



# FLIGHTLINE



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The publication of the Wings Of Rogallo Northern California Hang Gliding Association  
Volume-134, Number 1 Spring 2015



Cover Photo: Roy Spencer launching Mission. photo by Janelle Spencer

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## Spring 2015 Flying Rumors and Stuff

- \* Mar 7 & 8 Dunlap with R. Booth and **FREE BEER**
- \* Mar 10 FlightLine story contest **WIN money for nothin!!**
- \* Mar 17 WOR meeting & Mission Ridge Key exchange and **FREE BEER**
- \* June 5 - 7 Yosemite with C. Valley and **FREE BEER**

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WOR Member Database  
http://wingsofrogallo.org/memberdb

**January 2015 Meeting Minutes**

**New Members & Guests:**

Chris Galushgo, flies a Falcon 4.  
Ricardo, a student of Robert Booth, flies a Falcon 4.  
Dan, flies a Falcon 3.  
James, flies a Falcon 2.  
James Satterfield, who wants to buy a wing.  
Jim from Sonoma, flies a Falcon 170.  
Sohum, started taking lessons in August, flies a Falcon 4.  
Steve, flies a Falcon 170.  
Kimlee, flies a Falcon.  
Holly, an H3 & Rich Palmoa's daughter.

**Great Flights**

Patrick Pannese flew in Santa Barbara. Several people flew Mussel Rocks on Christmas eve.

**President:** Paul Gazis

People have been landing at various points below launch at Ed Levin. The 1200 foot ridge is private property and is off limits for landing. Landings on the 600, 300, & 150 are OK.

**Vice President:** None

**Treasurer:** Don Herrick

Income exceeded expenses in the past month as renewals are coming in. The club's balances have increased.

**Member Services Director:** Phyl Hamby

None

**Flight Director:** BenD:

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There is an Ed Levin Instructors meeting after the business meeting.

**Secretary:** Paul Clayton The minutes have been posted on the discussion board.

**Ed Levin:** Phyl Hamby

Carmela, Steve and Karl replaced the windtalker; the wind direction may still be off. A memorial fly-in and barbeque will be held this weekend in honor of Bob Shelton, who was often seen at the site.

**Mission:** Chris Valley

The Board of Operations has voted to renew the Special Use Agreement for the site for 5 years. There are 25 keys still to be allocated for the coming season. Drive slowly on the road to launch; there are pedestrians using Mill Creek Road.

**Diablo:** None

**Site Acquisition** Pat Denevan

There is a new Parks Department liason.

**Old Business** None

**New Business**

The following people were elected as club officers for the 2015-2016 season:

President: Robert Booth  
Vice President: Patrick Pannese  
Treasurer: Don Herrick  
Member Services: Hans Truax  
Flight Director: Ben Dunn  
Secretary: Paul Clayton

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END OF MEETING MINUTES

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**Meeting Minutes Feb 2015**

**Entertainment**

Ben Dunn gave an illustrated talk on weather forecasting resources and techniques.

**New Members and Guests**

Tom Sidnowski, almost H2, looking to fly new sites, flies a Falcon4.  
Eric Nicholson, a P2 who works as an air traffic controller.  
James, an H2 who flies a Falcon4 at Ed Levin.  
Nathan, H2, flies a Falcon.

**Great Flights**

Chris Carrillo got to 4000 and stayed up for 1:15 after launching from the Eliminator launch in Santa Barbara.  
Chris and Patrick Pannese also flew Crestline.

James and Kimlee flew Dunlap.

James had his first 20 minute flight and flew in thermal conditions for the first time.

**President:** Paul Gazis

Not much to report.

**Vice President :** None

**Treasurer:** Don Herrick

Income exceeded expenses in the past month as renewals are coming in. The club's balances have increased.

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**Member Services:** Phyl Hamby

There are 235 paid members for 2015 and were 367 for 2014.

**Flight Director:** Ben Dunn

There was an instructor's meeting after the January meeting. The consensus was that the Ed Levin instructor approval process needs to be updated. The staging area at Ed Levin is being used for parking, which creates a conflict with the equestrian trail. Don Herrick offered to do a demo of the instructor database on the WOR website.

**Secretary:** Paul Clayton

The January minutes have been posted on the discussion board.

**Ed Levin:** Phyl Hamby

Any blue sticker pilot can check other user's credentials and otherwise enforce site regulations. There was a recent conflict when a pilot questioned another pilot's credentials. If an incident is to be reported to the site committee, the time and date of the incident should be included in the report.

**Mission:** Chris Valley

There are still 10 keys to be allocated (reduced to 9 by the end of the meeting) for the coming season. Get your application in if you want a key. The Special Use Agreement has been signed.

**Diablo:** No official report

It is rumored that the Site Chair and others have been flying at Diablo.

**Site Acquisition:** None

**Old Business:** None noted

**New Business:**

Robert Booth plans to organize a trip to Dunlap on the weekend of March 7th and 8th. Details will be supplied on the WOR facebook group. H2s can fly provided they have a signoff from an instructor. The group may camp at the campground near launch.

The lock on the bottom gate at Ed Levin reportedly will not lock. Phyl stated that he has replacement locks.

Chris Valley plans a trip to Yosemite on the weekend of June 5-7. Bridalveil campground may be open.

Newsletter Editor Roy Spencer announced a writing contest with the subject to be "My First Flight". He can be contacted through the website as "Editor@wingsofrogallo".

Mark Mullholland solicited a chase driver for his planned attempt to set a world record for class 2 (i.e. Swift or similar) gliders.

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End of meeting minutes

**Uncle Colin Speaks**

Bye kids. Time for me to hand this illustrious rag over to a new editor. Roy Spencer has graciously offered to take over starting next issue, and I will semi-retire to providing merely an occasional story. Let's all wish Roy well, perhaps by entering his story contest that he has provided info about below..... His time constraints seem a tad optimistic, but this is perhaps merely a my eyes vice that of a rookie.

Remember, WOR is most definately an "audience participation" organization and all members should occasionally offer their time and effort to help the community thrive and grow. Perhaps a writting contest might be your way to contribute?

**Roy's Writting Contest**

It is fun to write stories. It is fun to read stories.

So I am sponsoring a writing contest for the Flightline Newsletter. Here are the rules:

1. The title of the story must be one of the following:  
The First Time I Ever Flew a Hang Glider  
The First Time I Ever Flew a Paraglider
2. Writer must have fun.
3. Deadline is March 10 for first draft. March 15 for the final draft.
4. All the words must be spelled correctly. - Try for somewhere between 3 paragraphs and 2 pages.

**Winners will receive cash prizes!!**

- Grand Prize - \$40 and a hardcopy color Flightline.
- Best in Show - \$20
- Third - \$10 This is your chance to be immortalized on good-quality paper. Send me a draft so I can check foe typos.

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# The First Time I Ever Flew a Hang Glider

By Roy Spencer

It was May 31 1987 when I rolled up to the pay station of Ed Levin Park. The lesson was supposed to start at 8:00 AM. I decided to just pay the five bucks for a day pass.

As I pulled into the parking lot I discovered that the other cars behind me were also Hang Gliding students. Then the truck carrying the gliders pulled up to the gate.

I decided that I was going to try to remember as much about this day as I could. You see, I had been dreaming about flying for as long as I could remember.

Yes, I was the kid that jumped off the roof with a beach umbrella. I was the teenager that stood on a mountain side in 30+ winds, held my jacket open like a wing, and leaned forward to let the wind hold me up. I also had weird dreams about flying. As opposed to perfectly normal dreams.

So when my wife gave me a card for a "free hang gliding lesson" I went there, handed my credit card to the owner of the Hang Gliding school and said "Sign me up for everything."

The truck stopped inside the gate and Hayden Redfern stepped out. I joined the other students at the truck. The instructor said "Let's get these gliders off the truck and set up." We looked at each other. He said "Don't just stand there."

We unzipped the bag and eventually one of the students started setting up a glider. The rest of us followed.

We rolled the glider to the 40 ft. training hill. The familiar smell of fresh cow pie wafted gently across the field. I knew what treasures lay hidden in the tall wet grass. I wondered about the others.

I watched intently as the first couple students ran down the hill with Hayden running alongside. Some got off the ground. One guy, call him Bill, ran all the way to the bottom but never got in the air.

Then it was my turn. The instructor asked if this was my first lesson. Then he walked me down the hill to the lowest starting point. I was disappointed.

I picked up the glider and tried to mimic what the other students had done. I ran hard and the instructor followed. The glider lifted off and flew! I didn't.

I studied the other students as they made their runs. Some got a few feet off the ground. Some got turned. Bill tried again but did not get off the ground. The instructor said something about letting the glider float.

Finally it was my turn again. We started from a slightly higher point on the hill. I ran hard and tried to let the glider float. It worked! My feet were still running but I was not touching the ground. I was flying!

The flight lasted about 2 seconds. I was no more than 18 inches off the ground. But I flew! It felt great! I was hooked!

As the day warmed the wind came up and more pilots got turned. Bill got madder and more frustrated. I could see that he

was pulling down on the downtubes and expecting the glider to lift him that way. It occurred to me that we were flying a big kite and the hang strap was like the kite string.

On my fourth flight the wind was getting a little gusty. I was about midway when a gust lifted the glider higher than the instructor's head. I looked down at the instructor and thought "Is this supposed to happen?"

After the lesson I found myself in a kinda dream daze. I wanted to replay each flight over and over in my head. I wanted to talk with the other students and revel in the experience. I wanted to go back the next day and get 10 flights. I wanted a beer.

I went home and tried to express to my wife how exciting it all was and how addicted I had become.

I went back the next day and flew again. I don't ever want to stop.

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