

FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO
NORTHERN CALIFORNIA HANG GLIDER ASSOCIATION
VOLUME 100, NUMBER 05, MAY 2000



Tinkerbell punches off at Mission! (photo courtesy of the Disney (tm) Corporation)

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WOR Officers
President
Mark Mullholland
408-929-1753
markmulhol@aol.com

Vice President
John Wilde
650-556-1320 (H)
wildeblu@aol.com

Treasurer &
Membership Services
Don Jones 510-793-3551
wort@aol.com

Secretary
Paul Clayton
408-246-2218

Flight Director
Russ Locke
408-737-8745 (H)
408-737-7569 (W)
RussLocke@juno.com

HG Observer Coordinator
Dave Jacobs 510-651-6313

PG Observer Coordinators
Kathy Wilde 650-556-1320
Wildeblu@aol.com
Kim Galvin 510-748-0451
Kim_Galvin@mpsh.com

Editor
Paul Gazis
428 Madera Ave #1
Sunnyvale, CA 94086
408-736-0764 (H)
650-604-5704 (W)
pgazis@mail.arc.nasa.gov

Member Services
WOR Soaring Forecast
408-973-1976

Mt. Diablo Weather Robot
510-838-9225

Ed Levin Weather Robot
408-946-9516

San Jose Airport
Weather NOTAMS
408-980-8459

WOR Business
PO Box 361885
Milpitas, CA 95036

W O R Web Site
www.wingsofrogallo.org

The Editor's Turn

It looks like the year 2000 may be remembered as the Year of the Rigid Wing. Those Rigid wings are everywhere! Massive Extacys! Elegant Atoses! Ghostbusters with their retractable flaps. Even the occasional sleek Millenium with its two bold winglets standing proud and tall, like tailfins on a '57 Chevy. (If I buy another Mil, I think I'll get them chromed!)

But one has to wonder . . .

...where do they get all those dumb names?

I mean... like... Millenium and Extacy? What is this? Adult literature for fundamentalists? The Atos? That sounds like the name of a breakfast cereal ("New Post Atos supplies the complete USDA recommended requirement of 12 important vitamins, and is also high on fiber!"). And Ghostbuster? Is this the beginning of a trend? Are we going to see more gliders named after movies? And if so, which movies? The Star Wars? (I want that one!) The Titanic? (With a 67' wingspan, an aspect ratio of 18:1, and nine watertight compartments!) The Saving Private Ryan? The Sinkless in Seattle? The Casablanca?

Why can't rigid wings have cool names? Modern names! Names for the 21st Century! Names like... Thermalator! Roboglide! Laserwing! Gliderblast!

We don't have much news this month, but the news we have is fairly important. First, for all you Owens pilots (Three sleek Thermalator 2000s sliced through the crisp desert air in pursuit of the black Roboglide III piloted by the Evil Warlord Mongo!) Peter Lawrence just sent us the latest update from the US Forest Service. Second, there have been some rule changes at Ed Levin. They shouldn't have much affect on our flying,

but they are important, so please read Steve Pittman's article in this issue of Flight Line.

And remember, send in your article for the Year 2000 Flight Line Hang Writing Competition!

How about a review of that hot new Aeros Doctor Zhivago 13?

[Editor's Note: This news just arrived over the Internet, courtesy of Peter Lawrence. It sounds like it isn't quite final yet, but it also sounds good. Thanks, Peter!]

Walt's Point, Owens Valley

Peter Lawrence
<Peter.Lawrence@Eng.Sun.COM>

Guys and Gals,

I just got off the phone with Paddy Hardy at Bishop USFS, she has submitted to her manager a written proposal (we are past the talking-about-it stage) that if approved will temporarily suspend for one year the Forest Order requiring a site monitor as a trial period (we thought last summer was a trial period, but that's not the way they want to do it) and if things work out then maybe the following season the Forest Order can be completely rescinded forever and the site will be open to everyone whenever the road is open.

If everything goes according to plan Walts will be officially open on Memorial weekend, keep your fingers crossed. We are supposed to know in another week or two, so we still have time to plan our Memorial vacations. I'll send out more email when it becomes official.

Us pilots will have to supply the PortOPotty. I will take care of this initially, just like Jon James did last year. I would like to have pilots donate \$20 once per season

when they fly there, and will stop asking when we have enough to cover the cost.

Parking and the fact that our area is on a blind curve from one direction is still an issue, the USFS will look into putting up "park off pavement" signs, but in the mean time I will bring some folding saw-horse signs like John Ryan had.

There will be no requirements of ratings, waivers, insurance, permits, fees, wind-talkers (yes, they knew about John Ryan's wind-talker and at one time thought that was an essential part of site monitoring), cell phones, or CPR/EMT certificates.

We will be watched by the USFS this summer to see how we handle ourselves. Lets all be extra careful in regards to their traffic, sanitation and general behaviour concerns (no drinking, littering, or defacing rocks or trees like you-know-who did last summer). Gliders, equipment, or vehicles on the pavement could make things very difficult. Not only the USFS watches us, the horse packers do also and are well connected with the USFS. Lets also be careful in regards to our flying safety, while there are no rating requirements it is an advanced site and intermediate pilots and even advanced pilots without prior Owens Valley experience should seek out the advice of those with such experience. The "regulars" need to be watching out for the newcomers. One serious accident could make things very difficult.

Knock on wood that everything works well this summer, I've already made my hotel reservations for Memorial weekend, and also plan on flying the weekends of June 17, July 4, July 15, and July 29. Hope to see you all there sometime.

And lots of thanks to John

Greynald, Jon James, Larry Charblee, and Frank Peel for helping make this happen.

Pete Lawrence.

April Meeting

Minutes

by Paul Clayton

NEW MEMBERS/GUESTS

Dave Robinson - H4 from Denver.

Roger - Beginning PG pilot.

GREAT FLIGHTS

Steve Rodrigues - Top landed using wheels at Mission. Also flew tandem with Lipa, one of the rangers at Mission.

Paul Gazis - found fat lift Thursday at Ed Levin.

Bob Ormiston - had his first flight at Wallaby Ranch.

PRESIDENT'S REPORT - None

Russ Locke presided at the meeting.

VICE PRESIDENT'S REPORT - None

TREASURER'S REPORT - Carmela Moreno

Don Jones is away. We have 393 paid members, and 5 skill upgrades were processed this month.

ED LEVIN SITE COMMITTEE REPORT - Steve Pittman

The Parks Dept. wants us to call 911 after any injury accident. New site procedures are in the lockbox. The park closing time is to be strictly enforced in the future. The posted closing times are still under negotiation.

MISSION PEAK SITE COMMITTEE REPORT - Steve

Rodrigues

The gate on Mill Creek Road has been left open. Keyholders are reminded that they will be held responsible if they or their drivers do not follow site procedures. The web cam is up and running.

M T. DIABLO SITE COMMITTEE REPORT - None

F L I G H T D I R E C T O R ' S REPORT - Russ Locke

Nothing to report.

NEWSLETTER - Paul Gazis

This month is the swimsuit issue. The Editor disclaims any responsibility for the choice of species.

COMPETITION COMMITTEE REPORT - None

OLD BUSINESS

Steve Rodrigues reported that there is still interest in widening the gate at Mission. The rangers have no objection to the idea. Several designs are under consideration and volunteers are needed to implement the project.

Steve Pittman reported that the Ed Levin rangers are committed to opening the road as soon as it dries. Call (408)-262-6980 for road conditions. Notify the parks dept if you are forced to leave a vehicle on top at Ed Levin, due to road conditions.

N E W BUSINESS

Pat Denevan reported that there will be an Instructor Certification Program May 13-15. Pat is looking for volunteers to run a hang gliding simulator in exchange for lessons. Contact Mission Soaring for details. He also said that the launch road at Dunlap is in decent shape.

A location is needed for the May meeting.

George Morford reported that there are now two views of Mission launch on his website, one zoomed on the windsock, and one showing the hillside.

Entertainment was slides by Carmela Moreno and Bob Ormiston.

END OF MEETING MINUTES

[Editor's Note: There are some important rule changes here. In particular, the new rules for accident reports could be awkward or they could make things a lot easier. It's too soon to tell, so please read them, and let's all try to do the best we can.]

