



# *FLIGHTLINE*



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Wayne modeling the latest in WOR apparel at ERLCP ImpactZone.... Photo by Carmzilla

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## Spring Flying Rumors and Stuff

Instructor clinic: April 4-6: contact PD.  
Wills Wing Demo Daze: April 18-19: contact PD.

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WOR Member Database

<http://wingsofrogallo.org/memberdb>

**February 2009 Meeting Minutes**

**New Members/Guests**

Tammy

**Great Flights**

Chris Cogdon soared for 2 hours and got above the top of the mountain after launching from the 600' launch at Ed Levin.

Eric Froelich got an hour flight at Windy Hill, along with Chris, Brian Foster and Urs Kellenberger. Eric shot a video of the flight.

Doug got a Golden Eagle flight (round trip to Mission) after launching from the 600' hill.

**President** : Wayne Michelson Nothing to report.

**Vice President** : Karl Allmandinger Nothing to report.

**Treasurer** : Don Herrick

Income is exceeding expenses as dues revenue comes in. We currently have 190 paid members for 2009.

**Flight Director** :Pat Denevan

A paraglider pilot was found in the surf at Funston. No further details are known, although he was apparently flying alone. The ocean is deadly for those who land in it.

There was a blown launch at Funston. Pat saw it on YouTube. The pilot was apparently picked up involuntarily. It is important to push off on the last step of a cliff launch.

**Membership Services** : None

**Ed Levin** : Steve Pittman

The gate combinations have been changed. Closing time is 1 hour before sunset and is posted on the kiosk at the entrance. It is no longer posted on the

gate at the LZ.

Instructors will be asked to have students enter their own information in the WOR database. This will reduce the amount of work required from the membership services coordinator. A web page is planned for use by student pilots.

Phyl Hamby and Stan Boehm are planning to use a jackhammer to break stones on the top launch road. Thanks to Phyl for rototilling the landing circle.

**Mission Ridge** : Roy Spencer

The windsock in the LZ needs to be replaced. The deadline for key applications is next Sunday. The key allocation meeting is next month.

**Mount Diablo** : None

**Coyote Lake** : Jim Woodward

The special use permit is under review and is expected to be issued this spring. Details of waivers and procedures are under discussion. A committee is to be appointed to work out details of waivers, site access, etc. It will tentatively consist of Don Herrick, Steve Pittman, Gene Pfifer, and Jim Woodward.

**Goat Mountain/Wild Ass** : Wayne Michelson

Wayne may organize a trip later this year. Both sites are presently open for flying as far as Wayne knows.

**Old Business**

WOR apparel is available on Zazzle.com.

**New Business**

Dave Wills reminded us that the USHPA BOD meeting is next month. 2 pilots will receive commendations; Steve Rodrigues and Jeff Greenbaum.

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Pat Denevan will do a launch and landing tutorial at the next meeting. An instructor clinic is planned for April 4th-6th. Wills Wing will be in the Bay Area for Demo Daze on April 18th and 19th. Contact Pat for details.

Don Herrick has the new WOR waivers.

**End of Meeting Minutes**

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**March 2009 Meeting Minutes**

**New Members/Guests** George, a new H2.

**Great Flights**

Roy Spencer flew from Mission to Ed Levin and back and also from Ed Levin to Mission and back.

Ben Dunn did a Golden Eagle flight (Launch Ed Levin, fly to Mission and back) on Sunday. Ben also flew several sites in Australia, including a 151 mile flight from Forbes, during which he never got much above 3000' AGL.

**President** : Wayne Michelson  
Eric Froelich will take over as president next month.

**Vice President**: Karl Allmandinger  
Nothing to report.

**Treasurer** : Don Herrick

Expenses exceeded income in the past month. We currently have 242 paid members for 2009. Thanks to Wayne for serving as president. Don has added new capabilities to the WOR database.

**Flight Director**: Pat Denevan  
"Spring Break", caused by

## Musings regards Zapata

by Uncle Colin

I happened recently to be amongst a pod of pilots in a pub when the conversation drifted onto the subject of the annal gathering of marginally-employed go-for-its in Zapata TX, some of the group claiming that this was an important event that demands attention if not participation. I remained silent and confused, not certain as to how I might articulate my total disinterest. Then I attempted to place myself in the shoes of a go-for-it, and started wondering, "Why might anyone think this important?".

A bit of historical perspective: I was a very active pilot when all this XC stuff started in the late 70's, and thought it to be just another passing fad. The "I think I better that everyone else so I fly a Comet" folks were getting higher and longer flights than the rest of us, but they were the subject of ridicule when they eventually whacked in at the local impact zone. Their fragile egos not able to deal with this, they commenced to landing downwind far enough so the sound of their whack would not be heard by the rest of us who were swilling cold fermented, carbonated, malt-based beverages in the impact zone. But if that "landing" was at least visible from the impact zone, then someone might drive down there to help the Comet pilot remove his broken downtubes, therefore they started landing even further downwind. When asked why they didn't land next to the cooler loaded full with the cold fermented, carbonated, malt-based beverages, they would get all huffy and proclaim loudly and longly that they was better than all the rest of us because "I done went & gone XC".

Somehow, the concept of intentionally attempting to land as far downwind as possible from the cold fermented, carbonated, malt-based beverages became an accepted and even aspired-to behavior amongst segments the pilot community. I guess lies told long & loud enough are eventually believed even by the liars themselves. Participants in the

XC fad were deemed somehow more skilled and possessing higher status than the rest of us who placed higher priority on landing as close as possible to the afore-mentioned beverages.

It was as this transition of HG flying styles was starting to occur in the late 70's that I had the most bizarre experience during flight from my home site in Alamogordo, NM. It was early spring, with shit-kicking thermals damn-near everywhere. I was about 8 or 10 miles North of launch over Cirrozozo at +4K in a big fat thermal when I noticed a buzzard opposite me in the turn. He looked a tad ragged from this distance, and certainly not flying at his best if he was only staying even with me. I tightened up my turn to get a closer look, and as I got up close I realized that this buzzard was dead! He must have croaked on some rock, got rigomortis, then got sucked up by a thermal. His head was drooped all catywampus, feathers were falling off, and his starboard wing was crooked, resulting in a continuous clockwise turn. I got as close as I possibly could (less than 3 feet) to verify my observation, and there was no doubt as to the deceased nature of the poor bird.

The buzzard finally floundered out of the thermal and appeared to be cork-screwing back to earth, so I said my goodbye and continued flying. Of all the crazy things to happen while flying, this had to be the top! It was like a TwilightZone moment, I was expecting Rod Sterling to appear as I nervously scanned the ground to see if I could see the wreckage of my glider crashed somewhere below in the desert. None of my beverage-swilling buddies is ever gonna believe this!!!

But then a couple hours later, as I was headed back over the impact zone in the increasingly strong late-afternoon winds, there he was again! Hours later and miles away, that damn dead bird was still airborne. As I was thirsty and daylite was fading and the winds were howling and cold fermented, carbonated, malt-based beverages were calling to me, I proceeded to land and let that damn

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dead buzzard have a longer flight than me.

Anyway, back to Zapata. Since dead buzzards can thermal for hours and XC at least 10 miles, and since record-long XC flights would seem to require factors like patience and high pain threshold much more than any flying skill, why not exhume some of our deceased flying companions of years past, strap them into a harness & glider, and tow them aloft over Zapata to blunder downwind in monster thermals? Corpses have inherently high pain thresholds and infinite patience, and besides which they can "survive" the worst possible crash without any complaint. I humbly predict records could be broken. And just think of the press coverage we would get!

Mar09 MeetingMinutes, continued from page2....  
strong conditions and weak skills, is prevalent at this time of year.

**Membership Services:** Phyl Hamby  
Phyl is doing the membership services work.

**Ed Levin:** Steve Pittman  
Phyl Hamby and Stan Boehm have been working on the road to the top launch.

**Mission Ridge:** Roy Spencer  
There have not been a lot of incidents this year. Thanks to all the pilots who flew safely and who submitted their key applications on time. A work party is planned to road maintenance. Details to be announced.

The Special Use Agreement is due for renewal in 2010.

There was an incident Sunday when a helicopter was called in to respond to an emergency. The helicopter arrived with siren and loudspeaker blaring, ordering everyone in the air to land. The emergency involved a young person chasing the cows. Pilots are reminded to land when a helicopter is at the site to respond to an emergency.

**Mount Diablo:** Mark Grubbs  
Nothing new to report.

**Coyote Lake:** Wayne Michelson  
We are still working out the details to open the site.

**Goat Mountain/Wild Ass:** Wayne Michelson  
Nothing new to report.

**Old Business**  
WOR apparel is available on Zazzle.com.

**New Business**  
Steve Rodrigues has Funston stickers and non-snagging, locking carabiners.

Dave Wills announced the USHPA board of directors meeting is in 2 weeks. Steve Rodrigues is to receive a commendation.

Bob Stoecker brought video he recently shot with his digital camera. Pat Denevan recommends the wide angle digital video camera for training.

Tom Flynn suggested that WOR organize a chute clinic.

Wayne Michelson recommended an Oz report video on sprogs.

Karl Allmandinger has been working with Kurt Bohan to produce hang gliding content on the Milpitas public access TV channel. There is a meeting to produce content on the second Thursday of every month.

Dave Wills noted that Karl Allmandinger has been posting weather predictions on the WOR site. Prized were raffled.

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area. Please remember to be extra aware when the Park Police helicopter is anywhere around and land if they sounds a siren, flashes lights, or makes a bullhorn announcement.

Please fly safely and help protect our important flying site.

Thank you  
Roy Spencer, Mission Site Chairman  
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## End of Meeting Minutes

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### Mission 2008 summary

Good year. 1049 pilots signed in the drive up sheets. 60 pilots signed in on the walk up sheets. So we had roughly 1109 flights. We had few incidents this past year. Thank you.

I want to thank all the key holder applicants that sent me a complete, legible, key application before the deadline. I was surprised by the number of pilots that sent in an incomplete application or sent the application late.

We will probably have a work party this spring to smooth the road between launch and the outhouse. I am hoping that we might be able to have gravel added to the road at that time.

2010 is the time for the Special Use Agreement renewal. If you have anything you want considered for negotiation, write a proposal and send it to me to start the process.

One thing did come up recently. Saturday March 14 2009 the Park Police helicopter was circling the landing area, sounding their siren, and flashing their lights. Most pilots recognized what was happening and had landed or were in the process of landing. One pilot did not recognized what was happening and launched. Shortly after the helicopter left the

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