

NEW ENGLAND PARAGLIDING CLUB (NEPC)

217 North Rd., Bedford, MA 01730
617-275-1792

Mr. Carrol Holmes
Region 4 Supervisor
Al Koblinski
Forest & Parks Supervisor
Dept. of Environmental Management
Div. of Forest & Parks, Region 4
P.O. Box 484
Amerst, MA 01004

12/6/94

Dear Mr. Holmes & Mr. Koblinski,

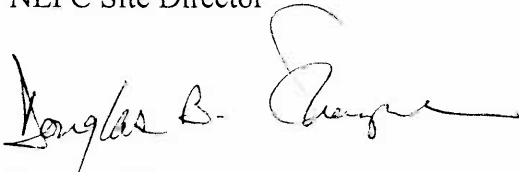
As Site Director and President of the New England Paragliding Club (NEPC) we are writing to inform you of NEPC's examination of the Skinner Mountain State Park Site for Paragliding. As you know paraglider pilots have been interested in the use of the site and this has been pending our recommendations to you.

We have inspected the site and feel that it is an "appropriate" site for the pursuit of paragliding with correct guidelines. Specifically, we have inspected launch and landing areas and felt these appear "reasonable" and "suitable" for paraglider pilots with United States Hang Gliding Association, (USHGA) Class 2 paraglider ratings.

Sincerely,



Scott Berk
NEPC Site Director



Douglas Sharpe
NEPC President

NEW ENGLAND PARAGLIDING CLUB (NEPC)

217 North Rd., Bedford, MA 01730
617-275-1792

12/17/94

Mark Droy
275 E. Hadley Rd.
Amherst, MA 01002

Mark,

It's about time I communicated with you again regarding the progress that's been made to get Mt. Greylock and Mt. Skinner prepared for Paragliding.

I shall synopsis a series of events I am aware of that took place this fall that I believe are positive steps towards the establishment of procedures for paragliding in Mass

1. Early Oct. 94, Mtg. with Skinner State Park Ranger, Al Kablinski (Brooks Ellison, Cliff Low, Mark Droy, Doug Sharpe, & Scott Berke of both MHGC & NEPC Clubs)
2. Mtg. btn. Mark Leversa and Al Kablinski, later in Oct. (further clarification of issues of above meeting.
3. Mid Nov. Phone Conv. with Mark Leversa regarding status of Paragliding in Mass State Parks. Agreed to send Al Kablinsky a letter stating NEPC's opinion that Skinner Mt. was an appropriate place for Paragliding.
4. Mid Nov. Meeting between NEPC & MHGC representatives, ~~Mark Leversa~~, Mark Droy, Gary Brunell, Cliff Lull, Jack Hannus, Doug Sharpe & Scott Berk to further review at Gary Brunell's home. Reviewed plans for updating of Mass State Park waiver system. Reviewed NEPC's proposed guidelines for flying at Skinner. We discussed plans for Greylock and came to tentative agreement. I left the meeting with the following understanding & agenda:
 - A.) Send Letter to Al Koblinski, re. Skinner & NEPC's OK'ing site for Class 2 pilots.
 - B.) The Guidelines Mark Droy has regarding flying in the Mass parks will be used for the development of the "official" paraglider & hang glider Mass Park use guidelines. This did not include NEPC's flying guidelines for Mt. Skinner and for Mt. Greylock. They will be modified to include language relating to paragliding.
 - C.) Keep NEPC's Paraglider Guidelines papers within the flying clubs. It was determined that NEPC's guidelines, (the paper's I gave you & which we went through multiple drafts of), were not required by State law. NEPC's guideline papers will be useful as "unofficial" guidelines.

Both clubs can recommend them as information to pilots who ask about what needs we recommend regarding flying at these sites for other pilots. They will be kept within the clubs but will not involve the State Officials. It was suggested they might be used as a form of "non legal" site protocol or recommendations.

D:) That we recommended that Skinner Mt. start off as a present Class 2 Paragliding site only.

E:) That we recommended that Greylock Mt. Start off as a Class 2 Paragliding Site but could be flown by Class 1 pilots with at least 10 hrs of flight time and were on a authorized list when in the presence of site sponsors.

F:) A future meeting of the same group but with Doug Poland & Klieb Scott would be arranged.

5. Early Dec. 94, Sent letter to Carrol Holmes & Al Koblinsky which Al had asked for from NEPC's Site Director and President recommending Skinner was an appropriate site for paragliding for pilots with a present Class 2 rating.
6. CC'd Brooks Ellison, Mark Leversa, Mark Droy, Gary Brunell, Cliff Lull, ~~Jack Hannus~~ Jeff Nicolay, Scott Berk and Randy Adams on current status of events with Mass Parks.

