tamalpais Drive. The field slopes gently uphill in the westerly direction, and undulates somewhat in the north-south direction. Typically, this LZ is selected over the Mitchell Canyon field if westerly wind has developed at the lower altitudes after launching from the Tower. Turbulence from the Mt. Zion quarry can be avoided by circling down over the Park lands further to the east of the Plateau, then making a final approach in the smoother air over the LZ. The Plateau has a 6:1 glide ratio from the Tower Launch.

(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-Footer 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. 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). **South Launch** - This launch faces south, adjacent to the Juniper Trail and Summit Road. The primary landing areas for this launch are Curry Point and the Thousand-Footer. The launch is at 3,600' MSL. Curry Point landing zone is 1,800 MSL and the Thousand is 1,000'. This launch affords plenty of room for set up and launching from the pad of a former communications tower site. Access to this launch is from the Juniper Trail. No parking or off-loading is permitted along Summit Road. Vehicular parking must occur at the Lower Summit Parking Lot.

(C). **Tower Launch** – This area is outside the responsibility of the State Parks. State Parks assumes no liability for the use or misuse of this site. This is the most used and most sensitive launch site at Mount

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 Tower 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 MOUNT DIABLO BE SPONSORED BY A WOR MEMBER, MOUNT 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 Mount Diablo lock box.

4. **USHPA Membership** - All pilots must be current members of the United States Hang Gliding and Paragliding Association (USHPA), hold the required advanced rating, and have their current USHPA rating card in possession. Foreign pilots with an equivalent rating to a USHPA Advanced rating must fill out the appropriate forms, and pay the requisite fees to become a USHPA member before being permitted to fly the site.

5. **Membership Identification Requirements**

All pilots must have a current Wings of Rogallo Mission/Diablo identification card, indicating that the pilot meets the pilot rating and USHPA insurance requirements for the site. Visiting pilots must sign up for a free visiting pilot WOR membership, which allows flying at Diablo for a limited number of days per calendar year. 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.

6. **Vehicle Operations** - Pilots arriving at Mount Diablo must sign in using the WOR E-Sign In system found on the WOR website www.wingsofrogallo.org. **ALL PILOTS MUST SIGN IN EVERY TIME THEY FLY THIS SITE.** Park staff may ask to see your current USHPA card. 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.** Parking in the Juniper campground is reserved for registered campers. The Rangers will cite all other vehicles parked in the campground. Park in the open area near the main road and not in the campground. Vehicles may not be left in the park overnight. If a flight takes the pilot out of the park, it is the pilot's responsibility to remove their vehicle before the park closes. If the pilot cannot make it back to the park, the rangers must be notified to prevent ticketing of the vehicle.

7. **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 7(M) for further details.

(B) IN CASE OF AN EMERGENCY, CALL NORTHERN DISPATCH FOR STATE PARKS (916) 358-0333. Please put this number in your cell phone or keep this number with you, it is a better number to dial from a cell phone than dialing 911 from a cell phone which connects you to the California Highway Patrol (CHP). CHP will then have to relay your information on to other agencies. By calling the Northern Dispatch number you bypass the delays.

(C) All pilots shall fly with a reserve emergency parachute and a helmet at all times.

- (D) Pilots shall not use the Park for testing experimental gliders, unnecessary parachute deployments, or any hazardous operations.
- (E) Site Committee members, Park Rangers, or any WOR club officer may, based on 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.
- (F) 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.
- (G) Pilots must never land out on paved roads.
- (H) Motorized hang gliders, motorized paragliders, and mini-wings/speed wings are not permitted in the area.
- (I) Pilots should be aware of hang gliders, paragliders, powered aircraft, and sailplanes in the area.
- (J) No launching between the hours of one hour before sunset and 8:00 AM.
- (K) Flying alone is not recommended.
- (L) The rangers try to monitor the 2-meter HAM frequency 146.415 megahertz. In the event of an out-landing as described in section 7(A), it is a good idea to transmit a generic message such as, "The 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 out-landing 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 Northern Dispatch for State Parks (916) 358-0333.
- (M) First Pilot Down: During 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.
- (N) 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.
- (O) Pilots are encouraged to reference various weather web sites such as windy.com to determine general wind direction in the area at altitude. The Concord airport WX (925) 689-2077 can give you important information such as ground level wind speed and direction. This information can help in determining the conditions at the 1000-Foot LZ. Keep in mind that the wind speed and direction at Juniper launch and at the 1000-Foot LZ are often vastly different.
- (P) If you sustain an injury or you or others sustain damage to personal or public property, please help raise the awareness of your fellow pilots by submitting an Accident Report to USHPA and a copy to: WOR Safety Director. Also copy the Bay Area Paragliding Association (BAPA) Safety Director in the case of paragliding injuries or incidents.

8. **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 Mount Diablo State Park.

10. **Violations** - Each qualified WOR/Mount Diablo member pilot is responsible for ensuring site procedures are followed, for themselves as well as their guests. Pilots who violate these procedures may have their flying privilege at Mount 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 WOR Mount Diablo State Park Site Procedures are revised and revised 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 WOR web site (www.wingsofrogallo.org), 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!

Date: 4/9/2024