

## **Sylmar Hang Gliding Association Instructor Guidelines**

### Introduction

The Sylmar Hang Gliding Association, Inc. (SHGA) is the owner and operator of the Kagel Mountain Flight Park, a hang-gliding and paragliding facility located at 12584 Gridley Street, Sylmar, California. The site is located within the City and County of Los Angeles and operates under the authority of city, county, state and federal governmental bodies. As a chapter of the United States Hang Gliding and Paragliding Association, SHGA operates under the rules of that organization as well. Hang gliding in Sylmar dates from before the first United States National Hang Gliding Championships, held at Sylmar in 1973. The continuous operation of this site for more than a quarter century has been the result of continuous cooperation between the SHGA and the various authorities that govern our activities. It is the firm policy of SHGA to continue to foster those relationships, which we consider to be essential to the preservation of this historic site.

For this reason, the SHGA holds itself to standards of safety, conduct and community involvement that we believe are higher than those that may be required at other sites. We feel this is necessary for the survival of our site.

The ideal relationship between SHGA and instructors who teach here will be mutually beneficial. SHGA is a convenient, teaching-friendly site that has many advantages for instruction, and we hope that many students who learn here will join the club. We ask of instructors that they meet the specific minimum criteria below to assure SHGA that instruction at our site will be done safely, and will benefit all parties involved.

### I. Safety -- The First Imperative

The Kagel Mountain Flight Park borders directly on residential properties. Our neighbors and our representatives in state and local government have repeatedly expressed their concern over safety --their safety and ours. Understandably, they are concerned about injury to family members and damage to their property resulting from a crash. Property owners are also concerned about possible liability that might arise from a person's injury on their property, even if an aviator crashes on their property purely by accident.

But safety involves far more than avoiding damage to other persons' property. Even when a pilot damages only his own equipment, neighbors sometimes conclude that either the pilot has no concern for anyone's property, even his own, or that hang gliding and paragliding are so unsafe that it is impossible to prevent property damage. The same is true of personal injury, even if the injury is limited to the pilot. Some landowners may consider that they simply do not want to be neighbors to an activity that requires a steady stream of ambulances to their neighborhood.

Consequently, SHGA has strict airspace rules and expects pilots using this site to observe the highest standards for their own safety. Naturally, a prime concern of SHGA is the safety of student pilots, and we must rely primarily on instructors to ensure their safety. For that reason, SHGA requires instructors wishing to use its facilities to possess and apply

the necessary skills, experience and judgment and to provide specific, detailed proposals for managing the risks inherent in flight operations by student pilots. SHGA requires that instructors maintain commercial liability insurance, with SHGA as an additional insured.

SHGA requires reports of all accidents at Sylmar related to aviation. A duplicate of the accident report made to the USHPA should be submitted to the SHGA safety director within a week after the incident. The rationale for the reports is that “A person who does not know history is doomed to repeat it.” The Club’s view is that accident reports should educate all users of the site as to any accidents that occur there. It is the instructor’s responsibility to see that an accident report is made for each incident in which a student is involved.

Finally, the Sylmar site is restricted to pilots holding an intermediate (or higher) hang gliding or paragliding rating from the USHPA. Novice pilots (H-2 and P-2) may fly at Sylmar only under the direct supervision of their instructor, who must be present for all flights, until the students are “signed off” to fly the site. The guidelines for the Sylmar site signoff are attached. After signoff, novice pilots still fly under the “indirect supervision” of the instructor. This means that the instructor need not be present during flights of novice pilots at Sylmar, but remains responsible to SHGA for the students’ safety. Insofar as SHGA grants instructors the privilege of training novice pilots at Sylmar, it is of the view that the instructor is personally responsible for their safety until they earn their intermediate rating. If it were to appear to the SHGA that an instructor is exercising less than due diligence for the safety of his or her students, or of the person or property of anyone else, the instructor’s privilege could be withdrawn.

## II. Flight Rules -- The Minimum Rules for Safety

Each pilot using the Sylmar site is required to be familiar, and to comply, with the Federal Aviation Regulations, Part 103, as well as the airspace rules incorporated in the SHGA Rules, which are attached. We have agreed never to fly over the homes to the west of our site, and to stay at least 200 feet to the east. That 200-foot line is marked so that it is visible from the air.

Aerobatics -- any maneuver involving a bank angle exceeding 90 degrees from horizontal flight or pitch angle exceeding 60 degrees is prohibited south of the east-west line formed by the Gavina Avenue bridge, and aerobatics performed north of the bridge must be completed above 750 feet AGL (Approximately 2100 feet MSL, depending on the terrain).

## III. Image -- The Other Imperative

SHGA promotes an image of hang gliding and paragliding that de-mystifies the sport and the participants. We encourage the image that we are people who have soberly and responsibly chosen a sport that involves some risk, and who take all reasonable measures to manage the risk. We fly because it provides a unique experience. It is not for everyone, but it is definitely for us. We feel we have as much right as anyone else to pursue our interests, so long as we are not hurting anybody else.

An unpleasant reality of life is that other people frequently feel, rightly or wrongly, that others don’t have as many rights as they do. Those people believe that you don’t have the same rights if they perceive you to be different. If they think you are not “tax-paying,” or

“law-abiding” or even “God-fearing”, or even if you’re “crazy,” some people think your rights count for nothing. That attitude is wrong, but it is out there.

Because SHGA wants the community to respect its rights, it discourages an image of reckless disregard for one’s own safety, and of disdain for earth-bound mortals. We gain nothing by taking the attitude towards our neighbors that, “You couldn’t possibly understand what we do,” or “You don’t have what it takes to be one of us,” or “We don’t play by anybody else’s rules.” SHGA rejects the image consciously projected by some other pilots that they are hell-raising, beer-swigging airborne offspring of Evel Kneivel.

In order to relate effectively with our neighbors, we need to be perceived as another community group, ordinary folks, but having a highly specialized interest. In accordance with this approach we ask our members and students to:

- Drive courteously in our community. Obey the traffic laws, signs and speed limits. Every car carrying a hang glider is a spokesman. At a stop sign, wave the neighbors through ahead of you and watch ’em smile.
- Talk to members of the community and invite them to come out to the flight park. Promote and de-mystify the sport. Most non-pilots overestimate the risks of hang gliding and paragliding. They do not appreciate how the risk is managed through training, technique, and equipment.
- Patronize local businesses conspicuously. Pull that car loaded with hang gliders up to the convenience store and load up with gas, soft drinks and food. Make sure that the proprietors of local restaurants know that their business is coming from pilots. And if the service is decent, tip generously.

## SHGA Requirements for Instructors

### I. Application

An instructor applying for SHGA approval is required to submit in writing:

- a. Proof of current USHPA instructor ratings, including expiration dates of USHPA membership and all instructor ratings.
- b. A statement of qualifications of instructor, including
  - i. Dates of all USHPA ratings and other aviation licenses. List and dates of any recognition of aviation achievements, e.g. safe pilot awards, Lilienthal awards, competition, accomplishments, etc.
  - ii. Experience under instructors' ratings, including numbers of students to whom the instructor has given Beginner, Novice, Intermediate and Advanced ratings.
  - iii. The sites at which the instructor has taught, with an estimate of how many ratings the instructor has given at each site.
  - iv. References from USHPA chapters governing other sites where instructor has taught.
- c. Personal aviation experience.
  - i. Number of flights and airtime. Mountain/thermal flying experience.
  - ii. Recent Kagel experience is expected.
- d. Teaching syllabus. A detailed outline of the instructor's program of instruction, including
  - i. the instructor's training hill syllabus,
  - ii. mountain flight syllabus and
  - iii. planned Kagel Mountain syllabus.Each syllabus should show the skills and theory that students are expected to master at each stage of instruction.
- e. The Kagel Mountain syllabus should list the restrictions the instructor will impose on students at this site, such as:
  - i. The times of day students will be allowed to fly, listed by season. Those times will avoid student flights during the strongest conditions.
  - ii. Maximum wind velocities in which students will be allowed to fly, including gust factors.
  - iii. Whether the student will be allowed to soar the site. If so, at what level of experience.
  - iv. The experience level at the site (airtime or number of flights) before the student will be released from these restrictions.
- f. A complete package of all instructional materials provided to students from beginning to end of instruction.
- g. If the instructor is not already an SHGA member, a completed application for membership in SHGA, including a check for the first year's dues.

### II. Consideration of Application

After the SHGA Board has had an opportunity to review the application and, to insure that it is complete, the instructor will attend a meeting of the Board where the application will be considered. The instructor will be notified of the Board's determination within one week after the meeting.

### III. Rules for Approved Instructors

- a. Instructors must hold USHPA ratings for all instruction they conduct at this site. The instructor's USHPA membership and instructor ratings must be kept valid at all times.
- b. Instructors must maintain current membership in SHGA.
- c. Instructors must maintain commercial liability insurance with SHGA named as an additional insured.
- d. Instructors must agree in writing to abide by the rules and policies established by the SHGA.
- e. Instructors are responsible to insure that all students hold current USHPA ratings for the instruction they are to receive.
- f. Instructors are responsible to insure that all their students have executed the USHPA form release, liability waiver and assumption of risk, and the instructor shall maintain a copy of that waiver and provide a copy to SHGA. In any case where a USHPA waiver is not maintained by the instructor, that instructor shall defend and indemnify SHGA for any claim of liability by a student or by a third person for personal injury to any person, including the student, or property damage caused by a student.
- g. Instructors are required to be present for, and directly observe and supervise, any flights by novice pilots who are not signed off to fly without direct observation and supervision.
- h. Instructors shall make one orientation visit to the site before bringing students to the site.
- i. Every instructor shall be accompanied by a site guide on the initial visit to the site when students are to be instructed. Thereafter, instructors are encouraged to request a site guide.
- j. Instructors must inform students in writing that after they are signed off to fly without direct observation and supervision, they will be required to pay daily or annual dues to SHGA for the use of the site.
- k. Instructors are responsible to SHGA for their students' safety at the site until students receive an Intermediate rating.
- l. Instructors' approvals will be reviewed annually by the SHGA Board of Directors.

## SHGA Novice Pilot Signoff Guidelines

- I. The Sylmar Hang Gliding Association Site Rules provide that the site is limited to pilots holding Intermediate ratings from the USHPA, except that Novice pilots may fly at the site under the direct supervision of an approved instructor or after having been “signed off” to fly the site under “indirect supervision”. To qualify for a signoff, a Novice pilot must satisfy the instructor that he/she has mastered all the skills and theory required of Intermediate pilots, lacking only the airtime or number of flights required for the Intermediate rating.
- II. At the Sylmar site, the wind speed guidelines published by the USHPA for Novice pilots are not mere guidelines, but are hard and fast rules. Novice pilots may not fly in smooth winds exceeding 18 MPH or in gusty winds exceeding 11 MPH. In the summer months, when thermals are strong in the middle of the day, Novice pilots should launch very early or very late. For example, in normal July and August conditions, Novices should not be in the air between 11:00 a.m. and 5:00 p.m. until and unless the instructor has specifically removed this restriction. Instructors should ensure that their students are flying gliders that are appropriate for their skill level.
- III. When an instructor signs off novice pilots, the instructor must provide those pilots a written sign-off, and must instruct signed-off pilots that they are required to carry that document at all times at this site.
- IV. Before an instructor signs off a Novice pilot to fly at Sylmar, the instructor must be satisfied that the Novice has the following skills and knowledge:
  - a. Knowledge of the specific dangers present at the site, aircraft, power lines, venturi, rotors, hours of strong thermal activity, and the like.
  - b. Knowledge of right-of-way rules for ridge and thermal flying.
  - c. Knowledge of the SHGA Rules with particular attention to the airspace and rules concerning helicopter operations.
  - d. Consistently strong launches in crosswinds and no wind.
  - e. Approach technique that demonstrates confidence and consistency in maintaining proper glide angles to the LZ, in making appropriate and timely changes in pilot position, and applying the speed necessary to deal with thermals near the ground. Proficiency in diving flight in upright landing position to speeds approaching 40 mph.
  - f. Appropriate modification of approach to deal with lift, sink, crosswinds and traffic.
  - g. Mush and stall speed proficiency, including turns near stall speed (demonstrated at altitude).
  - h. Coordinated 360-degree turns at various bank angles.
  - i. Coordinated and slipping S-turns.
  - j. Crosswind landing ability.

**Sylmar Hang Gliding Association  
Instructor Agreement**

I, \_\_\_\_\_ agree that in consideration of being afforded the use of the facilities of the Sylmar Hang Gliding Association, Inc. (“SHGA”), I will abide by the rules, regulations and policies of SHGA, will promote safety and responsibility for the preservation of hang gliding at the SHGA Flight Park, will promote the sport of hang gliding at this site, and will encourage my students to become regular members in the SHGA. I further specifically agree that:

1. I have read and understand the “SHGA Rules,” and agree to give copies to all students whom I bring to the site, and explain those rules to those students.
2. I have read and understand the SHGA “Rules Enforcement Policy” and agree to give copies to all students whom I bring to the site, and explain that policy to those students.
3. I have read and understand the Sylmar Hang Gliding Association Instructor Guidelines.
4. I have read and understand the SHGA Novice Pilot Signoff Guidelines and will comply with them.
5. I will ensure that every student I instruct at the SHGA site shall have signed a USHPA form release, waiver and assumption of risk agreement, and I agree to make a copy of every such waiver and keep it in a secure place, in case of any claim by any such student or any other person for personal injury or property damage. I will also provide a copy of every waiver to SHGA. If I fail to perform this obligation, in any case where any person, including such student, makes a claim against SHGA for any personal injury or any property damage caused by any such student, I will defend, indemnify, and save SHGA harmless from any such claim.
6. I will maintain a policy of commercial liability insurance that names SHGA as an additional insured.
7. I will maintain my USHPA membership current at all times that I teach at the SHGA site, and will annually inform SHGA in writing of my next renewal date.
8. I will maintain my USHPA instructor ratings current at all times that I teach at the SHGA site, and will inform SHGA in writing, at least one month in advance, of my next renewal date for each rating.
9. I will be responsible to the SHGA to ensure that each of my students will fly safely at the site until each attains his or her Intermediate pilot rating. This paragraph (9) is not an agreement to any legal liability for injury to person or property. This responsibility is simply a requirement of Instructor’s privileges at this site.
10. I understand and agree that my failure to fulfill any of the requirements listed 1-9 above shall constitute a ground for revocation of my instructor privileges.

Dated: \_\_\_\_\_

Instructor: \_\_\_\_\_

## Kagel Mountain — Site Dangers

**WARNING: THERE ARE DANGERS NOT LISTED BELOW — CONDITIONS CHANGE DAY TO DAY EVERY PILOT IS RESPONSIBLE FOR HIS OR HER OWN SAFETY.**

1. Deceptively dangerous Kagel Saddle Launch. Reduced ground clearance at hang glider wing tips. Shallow slope launch. Rotor in cross winds. Don't use this launch when wind is gusty, light, or cross.
2. Two sets of power lines between mountain and LZ, one at Gavina Avenue bridge and one 100 yards beyond. Very difficult to see, especially in late afternoon.
3. Rotor behind the front ridge. Always maintain at least a 1:1 glide to the ridge top when you are following thermals up behind the ridge.
4. Rotor from Trash Mountain. The mountain in front and to the left of launch is called "Trash." When the wind is crossing from the east, don't fly east of a line that goes straight out from the launch ramp. It is exceedingly turbulent and dangerous.
5. Wind gradient on the front ridge. If you get in close to the ridge, you'll have stronger lift on the outside wing, which will tend to pitch you into the rocks. Close to the ridge, always be banking away.
6. Venturi through the pass over the dam. Don't get low behind the dam. Unless you are above the elevation of launch (3,540 MSL), don't fly behind the dam.
7. Strong lift. On almost any day, Kagel can produce thermals that can overpower even the best pilots. Give yourself enough clearance from the terrain.
8. Restricted airspace. May Canyon is a helicopter corridor for the Los Angeles Fire Department helicopter operations at Camp 9 Station. May Canyon is the big canyon west of Contract Point (which we call "Locals") and Towers Peak. You can fly directly through it if it is clear of helicopters, but you may not thermal or soar there. Also, in the summer the Camp 9 helicopters use the highest mountain to the west of May Canyon, which we call "The 2200" for lift. If you see or hear a helicopter powering up on the pad, get away from this ridge.
9. Air Traffic. Southwest Airlines 737's frequently come uncomfortably close to the mountains west of May Canyon. Air traffic is especially heavy on Fridays. Light planes piloted with widely varying degrees of skill use Whiteman Airport, a few miles away to the southeast. These planes frequently fly through the canyon over Pacoima Dam **BELOW THE LEVEL OF LAUNCH**. Always check for air traffic before entering Pacoima Canyon.
10. Clouds obscure visibility and create the hazard of collision with other aircraft. Stay away from the clouds.
11. Rifle Ranges. Southeast of launch, and southeast of Trash Mountain is a rifle range (actually several firing ranges) with targets at the base of the mountains. The shooters are firing in our direction. Flying below the top of Lance's Ridge (the next mountain east of Trash, it's called "Limekiln Peak" on Topo maps) puts you in extreme danger. The range management sometimes suspends shooting when someone gets low over there. Don't get low. It's dangerous for you and disruptive for our neighbors. Under no circumstances should a pilot land anywhere on the south face of Lances' Ridge. If you have to land, use Lovell Canyon. (See Alternative and Emergency LZ's below.)
12. Thermals in the LZ. Mid-day thermals in the LZ are common. Watch the wind indicators. If they don't all show the same wind direction, there is likely thermal activity in the LZ. If possible, wait a few minutes before landing. If you must land, pull on the speed to power

through any thermals.

- 13.** Occasional 90-degree crosswinds in LZ. Usually from the east. When the wind is east in the LZ, unpleasant turbulence comes from the high riverbank on the east side of the wash.
- 14.** Catabatic winds in late afternoon. The wind blows reliably up the wash (from the southeast) most days. But it blows down the wash in Santa Ana conditions or sometimes late in the day. Watch the windsocks

## Alternate and Emergency LZs

For many reasons, landing at any one of these LZs is more dangerous than returning home at a comfortable altitude to the SHGA flight park. In addition to being unfamiliar, most are relatively small, surrounded by obstacles, and require cross-wind landings. For those who choose a flying style that involves a perceptible risk of landing out, it is valuable to walk these LZs and understand their complexities from the ground. Open land near Sylmar is in high demand and is likely to be put to use, so it is best to visit these areas regularly. In short: stupid hurts.

The following are listed from west to east. Suggestions and updates are welcome.

### **Olive View Hospital** — [34°19.55N x 118°26.52W x 1440 ft](#)

A field just east of Olive View Hospital, irregularly covered with bushes, and with concrete debris in the eastern half. The hospital's parking lot on the west side of the field has been expanded in recent years and is filled with lamp posts. A road has also been built through the middle of the field and is lined with boulders. While this has traditionally been a popular emergency LZ, there is little to recommend it today. Landing here is discouraged since the landowner has objected to hang gliders in the past.

### **Almetz Street** — [34°19.69N x 118°25.96W x 1580 ft](#)

This is an east-west strip of dirt used for flood control and construction staging. There are wires on both sides, and one must land to the east given the slope of the land. Currently it is most common to land near the east end. It is also possible to land on several of the higher terraces, though the hike out is long. The terrain is extremely irregular, so walk this area carefully before using it. Retrieval is on Almetz Street, at the intersection with Leedy Ave.

### **Base of the dam** — [34°19.66N x 118°24.16W x 1460 ft](#)

Large dirt area in the Pacoima wash, between the Forest Service residences near the dam and the Gavina Street bridge. A large dirt hill was built on the north half of this area in 2005, but there is a narrow flat area west of this new hill, and the south area is still clear. Watch for powerlines on the north and east sides. A left-hand approach puts one close to the mountainside on the west, and a right-hand approach is over power lines. Either can be used, and the best choice depends on conditions and pilot preference. If necessary, one can also land on the Gavina Avenue bridge if traffic permits, uphill to the east, or in the brush on the north side of the road.

### **Glen Haven Cemetery** — [34°18.90N x 118°22.39W x 2050 ft](#)

An empty lot in a subdivision east of Trash. This landing site is appealing if returning low from "Lance's Ridge", properly called Limekiln Peak, but one must not return so low as to interfere with the rifle ranges. Suggested landing direction is to the east, typically cross-wind.

### **Beehives** — [34°18.49N x 118°20.93W x 1580 ft](#)

This small dirt clearing often has beehive boxes in it. Because the terrain slopes steeply upwards to the northwest, one must land uphill, typically down-wind. It is subject to rotor from the hills just south of it, but this LZ is fairly forgiving if one lands long or short. Retrieve is via a dirt road on the west side of Little Tujunga Road, opposite the entrance to Padilla Ranch.

### **Dino's Plateau** — [34°18.01N x 118°20.63W x 1560 ft](#)

This is a modest-sized field perched above the Little Tujunga Wash on the east side. It is usually covered with tall grass, sometimes with beehives along the north side, and possibly with cattle. There are big scary powerlines just west of the field, even with the field's ground level. Because the field slopes up to the northeast, the suggested landing direction is uphill to the east, typically cross-wind. Retrieve is on Little Tujunga Road, after a somewhat difficult hike out.

**Big Tujunga Wash** — [34°16.91N x 118°17.75W x 1400 ft](#) or [34°16.57N x 118°18.64W x 1330 ft](#)

The Big Tujunga wash area is huge, but much of it is rough. The most commonly used area is across the street from the baseball diamonds, on a long narrow runway marked by a large isolated tree at each end. Wind direction is usually up the wash. The alternate location, where Oro Vista Ave diverges from Big Tujunga Canyon Road and crosses the wash, has recently attracted some advocates. Retrieve is via Oro Vista Ave. in Sunland.

**Deukmejian Park** — [34°14.89N x 118°15.33W x 2220 ft](#)

The Dunsmore Sediment Placement Site (SPS) is adjacent to Deukmejian Park at the foot of Mount Lukens in La Crescenta. The top of the man-made mountain of sediment is a tempting LZ for those with impeccable spot landing skills, but over-shooting in any direction spells disaster. The ravine just west of it is only slightly more forgiving, and landing must be to the northeast, uphill and downwind. Retrieve is via the Deukmejian park entrance road, after a little cleverness to escape from the surrounding chain-link fence.

**La Canada Flintridge Golf Course** — [34°13.00N x 118°11.35W x 1760 ft](#)

At the intersection of the Angeles Crest Highway and Starlight Crest Drive (the entrance road to the golf course) is a fairway that runs uphill to the southwest. Other fairways may work better for higher performance gliders. One is duty-bound, of course, to buy drinks for any golfers whose games are interrupted!

**JPL** — [34°11.98N x 118°09.98W x 1100 ft](#)

The old East Parking Lot at the Jet Propulsion Laboratory was removed in 2016, and is now a large flat dirt field. There is a dirt path across the middle, lined with bushes, and one MUST land south of this. There is a set of power lines high above the path, and a web of wires over the north half of the lot. One can also land somewhere in the Arroyo Seco instead, but there are many nearly invisible power lines in the area.

**Eaton Canyon** — [34°10.28N x 118°05.65W x 890 ft](#)

The Eaton Canyon debris basin, just south of New York Drive in Pasadena, is huge, open, and reasonably level. There are large power lines on the east side, but they are quite visible from the air. Retrieve is on New York Drive, from the Sierra Madre exit of the 210 freeway.

## Sylmar Hang Gliding Association Rules

- 1. Membership** - Flying privileges are available only to those who hold current USHPA and SHGA membership.
- 2. Safety Equipment** - All pilots must wear a helmet and emergency reserve parachute.
- 3. Flight Rules** - All flights must be in accordance with FAR Part 103, particularly the rules concerning hazardous operation (FAR 103.9), flying near other aircraft, vigilance and collision avoidance (FAR 103.13), visual contact with the ground (FAR 103.21) and proper clearance from clouds (FAR 103.23).
- 4. Restricted Areas** - Flying is PROHIBITED:
  - a. In Burbank Class C Airspace (south of Gavina Avenue, between 3,000 and 4,800 MSL),
  - b. In the Whiteman Airport Class D Airspace,
  - c. In the Heliport Corridor in May Canyon, except for a direct transit, without soaring,
  - d. Over the houses west of Pacoima wash, or within 200 feet horizontally of those houses, and
  - e. Over the baseball fields south of the LZ during games or gatherings of people.
- 5. Helicopter Operations** - Flying is prohibited within three miles of a helicopter rescue or aerial fire fighting operation. During a rescue or fire fighting operation within three miles of the Sylmar LZ (east to Little Tujunga Canyon Road and west to Wilson Canyon just short of West Towers) , no further launches are permitted, and all pilots must immediately clear the area in a way that minimizes conflict. Depending on the situation, pilots may choose to land immediately in the Sylmar LZ or in an alternate LZ, or leave the area with the expectation of landing elsewhere.
- 6. Kagel Mountain Launch** - (Saddle and Main Ramp) Intermediate or higher rating is required. Novice pilots may fly under the direct supervision of, or if signed off by an SHGA designated instructor. Proof of sign-off must be carried by the pilot. Sign-off may be revoked at the discretion of the Association.
- 7. All Launch Sites Within 5 miles of Kagel Mountain** - Advanced rating is required. Intermediate pilots may fly under the direct supervision of, or if signed off by an SHGA-designated instructor. Proof of sign-off must be carried by the pilot. Sign-off may be revoked at the discretion of the Association.
- 8. SHGA Flight Park Landing Area** - No part of any landing approach may cross the 200-foot buffer zone markers.
- 9. Tandem Flights** - Pilots and passengers must have the appropriate USHPA ratings. The pilot is responsible for ensuring that the passenger has signed the USHPA form *Release, assumption of Risk and Liability Waiver*.
- 10. Aerobatics** - Aerobatics are spins and maneuvers that involve bank angles greater than 90 degrees from horizontal or pitch angles greater than 60 degrees. No aerobatics are permitted south of the Gavina Avenue bridge. All aerobatic maneuvers must be performed in clear airspace, at a safe distance from other aircraft, and must be completed no less than 750 feet above ground level.
- 11. Powered Ultralights** - No SHGA member may fly an ultralight with a motor onboard south of the ridgeline between the radio antennas at West Towers and the Little Tujunga Road, whether or not the motor is operating. Powered harnesses fall within the scope of this rule. An ultralight with neither a fuel tank nor a propeller is exempt from this rule.
- 12. Dogs** - Any dog on SHGA property must be kept on a leash, in the presence of its owner, and under control. Any dog that creates an annoyance, in the judgement of the board, may be excluded from the property.

## SHGA Rules Enforcement policy

*The policy for responding to rule infractions of the Sylmar Hang Gliding Association is described below. The Board of Directors is to follow this policy to maintain a fair and predetermined response to rule infractions. If an accident causes a significant and tangible effect on the Association or to the sport of hang gliding, the Board will respond by using the procedures described under Significant Incidents. Otherwise, incidents need not be witnessed by a Director or an Association member to result in action by the Board.*

1. Standard Incidents – Standard Incidents include infractions of all SHGA rules except those regarding Helicopter Fire/Rescue Operations, the Class A Airspace, and Flights Over Sensitive Residential Areas (for these, refer to Significant Incidents). The following procedures will be followed in case of violations of Standard Incidents.

**First Infraction:** Oral Warning from a Director. The Oral Warning to the pilot shall include:

1. A description of the rule and the Incident.
2. A warning that the next Incident will result in a Written Warning.

Most Incidents are errors of ignorance or other unintentional acts. In any case, the pilot should be given the benefit of any doubt, and the Oral Warning must be respectful and non-confrontational. The Oral Warning will be discussed at the next Board meeting and recorded in the Board Minutes.

**Second Infraction:** Written Warning from the Board. A Written Warning may result if a pilot repeats an Incident after receiving an Oral Warning. The Board shall, at a regular or special meeting, discuss the Incident. The alleged violator shall be requested to participate. After the discussion, the Board shall vote to issue a Warning from the Board to the pilot. The Written Warning shall include:

1. A description of the rule and the infraction.
2. A description of the prior Warning.
3. A warning that the next Infraction will result in a Suspension of Flight Privileges of up to two months.

**Third Infraction:** May result in a Flying Privilege Suspension. A Flying Privilege Suspension may be up to two months in length for this category of Incident. The Board shall, at a regular or special meeting, discuss the Incident. The alleged violator shall be requested to participate. After the discussion, the Board shall vote to suspend the pilot's flying privileges and issue a written notice providing details of the suspension. The notice shall include:

1. A description for the rule and the infraction.
2. A description of the prior warnings.
3. The period of the flying suspension, which may be up to two months in length for this category of incident.
4. A warning that the next infraction will result in a permanent Flying Privilege Suspension.

**Fourth Infraction:** Suspension of Flight Privileges.  
(Refer to Significant Incidents below.)

2. **Significant Incidents** – Infractions involving violations of the following rules are Significant Incidents:

- A. Helicopter Fire/Rescue Operations
- B. Class A Airspace Restrictions
- C. Flights Over Sensitive Residential Areas

Furthermore, a Significant Incident is any infraction that causes a significant or tangible negative effect on the Association or the sport of hang gliding. For this reason, the enforcement policy is rigid and serious.

In response to the first Significant Incident, the Board shall follow the procedures described above under Standard Incident, including parts 1 and 3. Moreover, upon a two-thirds vote of the Board of Directors, the Board may immediately follow the procedures described above under Standard Incidents, Third Infraction, including parts 1, 3 and 4, with the penalty ranging from two months suspension to permanent Suspension of Flight Privileges.

**Sylmar Hang Gliding Association  
Instructor Application**

1. Attached are copies of all my current pilot rating and instructor ratings, showing the expiration date for each.

- a. Pilot Rating      Level \_\_\_\_\_ Granted \_\_\_\_\_ Expires \_\_\_\_\_
- b. Instructor Rating    Type \_\_\_\_\_ Granted \_\_\_\_\_ Expires \_\_\_\_\_
- c. Tandem Rating      Type \_\_\_\_\_ Granted \_\_\_\_\_ Expires \_\_\_\_\_

2. Qualifications

- a. Dates of all USHPA Ratings not included above.
  
- b. Dates of all other aviation licenses. List all other aviation achievements, awards, competition accomplishments, etc.
  
- c. What is your instruction experience under each of your instructor ratings? How many students have you rated Beginner, Novice, Intermediate, Advanced, or Master.
  
- d. List all sites where you have taught, with the approximate number of students taught there. The purpose of this inquiry is to check your instruction history at those sites with persons in a position to know.
  
- e. List or attach any references you have from any other USHPA chapter or site manager.
  
- f. Describe your personal aviation experience, with the number of flights and airtime in every type of aircraft you believe to be relevant. Particularly relevant is mountain/thermal hang gliding, and most relevant is experience flying at the Kagel Mountain site.