

FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO
NORTHERN CALIFORNIA HANG GLIDER ASSOCIATION
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Always check for traffic before launch

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The Editor's Turn

I'd like to begin this issue with an apology to George Morford. George is one of the unsung heroes of our club: one of those pilots who has always been ready to pitch in, lend a hand, and get the job done; one of those pilots without whom the Wings of Rogallo simply could not function. He's currently our Vice President, and he's also sent a lot of fine material to the Flight Line over the years.

I have not given George anywhere near enough acknowledgement. Indeed, I have not always even spelled his name right. (In this regard, he joins the ranks of such distinguished **WOR** members as 'Steve Rodriguez', 'Frank Pheel', 'George Pereson', and... uh... 'Miek Voris'.) This was not a deliberate slight, or the result of some hidden malice against paraglider pilots. It was simply the result of ineptitude on my part, for which I offer my apology. Thanks for bearing with me, George, and I'll try to do better in the future!

This will be a fairly short issue, and it also looks like it may be late because... well... hey... it's the *Spring Flying Season!* Apologies to all the rest of you for my tardiness, and I'll see you all in the air!

WOR SideWinder

2002 Report

by Mike Vorhis

The two-day *WOR Sidewinder 2002 Speed Gliding Meet* is history. Here is the report:

Day One was completely blown out—first delayed by a fire that had by some freak coincidence started that very morning shortly before 6am right behind launch, and then by the 10-to-30-mph winds from the one direction that none of the launches can accommodate (North). We called the morning,

then I watched all day and around 6pm made the decision that I would not call competitors for an evening round (it was still blowing hard).

On **Day Two** we got one round off. We re-routed the course to more closely follow the road down the front face. First off and winning the round was Alan Kenny and Mike Vorhis, followed by Clifton Moody and Daryl Fox. Mike and Alan flew a Ford Explorer, and Clifton and Daryl piloted a Jeep Charokee, PIOing like mad and eating dust throughout their run. Finish Line captain Paul Clayton caught us going through the lowest gate on video to ice the results, so that we could declare a champion.

Although this meet was plagued by hell-sent winds, the **Wings Of Rogallo** made a superb showing. The nay-sayers regarding getting people to help out in events had to swallow their words I think. We were extremely well organized, with two independent pylon judge crews—one for the upper course, one for the lower—each with clipboards and official checklists, radios, and a crew chief (upper crew chief was Randy Tribe and lower was Don Herrick). Crew chiefs had their teams briefed and deployed like they were pros. I have to tell you it was impressive, especially since we'd done no rehearsal for it and only called out the plan on the spot. We also had highly competent launch and landing coordinators, a simple and inspired 1/100th-of-a-second backup timing system conceptualized by Mark Mulholland, two primary GPS timer crews, two landing judges, and a weigh-in procedure and official at launch. The whole show would have been like a well-oiled machine. Carmela then brought bagels and drinks pretty much on queue, which turned a disappointing morning into an event of some kind at least, for the pilots.

(Other than one frail misguided voice,) all competitors who showed up fully supported the event, thanked **WOR** for going to the trouble of putting it on, thanked us for keeping costs so much lower than other sanctioned meets for them, and thanked us for personally bank-rolling it until they walked on to enter. Those confident of their abilities salivated openly over the fast yet extremely technical course, and eagerly studied the course maps and coordinates. One champ of past years contributed to the analysis of those coordinates with detailed distance calculations which he readily shared (thanks Henry!). The field basically recognized that their support of events is what makes events possible, despite the weather. The competitors are clearly part of the event-creation team, and nearly everyone saw that and rose to the occasion. I was glad we had gone to the trouble of keeping those costs low. The Santa Clara Park and Rec office and Rangers deserve a *huge* thanks for proactively coming up with three very big assists that kept us from having to charge double or triple what we did (which would have killed the event before we had a chance). They also paid us several visits throughout the event mornings to offer support, weather condolences, and fire information, and cheerfully took calls throughout the meet and relayed meet status to those who called in. We (**WOR**) really have a good team thing going with them, and I thank Jeff Cossins, John Goldsworthy, Theresa the ranger, at least two other rangers whose names I failed to write down, and the **SCPRD** as an organization for that. That kind of thing is rare these days, but they went the extra 99 miles for us last weekend. At this point I'd pick algae from Sandy Wool lake with a pair of chopsticks if they asked me to.

