FLIGHT LINE

>>

The publication of the Wings Of Rogallo Northern California Hang Gliding Association
Volume-110,Number 7 July 2004

Cover Picture the tree at Hull launch May 02 by Lijian Liu. Very appropriate for this edition

Index:

SAFETY ISSUE

The fonts are small and there's a lot of content in this months issue. Please come along to the meeting on Tuesday 20th if you'd like to express your concerns about any of the articles in this months flightline or email me directly

Rest In Peace
Neal Cruz
Chris(Hawkeye)Giardina
Details of Hawkeyes memorial is on page 3

>>

WOR Officers

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

Vice President
Wayne Michelsen
650-386-5100
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 408-399-5348
secretary@wingsofrogallo.org

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

HG Observer Coordinator
Mercury Freedom 408-353-2383

PG Observer Coordinators
Kathy Wilde 707-556-3672(H)
650-279-1095(M)
kathymary@sbcglobal.net
Kim Galvin 510-748-0451
kim@flyzephyr.com

Editor
Alec Chattaway
429 Hyde Park Dr
San Jose
CA, 95136
wor@chatty.org
4082307388 (M)

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
http://www.wingsofrogallo.org

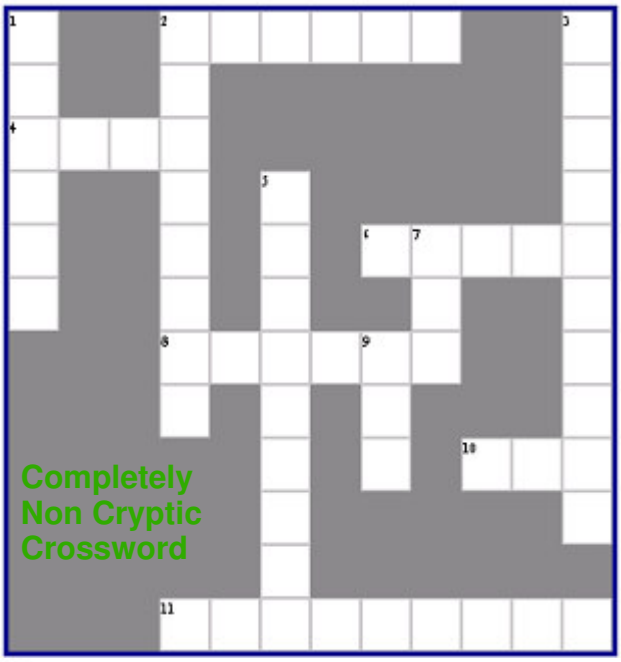
Editors Turn:
What a month.. there have been some highs and some lows. Vince Endter smashed his own site record with a flight of 144 miles from St John and Eric Reed broke his own record of 54 miles on a PG from Potatoe (don't know his actual distance yet) We've also had two mountain fatalities, at least three coastal injury accidents, one of which was from someone just being stupid and hooking in backwards and two nearly blown launches. The spirit of this months flight line is going to be safety. Your safety. Tragedy is something we should not have to see, and dear friends will / should always be there. On 4th July I made a stupid mistake! I set the brake lengths on my new wing by kiting it on the ground at the LZ at Ed Levin, then when I got to launch I changed brake pulleys from the top ones (high hangpoint) to the low ones, but failed to adjust the brake lengths before I took off! Oooops, both brakes were on (no free play), the right more so than the left, so I ended up in a steady right hand turn! This particular wing has trimmers, though as I did not know how much brake was on I decided not to alter them as I could see the wing was flying OK as it was. I headed directly for the LZ using weight shift to stay on course. I ended up landing pretty much just above stall speed right brake off and left brake on 'a bit' just before flare and did a PLF just to be safe. I was also on radio with someone in the LZ so he could watch me come in and check the wing as I approached. Once on the ground I adjusted the brakes again and they needed lengthening by about 8" to be correct. The entire flight I had one eye on my reserve handle just in case.

Major change in the flight characterisics followed by no pre-flight could have been very different outcome. It should never have happened in the first place and will never (hindsight is a wonderful thing) happen again. This has sort of happened to me before when a D-line got tangled in one of my instruments, though I was able to correct this after unhooking it in flight after flying away from the hill. This is the first time I've actually had to plan and land in this configuration. I'm glad it was at Ed, not Dunlap or somewhere like that!
I will always do a thoughrough pre-flight.
repeat 100 times.
Ed

<< >>

Accident at Hull Mountain, 19-June-2004
The following report is entirely unofficial. It is presented only to provide pilots with a bare summary of the basic facts as I now know them. I am still gathering information for the official report and I will try to provide a summary when it is done.

On Saturday, June 19, 2004, a local pilot suffered a fatal accident at Hull Mountain. The pilot, Neal Cruz, USHGA #81388, was a Hang-2 flying a Pacific Airwave Pulse. This was his first visit to the site, but it appears that he asked for and received considerable advice regarding the site during the week preceding his arrival, during the morning of the flight, and prior to launch. Indeed, everyone I have spoken with seemed impressed by his attitude. The pilot launched shortly after 2 PM. Observers said that his launch was good. During the ordinary confusion of events at a busy launch, it does not appear that anyone noticed much of his flight after launch. Sometime around 4 PM, a pilot in the air noticed a glider on the ground, not far from the slot leading to the LZ, near the road to launch. He landed to report this and a truck was sent to investigate.
The driver reported that there had been an accident and more trucks left in quick succession, including at least two people with EMT training. Upon arrival at the scene, they realized that no assistance was possible, for it appears that the victim was killed on impact. Local authorities were contacted immediately.
...continued on page 6



Across

2. to ensure your reserve opens
4. what to do when you hear a helicopter medevac is on it's way
6. useful for letting others know things
8. first comes this word, next comes fun and enjoyment
10. useful for locating where you are in an emergency
11. never fail to be discharged in an emergency

Down

1. replace this after you drop it
2. organization that will train you in first aid (3,5)
3. weather condition that can produce 6000 fpm sink (5-5)
5. what we always do before we do what we do (3-6)
7. radio transmission equipment you can use in an emergency
9. number of avoidable times editor has been locked into a turn off launch

June 2004 Minutes - by Paul Clayton

New Members/Guests

Doug Dorkler - Hang 1
Joe Heller - H3; flies a Falcon

Great Flights

Wayne Michelson - had an unsuccessful launch, possibly due to too high a nose angle.
Don Herrick - got 800 over in his first flight at a new site.
Eric Froelich - flew Wildass. Had a good flight once he got his bar mitts positioned so he could grip the control bar.
Charlie Nelson - flew 35 miles from Goat to Parkfield. He was the only pilot to get up and out that day.

Presidents Report - None
Phyl Hamby was not present.

Vice Presidents Report -Wayne Michelson

Rules and entry forms for the WOR X-C contest. There is a $10 entry fee to pay for prizes and mugs to be given to participants.

Treasurers Report - Don Herrick

Income has exceeded expenses for the past month. Some big expenses will need to be paid soon.

Membership Services - Carmela Moreno

382 people have renewed their membership for 2004.

Flight Directors Report - None

Ed Levin Site Committee Report - Steve Pittman

Ted Mack has been authorized as an Ed Levin hang gliding instructor. Steve plans to post photographs of authorized instructors on the website.

Mission Peak Site Committee Report - None

Mt. Diablo Site Committee Report - None

Site Acquisition - All

Tom Moock reported on the situation at Dunlap. Dan Fleming now owns the campground property and allows people to land there only with his personal permission. Russ Locke holds the lease on the launch and an LZ in Grannies valley through a club he has organized. See Russ if you are interested in using the launch and Grannies LZ. The ranger station is still OK for landing, although it may be out of gliding distance for some. Dan Fleming has stated that the school is off limits for landing, although this has not been confirmed.

Silent Airshow - Mark Mullholland

Mark presented the budget, fulfilling the condition attached to an earlier vote to allocate $5K in club funds for the event. The airshow committee will meet on 12 August, 24 August, 9 September, and 14 September. More flying acts, and an Acts Coordinator are still needed. The airshow is scheduled for Sunday September 19th, with a speed gliding contest to be run Friday through Sunday of that weekend.

Old Business
None.

New Business
None
21 people attended.
END OF MEETING MINUTES

Chris Giardina
Our buddy Chris Giardina (Hawkeye) died Thursday afternoon, June 24th, 2004, while flying at King Mt in Idaho.
Chris loved King Mt and loved to talk up the place to all his Bay Area and Reno Area flying buddies. He had flown there for over 10 years and had seen a lot of the good side and bad side of King. A large contingent of Bay Area pilots were at this years King Mt meet.

Reports from Wayne Michaelson and Urs << >>

Kellenberger are that his driver (one of the Jenson kids) had a visual on him and talked to him over the radio. Chris reportedly said that he was going to fly around the storm. Three minutes later there was a down pour and lots of wind. The driver did not hear from him and did not see him after that. Chris and the glider were found the next morning around 5:30 am on the 25th. His chute was not deployed and he was actually unzipped and at 1/3 VG, so it looks for now like he was attempting to land but the wind and turbulence likely prevented a landing into the wind. Urs and Wayne will give a more detailed analysis when they return.
The gust fronts associated with the collapse of a large thunder head are powerful and short lived, as air, water, and ice, fall from a great height and then spread out along the ground. It appears as if Chris got caught in the worst of it, too close to the storm.
Chris was a guy larger than life, full of passion and drama, and a heart that would melt when anyone would give him a warm smile or a kind word. People are what mattered to him most and his close friends always knew they mattered to him and that he'd do anything for them. If you knew Halkeye you know what I mean. The world feels a lot quieter, a lot less colorful, and a lot more lonely today.
The memorial for Chris(Hawkeye)Giardina will be held at the Swedenborgian Church in San Francisco this Sunday, July 18th stating at 2pm.
The address is:
2107 Lyon st between Washington and Jackson, in San Francisco, CA. It will mean so very much to his family if we have a big turnout from the pilot community. If you knew him well, or if you just heard him from a distance in the setup area, you will have been touched by his non-stop alacrity. The gathering will held at this beautiful old church, the same chruch in which Chris and Christian were married. His wife Christian would like it to be an up beat type of celebration/memorial. Please come as you are and take a moment out of the flying day to remember one of our most colorful brothers.
Peace and Love,
Henry Bittner
H 415-664-5989
W 510-336-9312
C 510-507-1375

Upcoming Events.

July 20th WOR Meeting
September 19th Silent Air Show contact Mark Mulholland silentairshow@hotmail.com
HAM Tests

Avoiding getting Blown Back at the Westlake Cliffs above The Dumps

The site is called Mussel Rock, but the slang name is even better known - The Dumps . One of the greatest hazards that Paraglider pilots face is getting blown behind a ridge or mountain. This site is different from most ridge soaring sites because the launches are well below larger cliffs. Both visiting pilots and local pilots have been blown over the back at the Westlake Cliffs. Prevention is the best way to avoid such a scenario. This article is intended to provide techniques for managing wind increases and what you can do to prevent a Blow-Back when you notice that winds are reaching higher levels.

The launches - Tomcat, Lemmings, Walker, and The Jungle are all at the lower levels of the Westlake Cliffs. There are ridges in front of and to the side of these launches that can be flown without going to the higher cliffs. On windier days, this is the place to stay. Next to Walker launch, there is an intermediate ridge which transitions to the high cliffs. Behind all of the launches are the cliffs of Westlake that are about 600 ft high. The winds can differ greatly between the lower, intermediate and high cliffs.

As a means of preventing Blow-Back, never fly when the wind is stronger than you are comfortable to launch in. On some days, the winds are light at the lower levels, but stronger at the upper cliffs. The key to all flying at these cliffs is to use your senses and observations to continuously observe the wind-speed. On the days when it is stronger at the lower launches, I promote that if launching will take the top of your ability , you should consider staying on the ground. Flying in very strong winds is just not worth much effort and risk. It should go without saying that if your glider has a speed system, always fly with it ready for use.

Any time you launch at the Mussel Rock/Dumps, a system of wind-speed awareness should be second nature to you. On lighter days, your crab angle will be less than on a day with higher winds. As the wind speed increases, two things will happen:

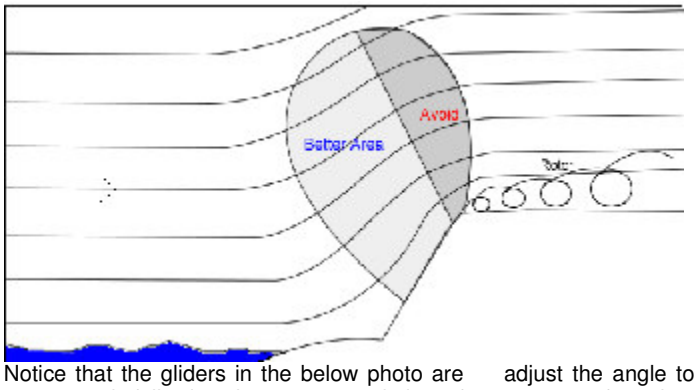
1. Your Crab Angle will need to be increased.

2. Your speed parallel to the ridge will start to decrease.

Keeping tuned in to these two factors at all times will help you manage wind increases. It is even more important when you fly at a site like Mussel Rock.

At the launches, Tomcat, Lemmings, Walker and The Jungle, the wind might be 12 - 13 MPH, but at the top of the 600 ft cliffs the wind may be 20+ MPH.

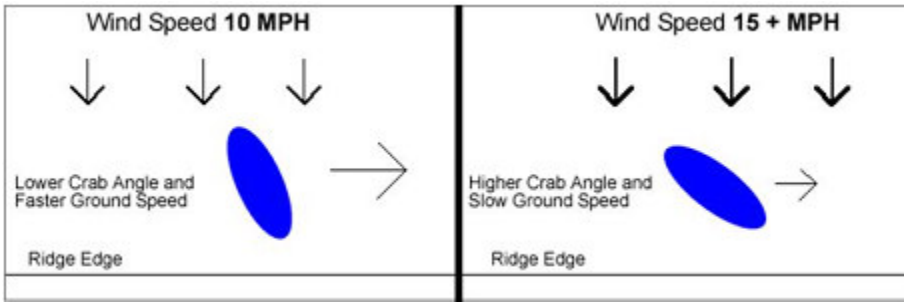
When ascending from the lower cliffs of Westlake to the upper cliffs, you must continually monitor the wind speeds and your ability to penetrate. It is best to stay further in front of the cliffs when it is moderately windy or above. The higher you go on the cliffs, the more clearance you should give yourself in front of the cliffs. If the wind increases suddenly at a higher level, this extra distance will aid you in getting back below the stronger winds and keep you in front of the increased winds that are at the top of the cliff. Never fly above and behind the high cliffs, it just is not a good place to be.



Notice that the gliders in the below photo are pretty much following the recommendation of staying further out as they go higher up.

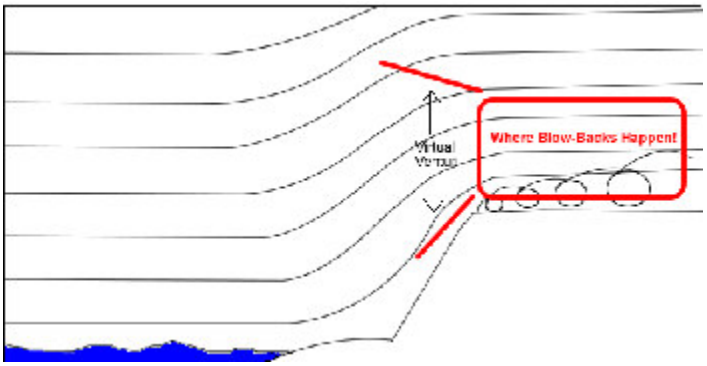
When your crab angle is increasing and you need to point more into the wind, you are being warned that the winds are getting stronger. If you notice that it is getting strong and your ability to penetrate is being compromised, take action right away. As you rise higher, there is normally more wind. It is the awareness of these wind signs that will keep you out of trouble with blow backs. When the wind is blowing stronger, fly immediately upwind away from the cliff and descend to winds that you will have good or better penetration in. Point straight away from the cliff and combine the use of your speed bar and Big Ears to achieve the combination of descent and high end speed. If the wind is not straight in, there is not much difference. For example, on a day when the wind is blowing from the Northwest, you would best get away from the cliff by pointing between straight away from the cliff or slightly toward the Southwest. If there are smaller cliffs to the south, this will serve as beneficial. You just need to adjust the angle to find the one that gets you away from the cliff the best..

When you learn to gauge the wind-speed better using these techniques, you will be able to make adjustments when getting higher and before it becomes critical. Using the speed bar alone will help you penetrate the wind, but a better approach is to try to fly below winds where you would ever need to use it. Once you decide you need to get on your speed bar, if you can penetrate without climbing, you may be able to take care of the situation without using Big Ears. But, there are times where you are penetrating with the speed bar, but still climbing. Remember, the higher you go, the stronger the winds will be. Whenever the situation is getting critical, the combination will work best.



Another reason for staying further upwind of the cliff as you go higher is to stay well clear of the wind just above the cliff. As a result of a couple of factors, the wind just above and behind the cliff edge will be about 5 - 7 MPH stronger on a windy day.

.. continued on Page 5.



In addition, there is a virtual horizontal venturi that is created at the top of a cliff. The air that is rising up in front of the cliffs is being pushed into the horizontally moving air above the cliff. Wind speed increase because of

.. from page 4

There are two causes for this 5 - 7 MPH wind increase. One is that the air changes above the cliff from angling upwards to moving horizontally at the top of the cliff. The second is that there is compression of the air mass just above the cliff causing a virtual venturi, so there is actually higher wind velocity compared to the wind in front of the cliff.

