



FLIGHT LINE

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The publication of the Wings Of Rogallo Northern California Hang Gliding Association
Volume-119, Number 4 April 2005



Cover Photo: Dave Kilbourne unknown photographer - see page 6

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April Meeting Agenda Item:

Funding Request:

The Northern California Paragliding XC League is requesting \$300 from WOR to help sponsor (as one of several others) their annual XC competition. This request will be discussed and voted on at the April WOR Club meeting.

WOR Officers

President

Juan Laos 925.377.8810
president@wingsofrogallo.org

Vice President

Wayne Michelsen
650-386-5100
vicepres@wingsofrogallo.org

Treasurer

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

Membership Services

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

Secretary

Paul Clayton 408-399-5348
secretary@wingsofrogallo.org

Flight Director

Pat Denevan 408-262-1055
flightdirector@wingsofrogallo.org

HG Observer Coordinator

Mercury Freedom 408-353-2383

PG Observer Coordinators

Kathy Wilde 707-556-3672(H)
650-279-1095(M)
kathymary@sbcglobal.net
Kim Galvin 510-748-0451
kim@flyzephyr.com

Editor

Alec Chattaway
wor@chatty.org
4082307388 (M)

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

<http://www.wingsofrogallo.org>

Guest Editors Turn:

I was honored to be asked by our esteemed editor to take a turn writing as a guest editor. Hmm... What could I write that would have any value to the pilot community? Since I've been involved in USHGA and WOR as an Examiner and Observer for many years, I decided I'd fill this column with the advice I've given and received over the years and some observations that are important for all pilots. All of the items below have come up while flying. So here you are. I hope these have value to you throughout your flying days and they help you be a safer pilot! Best regards, Dave Wills
Forget it. You won't find the safety ring you just dropped.

If your eyeball pops out of its socket, be careful! It can be put back in.
Don't fly there! You're in a rotor!
Your hang gliding racks probably won't support the weight of your truck if you roll it. Carry as much water as possible.
Double that amount.
Hope you don't dehydrate anyway.
A 4 mile XC followed by a 4 hour retrieves sucks.

When the cat brings home half a rabbit, you shouldn't need to ask what happened to the other half.

Don't ever believe anyone who says "I can't get down!"

It's better to whack hard and walk away with no damage than to have a gentle landing then trip and take out a down tube.

Some of my best XC pictures are between launch and the bailout LZ. The side of the mountain is REALLY pretty!

You won't die if you fly without instruments (though your wife might believe so).

When you're 5 miles downwind of your flying buddies in 35 mile winds and they tell you over the radio to come back and join them, it ain't gonna happen.

In certain meteorological conditions, mosquitoes make "mosquito devils" that look just like their dust counterparts.

Having a flat tire on a dirt road sucks.

The desert doesn't always get cold at night, but it sure does get dark.

There's nothing better than a long day of flying, sitting around the campfire eating burnt food and talking with your flying buddies. Yes there is.

It is possible for a person to fall asleep in the middle of asking you a question.

Coyotes hunt in packs.

Ed Levin CAN be scary!

<< >>

There's nothing worse than a pilot who doesn't clear his/her turns.

When you go over the back, make sure your flying buddies agree before you do. Otherwise it costs a lot more when you buy dinner.

When you whack in a dry alkali lakebed, your driver can see the dust cloud for miles.

For you older pilots, it is possible to nap while flying XC.

New truck: \$25,000. Old friends: priceless. The objective is to always live long enough to have your NEXT flight.

Your flying buddies will give you the shirt off their backs, but not their last 9V battery.

Observers are volunteers, not slave labor. No matter what anyone says, cow pies DO move under your shoes.

When a local tells you the landowner has a gun, trust him.

The gouge in your hood caused by your kingpost when your glider flipped on launch looks just like it was done by the hoof of the deer you hit later that night.

When you're 450 miles from home and your girlfriend empties the 9mm at the burglar in your home, it's probably wise to end your flying trip.

Some roads to launch are so scary that retrieving your new 4Runner isn't worth the risk.

It's easy to hide your jealousy of those pilots with great skills.

There is no such thing as the LAST antelope in the herd crossing the highway in front of you.

When you're a mission keyholder, all those pilots you gave rides up to launch disappear when the time comes to walk back up to retrieve your truck.

Golden eagles are BIG birds!

Never land down hill when the slope is greater than your L/D.

When you're driving and accidentally hit those bumps on the highway and your napping flying buddy wakes up, it's a GOOD thing he's not near the steering wheel!

March 2005 Minutes

New Members/Guests

Brian - P3

Great Flights

Ben Rogers - reached 9000 at Goat Mt on Saturday. Several PG pilots flew the Toomey Hills. Shankar got 1200 over Ed Levin and landed at Mission.

Presidents Report - None

Phyl was not present.

Vice Presidents Report -Wayne

Michelson

There are motocross events in the Pinoche valley area, that affect the roads to launch. Check with the BLM for times when roads are closed.

Treasurers Report - Don Herrick

Income is exceeding expenses due to renewals coming in. The new dues structure is bringing increased revenue.

Membership Services - Carmela Moreno

208 people have renewed for 2005. The club data base has been updated.

Flight Directors Report - Pat Denevan

Pilots are out of practice at this time of year, so use extra caution. A (HG?) pilot injured a leg at Big Sur. A PG pilot suffered a compressed vertebra while flying in Mexico.

Ed Levin Site Committee Report - None

Mission Peak Site Committee Report - Steve Rodrigues

Keyholders are responsible for securing gates, and for the other pilots they transport in their vehicles. The site agreement is currently under negotiation. Helicopters have been operating at Mission and some pilots flying there have felt threatened. Report any such incidents to the site committee. Blind corners on Mill Creek Rd. are a potential hazard.

Mt. Diablo Site Committee Report - Steve Delayo

Diablo has been soarable. The best part of the season is about to begin.

Site Acquisition -Gene Pfifer

The dept of Fish and Game is concerned about vehicles crossing a stream on the road to one of the launches we would like to use at Coyote Lake. Gene is setting up test flying days

in which 10 pilots on each day would try out the site. A maximum of 2 vehicles per day would be permitted to cross the stream.

Insurance is needed for these test flights. by Vicki Bolam

The water should be low enough for the stream crossing by April. Wayne Michelson heard that hang glider pilots were flying also reported that Ben Rogers has been in new sites in southern San Benito contact with the BLM regarding the Panoche Countyjust two hours from my house in valley area. The road to Wild Ass has been Santa Cruz. Last April, I talked my improved. Don Herrick reported that the Bay biwingual friend Lee Gardner from Marina Area Tow Society has acquired a tow rig and into taking me up to Goat Mountain with has towed to 800 at Mercy Hot Springs. New members are welcome.

Old Business

Dave Wills has been appointed as a life member of WOR by a vote of the members present. Nick Davila has sent a letter of appreciation to WOR for funds donated to support the production of his film. He also has sent us a DVD copy of the film, which is about one of our members flying.

New Business

Paul Gazis reported that a facilitator has been working with the BOD on several issues, including promotion of sustainable growth in our sport and preservation of flying sites through the USHGA foundation. The articles of incorporation have not been changed to include powered harnesses, but there may be a vote on that issue and also on the proposed change in USHGAs name. There is also a proposal to change the airtime requirement for a H3 rating from 10 hours to 20 hours. That would cover instructors and also trying to get the magazine onto newstands.

There is a discussion group called flight plans on yahoo. It is not listed in indices, so if you are interested, type in flightplans.

Pat Denevan reported that Mission Soaring is buying San Francisco Hang Gliding and that Bode Kroll is getting out of tandem flying. An instructor clinic is planned for the 16th and 17th of April.

Mercy Hot Springs is closed until further notice. Nick Mora is usually in the Ed Levin LZ every day about noon.

Entertainment was a simulation of Mission ridge and environs, created by Don Burns.

