

FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO
NORTHERN CALIFORNIA HANG GLIDER ASSOCIATION
VOLUME 100, NUMBER 03, MARCH 2000



An unknown paraglider launches from Ed Levin on a booming day

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The Editor's Turn

The First Spot Landing Competition of the Millennium is over, and it was quite an epic. Twenty pilots braved the mud and threat of rain for what turned out to be a fierce competition. Every time it looked like someone had first place sewn up, another pilot would nail a landing even closer to the spot, and the final standings weren't determined until the last 3 flights of the day!

In the end, the final standings were

- 1st - Wayne Michelson, H3, Falcon 170, 3'11" Shoe Size 8
- 2nd - Kevin Cameron, H4, ATOS, 5'3", Shoe Size 10
- 3rd - Mike Foy, H4, Fusion 141, 8'3", Shoe Size 7.5
- 4th - Tim Allen, H3, Falcon 225, 10'4", Sho Size 9
- 5th - Ray Landstrom, H3, Pulse, 16'10", Shoe Size 10?

Best Hang 1 - Joe Kurtz

This year's contest was dominated by flex-wing pilots with small feet. Wayne Michelson pretty much annihilated the competition. In addition to first place, he also won the prize for Best Landing, and after carrying his wing up the 300' hill six times (!!!), he was the undisputed winner of the Hang Gliding Animal Award. The prize for Biggest Feet in the Wings of Rogallo went to Joe Spinney for his Size 12 honkers. The prize for landing farthest from the spot - a Suunto Pocket Compass - went to Dan Knowlden. And the prestigious Golden Plunger went to Mike Foy... who... well... let's just say that whatever that landing lacked in sheer energy, it more than made up in drama.

We also have a list of winners for the 1999 Flight Line Hang Writing Competition. Or at least we did until I lost it. But at least we handed out most of the prizes at the last WOR meeting. I know that Eric

Carlson won the prize for Best Article That Was Too Long To Fit In The Dam Newsletter with his (long) tale of what sounds a great trip to Dunlap. Honorable Mention went to Bob Ormiston for his editorial about combining the magazines. I believe that third place was a tie between Bernhard B Sterling's excellent trip report, Saturn over Southern California, and Dave Jacob's article about Observers, while second place was a tie between Paul Clayton's trip report, Lake Whatsit is name or Bust: a True XC Misadventure, and Daryl Fox's stirring drama of love, loyalty, honor, and pathos, set against the epic background of a world at war, Harris and the Hang Glider.

But I know that the Undisputed First Place went to Carmela Moreno for her awesome photography. Come to the next meeting, Cam, and pick up your trophy!

We heard that Chris Giardina suffered an injury on launch at Ed Levin, Sunday 12-March. From what we've heard, it sounds like it could have been nasty, but that Chris is expected to recover. We'll publish an accident report when one becomes available. I wish Chris a quick recovery... so he can get back in the air and kick my butt the next time we have a good soarable day!

On a final note, the 2000 Flight Line Hang Writing Competition is off to a start with Daryl Fox's safety-rated message in this issue of Flight Line. Daryl has some important information about a neglected hazard, so I urge you all to read his article.

Finally, it looks like there may be an important Notice of Proposed Rule-Making coming up this year. I don't know anything about it, but I'm including a copy of what I've received over the Net in this issue of Flight Line.

Update on Bald Mountain

by Gene Pfeiffer

I talked again to the Planning Manager and found out the first public meeting on the Bald Mt. area will not be until this fall. Also, the proposed parking lot will only be for 12 cars. At present, the plan is for the parking lot to be located at the junction of Uvas Road and Loma Almaden. Loma Almaden is the road up to Bald Mountain. The wheels of government turn slowly.

A Word from our Club President

Folks,

As you know, we have not had much recent success at having entertainment after the W O R meetings. I would like that to change. However, I have done that job before, and currently have too much on my plate to do it currently. Not having anyone else to stand up and take charge, it was suggested that we allow the membership to try and get involved. So here is the deal. You are all hereby nominated to be on the entertainment committee! All you have to do, is to develop the entertainment, and then schedule it with me, for whatever month you would like. [I believe a list of potential entertainment will be posted on the W O R W W W site — Ed]. Once scheduled, we will try and get it in the Flight Line, and then everyone can have one more reason to belong to the W O R. Thanks!

For March, we will have an informal memorial for the late Kent Harker. So if you would like to tip a brew in his honor/memory, or if you have a good Kent story, attend the next WOR meeting

(3/21/00) at the Omega Restaurant in Milpitas (8pm) and afterwards we'll relive some of your memories of Kent.

Mark Mulholland

The Mission Ridge Webcam

by George Morford

For those of you who have been stressing out trying to discover where the direct Mission webcam link disappeared to *this time*, we now have a semi-permanent link to the 640x480 Java push version. It is:

www.bigfoot.com/~missionwebcam

As before, the semi-permanent link to my homepage with access to all the Mission stuff is

www.bigfoot.com/~gmrforford

Cheers,
-george-

February Ed Levin Site Report

by Steve Pittman

Venture Passes now available

Admission to Ed Levin is now \$4. If you enter the park more than a dozen days a year, it is worth your while to buy a Venture Pass for \$50. You can buy a pass at the Ed Levin entrance kiosk or order it by phone using Visa or MasterCard by calling the Santa Clara County Parks reservations line at 408-358-3741 between 8:30 AM and 3:30 PM Monday through Friday. A Venture Pass is good for one year from date of purchase, rather than expiring in December of the year purchased, as the old Annual Pass did. If you have more than one vehicle,

you can purchase additional passes for \$25, or you can buy one pass and move it from vehicle to vehicle. (Unlike to old Annual Pass, the new Venture Pass is made of static cling vinyl which attaches to the inside of a windshield without adhesive, so it is easy to move the sticker from vehicle to vehicle. There is probably a limit to the number of times this can be done without damaging the pass, however.) And passes are free for senior citizens over 60.

Ed Levin maintenance

Debbie, the Ed Levin wind robot, was down for several weeks because she had a cup missing from her anemometer. When you see them, please thank Randy Tribe, Don Jones, and Ernie Reguly for investing time and effort on Saturday, February 19 to repair her. The road to the top has been closed because of all the rain, so it was not until this weekend that anyone could get up there to help Debbie.

Volunteer(s) still needed

The Minnis Road walkover on the path to the 300' launch at Ed Levin is in need of significant repair. We are still looking for a volunteer with carpentry experience to create a plan to repair the walkover, with a list of materials needed and an estimated cost. Please contact Steve Pittman at 925-277-5080 or skywalker@alum.mit.edu if you are willing to help. Once Steve has a plan, he will get approval to spend the money and then schedule a walkover repair work party.

February Meeting Minutes

by Paul Clayton

The January 2000 meeting minutes were accepted as published.

NEW MEMBERS/GUESTS

Carla Weringhaus - H4 from Texas; flies a Magic IV

GREAT FLIGHTS

Jamie Sheldon - flew 98 miles from Wallaby Ranch
Pat Denevan - flew 1.5 hrs on his birthday.

PRESIDENT'S REPORT - Mark Mullholland

A meeting of club officers from around Region 2 took place last weekend. The Sonoma Wings will host a meet in the coming season, and so will WOR. The Sonoma Wings meet is planned for August 18-20 at St. John. Several fly-ins are scheduled for this year, including Florida in April, Indian Valley in May, Carson City in June, Lakeview in July, Hill in August, etc. A BAPA fly-in is scheduled for the weekend of 3-24 at Elk. There may also be a joint fly-in involving BAPA. Volunteers are needed to run competitions planned for this year. Sonoma Wings is planning a Labor Day trip to the Owens Valley. A speed gliding contest is planned for Ed Levin on 3-31 to 4-2. Another 'Day of the Condor' is also planned. A sign up sheet was at the meeting. There are also plans to host the 'world's largest flyin'. The Nationals will be held at Lakeview on July 16-22.

A moment of silence was observed in memory of Bob Ost and Kent Harker, WOR members who recently passed away.

VICE PRESIDENT'S REPORT - None

TREASURER'S REPORT - Don Jones

The club is solvent. Thanks to Steve Pittman, John Wilde and Camela Moreno for their help in

filing WOR records.

ED LEVIN SITE COMMITTEE REPORT - Steve Pittman

The weather robot is not working, and the road is wet. The parts needed to repair it have been obtained, and repairs will be made as soon as the road is passable.

MISSION PEAK SITE COMMITTEE REPORT - Mike Vorhis

The sign in book should be kept in the locked portion of the lockbox as in the past.

M T. DIABLO SITE COMMITTEE REPORT - Mark Grubbs

There was a work party 2 weeks ago, which enlarged the Southeast launch. It is now big enough to land on. The phone line for the weather robot has been an ongoing problem.

FLIGHT DIRECTOR'S REPORT - None

NEWSLETTER - Paul Gazis

The rain date for the spot landing contest is this coming weekend. Winners of the hang writing contest have been chosen.

COMPETITION COMMITTEE REPORT - Mark Mullholland

T-shirts have been given to the X-C contest winners. Planning for the speed gliding contest is underway. The 2000 X-C contest is officially underway.

OLD BUSINESS

Gene Pfeiffer reported that public meetings regarding Bald Mt. are planned for this fall.

NEW BUSINESS

Pat Denevan announced that Steve Koski has been to launch at Dunlap and the road is useable.

A launch and landing clinic is planned for 3-19 and there will be an ICP on 5-5 through 5-7. There also will be a work party at Dunlap on April 8&9.

A motion was made to allocate \$150 in capital and \$40 per month to link the Diablo weather robot to a cell phone. The motion was approved.

John Wilde reported that George Morford has set up a Web Cam at the base of Mission. John has lent a camera for this purpose. A camera is needed for a permanent setup.

Paul Gazis presented the 1999 Flight Line article awards. Another contest is planned for this year.

Mark Mullholland reported that entertainment is still needed for WOR meetings.

END OF MEETING MINUTES

[Editor's Note: Daryl Fox has identified a serious and long-neglected safety issue that is of potential importance to all pilots, regardless of the type of wing they fly. I urge you all to read his article carefully!]

Soaring the Safe

Way
by Daryl Fox

In the interests of promoting safety in the gliding community, I would like to submit the following "accident report." While most accident reports are filed concerning events occurring on or around flying sights, this report will detail the events occurring after this time. In fact, no glider was involved here. This report details events occurring due to training rather than flying.

First, I would like to point out

that no one was harmed (physically) in the events about the he described. Upon returning to home after a weekend flying I discovered that my refrigerator was completely empty. Having no suitable food or drink in the apartment, (ichiban doesn't count) I went shopping.

When I arrived at the store I found there were no little baskets so I had to get a shopping cart, a radical break from my bachelor roots. Now remember, I had just returned from flying and had gliding on my mind. At this point a "PRO TIP" from Dennis Pagen's Hang Gliding Training Manual popped into my head. Here is where the trouble started. The tip was:

"Steering a glider is very much like steering a shopping cart. Start volunteering to do the shopping and spend time weaving around the aisles from some quality control practice" [pp 138]

Armed with this training gem and a shopping cart I proceeded into the store. The first thing I noticed was that my cart had a pronounced left turn due to a bent control frame. This didn't deter me however as I "spent time weaving" towards the fresh produce section.

The locals at this particular site did not appear to know the "rules of the ridge." Many times I had to steer quickly aside when it was obvious I had the right of way. On two separate occasions I was forced to turn towards the shelf by other ignorant customers. Finally I had had enough! I spotted a cart being pushed by a little old lady hardly taller than the cart itself. She initiated a right hand turn into an aisle while looking casually to the left. I grumbled "Clear your turns!" to my self. From the look on her face and the look on the faces of all the other customers in the same aisle, I may

have been a little more than a grumble. In fact, it came out something like:

"CLEAR YOUR TURNS!"

Slightly embarrassed and determined to leave before I gave the poor lady a heart attack, I deftly weaved towards the cereal section at max glide. While determining my best speed-to-push I saw the canned goods section and attempted a left turn. Due to my speed and my cart loading my turn angle was insufficient to safely navigate the corner. In reaction to this I pushed out to tighten up my turn. To the casual observer (or the crowd of shocked onlookers) it may have appeared that I started to turn my heavily loaded cart towards the corner display and the cart in flying ahead while I stumbled to keep up. On the bright side the impact appeared to put a counter bent in the control frame that somewhat compensated for my previous left turn.

At this point I decided that a swift exit was called for. I headed for the checkout stand and entered the lane from a left-hand approach. After paying for my purchase I headed for my car. Due to heavy rainfall I proceeded at a speed that probably exceeded the Vne of a shopping cart. Due to the aforementioned custom modifications to my cart it felt very stable. I was, however, careful to avoid oscillation. As I approached my car I glided the cart to within ten feet and initiated a strong flare. At this point several non-glider witnesses reported seeing me go careening across a slick parking lot while being dug by a heavily loaded shopping cart. Then I hit the speed bump...

The Crumpled Nosecone

by Mike Vorhis

The Democratic Process has mobilized to remove me from office, so this will be the last installment of The Crumpled Nosecone—well, the Democratic Process and the fact that my good friend Paul Gazis saw fit to print a dubious HG vs. PG joke in the January newsletter, attribute it to my name, and have on hand at the election meeting a good supply of hard copies, coincident with a good supply of paraglider pilots who showed up and voted. Thank you Paul, the odds of my driving while you fly have surely doubled. And also, new Flight Director Russ Locke's campaign speech went something like this—"I hope to do as good a job as the current Flight Director Geoff."

If that doesn't tell a guy he's a lame duck, nothing can.

But the annals of glorious world history having hinged often on nothing more substantial than this, I will take the outcome with stoicism and bend my mind instead toward executing the ultimate flight.

Before going, I would like to grasp one last opportunity to promote safety and competence among our club. I felt it was my duty to attend to issues of real flying while in the service of the Wings of Rogallo—which is why I actively developed events and created the communication channel that was this column—and although I will do my best to continue in that vein through example and instruction, let me simply say that it's a pleasure to fly with all of you (or most anyway), and that I hope you will remember the seriousness of what we do, and that you will remember to always build lots of margin into how, where, and what you attempt. And with whom.

That's it. Have a nice club. Don't fly into trees or fences. Myself, as this is the last Crumpled Nosecone, I will go back to crumpling the real thing.

- Mike Vorhis

[We've received the following information over the net regarding a Federal NPRM that could benefit us all.]

Potential Federal NPRM

Dear All:

I am sure you know there is an effort underway to change the status of HG and PG on federal lands. Currently we are classified as a non-traditional use and subject to Special Use Regulation Laws aimed more or less at general for-profit or intrusive private uses of Federal Public Lands. Most sites on park or government owned land are open or closed at the whim of persons issuing SUP permits. Your favorite sites could be closed at any time, and new sites never opened.

A bill is being submitted, a NPRM addendum, to change all that. USHGA Region 9 Director, Randy Leggett, has procured the support of his Congressional Representative, Pat Toomey PA, to shepherd this bill through the House of Representatives. This is the first step in what will be a large amount of work and effort, and will absolutely not succeed without the help of members of our community helping in various ways.

One thing we can do now is generate a little buzz among friends and summon our resources. I would think that perhaps those of you who 'know someone who

knows someone that can bend a little local rep. ear' might coordinate with the folks coordinating the project [Mark Frasca (mark-frasca@compuserve.com), Randy Leggett (ias@ot.com) or Phil Bachman (phbachman@ushga.org)]. You never know who you know that gets things done in Washington. I've got buddies who ride motorcycles with a senator. Maybe you can pull some strings, call in a few favors, marry a millionaire or whatever it takes.

We are starting a letter-writing campaign across the country to make sure this bill will pass when introduced. We need to convince your congresspeople, especially right now in the PA/NJ/NY area, that their voting public is in favor of this bill and that they should support Rep. Toomey's efforts. Below is a sample letter that you may copy or adapt to send to your representatives. [Editor's Note — We'll try to put a sample copy up on the WOR Web Site] It is very easy to get e-mail and written addresses online, try AOL keyword: "my government" or go to (<http://government.aol.com/mygov/>). You can also find them in your phonebook bluepages. Mention NPRM in the subject heading. I suggest sending both e-mail and snail mail. E-mail, strangely, actually gets more attention at their offices but they love to hold something in their hands when they talk about these issues. You'd be surprised what can get passed in an election year.

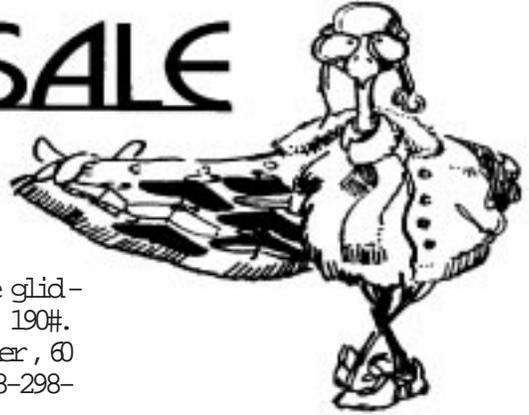
Forward this on to your flying buddies, they'll be happy you did.

Thank you,
Paul "Shaggy" Niznik
Pniznik@aol.com

Next Month

Remember! Next month, to celebrate the beginning of the new season, will be the annual Flight Line Swimsuit Issue!

WINGS FOR SALE



Wings for Sale

(Ad policy: ads run for 3 months and are free to WOR members)

Rigid Wings

Bright Star Millennium, lots of extras and spare parts, good condition, \$7000, ERS Chute, \$800, Call Ramy Yanetz (650)625-0633 ramyyanetz@aol.com

Exxtacy. Good condition \$5,500 dco. call Russ (408) 737-8745

Flexwings

HP AT 158. Glider is in great shape, but it's time for me to go topless. New side wires, spare down-tubes, owner's manual, and rib chart. Asking \$1000. Contact Rick at rickcav@earthlink.net or 650-961-7825 ext 345. Photo at <http://www.sirius.com/~mlbco/clas.s.htm>

Mark IV 17 Excellent condition, 1 test flight since annual inspection, \$1,500. Call Lynda Nelson, (408) 946-6353, Lynda0g@aol.com

Moyes XS 169 Good condition, good for pilot over 200#. great sink rate, good landing characteristics. Blue and yellow under surface. \$550 Call Bruno (925) 837-4261. Brunoj@worldnet.att.net

Moyes XtraLite 164. Mylar sail. Good condition, good for pilot over 200#. great sink rate and glide, exceptional landing characteristics. Built to last. Blue and yellow undersurface. \$1,150. Call Bruno, (925) 837-4261, Brunoj@worldnet.att.net

Pulse 11 M Red/White/Blue w/ comfort bar. \$2000 dco. (408) 527-8110 (W), (408) 929-1494 (H)

Mark IV 17. Double surface glider for beg/int pilot under 190#. Great condition, original owner, 60 hrs \$980. Call Dietmar 408-298-5821 dietmark@vicom.com

Wills Wing Falcon 195 Excellent condition, only 25 Hours. Bright Orange and Flouresant Yellow colors. Wheels included. \$2000. Contact Mark at (408) 206-6059 or mark_howard@onebox.com

Wills Wing Spectrum 144 . Absolutely killer performer for up-and-coming pilots (strong Hang I+). Great glide, sink rate, and kawl looks to boot. White/blue/lavender, streamline downtubes, wingtip fairings, speed bar, and straight bar + wheels. Pictures & specs: <http://www.hooked.net/~hairball/spec/> \$1800. Michael: (408) 289-8418, hairball@hooked.net

HP AT 158 (Custom Sail), Attack Duck 160. All in good to excellent shape. Have purchased a Millenium, so make me an offer, I would like to clean out my garage!! Contact Mark, (408) 929-1753

Paragliders

Edel SupersSpace 2. White & Green. \$1500 dco, (408) 527-8110 (W), (408) 929-1494 (H)

Pro Design Contest 46 in excellent condition. Always at the top of the stack. Inspection report provided. 75-95 kgs. \$800/dco. Call Bob, (650) 588-1975, fly@best.com

Equipment

Apco Jet Stream pod harness and chute (5 years old), Full Face helmet, almost new Flying Suit, Best Of fer, Ball GC99, like new,

\$850, Racks for Isuzu Trooper, Best of fer. Call Ramy Yanetz (650)625-0633 ramyyanetz@aol.com

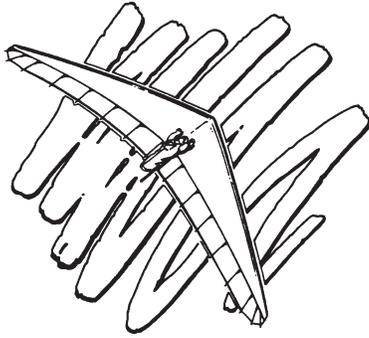
Uvex full-face helmet Carbon fiber, quite light (2 lbs?). \$50. Call Kevin (408) 734-3708

Uvex full-face helmet, Like brand new, \$150.00, Kenwood FM radio with 1 hour quick charge, cig. lighter charge, and owners manual, \$200.00, PTT headset for Kenwood and FF helmet, free with all of the above. Call Lynda Nelson, (408) 946-6353, Lynda0g@aol.com

Vehicles

1993 Toyota 4Runner: \$13,000, EFI V6 3.0 Liter engine, 5 speed man transmission, many options. 150,000 miles. Contact Nathan nat@cyber-nexus.com

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FLIGHT LINE

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The next Wings of Rogallo Meeting will be held at the Omega Restaurant in Milpitas
(corner of South Park Victoria and Calaveras Boulevard)

Tuesday, March 21 at 8:00 pm.

Social hour begins at 7:00 pm. Come early and have dinner.

The nature of the Entertainment at this meeting remains a mystery, but...
if Camela shows up, she can collect her valuable prize for winning the
1999 Hang Writing Competition!