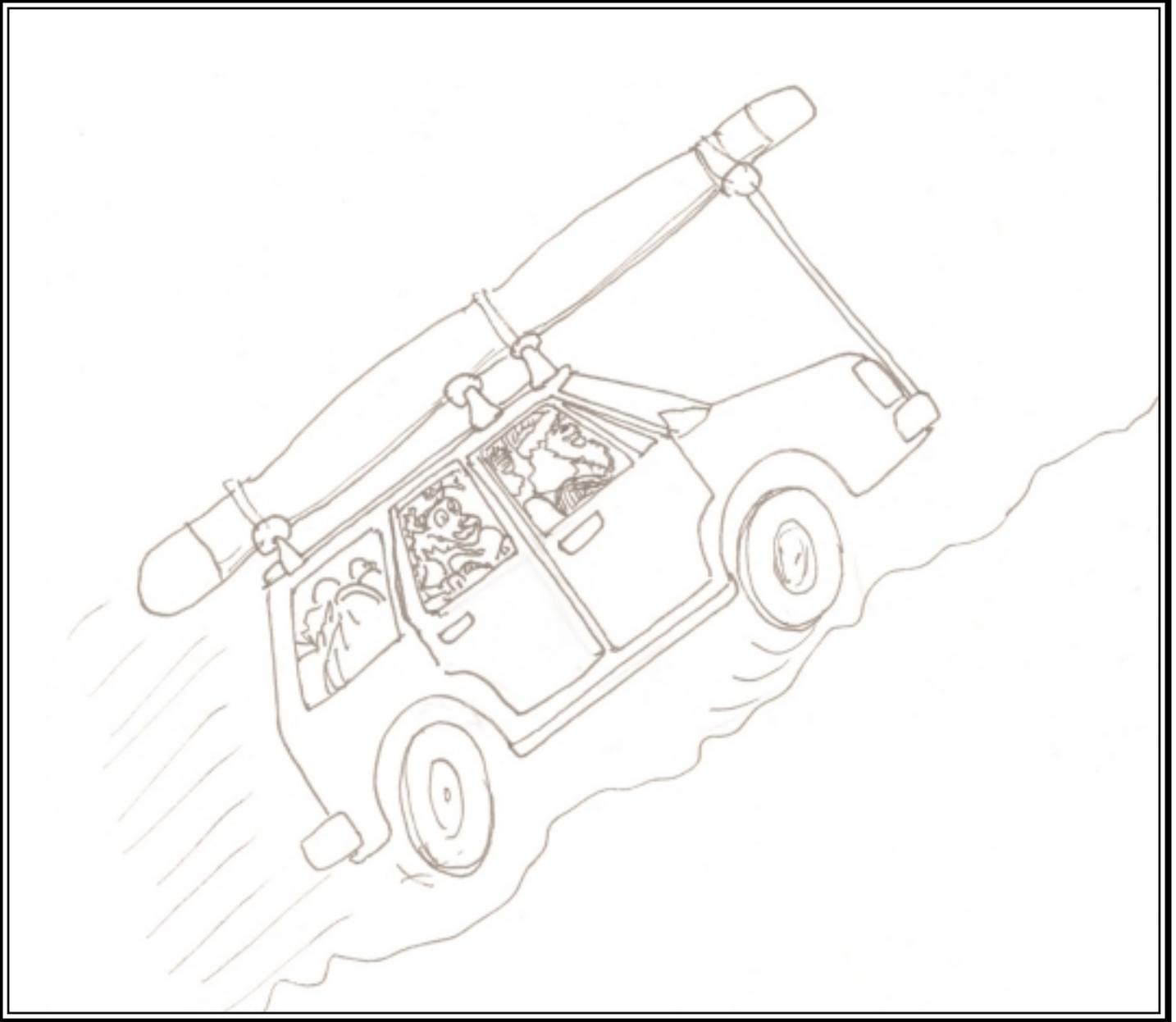


FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO
NORTHERN CALIFORNIA HANG GLIDER ASSOCIATION
VOLUME 102, NUMBER 12 DECEMBER 2002



Season's Greetings!

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The Editor's Turn

The Big News at the last **WOR** meeting was our new budget and dues structure for next year. Our club has been losing money for the last few years, largely due to increased printing and mailing costs for the newsletter, while our dues have remained unchanged. The new dues structure — \$12/year for members who take the newsletter in electronic form and \$27/year for members who wish to receive the Traditional Paper Copy - should solve this problem for next year.