Prizes were raffled. 49 people attended. END OF MEETING MINUTES

First Paraglider at Goat Mountain << >>
So in mid-March, when Ben Rogers (who's been pioneering the new sites with his buddy Wayne Michelsen) invited paragliders out for a Goat site intro, I was the first (and only) one to take them up on the offer. I tracked Ben down by cell phone Friday night at some wild party to find out when to meet: It's looking great, he said; And you'll be the first one to fly a paraglider there.
On Saturday, I met Ben, Wayne, and Doug (another hangie) in the LZ, then the four of us headed up to launch in our one 4WD vehicle. There was a massive tribal gathering of off-roaders in the valley, so we figured we'd probably be able to hitchhike back up (which Doug, wasthanks Doug!) Ben and Wayne started salivating when they saw the first little cumie form over the mountain. Up at launch it looked perfecta light breeze with mellow cycles coming up. Ben and Wayne offered to go first, but I reminded them that paragliders make superior wind dummies; plus I wanted to get off ASAP in case the wind picked up (it never did, but that's a typical pattern, apparently).
At first I was sinking fast and ready to head for the bailout LZ, when I lucked onto a 800 fpm thermal that took me back above launch. After that there was steady 400-500 fpm lift just about everywhere above the ridge. I worked my way up to 6K (about 2K over), and could easily have kept going--but after about 45 minutes I suddenly felt cautious for some reason--still worried about the winds picking up. So I headed for the main LZ and a perfect landing just 30 feet from my truck.
So let's put together more joint HG/PG expeditions this spring to check out Goat Mountain and all the other new sites Ben and Wayne are finding!

Upcoming Events.

Apr 19th WOR Meeting

Apr 24th Judy Lucas Fly In at Ed Levin. Last year the weather was PHENOMINAL!

Speak of the Devil

Robert Moore
diablochair@wingsofrogallo.org

Mount Diablo as XC Training Ground

My first flight at Diablo was my first flight as a Hang Four. I was thrilled to finally be able to fly this site, but I was fully focused on launching and landing. My first thought when standing at the Southwest launch was Where's the LZ? The response was pretty unique to my experiences to date, Fly over that ridge, turn right, and start looking for the intersection of the paved road and the fire trail. Start looking early, because it may take awhile to find it.

What the heck?! I don't think I had previously ever launched somewhere that I couldn't immediately see where I was to be landing. I was more than a little nervous as I flew over unfamiliar terrain, with plenty of unlandable areas, looking for the place I was to set down. I plowed through lift, scouring the area for the spot that matched the description. Once I found it, I focused on nothing but making it down alive.

After making a reasonable showing of my first H4 landing, I had time to watch the seasoned Diablo Team pilots soar above me, and to think about the new developmental journey I was beginning as an advanced pilot. No longer should I plan on landing in a big, flat, obvious, designated LZ. I shouldn't expect there to be a windsock permanently planted for my landing convenience. I better get used to landing on hillsides with crossing winds. My radio needed to be charged and functional. I needed to be able to discern good potential landing areas from bad, because no one was gonna be there to hold my hand. I didn't realize it at the time, but I was making a list of skills I would need as a cross-country pilot.

As I continued flying Diablo through my first year as a H4, I experienced my first XC adventures. Short flights of 10-15 miles gave me a taste of what was to come, but also brought me to the realization that even the local flights at Diablo were providing XC training.

The ways in which Diablo offers XC experience during local flights are too numerous to list (and some are too subtle to quantify), but I can certainly hit the highlights. One of the first skills one learns flying the Devil Mountain is the ability to decide where one wants to land after taking flight. At most local sites, that's not an option. At Diablo, it's a joy/challenge one notices early on, and eventually makes single-LZ sites less interesting. Considering wind strength, terrain influences, potential lift sources, glide capacity, and landing direction limitations while in the air are critical abilities for the XC pilot, and Diablo offers such a training course on even the sled-run days.

Another major skill learned at Diablo is analysis of flight path relative to terrain. Most sites, and especially local sites offer one simple ridge, with an LZ located conveniently at the base. In contrast, Diablo provides three mountains, three ridges, sheer canyons, rolling hillsides, rocky faces, broad pastures, housing developments, high-tension power lines, and many other features that will strongly influence a pilot's decisions in the air. All of these terrains can be encountered during a single local flight. I can't think of another site in the region that offers such diversity without actually flying cross-country. The benefit of regularly experiencing this diversity of features is in developing an understanding of how the conditions of the day change their usefulness; how they relate to each other - or don't. A common warning at most sites is Don't go over the back of the ridge. because there may be no way of getting back to the familiar slope with the LZ below. At Diablo, pilots learn what it takes to fly over the first ridge and move on to the next peak or ridge. How much turbulence will one encounter? Given the wind direction and strength, how high above the top should one be to make it to the next lift? Again, pilots can experience this without actually leaving the site.

One of the biggest concerns of most pilots is that of wind direction and strength in the LZ. Nothing ruins a great flight, XC or local, like a downwind landing and a busted glider/pilot. At most local flying sites, the designated LZ has a permanent windsock mounted for all to see. Like the LZs at Diablo,

however, potential XC landing areas ~~are~~ >> seldom have such.

comforts. Diablo Team members learn to use the many other reliable wind indicators we encounter; the large-leaf tree; the wind lines on a pond; dust stirred by cattle; even the flag mounted at the golf course a mile before an LZ. This skill can be developed at any flying site, but it is never honed as well as when it is regularly put to use.

Mount Diablo also offers training in one of the best landing skills available to the XC pilot - hillside landings. No matter if one is landing in no-wind, cross-wind, or down-wind conditions, a hillside landing takes a lot of trepidation out of wind detection. A common motto that I like to follow is, When in doubt, land uphill. Diablo has a wide variety of uphill landing sites, and the experience gained there translates to greater confidence on XC flights.

I suspect there are some readers who are now thinking, Do I really need this much complexity in my flights? Isn't boating around at Mission enough? I suppose the answer depends on what type of pilot you want to become. If XC holds no interest for you; if you are certain you will always land in a big fat field with a windsock; if you always plan to fly sites that are simple ridgelines, then the Devil Mountain may not be for you. Even so, a future column will explain how some Diablo flights may interest the more laid-back pilots among us.

Next month's topic, however, will be again geared to the spring season. I will attempt to do justice to the topic of Cross Country Flying from Mount Diablo.

Weeds cleared from road through LZ

Steve Pittman - Chairman, Ed Levin Site

When you see them, please thank the twenty-one WOR members below for spending their Saturday morning, December 4, clearing weeds from the road through the Ed Levin landing zone and clearing the drainage ditch beside the road. The road is now roughly twice as wide up the hill from the LZ ditch to the Minnis Road gate.

The following WOR members participated in the work party: Wally Anderson, Stan Boehm, Bruce Bousfield, Ron Creasman, Doug Doerfler, Edgardo Dumaul, James Ellis, Brian Foster, Mike Foy, Doug Hahn, Pierre Haren, Harold Johnson, Ryan Kimber, Lance King, Brian Lee, Carmela Moreno, Peter Murray, Jim Newman, Steve Rodriguez, Jim Woodward, and John Zhuge.

When a Bet Pays Off.

By Steve Rodrigues

It was your typical pre-frontal day at Ed Levin, and all the familiar faces showed up to take advantage of the unstable weather. I was riding up the hill with a group of other pilots, and as our truck got near the top we met other vehicles coming down the hill still fully loaded. This is not a good sign, so we stopped to ask why they weren't going to fly. Its raining in Fremont came the reply. We dont want to get caught in the rain . Sure enough, when we got to the top of the hill we could see virga far off in the Fremont hills. But the wind was very light, and it would probably take a while before the rain made it this far south. There were four of us hardy souls who still wanted to fly; Paul, Bill, Tejas and myself. We were all suffering from Lackus Airtimeus, a common malady in our flying community this time of year. We figured that if we were quick about setting up we could easily beat the rain to the LZ. After all, even a quick sled ride is better than not flying at all! We made a mutual decision to go for it.