Volunteer crew members totaled 15! ...more than one for every tri-

angulation point or pylon or job. Denise Lindquist got up at 4am both days to drive down from Marin County to help out, and she's not even a **WOR** member. Others did likewise. Team members were:

Paul Clayton, Mark Mulholland, Denise Lindquist, Randy Tribe, Ernie Reagully, Arturo, a guy named Carl, a guy named Ross, Suzanne Burton of San Diego, Don Herrick, Wayne Michelson, Tim Ellis, Bill Seneshen, landing judges Dean Roland and a guy named Brook, competitors Dave Merriman of Sacramento and Clifton Moody of the peninsula who put in six hours of sweltering course setup labor—manually hauling tarps and literally 400 lbs of rocks up those hills with me the week before. My wife Linh proved her ruggedness by doing the same, and fought through allergies and high weeds to get GPS and altitude readings of every tarp. And surely there are a few people I missed in the above list because my notes are not within reach.

Three competitors came from San Diego (Alan Kenny, Rich Burton, and Joe Spinney), and one from Sacramento (Dave Merriman). Joe Spinney showed up with a coach! ...who was Marginal Mark himself. Locally we saw Henry Bittner, Chris Giardina, Clifton Moody, Daryl Fox, Eric Crutchlow, and Andrew Whitehill. Dave Merriman knew he couldn't participate the second day but paid the entry fee anyway (despite my objections), saying that he wanted to support the meet effort. Mercury Freedom could not fly either day but showed up to donate money to the meet also, because he appreciated having it available in case he could have stayed. Good men. They "get it," for these non-profit meets.

No Paragliders came out to try it, but that's hardly surprising con-

sidering the 99 mph winds, or whatever they were.

Steve Rodrigues came through in the eleventh hour to commit **WOR** to putting up the sizeable sanction bond to USHGA, so that we could keep our low entry fee structure. That will come back to the club once I send the "results" in. And **WOR** via Carmela bought a lot of food for everyone too. We had help in the way of remote advice from Scot Trueblood and Ken Brown, although we'd have liked to have seen them put in an appearance as well, since their presence always revs up a meet. *Go to Scott Trueblood's Jackson Hole Speed Meet in July! The Aero-Extreme! Big-league vertical. Incredible terrain. Don't dent any of it!*

By popular demand, we will leave the *Sidewinder* course up for at least another week, in case pilots want to run it. Greg Knepp has posted the competition course maps and updated rules on the **WOR** website. *Fly it safely!* There is nothing about this course that asks you to get real near the ground. Read the posted rules and stay well away from hard things to hit. And if you fly it in thermal conditions, keep the VG off (which slows you down some but improves your tight maneuver handling) and stay up and away. It's a bad idea to trick out a glider and then hit a strong thermal doing big MPH (which is why we run these meets in light conditions). The sound of deforming crossbar or keel material can result in mid-air, at least theoretically, and you might also inadvertently execute the first half of an outside loop. But this course has been run many times at 50 to 70 feet above, VG off, in very thermally conditions, safely. Know the tarps, your glider, and yourself, before you try it. Time each other from launch; it's accurate to within about a second.

As for re-scheduling, there are no

plans at present. If someone wants to inherit the infrastructure and run another meet soon, I can work with them on that, but I personally couldn't try again until August probably at the earliest.

Early calcs indicate we almost broke even for the permits and fixed costs and such. If I can finagle some refunds from **USHGA** and the like I will pass what savings I can back to the pilots. Be patient and don't expect anything, because it's a long shot, but I am trying. And WOR will not incur the losses, so not to worry. I will disclose a full financial report to anyone on request.

Again, thanks to all for giving the *WOR Sidewinder 2002* a helluva run. We did our jobs, and that's all we can do. WOR came through as a class act, in my view, as did the competitor field in general. Again, go to the *AeroExtreme* in Jackson Hole in July, and *tear it up!*

Mike Vorhis
mike@vorhis.com

May 2002 Meeting Minutes

by Paul Clayton

NEW MEMBERS/GUESTS

Judson Clark - PG pilot.
Rich - PG student

GREAT FLIGHTS / GOLDEN EAGLES

The following pilots made Golden Eagle flights: Vince Endtner, Eric Froelich, Alec Gassaway, Rick Dumlao, Jason Boehm, Juan Laos, Mike Galvin, Gene Pfifer, Roy Spencer, Dan McGuire, Paul Clayton.
Alec Gassaway flew 36 miles in the Owens.
Vince Endtner flew 39 hrs in 12

days, covering 600miles. Steve Rodrigues waited out the rain on Sunday and was rewarded with a 2 hr flight at Ed Levin. Mark Grubbs flew to the Sierra foothills from Diablo on the 1st day of the Diablo fly-in.

PRESIDENT'S REPORT - Steve Rodrigues

George Morford is the new Vice President.

VICE PRESIDENT'S REPORT - None

TREASURER'S REPORT - Don Jones

Income is exceeding expenses at this time of year.

MEMBERSHIP COMMITTEE - Carmela Moreno

We now have 360 paid members for 2002.

FLIGHT DIRECTOR'S REPORT - Mike Vorhis

There was a paraglider accident at Diablo, but details are sketchy. The pilot is reportedly out of the hospital.

ED LEVIN SITE COMMITTEE REPORT - Steve Rodrigues

Pilots are reminded to stay off the dirt roads when they are wet.

MISSION PEAK SITE COMMITTEE REPORT - Steve Rodrigues

Keyholders should check the site stickers of pilots they transport up the hill. A "guest pilot" must live at least 100 miles from the site to qualify as a "guest". The site committee has been reorganized.

MT. DIABLO SITE COMMITTEE REPORT - Steve Rodrigues

Thanks to Mark Grubbs and

Steve Delao for fixing the windtalker.

SITE ACQUISITION - Gene Pfifer

There were a lot of golfers at the May 1st meeting. A workshop and public meeting are planned to discuss the Gilroy site. Dates and times will be announced. A Santa Clara County planning meeting is planned. Pilots are needed to attend. The potential launch site is still under discussion.

COMPETITION COMMITTEE - Mark Mullholland, Mike Vorhis

Orange tarps are needed for the speed gliding meet. There is a low turn-out of competitors so far. The meet may be cancelled if more people do not commit to attending. \$100 was requested for food, so a picnic can be held the same day. Mike will make a decision on whether to pay the fee for sanctioning of the meet within 1 week.

OLD BUSINESS

Frank Peel raised the subject of a robot weather station accessible from the web. He is investigating several ways of implementing the system. T-shirts with the WOR logo are still available.

NEW BUSINESS

Pat Denevan reported that Rob Kells of Wills Wing will attend next month's meeting. Wills Wing will be featured in Demo Daze on June 21-23.

Entertainment was a talk by commercial jet pilot Steve Brockman on controlled airspace and other related issues.

END OF MEETING MINUTES

Accidents, Accidents, and Near

Accidents

by Steve Pittman, Ed Levin Site Committee Chairman

We had great spring weather at Ed Levin this year. Alas, the increased flying activity (by rusty pilots?) has meant more accidents.

On April 6, a fairly new H3 on a new (to him) Mark IV had trouble with PIO while flying fast. He found himself headed toward the LZ tree line, made a quick slipping right turn, and leveled out three feet over the ground. His base tube caught the grass and he impacted so hard that his helmet went through the keel. Both leading edges broke, too. Pilot was dazed after the accident, but otherwise okay.

On April 14, a P4 pilot soaring at 300' somewhat north of launch suffered a large asymmetric collapse and, despite throwing his reserve, spiraled rapidly down to the ground. He was fortunate to impact in a tree. His glider was a total loss, but he did not suffer serious injury.

On April 5, an experienced P4 launched from the 300' into the path of an approaching hang glider, which was forced to take radical evasive action. No accident occurred, but one easily could have. Lessons learned: 1) Clear your launch and 2) If you see an aircraft on launch, assume a launch is imminent and steer away.

If it has been a while since you've flown, please be extra careful on your first outing of the new flying season. And many accidents over the years at Ed Levin have been attributed to insufficient ground clearance. Please consider that if you fly too close to terrain, the same thing

can happen to you. Let's be careful out there!

The Ed Levin Windtalker

by Frank Peel

The **WOR** is investigating what would be involved in Web enabling the wind talker at Ed Levin. In addition to alleviating some of the call load that often makes contacting the wind talker difficult, the concept is to hopefully provide more useful and complete information than is currently available on the dial up access. There is no intention to remove the current dial up access.

Two Web sites using different approaches are representative of what might be done. One belongs to The **Crestline Soaring Society** in Southern California and reports conditions for their *Crestline* launch. The other is provided by the Bay Area's own **Fellow Feathers** and reports the conditions at *Fort Funston* on the coast south of San Francisco. Links to each are provided below and it is suggested that **WOR** members take the time to review these sites and provide feedback.

Crestline's approach is the more elegant of the two, but it would also be more expensive. The facility needs for such a system, including AC power and a weather-proof housing for the computer and weather station, are not currently available at the *Ed Levin* installation. An alternate site at one of the nearby tower buildings will be pursued. The URL for the *Crestline Web Site* is <http://www.crestlinesoaring.org/wx/index.php3>.

Their main page is <http://www.crestlinesoaring.org/>.

Given that the above proves unreasonably expensive or logistically infeasible, it might be pos-

sible to emulate the set up at *Funston* with our existing equipment. If it is found that the current wind talker is unable to output data in a format that can be easily transferred to the Web a third alternative would be to buy an updated model that has this capability. The **Fellow Feathers** site is located at <http://www.mindspring.com/~mlbco/webcam.htm>.

Further investigation is underway to determine the cost and issues with each of these options. Feedback from **WOR** members on this endeavor is welcome and can be forwarded to Frank Peel at fpeel@sonic.net. For the Web averse his phone number is (408) 266-5600. A progress update will be provided at the next **WOR** meeting.

Proposed Flight Safety Report Procedure

by Steve Rodrigues

Fellow pilots,

There have been a couple of incidents lately where pilots felt their right of way was violated. While these incidents are being dealt with, it has brought to light that as a club, we have no official process for dealing with minor problems that might evolve into something more serious. The single event of someone cutting into our flight path is most often just an "OOP's", and a personal conversation between the two pilots usually has the best results. A problem develops when these incidents continue unchecked, with the problematic pilot developing habits that lead to an accident.

As **WOR** is committed to safe flying and pilot education, I propose that we adopt the following process. This proposal was well

received at the last club meeting, and I will ask for a motion at the May meeting to officially adopt it as club policy. I would appreciate any suggestions to improve on it.

Flight Safety Report Procedure.

If a pilot feels that their safety or right of way was violated by the actions of another pilot, or if a pilot was seen flying in a decidedly unsafe manor, the incident shall be reported to the WOR Flight Director. The Flight Director shall record the incident into a perpetual logbook, and have a friendly and informal conversation with the reported pilot. The purpose of this conversation is

educational, and a simple “heads up” that a problem was perceived with their flying. The Flight Director may choose to mediate a meeting between the pilots involved. If there are multiple reports involving the same pilot, or if the Flight Director feels the pilot does not comprehend the gravity of the situation, a copy of the log report shall be submitted to the WOR Executive Board and respective Site Committee for further action. Appropriate actions could range from a warning, to suspension of flying privileges.