April Ed Levin Site Report

by Steve Pittman

The W O R's Ed Levin Special Use Permit has been renewed by Santa Clara County. The WOR agreed to several changes during the renewal process:

1. Ed Levin site closing times will be strictly enforced.

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. Section X.D calls for a one month suspension for exceeding site closing time.

Pilots have, in the past, tended to congregate in the triangular dirt parking lot to chat after site closing time. And some pilots think that they can avoid the deadline by breaking their glider down on the green. Neither practice will be tolerated in the future. Pilots will be automatically suspended for such behavior. Please note the closing time posted on the

gate as you pass through it. We hate to suspend people.

2. WOR members will call 911 for every injury at Ed Levin that requires first aid and ask that a ranger be dispatched, even if paramedics are not required. Details are available in revised emergency procedures in the landing zone lock box and/or on the web at <http://www.wingsofrogallo.org/documents.html>.

In the past, the W O R was expected to provide a written report within 24 hours of every injury accident at Ed Levin. We have not been complying with that objective. We have, therefore, agreed to call 911 (or dial 408-299-2311) for every such accident.

(If you call 911 from a cell phone, you will be connected with the California Highway Patrol (CHP). Tell the CHP operator that there has been an accident at Ed Levin Park in Milpitas and that you want to be connected with the Santa Clara County Communications Dispatch Center. If you prefer, you can call the Dispatch Center directly from a cell phone - dial 408-299-2311)

Once we are connected to the Santa Clara County Communications Dispatch Center, we will tell the dispatcher that there has been an accident at Ed Levin and what assistance, if any, is required. We will ask, in any case, that Ed Levin rangers be notified by radio. If we do not think paramedics are required, we will tell the dispatcher so. If the dispatcher insists on sending paramedics, we won't argue but will tell the dispatcher that the victim may already have left in a private vehicle by the time any paramedics arrive.

If a ranger is unavailable to take an accident report, the accident victim or an eyewitness must call

408-262-6980 within 24 hours and give the victim's name, telephone number, and a brief accident summary to a ranger, either directly or via the answering machine.

The above changes are effective immediately. The Ed Levin Site Procedures have been updated. Copies will be available by June 1 in the landing zone lock box and/or on the web at <http://www.wingsofrogallo.org/documents.html>.

The Santa Clara County Parks & Recreation Department has implemented a program to control the yellow star thistle in several county parks, including Ed Levin. One of the focus areas is the field we land in. There is clearly a dramatic reduction in the number of star thistles in our landing zone and on training hills this year. We have the county to thank.

Speaking of vegetation, the grass in the landing zone is getting too high. We have had a number of accidents over the years attributable at least in part to tall grass, including two broken humeri last year. The park's mowing equipment is under repair right now, so they can't mow for us. We are looking for a volunteer with the right equipment to do the mowing. Roughly eight acres need to be mowed, so a push mower isn't going to cut it (pardon the pun). We would prefer a flail mower that will cut tall grass at the base and leave it lying on the ground, rather than mulching it, as most lawn mowers do. Please contact Steve Pittman at 925-277-5080 or skywalker@alum.mit.edu if you are willing to help. Steve will send an e-mail to the Parks and to pilots letting them know the date and approximate time the mowing will be done.

A paraglider pilot was in the park late on April 26. The pilot was still in the air at 8:15 PM, almost

half an hour after sunset?!?? Posted closing time was 7:30 PM. The pilot has been suspended for one month. 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. Please note the closing time posted on the gate as you pass through it. We hate to suspend people.

[Editor's Note: Finally, a story from one of our paraglider pilots. It's a great story too, even if it does sound like this flight was a little bit too much fun!}

Buns of Steel!

by Nick Wisser

Throughout the morning, Nick phoned for updated wind conditions at the local sites, looking for an excuse to leave work and fly. He finally found what he was looking for when the winds over Mount Diablo slowed and turned to north-northwest at seven mph, providing a marginal but workable spring day of flying. He drove nonstop to the Juniper Campground launch site and arrived in the early afternoon to find no pilots at launch and no cars visible near the landing area. Nick was alone as a paraglider pilot, but Diablo is was anything but an empty place on such a nice day.

