

FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO
NORTHERN CALIFORNIA HANG GLIDING ASSOCIATION
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Sedona, Arizona (See if you can spot the famous energy vortices)

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The Editor's Turn

It looks like it really will be a short issue this month. The reason is simple:

No material.

It seems like everyone is off flying. This is great, because... well... like... we're pilots! That's the whole point! If we were just going to sit in front of our terminals and type articles, we'd change the name of our club to something like... I dunno... **Writers Of Rogallo! WOR!** Which is pretty much the same name. Hmm...

But it would still be nice to have a few stories. Remember, if you don't send 'em in, I'll have to write some myself. And we don't want that. No indeed. Even the mere thought is cause for serious concern.

Speaking of stories, several of us had a great time at Dunlap over the 4th of July. The site is back open, Steve seems determined to make it work, and all those old familiar thermals are still there. The knob to the right of launch. The switchbacks. The rock face. Sontag. The house. That to get to Delilah after the valley breeze has kicked in. The crossing to Grannies. Yes, it's all there, just like it always was.

We've had a lot of promising developments with flying sites this year. Pat's still working on his tow operation. He and several others are exploring the Hollister area. And it sounds like Gene Pfeiffer and the Site Acquisition Committee are making steady progress on Coyote Lake. So I'll try to keep you all abreast of developments, let's give these Pat, Gene, and everyone else our support, and with any luck at all, we could have some great new flying sites.

More Summer Fun

The 4th of July weekend was a terrific amount of fun. But it can get a bit on the rowdy side now that summer is here, and my butt did get somewhat kicked. I spent the first hour or so Friday thinking, "Hmm, I'm not sure I really enjoying being in the air in this stuff, but I'm sure I wouldn't enjoy trying to land in it!" So I had to stay up for another hour or two until conditions mellowed out. Sigh. Life is so hard sometimes.

Saturday was a bit more interesting. I launched an hour later, when I expected conditions to be a bit more mellow because... well... like... this is supposed to be fun, right? And conditions were indeed a bit more mellow. Except for that one thermal...

It didn't seem like much at first. I was flying along, minding my own business, when I fell out of the left side. It wasn't particularly savage, but it did leave me in a steep left bank - something like 70-80 degrees. No big deal, I thought. Just roll the wings back level and get back into it. And so I did. But I wasn't really watching my speed, and you can pick up a lot of speed in a sloppy recovery from a very steep bank.

So there I was, re-entering an extremely string bullet thermal as I recovered from a 50-60 MPH dive, just as pitch stability began to take over and pull the nose up. The word, "Oops" leapt immediately to my mind. Though I believe I might have uttered something a little bit more forceful. We all know what happens next. And it did. Even though I had the control bar stuffed, the nose kept going up up up until I had a very clear view of the sky, but couldn't see the ground at all. There was a brief moment of silence while I contemplated my many and various sins. Some of them were a lot

of fun! And I can't wait to try them again! Then I went over the falls, and my my, good thing I'd had that bar stuffed so I could let it out again instead of tumbling.

Then I fought my way back into the darn thermal, because the way I see it, you have to get back into these things. It's either that or start running, and once you start running away, it's easy to keep on running until you're down on the ground.

I suppose there are several morals here, about situational awareness, speed control, thinking ahead, virtue, morality, and normative ethics but the way I see it, only two of them are really important:

1) Summer is here, and conditions are getting stronger, so watch it, particularly if you are a low-time pilot.

2) Have fun!

June 2003 Meeting Minutes

by Paul Clayton

NEW MEMBERS/GUESTS

Jeff Wishy - flies a PG.

Great Flights

Eric Froelich, Mike Connel and Dan McGuire flew Yosemite.

Mike Foy - did a 6 hour flight at Ed Levin.

Steve Rodrigues - Got his H5 rating; has been flying 23 yrs.

PRESIDENT'S REPORT - Phyl Hamby.

The LZ at Ed Levin has been mowed. Thanks to Roy Beard, Nick Mora, who helped Phyl mow. The rangers have been very helpful in facilitating site maintenance. Pilots are reminded to stop at the entrance kiosk,

even if they have a yearly pass. A dog was off-leash in the LZ. The owner was cited.

VICE PRESIDENT'S REPORT - George Morford

Georg Ewald has been running PG X-C contests. 3 events have been held so far, with more planned. Scoring is by GPS files. Standings so far are: Mark Berier 3rd, Georg Ewald 2nd, and Eric Reid 1st.

TREASURER'S REPORT - Don Herrick

The club is solvent; income is still exceeding expenses due to renewals coming in.

MEMBERSHIP COMMITTEE - Carmela Moreno

So far we have 424 members for 2003.

FLIGHT DIRECTOR'S REPORT - None

ED LEVIN SITE COMMITTEE REPORT - None; see president's report.

MISSION PEAK SITE COMMITTEE REPORT - Steve Rodrigues

Nothing new to report.

MT. DIABLO SITE COMMITTEE REPORT - Mark Grubbs

Nothing new to report (although the weather station seems to be working).

