

C



FLIGHT LINE



The publication of the Wings Of Rogallo Northern California Hang Gliding Association
Volume-125,Number 3 Mar 2007



You Shoulda Been There, it was AWESOME!!

Index:

1. [All the News that's Fit to Eat](#)
2. [Jan 007 Meeting Minutes & WOR 007 Best Flight Contest](#)
3. [YuleTide Flight](#)
4. [Flying for Flying & Editor's Psycotic Rambling](#)
5. [Advertisement](#)
6. [Back Page](#)

ALL THE NEWS THAT'S FIT TO EAT !!

2007 Winter Flying Calendar & stuff

Dec15-May1 [PG flying in Guatemala](#) P2 and up
Contact [Alec Gordon](#)

Feb25 [Mission Keyholder Application](#) Deadline
Click the above for the application doc. **You too could have this esteemed status and maybe even give ME a ride sometime!!!**
Contact Steve Rodrigues at missionchair@wingsofrogallo.org
or call at (415) 467-2226 before 9:30 PM please

WOR Officers

President

Wayne Michelsen 650-386-5100
president@wingsofrogallo.org

Vice President

Karl Allmindinger 408-262-4108
vicepres@wingsofrogallo.org

Treasurer

Don Herrick 408-718-6527
treasurer@wingsofrogallo.org

Membership Services

Chris Valley 650-863-1298
memberservices@wingsofrogallo.org
crvalley@comcast.net

Secretary

Paul Clayton 408-399-5348
secretary@wingsofrogallo.org

Flight Director

Pat Denevan 408-262-1055
flightdirector@wingsofrogallo.org

HG Observer Coordinator

Stan Bohem 408-946-7328

PG Observer Coordinators

Tim Kuenster 650-938-7328

Editor

Colin Perry 650-279-2397
GoodLookingRichGuy@hotmail.com

Mt. Diablo Weather Robot
925-838-9225

Ed Levin Weather Robot
408-946-9516

Ed Levin Road Conditions
408-355-2200 - x7 - x6

WOR Business
PO Box 361885
Milpitas, CA 95036
<http://www.wingsofrogallo.org>

Jan 2007 WOR Meeting Minutes

New Members/Guests

None

Great Flights

Paul Gazis flew Big Sur, reaching 3000', and landed without encountering any poison oak.

Colin Perry had a 5 minute flight at Mission. Chris Valley soared at Mission Wednesday and Thursday this week.

President's Report: Wayne Michelson

Nothing to report.

Vice President's Report: Karl Allmindinger

Made it to the meeting.

Treasurer's Report: Don Herrick

Income from renewals is coming in. Club balances are stable. Pat Denevan has some renewals.

Membership Services:

No report; Bill Jablon is resigning as director.

Flight Director's Report: Pat Denevan.

There was an incident in Australia in which a backframe style hang gliding harness failed. One of the mains broke. Be sure to preflight your harness as well as your glider.

Ed Levin Site Committee Report: Steve Pittman

The revised site procedures have been distributed to the execs. Thanks to Dave Wills for his efforts on the site procedures. The windsock needs to be replaced and the anemometer is missing a cup.

Mission Peak Site Committee Report: Steve Rodrigues

Key applications are being accepted, so get yours in.

Mt. Diablo Site Committee Report: Mark Grubbs

Not much flying at this time of year, but the weather station is working.

Site Acquisition- Gene Pfifer, Steve Rodrigues

Steve Rodrigues reported that public comments are being accepted about the Sierra Azul open space preserve. This is an opportunity to open a flying site with a lot of potential.

Old Business

None.

New Business

Mark Grubbs reported that the new As ballpark , if built, may result in Temporary Flight Restrictions (TFRs) that would shut down flying at Mission when a game is in progress.

Elections were held for the 2007-2008 executive committee. The following people were elected:

President: Wayne Michelson
Vice President: Karl Allmindinger
Secretary: Paul Clayton
Treasurer: Don Herrick
Flight Director: Pat Denevan
Membership Services Director: Chris Valley

Colin Perry noted that he wants to e-mail the whole membership when a new newsletter is posted on the website, but his e-mail account only allows him to post to 100 in 1 hour.

Eric Froelich announced that he is planning a T-shirt procurement. Lynn proposed that a meeting be held to discuss the Silent Airshow.

END OF MEETING MINUTES

<< >>

Announcing The First Annual WOR 007 Best Flight Contest

You could win **BIG PRIZES** in the 007 WOR Best Flight Contest. Cool awards will be made in several of TBD categories. You actually don't even have to leave the safe & secure confines of your SillyConGultch clone-hive cubicle where you waste your daze watching the Mission WebCam and dreaming of flight. All that is required is for you to merely write and submit your great flying story in more-or-less 1 page.

Remember Mark Twain's advice that "One must never let Truth get in the way of a Good Story". Winners will be judged by a select committee of Flyers and Liars of the editors choosing.

This month we proudly feature the first entry in this contest which was submitted anonymously by one of our clubs senior pilots. Although it is technically not about a flight from this year, I enjoyed and hope that you do also.

I know that we have more great stories out there, so just send them to me & I'll print 'em. Photos are also much appreciated too, especially ones of your nekkid girlfriend(s). Iffen you don't got none of those, let me know & I'll sell you a few.

My Best Flight of the Millennium!

by anonamous

Twas the nite before christmas, and while the weather outside was frightful - a nice flight might be delightful. The wind was whipping the trees and rattling the shingles on my roof, but the full moon was big and bright enough to easily navigate through a sky that would (hopefully) be devoid of other airborne obstacles. So I gulped the remainder of my large cup of fermented holiday cheer, loaded up my trusty-rusty wagon with all my assorted flying paraphernalia, and proceeded to break numerous traffic laws as I speed with wild abandon, weaving my way thru the last-minute shoppers towards SecretSite#42.

Not a creature was stirring atop the knoll as I hiked my wing over the fence and up to my intended launch. The property owners' house was all lit up below me on the right, but their annoying bark-a-holic hound was likely inside or asleep, sparing me the unneeded anxiety of having to hurry. I proceeded to set up my new wing, a prototype by the folks at Thallophyte Wings that they named the Hallucination. The pleasantly familiar sounds of plastic zippers unzipping and velcro unripping and dacron crinkling invoked a Pavlovian response with me, filling my head with visions of dancing sugar-plums and other assorted weirdness.

The few minutes spent in the somnambulistic ritual of stuffing battens and securing bolts and spinning wingnutz has resulted in the transformation of bagged potential into flight-ready wonderment. My beautiful new wing stood before me in all her multi-hued florescent Day-Glo splendor, whispering to me softly and sweetly "Come Fly me!".

Donning my harness, clicking my beaner, twirling my mustache, and spitting on my gloved hands, I stand up and let the cold winter wind tell me what to do next. Just a few steps down the hill and I am walking on the air, sailing thru the moonlite with hills and trees and hoards of indigenous earth-

bound humanoids in their ostentatiously huge brightly-lit houses dropping into the dimly-lit depths beneath me. The cold light of the moon makes the scene seem very distant and surreal as I turn SouthEast to follow the ridge up towards Skylonda. My wing seems to be drawn towards the lifting air, turning automatically to follow every escalator that the wind has so kindly built for us. I relinquish the delusion of control, surrendering to the magic breezes that have invited us to this wondrous dance.

Wisps of clouds impart a delicious flavor to the sky as we approach the crest of the ridge, and I turn back to the NorthWest towards the higher ridges. The winds sing soft and sweet songs to us as we float back above the site of our launch somewhere below us on the dim monochrome hillside. Suddenly a flash of light from the headlamps of a Skyline Blvd car momentarily assaults my eyes and then is gone again, and I watch and hear it racing down the road towards me. And then, without warning, we crest the ridge and to my left the Pacific ocean reveals itself in all its Neptunian splendor.

Ahead of us the ridge drops off to the Hwy 92 intersection. I was anticipating turning back towards the higher points on this ridge (and planned eventual landing zone) when my wing started bumping and shaking like it had blown a wheel bearing, followed by even more lift than we had been previously getting along the ridge. The air turned markedly cooler then smoothed out as we rapidly gained elevation over the aforementioned intersection. "Could this be a convergence?" I ask my wing. Sure do feel act act like one, so we ride it for at least a grand or 2 in big fat lazy circles. All around me the vista expands and the temperature drops, while below the occasional cars diminish to the size of toys. Beyond us to the North the lights of San Francisco and the GoldenGate bridge are coming into view. The entire peninsula looks to be like an easy glide for me and my magical wing!

The pursuit of lifting air beckons me further North to Ox hill, then more NNW to float over the reflection of the moon that must surely be San Andreas Lake. I can see Hwy 280 as a thin line of lights just East of the lake, and the jumbo-jets departing SFO are crossing my path ahead at least a grand below. "Surely I must be above the TCA by now", thinks I, "If North is where the lift is taking me, then who am I to question the Fates". After all, they had been good to me so far!!! So onward and upward it was, thru the clear cold Christmas night. If SFO radar did happen to detect me, perhaps they would attribute the blip to old St. Nick.

Recollections of numerous nights parked atop Twin Peaks with some babe in my car watching the infamous SF Bay submarine races thru a steamy windshield came back to me as I saw the hills ahead and perhaps a mile below. This intrusion of thoughts regarding the fairer sex on my previously total absorption in the trance-like flight must have bust the magic bubble, for suddenly the lift totally disappeared. It was only then that I remembered, I had received an invitation a few daze back for a yuletide gathering from a friend who lives next to Chrissy field in San Francisco's Marina district. She had promised to deck her halls with mistletoe vice holly. By now the frosty breeze and nearly frozen my face, and just the thought of warming myself via her luscious red pillow-soft lips was more than sufficient to warm my loins and give some direction to my flight.

I arrived over the Marina with GOBS of altitude, and proceeded to commit a series of HUGE yet effortless wingovers. This wing must have been very well trained in that discipline, for it felt as if I was riding on smooth steel rails all they way down. Alas, I finally run outta air and must set up and land on the damp grass. I unhook, warm my frozen fingers in my pits, than commence to returning my wonderous wing into her bag. Then it's hike her across the street and ring on a bell and proceed to do my best Santa imitation, then partake in the various delights that the remainder of the evening has in store.....

Flight for Flight's sake

by Tim Morley

A good friend of mine who is a very high time pilot (Airline ie. real airplanes) has a DC-3 and I've talked him into hauling a bunch of HG pilots their gliders and camping gear on a couple of flying trips this summer. His plane can haul 16 pilots, gliders and gear at a time. I've got two trips figured out. One to Chelan Wa. For their big comp at the beginning of July. Actually you'd leave on the last day of June and return on July 8th after the closing ceremonies. It's just over a 4hr flight from New Jerusalem Airport to Chelan and the same back. That would save you at least two days driving time. There's a shuttle service at Chelan just for glider pilots so you've got transportation. That would cost in addition to the airplane ride.

The second trip would leave from New Jerusalem Airport on the 9th of July and fly to King Mt. Id. For their big contest that starts the 11th. It's about 4hr to King. After the King meet you can hang around there for a couple of days if thats what everybody wants or head to Lakeview Or. for their flyin-contest. The plane will return to New J on the 28th of July. Now does that sound like to much fun or what?

There's a reason I've split it into two trips. Everybody says just go from New J to Chelan then to King and back to Lakeview and then back to New J. I don't think we can get 16 people that can take a month off that are willing to do the trip. If so that can be done. Now everybody wants to know how much will it cost? That's the kicker, until you think about it. Figure how much it would cost to drive it. Then think about how long it takes to drive it and how that eats into your vacation time. Those days that you spend driving could be spent at work paying for the trip. When we first started to talk about the trip Ted (the pilot of the DC-3) was figuring \$3.70 a gallon for 100 octane av gas. Well

it turns out that 100 octane av gas is about \$5 a gallon. That throws everything into a different light. The cost of operating the DC-3 is \$780 hr.

Flight Time

| | | |
|----------------------------|-------------|-------------|
| Corvallis - Modesto | 3.13 | 3+08 |
| Modesto - Chelan | 4.51 | 4+41 |
| Chelan - Modesto | 4.51 | 4 +41 |
| Modesto - Arco | 4.03 | 4+02 |
| Arco - Lakeview | 2.30 | 2+18 |
| Lakeview - Modesto | 2.24 | 2+14 |
| <u>Modesto - Corvallis</u> | <u>3.13</u> | <u>3+08</u> |
| | 23.87 | 23+52 |

Airplane cost per hour - \$780

Ok, if you do the math it costs \$440 per person to fly to Chelan and back. Heck of a deal!

The King- Lakeview trip costs \$420 per person, another heck of a deal. The kicker comes in when you look at the chart and notice that there's a distance and flight time to and from Corvallis Or. That's where the DC-3 is based and there's the deadhead time to get it to and from there and New Jerusalem Airport. That adds \$153 to each person that takes one of the trips. Assuming that there is a full plane. If we don't have a full plane the cost has to be absorbed by everybody so we need a **FULL PLANE!**

So the cost of the trip to Chelan per person is \$593.

The cost to King-Lakeview per person is \$573.

Anybody interested? Let me know. **If you email me put "flying trip" in the heading or I'll probably delete it without opening it.** We gotta get this set up asap so we can plan.

Email: tmorley"AT"pacbell"DOT"net
Thanks, Tim Morley

<< >>

EDITOR'S TERN

Hi kids. Uncle Colin here to tell ya that YES INDEED, you BLEW it by not showing up to fly last weekend. I, however, did not miss it. At least a dozen of us arrived at Mission under **HUGE** cummies to get sucked up in what proved to be the "**BEST FLIGHT OF 007**" for all parties concerned (except for one unnamed individual whose initials are PG but wasn't on a PG yet somehow managed to sink out anyway). The lift was so strong that even Burno got high! I somehow managed to fly my PG into some relentless lift immediately after launch that left me ~1K over launch and near cloudbase in no time at all. Ya shoulda been there.

I returned on Tues to simular conditions, but no other pilots were there and I was not willing to chance walking up. I sincerly urge all you mid-week wanna-fly types **PLEASE** call me up whenever conditions look good and come fly with me.

In other new, I am compelled to admit that I have been shooting blanks for these past 25 years or so since getting a vasectomy (due to the high levels of insanity that runs in my family). Therefore, I may safely say that the persistent rumors that I may be the father of Anna Nicole Smith's baby are greatly exaggerated. Sure am glad that I had that easy out, else I'd might have had to lie to y'all.

Meanwhile, back at the ranch, I've been getting numerous requests for the publication of another calendar. Alas, I currently lack the necessary computer resources, but that "should" be rectified "soon", so check the usual place on the next month's issue. That's all for now, folks!



**HANG GLIDER
EMERGENCY
DESCENT SYSTEM**

DESIGNED AND MANUFACTURED BY
PEOPLE WHO KNOW AND CARE.

Rich Piccirilli - Designer
"Designer of one of the first
back-up systems."
"Over 8 years active hang
glider pilot."
"Approximately 2000 sport
parachuting jumps."

Joan Anieri - Production Manager
(Picture below)
"First experience in the super-
vision and manufacturing of
several hundred back-up systems
and government parachute
related equipment."
"Active sport skydiver."

KEY FEATURES

- Elephant ear handles (sure-grip)
- Envelope deployed. The envelope is part of the throw away container cover.
- One Step Deployment Container will open in any direction. System is designed in a one step, one hand motion, using either hand.

Life Saver 24 \$325.00

Life Saver 26 \$350.00



available from
**WESTGARD
PARACHUTE**
1518 N. COAST HWY
LAGUNA BEACH, CA • 92651
714-497-4421

manufactured by
DAR
ENTERPRISES, Inc.
Post Office Box 3044
Newport Beach, California 92663
(714) 642-7881

Greater Inquiries Welcome!

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

≤≤

Wings of Rogallo FLIGHT LINE

VOL. 125 NO. 3 March 2007



To: