



FLIGHT LINE



≧≧

The publication of the Wings Of Rogallo Northern California Hang Gliding Association
Volume-125, Number 2 Feb 2007



Gerry in Baja

Index:

1. [All the News that's Fit to Eat](#)
2. [Dec Meeting Minutes & Put Yourself in the Picture](#)
3. [Baja Bliss](#)
4. [Baja Bliss & Best Flight 007 Contest](#)
5. [Editor's Psycotic Rambling](#)
6. [Back Page](#)

ALL THE NEWS THAT'S FIT TO EAT !!

2007 Winter Flying Calendar & stuff

Dec15-May1 [PG flying in Guatemala](#) P2 and up
Contact [Alec Gordon](#)

Feb25 [Mission Keyholder Application](#) Deadline
Click the above for the application doc. **You too could have this esteemed status and maybe even give ME a ride sometime!!!**
Contact Steve Rodrigues at missionchair@wingsofrogallo.org
or call at (415) 467-2226 before 9:30 PM please

WOR Officers

President

Wayne Michelsen 650-386-5100
president@wingsofrogallo.org

Vice President

Karl Allmindinger 408-262-4108
viicepres@wingsofrogallo.org

Treasurer

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

Membership Services

William Jablon 416-272-7788
memberservices@wingsofrogallo.org

Secretary

Paul Clayton 408-399-5348
secretary@wingsofrogallo.org

Flight Director

Pat Denevan 408-262-1055
flightdirector@wingsofrogallo.org

HG Observer Coordinator

Stan Bohem 408-946-7328

PG Observer Coordinators

Tim Kuenster 650-938-7328

Editor

Colin Perry 650-279-2397
GoodLookingRichGuy@hotmail.com

Mt. Diablo Weather Robot
925-838-9225

Ed Levin Weather Robot (aka
Windy)

408-946-9516

Ed Levin Road Conditions
408-355-2200 - x7 - x6

Marina WindTalker
831-384-3184

WOR Business

PO Box 361885

Milpitas, CA 95036

<http://www.wingsofrogallo.org>

Dec 2006 WOR Meeting Minutes

NEW MEMBERS, GUESTS

None

Great Flights

Pat Denevan did 300 scooter tows last month, including one in which a H2 got a half hour flight.

President's Report: Wayne Michelson

Welcome to our new vice president, Karl Allmindinger.

Vice President's Report : Karl

Allmindinger

Nothing to report.

Treasurer's Report: Don Herrick

WOR balances dropped last month. Some dues need to be deposited.

Membership Services: Bill Jablon.

None

Flight Director's Report: Pat Denevan

A HG pilot suffered a broken humerus (which ain't funny) at Ed Levin. The impact was minor, but apparently the pilot held on to the downtube. Keep a light touch and let go if you whack.

Ed Levin Site Committee Report: Steve Pittman

The site procedures are still undergoing revision. The parks dept may agree to subsidize the pay phone by the LZ. The new procedures may allow minors to go up the hill and fly. The microwave link at the top launch is owned by the county. A new windtalker using the microwave link is planned.

Mission Peak Site Committee Report: Steve Rodrigues

Ranger Neil Spargur could not make it to the meeting, but may come to next month's. The keyholder application will be in next month's newsletter.

Mt. Diablo Site Committee Report: Mark Grubbs.

Road paving is done. The flying has been mostly sled rides.

Site Acquisition: Gene Pfifer, Wayne Michelson

The Board of Directors of the county parks dept seems favorable to flying at Coyote. The stream crossing is still an issue. When the site opens a combination lock rather than a keyholder system will probably be used to control access. Steve Rodrigues and some other pilots attended a public meeting about the use of the Sierra Azul area. The object was to get HG and PG included in some of the area use alternatives. Steve drafted a letter to the Open Space District promoting the use of the area for flying. Public comment on the issue is open until January 20th. Steve has posted a notice on the bulletin board of the WOR website urging people to send letters to the open space district.

Old Business

None

New Business

Pat Denevan announced that Mission Soaring is changing to winter hours and closing at 5:30.