We all set up and stuffed battens in record time, but just as we were doing our preflight, a light drizzle started to fall. One driver offered to stay to give us a ride down if we wanted, but after 5 minutes of hesitation, we decided to send him on his way. After all, it wasnt raining very hard, and would surely let up in a while. We would be patient, wait it out, and get in a nice flight. So we jockeyed our gliders around and huddled under the wings, waiting for the weather to clear.

The first half hour passed quickly with the usual hang-waiting conversation. Someone even had the idea of starting a rain pool , so we each bet a dollar on when we thought it would clear up. Everyone was optimistic, but I was last to go and picked the longest time. I wagered over an hour, but really didnt want to win the bet.

As more time passed in the rain, things were starting to get real dreary and we all began to wonder if we had made the right decision.

Even though the tail of my glider was into the wind, a light spray was blowing in under the trailing edge. I

dreaded flying in wet Levis, and not having any rain gear, I did the next best thing: I got into my harness, put on my helmet and zipped up! I was nice and dry and actually felt cozy. I laid back with my harness boot on the base tube and my arm on a lower wire. The glider was stable and I was as comfortable as lying in a lawn chair! Another half hour passed, and after much discussion, the three other guys decided to call it quits and break down. Well, it was still early in the day and I didnt see the rush to get wet and cold, so while they proceeded to get soaked, I pulled my harness bag over my head and shoulders, making a bivouac tent my old rock climbing buddies would have been proud of.

The three other guys got their gliders bagged up and stashed them by the communications building, ready to fly when the weather improved. They said goodbye and started the arduous hike down. I did not envy their trek, walking down a steep and slippery muddy road in the rain while packing harnesses on their backs. Good luck! I said.

Once they were gone, a quiet calm fell over the mountain. There I was, just me and my glider, on a mountain top that seemed far removed from civilization. Peeking out of my shelter, all I could see was the green grass of the set up area disappearing into the grey mist. I closed my eyes and listened to the gentle wind and the rain on my sail and came close to dozing off. It turned out to be three hours before the rain stopped, and one of the most relaxing bits of hang-waiting Ive ever experienced, and certainly the most solitary. As the rain stopped, cloud base fell below launch. It was thicker than pea soup, and I couldnt even see the windsock. I only knew it was there by hearing the occasional flapping in the wind. It was as if the world had closed in, and I was the only one left. I pulled the bag back down and closed my eyes. After another hour the cloud lifted and I could see civilization again! The wind started to pick up, and flying crossed my mind. Just as I was getting out of my hovel, a voice boomed from my 2-meter radio, breaking the long silence and shocking me back to reality.

The strange voice identified himself as an Ed Levin park ranger. He asked about my intentions, and if I was going to walk or fly down? Well fly of course! He was concerned with my safety and the rule that states every launch be witnessed. He said that I should launch and land directly.

I told him that I planned on launching soon, but I wouldnt << >> want to land with a wet glider because of the dangerous high speed stall characteristics. I said I needed to fly around until it was good and dry to insure a safe landing. Yes, very, very good and dry, I thought to myself! I pulled out my bandana and dried off the leading edge, but as I was suiting up, another rain cell blew through, so I ducked under cover. Another call from the ranger: Do you still intend to fly? Yes, I replied calmly, though I was beginning to wonder, with the freshening breeze, would I be able to launch without a wireman. I dried off the sail for the last time, and began to carry up to the south launch. The rotor made it hard getting up the back side, but my worries receded once at the top and into the smooth flow. It was getting strong, but still manageable. I radioed down that I was preparing to launch and that I would be out of radio contact after that. I turned off my radio and re-entered the world of just me, my wing, and the mountain.

Now Ive launched by myself many times, from the windy bluffs of the California coast, to the forested mountains of Australia, but this launch felt more critical than any. The South Bay appeared close in front of me, but after sitting through the weather and knowing that the road to launch was impassable, it felt much farther away. Only a helicopter could reach me now, so I had better not blow it! Double check the wing, and hook in. Leg loops, parachute pins, chin strap, hooked in. Clear! , and it was up, up and away. The air was fantastic, strong from the south with abundant lift. I could fly upwind to the golf course, and as far north as I dared. The old Ram Air penetrates pretty well, but my truck was in the Ed Levin parking lot and I didnt want to get stuck down range this late in the day. While going XC was out of the question, I did have the whole mountain to myself. I didnt even worry about clearing my turns: there was nobody here but me! As time went on, cloud base kept raising and the lift just got better. The Bay Area was beautiful, with the crisp clear air full of puffy white cummies. Rays of sun beamed down between the clouds, lighting up the valley floor. The Costal Range looked so close and inviting I had to remind myself of the reality of trying to fly across San Jose! After two hours of total freedom I began to wonder when the park would close. I sure didnt want to end this incredible day with a ticket. I flew out over the LZ and had to search for sink, finally spiraling down over the windsock. The wind in the LZ was smooth and light, and made for a perfect landing.

... Continued on page 7

Flying History at Mission Ridge.

By Steve Rodrigues

Most WOR members know that we have been managing the hang gliding activities at Mission Ridge since the early 1970s. What most folks do not know is that a pivotal event in the sport of hang gliding took place there. A bit of history will help explain the significance. Ive included the basics for those new to our sport.

The delta wing hang glider was invented by Dr. Francis Rogallo, an aeronautical engineer of the National Aeronautics & Space Administration. He developed the glider privately in the late 1940s with the help of his wife Gertrude, and received a patent on the design in 1951. In the early 60s, the wing was tested by NASA as a possible recovery vehicle for space capsules, but was ultimately passed over for the parachute system. Dr. Rogallos delta wing design was eventually released to the public, and many people began building and flying his simple aircraft. Dr. Rogallo generously decided not to protect his patent, but rather let manufacturers freely produce his invention.

The Rogallo wing became very popular, and was being flown all over the world, from the United States to Australia. While the gliders were used for towing and basic gliding, their true potential for flight was not yet realized. Then, Dave Kilbourne, a founding member of the Wings of Rogallo, made a significant accomplishment. On September 6, 1971, after hiking his Rogallo wing to the top of Mission Ridge, Dave foot launched, and was able to use the abundant lift of the ridge to soar for over an hour. He became the first person in the world to do so. His flight proved to everyone the soaring ability of the Rogallo wing, and provided great inspiration for future flights. Pilots began flying higher and further each year, gliders evolved into more sophisticated aircraft, and the sport grew to what it is today.

This year, many thousands of pilots all over the world flew hang gliders, not just for pleasure, but also to set records and compete on an international level. The current world record for straight distance flown in a hang glider is an astounding 435.33 miles! Dave Kilbournes flight at Mission Ridge was fundamental to this achievement.

March Ed Levin site status report << >>

A Green Sticker pilot flew from the 600' launch while under instruction. The WOR Basic HG Instructor involved is suspended for two months. Please pay attention to the proficiency requirements of the launch you and your students are using. We hate to suspend people.

2005 Mission Ridge Keyholders

KARL	ALLMENDINGER	408-262-4108
GEORGE	ARTZ	650-823-1358
DAVE	BAKKE	650-218-9540
DAVE	BINGHAM	775-267-9583
BRUCE	BOUSFIELD	408-691-2159
OFER	BRUHIS	650-493-9285
DON	BURNS	408-838-0302
ERIC	CARLSON	925-998-9690
JAMES	CASSIDY	408-507-0521
ALEC	CHATTAWAY	408-230-7388
DAVID	CHERNE	650-793-5573
PAUL	CLAYTON	408-410-1218
CHERYL	COHEN	650-692-5033
MICHEL	CONNELL	408-238-7425
STEPHEN	DALEO	925-997-3359
PAT	DENEVAN	510-651-4243
RICHARD	DEVLIN	408-838-8400
TOM	FLYNN	412-606-6427
MIKE	FOY	408-262-1055
MECURY	FREEDOM	408-316-6942
ERIC	FROLICH	408-605-1996
MIKE	GALVIN	510-912-1514
MARK	GRUBBS	925-640-7345
ERIC	HINRICHS	408-834-5515
BRUNO	JAHN	925-837-4261
URS	KELLENBERGER	650-802-9908
MIKE	KELLOGG	510-497-7872
GREG	KNEPP	408-396-7747
JUAN	LAOS	925-963-7802
DANIEL	MAGUIRE	408-778-9705
RICARDO	MANTILLA	925-260-3370
NICK	MORA	408-250-9016
CARMELA	MORENO	510-490-2398
GEORGE	MORFORD	510-364-8646
MARK	MULHOLLAND	408-504-6799
SHANKAR	NARAYANASWAMY	408-421-3648
COLIN	PERRY	650-279-2397
MICHEL	REGE	408-761-0404
BILL	RICKER	408-417-0915
STEVEN	RODRIGUES	408-529-2824
REX	RUNYON	510-490-2398
ANN	SASAKI	650-355-8888
DAVID	SOLTZ	408-838-0184
ROY	SPENCER	408-985-2810
GEVER	TULEY	415-218-3237
RUDY	VISAYA	510-776-2341
MIKE	VORHIS	510-710-5394
KATHY	WILDE	650-279-1095
DAVE	WILLS	650-324-9155
DAVE	YOUNT	925-202-6480

... from page 5

I figured it couldnt get any better when Bill came over to congratulate me on the flight and handed me three very damp one dollar bills, my winnings from the rain pool . As I stuffed the wet notes into my pocket, I looked back up on the mountain, white clouds above, bright spots from the setting sun lighting up the green hill sides. I was filled with appreciation. What a truly glorious sport we have that can provide such an experience!

It turns out that the ranger had hung around for most of my flight but was starting to get antsy. Bill promised him that he would stay and witness my landing so he could get on with his duties. Thanks Bill, without you I would have been facing a very disgruntled ranger instead of your smiling face and three soggy bucks. Catch me at a meeting, I owe you a beer!

The other guys hiked up the following day and had good post-frontal flights, again, with the mountain all to

themselves. On their way << >> up the still muddy road, they passed that last vehicle that had been on launch the day before. The driver couldnt make it down before the road got impassable, and the truck remained stuck in the park for a number of days.

For some the gamble wasnt worth it, but for me it sure paid off!

Classifieds:

Classifieds are taken from the classified section of the WOR web site for the 30 days prior to publication (whatever will fit). Non web submissions can be e-mailed to editor@wingsofrogallo.org. Classifieds are free, however non WOR member donations are encouraged through the Wings Of Rogallo web site donation page at www.wingsofrogallo.org/documents/donations.html

Plumbing

WW Spectrum 165 Excellent condition \$1000 Karl 408 262-4108

Wills Wing U2 145 Blue and White wing. Just finished annual. Excellent condition. ~55 hours. Located in Seattle. \$3500 obo. (206)729-3988

Wanted

litespeed 4s with mylar sail. Any or all carbon options. Thought there might be one around after the comps. I have a 5s which is too big. Will trade or sell. ben 650-269-9036 ben.rogers@gmail.com

Packages

High Energy Sports I Tracer harness including a parachute, hook knife, carabineer, and deluxe carrying bag. The harness was built for a 510 , 170 lb pilot but could accommodate slighter smaller or larger pilots using the removable pads. Was bought new with the parachute about 4 years ago and has never been used. Everything is new and I paid around 1200.00. It's dark purple with some yellow and black trim. I also have a used **Javelin 208** glider which hasnt been used in about 4 years hanging in my garage - overall it is in very good shape. Please e-mail with questions and offers. I have no idea what this stuff is worth so information about its value would also be appreciated even if you are not interested in buying it. Howard hgritton@umich.edu

Editors note:

When you put an advert on the BBS please put contact information with it. There are ads that have no e-mail or phone number associated with them. Also a 2 page posting will not get into the flightline

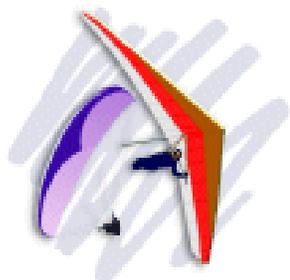
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VOL. 119 NO. 4 April 2005



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