



FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO
NORTHERN CALIFORNIA HANG GLIDING ASSOCIATION
VOLUME -103, NUMBER 12 DECEMBER 2003



Merry Christmas and Happy New Year for 2004

In This Issue:

Officers	2	New Mission Site Regs	3	Membership Renewal	6
The Editor's Turn	2	The RLF and TUR skills	3	Wings for Sale	7
Mission Ridge East Side	2	November Meeting Minutes	4	Next Meeting	8
		Flight Director's Report	4		
		Editor Search	5		

WOR Officers

President

Phyl Hamby
510-429-1020 (h)
510-469-6566 (cell)
president@wingsofrogallo.org

Vice President

George Morford 510-364-8645
vicepres@wingsofrogallo.org

Treasurer

Don Herrick 408-718-6527
treasurer@wingsofrogallo.org

Membership Services

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

Secretary

Paul Clayton 408-246-2218
secretary@wingsofrogallo.org

Flight Director

Juan Laos
925-377-8810
925-963-7802
flightdirector@wingsofrogallo.org

HG Observer Coordinator

Mercury Freedom 408-353-2383

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

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

Winter's here, bringing those wretched northeast winds.. except during all these incredible frontal passages we've had. I must say, this is one of the best winters I've seen in years. Mission has been good, there've been reports of great days at Tam, and there have even been a few good days at Ed Levin. Let's hope this phenomenon continues. If it's like this now, imagine what could be like in the spring!

We have elections for club officers coming up. Nominations began last month, and they will continue through the next two meetings, with elections in January. The club offices and duties are: President - runs things, Vice-President - helps run things, Treasurer - does all the work, Secretary - keeps minutes, to keep track of what things have been done, Membership Coordinator - the key essential person without whom the club would cease to function, Flight Director - keeps track of sites and safety issues. So if you want to contribute to the club, come out to the next meeting, volunteer, and get elected!

The other big issue coming up at the next club meeting is proposed change to the Mission Site Regulations. The change seems fairly minor, but it must be discussed. We ran the text of the proposed changes in last month's newsletter, it appears this month as well, so if you have any comments, issues, or objections, please come to Tuesday's meeting to have your say.

We also have elections for Regional Directors coming up. Well, to be more accurate, we had elections coming up. By the time you receive this newsletter, the voting will be over. I had hoped to get statements from all the candidates before the elections, but I couldn't quite manage this in time. Fortunately, they all look like a qualified set of fellows - expect, perhaps, for this 'Gazis' person - so we really

can't go wrong.

We're still looking for a new editor. I plan to continue at this job until spring, but as I'm sure you have all guessed from the erratic publication dates, I'm finding it harder and harder to get these issues out on time, and I really do need a break. I have included a brief job description in this newsletter. It's an enjoyable job, and not too time-consuming once you get things organized. SO if you would like to volunteer, please contact me or any other member of the Executive Committee.

And finally, I hope that you all have a great Christmas, an excellent New Year, and look forward to lots of flying in 2004.

The East Side of Mission Ridge

A list of "East Side" pilots will be maintained in the keyholder lock box.

End of proposed additions

To facilitate these new requirements, the site committee will conduct two group site orientations the first year, and one group orientation each year thereafter, as demand requires. Many committee members are also willing to meet with pilots one on one.

We will hold a membership vote on this proposal at the next club meeting on December 16, 2003. I encourage everyone to come out and support the passage of this proposal!

Proposal to revise the Mission Ridge site regulations 12-03-03.doc

Proposal to Revise the Mission Ridge Site Requirements

by *Steve Rodrigues, Mission Ridge Site Committee Chairman*

The **Mission Ridge Site Committee** has reviewed comments from the last membership vote on revisions to the Mission Ridge site regulations regarding the *East Side*. We have trimmed down the regulations to the absolute minimum that will allow for safe flying and protect the site. Our recommendation is to add the following language to the *Pilot Requirements* page of the Mission Ridge Site Procedures;

5) *Flying on the East Side of Mission Ridge.*

a) *Pilots must have standard USHGA special skills sign off for Restricted Landing Field (RLF), and Turbulence (TUR).*

b) *Pilots must have a site introduction by a member of the Mission Ridge site committee before flying the East Side.*

c) *No landings will take place on private property abutting Mill Creek Road.*

d) *A list of "East Side" pilots will be maintained in the keyholder lock box.*

End of proposed additions

To facilitate these new requirements, the site committee will conduct two group site orientations the first year, and one group orientation each year thereafter, as demand requires. Many committee members are also willing to meet with pilots one on one.

