



FLIGHT LINE

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The publication of the Wings Of Rogallo Northern California Hang Gliding Association
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Post-flight kiting at OluDeniz Turkey Photo by Peter Jennings

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ALL THE NEWS THAT'S FIT TO EAT !! MARK YOUR CALENDAR, GET READY 4 FUN

Marina Beach Wind Festival May13&14
Coyote Howl HG Flyin at McClure May 20&21
WillsWing Demo Daze May 19-21
CerroGordo Owens intro on May 13&14
Lakeview intro in late June
SpringFling at King on May27&28

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April 2006 WOR Meeting Minutes
NEW MEMBERS, GUESTS
 none
Great Flights
 Craig - Flew to Sand City from Marina Beach between rainstorms. Pat Denevan reported that a student soared Hollister from scooter tow.
President's Report - Steve Delayo
 Steve was outta town.
Vice Presidents Report - Wayne Michelson
 Wayne presided at the meeting.
Treasurer's Report - Don Herrick
 Income is exceeding expenses. Income from renewals is leveling off. Revenue collected so far has met the budget for 2006.
Membership Services - W. Jablon
 About 320 people have re-upped for 2006. Bill is updating the member e-mail list to be used for meeting reminders.
Flight Director's Report - P. Devenan
 Not many accidents have been reported, although one pilot stuffed a launch on the 600' launch at Ed Levin, after carrying the glider up. Pat noted that the key to a successful HG launch is angle of attack.
Ed Levin Committee Report - Steve Pittman
 The updated site procedures are on hold due to a lack of staff at the parks dept. Cows are grazing in the LZ, creating a rough surface with their hoof prints. The LZ will need to be rolled. The windsock at the 600' launch needs to be replaced. Bill Jablon plans to order a new sock. When you see him, please thank Steve Inwards for constructing new hang glider shaped information enclosures on either side of the walkover at the triangular dirt lot. The new enclosures replaced the old ones which failed after many years of loyal service.
Mission Peak Committee Report - Steve Rodrigues
 Cheryl Cohen reported that Ranger Neil Spargur has requested a 2m radio so he can be informed about flying activities.

Mt. Diablo Site Committee Report - Mark Grubbs. Nothing to report.
Site Acquisition - Jim Woodward
 6 flying days are planned for Coyote Lake, to begin in May. Hang gliding and paragliding are to be included in the park plan. The site may be open to the flying public in 2007.
Old Business None
New Business
 Pat Denevan reported that there will be a Wind Festival on the 13th and 14th of May at Marina Beach. Events will include a steeplechase race.
 Demo Madness is planned for the 19th-22nd of May, Funston on 19&20, Mission on 21, Hollister on 22. Wills Wing and other manufacturers will have new gliders available, including the Falcon 3.

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Ben Rogers reminded members about the Cerro Gordo fly-in. The event is limited to a maximum of 30 people. See the WOR bulletin board for details.
 Dave Wills reminded members about the Lakeview trip he is planning for the week before July 4th.
 Eric Froelich announced that he is planning speed gliding events for the coming season.
 The Coyote Howl is to be held on the 20th of May. Mark Mullholland announced that Red Bull is running an aerial photo contest. 25 people attended.
END OF MEETING MINUTES



Ed Levin Ground Squirrel Eradication Program employs new tactics

Speak of the Devil

by Robert Moore

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The Diablo Convergence Train

On the best days, you can see it coming. Out of the west it silently chugs, moving on a schedule only the weather gods know. If you're at the base of the mountain, you may be too late. If you're setting up your glider at launch, you better get ready, because this train waits for no one. How long will it pass by the station? Totally unknown, but you will certainly know when it's gone.

Another thing that's certain is if you climb aboard the Diablo Convergence Train, you're gonna have fun. How much fun? That depends on how good you are at staying aboard the Train. Many times, the Train will carry you to the San Joaquin Valley, high over the hardest part of a long XC flight from Diablo. If you're skilled enough to stay aboard the train for some of its more erratic course, you may find yourself on a 100 mile flight down the valley. Diablo isn't the only site where convergence is used to fly XC. Elsinore is well known for it's frequent convergence that begins XC flights to the east. Pilots at Mount St. John have used the convergence line that often runs north-south for XC flights. Convergence is certainly not uncommon at Slide Mountain.

To me, using convergence lines in XC flight is one of the most joyous opportunities available. I've been in (and fallen out of) convergence zones on a good number of XC flights from Diablo and other favorite sites. Using convergence lift to it's maximum potential is a skill I hope to one day master, but in the mean time, there are some basic lessons I can impart about the train that sometimes pulls up to Diablo.

The first thing I would suggest is to watch the sky. I know we all do that anyway, but the Diablo Convergence Train often gives clues as to its imminent arrival. It's easiest to spot the Train on a

day when the sky is not already speckled with clouds. That's pretty good news, because the train isn't as needed on a cue-spread day, right? Look for cloud formations slowly coming from the west that looks like a lumpier version of a cloud street. Often, the clouds won't be over Diablo for awhile, but will continue to come nearer. Once the cloud Train reaches Diablo, it's time to get on board. Other times, the Train can be more stealthy, not giving much indication of it's approach, only announcing it's arrival at the Diablo station. A couple of small cues form over the summit, but nowhere else. This happened on the second day of the 2002 Diablo 101 site introduction. Nearly all the attending pilots hopped on the Train and got to heights of 7000 feet or more. While not everyone pulled out of the Diablo station, a couple of Diablo Team members ended up taking six total newbies for a ride to the Livermore valley.

Often, a hurrying pilot can fly faster than the Train and leave the convergence band. In my excitement, I have sometimes attempted to take the terrific lift farther than it was ready to take me, and ended up on the deck. If the convergence line hasn't developed as far as you would like, or as quickly, you may need to float around for awhile to let it keep to it's own schedule.

One thing to remember about any ride on the Diablo Convergence Train; the fantastic buoyancy of the convergence only happens at the higher elevations. If you get too complacent and let yourself fall out of the bottom, you will struggle to get back into the good stuff. Don't expect the convergence to sweep

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down and scoop you back up if you allow yourself to get low.

Figuring out the exact course of the Train will follow is a skill the best (not me) Diablo pilots have mastered. If the Train is creating it's cloud trail, it's pretty easy to just follow along. If it's being stealthy, however it will require some deduction. Sometimes, indicators can be seen on the ground. I remember a ride on the Train that had me guessing how to stay aboard. I noticed a smokestack a few miles ahead to the left indicating and north wind, and a small grass fire a couple of miles ahead to the right showing west wind. I new I was heading in the right direction, because this was where the two winds were converging.

Another way to guess the direction of the convergence is to look at the terrain it must cross. A classic pattern of the Diablo Convergence Train is to head west until reaching the San Joaquin valley, then arching SE around the "blow hole" of the Altamont Pass before heading south. It's not a guaranteed path, but without other indicators, it's a good guess.

I have no idea how often the Diablo Convergence Train pulls into my favorite station. It may be happening as you read this. Colliding air masses that create convergence are a gift from the weather gods, but our flying schedules don't always allow us to take advantage of them. What I know for certain is that I wanna be aboard any time this train comes my way.

Editor's Tern

Back from my Eclipse tour of Greece and Turkey, which was a manic story of "you can't get there from here" due to it being off-season or a national holiday or the passport office being closed for unknown reasons or some other third-world type issue. In spite of the travel woes and a bout of Sultan's revenge, I had a fine time & met some good people & had some nice flights & added another 3.45 minutes of solar totality to my lifetime total.

One of the bonuses of the trip was that there was little work needed on this months newsletter since nobody seems to have had any memorable flights worth sharing. Hpoefully this issue will resolve itself in the next few months.

Those of you who receive this via snail-mail will be getting this issue along with last months, due to my neglecting to attach address labels to the ones that I mailed some 30 daze ago. Sorry 'bout that!

More news from the Eastern Front:

Your favorite local flying club needs HG & PG Observer Coordinators. You could apply for this job and have the gratitude of all the hoards of new aspiring pilots.

New Mission Keyholders phone list is now available for you to print and cut and fold and keep in your own wallet. ----->

Ham Radio License study and test on June 10.
Info from dave1@wcf.com

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The flare of the Chief... Photographer unknown