In front of a cliff, the air is rising as a result of being deflected upwards by the cliff. When you fly in front of the cliff, your wing will not see the full force of the wind. Your wings penetration is only related to the horizontal component of the wind's speed. Because the wind in front of the cliffs deflected up, wings are better able to penetrate there. Once the wind rounds out and moves horizontally above the cliff, you lose the extra bit of penetration that the vertical vector of the airflow helped you with. No matter what speed the wind is blowing, you will have a slower ground speed (lower penetration) behind the cliff than in front.

venturis because more airs is trying to fit through a smaller area. Do do so, the air must move faster. Notice in the above drawing how the lines representing the wind become more compressed above and behind the cliff.

On a strong day, if you were to reach a point of not penetrating right in front of this area, you would be a prime candidate for getting blown back. If you somehow got into this situation without being on your speed bar, it may not help now because of the increased winds that you could be backing into. If you were going backward into this area with no speed bar and push it just after you realize, it may not be enough. The key point here is that drifting back into this area on a strong wind day is risking your life!

Reproduced with permission

Jeff Greenbaum

To summarize:

<< >>

- **Check the Wind Speeds before you fly.**
- **If you are new to the site, get a full introduction. Read the site checklist at the URL below before flying the site.**
- **Have a speed system ready on your glider. This means connected, adjusted, and ready for use.**
- **Know that the winds can be dramatically stronger and dangerous at the top of the Westlake cliffs.**
- **Continuously monitor the wind speeds as you fly. (Do this via your crab angle and lateral groundspeed along the ridge).**
- **Avoid flying higher on windy days.**
- **If you do fly higher in stronger winds, fly well upwind of the cliffs as you ascend and traverse the cliff.**
- **Know how and when to penetrate out in front and how to descend to lower winds.**
- **Penetrate and get down as soon as you notice that the wind is getting strong. When you get on your speed bar, your purpose should be getting down, not staying up in the strong winds.**
- **Avoid the area above and behind the top of the cliff at all times.**

http://www.sftandem.com/article/AvoidingBlowBack.htm

Aircraft Avoidance 101

The vehicles we use to transport us skywards fall under FAR part 103. Notice I say vehicles, because if I said aircraft then there would be a slew of regulation involved in keeping them legally in the air. Part 103 is a very nice gesture by the FAA to allow us to self regulate and allow them to worry about the heavy stuff rather than us. It does not give us a free ticket to fly where ever we like or however we like. Unlike the far more dense fluid that sea going vessels meander upon power does not give way to sail. In fact power often does not even know that sail is even there and is often shocked when it sees it. Kind of like sail is from another planet or something! That is unless you're in a part 103 vehicle under power in which case you must give way to non-powered.

Anyway the bits of 103 that pertain to airspace are:

- Engaging in activity which jeopardizes the safety of persons or property on the ground or in the air is prohibited
- Twilight operations must be in uncontrolled airspace (Class G) and with strobes.
- It is up to you to avoid and give way to all other aircraft.
- You cannot fly over any congested area of a city, town, or settlement, or over any open air assembly of persons.
- Realistically class A, B and C are off limits.
- Class D requires an air band radio and contact with the controlling authority prior to entry.
- Class E and G is usually OK (there is no class F).
- You are expected to be able to see the surface of the earth at all times.
- You should keep the most conservative VFR (Visual Flight Rules) and cloud rules in mind if you can't remember them all! i.e. 3 statute miles visibility and 1000' above or below and 1 mile away.
- If you don't want to abide by the limits of rule 9 then learn the rest of the VFR rules
- It is your responsibility to find and observe any notams TFRs etc.

An excellent guide to reading sectional charts can be found at www.usppa.org/Resources/reading_charts.htm. It was written by a pilot Jeff Goin who sits in the left seat of a commercial aircraft. **... continued on page 6**

... continued from page 5

From now on assume aircraft means anything that looks like an airplane from a Cozy MK IV to an Antinov. For simplicity's sake assume that class G is from the ground to 700' and that you will see very few aircraft in this airspace. Assume that any other airspace is class E and that GA aircraft will be flying on instruments relatively low. If you know you're in class G above 700' and below 10000' assume that any small aircraft you see or hear is flying VFR and IS looking out for you, but probably won't see you.

Aircraft are beasts that like normality and nothing out of the ordinary. Often their pilots have a lot more to look at than out of the window and they usually travel at more than 100 MPH. There are nice invisible pathways, 8 miles wide for them hidden in the sky at various altitudes. There are crossroads marked on the ground by transmitters (VORS). They usually fly between airports, VORS and airports. When in the vicinity of an airport they have to follow a pattern which usually sends them around it from a thousand feet to a few miles depending on class of the airport. When in the vicinity of a VOR they will usually make a turn. They will normally be at least 500 feet above the tallest structure around and generally more than that. They do not like and actively avoid turbulence. They talk to each other on known air band frequencies that you can use and these are published for your nearby airports. If a PG / HG were hit by something like a 737 it might barely notice it unless you hit the window or an engine. If it did hit you and they did notice there is a fair chance they would land at the nearest airport and an FAA investigation would ensue. You wouldn't have to worry about that anymore.

Now for some airport stuff.

A sectional map will show you where any local airports are. Bear in mind that if you're on an XC, local could be over 100 miles away.The sectional will not show you the orientation of the runways unless its a fairly big airport or which ones are in use. Pre-planning and a radio will. All airports are listed on www.airnav.com. this site gives you lots of info. Lets take Reno, Nevada as an example. www.airnav.com/airport/KRNO

pertinent information is

Elevation = 4415' (high desert)

Sectional chart: SAN FRANCISCO (which one to use to find it)

Control tower: yes (has people talking about landing etc)

ARTCC: OAKLAND CENTER (agency in charge of approaches)

Attendance: CONTINUOUS (aircraft in and out 24 hours a day!)

UNICOM: 122.95 (air band frequency for general aviation and ground based operations at the airport)

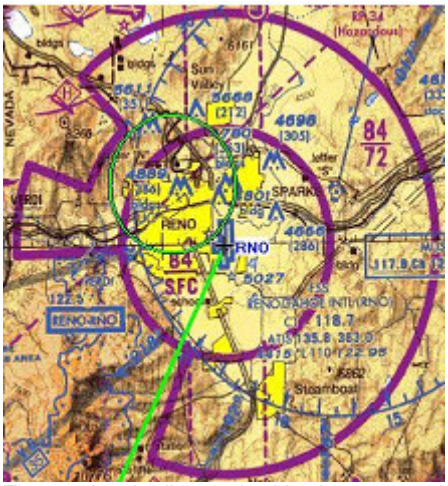
a bunch of other comms and..

CLASS C IC: (big airport with big jets!)

Note in the additional remarks section they say "GLIDER/SOARING OPER 30-50 MILES SOUTH OF ARPT DURING VFR WEATHER & MOUNTAIN WAVE WIND CONDITIONS 1100 TO SS." They are talking about sailplanes not us.

Another nice site (that requires subscription unfortunately) is www.aeroplanner.com. A quick look on here and I get a nice vector map of the invisible roads coming in and out of Reno.

It also lets me know that there is a TFR for the stadium at the University of Nevada at Reno and that there's a military operation area the other size of the valley.



The sectional tells me the big donut around the airspace goes up to 8400'. outside of the 'donut hole' I can fly under it below 7200' or above it assuming I can glide without risk of entering it and don't mind avoiding aircraft flying faster than 250 MPH. If I do enter it I need to get permission from ATC first. If I enter it at all I can assume there will be an FAA investigation for all the traffic routed around me and a few flashing lights that follow me to where I land. Again because of the donut's shape I can assume that aircraft will be entering / leaving the airspace from any direction at about 8400' from about 5 miles away. Due to speed restrictions etc I can assume that aircraft will be above 10000 up to about 30 miles on their way in as there is no speed limit above 10000. I can also assume that once they drop under 10000 they will be more concerned with instruments when looking out the window for anything other than the runway lights on approach. On the way out I can assume they will try to get above 10000 as fast as possible and may not even be able to see in front of them. The vector map shows me the likely places they will be heading. More often than not they will stay on one of these routes until cleared to fly direct (effectively by GPS) and once cleared they will usually be above 18000 and well out of our way. Note on the top left of the sectional there is an icon of a glider with an H above it. To someone flying in or out of Reno this means that there will be hang gliders within a few miles of this spot.

Airports with Class D and E around them are much less formal and are usually dont mind us as long as we stay away from their patterns.

The important points to take home from this article are:

Aircraft pilots like routines and not exceptions.

They congregate near airports and make turns at VORS.

You can hear what they are doing by using an appropriate radio and the right frequency.

If you get it wrong it's likely to be a bad thing.

Ed

<< >>

.... from page 2

They advised the people on the scene to attempt CPR. Paramedics were summoned, and a helicopter was sent for and later cancelled.

I traveled to the crash site a week later, and my initial reaction was disbelief that a glider could possibly have ended up where it did. This seems to be the reaction of most of the people who were actually on the scene at the time. Several theories have been proposed, but until I have had a chance to review all the information I have received, talk with people from Sonoma Wings, plot times, distances, and possible glides on a topo map, and assemble an official summary, I am entirely unwilling to speculate. My ownimpression, as I walked the site, was that the pilot got into trouble and realized he was in a bad place, but that he kept his head, did not panic, and was doing his very best to get back to safety. I wonder if I could have done so well.

As one of your Regional Directors, I have the unenviable task of gathering information to assemble a report. Once this is done, I'll try to make sure all of the local clubs get a summary. Until then, I'd like to remind everyone that we have to look out for each other, particularly newcomers, and my heart goes out to Neal's friends and family. He sounds like he was an exceptional person. I wish I'd had a chance to know him.

Paul Gazis
gazis@best.com
Regional Director, Region 2

Dangerous Flying
On May 1 of this year, American Airlines Flight #2538 had to take evasive action to avoid a midair with a hang glider after departing the Reno airport. The pilot of the B737 sighted the glider at 8,800' just over 3 miles south of the departure end of the runway and right on the centerline. After the pilot reported the near miss the tower had to begin rerouting numerous other aircraft to avoid the idiot who was thermaling in a very dangerous area. It turned out that there were actually a couple of hang gliders thermaling in that spot and they were seen and reported by the pilots of several planes as they maneuvered to stay clear of them. After the American Airlines flight landed in Chicago the pilot called the Reno tower to file the official report.

Several of us local pilots were made aware of this incident when the local FAA officials started making phone calls to us about it. They requested a meeting with us and on Tuesday June 15 we met them at the local FSDO to listen to the ATC tape, discuss the issue and spread the information to the flying community. Regional Director Ray Leonard, Bob Petty, Dennis Harris, Bob O'Neil, and I were there to represent the local hang gliding community and we met with 3 of the FAA reps from the local FSDO. The tape made for some interesting listening and as someone who has worked and flown in the field of aviation for the past 27 years I can only say that it was very disturbing to hear.

The hang glider pilots were thermaling right in the departure corridor of a Class C airport as if they were alone in the sky. The tower personnel did a great job of ensuring that all traffic was rerouted after the initial report was made by the American Airlines pilot. The hang glider pilots in question either had no clue about how their careless actions were affecting the safety of the hundreds of people in those planes or they just didn't care.
Several sections of FAR part 03 apply directly to this incident. They are:

103.9 Hazardous Operations.
(a) No person may operate any ultralight vehicle in a manner that creates a hazard to other persons or property.
103.13 Operation Near Aircraft, Right-Of-Way Rules.
(a) Each person operating an ultralight vehicle shall maintain vigilance so as to see and avoid aircraft and shall yield the right-of-way to all aircraft.
(b) No person may operate an ultralight vehicle in a manner that creates a collision hazard with respect to any aircraft.
103.15 Operations Over A Congested Area.
No person may operate an ultralight vehicle over any congested area of a city, town, or settlement, or over any open air assembly of persons.
103.17 Operations In Certain Airspace.
No person may operate an ultralight vehicle within Class A, Class B, Class C, or Class D Airspace unless that person has prior authorization from the ATC facility having jurisdiction over that airspace.

It should be very obvious that the hang glider pilots in this incident were in clear violation of the first two sections. The third also applies in this case as they were definitely over the south end of town. The fourth part can also be applied to the incident since even though the hang glider pilots were technically above the Class C airspace that extends up to 8,400', they could not be sure of maintaining their altitude without thermaling which is how they got themselves into the situation in the first place. Just being above the controlled airspace limits does not mean that you are legally entitled to be there. Other factors can apply, especially to ultralights. Unfortunately, this was not the first occurrence of this airspace incursion. It's been overlooked in the past, but because of the reported near miss the FAA now has to take an official interest in the matter. In the past the airspace violation has usually been followed by pilots landing near the gun range east of town where the Class C airspace extends from 8,400' all the way down to the surface. We weren't able to verify if that happened in this instance.
The Feds will now be taking action against any further occurrences. Pilots will be fined,their equipment confiscated, and they will possibly be arrested. If fines don't work then the next step would be to have the launch closed. It will just take a call from the FAA to the highway department and we will be out of there. Forever.
This is not something that will go away. As usual, it's the actions of a selfish few that have now caused problems for the rest of us and endangered our flying site. Those of us who attended the meeting with the Feds told them that we will be very happy to help them apprehend future violators.

To help prevent further occurrences all pilots flying at Slide and McClellan need to adhere to two simple rules to keep themselves out of trouble. Do NOT fly north of the intersection of Hwy 395 and East Lake Blvd. It is easily identified from the air by looking for the north end of Little Washoe Lake. The controlled airspace begins just north of there. There is never a legitimate excuse for airspace violations. Good situational awareness is a must for safe flying. The second rule is DON'T loiter over the middle of Washoe Valley if you are above 10,000'. That will put you right in the flight path of the arriving and departing aircraft. If you find yourself climbing above that you should fly to either side of the valley and work the thermals there. If you decide to leave Slide from a high altitude and fly across the valley then you should fly directly across and not stop to work lift until you are safely across the valley. It only takes a minimal effort to do things the right way and keep everyone flying.

If anyone has any questions please feel free to call me or get in touch with Ray Leonard.

Paul Hurless
(775) 527-0298
Reno, NV

Answers to last weeks puzzle

Answers to this months safety crossword on page 2.

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

<<

Wings of Rogallo FLIGHT LINE

VOL. 110 NO. 7 July 2004

To:

Classifieds:
Classifieds are taken from the classified section of the WOR web site for the 30 days prior to publication (whatever will fit). Non web submissions can be e-mailed to editor@wingsofrogallo.org Classifieds are free, however non WOR member donations are encouraged through the Wings Of Rogallo web site donation page at www.wingsofrogallo.org/documents/donations.html

Plumbing

Laminar 14 MRN 2001 $4000 or best offer. This is a great glider when you need a high performance glider that lands like a novice glider. Not a mylar sail. Original down tubes. 100+ hours. Bright yellow undersurface with purple stripe. Glider has been flown by friends that are H3's and have all since bought Laminars. I am buying a new one. Glider is in San Carlos, CA and can be test flown at Funston, Mission or Ed Levin. Bring money when you do! 650 802 9908 or urs@bearimpressions.com

Wills Wing Attack Duck 160. Blue and Red. This is the BEST one WW built. Lands GREAT. Only $300 obo. Mark Mulholland at flying1leap@hotmail.com

Wills Wing HP AT158. Custom Rainbow sail. Good Condition. $700 or best offer. Mark Mulholland at flying1leap@hotmail.com

Spectrum 165, good condition. Blue, lime, white. Low hours - $1300. OBO. 408 2534132 sarsycki@us.ibm.com

Dream 165 - good beginner glider. Colors - blue, red, green & white. asking $350. OBO. 408 2534132 sarsycki@us.ibm.com

WW Ultrasport 147 $1,500 Great for local soaring or beginning XC. 50 hours. White leading edge, lilac and orange undersurface. Located in Reno, NV. 775 7460333 jkoehm@starband.net

Stealth II 142 $2,000 OBO Great handling high performance wing, less than 100 hours, awesome glide. White leading edge, dark blue with lime green asymmetric tip. Pictures available. Located in Reno, NV. Contact John Koehm at 775 7460333 jkoehm@starband.net

WW 195 Falcon, the safest reliable glider around, with under 50 hrs flight time. PLUS: High Energy Sports harness, parachute (unused, paid $500 new), ICOM 2-meter radio w/ car roof antenae, Digifly vario w/ mount + case, helmet, spare downtube, emergency knife, more extras. $1300 for all. The glider alone is a great value at this clearance price. Call Ray, 707.528.4267

WW Super Sport 163 A great intermediate glider in excellent shape. I've moved on to a higher performance glider. Has been inspected and had all lower wires replaced so it is ready to go.

Laundry

Nova Philou, DHV 1, 75-100 kg, very low hours, harness, reserve, $1700.00

Ozone Atom S, DHV 1, Harness, Movie Side S Supair reserve m, helmet $2400.00 less than 40 flights

Both gliders are in top shape and come with a DHV safety check.
www.aircotec.net/Forsale.htm 808 895 9772

Tools

New High Energy Deluxe Harness bag (color is black). $40. Contact Larry Fleming via E-mail chrisgregor@juno.com

New Charlie Insider Helmet - white, size large - $125 + shipping. 479-651-5930; kevin.smith@tyson.com

Flytec 4005 w/ airspeed probe, bag & manual. Like new. $450 + shipping. 479-651-5930; kevin.smith@tyson.com

ball graphics comp vario + gps mount decided I don't need the functionality. Comes with padded bag, charger and extra pitot tubes. Great vario if you want to fly comp. $350 firm 408 2307388 wor@chatty.org

Z5 Harness, Lara 175, Charly InsiderSmall/Small Plus Z5 Harness for sale. Royal blue with fluorescent green inserts, in excellent condition. It was cut for a 5' 5 " , 125 lb pilot. It should fit from about 5' 3" to 5" 7".
Includes Lara 175 parachute (will pay for professional repack) and an XS Charly Insider full face helmet , also in excellent condition. $790 for the set. Will consider selling individual items but would prefer to sell together. 408 2452687 seneshen@yahoo.com.