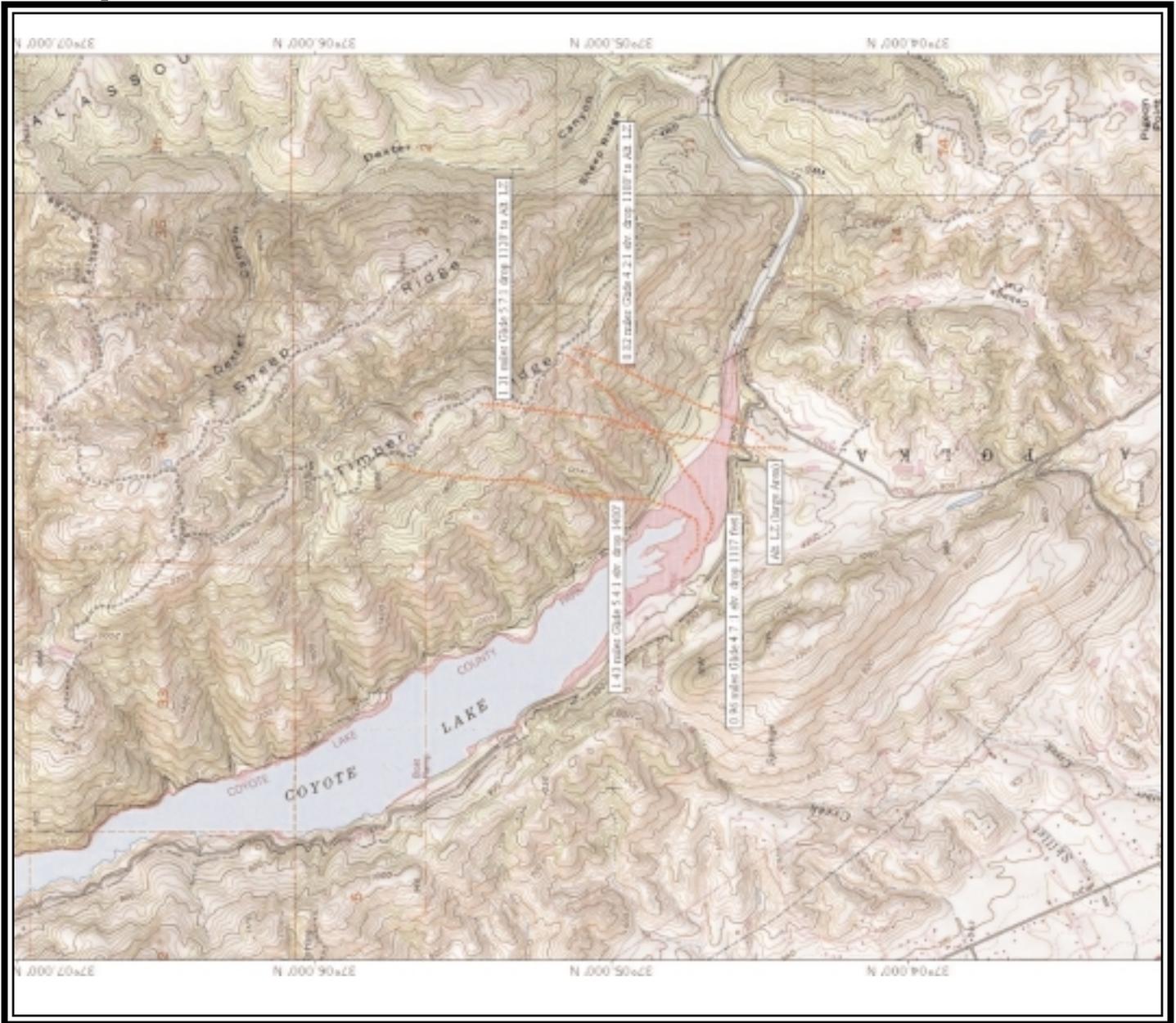


FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO
 NORTHERN CALIFORNIA HANG GLIDER ASSOCIATION
 VOLUME 102, NUMBER 3 MARCH 2002



Another Microsoft Moment!

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The Editor's Turn

We've got a lot coming up this month's issue of the *Flight Line*. So much that it looks like this will be one of those *Dread Ten-Page Issues*. The big news is *Coyote Lake*. It sounds promising and it sounds like we had a good turn-out at the county meeting. Read all about it in Gene Pfeiffer's article.

We've got some great fly-ins coming up - so many that we don't have room for all the announcements. The biggest is the **Central Valley HGA's Splan Air Poker Run**, coming up Saturday, March 23. It sounds like it's gonna be great... but I don't have the slightest idea where it's going to be held. So call the meet director at (831) 384-2622 and let's get out there and win all their prizes! We also have our own *Intro to Mt Diablo* coming up April 20/21. Just in time for the peak of the spring season. We're talking serious air lust here...

Speaking of lust, the annual *Flight Line Swimsuit Issue* is coming up next month. Mark your calendars!

Flying at Coyote Lake?

by Gene Pfeiffer, Chairman, WOR Site Acquisition Committee

At the last **WOR** meeting a member ask me to explain the advantages of developing *Coyote Lake* as a hang gliding and paragliding site. Where is *Coyote Lake*? The directions given from the *Coyote Lake Web Site* (<http://claraweb.co.santa-clara.ca.us/parks/prkpages/coy-lake.htm>) are as follow:

"Coyote Lake County Park is located off Gilroy Hot Springs Road in the Mount Hamilton Range foothills, east of Highway 101. To reach the park, take Highway 101 to Gilroy. Take the Leavesley Road exit. Follow Leavesley Road east 1.75 miles to New Avenue. Turn

left onto New Avenue and proceed north for .6 miles to Roop Road. The park entrance is approximately 3 miles from New Avenue. Turn left onto Coyote Reservoir Road, the park visitor center/ranger station is about one mile from Roop Road in the foothills east of Gilroy."

Santa Clara County Parks is presently having a task force studying and conducting public meeting to propose the best development for the Park with the addition of the *Harvey Bear Ranch Property* to the park. One of our proposed LZ is near the present campground at *Coyote Lake*. Unfortunately the proposed launch sites are in the newly acquired land east of *Coyote Lake*. This 4000 acre *Open Space Preserve* is controlled by the **Santa Clara County Open Space Authority**.

Jim Woodward (hang gliding instructor) has flown the area in the past. He said that the marine influence from San Francisco Bay affects the area later than Ed Levin. This allows the thermal activity to build up to a greater amount. There are three to four possible launch sites above *Coyote Lake*. Jim has walked the dirt road to the launch areas and found the road in good shape. The launch sites are already clear of trees and bushes, so little if any clearing would be involved. The elevations drop is from 1100 feet to 1400 feet depending on which launch knoll is used. As *Coyote Lake* is permanently kept at a level less than full capacity due to earthquake concerns, it is not necessary to fly over the lake to reach the LZ. The LZ in front of the campground is also located in the part of the Lake between full capacity and the normal lake level. Four of the proposed flight plans are shown in the Topo map. Two of the proposed flight plans are to the Alternate LZ. This is a large area that Jim has used in the past when going XC on his hang glider.

As overnight camping is allowed at *Coyote Lake*, it would be a great place for a weekend fly-in. It would be a place to bring your family as there would be other activities other than flying for the non flying members of your family. Boating, horse stables, hiking and biking trails, and other recreational activities are being proposed for the area.

In the coming months we will need your support to bring flying to *Coyote Lake*. As Jim and I and a few others who have attended some of the public meetings, the task force is not in opposition to flying at *Coyote Lake*. We feel that some of the staff of the **Santa Clara County Parks Department** are not in favor of hang-gliding and paragliding other than at Ed Levin. Several times it has been on the task force proposed activities submitted to the Parks Department only to be missing at the next task force meeting. Jim has repeatedly had to ask that our proposal be put back on the agenda. At one of the main public meetings the LZ proposal was placed in phase 2 instead of being in phase 1. There is very little if any capital expenditure for the proposed LZ. Clearing the LZ of weeds and small bushes can be done by members of WOR and BAPA. The LZ should be in phase one to secure the area as we await the development of the launch in the adjacent *Santa Clara County Open Space Preserve*.

I am not sure why the **Santa Clara Parks Department** is not supporting us. Do they think that hang gliding and paragliding is too dangerous? According to a study by Jack Doughty on "A Comparison of Fatality Statistics" published by Water Gap Soaring Club, Inc., he showed that personal water craft, rock climbing, and boating had a higher fatality rate. Our members are insured by the **USGHA** and the members all sign waivers. We

also have an excellent record of self regulation.

The new proposed mission statement by the Steering Committee for the Strategic Plan for the Santa Clara County Parks and Recreation System is as follows:

"We create a growing and diverse system of regional parks, trails and open spaces of county-wide significance that connects people with the natural environment, offers visitor experiences that renew the human spirit, and balances recreation opportunities with resource protections."

Hang-gliding and paragliding is recreation and definitely renews the human spirit. Most of us are not in it for the adenine rush, but for the joyous release of our spirit as we soar through the sky. We should be treated the same as any other proposed user of the parks. I believe the task force for the Strategic Plan has our support. At the last meeting on January 16, the task force members mentioned hang gliding 10 to 15 times as an activity example of meeting most of the requirements of "countywide significance". There discussion was on how a proposed park activity would meet their requirements for "Resource Value", "Community Demand", "Location and Access", "Broad Geographic Constituency", "Scale", etc. With education and understanding on the part of the parks department, hopefully they will change their viewpoint.

The map shows four possible flight plans for paragliding and hang-gliding. The prevailing winds are up the canyon in the afternoon, so a rectangle landing zone should serve our needs. The approach does not have tall trees and will allow ample room for setup on approach to landing. The glide ratios are from 4.2 to 5.7 which are within the performance of modern hang gliders

and paragliders. Ed Levin glide ratio is about 4.1 to 1.

On January 28th, Jim attended the Santa Clara Open Space Authority meeting in San Jose. He gave a short talk on our proposal. The Open Space Authority has scheduled a presentation by Jim at their next meeting. Stay tuned for further developments.

March Update

Thank You,

I want to thank all the pilots who attended the public meeting in Gilroy on February 28. This time the ratios were reversed. Most of the pilots attending were hang glider pilots. I think we had somewhere between 30 to 35 pilots attending the Meeting. We made up about one half of the public attending the meeting. I think all the officers of **WOR** were in attendance.

Because of the large turnout of pilots, we have been moved from alternative 3 to being placed on the proposal to the Board of Supervisors meeting in May. The Parks department now knows we want to fly at *Coyote Lake*. I hope most you had a chance to read and see the pictures about *Coyote Lake* that was on the **WOR** web site prior to the meeting. A large turnout of pilots will also be needed at that meeting.

Again, thank for the large turnout,

Gene Pfeiffer

Let's Fly Diablo!

by Robert Moore

In 1995, just before I received my Hang IV rating, I got a copy of a newsletter article designed to describe the joys of flying Mount Diablo to the uninitiated. Written by Bob Trumbly and Jim Herd,

“Mount Diablo, Reborn!” was a call to WOR pilots who weren’t taking advantage of the best mountain soaring site in the Bay Area. I’m not certain just how many others were turned on by their excellent site guide, but it was the call that this pilot couldn’t resist.

When my H4 card showed up in the mail, I knew exactly where I was gonna break it in. Diablo had been looming over me for long enough; I was going to take the next step in my personal evolution as a pilot. Since the day of my first flight at Diablo, Bay Area flying has taken on a new perspective.

For some time now, I have been thinking about what Bob and Jim’s article did for raising my consciousness about the soaring possibilities at Diablo. I also wanted to reach out to my Bay Area brethren with my own call - why the heck are so few pilots flying this site? In the past year or two several of the long-time regulars at Diablo, once known as the English Team, have virtually stopped flying hang gliders. I estimate that no more than a half-dozen truly regular HG pilots fly the mountain, with another handful of sporadic visitors thrown in. While Diablo is not as physically conducive to PG flight, there are also several PG pilots flying the mountain.

A couple of the regulars would probably say, “Hey why invite others to share the fun; more air for us!” I personally don’t expect hordes of pilots to overrun the site the weekend after this is published. I do hope, however, that some folks will become as excited as I was when first recognizing the possibilities of Diablo. While my intention for this piece is not to provide an actual site guide to Diablo, I want to describe what makes it a cornucopia of soaring experiences.

Before I begin my description of the site, I should indicate my perspective. I think of myself as pretty much an average weekend pilot; I don’t participate in comps, I’m not much into aerobatics, and my annual airtime is similar to many others in the Bay Area. I make about a half-dozen flying trips to Northern California mountain sites in the summer, and stick to the local sites in the fall and winter. As an intermediate XC pilot, I have gained much of my knowledge flying Diablo.

I think that all Diablo pilots would agree that the diversity of flying experiences provided there are well beyond any other Bay Area site. A 3000’+ AGL mountain, Diablo has a bevy of beautiful terrains to soar above. Steep, rocky faces ending in dramatic canyons on the north side; rolling ridges and hills with distinctive rock formations on the south side; beautiful Juniper Ridge on the west, and the gateway to long XC flights toward the east! Miles of state and regional parks surround the mountain and LZ’s are as plentiful and diverse as anyone could hope for. Bay Area pilots have the fortune of having this site in their backyard, yet few seem to use the opportunity.

With five launches, all at altitudes above any others in the Bay Area, pilots can launch in just about any wind direction. Launches vary from the very steep NW launch, to the shallow SE launch. They can be as challenging as the steep-then-shallow W launch, or as easy as the Juniper launch, which I consider to be the easiest launch of any site around.

The designated LZ’s are also beautiful and diverse. Technical LZ’s like the Thousand Footer or Curry Point offer places to hone your landing skills, while places like Mitchell Canyon or Macedo Ranch provide wide open areas for uphill landings in multiple

wind directions. For the pilot so inclined, finding new places to land can add a fun element to any flight.

For local weekend pilots interested in XC, I think Diablo is the place to be when the usual summer XC sites are closed. The mountain seems to me like an XC training ground, even when one can’t get to the normal escape altitudes. Encountering thermals in the dead of winter seems to happen much more frequently at Diablo than the other Bay Area sites. Even with little or no altitude gain we can leave the mountain in search of new places to get up or land. When we do get to escape altitudes, we have nearly 360 degrees of direction options. Some directions can provide longer flights than others, but all will add to a pilot’s XC experience. Soaring over mountains, valleys, towns, lakes, and powered aircraft are often part of a single XC jaunt.

Even many of the “logistic” problems that plague other bay area sites don’t apply to Diablo. WOR members can use the site without needing a keyholder; there are no additional insurance requirements; anyone with a driver’s license can drive retrieval - no special waivers are needed; kids and other whuffos are as welcome as anyone. Virtually all roads are paved, so 4WD is not needed, and the roads are almost never closed due to weather! A driver can definitely be useful, and it’s usually far easier to get someone to accompany you to a mountain with so much panoramic scenery. Also, with the abundant tourists near launches, it’s often possible to “pimp” a car to the bottom.

Many of my favorite flying memories are from Diablo. Chasing a mountain lion into the bushes with my glider’s shadow; getting snowed on while flying Juniper Ridge; watching the Blue Angels

perform over SF bay while soaring over the summit: racing downwind at freeway speed toward the San Joaquin valley with my friend Janet driving below; basking in the warm winter sun while the entire region is enveloped in low fog; seeing small planes pass thousands of feet below me as I gazed at the Sierras and Pacific Ocean from 6000 feet.

I invite WOR members with H4 ratings to become Diablo pilots, particularly if you have never flown here, but would like to see what it's about. While it's best to bring a driving buddy, we can often accommodate newcomers. I personally am lucky enough to have a terrific friend, Janet Williams, who is nearly always willing to drive for me. On weekend days we usually meet at the shopping center parking lot at the corner of Ygnacio Valley Rd. and Oak Grove Rd. in Walnut Creek around noon. 2-meter communication is often on 144.135 or 147.525. So get on out of that Mission/Ed Levin/Funston rut and let's fly Mount Diablo together!

Ed Levin Site

Report

by *Steve Pittman*

H1 pilot suspended

On Feb 10, Ranger Michael Maximovich observed a H1 pilot fly from the 300' launch at 5:15 PM. Sunset that day was 5:41 PM and the posted site closing time was 4:30 PM. The pilot said he did not see the site closing time posted on the vehicle gate because he walked up the hill with the glider. He said he thought the site closed at sunset. The pilot was suspended for two months.