Competition Corner

WOR Member *Vince Endter* was at the Comps in Florida this spring, where he took *11th* at Wallaby, *10th* at Quest, and *6th* at the *US Nationals* at Wallaby (all class 5). He scored enough points to make it to the *World Championships* in Chelan, which he will attend in July.

Good job, Vince! And good luck at *Chelan!*



Video still #1 Hat Creek



Video Still #2 Elk Creek



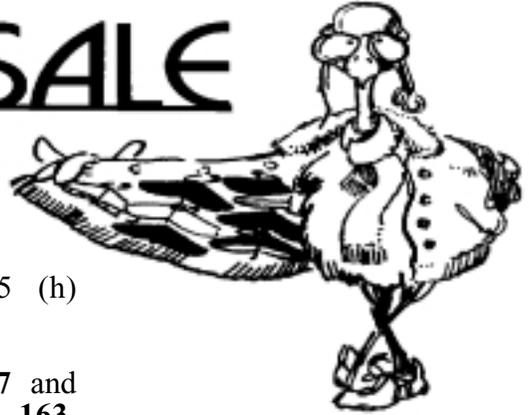
Video Still #3 Elk Creek



Video Still #4 Elk Creek

All images of Brian Peterson. Original resolution is 1.38mb captured from DV camcorder.

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)

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)

HP-AT 145.

Approx 150 hours Good cond. Orange-light green-white. 6 hrs airtime since last pre-flight. Spare dtubes. \$800 obo. Call Weegie (510) 649-8181, weegie@lightroom.com (1/02)

Sensor. 1993 Custom flap system (better than stock). Fantastic shape; less than 200 hrs. I'd either sell this or the production slot (listed above), and use the other for myself. Call Mike at (510) 744-1953. (1/02)

Wills Wing Attack Duck 160.

Red and blue. Own a piece of history! Challenge your landing skills! Only \$300! Contact Mark Mulholland (408) 929-1753 or email markmulhol@aol.com (5/02)

Wills Wing HP AT 159.

Custom colors. \$700. Contact Mark Mulholland (408) 929-1753 or email markmulhol@aol.com (5/02)

Wills Wing Spectrum 165.

Excellent condition Includes UV bag, ladder rack, straps, etc. Great beginner/intermediate glider. \$1950, Call Roger at (408) 882-

0382 (w) (408) 224-1815 (h) rohang3@aol-com (1/02)

Wills Wing Sport AT 167 and Wills Wing Supersport 163.

Original owner, mint condition, many extras. Asking \$1200. Call Tom (408)747-0414 lv msg. (1/02)

Paragliders

FreeX Spear (L),

violet/white. Approx. 150 hours. Still covered by FreeX 300 hours guarantee. One of the most responsive DHV 2 gliders around. \$900 obo. Call Steve Thorpe (408) 435 2600 ext. 506 (w), (408) 260 7029 (h), thorpes@arklogic.com (1/02)

Ozone Electron (L).

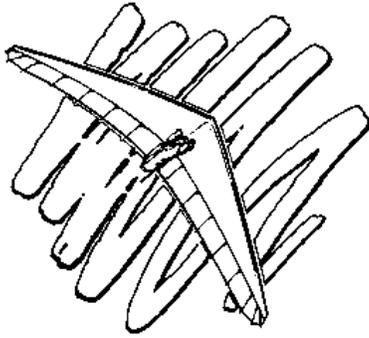
DHV 1/2. Only 14 hrs. Perfect cond. Wt range 95-115Kg. Have dropped below the min. wt range. Great performance and handling. \$2000 obo. Call Larry at 650-248-5873, larry@tmpartners.net (1/02)

Equipment

Apco Top Secura Harness

with kevlar backplate and CO2 air-bag protection. \$200 obo. Call Steve Thorpe (408) 435 2600 ext. 506 (w), (408) 260 7029 (h), thorpes@arklogic.com (1/02)

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*Wings of
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The next Wings of Rogallo Meeting will be held
Tuesday, June 18.
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 will be...
Rob Kells from Wills Wing!
Be there!