



FLIGHT LINE



The publication of the Wings Of Rogallo Northern California Hang Gliding Association
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Name that BubbleHead..... photo by Gerry

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ALL THE NEWS THAT'S FIT TO EAT !!

2007 Spring Flying Calendar & stuff

- May 13 [Mother's Day Wind Festival at Marina](#)
 May 18-20 [Lake McClure Coyote Howl flyin](#)
 May 4-6 & May 26-28 [BubbleHeads attack the Owens](#)
 May 12&13 [The Northern California Cross Country League](#)
 May 18-20 [StarPeak/ Rye Patch expedition](#)
 May 26-28 [27th Annual Alamogordo Flyin](#)
 May 26-28 [Spring Fling at King](#)
 May 1- Dec 31 Wherever you happen to fly

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WOR Meeting Minutes Apr 2007

New Members/Guests

Bill Dale, N2RHV, HAM section manager for the Santa Clara Valley Section.

Great Flights

Steve Rodrigues : Flew Mission Sunday; his first flight since having shoulder surgery.

President's Report: Wayne Michelson Nothing to report

Vice President's Report: Karl Allmindinger

Preparations are underway for the WOR picnic.

Treasurer's Report: Don Herrick

Expenses are exceeding income, which is normal for this time of year.

Membership Services: None

Flight Director's Report: Pat Denevan.

There was a PG mishap involving a 360 degree turn from the 300' hill. An HG pilot broke both humerises (which ain't funny). Apparently the HG pilot did not let go of the downtubes when pounding in on landing.

A PG pilot was injured at Westlake. Further details were not available.

Entertainment

Bill Dale spoke about HAM radio and flying. Some highlights were:

The Morse code test is no longer required for licensing and technician class. HAMS can now use the 10 meter band.

Auto ID devices, which transmit the user's call in Morse code, are available. This can take the place of the HAM announcing his call every ten minutes during a conversation.

When ending a conversation, HAMS should give their call signs and say

"clear", thus eliminating the need to ID until another conversation is started. This does not mean they are turning off their rig or that they will not begin another conversation at any time afterward.

A separate HAM license is needed to operate in Mexico, but not in Canada.

A HAM blog can be accessed at radioflier@blogspot.com.

Ed Levin Site Committee Report: Steve Pittman

Thanks to Pat Denevan and Mark Mullholland for rolling the grass in the LZ and on the 50 foot hill.

The site procedure updates are still in limbo.

The phone line for the windtalker is still not working. The microwave link that has been discussed for use with the windtalker is on hold. There may be a work party to repair the windtalker phone line. Don Burns and Brett are working on a wireless link for another weather station at Ed Levin. Data will be posted on the Mission Soaring website. No change is planned for the time being in the pay phone that the club maintains in the LZ.

Mission Peak Site Committee

Report: Steve Rodrigues

Vandals bent over the windssock pole in the LZ. A work party is planned to replace it. A heavy duty pole is needed.

Ranger Neil Spargur plans to spray the LZ to kill starthistle.

The east side flying orientation is postponed due to westerly winds at this time of year.

Mt. Diablo Site Committee Report:

Mark Grubbs

No issues to report.

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Goat/Wild Ass: Ben Rogers

The BLM plans to remove a tree at the west launch at Goat.

Coyote Lake: Gene Pfifer

6 flying days are planned for this year. See Gene if you are interested.

There are some issues with various govt. agencies that will need to be resolved before the site will be open for flying to the general community.

Old Business

Steve Rodrigues thanked WOR on behalf of Fellow Feathers for the \$300 donation WOR made toward the maintenance of the Funston webcam.

New Business

Ben Rogers announced that he is planning flying trips that will be announced on the WOR bulletin board. An Owens Valley intro is planned; see the WOR bulletin board for details.

Eric Froelich announced that WOR paraphernalia will be offered for sale on zazzle.com. A URL will be posted on the WOR bulletin board.

Colin "Scruffy" Perry was presented with a plaque for producing the USHPA Newsletter of the Year. He plans on seeing his dentist next week to get the plaque removed.

Steve Pittman is planning a work party to clear out some WOR artifacts that have been stored at his house.

There will be a memorial for Chris Filer at Marina Beach on May 19th.

There will be a Mother's Day wind festival at Marina Beach on May 13th.

END OF MEETING MINUTES

Panamints, by Ben Dunn

Ben Rogers pulled together a great intro to the panamint valley - thanks Ben!

The pilots were Gerry, Ben R, Wayne and I. It was 104 on the panamint valley floor on saturday. The winds were moderate out of the south glancing off launch. It was beautiful right up until the point when we were ready to launch. Then the south wind came in. Cycles would come less and less frequently up slope.

Gerry launched first and sank like a rock until 600' over the valley floor, then got his climb. I had a similar experience, and got up close to the same spot. Gerry flew back into the mountains while I lazily circled in that same thermal I'd caught over the LZ. It became apparent that what lift there was, was in the center of the valley. So I milked every thermal and drifted toward Panamint Springs. The flight track is missing the first 20 minutes. I wonder if there was a jammer nearby?

Gerry landed 6 miles north of the ghost town Ballarat. I landed near Panamint Springs just outside the Death Valley boundary. ~27 miles and could see Walts point and the cloudbases up at 17K.

After a speedy pack up we went to the resort in Panamint springs, ate, showered, cooled off and ate some more, got sundays forecast, there was even live music.

Sunday's forecast was 108°F, so unanamously we decided to head for the Owens. Gerry has a great write up on the Owens part already. www.davishg.org/20070430_panamints.php

I just wanted to post my climbout from Mazorka, a thermal right off launch to 16,300' Cheesy!!! Album: <http://wingsofrogallo.org/galleries/Panamint-Owens-Trip>

To get pictures from Google Earth : File : Save : save-image

To import a track log - I save the Mapsource project as flight.gpx then open it from GE. You will need to uncheck FIX TO GROUND option to get the 3D track.

BenR sez: The flights were totally amazing. Here are some stats: 2.75 hours. Average speed 35 mpg. The last 50 feet of descent took me 4 minutes and I was stopped with a speed of about 1 mph. Hit a ground speed over 100 mph a few times. Didn't turn for 1/2 hour and flew 20 miles without turning. Only 50 turns in about 60 miles after I left Mazourka.

Gerry sez: So on Sunday we decided to go to the Owens, because the Death Valley forecast is for 108F (no thanks). It was much cooler in the Owens. The wind forecast is SW, so we go to Mazourka, concerned it might be blown out. But it seems OK, so we set up. Wayne launches first, and shows us the lift.

I launch third. The wind was 12-15, but cycles would hit 30. I stay between 9-13K the entire flight, slow and low. I'm not in sync with the day, but doing well enough, and glad to follow. Ben R., who

launched a good 20 minutes after me, passes me sometime in the Whites. I'm concerned with wave activity, and try to figure out this scene. This cloud had me baffled. But even in shadow, I am able to dolphin fly the Whites until I get to Montgomery Peak at 13K. This is a photo looking toward the end of the Whites. We all (4 of us) make it between 70 and 80 miles - a good day! I land 100 yards off Hwy 6, because I underestimate the wind strength: coming in I park into the wind at 800 ft, and make no foward progress to the ground. Wayne bails me out by driving via a dry riverbed to get me and my glider. Ben D. lands 7 miles further than me in an inconvienient spot, and I'm dropped off on the road to Columbus ghost town to wait where I ponder the desert, and a great weekend.



Yowie!!!!.....photo by Gerry

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Glory Be!! Sure is Fun Flying in Santa Barbara

Editor's Psycotic Ramblings

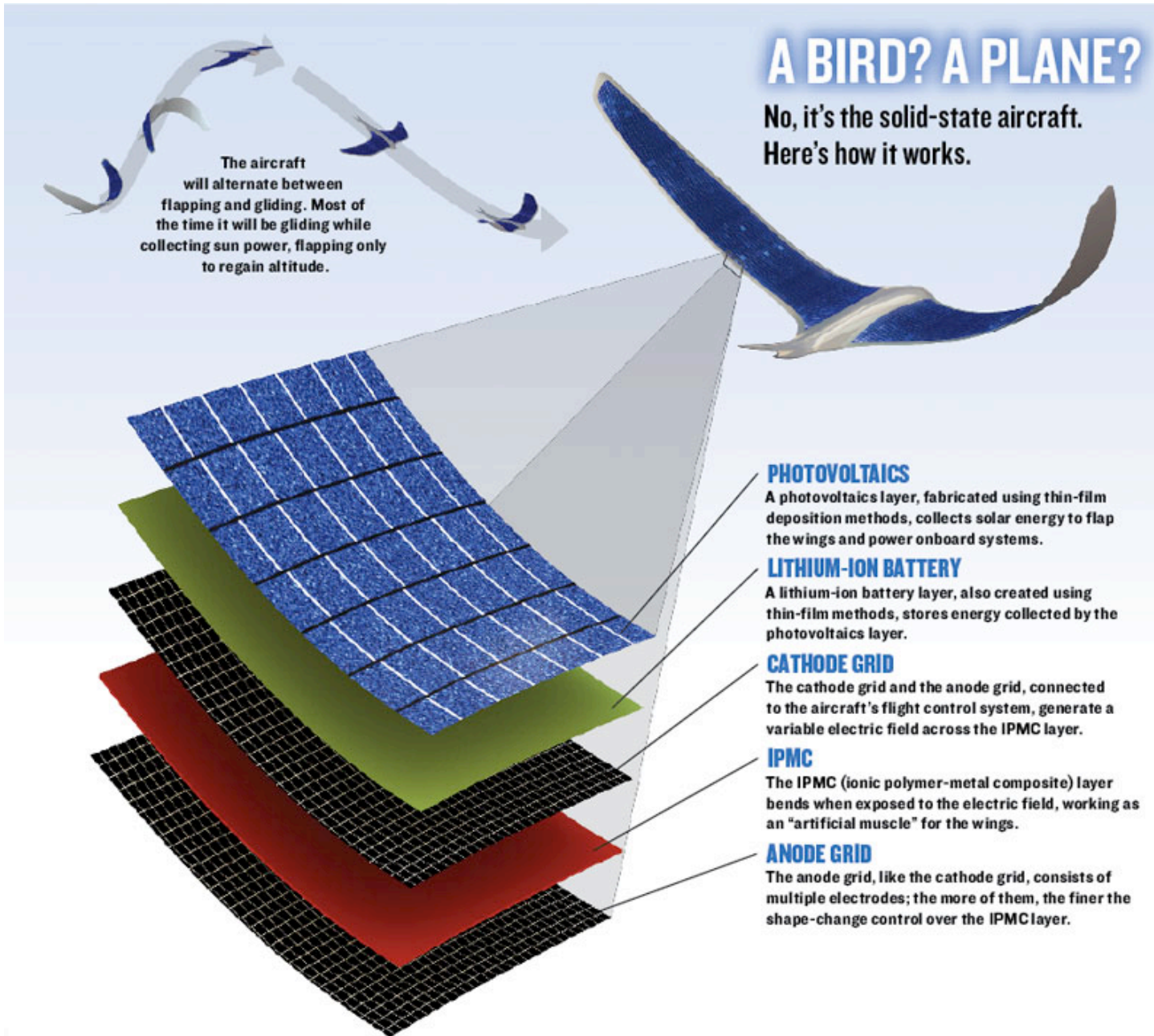
Hi kids! Your uncle Colin here once again, feeling intoxicated by the awesome raw power of the press that I wield with capricious dysphasia from my noncompositional position as editor-in-chief. "The Blog is mightier than the sword", or so the saying goes. And you, my loyal readers who anxiously await the postman's daily visit in hopes of finding another issue of the FlightLine only to be bitterly disappointed 98% of the time, I petulantly pray that y'all didn't lose too much sleep tossing and turning and wondering if tomorrow might indeed be the day that you rush to your mailbox and find the issue that finally has your picture on the cover. But no, once again it is not you. Alas, how can you bear to face your friends and family and coworkers knowing that you are so utterly unworthy of joining the ranks of the fearless, brave, and handsome pilots whose pictures have graced the cover of the **AWARD WINNING WOR** FlightLine?

Don't dispare, my friends. All is not yet lost. If you hurry and send me a picture of yourself in some avation-related setting, I might just be able to lower my lofty standards sufficiently sometime later this century where I might condescend to slide onto the cover even such a benthic and plebeian rapscaillon such as yourself. You might even consider increasing your odds by providing me with a cold fermented carbonated malt-based beverage some day out on the Impact Zone.

In other late-breaking news of note, our Govenator ArnieS has presented to WOR a special commendation (on behalf of the California Water Resources Board) to our club for scheduling a picnic and thereby helping to ease our states current drought conditions. He has personally requested that we consider also scheduling an air show later this summer, which should greatly help refill our state's depleted reservoirs. For more info on this, check out "<http://news-service.stanford.edu/news/2007/april18/aps-041807.html?view=print>

This just in: The Grand Ayatollah of the First Church of Eternal Lift had graciously bestowed a most generous endowment on the annual WOR "Best Fight of the Year" contest. The annual winner of this prestigious cometition shall hereafter be awarded a "Get Out of Sink FREE" card that is valid and redeemable at any flying site in this sector of the galaxy. The rules of said contest remain unchanged, you send your story to the FlightLine editor for publication, and a select committee of anomonus judges will confer in private at an undisclosed location to ~~roll the dice~~ deliberate judiciously regards the most worthy submittal.

That's all for this month, stay tuned to this web site for the next exciting issue!



New concept glider from Seedwings, should be in production early next century

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To: