

FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO
NORTHERN CALIFORNIA HANG GLIDER ASSOCIATION
VOLUME 101, NUMBER 12, DECEMBER 2001



Grinch 427 Heavy, traffic in sight !

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WOR Officers

President

Steve Rodrigues
831-476-2227
srskeypuppy@aol.com

Vice President

John Wilde
650-556-1320 (H)
wildeblu@aol.com

Treasurer

Don Jones 510-793-3551
wort@aol.com

Membership Services

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

Secretary

Paul Clayton
408-246-2218

Flight Director

Mike Vorhis
(510) 744-1953
vorhis@corp.cirrus.com

HG Observer Coordinator

Dave Jacobs 510-651-6313

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

Member Services

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

We've got a lot of material for this issue of the *Flight Line* -- minutes, keyholder applications, and membership renewal -- and only eight pages in which to print it, so I'll just wish you all a Merry Christmas, a Happy New Year... and leave you with Daryl Fox's... interesting... tale for the season...

Santa Glides

by Daryl Fox

Hello, my name is Nick and I am a member of the Nunavut Gliding Association. Nunavut is a territory of Canada. It is located in along the Northwest coast of Hudson's bay. As you might guess the flying season is rather short up here. I get a few good months in the summer, but autumn comes quickly and cools things down fairly quick. Since I live North of Alert station, you can imagine that flying is very cold even during the summer months. Also, since the tundra tends to lack large mountain ranges, the only way for me to get into the air is by towing. Aerotowing has been popular around here for quite some time now. I tow with an old Pac Air Magic-SLA. I have often looked at the fancy new gliders, but for the amount I fly I can't really justify the cost. Sure I don't have the newest ship and my vario is an antique (it doesn't even make the standard beep-beep sound anymore) but I get along fine during our short season up here.

As the weather starts to turn cold my job starts to take up more and more of my time. In fact I rarely have any time at all until the New Years. I generally take a few weeks off in January and start cleanup and book keeping soon after. This usually runs until June when the weather turns warm. In the course of my work I fly powered aircraft. This helps me stay somewhat current. What I want to talk about here is how my gliding experience

helped me out last year.

As I stated earlier, I spend quite a lot of time in the off-season involved in powered flight. Specifically, I fly cargo in and out of the area in the winter. This means my usual flight involves multiple power sources and heavy wing loading. You might think this would make the flying experience quite different from gliding but you would be surprised.

Late December last year I was returning home in the wee hours of the morning after a large delivery. I always enjoy this part. The frigid cold. The isolation. The fact that my craft actually handles fairly well when it's not loaded for bear. I was passing of the Lake Hazen area when I noticed that the power dropping slightly, but I didn't think much of it. Little did I know that I had a impending anthraxtic power failure in store for me.

My first shock came when my red anti-collision avoidance light at my nose flickered and dimmed. Immediately my nose dropped sharply. I quickly tried to pull up but the pitch pressure was very high. Next, my power output dropped off as one by one my power sources experienced a cascade anthaxtic failure. At this point I was in a glider.

Suffice it to say that dragging along nine tiny power sources (eight tiny reindeer and Rudolph too) does not make for a good l/d. The first thing I did was pull my hook knife and jettison my engines. I really hated to loose them but I reminded myself I have a whole herd of them back home. Getting home was going to be the problem...

Right, so now I'm cruising through the night with only the stars to guide me. Additionally, I have no idea how high I am or if I'm crossing through restricted airspace. The last thing I wanted

was to be splattered across the windshield of a passing Hercules on a Christmas supply run to some outpost along the DEW line. After a brief moment of panic I remembered that had my old vario stuffed under my seat. I secured the vario to my dash and turned it on. Luckily I had remembered to replace the batteries.

Relaxing, I found that I could keep the sleigh fairly level by weight shift. I would have never guessed that, but then again I usually fly with an extremely high wing loading and under power. The only odd thing was a weird pitch oscillation. It was controllable but required constant attention and never felt totally stable. Around this time the Northern lights came out in spectacular majesty. While I didn't know how high I was (my vario hadn't been calibrated in quite some time) I figured I had about 8000' when my engines failed so I dial that estimation into the vario's altimeter. If I could keep what altitude I had I could probably navigate home by the North Star.