An instructor must be present for a Green Sticker pilot to use any

launch above Minnis Road. And your aircraft must be on or in your vehicle and your vehicle must be out of the landing area parking lot by the closing time posted on the vehicle entrance gate to the landing zone. The Park closes at sunset, but as of November, 2000, the flying site closes approximately one hour before sunset. Please note the site closing time posted on the gate as you pass through or by it. We hate to suspend people.

And if you are late leaving the site, a ranger can give you a misdemeanor trespassing ticket, which will give you a criminal record that you might be obligated to disclose on a job application. The pilot was lucky that Michael had some consideration for him, especially considering that rangers work unpaid overtime when they have to stay late to lock up the Park. Please don't assume you will receive the same consideration!

Too close to the terrain

On Jan 21 at about noon, a paraglider pilot soaring the bowl in front of the north launch impacted a pile of rocks more or less in front of the hang glider launch. The pilot sustained serious injury to his lower back. Other pilots present did the right thing by not letting him move and calling 911. He was evacuated by helicopter. He is very fortunate that he did not sustain any permanent nerve damage. The next victim might not be so fortunate.

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!

And finally...

Thanks to Phyl Hamby for repairing the Minis Road Gate!

Steve Pittman

That ol Ed Levin Mid-air Collison

Target

by *John Wilde*

I have mentioned this to many pilots on many occasions, but it always seems I miss someone, so here I go again. A little thought from an equipment stand point, will show that the effort required to make a "cycle" (assemble, launch, land, & repack) with a hang glider, is far greater than that required for a paraglider. So when a hang glider pilot is making an attempt at a spot landing, it is important not to get in the way. This could be a safety issue, but normally is just one of courtesy, and sharing the site. So I would request all PG pilots to get out the word, when there is a hang glider in the "paten" approaching for landing, PLEASE DO NOT LAND IN THE HG TARGET AREA, there is a smaller area just to the west that you can use to sharpen your skills. If you have landed in the HG target, and see a hang glider approaching, GET OUT IMMEDIATELY, the effort that the approaching pilot is making to get a "spot" is the climax of about two hours of disassembly, transport and reassemble, and if you cause him to miss, he is likely to be very PISSED OFF, I sure would be. Happy flying.

See ya, Wildeman

February 2002 Meeting Minutes by Paul Clayton

NEW MEMBERS AND GUESTS

Carl Pushki - flies a Falcon 170
Mark Whitecamp - flies an ASW 20 sailplane out of Williams
Tom Flynn - just flew Big Sur
Terry Welch

GREAT FLIGHTS

Ashley Groves - flew from Ed Levin to Mission on Saturday.
John Wilde and Tim West were elected regional directors.
Steve Rodrigues - flew the Eliminator and flew Mission Sunday
Pat Denevan - Flew Marshall in SoCal
Eric Froelich - flew Big Sur, Windy Hill
Tom Mook - got to 3700' at Ed Levin Saturday
Mark Grubbs - Flew home from Diablo
Mark Mullholland - flew from the 300' hill at Ed Levin on a simulator
Vince Endtner - did a Golden Eagle flight

PRESIDENT'S REPORT - Steve Rodrigues

The Mission Ridge site committee has been dissolved. A new committee will be appointed when needed. The Big Sur fly-in was a success. An unintentional parachute deployment was captured on video. Paul Splann has invited the club to fly Tollhouse on the weekend of 3-23. A "poker hand" contest will be held at that site. T-shirts are available for purchase. George Morford is working on logos for new WOR T-shirts.

VICE PRESIDENT'S REPORT - John Wilde

John attended the BOD meeting. The FAA is proposing a rules change effecting aerotowing and tandem operations.

TREASURER'S REPORT - Don Jones

Revenues exceed expenses at this time of year, due to membership renewals.

MEMBERSHIP COMMITTEE - Carmela Moreno

We now have 230 paid members for 2002.

FLIGHT DIRECTOR - Mike Vorhis

There have been no incidents to report.

ED LEVIN SITE COMMITTEE REPORT - Steve Pittman

The stile has been replaced at the Minnis road walkover. A volunteer is needed to paint the stile. The lock combinations will be changed soon. A H1 pilot was suspended and a PG pilot was recently injured.

MISSION PEAK SITE COMMITTEE REPORT - Steve Rodrigues

The gate at launch is now locked. The combination is the same as that for the lockbox. The fence at launch may be removed. The assessment of the east-facing launch is on-going. George Morford and Steve Rodrigues flew from the east launch recently. Keys will be allocated at the next meeting. A vote was taken and two amendments to the site regulations (regarding HG racks) were approved.

MT. DIABLO SITE COMMITTEE REPORT - Robert Moore

The parks department may restrict the clearing of brush on the launches as part of a cam-

paign to protect the Alameda whip snake, which is an endangered species. This will effect 2 of the 4 launches on Diablo. The flying has been good this spring, and a club fly-in has been scheduled for April.

NEWSLETTER - None

COMPETITION COMMITTEE REPORT - Mike Vorhis

Several planned events were discussed at the BOD meeting. The Wild Wild West Regionals (the region 2 meet) is planned for late June. A speed gliding meet is planned for July at Ed Levin. Volunteers will be needed to help run the meet.

SITE ACQUISITION - Gene Pfifer

A public meeting is planned for 2-28, to discuss plans for a county park in Gilroy. Members are urged to attend. Gene passed out information about the potential site and the park planning meeting.

OLD BUSINESS

Mark Mullholland stated that prizes are needed for the 2001 X-C contest.

NEW BUSINESS

Frank Peel announced that he will lead a site intro in Lakeview Oregon.
Pat Denevan stated that there is a vote on a combined magazine to be included in the next issue.

Entertainment was slides by "smilin Bob" Ormiston, taken at Yosemite, Funston and other awesome sites. There was also footage of the parachute deployment at Big Sur.

Entertainment for the March meeting will be provided by Bob Mackey, who will tell us about the Lighthawk ultralight

sailplane, which achieves a 70 FPM sink rate.

END OF MEETING MINUTES

The Few, the Proud, the Ed Levin Observers!

by Mercury Freedom

If you've been a pilot in the WOR for any time, you're surely aware of the observer program. Perhaps you were even introduced to flying at Ed Levin by an Observer. Have you ever thought about becoming an Ed Levin/WOR Observer, wondered what are the requirements to become one and the responsibilities of one?

Well, it starts with a walk in the park — with Dave Wills or Kathy Wilde who are region two hang gliding and paragliding Examiners and in charge of the WOR Observer programs. They literally wrote the book! Dave's is the USHGA Observer Manual given each hang gliding observer citing the rules and responsibilities and guidelines of observing. Whenever there is some pent up demand, (you have to use your imagination here!) Dave will conduct a class of 3 to 5 would be observers on site at Ed Levin. It takes about 1/2 day and is divided into two parts: the 1st covers specifics relating to becoming an USHGA Observer, and the second the particulars of flying and observing at Ed Levin. Kathy's book, er, manual' is specific to paragliding at Ed Levin, and her instruction for would be paraglider observers is also specific to Ed Levin. Kathy will give individual instruction to anyone she feels is qualified, and like Dave, her class is held on site at the park.

In part one — becoming an USHGA Observer, hang glider

observers learn what's in the USHGA manual - and, it applies to observing anywhere USHGA flies. There may well be other sites that like Ed Levin have particulars they want observers to know regarding flying at that site, but the specifics of flying tasks are universal and outlined in the USHGA Observer manual. Covered are such things as: what to look for in a good launch, what constitutes an acceptable spot landing, what specifically might disallow a spot landing, how to set up and observe someone demonstrating figure 8s around a couple of points allowing for wind drift ... all the various tasks needing observing to earn H3 and H4 ratings. If it's been a while since you took a rating test there's opportunity for some study here, :)

The 2nd half of the class is specific to flying at Ed Levin — what to look for at each launch in terms of terrain considerations/wind direction, good approach patterns for various wind directions, how much wind is too much wind to allow an H2 to launch, and whether or not it's okay to do loops @ 300' over the green, :)

In Kathy's own words, here's what she has to say about the Ed Levin Observer class she gives, "For my paraglider observers, I choose pilots who are very familiar with Ed Levin and it's unique flying characteristics. These pilots are also committed to pilot safety. If they agree to be WOR, Ed Levin observers, I first appoint them to become USHGA observers. I also inform them that I have an agreement with the local paragliding instructors that my observers will not use their privileges to sign off P3's and P4's. There are enough instructors in the San Francisco Bay Area to do these sign offs.

With each new USHGA observer, I review novice flying conditions

and Ed Levin rules regarding novices. I also review with them the many tender traps (hazards particularly to new pilots) of our site. These hazards can be anticipated and avoided with knowledge of the site. My observers and I (and observees!) help maintain the good novice safety record that we enjoy at Ed Levin!

I give the observers a handout regarding the Ed Levin site which I compiled with other experienced Ed Levin pilots/instructors. I discuss with the observer the specifics of progressing the observee to the top of Ed Levin. I emphasize an attitude of safety as well as knowledge of the site and novice specific conditions."

Who may take the class you wonder? Well, in a hand out from USHGA titled, "JOB DESCRIPTION FOR USHGA OBSERVERS", under 'Qualifications' it says:

- 1) For their particular craft, an intermediate or advanced rated pilot.
- 2) A reputation for reliability, honesty, and sincerity.
- 3) Full knowledge of the Pilot Proficiency Program SOP's.

Dave wants to see an H3 'applicant' have some flying hours under his/her belt to provide perspective while helping other pilots. — It's just a general idea - there's no specific amount of experience we're looking for, but you might say we're looking for an intermediate H3 (or higher!) as opposed to a beginning H3.

A bit more from USHGA's 'JOB DESCRIPTIONS FOR USHGA OBSERVERS' ... under Purpose:

- 1) For their particular craft, administer the Pilot Proficiency Program for Intermediate and Advanced rating applicants.
- 2) Serve as a personal official representative of the Association.

And under Responsibilities:

1) Be helpful and willing to serve fellow pilots in their desire to participate in the Program.

... A long list follows under Responsibilities, but we'll just look at 'helpful and willing to serve'. Neither quality is easily defined, but suffice it to say 'hot

shots' need not apply! Observing isn't about impressing your friends or getting a free ride up the hill! It is about being willing to get out to the park at 9:00 on a Saturday morning and spending some time helping pilots improve their skills — and this is where the rewarding part comes in. I think a general feeling among observers is that observing is an

opportunity to give something back to the sport that means so much to us. Hang gliding and paragliding wouldn't exist today in anything like their current form without the efforts of a lot of volunteers that make it happen. All of us as pilots have met individuals who gave us a helping hand as we progressed. Observing is one way to con-

Introducing a Two-Day Seminar for the Advanced or Advancing WOR Pilot

DIABLO - 101

(Or, How I Learned to Stop Worrying and Love the Devil)

Saturday & Sunday - April 20/21 - Mount Diablo State Park - Walnut Creek

In this seminar (actually, just another excuse to party) you will have the opportunity to:

- 1) FLY!!! The best mountain soaring site in the Bay Area is the classroom, and we will use it completely.
- 2) LEARN the ancient secrets of veteran Diablo pilots in determining how, when, and where to launch.
- 3) VISIT the many and diverse LZ s this site has to offer.
- 4) DISCOVER the nearly-lost art of getting your vehicle off the mountain, including maps and methods.
- 5) REJOICE in the discovery, or rediscovery, of this vast, untapped resource we WOR pilots have in our own back yard. (Self-kicking for not flying Diablo sooner is optional)

CLASS SIZE IS LIMITED

This course is limited to 20 Advanced pilots who will actually fly during the course. Intermediate WOR pilots, or interested others, are invited to attend and discover what awaits them upon achieving an Advanced rating. Site Guides and Maps will be issued to all paid participants. Drivers are especially welcome, and can register free of charge.

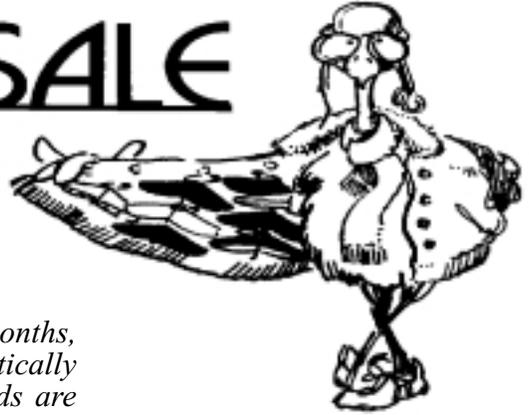
PARTICIPATION FEE

A \$5 fee covers printing costs. The balance will be divided among the participating drivers.

