



# *FLIGHT LINE*

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The publication of the Wings Of Rogallo Northern California Hang Gliding Association  
Volume-109, Number 6 June 2004



Cover Picture Point Reyes - by Lijian Liu

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## Fathers Day Edition.

I will let dad take a trip to the mountains to play lemmings and drink lots of beverages. He will fly 100 miles in a perfect triangle and win this years WOR XC competition by entering it at

[http://www.flywor.org/worxc/xc\\_entry\\_form.php](http://www.flywor.org/worxc/xc_entry_form.php)

When he comes home after a hard weekend flying I promise not to make him do anything more physical than put his feet up and talk about the cool flights he had. I will then pack his glider away until the same time next year :-)  
)

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## Editors Turn:

Another month and more flying to be had. Seems like spring might have actually sprung somewhere in the middle of summer. Lots of people got out to the sierras and flew over the memorial day weekend, some 100 milers too. Lets have some stories please...

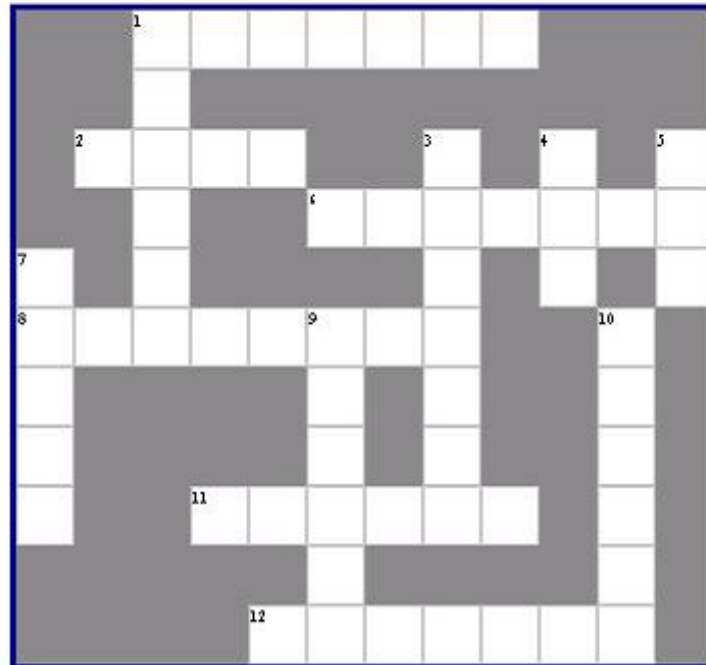
I went to the air show for the first time with my son and It was amazing. There was a sad loss to the free flight community with the early departure from this world of Dixon White. He will be remembered by many as one of the founders of modern paragliding teaching. He leaves a legacy or talented students and a very unique flight park in Arizona see <http://www.airplay.com/> for more details.

There is also much << >> conjecture on the

hang-glidability of the sparrowhawk, I'd love to get a review in soon. The website XC entry form is now functional and you can submit your flights so that Wayne can tally the results and get you on the podium. see <http://www.wingsofrogallo.org/worxc/> for details. Steve Rodrigues has been endeavoring to get the flightline out to more members. i.e. there are less people downloading the flightline and receiving snail mail versions than we have members. We will try to address that this month with an e-mail to hopefully he entire membership. Those that get the snail mail version may have noticed a minor difference in the format..

## WOR crossword

See [page 7](#) for last months answers



### Across

1. wear in harmfulness
2. bird does this in playfulness
6. Eider T-shirt pattern (3,4)
8. cultivated and cv less is your friend
11. lee deliverer
12. developing gop site (2,5)

### Down

1. envy headwear vehemently
3. reverse way down
4. crow in c minor
5. I lost novelist speed
7. collapsible rate
9. juan's nick nanme
10. flamboyance maybe for a hawk

# May 2004 Minutes - by Paul Clayton

## May 2004 Minutes

### New Members/Guests

Brian Houston - H2

### Great Flights

Wayne Michelson and Ben Rogers flew from Wildass to Tres Pinos training hill. Mark Mullholland flew several long tasks, up to 125 miles, at the Quest meet in Florida.

Eric Froelich won the speed gliding event at the Coyote Howl at McClure.

Mike Foy did a Golden Eagle flight.

### Presidents Report - Phyl Hamby.

Cows are to be moved to different pastures at Ed Levin. They have grazed down the grass in the LZ. Gate closing requirements are changing to accommodate the cows.

### Vice Presidents Report - Wayne Michelson

The cross country contest is underway. A handicap system has been designed with the goal of getting more pilots involved. The system and contest rules are on the WOR website.

### Treasurers Report - Don Herrick

Income for this year has exceeded expenses so far.

### Membership Services - Carmela Moreno

345 people have renewed their membership for 2004.

### Flight Directors Report - Pat Denevan

There have been 2 fatal accidents recently. There was a launch accident in Chico. Details are not available. At Marina beach, a paraglider pilot flew into the water and drowned. The pilot appeared to be unconscious; he was slumped over prior to flying into the water. Also a paraglider pilot suffered a harness failure at Chelan.

### Ed Levin Site Committee Report - Steve Pittman

3 new paragliding instructors have been authorized. 1 hang gliding instructors application is pending.

### Mission Peak Site Committee Report - None

### Mt. Diablo Site Committee Report - Steve Delayo

This has been an unusual spring, with few long cross country flights, but it has been consistently soarable.

### Site Acquisition - Gene Pfifier, Jim Woodward

Gene is working with the Open Space District to open a launch on the upper ridge near Coyote Lake. There is a creek crossing that is an issue. There is no bridge, but the creek is dry in summer.

### Silent Airshow - Mark Mullholland

Event coordinators are needed for flying exhibitions and paragliding competition. Planning meetings are to start soon. \$5k was allocated at the last meeting on the condition that a budget be prepared. The budget is to be published in the newsletter.

### Old Business

Summit Pointe has waived the \$90 per meeting fee until November and agreed to include drinks purchased by WOR members in their per meeting minimum expenditure.

### New Business

Pat Denevan announced a tandem clinic on June 5th and 6th and a launch and landing clinic June 13th. Felix Rhule will be in town on July 4th to talk about the new VX glider.

An entertainment coordinator is needed.

Prizes were raffled. 24 people attended.

END OF MEETING MINUTES

## Site News

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### **Fort Funston Launch Update By Henry Bittner, President of Fellow Feathers**

Howdy folks,

There have been many more blown launches at Fort Funston this year than in the past. The air used to be nice and smooth once you got your self out to the edge of launch. Due to major erosion this year and last, the cliff has changed considerably and so has the quality of the air flow at launch.

The cliff has changed just below and to the north of launch, making the wind on launch a bit choppy when it's strong straight in West, or strong NW. This extra choppiness and rotoriness are most pronounced on strong days when the wind at the edge is 17 mph or more.

A major land slide to the south of launch makes the air a bit "rotory" just off launch when launching into a strong SW wind. This is probably why a very good and long time pilot blew a launch the other day and hurt his back. I can relate, because I came close to blowing a launch myself a few months ago on a strong SSW (230 degrees, 15-20 mph) day.

My glider was balanced, but didn't feel steady because of the choppy air. As I moved forward, instead of getting smoother (as was the case for years at Funston), the wind became worse and my left wing went down, almost touching the cliff. I pulled in, high sided and got off launch, but I was now flying over the edge of the LZ at 25 feet trying to keep it into the wind. I ended up with a lucky landing at the south end of the LZ. That ended my complacency!

The fact that the air was smooth for so many years makes it more likely that long time pilots will be complacent on launch. The air has now become more turbulent, so don't expect that just because you've been flying out there for years that you know what to expect in the last 3 feet between you and the edge of the cliff. The main point I'm trying to make is come on out and fly, but don't be complacent.

... continued from page 3

Launching from too far back can be dangerous because of the possibility of rotary air between you and the cliff edge. This is not a launch where putting your head down and trying to run hard is going to work. Instead, take an experienced wireman, get up close to the edge, take your time and feel it out on launch.

I'm finding that being somewhat centered on launch, and close to the edge is best. If its at all cross, keep the windward wing a bit higher and let the glider yaw into the wind. Feel your wing, check your tips and nose angle. Looking forward and keeping aware of the nose angle and roll the whole time, push the glider with your arms (between shoulder and elbow), pulling in with the hands. In strong winds you can be off in two steps.

Now its still a great launch, better than many, don't misunderstand, come on out and fly, its been great! But whether you are new to the site, or very experienced, ask a long time local for some help on launch. You can find a list of names and phone numbers on the club web page

[www.flyfunston.org](http://www.flyfunston.org) under "Mentors".

Hope to see you all out there soon, especially you new pilots. It's great to see new pilots flying out at Funston and we look forward to showing you the ropes and all the tricks and things that make flying Funston fun.

As Mark Mulholland says "Keep'em flying, Keep'em safe".

Henry

### **Reno/Tahoe Flying Site Alert!!!! reproduced from the wor email list by Dennis Harris.**

Cash reward offered to anyone that turns in information on the person or persons involved with the defacing of public or private property at hanggliding/paragliding sites in the Reno/Tahoe area. This cash reward will be paid on the arrest and conviction of any person or group of people between the present date and October 31, 2004.

Information that is needed is the persons name, address if possible, and vehicle license plate number which will be turned into the private landowners possession if applicable or the local authroity if on public property.

Following are just some of the problems that have been experienced within the last year:

Slide Launch: Removal of the snow stakes that were then pitched down the side of the hill. Painting on the guard rail. Nothing. I repeat nothing can be done to this guard rail. If you don't like it, launch at the pad where the paragliders launch. Or don't fly here at all.

Slide LZ: This is private property. Someone has painted a spot landing on the ground. How would you like it if someone painted a bullseye on your front lawn or your front door? How about some common sense?

Rainbow: Some one is driving up the east face of the ridge which is private property and is not authorized to do so.

Day Dreams: Some << >>  
one has a copy of the

Forest Service access key and is making copies and passing it out.

Last year the local pilots politely spread the word around. This year we are out to get you. We have no problems for those pilots who travel far and wide to fly such specatular sites but just exercise some common sense. Ask if you don't know. Most importantly fly safe.

Dennis Harris

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### **Mission Ridge Update by Steve Rodrigues**

I spoke to Superintendent Dan Reasor today, and all appears well at Mission Ridge. The only change is the ranger who took Lipas place. Please welcome Neil Spargur next time you see him. Neil is already doing a fine job protecting our interests by chasing RC pilots off the ridge and back to "RC Hill" where they are permitted. Please remember that any non-emergency problems should be called into the number appearing on the gate key tag. You will also find a direct number for emergency dispatch there that is better than 911 due to their familiarity to our location.

All for now,

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## **Upcoming Events.**

Provisional September Silent Air Show - no update

### **Local School events for for March and April**

June 18 - 20 **Wild West Regionals** contact [Ray Leonard](mailto:Ray.Leonard@775.883.7070) (775) 883-7070

June 19 - 20 BAPA Potato Hill fly in contact Chryl at [cheryl\\_ehm@msn.com](mailto:cheryl_ehm@msn.com)

June 19 - 20 NORCAL Social Comp - Potato Hill contact Jugg at [jaggarwal@es.ucsc.edu](mailto:jaggarwal@es.ucsc.edu)

June 19 - 20 **PG Tandem clinic** contact [Juan](mailto:Juan)

June 19 - 27 **Sandia Solstice**

June 23 - 27 **King Mountain 2004** contact [Lisa Tate](mailto:Lisa.Tate@208.376.7914) (208) 376-7914 or (208) 484-6667

June 26 **Pacskyways High wind clinic** at the dump contact [Jeff](mailto:Jeff) limit 10 people (BAPA members only)

### **HAM Tests**



# Pilot Profile

## sunscreen and addictions

Anyone who flies at Ed Levin or Mission will probably have met Kim Galvin. Kim is the epitome of consistency. There's an old Turkish proverb "Patience is the key to paradise.". This is Kim all over always helpful and available to offer constructive advice when needed. Never hurried, never flustered. I wanted to do this article because I knew that Kim and her husband Mike have been to some wonderful places and thought you'd enjoy her view of life as a free flyer.



Q1: What got you into the sport?

Mike and I were on vacation in Turkey. We were engaged in what was, at the time, one of our favorite vacation activities - lounging on a beautiful beach overlooking the Mediterranean Sea. Out of the corner of my eye, I noticed splashes of color descending through the air from the mountain range above us. As the objects came closer, I saw people hanging from their canopies, doing wingovers and spiral dives for thousands of feet down to the beach. I looked at Mike, an aviation enthusiast, and I could see that he was paying attention. I imagined the wheels spinning inside his head. We had to find out what these people were doing.

Mike and I visited the paragliding shops on the beach and, for the first time, we learned about paragliders. Of course, we had to try it. We both signed up for a tandem flights. After surviving the harrowing drive to the top of the mountain, we knew that we would not back out.

There was no way we were going to take that truck ride back down the steep mountain road.

Our tandem flights were awesome. After gently landing on the beach, our knees weak and the adrenaline pumping, we went for a beer. I asked Mike if he'd like to do it again. Mike said, "Yes, I want to do it again but next time, I want to be the pilot!" We were hooked and the rest is history.

Q2: Who/what was your main influence and why?

Id definitely have to say that my instructor, Wally Anderson, was my main influence. When Mike and I started taking lessons, I was not exactly the outdoors type and I was physically out of shape. I knew nothing about aviation and I certainly was not a risk-taker. I was very fearful and insecure. It took me a relatively long time to get my P2. I am certain that any other instructor would have given up on me. But Wally always made me believe that I could learn to fly and it was his confidence in me, and Mikes encouragement, that kept me going. To this day, Wally continues to be a source of support and advice.

Q3: What was your most memorable flight?

Ive had a lot of memorable flights, but I particularly like to reminisce about one at San Marcos, in Mexico. It was the last flight of our trip. The site has the reputation of being a great glass-off site and we heard rumors that pilots had stayed aloft until midnight in the magic air. When we arrived at launch, the wind was coming straight up the ridge, at about 20 MPH, with strong thermal cycles. We saw some amazing dust devils (tolvaneras) from the fields and dry lakebed below.

After a long, patient period of parawaiting, the wind backed off and we launched.

Within minutes, we were all 6,000-7,000 over launch. We crossed over to the back of the ridge and headed down the valley in smooth, abundant lift. Even at that altitude, the air was warm and you could see the whole valley laid out in front of you, like a road map. There was no stress associated with this flight. We had a reliable driver and there were paved roads and plenty of open fields, below. What a great feeling it was to be able to relax, enjoy the scenery and listen to the sounds of the wind and the church bells. Our plan was to land in the soccer field near our B&B, about ten miles away. With a 15 MPH tail wind, and zero sink, it was an easy glide and we arrived at our destination with thousands of feet of

altitude to spare. There were dozens of kids in

the soccer field anxiously waiting for us to land. Within minutes of landing, we were enjoying cold beers with our good friends. Just thinking about it makes me want to go back and do it again!

Q4: What are your favorite three flying sites? Number one is, without a doubt, Babadag in Turkey. In California, I really love Tollhouse. And, in the Bay Area, I enjoy flying at Mission Peak.

Q5: Any funny experiences that you might like to share?

One time, early in my paragliding career, I was flying at Anderson Flats, near Yosemite. It had been a great flight, but after about forty-five minutes the wind started picking up, so I headed towards the LZ. The terrain at this sight is not very friendly, with big rocks and snags from burned-out trees. The LZ is a small, grassy campground, surrounded by tall pine trees. I was sinking out in the strong wind, but I decided to go for the LZ, rather than land out in the unfriendly terrain. That was a mistake I will never make again.



Approaching the LZ, having almost cleared the trees, my wing clipped a branch and the next thing I knew I was solidly planted atop a sixty-foot tall tree with no low branches. Everyone else had landed and I could see them all running over towards me. Then the strategy session began - how would they remove me from the tree? Some rangers showed up, not to rescue, but to observe the rescue operation. It took fours hours, but finally my fellow pilots located an experienced climber and some climbing gear. He was able to get a rope up to me and belay me down. I was really lucky to have survived this incident, without injury.

Lessons learned: Always have a safe LZ within gliding distance and, when in doubt, land there.

Keep a long piece of fishing line with a weight on the end of it in your harness pocket, to assist the rescuers in

**continued on page 6..**



..continued from page 5

getting a rope up to you. Keep spare batteries, water and food in your harness pocket, to tide you over while youre waiting for help.

Q6: Any not so funny?

The weekend after the aforementioned incident, we went back up to the site, with a professional tree trimmer, to remove my glider from the tree. When we got there, the glider was gone. I subsequently bought new paraglider and, a few weeks later, we returned to the site to fly. I had just landed, after an enjoying an uneventful, three-hour flight. As I was folding up my new wing in the LZ, a young man showed up in a pick-up truck. He asked if we had been flying there a few weeks ago. He said that he found a paraglider in a tree and carefully removed it. He insisted on going back to his house to get the paraglider and bring it back to me. He returned with my paraglider, which had obviously been handled with care, and he would not accept more than a thank-you in return.

Since I now had a new wing, I offered to give my old glider to a student pilot who could not afford a decent wing.

The paraglider was inspected, deemed airworthy, and the new pilot was very happy. Shortly thereafter, she was flying it at The Dump and had a water landing. She was dragged into the surf and, miraculously, she survived but the paraglider went out with the tide. Some weeks later, the Pacifica police department notified a local pilots that the glider had washed ashore and had been retrieved. Given the history of this wing, we decided to retire it permanently.

Q7: What else do you enjoy other than flying?

Paragliding enhanced my appreciation of nature and outdoors recreation. I now enjoy sea kayaking, hiking and snowshoeing as much as I enjoy flying. I have a SCUBA certification, and I occasionally dive. Mike and I are currently trying to learn to fish -- now thats a challenge!

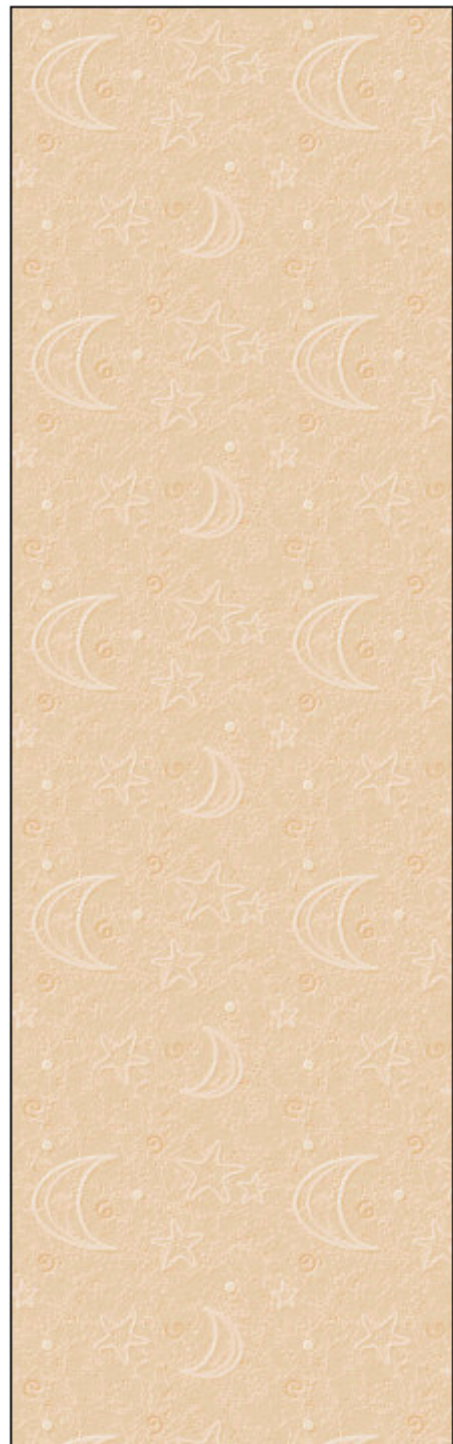
Q8: Who do you admire most in free flight and why?

I admire the people who have dedicated their lives to advancing the sport of paragliding in the US. Dixon

White immediately comes to my mind, for a myriad of reasons. I admire Enleau OConnor for his contributions to over-the-water instruction. And Sam Gaylord for editing, what I think, is the best English-language paragliding publication.

Q9: What does the future hold?

I can only hope that some day I will be interviewed because I am the worlds oldest practicing paraglider pilot!



## Silent Air Show

The Silent Air Show is getting closer. Mark Mulholland presented the club with a budget at the June meeting and everything is going to plan...

.... except volunteers.

The show sounds like it's going to be pretty spectacular with the support of major sponsors, the parks and WOR. Mark will be having meetings either at his house or somewhere convenient with increasing frequency as the date gets closer. The meetings will be between 7pm and 10pm on the following dates:

July 6th, August 4th and 12th, September 9th and 14th.

If you would like a ringside seat and insider knowledge of the event contact Mark at [silentairshow@wingsofrogallo.org](mailto:silentairshow@wingsofrogallo.org)

Positions still available are:

traffic / crowd control, act coordinator, environmental control, PG comp director (need to figure out what type of PG comp to hold), old parachute and kids game coordinator (get to work with Betty Pfeiffer), 4 PA announcers, 2 launch assistants, the event journalist, the event photographer, safety director, balloon launch director, parachute drop director, RC director, vintage glider director, admission director, graphic artist, WOR information booth director.

Obviously one person could shine in more than one position.

Mark would also like to see some more act entries, so if you have a novel act you'd like to perform or know someone else that you can coerce into being the highlight of our show please let him know.



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](mailto: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](http://www.wingsofrogallo.org/documents/donations.html)

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### Plumbing

**2003 Talon 150** Pristine condition! Less than 20 hours. Blue & magenta. Slipstream control bar w/ aluminum basetube. Custom wheels. Extra downtube. Moving to U2. \$4750. Will deliver in midwest. Split shipping from Chicago area for delivey elsewhere.call Bill Finn (630) 325-7147

**WW Eagle 164** - Almost New - Beginner/Intermediate DS \$2500 now or best offer before 8/1/04 This glider was purchased direct from Wills Wing in 2001 and has had less than 1 hour of airtime put on it since. It includes wheels, folding speedbar, bag, and all documentation. Sail has teal leading edge, maroon under, and white top. Located in Macedon, NY; can email photos or more information. Aaron DiLapi, 315-986-1559

### Laundry

**Apco Simba II** C w/ competition lines and trimmer White w/ Red stripe <50 hours airtime DHV II and AFNOR Performance 85-105kg (all up weight) 9:1 glide and 56km/h top speed EUR900 USD1100 CAD1500 Shipping included Brett Hazlett [bretthazlett@hotmail.com](mailto:bretthazlett@hotmail.com) 1 (604) 202 6976

### Tools

**Flytec 3010** w/airspeed Flytec 3010 vario with airspeed indicator. This looks and acts similar to the flytec 4005. This model came with two 9v batteries, one as a backup so you can swith to batt #2 in mid-flight! I can email photos. Now going for \$200 for vario AND airspeed indicator. Jonas. [barbourjonas@hotmail.com](mailto:barbourjonas@hotmail.com) or call 415-385-7687

.. tools continued

**Like New Flytec Vario 4010** \$400 now or best offer before 8/1/04 This Flytec 4010 vario was used less than half a dozen times and theres not a scratch on it! It includes hang glider bracket mount, paraglider wrist mount, PC data cable w/ software for recording and analyzing your flights, and a carrying case. Located in Macedon, NY; can email photos or more information. Aaron DiLapi, 315-986-1559

**NEW WW Z4** Never used. Yellow & black WW Z4 harness, radio pocket, hook knife & pouch,tow loops, WW bag. A large plus at willswing.com. Chute pocket & Z4 is Red. \$450. No chute no bineer,This unit is XX Nice.

[pcnut@arkansas.net](mailto:pcnut@arkansas.net)

**Almost New WW Z5** Harness & Lara 175 Parachute \$550 now or best offer before 8/1/04 Wills Wing harness used twice.

Purchased new from factory includes side mounted chute, hook knife, and bag. Harness is gray and will fit a 55 - 58 individual. Located in Macedon, NY; can email photos or more information. Aaron DiLapi, 315-986-1559

**Free: BRS Rocket** - 10 years Old The 4th of July will be here soon! [nl2s8p502@sneakemail.com](mailto:nl2s8p502@sneakemail.com) Camper shell, Lumbar rack, Motorcycle carrier I sold my HG truck and have left over the camper shell, lumbar rack and motorcycle carrier. Camper shell and lumbar rack were custom ordered ca 3 years ago with HG in mind. I have extra padding and very strong side rails for the rack for easy loading and unloading HGs. The camper shell is very spacy and insulated. These two items were new \$2500 3 years ago. The Motorcycle carrier is a hydraulic one that goes into a class III receiver, approx. \$400 new. I used all this on my F350, so it should fit most full size trucks. Make me an offer, I have to get it out of my garage. (415) 259-7662 [derks@gmx.net](mailto:derks@gmx.net)

**12" i.d. x 20' light green pvc tube** could be split into a pair of half tubes for car topping as in Jim Palmieri's HGMag article, and I'd keep one half. tube cost \$158. Ken 408-253-8277

### Wanted

**HG Parachute**, Looking for either a PDA 22 Gore or a LARA 250 (could be gold) tybash@yahoo.com cocoon harness wanted looking for a cocoon harness. I think (not sure tho) I miss the control and authority being able to pull my knees up to my chest used to give me. Been flying with a pod for 10 years and it could just be nostalgia clouding my memory, BUT, I'd like to try one out again if anyone has one they'd like to sell for a reasonable price. Good place for me to meet ya would be at Hull Mt., Lake Pillsbury this flying season...Thanks...Roger (707) 485-1701 [rbutler480@yahoo.com](mailto:rbutler480@yahoo.com)

### Editors note:

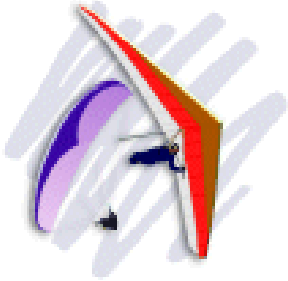
when you put an advert on the BBS please put contact information with it. there are ads that have no e-mail or phone number associated with them.

### Answers to last months crossword



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

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# *Wings of Rogallo*

## FLIGHT LINE

VOL. 109 NO. 6 June 2004

To:

### Meetings:

The next Wings of Rogallo Meeting will be Tuesday, July 20th at the Summit Point Golf Club in Milpitas near Ed Levin Park. Check the Wings of Rogallo WWW Page <http://www.wingsofrogallo.org/events/meetings/index.html> for details and directions.

Yes I didn't have this FL printed by the June meeting :-)