The first thing I did was head for a beautiful aurora-street pointing generally northward. Tucking under the edge of the curtain of Northern Lights, I heard my vario start up with a reassuring, "ho-Ho-HO!" I worked solid 4-500 fpm up for about quite a few miles running generally North. The only problem is that at these extreme latitudes the ribbons or the Northern lights tend to curl the lift to the West due to the coriolis effect. I realised that I would have to hop aurora's soon if I wanted to stay pointing North.

I picked what I thought was a narrow gap and pushed East. As soon as I left my aurora my sink alarm came on with a droning "Hooooooooooooooooooooo." Tucking my elbows in and pointing my toes tried to be as aerodynamic as possible. I was happy for

my pot-belly that shook like jelly. The added ballast allowed me to penetrate the headwind much more efficiently.

I arrived at the next aurora-street at about 800' AGL. Looking down in the dim light of the stars and the Northern Lights I saw nothing but cracked ice fields. Nothing smooth enough to put down on. This provided me with adequate motivation to work the zero sink for about ten minutes. Eventually, the lift turned into about 1-200 fpm up. I worked this up to about 2000' and then hooked into something BIG! My vario pegged itself and I was screaming up at over 1800 fpm. I held on for all it was worth and rode the thermal up to about 12 000'.

I'm not sure what happened, but one moment I was coring this monster thermal and the next I was going over the falls. Before I could do anything I was inverted and tumbling. I guess my old sleigh wasn't a pitch stable as I imagined. I thought about deploying but the dive recovery anti-luff reigns worked perfectly and I was righted again. A little shaken and a few hundred feet lower I continued North.

As I approached the LZ I radioed that I had lost my reindeer and would be doing a unpowered landing. I could just make out the windsock on the breast of the new fallen snow. I estimated that the wind was straight up the runway at about 20-25 MPH. This might seem high but keep in mind that the average cargo sleigh has a rather high stall speed, so I was willing to take all the wind I could get.

I set up a DBF approach over my workshop. As I turned final I dove for my spot. I was diving for ground effect when a gust hit me from my right at about 100'. I immediately threw all my weight against it and managed to get the

sleigh level again. The only problem is that my craft continued to roll right. I countered left, trying to level the sled, and before I knew it I was in a slipping left turn. Everything was happening very fast and I realized that I was demonstrating PIO for all the elves to see. I relaxed and tried to trim things out but I was too late.

My wife says I levelled out at about 10' after nearly clipping the roof of the workshop. Unfortunately, by this time had I let the speed drop too low and had a mushy flare. The sleigh dropped hard onto the ground below buckling one the skids. In the two or three feet of powder wheels would not have helped.

Well, there you have it. If it weren't for my gliding experience, I probably wouldn't have been able to control my sleigh by weight shift alone. Next time someone started bragging about flying his or her "Bugsquasher 2000" at 0.8 Mach, just smile, nod and think about this story.

ps. I'll be bringing all good pilots presents this year... Unless of course you use wheels, then you're gettin' a lump of coal (or maybe a crutch.)

November 2001 Meeting Minutes *by Paul Clayton*

NEW MEMBERS, GUESTS

Roy Snyder - Working on his H2.

GREAT FLIGHTS

Don Herrick - Flew 2.5 hrs and reached 6500' at Dunlap.

Eric Froelich - Attended the McClure Halloween fly-in; was the only WOR pilot present.

PRESIDENT'S REPORT - Steve Rodrigues

Place USHGA Hang Gliding Card or temporary rating here and
photocopy.
Keep Original for your records

Place USHGA Paragliding Card or temporary rating here and
photocopy.
Keep Original for your records

New Members - Please complete the Application in full

All Others - Enter only information that has changed or is
different than USHGA card.

Mail to:
Wings of Rogallo
PO BOX 361885
Milpitas, CA 95036-1885

First Name: _____ Last Name: _____ Middle Initial: _____

Street: _____ City: _____ State: _____ ZIP: _____

Home Tel # (____) _____ Work Tel # (____) _____

Emergency Contact Name: _____ Tel # (____) _____

Birthdate: _____ Email address (optional): _____

Ham Call Sign (Optional): _____ Profession: _____

USHGA Appointments: _____ Today's Date: _____

Dues and Fees (based upon a calendar year)

WOR Renewal (If a member during the last 2 years) \$18.00 _____

If Not a member during the last 2 years - _____ months at \$1.50/month _____

Family Membership (Family members WOR #) _____ \$6.00 _____

Mission/Diablo Renewal (If Mission/Diablo rated in the last 2 years)
(Advanced rating required for Mission/Diablo) \$12.00 _____

If not Mission/Diablo rated in the last 2 years - _____ months at \$1.00/month _____

Donation for cards and stickers: \$2.00 _____ \$3.00 _____ \$5.00 _____ Other _____

Total: _____

Check required stickers (year stickers are issued automatically)

Hang Gliding

_____ Hang 1 (green)

_____ Hang 2 (red)

_____ Hang 3/4 (blue)

_____ Mission/Diablo (silver)

Paragliding

_____ Para 1 (green)

_____ Para 2 (red)

_____ Para 3/4 (blue)

_____ Mission/Diablo (silver)

Other

_____ Guest

_____ WOR ID

Note: Your WOR ID # will change
If a new ID Sticker is issued.

Important - The following should accompany this Application:

1. **Photocopies** - USHGA card(s) and/or temporary ratings.
2. **Waivers if not already on file** - Ed Levin Park and/or Mission/Diablo (Signed and properly witnessed)
3. **Self Addressed stamped envelope** (helps to speed up the process)

2002 Mission Ridge Keyholder Application

Please print legibly

Name _____

Address _____

Phone * H) _____ W) _____

*Keyholder phone list will be published in the Flight Line newsletter.

E-mail Address _____

WOR Membership # _____ Exp. Date _____

USHGA # _____ Exp. date _____

Vehicle Year / Make / Model: _____ / _____ / _____

Vehicle color: _____

Vehicle License # _____

Vehicle capacity: # of Hang Gliders: _____ , # of passengers: _____

Fire abatement equipment (circle one): Shovel / Extinguisher / Both

Site usage (circle one): Midweek / Weekend / Both

Application must include copies of current USHGA and WOR cards, and proof of current vehicle insurance showing minimum of \$500,000.00 Liability/Bodily Injury/per incident.

I am applying for a key to Mission Ridge. I understand the gravity and responsibility inherent in receiving Keyholder privileges. I understand and will comply with the Mission Ridge Site Procedures and Regulations. I will maintain the required vehicle insurance and memberships in both USHGA and WOR during my entire tenure as Keyholder. I will comply with all requirements and rulings deemed necessary by the site committee. I understand that I may be subject to the loss of key and/or flying privileges, or other punitive measures, if so deemed by the Site Committee.

Applicant signature _____ Date _____

COMPLETE APPLICATIONS MUST BE RECEIVED BY SUNDAY, MARCH 3, 2002

Return completed applications to: Steve Rodrigues
3013 Arlington Drive
Aptos, CA 95003-3165

Please do not write below this line. Site Committee use only

USHGA Advanced	___	Vehicle ins./\$ amt.	___
WOR member	___	Vehicle rack/capacity	___
Site fees paid	___	Key deposit	___
Fire abate equip.	___	Old key returned	___
Site contribution	___	New key issued	___

Checked by _____

Thanks to all the volunteers who keep the club going, including observers, site committee members and execs.

VICE PRESIDENT'S REPORT - John Wilde, Nothing to report.

TREASURER'S REPORT - Don Jones, Nothing new to report.

FLIGHT DIRECTOR'S REPORT - Mike Vorhis, No incidents to report.

ED LEVIN SITE COMMITTEE REPORT - Steve Pittman

The walkover needs further work. Mike Hedblom volunteered to do carpentry work on the walkover.

MISSION RIDGE SITE COMMITTEE REPORT - Steve Rodrigues

The launch gate may be removed, due to the relocation of fences. The east launch is being evaluated. The west face is sometimes soarable in an east wind, due to a convergence.

DIABLO SITE COMMITTEE REPORT - None

SITE AQUISITION COMMITTEE REPORT - Jim Woodward

Several pilots attended the recent County Parks planning meeting. An ongoing effort will be needed to open new sites in newly acquired county park lands.

COMPETITION COMMITTEE - Mike Vorhis

Mike proposed that the club organize a speed gliding meet, with a course designed to discourage excessive ballasting, and promote safe flying.

OLD BUSINESS

Steve Rodrigues presented Mark Mullholland with a check to help

defray some of his expenses related to his accident at the World Meet.

A vote was taken regarding the location of future meetings, in view of the fact that the management of Summit Pointe may charge the club for the use of the room. For now, meetings will continue to be held at Summit Pointe.

NEW BUSINESS

Don Jones is getting price quotes on Golden Eagle stickers or patches.

A ranger at Ed Levin has been ticketing cars parked outside Ed Levin. People have been showing up at the park before 8AM, and parking outside until the park opens.

Mark Mullholland volunteered to be entertainment coordinator. George Morford volunteered to post flyers at Ed Levin announcing the meetings and entertainment.

Entertainment was a video of a coast to coast flight on motorized paragliders, courtesy of George Morford.

END OF MEETING MINUTES

Year 2002 Mission Ridge Keyholder Reallocation

It is time for the annual Mission Ridge key reallocation. Advanced rated pilots who are interested in becoming Keyholders and current Keyholders who wish to maintain their Keyholder status must submit an application package. This package consists of a completed application form, proof of current vehicle insurance, and copies of current USHGA and WOR member-

ships. The application and site procedures may be found on the web at "wingsofrogallo.org".

****ATTENTION!** The vehicle insurance form must show a minimum limit of \$500,000.00 Liability/Bodily Injury/ per incident.

Application deadline is Sunday, March 3, 2002. Non-renewing Keyholders should notify the site committee chairman of their intentions so as to expedite key re-allocation, and refund of their key deposit.

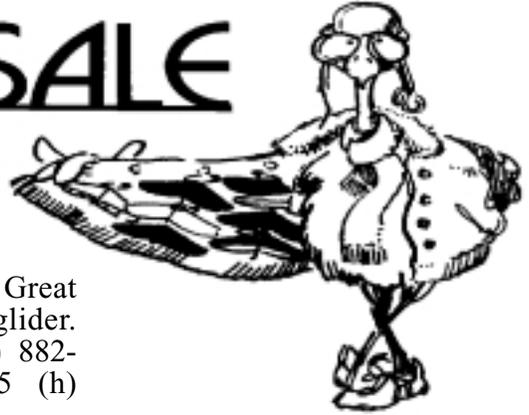
Decision Criteria for Key Allocation:

1. 4WD vehicle with rack capacity for at least 4 Hang Gliders, and room for 5 persons. *The rack system must pass inspection by the site committee.
2. Current vehicle insurance, Minimum limit of \$500,000.00 Liability/Bodily Injury.
3. Fire abatement equipment, i.e.: shovel and/or fire extinguisher (5 lb. Minimum).
4. USHGA and WOR member in good standing throughout keyholder tenure.
5. Good record of contribution through work parties and/or site/club administration.
6. Frequent site usage during preceding year.
7. Good record of giving rides to launch.

The key swap will occur at 7:00 PM, just before the March 19th WOR meeting. Selected applicants will be notified prior to the meeting. Bring a \$20 key deposit, or your old key if applicable. Failure to return your old key will require another \$20. The locks will be changed that evening.

If you have any questions, please contact Mission Ridge site committee chairma: Steve Rodrigues H-(831) 476-2227 before 9:30 PM please, or email mission-chair@wingsofrogallo.org

WINGS FOR SALE



Wings for Sale

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

Flexwings

Aeros Stealth 2 151 (Fresno area) Excellent shape. 1 yr old. Pictures at: <http://www.geocities.com/sky-godmatt/stealth.html>. \$3000 obo. Call Matt Potter (559) 243-1831

Aeros Stealth 2 151 (late 1998), Matrix cloth, white LE, red and blue undersurface. Additional sail and 2 extra dtubes. \$2900 obo. Call Reto at (916) 804-4063, reto_s@yahoo.com

Aeros Stealth 3 Combat 151. Late 2000, matrix cloth, special comp mods. Flown in Speed Worlds on gold medal team. 1/2 hr total time! \$3500 or best offer. Call Reto at (916) 798-7156 or Mike at (510) 744-1953.

HP-AT 145. Approx 150 hours Good cond. Orange-light green-white. 6 hrs airtime since last pre-flight. Spare dtubes. \$800 obo. Call Weegie (510) 649-8181, weegie@lightroom.com

Sensor Production Slot available! Paid for over a year ago; this glider is ready to start building! Topless or kingposted. Offered for dealer's cost. Call Mike at (510) 744-1953.

Sensor. 1993 Custom flap system (better than stock). Fantastic shape; less than 200 hrs. I'd either sell this or the production slot (listed above), and use the other for myself. Call Mike at (510) 744-1953.

Wills Wing Spectrum 165. Excellent condition Includes UV bag,

ladder rack, straps, etc. Great beginner/intermediate glider. \$1950, Call Roger at (408) 882-0382 (w) (408) 224-1815 (h) rohang3@aol-com

Wills Wing Sport AT 167. Floresent green LE, black, yellow. Good condition. \$800. Call Roy (408) 985 2810 netedtec@pacbell.net

WillsWing Sport AT 167. Floresent green LE, black, yellow. Good condition. \$1000. Call Roy 408 985 2810 netedtec@pacbell.net

Wills Wing Super Sport 153. Very good condition. \$800. Call Mercury, (408) 353.2383. MercuryFly@aol.com

Wills Wing Supersport 163. Original owner, mint condition, many extras. Asking \$1200. Call Tom (408)747-0414 lv msg.

Wills Wing XC 155 Fair to good condition \$400. Call Russ (408) 737-8745

Paragliders

FreeX Spear (L), violet/white. Approx. 150 hours. Still covered by FreeX 300 hours guarantee. One of the most responsive DHV 2 gliders around. \$900 obo. Call Steve Thorpe (408) 435 2600 ext. 506 (w), (408) 260 7029 (h), thorpes@arklogic.com

Ozone Electron (L). DHV 1/2. Only 14 hrs. Perfect cond. Wt range 95-115Kg. Have dropped below the min. wt range. Great performance and handling. \$2000 obo. Call Larry at 650-248-5873, larry@tmpartners.net

Equipment

20 gore H.G. parachute with swivel. Never used and in excellent condition. \$100 or obo. Call Rick at (408) 224-4378, sport@onemain.com

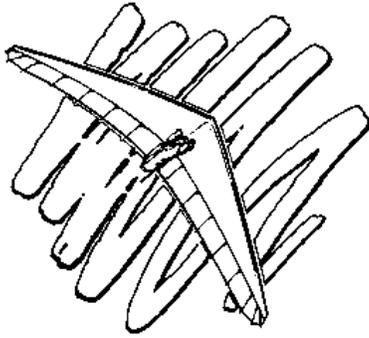
Apco Top Secura Harness with kevlar backplate and CO2 air-bag protection. \$200 obo. Call Steve Thorpe (408) 435 2600 ext. 506 (w), (408) 260 7029 (h), thorpes@arklogic.com

Tangent flight computer, \$500, Call Reto at (916) 804-4063, reto_s@yahoo.com

Vehicles

1987 Chevy Suburban 4WD, 350 V8 1/2 ton, excellent cond. Comes with glider rack and 2m radio, \$8000 obo. Call (408)-288-6607.

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



*Wings of
Rogallo*

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VOL. 101 NO. 12 DECEMBER 2001

The next Wings of Rogallo Meeting will be held
Tuesday, December 18.
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 next meeting will be