

MARIN COUNTY HANG GLIDING ASSOCIATION

# Tam Airlines

Spring Edition - April '25

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## **Editor's Corner:**

Winter is now behind us, with many memorable flights and new members getting their chance to experience the magic of soaring Mt. Tam. February in particular brought spectacular conditions with frequent cold fronts that delivered gorgeous cumulus clouds with flat bottomed bases along with abundant lift for all pilots and crafts.


Membership continues to grow thanks to weekend Site-Intros, which serve to increase access and opportunity for working folks to secure their first sponsored flights and intros. Thanks to these efforts 2025 membership has already surpassed 2024 membership - the first annual increase in many years!

April is the tail end of Tam's best conditions, with fewer storm systems present to break apart the thick marine layer that blocks thermal convection up the mountain. As we approach late May, conditions will revert to a summer pattern with heavy fog and windy conditions from the NW.

There may still be a few more great Tam days left before Summer's official start so come join us for the few remaining frontal systems this season.

We look forward to seeing you there!

MCHGA

Fly safe 

*Lionel Marks*

MCHGA, Editor

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## **Pilots Corner:**

Is April/May still good for flying Tam?

Yes of course! However, the later spring season will often bring stronger winds and more turbulent conditions. There are several explanations and factors that contribute to this effect:

- 1) Marine Layer Inversion: As our atmosphere warms in Spring, air aloft tends to be warmer than at sea-level. This is a result of air near the ocean being cooled by the ocean's 50 degree temperatures, resulting in an inversion of air temperature that prevents thermals from rising.
- 2) The high-pressure system commonly found over the Pacific Ocean is called the **Pacific High**, also known as the **North Pacific High** or **Pacific Anticyclone** slows the encroachment of storm systems into California.
  - a) It is a **semi-permanent subtropical high-pressure system**.
  - b) Located typically in the **northeastern Pacific Ocean**, especially during summer.
  - c) Plays a major role in **shaping weather patterns** along the U.S. West Coast, including:
    - i) Coastal fog and marine layer formation in California
    - ii) Steering of storm tracks away from the coast
- 3) Only the most powerful storms are capable of breaking the North Pacific High, thus bringing stronger winds and active air. Many pilots report April as being the windiest and most turbulent month.

Do not despair! This does not imply great flights are impossible, they are simply less common. When conditions permit, April and May flights can be spectacular if timed properly. So keep your eyes peeled for the next pre-frontal, interfrontal, post-frontal forecasts and above all clear your calendars for these elusive windows!

## Great 🌸 Late-Winter/Spring 🐝 Flights:

*\*\* Note: Telegram has become the de facto place to share flight stories and images, we will provide brief summaries in our newsletter for historical archives, but the best detail can be found on the club Telegram channel.*



**Feb** - Many great flights with beautiful cumulus clouds. Flight durations of several hours and great distances were achieved by many. Top of usable lift

achieved was commonly 3,000+ feet and in some cases close to 4,000 feet.

**March** - Fewer Storms than average and lower climbs than previous years, however many great flights and tandems bringing new student pilots to our wonderful site.



**April** - First half of April has seen fewer flying days due to the lack of storms and cold enough fronts. However majestic clouds graced the peak on April 3rd

## Club Communications

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### Club Rules Update:

- Previously HG were limited to 5 gliders on each launch and 2PG out of the bag. Due to the changing nature of wing preferences there is no longer a limit on the number of wings on launch! Please use common sense on busy days, if space is limited please consider waiting before laying out your wing or setting up a HG. This has not been much of an issue in recent years as PG required less space to set up.
- P4s are required to get a site intro before flying, this includes all site intro procedures listed on the [website site-guide](#)

Welcome our New Members!: 

Patrick Perkins	PG
Dave Mellon	PG
Jochen Frey	PG
Deryk Goerke	PG
Nicole Williams	PG
Aaron Schwartz	PG
Dodam Ih	PG
Jonathan Karpfen	PG
Charles Lin	PG
Jennifer Ouyang	PG
Andrew Shannon	PG
Yunhan Wen	PG
Carolyn Reuman	PG

Scott Untiedt	HG
Christopher Lyall	HG

Yvette Aguayo	PG/HG
Reavis Stuphin Gray	PG/HG

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## Club Finances:

Current Membership and P/L Snapshot as of April 14th, 2025:

Paid Stickered Pilots:	169
Pilots (incl Visitors/Novices):	173

FY 2025 Year-To-Date P/L:

Revenue YTD:	\$4,820
Insurance:	\$4,685
USHPA Subsidy:	\$TBD
State Park Permit	\$375
G&A Est:	\$1,700

## Insurance Update:



year(s)	premium	USHPA subsidy
'01 - '09	\$100.00	
'10 - '15	\$750.00	
'16 - '22	\$1,500.00	
2023	\$3,778.00	\$1,139.00
2024	\$4,329.00	\$1,100.00
<b>2025</b>	<b>\$4,685.00</b>	<b>TBD</b>

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## Site Intro Updates



Site Intros are vital to new membership growth and lower dues for all members. Our implementation of better accessibility, by way of Telegram communications and more weekend site-sponsors, has resulted in membership growth. Annual year-over-year pilot numbers are now on the rise, allowing us to keep dues low!

**Call for new sponsors!** If you are an experienced club Tam pilot that has a few seasons under your belt with all three launches consider becoming a sponsor by joining one of our in-person or Zoom meetings to discuss your interest with the

club board/officers. We are eager to see more sponsors assist us in growing interest, access, and membership for the site.

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## **Spring Safety & Advisories:**

Each member receives club rules for flying the site. Copies are available on <http://mchga.org> - Each wing type has separate [rules](#) due to the unique nature of flying Mt Tam for each wing type and historically based on previous dual club operations of MCHGA/BAPA which are now combined.

In addition to the club rules here are some important reminders of safety hazards and up-to-date advisories:

### **Beach Safety**



Spring is the beginning of beach season, therefore beach-goers will become a more common occurrence. If you plan to fly on weekends pay close attention to the beach prior to Launching. Upon landing, avoid setting up your final into congested areas.

This is especially true for HG pilots. It's better to have a longer walk back to the breakdown area than to risk hitting beach goers.

## Rating Requirements

A minimum rating of H3 or P3 (intermediate) is required to obtain a sticker to fly the site. **All pilots are required to get a site intro before their first flight from an authorized sponsor listed on the website.**

Additionally, P3 pilots are required to have an authorized sponsor to observe their first flight *prior to receiving an official sticker.*

## Walla Vista Access

Jeremy and Phil R. have reported improved access to Walla Vista from the beach for Hang Gliders seeking to break down their wings in the alley way.

This access is adjacent to private homes; please be mindful of noise levels and unnecessary congregations in this access way.

## Next Meetings:



The club is currently holding two meetings per month: one in person, and one on Zoom. The in-person meetings are held on the *first* Thursday of each month, and the Zoom meetings on the *last* Thursday of each month. If you would like to attend a meeting, either online or in person, please RSVP to [info@mchga.org](mailto:info@mchga.org). All are welcomed and encouraged to join, even for non-members.

## Next Newsletter

What would you like to see in the next newsletter?

Have a flight story to share?

Topics to be covered?

*Feel free to drop us a line at:*

***editor@mchga.org***