We should talk more soon, but I hope this letter will help to update you.

I will enclose a copy of the letter I sent to Skinner State Park officials which they asked for in our Oct. meeting with them.

I will enclose copies of the LAST draft of the NEPC Propsed guidelines for flying Greylock & Skinner There are now 2 seperate ones documents.

I will also enclose with this letter some other paragliding information that you are likely to find interesting though confusing: the draft proposal to the USHGA board regarding revising FAA Part 104 and the USHGA Paragliding Class Ratings. This is an effort to better synchronize Paraglider ratings Hang Glider ratings. Please don't try to apply this newly proposed Part 104 information to the work with the park we are doing yet as it is premature. I am sure before these proposals are fixed in stone there will be considerable more discussion and changes. If you have some ideas about them you may wish to be vocal. They were drafted by Jack Hodges, of San Francisco, CA this past August. He presented them to the USHGA board meeting in Nov. 94. They have not passed yet. They may pass at the spring board meeting.

Sincerely,



Doug Sharpe
NEPC President

P.S. Thanks for your further help Sunday 12/18.

Skinner State Park

Mark Droy

A meeting was held 18 March with the Supervisor of Skinner State Park to review and update the procedures for flying at Skinner State Park. The BIG news is that paragliding is operating under the same rules that hang glider pilots are; the exception being that ONLY class 2 paraglider pilots can fly from the mountain. Class 1 pilots are NOT allowed to fly Skinner, even with an Instructor or Observer. Skinner is still an Intermediate Hang Gliding site, with Novice ratings allowed if sponsored by a Region 8 Examiner, Advanced Instructor, or Observer.

Some minor changes you may notice to the procedures were designed to cut down on the paperwork you must carry with you. The Permit Application forms have no removable stub

-
your USHGA number is your permit number. Sign a Permit(/Waiver/Application) once a year, and from then on, show your USHGA card, sign in, and go fly.

The log book should be at the gate on busy weekends. If you have to fill out a permit, park off to the side to let other cars get by. Otherwise you should be able to show your card and sign the log as you pay the parking fee. If it's not at the gate, the log should be at the Halfway Area Office. It is the pilot's responsibility to track down the ranger and sign in.

A BIG problem we had with the system last year was pilots getting their cars down late - necessitating a kind-hearted ranger or two to stay late instead of locking the vehicle in for the night. Please ensure that your car is outside the gate at least 15-20 minutes before closing time, which is 4 PM in the Spring and Fall. If you don't have a driver, drive the car down and walk back up before you fly. Its OK to keep flying after the Park closes the gates.

The club will be helping out with trail work, and other projects. These projects shouldn't be limited to only our trail to Launch, we should help out in any way we can - and have a sign posted for public viewing (something like "Mass. Hang Gliding Association trail work, this way-> ") on a Saturday morning or two. It would sure help the park, and score some points with the public, too.

Steer clear of Westover and fly high and far from Skinner this year!

[14.05: Free Flight Devices]

(1) Definition

For the purposes of this section, a free flight device shall be defined as any non-motorized glider or aircraft considered a [hang glider] by the Federal Aviation Administration.

(a) The use of such devices shall be confined to those areas designated by the Director.

(b) The use of said devices on or over Department lands or waters shall be by permit only, which shall be issued at the discretion of the Director upon written request of the applicant.

(c) Said permits shall be issued on an annual renewable basis, subject to a daily registration procedure as established for each Department facility designated for such use.

(d) No person under the age of 18 shall utilize such devices within the confines of any Department property without written consent of a parent or legal guardian.

(e) A [degree of difficulty] rating shall be established for any Departmental facility designated for such use and only those pilots rated by the U.S. Hang Gliding Association or an equivalent, for a rating equal to or higher than the area's established rating shall be permitted to operate from said facility; except that, when accompanied by and under the direct supervision of a USHGA Region 8 Examiner, a USHGA Observer appointed by a Region 8 Examiner, or a USHGA Advanced Instructor designated by a Region 8 Examiner, a pilot possessing the next lower rating than the area's established rating may be permitted to fly.

(f) The use of such devices may be prohibited on weekends, holidays, or at any other time when weather or other conditions make such use, at the discretion of the Director, unsafe, impractical, or in conflict with Departmental policy or management.

(g) No flight shall be made in violation of the U.S. Hang Gliding Association's Basic Safety Regulations, or state and local ordinances pertaining to hang gliding.