TO REGISTER

Please call Robert Moore, Diablo Site Committee Chairman, (707) 745-8498 for availability. Registration will be accepted until Wednesday, April 17, or until all Flying Participant positions are filled. Course materials will be handed out on the first day of the seminar. In case of rainout, the weekend of the 27/28 will be used. Flying Participants must be current WOR club members, and Advanced rated pilots.

WINGS FOR SALE



tribute. It's a way of supporting fellow pilots trying to get thru some of the difficult parts — acquiring skills and ratings — to help free them to do what we all came to do — fly our gliders! So in fact observing can be quite rewarding, because it gives a good feeling to see someone be so stoked over finally nailing that spot or whatever — you can't help but get a grin. And if any of your suggestions (remember, we're not instructors!) prove to be useful to a pilot's progress — that can be rewarding too.

Here's a couple of specifics about the program: we try to have a volunteer observer at the park every Saturday between 9 and noon. A couple of observers have made themselves available during the week — by appointment. We have a spot on the WOR web page with a calendar that lists all Saturdays and a list of who the observers are and shows if a Saturday is covered and by whom. And, the web site is the most convenient way to sign up to observe a Saturday — once you've enlisted!

So if you've got the credentials and you've thought about signing up but haven't — here's an invitation! I've taken the post created and ably manned by Dave Jacob the last 3 years — that of Observer Coordinator. I'm Mercury Freedom and you can e-mail me at MercuryFly@aol.com, or phone me at home @ 408.353.2383.

Poker Run!

Don't forget, the Central Avlley HGA is holding their Splan Air Poker Run on Saturday, March 23. Call the Meet Director, (831) 384-2622, for details

Wings for Sale

(Ad policy: ads run for 6 months, then are cancelled automatically unless they are renewed. Ads are free to WOR members)

Flexwings

Aeros Stealth 2 151 (late 1998), Matrix cloth, white LE, red and blue undersurface. Additional sail and 2 extra dtubes. \$2900 obo. Call Reto at (916) 804-4063, reto_s@yahoo.com

Aeros Stealth 3 Combat 151. Late 2000, matrix cloth, special comp mods. Flown in Speed Worlds on gold medal team. 1/2 hr total time! \$3500 or best offer. Call Reto at (916) 798-7156 or Mike at (510) 744-1953.

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

Sensor Production Slot available! Paid for over a year ago; this glider is ready to start building! Topless or kingposted. Offered for dealer's cost. Call Mike at (510) 744-1953.

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.

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

Wills Wing Sport AT 167. FloreWills Wing Supersport 163. Original owner, mint condition, many extras. Asking \$1200. Call Tom (408)747-0414 lv msg.

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

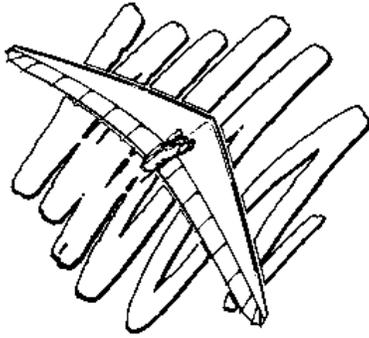
Ozone Electron (L). DHV 1/2. Only 14 hrs. Perfect cond. Wt range 95-115Kg. Have dropped below the min. wt range. Great performance and handling. \$2000 obo. Call Larry at 650-248-5873, larry@tmtpartners.net

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

Tangent flight computer, \$500, Call Reto at (916) 804-4063, reto_s@yahoo.com

Wings of Rogallo
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*Wings of
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FLIGHT LINE

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The next Wings of Rogallo Meeting will be held
Tuesday, March 19.
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 at the next meeting will be provided by
Bob Mackey, who will tell us about the Lighthawk
You have got to see this! Trust me...

The Central Valley HGA's Splan Air Poker Run is coming up
Saturday, March 23.
Call the Meet Director (831) 384-2622 for details

And don't forget our own Mount Diablo Intro, coming up April 20/21