We will hold a membership vote on this proposal at the next club meeting on November 18, 2003.

Since the easterlies have already been kicking in, I encourage everyone to come out and support the passage of this proposal!

The RLF and TUR Special Skills: Why they are Important to Mis-

sion Ridge Pilots

by *Steve Rodrigues, Mission Ridge Committee Chairman*

Some of you might wonder why the **USHGA RLF** and **TUR** special skills sign offs would be required to fly the East Side of Mission Ridge. The first step is knowing exactly what these skills are. The second step is understanding how they apply to the East Side.

The following text is taken directly from **USHGA**. Please note that these skills are not extraordinary, and are actually considered prerequisites for flying XC.

USHGA special skills definitions for Turbulence (**TUR**) and Restricted Landing Field (^{RLF}).

Hang Gliding

2. Turbulence (**TUR**):

a. Demonstrates controlled and unpanicked flight in conditions requiring quick, deliberate, substantial, and correct control application.

3. Restricted Landing Field (**RLF**):

a. Demonstrates a landing using a downwind leg, baseleg and a final leg approach where the entire baseleg, final and landing occur within a 300' square.

Paragliding

4. Restricted Landing Field (**RLF**):

a. Demonstrates a landing using a downwind leg, baseleg, and a final leg approach where the entire baseleg, final, and landing occur within a 100' square.

b. Demonstrates the ability to plan and execute consistent and controlled side hill landings on various slopes.

c. Demonstrates the ability to plan and execute consistent and controlled top landings from various approaches.

5. Turbulence (**TUR**):

a. Demonstrates controlled and unpanicked flight in conditions requiring quick, deliberate, substantial, and correct control application to reduce pendulum motion.

b. Demonstrates proper directional control and correction of full (i.e., 50% of the wing span) asymmetric collapses.

c. Demonstrates sustained flight in moderate thermal conditions without the aid of ridge lift.

d. Demonstrates smooth and correctly timed surge control.

e. Must have logged five 30 minute thermal flights without sustaining ridge lift.

How do these skills apply to the East Side?

If conditions are good, East Side landings will be no more difficult than landings on the West side; A pilot would do a typical top landing, or land in the regular LZ at Stanford Ave. What we need to prepare for is when a pilot sinks out, and goes to the bail-out LZ just inside the gate on Mill Creek Road. For hang gliders, this LZ is both restricted and technical. It is in a valley surrounded by trees, and the "spot" is uphill and cross wind. For Paragliders, the LZ is not as much restricted as it is tur-

bulent, and if one wishes to land elsewhere, good side hill landing skills are essential. A pilot who doubts their mastery of these skills would be tempted to land on the private property along Mill Creek Road. Some of the landowners there could view trespassing as an excuse to jeopardize our access to the site. This would be unacceptable! Crashing in the LZ due to lack of skill is also unacceptable.

To summarize, the *RLF* and *TUR* skill sets cover the main requirements for safely flying the East Side of Mission Ridge, and therefore protect both the pilot and the site itself. If you have any questions or comments regarding these issues, please feel free to contact me.

November 2003 Meeting Minutes

by Mark Mulhilland

Paul Clayton could not attend, so Mark Mulhilland volunteered to take notes and to hype the Light Swift during the minutes....

NEW MEMBERS OR GUESTS

Driver Bob

GREAT FLIGHTS

Eric did a bunch of Golden Eagles on his Laminar when Ed Levin got soarable recently

Ben Dunn did a tandem flight for his sisters first flight at Mt Tam

Mike Foy got up to 5000 feet at Ed Levin during the prefontal days

Carmela got a lunch flight at Ed Levin

Phyl was close to his pucker factor limit at Ed Levin on Thursday.

Mark Bernier got two 25 mile flights in the Owens

Don Herrick is pioneering flights at Goat with Ben

PRESIDENT

Work on culverts at Ed Levin has been going on because the graders shifted the road during the last grading.

VICE PRESIDENT

Goat was interesting

TREASURER

Expenses exceeded income by \$600, which is typical for this time of year. Party money hasn't been spent, so there is talk about doing a Christmas party at Summit Point Dec 16 Eric/Collin are on the subcommittee to pursue it

MEMBERSHIP

531 members now. It is time to renew, so get those renewals in as the end of December is when YOUR membership expires.

FLIGHT DIRECTOR - None

ED LEVIN SITE COMMITTEE

Spiral fracture of humerus occurred by a student on the training hill. Be careful out there, and keep an eye on those students.

SITE ACQUISITION COMMITTEE

Final vote on Coyote is Thursday at the Board of Supervisors. Expect this to pass, which should provide flying for the spring of 2005.

COMPETITION COMMITTEE

There will be a meeting at Mark's house to plan comps for next year

OLD BUSINESS - None

NEW BUSINESS

Accepting nominations for WOR officer elections in January. Nominations were as follows:

President - Phyl Hamby
Vice President - Wayne Michelson, George Morford
Treasurer - Don Herrick
Secretary - Paul Clayton
Membership - Carmela
Flight Director - Juan

FCC has sent letters to other clubs about using ham radios illegally. If you aren't licensed, get licensed NOW!

Don Herrick showed pics of Goat Mountain which is on BLM land, about 30 miles SE of Hollister. It has a 1600 foot vertical, with a 6.6 to 1 glide to the main LZ. Four Wheel Low Required to drive to launch.

Vote on Mission east side launch delayed to December meeting due to a late newsletter.
Raffle

Pocket Knife went to Eric Froehlich

Binocs went to Eric Heinrichs

Entertainment was the awesome movie *Big Air* brought by Yves Tall-Chief, where hang gliding in Yosemite was featured.

END OF MEETING MINUTES

From the Flight Director

Hi there fellow pilots,

Well, the season has pretty much come to an end at our local sites although some of the lucky ones have been getting in a flight or two between storms. It's been generally a good year with only a

minimal number of minor accidents/incidents locally.

To close out the year, I just want to reiterate how important it is to report incidents as well as accidents or at a minimum share them with your fellow pilots or your local instructor so that all can learn from them. It can be embarrassing to have an incident or an accident but it is better to let others learn from them than to keep them to yourself.

This brings to mind an incident that I had a few of weeks ago that wasn't dangerous but it made me rethink my process for my pre-flight and for heading to the hill for some flying. This was at juniper launch on Diablo on a very mild day; one of those days when you really have to wait for even the slightest cycle to have a chance of soaring. There were about six of us on launch and there were a number of spectators as well asking questions. I was just finishing my pre flight when I got interrupted with a question about where we were going to land. I was facing my wing but turned to point to the LZ when I noticed the grass rustling a bit down the hill indicating a small thermal. Being anxious to catch what might be the only lift of the day, I inflated the wing, checked for tangles or anything else amiss and proceeded to launch. All went smoothly until I got far enough away from the hill to get settled in and to get my foot on my speed bar. (I fly with one foot on speed at all times to help me feel and control the wing. I also launch with the speed bar between my legs so it is very easy for me to get a foot on it once I'm away.) Anyway, I had forgotten to check both connections to the risers and one of them was not hooked up so, no speed bar. Not the worst thing in the world but certainly not the best, you never know when you might need a little extra speed. So, I side hill landed just below launch, hooked

it in and walked back up to re launch. No big deal. I went on to have a good late season, incident free flight.

That night, I lost sleep over this seemingly minor oversight, mulling it over and over, rethinking the entire day and my mindset that day, realizing that it was not at all minor. A combination of things had made me careless and in our sports that is a very dangerous thing. I was anxious to get any lift I could and I had let myself get distracted during the most crucial part of the flight. I hadn't been flying much, I was thinking about work, I wasn't focused, the pilot was not 100% there!

I have always prided myself on being very focused, thorough and methodical in my routine to a point of being overly careful. I work very hard to instill in my students that the most essential part of the preflight is the mindset of the pilot, that the pilot has to be there 100%, 100% of the time. I even have it attached to all the training harnesses on a card along with all the other pre-flight, pre-launch check-list items just like the guys in the motor-planes have. So, if you see me hooked in on launch, with a little red card in my hand reading to myself, you can be assured I'm going to get it right every time. What's good enough for motor-pilots is good enough for me!

So, in closing, lets be there 100% and lets share our close calls with other pilots for the safety of all. Not to mention it helps beef up the newsletters.

Thanks for being such a great group and for flying safely this past year!

*from Juan Laos, Flight Director
WOR*

Editor Search

by Paul Gazis

I plan to take a break as Editor of the *Flight Line* next year, so we will be looking for a new Editor to take over. Here is what is involved

Gather material. Some of this, like the Minutes, and Site Reports, comes for free. Other material, like stories and cover art, is something you have to go out and find. This is probably the most crucial part of the job - getting pilots to share stories of their flights. It's-one of the things that turns this from an ordinary club into a true community.

Manage the ads. Not really a problem, unless you let things slip for a few months.

Production. Currently this is managed with an ancient copy of Quark IV of dubious origin. The file is then converted to PDF by a copy of Adobe Distiller that is missing some of the necessary fonts - that is why your electronic copy always looks so strange. This must change. But the change must be accomplished in a manner that preserves the format with which we are all familiar. In particular, things like the 'Wings For Sale' graphic have been around for so long that they seem almost like a tradition. The hardest part of this job is getting all the frigging columns to come out right. It sounds easy, but you'd be surprised.

All in all, it's an enjoyable job, and not too much trouble once you get things sorted out. And it does have two important perks: 1) free club membership and 2) you have a chance to do something for the pilot community. So if you'd like to volunteer, let us know. Thanks!

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

_____ 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 (Silver)

Other

_____ WOR ID

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

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

2000 Ghostbuster. Exc cond, about 50 hrs. Includes spare down tubes and custom XC bag. \$7000. Contact Steven Wertheimer at (415) 385-0423. (01/03)

Flexwings

Dream 220. Black /spectrum colors, w storage tube, \$900 with stripdown or \$500 without. Contact Rudy Visaya at (510) 579-4661 or rudyvisaya@attbi.com (01/03)

Wills Wing Falcon 225. Blue/yellow, 150 hours, 5 yrs old, poor condition but still a good flyer, \$500.00, some spare parts available at half retail, Tom Adams, 925-933-1757 (6/03).

Wills Wing Raven 229. Exc cond, great beginner to intermediate or tandem glider. \$500 obo. Contact Paul Sussman (650) 994-8215 (03/03).

Wills Wing Super Sport 153. Blue/white, previously owned by Mike Donahue and before him Dan Boatright, hours unknown, very good condition, \$750.00, Tom Adams, 925-933-1757 (6/03).

Wills Wing UltraSport 147. Only 3 years old, about 150 hours, great condition, red and gray undersurface. Includes tail fin (never used), 2 spare down tubes, manual, batten chart. Base tube fitted with small Hall wheels, your choice to keep or remove. \$2000. Contact Dan Maguire, 408-779-2492. (08/03)

Paragliders

Advance Epsilon 3/30. Large (DHV 1/2). Blue with gray leading edge. about 40 hours. One flight since last annual inspection which puts the wing as new. Package includes wing, backpack, speedbar + bag. \$1500 obo. Contact Alex Chattaway at 408 2307388, bapa@chatty.org (01/03)

Equipment

High Energy Pod Harness. 5'5" to 5'11", great cond. \$75 obo.

Robertson Cocoon Harness. great cond, \$60 obo. Other harnesses also available. Contact Paul Sussman (650) 994-8215 (03/03)

Wanted: New or used **Thin Air** or **Vapor Harness** by ThinRedLine. Contact Rudy Visaya at (510) 579-4661, rudyvisaya@attbi.com (01/03)

Powered Aircraft

Bede 5B airplane kit. Skin and structural pieces only, unbuilt and still in shipping boxes, \$850.00, Tom Adams, 925-933-1757 (6/03).

Lost and Found

Found. A blue soft lunchbox/mini-cooler container, with a note pad inside containing notes, names, phone numbers, etc. 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

VOL. 103 NO. 12 DECEMBER 2003

The next Wings of Rogallo Meeting will be
Tuesday, December 17.
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.