SITE ACQUISITION - Gene Pfifer

A meeting is scheduled in Gilroy for this Thursday; Gene is requesting changes in the master plan for the Coyote Lake Park, including another LZ, to be designated as an alternate rather than an emergency LZ.

COMPETITION COMMITTEE - None

NEWSLETTER - None

OLD BUSINESS

Raffle tickets are still on sale for the helmet displayed at the May meeting.

NEW BUSINESS

Phyl requested reimbursement for mowing costs. These costs are covered by the site maintenance budget, so no vote was needed to approve the expense.

Pat Denevan announced that Dunlap is now owned by Steve Koski, and is open for flying. Contact Steve for details at (559)-338-0097.

Eric Froelich reported that a new pilot has been complaining on the net about a lack of observers. The consensus was that this complaint is unfounded.

Steve Rodrigues plans to lead a club outing to Dunlap in August. Other trips are also being planned.

Prizes were raffled.

END OF MEETING MINUTES

One Fine Day in the Marshes

One of the neat things about the Peninsula is the marshes that line the shore. Quiet, peaceful they are just the place to go to sort out a tricky bit of code, or just simply relax and unwind while great dramas of life and death are going on around you.

A few days ago I stopped to watch a large harrier working a thermal. Suddenly I noticed a much smaller kite diving at something on the ground. She was trying to catch a rodent and she was obviously not having

much luck. After a while the kite's flew over to join her. One imagines the following conversation.

"What are you doing, Edna my sweet?"

"I'm trying to catch this miserable squirrel! The damn thing keeps dodging!"

"Let me try dearest."

Flap flap.

"You're right. He is quite elusive."

"It's that damned harrier. He keeps circling up there and distracting me. He's spoiling my aim."

"Oh, just ignore the old fellow."

"No! Harold, go drive him off!"

"Very well my one and only. Your wish is my command."

Flap flap flap.

"Excuse me sir! Might I have a word with you?"

"Yeah? Whadda ya want?"

"Could I trouble you to move to a different thermal? My wife is trying to hunt. She finds your presence distracting."

"That's her problem. Dis is my thermal and dis is where I'm gonna stay."

"Your attitude is hardly that of a gentleman."

"Izzat so?"

"I shall have to ask you to leave."

"Make me."

"Very well then! I have given you fair warning!"

Flap flap. Dive. Flap.

"There! I hope that taught you a lesson!"

"Huh?"

"If you remain in this thermal I shall attack you again!"

"Go ahead. Whenever yer ready."

Flap flap flap. Dive. Flap flap. Dive. Flap.

"Well then, have you had enough?"

"Hey buddy, are you gonna attack me or what? I'm waitin'."

"So! Have at you!"

Flap flappity flap flap flap. DIVE. Flap flap flap. Divivity dive. Flap. Dive. Flap.

"(Gasp wheeze) Do you yield?"

"Why should I? You ain't attacked me yet!"

"So, you still have some fight, do you! Prepare to face my full onslaught!"

FLAP flap-flap-flap-flap-flap. DIVE DIVE. Flap flap flappity. DIVE. FLAPPITY. DIVE. Flap.

"Look buddy. Yer blocking my view. Knock it off before I get pissed!"

"All right. We'll call it a draw."

Glide glide glide.

"Well Edna my love (gasp wheeze pant), I have put the miscreant to flight!"

Set up to land. Bonk.

"Thank you Harold. I knew you would not fail me!"

Actually I may have inadvertent-

ly reversed the sexual roles. Among most species of raptors the females are larger, stronger, and more aggressive than the males. The same thing may also be true in some hang gliding clubs.

A Final Quotation

"Courage is the price that Life exacts for granting peace, The soul that knows it not, knows no release From little things, Knows not the livid loneliness of fear, Nor mountain heights where bitter joy can hear The sound of wings

"How can Life grant us boon of living, compensate For the dull grey ugliness and pregnant hate Unless we dare The souls dominion? Each time we make a choice, we pay With courage to behold the restless day, And count it fair"

Amelia Earhart, 1927

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)

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 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).

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

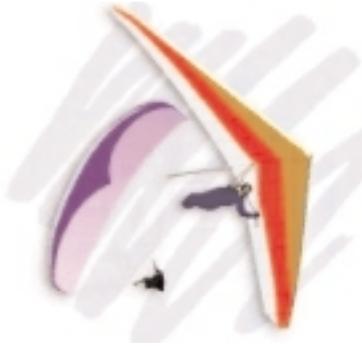
Bede 5B airplane kit. Skin and structural pieces only, unbuilt and still in shipping boxes, \$850.00, Tom Adams, 925-933-1757 (6/03).

Lost and Found

Lost. Black jacket. Nylon outer, fleece lining, "West Marine" over left breast. Please call Steve Rodrigues, 415-467-2226. Thanks! (05/03)

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)

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The next Wings of Rogallo Meeting will be
Tuesday, July 15.
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 a mystery!