The Budget Committee did an excellent job of figuring out where we stand and preparing a possible dues structure, and I urge you all to read Gregg Knepps article in this issue of the Flight Line and check out his link on the club WWW site at

http://www.wingsofrogallo.org/Budget_Recommendations_b.pdf

Actually, there are several possible dues structures that would allow the club to break even [12/27, 18/23, 24/24, etc.], but only one of these [12/27] was proposed at the November meeting. The members who were present voted to accept this by a large margin, and we will use this dues structure for 2003, but several pilots have since expressed concern that we may not have given sufficient consideration to all of the issues and alternatives. Steve Rodrigues has discussed some of these issues in the President's Report in this issue of the Flight Line.

My own personal feeling is that might be a good idea for the club to revisit the questions of dues and budget next year when we have more time to examine all of the possibilities and decide where we want the club to be headed. This might also be a good time to reexamine larger issues such as the kind of activities on which our club should spend funds (Fly-ins?

Competitions? Parties? Site purchases? Autonomous robot drivers? World conquest? Free beer for the newsletter editor?) and how much money we wish to save for a rainy day.

The Other Big News is that progress on a potential new site at Coyote Lake seems to be moving right along. Things are moving too quickly for me to keep up with all the details, so if you're interested, please come to the meetings or watch the **WOR** web site for any late breaking reports.

And getting back to this matter of rainy days, was anyone able to sneak out between the last series of fronts and get some airtime? It looks like Tam could have been awesome if you caught it at the right time. Was it? Are we talking Serious Gloat Factor here? The world needs to know the answer to these questions!

November 2002 Meeting Minutes

by Paul Clayton

NEW MEMBERS/GUESTS

Patrick - P2
Menard
Felix Rhule - Rigid wing designer.
Roland Yanowski
Wendy Ormiston - H1
Reese Bassfield - flies an Ultra-sport
Terry Nigard
Bob from Virginia - H4
Ben Dunn - flies a Predator
Daniel - flies an Eagle

GREAT FLIGHTS

Steve Delayo - flew cloud streets at Dunlap
Wayne Ashby and Ben Rogers launched from the 600' at Ed Levin, climbed above the peak and flew to Mission.
Mark Mullholland - got his 1st hour flight since returning to fly-

ing, and ordered a Liteswift.
Mike Vorhis - flew Wallaby and reached 4900'

PRESIDENT'S REPORT - Steve Rodrigues

The club has been operating at a deficit. A budget review committee was formed to investigate the club's finances. Greg Knepp will present their findings tonight. A vote on the club logo will be taken tonight.

VICE PRESIDENT'S REPORT - George Morford

Jody Lucas's condition has not improved and he is not expected to live much longer. Today is Jody's 53rd birthday.

TREASURER'S REPORT - Don Jones

WOR has had budget deficits for the last 5 years.

MEMBERSHIP COMMITTEE - Carmela Moreno

We now have 543 members, with 305 taking Flight Line by US mail.

FLIGHT DIRECTOR'S REPORT - Mike Vorhis

There may be an article on hang gliders and paragliders sharing the air. Mike's article on pilot induced oscillations will be published in the Hang Gliding in December. Mike is working on a complaint procedure, to be used when there are right of way conflicts.

ED LEVIN SITE COMMITTEE REPORT - Steve Pittman

Sticker checks at Ed Levin will continue. One of the gates on the road to the top launch is to be locked open.

MISSION PEAK SITE COMMITTEE REPORT - Steve

Rodrigues

The gate at launch is still there, but does not need to be closed. The special use permit is due for renewal. Hang glider pilots are needed for assessment of a possible east facing launch.

MT. DIABLO SITE COMMITTEE REPORT - None

SITE ACQUISITION - Gene Pfi- fier

There is a Board of Supervisors meeting Thursday at 9:30 AM. The potential site at Coyote Lake will be discussed, with the Parks Department presenting the results of their feasibility study. The launch may not be approved due to a perceived conflict with air traffic from South County Airport. This should not affect the landing zone.

COMPETITION COMMITTEE - Mike Vorhis

Mark Mullholland volunteered to lead the competition committee for 2003.

NEWSLETTER - None

OLD BUSINESS

There is a potential site at Mt Umunum, with an LZ in Quicksilver Park. A public hearing will be held sometime next spring.

Eric Froelich noted that the 2002 cross country contest is coming to a close, so send in your flights.

NEW BUSINESS

Greg Knepp reported on the work of the budget review committee, which reviewed income and expenses for the last 3 years. Expenses for 2003 are expected to equal the average for the last 3 years. Greg made a motion that we adopt a new dues structure that the committee believes will balance the budget. The new

dues will be \$27/yr for those receiving Flight Line by mail, and \$12/yr for those taking it from the website. Mission/Diablo fees will be \$12/yr, as before. Greg also proposed ways of reducing expenses. A motion was made and seconded to approve the new dues. The floor was opened for discussion. After some discussion, a motion was made and seconded to close discussion and take a vote on the original motion. This motion passed, and the original motion was also approved.

Logo #1 (published in a previous Flight Line) was selected as the new WOR logo by a vote of the members present.

A motion was made to use WOR funds, up to a limit of \$500, to match funds donated by the members present, on behalf of Jody Lucas's family. This motion was also approved.

Steve Delayo noted that other clubs perform hook-in checks at launches, and suggested that WOR should be more diligent in this area.

Entertainment was a slide show and discussion by Felix Rhule.

END OF MEETING MINUTES

December 2002

President's Report *by Steve Rodrigues*

The November club meeting had a great turn-out. The attendees made a final vote for both the new club logo, and voted in a financial measure that balanced the WOR budget by changing the club dues structure for the first time in years. **WOR** was losing around \$1,000- a year with the old \$18.00 dues, and the Budget Review Committee's solution was to have those who receive

the Flight Line via hard copy pay for their own printing and postage. Please read the report by Greg Knepp in this issue for details, and note the new options on the 2003 membership form.

Unfortunately, there was not time enough to run the new dues concept by the general membership in time for the 2003 membership forms. Since I prefer to involve the entire membership, I want to start the ball rolling now for any changes we want to make in 2004.

Here are some things to consider; Do we want to continue with the new dues structure? If not, we could simply make everyone's dues a flat \$21.00. Or rather than the new \$12.00 & \$27.00 dues ratio, we could have for instance a ratio of \$18.00 & \$23.00. Other things to think about are how to contain club expenses, how much we want to give in donations, and how much we want to keep in reserve.

WOR has a history of being generous with it's money, both in paying for the newsletter, and donating to worthy causes. I think this way of operating is great as long as we plan for it. Please think about how you want your club to run, and voice your opinion!

The WOR Budget and New Dues

Structure
by Gregg Knepp

When renewing your **WOR** membership this year, it's important to note some changes that are taking place to the dues structure. Specifics can be found at the URLs at the end of this article, but I'll summarize things for you here.

In early November while discussing a possible discount for members taking the electronic copy of the newsletter, we discovered that **WOR** had been bleeding money to the tune of \$1000 per year for at least 3 years. Since 2003 renewals were approaching fast, we thought something should be done to stem the losses before taking renewal money for next year.

I volunteered to lead a *Budget Review Committee* (BRC) and Steve appointed me. Dave Wills, Don Jones and Mark Mulholland rounded out the team. Carmela and Don provided membership and financial data for the last 3 years. I plugged this data into the first of many spreadsheets and we were off to the races.

The first spreadsheet was a historical analysis, showing yearly expenses in 26 categories for the past 3 years. It showed variance from year to year and a 3 year average.

We created 2003 planning spreadsheets which broke the data down into categories that were aligned with officer's positions. We set up the planning spreadsheet so that we could play with all expense items plus the number of hardcopy newsletter recipients, Mission/Diablo pilots and total members. The spreadsheet then automatically generated dues figures for us based on these other variables. This ensured a balanced budget.

We looked at several expense scenarios. (e.g. 2002 plus a percentage, 3 year average, zero discretionary) Ultimately, we decided to go with a 3 year average of expenses, since that probably best represents our ongoing expenses over time.

One thing became clear very quickly. A hard copy of the newsletter is by far our largest single expense and the cost had

gone up dramatically over the 3 year period. From 2000 to 2001, the per copy total cost jumped from \$1.03 to \$1.26. Paul changed the way the newsletter was produced which saved some money in 2002, but the per copy cost still ran \$1.18. This may not sound like much, but when multiplied by the approximately 5000 newsletters sent each year, it really adds up. Based on a 3 year average, newsletter costs run \$14.40 per year per member taking the hard copy newsletter, leaving only \$3.60 to cover all other club programs (Excluding Mission/Diablo) based on our \$18.00 membership fee. This was a major contributing factor to the red ink in recent years.

The BRC solution to this problem was to take advantage of our electronic newsletter capability and allow members to choose whether or not they would receive a hard copy of the newsletter. Those who do will pay the full production costs. Those who don't will pay \$6.00 per year LESS than the 2002 basic membership rate. This solution was supported unanimously by the BRC and passed with a 30-19 vote in the November meeting.

There are other numerous other ways to put together a balanced budget and some of those are being considered for implementation in 2004. However, for 2003 the dues are:

\$12 for those taking the electronic version of the newsletter (valid email address required. The newsletter will continue to be available for download from the web site.)

\$27.00 for those wanting a hard copy version of the newsletter.

An additional \$12.00 for Mission/Diablo pilots.

We also created a list of potential cost cutting measures which

would result in additional savings to the club, which could be returned to our bank account or lower dues yet again. It can be found at the web site as noted below.

Finally, we have some recommendations for improving our budget process overall. They are:

- 1) Allow carryover of unspent dollars from a previous year to a new year. This allows "savings" for special projects.
- 2) The Executive Board can shuffle money between accounts.
- 3) Consider changing budget cycle to April - March. This allows incoming and outgoing officers to work together on it.
- 4) A new budget needs to be done each year.
- 5) The Treasurer should produce a report each month for the EC.
- 6) The Treasurer should change the Quicken expense and income line items to agree with the budget spreadsheet.

For more info see the **WOR** Web Site at

http://www.wingsofrogallo.org/Budget_Recommendations_b.pdf

December 2002 Ed Levin Report *by the Inter-Species Diplomacy Committee*

The ground squirrels at Ed Levin have evolved intelligence and opposable thumbs. It appears that they did so in response to the frontal passages of December 6-9, which flooded their burrows and forced them to adapt in response to the associated environmental pressures. Some time

later, on or around December 10, the ground squirrels mastered the use of fire, learned how to extract and forge metal tools, and developed an advanced industrial civilization. This presented our club with a serious crisis.

The ground squirrels objected when we landed on their schools, factories, and residential areas. They also objected when we carried our gliders over their software engineering firms located in the vicinity of the walkover and the trail leading up to the 150' and 300' hills. In the absence of any effective means of negotiation, the ground squirrels took aggressive measures in response to what they assumed were direct attacks on their new civilization.

First, the ground squirrels dug a network of burrows and tunnels around our landing targets and setup areas. These tunnels formed a potential hazard to club members, particularly ones with a shoe size less than Men's 9-1/2. Second, the ground squirrels kidnapped our Ed Levin Site Committee Chairman, Steve Pittman, and threatened to force him to eat microwave popcorn unless their demands are met. Needless to say, we were forced to take this threat seriously, since microwave popcorn is a crime against humanity.

The **WOR** Executive Committee, in co-operation with the **USHGA**, the US State Department, and the Non-Human Threats Division of the new Homeland Security Department of the US Federal Government, entered into negotiations with representatives of the ground squirrel civilization. These negotiations were complicated by the fact that the squirrels used no known human language, spoke in high squeaky voices, and were hard to understand because of those big goofy teeth. But eventually, after considerable effort, a set of agreements were reached.

The squirrels agreed to release their hostage, reopen our LZ, and move their civilization to a more concealed location in return for flight instruction and access to our launch sites. As part of this agreement, the ground squirrels agreed to adopt a rating system similar to the one we use to monitor our own access to the site. From now on, all ground squirrels must have at least a Rodent Two rating - indicated by a red sticker attached to their right ear - to be allowed access to the park without an instructor. Squirrels must have at least an R-III or higher to burrow in the upper hills, though R-II's can dig burrows near the 1750' launch after they have passed their spot tunneling task if they are sponsored by a suitable Squirrel Observer.

In return, we have agreed to provide the squirrels with rides up the hill. Obviously it will be difficult or impractical to do this with ordinary hang gliding vehicles because the squirrels are likely to get squished, so if you have any toy RC trucks suitable for the transportation of rodents that you are not using for any other purpose, we would appreciate it if you could donate them to the Inter-Species Diplomacy Committee of the **WOR**. Trucks powered by small gas model airplane engines are preferred due to their better speed and endurance, but battery-powered trucks are suitable as long as the motors and batteries are fresh and in good condition.

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: _____ Profession: _____
USHGA Appointments: _____ Today's Date: _____ HAM call sign: _____

Dues and Fees

(Full year (FY) amounts must be paid if you have been a WOR member within the last 2 years. Choose only 1 membership option.)

WOR Basic Membership Option 1 (Includes monthly Flight Line via <http://www.wingsofrogallo.org>) FY - \$12.00 _____

Email address (required): _____ (NO HARD-COPY NEWSLETTER)

If Not a member during the last 2 years - _____ months at 1.00/month _____

WOR Basic Membership Option 2 (Includes a hardcopy monthly Flight Line via US Postal Service) FY - \$27.00 _____

If Not a member during the last 2 years - _____ months at 2.00/month _____

WOR Family Membership FY - \$6.00 _____

Mission/Diablo Renewal FY - \$12.00 _____

If Not a member during the last 2 years - _____ months at 1.00/month _____

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

Total: _____

Check ONLY if sticker(s) required (year stickers are issued automatically)

Hang Gliding

Paragliding

Other

_____ Hang 1 (green)

_____ Para 1 (green)

_____ WOR ID

_____ Hang 2 (red)

_____ Para 2 (red)

_____ Hang 3/4 (blue)

_____ Para 3/4 (blue)

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

_____ Mission / Diablo (Silver)

_____ Mission / Diablo (Silver)

Reason for sticker(s) _____
(ie. new member, new helmet, sticker wore off, .etc.)

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 Diablo (legible, signed and properly witnessed)
3. **Self Addressed stamped envelope** (helps to speed up the process)

Note: Application not filled out properly will be returned. All pilots are required to have a proficiency sticker BEFORE flying.

WINGS FOR SALE



Wings for Sale

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

Rigid Wings

ATOS 146. 10 hours, like new, 73 lbs, comes with water proof bag, cam helper. Pictures and details at <http://home.pacbell.net/gpesaven/atos.html>. Contact Gerry, 530-219-1954, or gerrypez@yahoo.com (8/02)

Flexwings

Aeros Stealth III Oleg Racer 151. The 2001 Speedgliding Nationals were won on this glider (which has since been tuned back to factory settings). Very low airtime. Carbon crossbar, carbon faired base-tube, carbon Horner type wing tips. You can *steal* this glider from me for \$2150. Contact Rick Cavallaro 650-961-5735 (6/02)

Airwave Klassic 155. for sale. Contact Eric Hinrich 831 335-4292 (10/02)

Altair Saturn 167. 1999, one owner, only 68 hours. The perfect intermediate glider White, red, & black; extras. \$2,100. Contact Bernhard at (925) 820-9682 or BernhardBoeSter@CS.com (8/02)

Seedwings Topless Sensor 144. Very low hours, still crispy, mostly used for a couple of speed gliding meets. Excellent performance and handling. *Name your price!* Contact Mike: (510) 770-0544 mike@vorhis.com. (12/02)

Wills Wing Eagle 164. 1 yr old, less than 28 hrs, like new because pilot switched to a K2. Contact

Stan Boehm (408) 946-1328 (10/02)

Wills Wing Falcon 225. Orange, blue, white. Good condition, new wheels, extra parts for tandem. Includes ;large wheels and streamline downtybes. \$1200. Contact Gordon (415) 310-6602 (10/02)

Paragliders

Thousand of paragliders are advertised for sale this month. In other newsletters than this one! Why do the noble Lords of Parapemte continue to spurn our hapless newsletter? This is very sad....

Equipment

Finster Wheels: One complete set of Finster Wheels, with axles and corner brackets. Contact Paul Gazis at (408) 736-0764 or gazis@best.com.

Vehicles

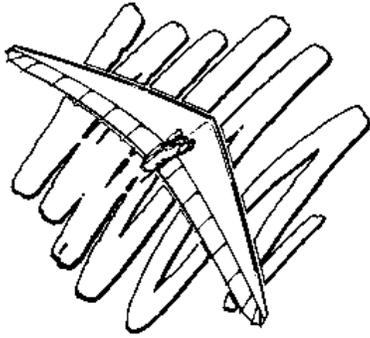
1993 Ford Exploerer XLT with **great rack:** 4dr, 4WD, rare 5-speed stickshift. 107K miles, dark green, a great truck, will give a steal of a deal. Name your price. Contact Mike, (510) 770-0544 or mike@vorhis.com. (10/02)

1989 Isuzu Trooper V6. It's finally fixed, so now I can sell it with a clear conscience. New tires, locking hubs, ignition, filters. 35K mi on rebuilt engine, 6K mi on rebuilt trans. Great racks, holds up to 6 gliders, pilots, and gear. Reason for sale: I'm tired of the color and I spilled orange juice on the stereo. \$1500 obo. Contact Paul Gazis at (408) 736-0764 or gazis@best.com.

Lost and Found

Found. A blue soft lunchbox/mini-cooler container, with a note pad inside containing notes, names, phone numbers, etc. It has apparently been riding around under the seat of my truck since late August or first week of Sept, when I gave a few people a ride up to the top of Ed Levin. Someone must have pushed it under there with the old french-fries and unwashed sweatsocks. Owner can claim it by calling Mike at (510) 710-5394 or with an email to mike@vorhis.com. (12/02)

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



*Wings of
Rogallo*

FLIGHT LINE

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The next Wings of Rogallo Meeting will be... or.. uh... was held
Tuesday, December 16.
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 meeting remains to be determined, but with
Christmas approaching, I m sure it will be a great meeting