

# FLIGHT LINE

THE PUBLICATION OF THE WINGS OF REPTILES  
NORTHERN CALIFORNIA PTEROSAUR ASSOCIATION  
VOLUME -65,001,900, NUMBER 4 APRIL 65,000,000 BC



The Fabulous Swimsuit Issue!

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## WOR Officers

### President

Phyl Hamby  
510-429-1020 (h)  
510-469-6566 (cell)  
president@wingsofrogallo.org

### Vice President

George Morford 510-364-8645  
vicepres@wingsofrogallo.org

### Treasurer

Don Herrick 408-718-6527  
treasurer@wingsofrogallo.org

### Membership Services

Carmela Moreno  
510-490-2398 (H)  
408-435-2470 (W)  
memberservices@wingsofrogallo.org

### Secretary

Paul Clayton 408-246-2218  
secretary@wingsofrogallo.org

### Flight Director

Juan Laos  
925-377-8810  
925-963-7802  
flightdirector@wingsofrogallo.org

### HG Observer Coordinator

Mercury Freedom 408-353-2383

### PG Observer Coordinators

Kathy Wilde 650-556-1320  
Wildeblu@aol.com  
Kim Galvin 510-748-0451  
Kim\_Galvin@mpsh.com

### Editor

Paul Gazis  
428 Madera Ave #1  
Sunnyvale, CA 94086  
408-736-0764 (H)  
650-604-5704 (W)  
pgazis@mail.arc.nasa.gov

### WOR Soaring Forecast

408-973-1976

### Mt. Diablo Weather Robot

925-838-9225

### Ed Levin Weather Robot

408-946-9516

**WOR Business**  
PO Box 361885  
Milpitas, CA 95036

**WOR Web Site**  
www.wingsofrogallo.org

## The Editor's Turn

Here it is! Just in time for spring! The Fabulous Swimsuit Issue! Hot shots of hot predators, hot prey, and hot fashions. And it looks like it could be a great spring too. We've already had some good frontal passages, and the jet stream has spent a lot of time bending to the south, so let's forget all that business about global climate change, giant asteroid impacts, and mass extinctions and get out there and fly!

We've had a few complaints about sharing the ridge by pterosaurs and primitive birds. I'd like to urge you all to get along. The **Wings Of Reptiles** may have begun as a pterosaur club, but primitive birds are here to stay. They may be slower, because of the drag from all those feathers, and they may be more susceptible to turbulence, but they are a legitimate form of evolution, and they're an established part of our avifauna. They can also do some things we cannot, like perch on branches. That sort of thing can come in handy if you go down in a forested area. So I expect primitive birds to pioneer a lot of new XC routes that are closed to pterosaurs because of vegetation.

Pterosaurs and primitive birds have different flight characteristics. They launch differently, turn differently, and land differently. So let's all keep that in mind when we're in their air so we don't have any problems with natural selection.

The April meeting of the **Wings Of Reptiles** is coming up this week. This is the meeting where we traditionally hand out prizes for the *Flight Line Hang Writing Contest*. Or perhaps it's traditionally the meeting where we hand out prizes. Let's see... grammar... split infinitives... hmm... It's a good thing this is still the Cretaceous Era so the English language won't be invented for another 65 million years.

There's a lot of news this month. It

looks like the effort to open Coyote Lake is moving along, with a possibility of test flights this month. Check out Gene Pfeiffer's report in this issue of *Flight Line*, and thanks, Gene! There will be a fund-raising raffle at this month's **WOR** meeting. I'm not sure precisely what is going to be raffled, but you never know, and I could always use a new Ferrari, so you can bet I'll be there. On a more somber note, there will be a Fly-In in memory of Jody Lucas on Sunday, April 27. Details are in this issue, and if it's humanly possible, I'll be there as well.

Finally, this month's issue features a fine entry in the *2003 Hang Writing Contest* by Al Small. Check it out... and send me more entries, to compete for those Nifty Prizes... or I'll keep the Ferrari for myself.

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## Test Flying at Coyote Lake

by Gene Pfeiffer

Preliminary approval to conduct *four days of test flights at Coyote Lake* between April 10 and May 4 has been given. I am ordering the certificates of insurance so that final approval will be given. I will have more information at the next **WOR** meeting.\

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## A Novice Pilot Greet's a New Season

by Alfred Small

For months I have been watching the local weather patterns, biding time as, one after another, the Alaskan fronts sweep across the Northern California coast bringing a mixed bag of rain, wind, and muddy roads that preclude foot-launched flying in the area. I have a fantasy about taking a trip to

Mexico to fly the Valle de Bravo or some other warm, relatively dry spot, but a series of personal events, much like storm fronts, sweeps across my life and discourages me from acting on this plan.

Finally, there is a series of balmy days that allow the roads at Ed Levin park to dry out, and the forecast for the next Saturday is propitious. In confirmation, at dawn on Saturday morning, the recorded message from the Mission Soaring instructor is "Yes, we will meet at Ed Levin at 8 am. Please be on time."

My response is to go directly to the garage, knock the dust off of my harness bag, and field kit and throw them into the back of my car. I find my new **WOR** sticker under miscellaneous papers in my office and stick it on my helmet. I retrieve my strategically-padded ladder, which has been standing at attention by the side of the house for the last four months, and strap it tightly to the top of my car. The remembered movements of lifting and securing the glider to the ladder come back to me as familiar dance steps, and the whole activity feels like a celebration in anticipation of finally flying again.

And then, what is this feeling? No, it can't be negative, can it? This is what I've been waiting out these months for, isn't it? But there it is — a sense not so much like butterflies in my stomach, but more like a large corkscrew in my guts. Four months... will I still remember how to launch? To land? Is it too soon in the season... will the wind be gusty and toss me around unpredictably? Maybe, instead of going to Ed Levin, I should make the 2-1/2 hour trip to Hollister, a huge effort, just to practice basic techniques. I talk my heart rate down by reminding myself that I can go as far as hooking in and standing on launch, and still and drive

back down the hill if I have misgivings. At least I'll be able to see if I still remember how to put my glider together.

The 90-minute drive to Ed Levin from the northern part of the East Bay is extremely pleasant. I play music loud and look at the green rain-rich hills to the east, and as I travel southward, watch the ridge rise to become Mission Peak and then the hills of Ed Levin Park. I arrive at Ed Levin at 8:15, buy my pass, and drive the short distance to the landing zone parking area. There is nobody there. An unassembled glider, still in its bag, lies in the LZ next to the fence, but otherwise there is no indication of flying activity.

Nevertheless I start up to the 300-foot launch. Even though I'm signed off for the 600' launch, I feel that there will be fewer variables by flying from the 300, and that this would be the best choice for my first flight. I'm gratified that all the parts are there the way I left them back in November. Now my wing is assembled, my thorough preflight is completed, and my harness is on. Standing at the windsock I judge that I would have about a 60-degree crosswind from the left in order to launch in the usual way — in other words, the wind is way too far around from the southwest to launch comfortably. This is the first time I've experienced this on the 300 — there have always been cycles back around to the northwest. I wait. I watch. The wind direction is unchanging.

As I break down the glider I congratulate myself for having good judgement. The day is becoming very warm, the grass smells sweet and the redwinged blackbirds are trilling out their lovesongs. I remove my sweatshirt and load the wing back onto the car and drive up to the 600'. Now I'm suddenly all business, put the wing together again, do an acceptable re-preflight, and

hooked in on the southwest-facing launch. Below me a school of new pilots is trekking up the road to the 150' hill, the instructor looking trim and strong in her well-fit jeans and loose shirt. I am alone on the launch, feeling the 5 knot breeze coming straight in, balancing the glider, picking the spot I'll keep my eyes on during the launch, reminding myself to relax, bend my knees, and use a light touch. Breathing deeply and then rethinking all of these elements over again.

At last I'm ready. Calm. A gentle babble of all my instructors' voices somewhere in my head is saying "relax, that's a nice cycle". And then I am flying.

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## Special Fund- Raising Raffle

*by Steve Rodrigues*

There will be a special fund raising raffle at the April **WOR** meeting.

Juan Laos of Advanced Paragliding is donating a \$150 full face helmet for the occasion!

Tickets will be \$5- each, all proceeds benefit **WOR**.

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## Spring Flying

*by Juan Laos*

Hi all — and thanks for your support at the elections. I thought it would be a good idea to write a short article for the newsletter, just to introduce myself and share a few thoughts. For those of you that don't know me, I have been flying paragliders since 1993 and am currently an Advanced Instructor, a Tandem Instructor, an Observer and, by the time this hits print, a Tandem Administrator. I serve on the Mission Ridge Site Committee as well as the Site Acquisitions Committee and

I spend a fair amount of time instructing at Ed Levin. I am, at times, accused of being obsessed with flying (I agree!) and I generally get in at least a few flights a week. I currently fly only paragliders but, someday, I hope to make the time to learn to fly flex wings or rigid wings. I fly regularly, and equally, at Mission, Diablo and Ed Levin — rarely at the coast or at Mount Tam.

It appears that the spring flying season is taking off rather well, with good flying reported by both hanggliders and paragliders over the past few weeks. Most of us find ourselves dusting off our wings and gear and getting out for some flying after not being in the air much over winter. This is a time for reacquainting ourselves with our gear, the air and the sites we fly during the season. Most of us do not have the luxury of traveling to warmer and dryer climes to stay in tune during the long, cold and wet winter days. It is imperative that we take a few minutes to do an extra thorough pre-flight, and to fly with extra care, as we are not as tuned into flying and/or as familiar with the air since we haven't spent much time there recently. Do a second pre-flight (or third, if you already do two). I do two pre-flights every time, because I hate being in the air and seeing that strap not buckled or that brake line wrapped around the wrong way! Take a few practice, tune-up flights, launch runs, inflations, whatever, just to make sure you get back in tune with your wing. I know I have been guilty of not taking enough care and not being as conservative as I should be, once I finally get to fly after a long spell of being grounded.

As it turns out, not being conservative enough is the cause for the two accidents at Ed Levin in the past few months. In the first case, an experienced pilot flew out of the back of a thermal on

the downwind portion of his turn. Assuming he would continue getting lift as he came around, he reportedly dropped out of the thermal, impacted and suffered minor spinal damage. He is recovering, but it could have been much worse. I did not get a chance to interview this pilot as he is currently in Europe.

In the second case, there was a bit of friendly competition between two newer P4 pilots who were extending their flights to see who could stay up the longest in marginal conditions. It was later in the afternoon and the injured pilot reported that it was a bit cross. He reported that they were both scratching the top, between and in front of the launches, to utilize as much of lift as they could. The injured pilot reports that he took a small frontal deflation, just in front of the south launch, and did not have time to recover his wing, as he was only 30 feet off of the ground.

In both of these incidents, the pilots were pushing the envelope, doing their best to stay up, as we all do. By being a bit more conservative, the injured pilots could have avoided these accidents.

We all want to stay up for as long as possible. We all want to improve, and can only do so by pushing the envelope a little. By exercising a conservative approach to our flying, we can gain that much needed experience and, hopefully, avoid incidents and accidents. Fly safe so you can fly again.

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## Jody Lucas Fly-In and Picnic

by Ann Sasaki

All **WOR** and **BAPA** members are invited to the *Jody Lucas Fly-In and Picnic* on Sunday, April 27. We have reserved new gaze-

bo in the Sandy Wool area by the pond at Ed Levin. The fly-in and picnic will be an informal event with flying, eating, horseshoes, hanging out, prizes and more flying. Food will be served from approximately 12:00 a.m. to 2:00 p.m. in the gazebo. **BAPA** will provide basic food such as sandwiches and soda. Picnic attendees are asked to bring side dishes such as potato salad, chips, green salads, etc. and any non-alcoholic beverages.

Kathy Wilde and Carmela Moreno are organizing an informal flying competition. Please bring and use your vario to record flight duration. The longest flight wins a prize! We will also have a door prize - something along the lines of a gift certificate to REI.

The purpose of this event is to relax, to enjoy the spring flying conditions, to admire the green hillsides, to reminisce about Jody and good times, and to share camaraderie with your fellow **WOR** and **BAPA** members.

If you have any questions, please contact me at [annasaki@earthlink.net](mailto:annasaki@earthlink.net).

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## March 2002 Meeting Minutes

by Paul Clayton

### NEW MEMBERS/GUESTS

Chris Santacrocce - Bilingual pilot and instructor.

### GREAT FLIGHTS

Ben Rogers - Flew to Mission and back after launching at the 600' at Ed Levin.

Art Thompson - Flew in wave conditions at Ed Levin; got high.  
Mark Mullholland - Soared Mission and Ed Levin; ordered a Liteswift.

Pat Denevan - Soared Ed Levin

and flew out over the valley.  
Don Herrick - Soared shear conditions at Funston.  
Eric Heinrichs - Flew Mission and Ed Levin twice.  
Mark Grubbs - Flew 52 miles from the Eliminator launch in Santa Barbara.  
Steve Rodrigues - Made a low save from RC hill at Mission and landed on top.  
Mike Vorhis - Flew tandem with a transplant patient, fulfilling a wish.  
George Morford - Flew 7 miles from the "backside" launch at Mission.

**PRESIDENT'S REPORT - Steve Rodrigues**

Acknowledged Mike Foy's enthusiasm and contributions to the sport. Mike has given Steve some pointers on low saves and learning from less-than-spectacular flights.

**VICE PRESIDENT'S REPORT - George Morford**

Nothing to report.

**TREASURER'S REPORT - Don Jones**

Don Herrick will take over the job this month. Don J passed the torch and the club's adding machine (complete with paper tape) to Don H. Bank balances are increasing due to renewals.

**MEMBERSHIP COMMITTEE - Carmela Moreno**

So far we have 345 members for 2003.

**FLIGHT DIRECTOR'S REPORT - Mike Vorhis**

There has been a paraglider accident; Juan Laos is investigating. There has been a series of mishaps this spring, as there is most years. Mike solicited volunteers for an accident study group. There may be an accident

report column in the newsletter. There have been instances in which the X, indicating that the Ed Levin site is shut down, has reportedly been hard to see. Phyl Hamby volunteered to make a new X.

**ED LEVIN SITE COMMITTEE REPORT - Steve Pittman.**

The LZ may need mowing soon. There are emergency procedures for Ed Levin, and pilots who fly there need to know them. Do not land in the LZ if the X is displayed. The on-line accident report form has not been working recently, and there have been several accidents. Pilots are reminded that smoking is not permitted in the special use permit areas.

**MISSION PEAK SITE COMMITTEE REPORT - Steve Rodrigues**

Smoking is also not permitted at the Mission site. Someone, probably a keyholder, has torn out sections of the fence at launch. This unauthorized change to the site undermines our relationship with park authorities, who have been very supportive of our flying activities.

**MT. DIABLO SITE COMMITTEE REPORT - Mark Grubbs**

People are flying; the mountain is still there.

**SITE ACQUISITION - John Wilde.**

Test flights at the potential sites in Gilroy are planned for April.

**COMPETITION COMMITTEE - Mark Mullholland**

Volunteers are needed to run competitions Mark is planning, including a speed gliding meet.

**NEWSLETTER - None**

**OLD BUSINESS**

John Wilde attended the BOD meeting, and reports that the FAR part 103 rewrite is nearly complete. There may be an exemption to licensing requirements for ultralight tandem flying, and also for overweight glider tugs. Other aircraft that are over the weight limit to be considered ultralights may require pilot's licenses. Ultralight flying using powered harnesses may be added to the activities included in the USHGA charter. There may be a vote taken on this issue in the near future, to be announced in the association magazine.

**NEW BUSINESS**

Ben Rogers has flown several sites near Mercy Hot Springs, and also in the "Valley of Doom". There are several potential foot-launch sites that he is investigating.

Bapa will hold a fly-in and picnic in memory of Jody Lucas on 4-27, in the Gazebo at Ed Levin.

Pat Denevan announced an instructor certification program in late April and Wills Wing Demo Daze in May. Contact Mission Soaring for Details.

A straw poll was taken on the color and style of t-shirts to be made with the new club logo. Will probably be gray with short or long sleeves.

Steve Rodrigues turned over the big gavel to Phyl Hamby.

Prizes were raffled.

**END OF MEETING MINUTES**

VOLUNTARY RELEASE - ASSUMPTION OF RISK AND INDEMNITY AGREEMENT

I, \_\_\_\_\_, request and am granted permission to 1) Engage in the sports of evolution and/or natural selection at Ed R. Levin County Park and 2) Utilize the ecomiches at Ed R. Levin County Park as a dinosaur, pterosaur, and/or primitive bird. (All collectively referred to in this document as PERMISSIVE USE ).

In consideration of PERMISSIVE USE of Ed R. Levin County Park, I, \_\_\_\_\_, for myself, my personal representatives, heirs, executors, nestmates, and other members of my species, do agree as follows:

1. RELEASE, WAIVER, AND DISCHARGE

I HEREBY RELEASE, WAIVE, AND DISCHARGE

- a) The Supercontinent of Gondwanaland or any of its affiliated organizations;
- b) The Wings of Reptiles Northern California Pterosaur Association, Inc.;
- c) The United States Pterosaur Association;
- d) All fauna participating in evolution and/or natural selection at Ed R. Levin County Park in any manner, including but not limited to carnivores, vegetarians, omnivores, predators, and prey; and each of them, their species, genus, and phylum (collectively referred to in this document as RELEASED PARTIES ) from any and all claims and liability for my personal injury, death, or extinction, connected with my PERMISSIVE USE of Ed R. Levin County Park, however caused, even if arising under the doctrine of survival of the fittest.

2. ASSUMPTION OF ALL RISKS OF EVOLUTION AND NATURAL SELECTION

- a) I UNDERSTAND AND ACKNOWLEDGE that the sports of evolution and natural selection have inherent dangers and risks of personal injury, death and extinction that no morphological features, reproductive strategy, or behavioral traits can eliminate.
- b) I UNDERSTAND AND ACKNOWLEDGE that some (but not all) of the risks posed by evolution include: GENETIC DRIFT; MUTATIONS; OVER-SPECIALISATION; HABITAT DESTRUCTION; COMPETITION WITH OTHER LIFE-FORMS; LACK OF RECOVERY AREAS SHOULD THE EARTH BE STRUCK BY A GIANT ASTERIOD.
- c) I KNOW AND UNDERSTAND that the evolution contain other known and unknown risks as well as risks which are not even foreseeable, and that the risks of evolution change frequently with changes in climate and continental drift.
- d) I ACKNOWLEDGE THAT there evolution leaves an extensive fossil record as well as genetic evidence. I REALIZE THAT THIS EVIDENCE MAY FAIL TO CONVINCING RELIGIOUS FUNDAMENTALISTS THAT EVOLUTION OCCURRED, AND THAT EVEN IF MY DESCENDANTS FORM NEW SPECIES, SOME PEOPLE MAY FAIL TO BELIEVE THIS HAPPENED.
- e) NEVERTHELESS, I VOLUNTARILY ELECT TO ASSUME ALL RISKS, KNOWN AND UNKNOWN, OF PERSONAL INJURY, DEATH, OR EXTINCTION CONNECTED WITH EVOLUTION AT ED R. LEVIN COUNTY PARK. I ASSUME SUCH RISKS EVEN IF CAUSED IN WHOLE OR IN PART BECAUSE I WAS EATEN BY ONE OF THE RELEASED PARTIES.

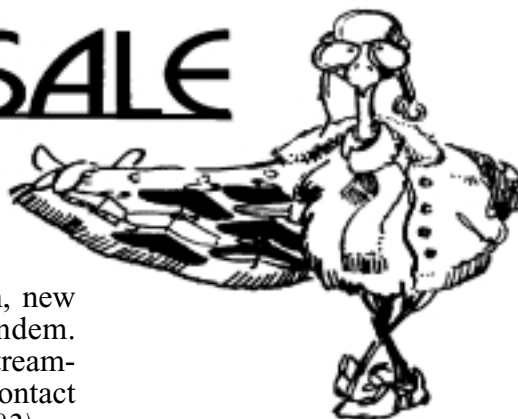
PLEASE MAKE CLAWMARK [ ]

I VOLUNTARILY SIGN MY NAME EVIDENCING MY ACCEPTANCE OF THE ABOVE PROVISIONS.

SIGNATURE \_\_\_\_\_ Date \_\_\_\_\_

Latin Name of Species \_\_\_\_\_

# WINGS FOR SALE



## Wings for Sale

*(Ad policy: ads are marked by date run for 6 months, then are cancelled automatically unless they are renewed. Ads are free to WOR members)*

## Astronomical Objects

**Giant Asteroid.** Exc cond, about 10 km in diameter. Never used. Includes training wheels and spare regolith. \$700,000,000,000,000 obo. Contact Yucatan Airsports [www.massextinction.com](http://www.massextinction.com) (04/03)

## Rigid Wings

**2000 Ghostbuster.** Exc cond, about 50 hrs. Includes spare down tubes and custom XC bag. \$7000. Contact Steven Wertheimer at (415) 385-0423. (01/03)

## Flexwings

**Airwave Klassic 155.** for sale. Contact Eric Hinrich 831 335-4292 (10/02)

**Dream 220.** Black /spectrum colors, w storage tube, \$900 with stripdown or \$500 without. Contact Rudy Visaya at (510) 579-4661 or email for pictures at [rudyvisaya@attbi.com](mailto:rudyvisaya@attbi.com) (01/03)

**Seedwings Topless Sensor 144.** Very low hours, still crispy, mostly used for a couple of speed gliding meets. Excellent performance and handling. *Name your price!* Contact Mike: (510) 770-0544 [mike@vorhis.com](mailto:mike@vorhis.com). (12/02)

**Wills Wing Eagle 164.** 1 yr old, less than 28 hrs, like new because pilot switched to a K2. Contact Stan Boehm (408) 946-1328 (10/02)

**Wills Wing Falcon 225.** Orange,

blue, white. Good condition, new wheels, extra parts for tandem. Includes ;large wheels and streamline downtubes. \$1200. Contact Gordon (415) 310-6602 (10/02)

**Wills Wing Raven 229.** Exc cond, great beginner to intermediate or tandem glider. \$500 obo. Contact Paul Sussman (650) 994-8215.

**Wills Wing Sport AT 167,** very good condition, white sail plus lime, blue, red colors on LE and underside, \$1000 obo. Contact Bob at 408-732-4471. (01/03)

## Paragliders

**Advance Epsilon 3/30.** Large (DHV 1/2). Blue with gray leading edge. about 40 hours. One flight since last annual inspection which puts the wing as new. Package includes wing, backpack, speedbar + bag. \$1500 obo. Contact Alex Chattaway at 408 2307388, [bapa@chatty.org](mailto:bapa@chatty.org) (01/03)

## Equipment

**High Energy Pod Harness.** 5'5" to 5'11", great cond. \$75 obo.

**Robertson Cocoon Harness.** great cond, \$60 obo. Other harnesses also available. Contact Paul Sussman (650) 994-8215 (03/03)

**Wanted:** New or used **Thin Air** or **Vapor Harness** by ThinRedLine. Contact Rudy Visaya at (510) 579-4661, [rudyvisaya@attbi.com](mailto:rudyvisaya@attbi.com) (01/03)

## Vehicles

**1993 Ford Exploerer XLT** with **great rack:** 4dr, 4WD, rare 5-speed stickshift. 107K miles, dark green, a great truck, will give a steal of a

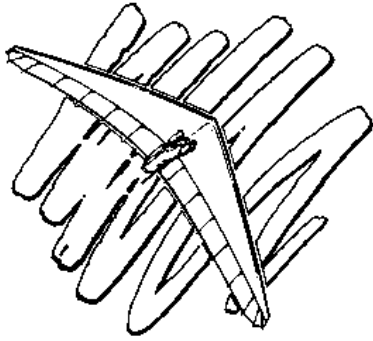
deal. Name your price. Contact Mike, (510) 770-0544 or [mike@vorhis.com](mailto:mike@vorhis.com). (10/02)

**Front Rack Mount for Isuzu Trooper.** \$150 obo, Contact Paul Gazis at (408) 736-0764 or [gazis@best.com](mailto:gazis@best.com). (02/03)

## Lost and Found

**Found.** A blue soft lunchbox/mini-cooler container, with a note pad inside containing notes, names, phone numbers, etc. Owner can claim it by calling Mike at (510) 710-5394 or with an email to [mike@vorhis.com](mailto:mike@vorhis.com). (12/02)

Wings of Rogallo  
P.O. Box 361885  
Milpitas, CA 95036-1885



*Wings of  
Rogallo*

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*VOL. 103 NO. 4 APRIL 2002*

The next Wings of Rogallo Meeting will be  
Tuesday, April 15.  
at the Summit Point Golf Club in Milpitas near Ed Levin Park  
Check the Wings of Rogallo WWW Page  
<http://www.wingsofrogallo.org/meetings.html>  
for details and directions.

Entertainment at the meeting will consist of a  
Giant Asteroid Impact  
in the Yucatan Peninsula!