Wayne Michelson requested volunteers to decide what should be in an upgraded first aid kit at Ed Levin. Dave Wills recommended Craig Gamma to serve on the committee.

<< >>

Eric Froelich volunteered to look into making WOR apparel. Urs Kellenberger proposed that the club winterize the road at Ed Levin. Ben Dunn reported that the ramp at Marina beach has been rebuilt. The Marina Windtalker is at (831)384-3184. Don Herrick reported that the member database will be available on or about Jan1-07. At the next WOR meeting (16Jan-07) we will be conducting officer elections for the 2007 fiscal year. So far, the only nominations include the current standing officers. WayneM encourages any and all WOR members to volunteer, run, and participate. Entertainment was a movie of flying at Mission, provided by Carmela Moreno.

END OF MEETING MINUTES

Put Yourself into the Picture!!

The Jan issue of our esteemed national rag had a "feature article" that consumed not 1, not 2, but 3 (count em yourself) pages regarding how one might one's picture into that publication. Just attempting to read all that technical and procedural gobbly-gook necessitated ~1/4 bottle of NoDoze.

Here at the award-winning NewsLetter-of-last-year, we need but 6 measly words regards that subject..... "You send it, we print it"

Baja Bliss by Bruce?

Rex and Carmela twisted our arms and persuaded a bauble head trip (xmas version) to Baja. (Ben Dunn, Gerry Pesavento, and myself. Wayne too until work persuaded him otherwise Sad).

Rex and Carmela left for San Diego earlier, so we all met up just over the border in Tijuana on the 26th. We ate and watched a sunset in Puerto Nuevo, then drove the short distance to La Salina, 25 miles north of Ensenada. We checked into the Baja resort, a pretty nice hotel for just \$50 a night. It rained that night and was very windy the next day.

We checked out Ensenada, got FTM visas - a real demonstration of Mexican bureaucracy in action, drove back to La Salina and took a walk up to launch on the 680' high ridge 1 mile back from the beach at La Salina. We didn't have wind speed meters, but guessed the wind to be gusting to about 40mph!

Next day was much nicer, with a light NW wind on the beach. We drove up to launch, it was a good job Ben had scouted this out the year before, as except for the well marked gate, the dirt road was not at all obvious. The wind was a tad northy and light but very doable. Rex and Carmela chose Falcons, We 3 had no choice - Litespeeds for us Grin, Gerry still getting used to his brand new glider with (where's my sunglasses) titanium white sail. Flying was mostly ridge with a few gentle thermals thrown in. Ben got a beauty up to about 2K'.

Carmela found the light ridge conditions a bit tricky and landed in (well almost!) the small bailout. The rest of us landed on the beach by the hotel after about 2 hours.

Unfortunately we were slightly delayed by Ben rushing off to the bushes every 15 minutes with Montezuma's revenge. Gerry and I found an obvious launch and set up. Ben found a huge hole to jump in and evacuate.



Cortes Cliff with Catus

Gerry went up to launch first, struggled to get his glider steady, launched with a twang of a side wire, a horrendous nose high stall followed by a dive down the cliff. What the hell Shocked, I didn't want any of that!. He radio'ed back that the cliff was horribly undercut right there. After 5 minutes of checking other nearby launch spots I found a small spine over a gentle slope. I had a nice launch and Gerry and I started exploring the cliff.

In short - it was brilliant. A super smooth wind (18mph-ish), wide lift band and stunning scenery. We headed along the 8 mile cliff towards the end of the "nose". The sandy cliff changed to vertical rock

for the last 3 miles with absolutely no beach, although it was always top landable. The lift got stronger and we cruised along at 800'. As we got towards the point where the cliff took a sharp left turn it got pretty spooky.

It was hard to know where the lift would drop off, and our view became more limited to just ocean. The thought of losing lift and ending up lower than the top of the cliff made my bowels simulate what Ben's were going through!. So when I dropped by 100' I made a prompt U-turn and headed back to safety.

(Continued next page)

Baja Bliss (continued)

Gerry and I played around the "nose" for a while, then headed back the 8 miles to launch. Once back there we played around doing wingovers and formation flying over "photographer" Ben. The air was as smooth as the best I've ever had at Funston. Super fun. We top landed and broke down at sunset.

We had camping stuff, and could've spent the night on the Cliff, but we didn't have much food.

So we headed into the small town of Colonet where we found the handful of restaurants all closed, so had to settle for road side hotdogs, a bag of chips, a can of sardines and some warm Sol beer. Ben abstained. We found an Okay-ish hotel, which had a TV with one channel showing a mexican soap opera that seemed to be based on something off Gerry Springer. A great day!

We tried the same again the next day - especially as Ben was back to his Gung-Ho self. Unfortunately the wind was lighter. We played around in some huge sand dunes for a while, in a game invented by Gerry that involved hurling ourselves down steep sandy slopes filling our underwear full of sand. I think Gerry's jockeys won!. The wind didn't get any stronger (12 mph?), but we set up and launched anyway. It was extremely marginal and the cliff couldn't really handle 3 gliders. I lost out first, followed by Ben. Gerry's new sail must have helium in it, as he continued scratching until he got bored and joined us on the beach.

We headed back to La Salina and stayed at the Baja resort again. This time it was full of party revelers and nutters blasting around the beach on ATV's. We flew La Salina again the next day (New years eve). Again ridge lift with some thermals. Quite a bit more roudy than the first day though. Another 2 hour flight followed by a beach landing. Then back to San Jose.



Rex, Carm, Glider, Beer, Beach and glow-in-the-dark shoelaces

Rex and Carmela chose not to go to Cotes Cliff, but flew La Salina for a couple of days.

A really fun trip. It'd be great to do it again in early spring, this time planning to camp at Cotes Cliff for a few days.

Announcing The 007 Best Flight Contest

You could win **BIG PRIZES** in the 007 WOR Best Flight Contest. Cool awards will be made in several of TBD categories. You actually don't even have to leave the safe & secure confines of your SillyConGultch clone-hive cubicle where you waste your daze watching the Mission WebCam and dreaming of flight, you merely have to write and submit your great flying story in ~1 page. Remember Mark Twain's advice that "One must never let Truth get in the way of a good story". Winners will be judged by a select committee of Flyers and Liars of the editors choosing.

Editor's Psycotic Ramblings

Hi kids! Uncle Colin here with yet another edition of your favorite fish-wrapper and/or bird-cage-liner. Being just returned from my first 007 flying adventure (complete with the obligatory post-flight inebriation sessions), I am obliged to offer in advance my apology for any misspelling, grammatical faux-pas, spoonerisms, malapropisms, alliterations, nonsecquetors, insults, and/or oxymorons that might follow.

The all-too-short and way-too-cold aviation attempt of earlier today was yet another chapter in a continuing saga, as the previous year was likewise disappointingly deficient in the pursuit of airtime. The lingering tendentious issue has subsided but not disappeared, and my skills at weather-mongering and thermaling have collected lots of dust as a result of that injury. Yet hope springs eternal in the hearts of all those hopeless airtime addicts (as well as other like-minded passionate pursuers of positively pleasurable past-times), and I cannot but dream of multiple airgasams in the cumming months and years. Especially after the weather warms a tad. In the meanwhile, I might still satisfy my adrenaline addiction on my skis or motorcycle.

Perhaps I might indulge my creative impulses and exercise my warped imagination by composing a yarn loosely based upon one of my frequent flying dreams, and then enter that story in the new "007 Best Flight Contest". Since my entry will likely be one of very few (judging by the underwelming response to my previous solicitations of material) and I will be appointing the judges, my chances of winning might be very good. But first I must convince the club to allocate **BIG BUCKS** to fund the prizes.... Should be no problem.



Colin & tandem victim attempting downhill top-landing at Mission

4 5 6

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

≤

Wings of Rogallo FLIGHT LINE

VOL. 125 NO. 2 Feb 2007



To: