**THE RIO GRANDE SOARING ASSOCIATION FLYING SITES**

The RGSA insures and maintains a number of sites in its region. Here is information on several sites. The following pilots can help you with flying our sites.  Please contact one of them if you would like more information.  We want you to have a fun and *safe* experience.

Robin Hastings (575) 541-5744  HG  
Bill Cummings (575) 541-0803  HG  
Mike Ellsworth (575) 937-4840  HG  
Lee Boone (915) 256-1772  PG & HG  
Had Robinson (915) 726-2698  PG  
  
All pilots must abide by our site rules which can be read below. You will not be permitted to fly at our sites unless you agree to our site rules. Use of mini-wing paragliders is not permitted at USHPA insured sites.  These rules also apply to all visitors.

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| **RGSA SITE PROTOCOLS**  Revised July 2015  Anyone (including visitors and drivers) present within operating areas including launch, landing, and setup must sign the USHPA waiver which is available below. Please give the executed waiver to any RGSA member or officer.  Thank you.  1**.    All participants in setup, launch, flight and landing activities must be current members of USHPA, having signed the current USHPA Release, Waiver and Assumption of Risk Agreement.**  2.    All participants must comply with all FAA Rules and Guidelines applicable to the setup, launch, flight and landing activities at the site.  3.    All pilots must wear appropriate Safety Helmets during launch, flight, and landing.  4.    All pilots should perform a harness connection check before launching.  5.    Before flight operations are first conducted at a new flying site, the local FAA Branch and local general aviation operators should be notified of the operational area.  6.    In the event that other exempt air space uses are present in the vicinity of the flying site (ex: Radio Controlled Aircraft, Model Rockets, Kite Flying, etc…) coordination with those other uses should be made to minimize the risk of interference or possible mid-air collisions.  7.    All flight activities should be in compliance with USHPA PILOT PROFICIENCYSYSTEM - Standard Operating Procedures - 12-2.  8.    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. (Distance is 75 feet forward for tandem flights.)  9.    Designated Landing Zones and Targeted Landing Areas – Spots designated or targeted for landings should be located at a minimum of 100 feet from overhead power lines and 50 feet from ground personnel, vehicles, structures, in-use roads and spectators.  10.  Clearance from Overhead Power Lines, Trees and Towers - Planned flight path should remain clear of overheard power lines, trees and towers by 75 feet. Launch points should be clear of overhead lines, trees and towers by 50 feet. Landing target spots should be clear of overhead lines, trees and towers by 100 feet.  11.  No planned flight should take place within 50 feet of spectators on the ground.  12.  When spectators are present or at organized events in areas where weather conditions exist that increase the chance of a glider inadvertently lifting-off, tie downs or other methods of securing the aircraft should be employed for unattended gliders, in the set-up and disassembly areas.  13.  Demonstration equipment at organized events should be manned and secured by authorized personnel until disassembled. Signs should be placed in front of all such equipment at events, cautioning the public not to attempt to utilize the equipment without supervision.  14.  At organized events the designated Safety Director will be responsible for designating a spectator and vehicle parking area clear of gliders in a manner reasonably calculated to separate spectators and vehicles from glider operations.  15.  At organized events, signs should be posted and/or personnel should be assigned at launch and landing areas to warn spectators and competitors to stay clear of launch and designated landing areas.  16.  At organized events, only USHPA pilots and approved competition staff who have signed a USHPA waiver should be allowed in the designated launch area.  17.  At organized events, only photographers approved by the event coordinator who have signed the USHPA waiver should be allowed in launch area or below launch area. | http://rgsa.info/spacer.gif |
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Remember that a **hang check is required before launch** at all RGSA sites, and a buddy check of your glider and harness is also strongly recommended.  For Dry Canyon and La Luz, follow these two safety rules:

1. If White Sands starts dusting up, it’s too turbulent to be safe. Don’t launch, or if you’re in the air, land as soon as you can get to the LZ. It is no fun being a leaf in the wind…
2. If you find yourself near the launch, looking up at it, start for the landing zone! You are getting low a long way back from a landable area.

