



FLIGHT LINE

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The publication of the Wings Of Rogallo Northern California Hang Gliding Association
Volume-111, Number 7 August 2004

The Northern California SILENT AIRSHOW

Sunday Sept 19th, 2004 ♦ 8am - 3pm ♦ Ed Levin Park, Millitas, California



Illustrated by Linh Vorhis

Featuring:

- ♦ Hang Gliding
- ♦ Sailplane Fly-bys
- ♦ Hot Air Balloons
- ♦ Sky Diving
- ♦ Paragliding
- ♦ Falconry
- ♦ World-class Dog Frisbee
- ♦ RC Sailplanes

\$10 per carload. Proceeds benefit
the Muscular Dystrophy Association.

Events begin at 8:00 am.

FOOD & DRINKS are available
Call 406-262-1055 for Information



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Be An Angel Day
Edition

Cover Picture
by Linh Vorhis

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Editors Turn:

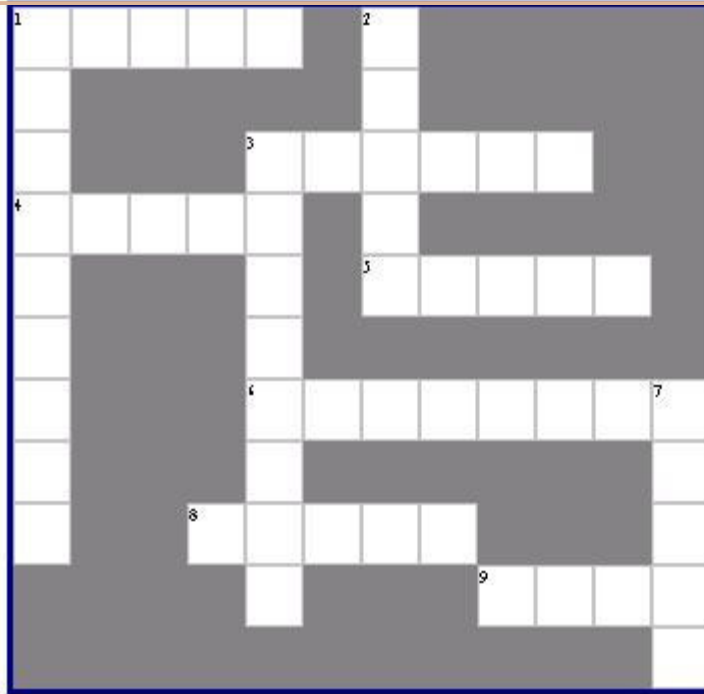
A relatively quiet month. We lost Bob Ortiz to leukemia on August 1st. His memorial service was at Madrone Grove, Mt Tamalpia on Aug 8th. We will all miss his smiling face. There is a thread on the sonoma wings HG site that you might want to visit.

www.mchga.org/madronegrove.htm

There is the sonoma wings (St John) fly in on Aug 21 and 22, should be good. Some of our members will be competing in the Paragliding Nationals in Utah on 21st Aug. Here's a link to follow their progress:
www.twocanfly.com

If you can do anything including sitting and collecting money or sending evites to all your friends, then please help out at the Silent Airshow. See page 4 for details.

Non Cryptic Crossword



Across

- 1. H2s like these even if they have acne (5)
- 3. Circular sponsoring club (6)
- 4. Online method of attracting friends (5)
- 5. What you need to win this comp (5)
- 6. Silent aircraft, except when they vent (8)
- 8. noisy silent air craft (5)
- 9. What you do after you hike (4)

Down

- 1. Cool to watch cooler to drop and catch (9)
- 2. No need to close these, Bill wouldn't (5)
- 3. Not a blue bovine (3-4)
- 7. Trail for the flying fire-fighter (5)

Answers on page 6

July 2004 Minutes - by Paul Clayton

New Members/Guests

Mary Ellen - H2
Dave Merriman - from Lodi; HG pilot.
Lee Lilijuan - HG pilot.

Great Flights

Eric Boehm - Golden Eagle Flight.
Vince Endtner - flew 144 miles from St John, a new site record.
Pat and Micheal Denevan - flew Marina beach, to Sand City and back. Micheal completed the 10hr airtime requirement for his H3 rating.
Phyl Hamby - Flew Lumby in Canada.
Mike Vorhis - flew 107 miles from McClellan at the Regional Meet, winning the rigid wing division.

Presidents Report - Phyl Hamby

Airshow planning is underway. Changes were made to the launch at Ed Levin. Phyl reminded the membership that maintenance activities must be pre approved by the appropriate site committee. Some gates at Ed Levin are locked open, while others are kept closed due to grazing of cattle.

Vice Presidents Report - Wayne Michelson

Nothing to report.

Treasurers Report - Don Herrick

Income has exceeded expenses for the past month.

Membership Services - Carmela Moreno

392 people have renewed their membership for 2004.

Flight Directors Report - Pat Denevan

There have been several accidents recently, and 2 HG pilots have been killed. One was an experienced pilot competing in the King Mountain meet. The other was a student, who was flying in thermal conditions at Hull.

Ed Levin Site Committee Report - Steve Pittman

The pay phone may be replaced with a roadside emergency phone. It may be possible to remove the cell phone that is currently kept in the 600 lockbox.

Mission Peak Site Committee Report - None

Mt. Diablo Site Committee Report - John Wilde

The windtalker is not working. John volunteered to fix it.

Site Acquisition - All

Jim is looking for a non-motorized means of transporting a hang glider. There is about a 1 mile trip to a launch he wants to use at Coyote Lake. The Parks Dept and Nature Conservancy are opposed to allowing motor vehicle access. Stan Boehm reported that Russ Locke and Connie Work lease the launch at Dunlap. They are asking that pilots interested in flying there contact them, because they may try to lease a landing zone if there is sufficient interest. The old landing zone has been closed by Dan Fleming. Russ and Connie are requesting a \$20 per year donation from pilots who want to use the launch.

Silent Airshow - Mark Mullholland

Things are coming together. Sponsors include Red Bull, Rotary and the Muscular Dystrophy Association. MDA will provide advertising. More flying acts are still needed. Volunteers are needed for shift work. Rich Leggett is the act coordinator. Contact Mark at silentairshow@hotmail.com if you are interested.

Old Business - None

New Business

Pat Denevan announced an instructor clinic on September 25th - 27th. The club has a new PC, thanks to Juan Laos. The membership services coordinator is using it. Another is needed for use by the treasurer. There is a Sonoma Wings Fly-in on August 22nd.

31 people attended. << >>
Prizes were raffled.

Entertainment was a video of flying at Yosemite, taken by Eric Froelich, and a video of the Silent Airshow, from the early 1980s.

END OF MEETING MINUTES

Mission Ridge Update, August 2004 By Steve Rodrigues, site committee chairman.

I have just reaffirmed our safety procedures with the officers who pilot the EBRPD helicopters. When on normal patrol, they have agreed to approach Mission Ridge from the East, so if you see a helicopter coming from another direction, you can assume that something is amiss. If the pilot needs to fly directly through our usual airspace, or land on Mission Ridge, they will sound the helicopter siren to warn us. If you hear a siren, or see a helicopter approaching fast or low while you are in the air, please leave the area immediately. Top landings should be avoided, as your set up and approach could be in their flight path. Our cooperation is critical!

On another subject, I am gathering data to analyze our flight operations on the East Side of Mission Ridge. I am asking everyone who has flown the East Side to please pass on all the information you can about your flights there. The dates and weather conditions would be great, but just the number of flights would help me a lot. Please email me at missionchair@wingsofrogallo.org Thanks in advance for taking the time to help out!

Silent Airshow

The Silent Airshow will be held on Sun SEPT 19, 8am to 3pm at Ed Levin County Park. It looks like everything is falling into place to have a GREAT event. It is a charity event, with MDA getting any net proceeds, and the Milpitas Rotary who is doing our concessions, will use their profit for their scholarship fund. We still need some additional help from the club. If you have a unique act that you would like to show, or if you would like to volunteer to help staff the event, contact Mark at silentairshow@hotmail.com. I would like to see some more folks from the PG community step up, as they seem to be under represented in this event. Also check out the website info, particularly in some of the internet communication that YOU can do to help invite some of YOUR friends! We will provide PDF files for you to print info sheets to place around. Also you can evite your friends and relatives. The personal touch has a fairly strong impact, so don't be shy. We are working on some unique reward for those folks that do volunteer. Mark Mulholland

Promoting the event

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Please help us promote the event.

We will soon have a flyer you can download, print and put in your rec-room / cafeteria etc.

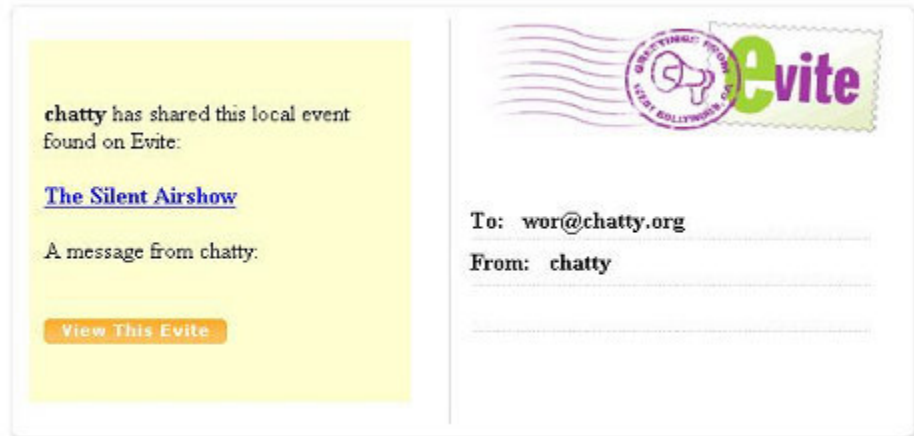
Check www.wingsofrogallo.org/events/silent_airshow/promotion.html for updates.

There is also an online evite you can use, or create your own.

Here is the link:

www.evite.com/pages/gt/events/viewPub.jsp?eventID=KMKERYLUCEHGXPTEJQVV

This is what it looks like when you send it to someone..



Volunteers are needed to man the gate at the airshow. We need 21 people to each do an hour (3 per hour) from 8am to 3pm on Sunday.

We need more acts. What can you do?

Pilot Profile

This is one that probably a few of you have been waiting for. Ben Rodgers has been pucker-ing it out with Wayne for a while now and here is his profile.

Q1: What got you into the sport?

In 1974 I saw some hang gliding on TV. I knew instantly that the sport was for me. The only reason is the pure love of flying coupled with a general dislike for wings with motors. In 1976 I took a lesson in New Hampshire and wound up owning a Bobcat I -- I probably would have been better off with a couple of sheets and a high building



Q2: What was your most memorable flight?

That's a tough one. I've had a number of great flights in Michigan, Alaska, and California. I remember flying in Denali Park one Alaska Fall. I drove in after the tourists were gone and hiked my Moyes Maxi Mark II up a mountain. One-step launch and I climbed over the peak. The vistas just blew me away. High, rugged mountains and glaciers were on all sides. An eagle was soaring with me over a herd of dall sheep. It was partly cloudy and snow squalls would blow through; I would half white-out and the ground would disappear and reappear. In between the clouds the sun would break through and crystal clear rays of light would hit the fall-colored tundra. That flight was probably the most beautiful, though now that I'm flying the Owens Valley there are of course many more

memorable and more challenging flights.

Q3: What are your favorite three flying sites?

Owens for its awesome scale, big air, and challenges. Goat Mtn. for its potential to be a major XC site within 2 hours of the bay area. Wild Ass for the 20-45 mile flights I've had there and the fact that I get to land at a bar after the XC.

Q4: Any funny experiences that you might like to share?

Most hang gliding comedy just comes from hanging out and bullshitting with other pilots. In retrospect some things seem funny that weren't at the time. I remember standing at launch at Hull when a big dust devil started snaking up the road. I have a video of pilots running towards their gliders as they slowly lifted off and began to spin . . . too late, though: 3 or 4 gliders were damaged and the dusty cruised on by. That was a good lesson I was lucky enough to learn vicariously.

Also, as some locals know, I've invested one and a half years and countless hours into developing two sites in the San Benito mountains. Because of the XC potential at Goat Mtn. I downloaded and taped together 30 pages of topo maps. I had memorized the route, knew the names of the roads, mountains, and towns, and had talked with sailplane pilots about the best way south. There's no doubt that I was more prepared than anyone to go XC on the southy route. Well, the first big pilot day at Goat saw 11 pilots on launch. After watching 5 people sink out, I decided not to fly--that was weird because I had voluntarily been the wind dummy for over a year and even had the honor of trying to soar Goat's lee side rotor (which didn't work out too well). Anyway, I packed it in only to arrive in the LZ to hear Charlie Nelson say he was at 7K and headed South. So for the next 3 hours Wayne and I coaxed, cajoled, and practically prodded Charlie to keep going. I kept telling him the route, landmarks, etc, and he wound up setting a new site record. It was pretty funny hearing Charlie's exuberance in parallel with my own and Wayne's whining. . .

Q5: Any not so funny? << >>

I've had many a scary moment, but the worst was the time I tried to launch myself in 30+ gusty winds in AK. Now I had been flying for 15 years pretty much alone. While there were two pilots in Fairbanks, I had never been in the air with anyone else since 1981. That's another way of saying I lacked a lot of experience and couldn't take advantage of other pilot's wisdom and timidity. Anyway, I was standing 10 feet in front of and about 5 feet below a big microwave dish. There was no LZ and I had to get up and out to somewhere to land. After hooking in I was desparate to not plaster myself against the dish and get roasted, so I leaped without having the wings level. I flew out a ways and stalled in a steep climbing turn that forced me downwind. All I remember is diving straight at the hill and trees. How fast does a glider go when it's diving at a 45 degree angle with 30 mph tailwind? Hmmm. . . luckily the hill was covered with 2 inch black spruce.

When things stopped moving, I felt my body to see what was broken. Nothing apparently, but my glider had flipped nose down and so the wind was blowing directly into the wing. Somehow a rear wire had wrapped around my leg and the wind pressure on the wing had it drawstring tight. I couldn't move or get off, I had no tools, and I was a hundred feet down the hill with no one knowing where I was. As my leg turned blue I realized I could pull the wire enough to reach the keel. By bending the keel I loosed the wire enough to escape. It took quite a while to calm down and get the glider to the truck. I should have been dead--bent keel, crossbar, and misc. damage--but because I hit the right trees at the right place I was unscathed. Still, this was the first time that I realized that I had come close to biting it. I didn't fly for a year and a half after that.



Q6: What else do you enjoy other than flying?

Building cabins in Alaska, rafting, outdoor stuff, jello wrestling.

Q7: Who do you admire most in free flight and why?

In the late 70s I knew the names of all the comp pilots. Now I know nothing about the larger scene. Some things Manfred Ruhmer said in the mag have stuck with me and made me a better pilot. For the most part it's the pilots I fly with that matter most. Flying with Wayne Michaelson has been great because we're about at the same level (I'm only slightly better ;-p) so flying together makes us both better. We push each other to go farther and higher. We're both fairly cerebral flyers so we talk a lot about strategies, past and present flights, weather, sites, and so on. The fact that we have different flying styles enables us to evaluate what works and what doesn't in different conditions. There are a number of other good pilots out there--Urs should get an award for his excellent and consistent landing technique--although I did see him almost whack a while back. Many pilots have something to teach me. I try to keep my eyes open.

Q8: What advice would you give to anyone thinking about starting hang gliding

Don't do it unless you're really in love with flying. It's hard and expensive--not to mention dangerous. I used to

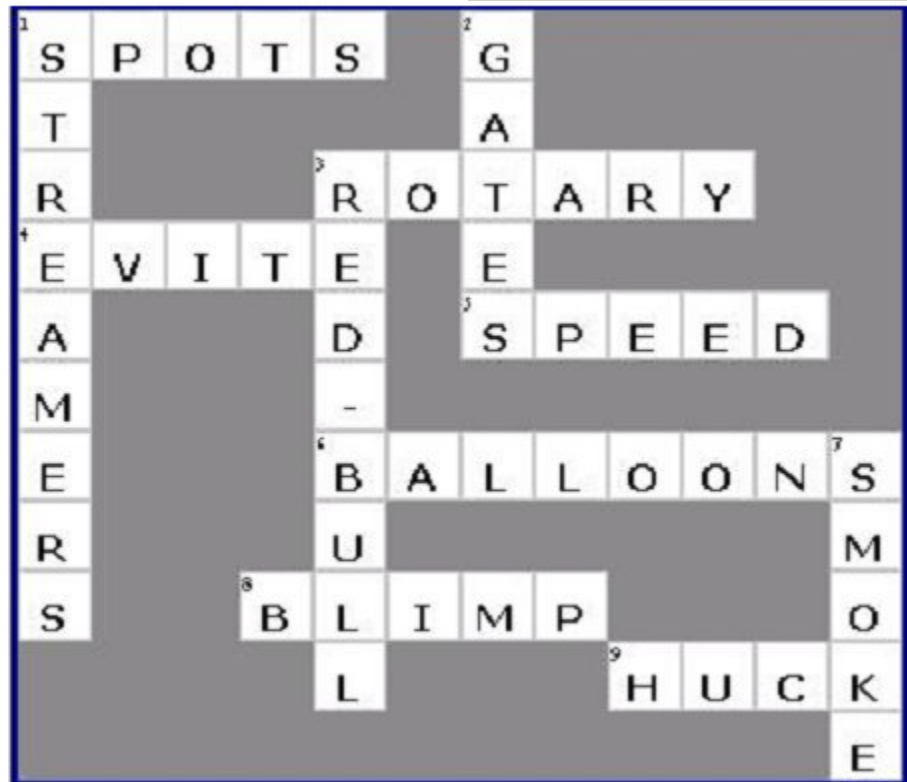
think it wasn't that dangerous, but I've changed my mind. I figure maybe 50-90% of accidents don't get reported. If that's true, then the odds are good that sooner or later you'll have a mishap. I've been lucky: a broken nose, minor whiplash . . . but now that I'm older bruises and joint problems are taking longer to heal. Ok, that's pretty negative -- but if you love flying it's more than worth it. Very few activities offer as rich a set of memories or the feeling of exhilaration that comes with flying. If you really love it, you'll know by the time you get your Hang III.

Q9: What does the future hold?

Well, hopefully a long life, great flights, and not many whacks. I'll keep developing and promoting Goat Mtn. and Wild Ass until they become established sites. I'm starting to go to the Owens more

. . . In three years I hope to go to the << >>

nationals just for fun. If I could complete the tasks and not come in last, I'd be happy. In 2007 I return to Alaska and hope to bring lots of pilots up for the great summer flying.



Upcoming Events.

Aug 17th WOR Meeting

Aug 18th - 29th eparaglide trip to the PG Nationals. Offering transportation, camping equipment, meals and a great time. We still have room for two more. (925) 260-3370 or richifly@eparaglide.com

Sep 17th **Silent Air Show Speed Gliding Comp**

Sep 19th **Silent Air Show**

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

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Plumbing

TRX159 or WWXC142 bright pink undersurface with the bright yellow 'UltralightProducts' logo easy to land, cores thermals great once you get acclimated to its suppos-sed stiffness. The WillsWing is Clifton Moody's old glider. \$800 Ask Robert Moore(707 4772653) how it 'climbs out' with me being 50 lbs too heavy David Merriman 801 913 6560/925 890 5899 slc,ut, sac walnut crk asaceu3@yahoo.com

Beginner Hang Gliding Package Wills Wing Falcon 170 12" black, plastic wheels Super low time, red, medium, Z5 harness Nearly new chute LARA 175 with paraswivel (repacked June '04) White, medium Charlie Insider helmet Training harness 16', padded ladder "Hang Giding For Beginner Pilots" book Michelle michelle@guardaviation.com512-249-9562

135 Sensor 610 F2 I'm headed to NH, and I have to sell my Sensor before going. Here are the details: Manufactured in 1999,135 Sensor 610 F2, two flaps per side, all white except a single yellow circular decal (approx 3 ft diam) in center of undersurface, Bob T. made leading edge thicker than standard because initial intent was for aerobatics. This was the only original difference from standard (3-undersurface batton) model, Never crashed. Flown mostly (95%) at mountain sites. In excellent condition. Cosmetically, there is the old glue from a "Red Bull" insignia that had been on the undersurface (you might recognize it from a USHGA photo or two. I tried to get the glue off and couldn't. I've been flying with it as is since Spring 2002, and don't worry, the glue doesn't make you stick to the ground . Does not have the traditional tail of a Sensor. Removed in approx. 2000 because keel kept hitting the ground when flaring. I've flown it in all kinds of conditions, including the Owens, and I've never had a problem with the glider yawing. This is the only mod that has been done to the glider. The best way to contact me is by e-mail (see below) if you are interested. I have photos that I can send by e-mail if you would like. The glider is currently in Alameda, CA. David Gulick gulick2000@yahoo.com510-521-8042

Moyes Sonic 165 Only 6 flights - perfect condition. Blue, purple & white w/ speedbar. Free shipping in original box in Continental U.S. No international inquiries. Sell at cost \$2,575. Ark/Okla 479-651-5930. kevin.smith@tyson.com Pics available

Laminar MR-700 Dacron Sail less than 40 hours. Real sweet in top condition. It is just a little to big and heavy for a guy my age. Call me or email for pictures. Location is Lake McClure and Modesto. 209-527-0798. Ask for Doc

Stealth II 142---Price Reduced Price reduced by \$500 for quick sale!! Now \$ 1500. Comments: GREAT handling high performance wing, awesome glide, good condition. Less than 100 hours. White LE, dark blue under surface with asymmetric lime-green tip. Graphite wing tips. Can email photos. Located in Reno, NV. 775-746-0333.....email: jkoehm@starband.net

HP AT 145 for sale \$400 HP AT in good condition, original owner, Roseville CA. 916-780-0925 call any time peterkoistinen@comcast.net Pulse 10m Pac-Air Pulse 10m. A great intermediate glider for H2 through H4, hook in 120-190 lbs. \$1000 OBO. Located in Dayton, OH. brian@meehanontheweb.com pics at www.meehanontheweb.com/glider

Wills Wing Falcon 140, white with teal leading edges. Has extra downtubes and basetube. Glider has been used for 3 seasons, very good condition, well maintained and cared for, never has been damaged, \$1600.00, coffevn@hotmail.com

Laundry

Perche Ecco DHV 1-2 Medium 85-110kg, orange. One glider is 6 months old, has under 100 hrs and is like new (flown in Billing India and Telluride Colorado only) \$700.00. Second glider is brand new, never flown same size and color, \$1700.00 Contact: jeff@adventuretourproductions.com

Tools

3 pod harnesses - moyes contour: 5-10/6'-0" & 175-210 lb., red w/black highlights \$250 obo, pod2 : sliver, ultra comfortable, good zipper. 5-8 to 6'-1" \$150, pod3: yellow, older style but nice upgrades for small/thin pilot. 5-5 to 5'-9" \$150 David Merriman 801 913 6560/925 890 5899 slc,ut, sac walnut crk asaceu3@yahoo.com

Charlie Insider Helmet - new Never used; Blue/Purple - Medium \$150 kevin.smith@tyson.com479-651-5930

Wheels 8" Finsterwalder pneumatic wheels - new \$50 for pair; corner bracket adapter w/ axle available. 5" Hall Wheels \$20, kevin.smith@tyson.com 479-651-5930

Aerotow Bridle & Release Bridle, primary release (brake lever type) and secondary release. \$175 new; sell for \$100. kevin.smith@tyson.com 479-651-5930.

Conical Parachute by High Energy Sports 22 Gore. Manufactured 1987. New HG-length bridle (18) with swivel and UV-proof container installed in 1995. Parachute inspected in 1997 by High Energy. \$150 OBO plus shipping. Available for inspection by Windsports in Los Angeles. Grant Hoag 949/387-5976 ghoag@brwncaled.com

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.

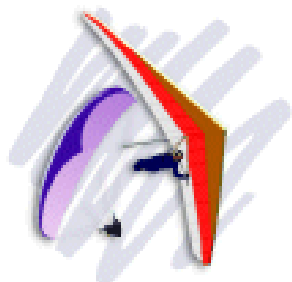
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