**Dry Canyon (2400' AGL, launch 7000' MSL)**

This is a thermal and ridge-soaring site above the city of Alamogordo, New Mexico. It’s rated Hang 3 and Para 3, with prior mountain experience. It is in a bowl, and may be flown in wind directions ranging from S-SE to due West, but the launch ramp faces due Southwest, which is where the prevailing winds are from. It is not suitable for top landings.  The primary LZ is an 8-acre field about an 8:1 glide off to the west located here 32° 55.706'N 105° 56.722'W. The setup area can accommodate about 30 gliders at once. The launch is a concrete ramp about 15 feet long, sloping down at about 30 degrees. In winds of 20 mph or more, the site becomes turbulent, and a wire crew becomes essential. A sled run is typically 10 to 15 minutes in duration; soaring flights of several hours are common, and the XC record is 132 miles. This site and La Luz are located on Lincoln National Forest Service land, and are subject to use regulations pertinent to that agency.

**La Luz (1,100' AGL, launch 6000' MSL)**

This is a thermal and ridge-soaring site above the village of La Luz, just north of Alamogordo, New Mexico. It’s rated Hang 2 and Para 2, with prior mountain experience. It has 3 launches, and may be flown in wind directions ranging from SW to due North depending on the ramp used. Top landings are marginally possible. The primary LZ is an enormous field about an 8:1 glide off to the west. The setup area can accommodate about 15 gliders at once. The SW launch is a slope about 30 feet long at about 30 degrees. The NW launch is a slope about 10 feet long, about 15 degrees. The West launch is a slope about 15 feet long and 15 degrees. In winds of 20 mph or more, the site becomes turbulent, and a wire crew becomes essential. A sled run is typically 5 minutes in duration, but soaring flights do occur. The XC record is 55 miles. Directions to the LZ: From Hwy 70/54 go on Hwy 82 east towards Cloudcroft. Take a left at the blinking lights that mark Florida Avenue, and go north about a mile or so to Valley View Drive, about 100 yards before you reach the trees of the village. This launch and Dry Canyon are located on Lincoln National Forest Service land, and are subject to use regulations pertinent to that agency.

**Agave Hill (600' AGL, launch 5,250' MSL)**

31°54.782'N  106°30.418'W  5,335' MSL 600' AGL Rated H3/P3 or H2/P2 with an instructor present

We strongly suggest that visiting pilots fly the site with a guide because of potential hazards soaring the Franklin Mountains.  Contact us at the RGSA.  All pilots must register with the authorities before flying Agave Hill which is located in Franklin Mountains State Park.

**Gardner Turfgrass, Inc. Sod Farms (4,081 ft MSL)**

This is our primary training site located in Santa Teresa, NM.  The sod farms are each about 1/4 mile in diameter and have the features under tow of a training hill about 1,000' AGL.  Southwest Airsports offers reflex stationary towing to both paragliders and hang gliders.

RELEASE, WAIVER AND ASSUMPTION OF RISK AGREEMENT

In consideration of the benefits to be derived from membership in the USHPA, (including, but not limited to, voting rights, pilot rating programs, flying site access, insurance, publications, educational materials, etc…), the undersigned pilot (Pilot) and the parent or legal guardian of Pilot if Pilot is a minor, for themselves, their personal representatives, heirs, executors, next of kin, spouses, minor children and assigns, do agree as follows:

A. DEFINITIONS - The following definitions apply to terms used in this Agreement:

1. “PARTICIPATION IN THE SPORT” means launching (and/or assisting another in launching), flying (whether as pilot in command or otherwise) and/or landing (including, but not limited to, crashing) a hang glider or paraglider.

2. “SPORTS INJURIES” means personal injury, bodily injury, death, property damage and/or any other personal or financial injury sustained by Pilot as a result of Pilot’s PARTICIPATION IN THE SPORT and/or as a result of the administration of any USHPA programs (for example: the Pilot Proficiency System). If Pilot is under 18 years of age, the term SPORTS INJURIES” means personal injury, bodily injury, death, property damage and/or any other personal or financial injury sustained by Pilot as well as personal injury, bodily injury, death, property damage and/or any other personal or financial injury sustained by Pilot’s parents or legal guardians, as a result of Pilot’s

PARTICIPATION IN THE SPORT and/or as a result of the administration of any USHPA programs.

3. “RELEASED PARTIES” means the following, including their owners, officers, directors, agents, spouses, employees, officials (elected or otherwise), members, independent contractors, sub-contractors, lessors and lessees:

a) The United States Hang Gliding and Paragliding Association, a California Non-profit Corporation (USHPA);

b) Each of the person(s) sponsoring and/or participating in the administration of Pilot’s proficiency rating(s);

c) Each of the hang gliding and/or paragliding organizations that are chapters of the USHPA;

d) The United States Of America and each of the city(ies), town(s), county(ies), State(s) and/or other political subdivisions or governmental agencies within whose jurisdictions Pilot launches, flies and/or lands;

e) Each of the property owners on or over whose property Pilot may launch, fly and/or land;

f) All persons involved, in any manner, in the sports of hang gliding and/or paragliding at the site(s) where Pilot PARTICIPATES IN THE SPORT. "All persons involved" includes, but is not limited to, spectators, hang glider and/or paraglider pilots, powered ultralight pilots, assistants, drivers, instructors, observers, and owners of hang gliding and/or paragliding equipment; and g) All other persons lawfully present at the site(s) during Pilot’s PARTICIPATION IN THE SPORT.

B. I FOREVER RELEASE AND DISCHARGE the RELEASED PARTIES from any and all liabilities, claims, demands, or causes of action that I may hereafter have for SPORTS INJURIES, however caused, even if caused by the negligence (whether active or passive) of any of the RELEASED PARTIES, to the fullest extent allowed by law.

C. I WILL NOT SUE OR MAKE A CLAIM against any of the RELEASED PARTIES for loss or damage on account of SPORTS INJURIES. If I violate this agreement by filing such a suit or making such a claim, I will pay all attorneys’ fees and costs of the RELEASED PARTIES.

D. I AGREE THAT this AGREEMENT shall be governed by and construed in accordance with the laws of the State of California. All disputes and matters whatsoever arising under, in connection with or incident to this Agreement shall be litigated, if at all, in and before a Court located in the State of California, U.S.A. to the exclusion of the Courts of any other State or Country.

E. SEVERABILITY. If any part, article, paragraph, sentence or clause of this Agreement is not enforceable, the affected provision shall be curtailed and limited only to the extent necessary to bring it within the requirements of the law, and the remainder of the Agreement shall continue in full force and effect.

F. CONSTRUCTION. This agreement shall apply to any and all SPORTS INJUR ES occurring at any time after the execution of this agreement. This agreement is in addition to and is not intended to replace any other agreements related to liability for SPORTS INJURIES that Pilot may have signed, either in the past or in the future. To the extent that there is any conflict between such agreements, Pilot intends to be subject to the agreement that provides the most expansive release of claims and assumption of risk allowed by law.

G. I REPRESENT THAT Pilot is at least 18 years of age, or, that I am the parent or legal guardian of Pilot and am making this agreement on behalf of myself and Pilot. If I am the parent or legal guardian of Pilot, I AGREE TO INDEMNIFY AND REIMBURSE the RELEASED PARTIES for their defense and indemnity from any claim or liability in the event that Pilot suffers SPORTS INJURIES as a result of Pilot’s PARTICIPATION IN THE SPORT, even if caused in whole or in part by the negligence (whether active or passive) of any of the RELEASED PARTIES, to the fullest extent allowed by law.

H. I VOLUNTARILY ASSUME ALL RISKS, KNOWN AND UNKNOWN, OF SPORTS INJURIES, HOWEVER CAUSED, EVEN IF CAUSED IN WHOLE OR IN PART BY THE ACTION, INACTION, OR NEGLIGENCE OF THE RELEASED PARTIES, TO THE FULLEST EXTENT ALLOWED BY LAW.

I ACKNOWLEDGE THAT I HAVE READ THIS AGREEMENT, FULLY UNDERSTAND THE POTENTIAL DANGERS OF ENGAGING IN HANG GLIDING AND/OR PARAGLIDING, AM FULLY AWARE OF THE LEGAL CONSEQUENCES OF SIGNING THIS AGREEMENT, AND THAT I UNDERSTAND AND AGREE THAT THIS DOCUMENT IS LEGALLY BINDING AND WILL PRECLUDE ME FROM RECOVERING MONETARY DAMAGES FROM THE ABOVE LISTED ENTITIES AND/OR INDIVIDUALS, WHETHER SPECIFICALLY NAMED OR NOT, FOR PERSONAL INJURY, BODILY INJURY, PROPERTY DAMAGE, WRONGFUL DEATH, OR ANY OTHER PERSONAL OR FINANCIAL INJURY SUSTAINED BY ME IN CONNECTION WITH HANG GLIDING/PARAGLIDING.

WARNING: BY SIGNING, YOU ARE WAIVING SIGNIFICANT LEGAL RIGHTS. DO NOT SIGN WITHOUT READING!

/ / Pilot’s Signature\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Print Pilot’s Name \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

/ / Signature of Pilot’s Parent or Legal Guardian if Pilot under 18 years of age

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Pilot’s USHPA Number \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_