Nick wandered the perimeters at launch for several minutes. He noted a prevailing wind of zero with gusts to twelve, up-slope but not without an occasional strong downdraft. The winds were not really cycles, but not pure gusts either, as a cycle implied a steady wind for at least a couple of minutes, while Nick observed the bursts of wind to last no more than thirty seconds. He saw little motion in the trees on the ridge behind and above launch.

Above him were endless blue skies, with clear visibility all the way to the tip of the Transamerica Pyramid in San Francisco. It was only a week ago that he was here, spending almost two hours scratching grass-covered hillsides, soaring at cloud-base and making repeated climbs to well above the peak.

A few minutes later Nick was outspread and attached, attracting the attention of a tourist couple with camera. He struggled with the gusty and confused winds, but after dozens of minutes of failed inflations, re-centerings and downwind rollups, and after the tourists had given up and disappeared, Nick finally got his glider overhead and he launched into mildly bumpy air. Nick took a wrap and worked the controls continuously to maintain a straight course, while adjusting his seat and watching the grass go by just a few feet below. He was sinking but things were not bad.

At a point where the hill falls away to a steep slope Nick hit a sharp updraft and he raised his hands quickly in response. Just as quickly as it arrived, however, the lift disappeared and his canopy collapsed completely. Nick, who by then was flying at no more than 300 feet altitude, watched the ground approach while dropping his hands to his seat, probing for brake pressure. The recovery was rugged and lopsided; Nick responded with aggressive control of glide path and roll.

As soon as his canopy was stable overhead it encountered another blast of lift that sent it both skyward and backward. Nick thought it surprising that his glider, composed of little more than string and fabric, was capable of such abrupt acceleration. Instinctively his hands went out and up, his reaction only slightly behind the original blow from the

thermal. The air was nasty, but if he could maintain control, he thought, the lift was certainly capable of getting him up and away from here.

Soon thereafter Nick was hit again by a gust under one side of the canopy, but while he worked to control the roll another gust swatted his glider from behind, and again he was in free-fall. His hands were well below his harness when his glider bit in again, and the recovery this time was far more violent; Nick suspected not a large collapse but a gust stall by a sharp downdraft from the rear. He checked a hard forward surge by holding his hands down for far too long before letting the glider fly away again. Nick took yet another collapse on one side, this one like the others happening too swiftly for him to anticipate. He gave that side an aggressive stroke with his brake before responding with both hands to the aftermath.

To Nick the air felt unfamiliar. Instead of the bumps and swerves from the motions of unstable air, Nick felt as if he and his glider were being struck repeatedly with blunt objects. His responses on the controls were equally harsh, and that fact alone concerned him, as he knew better than to make continual wild gestures to manage a glider in flight. Nick had flown in strong turbulence before, and accepted it as the price of good lift, high altitudes and a long flight. He understood that thermal turbulence is often strongest when close to the ground, and had conditioned himself to endure by painting a mental image of how billowy soft the lift becomes after having gained several hundred feet. But this was the first time Nick could remember when he was certain that the air was trying to kill him.

Nick had a choice. He could continue to fly away from the hill until he thought he was free of

turbulence (for he now recognized from the air what he didn't on launch: he was flying in strong lee-side rotor), or he could put himself down right now. For a moment he looked with longing at the grass-covered slope and imagined himself below, standing safely and looking up. He might have thought as well of the choose-to-fly parable, that it is better to be on the ground wishing you could fly, but that decision was many seconds behind him now.

Nick couldn't entertain choices, he was working entirely on reflex. Although the glider was barely under control, he managed to bring it around parallel to the hill while responding to ceaseless repeats of surging and rolling. Another decompression, this one caused by a collapse on the side nearest the hill, struck his glider and dropped him into a banked turn toward the mountain. Nick responded again.

It is times like these when it is hard to know who your friends are, Nick thought. It was the air, this wretched collection of gusts, slams and bottomless free-falls, that was responsible for all the violence he was experiencing now, and yet this unpredictable mass of malevolence was all that was keeping him alive. The ground, which seemed so far away but still too close for him to survive a major fall, was both his death and his final salvation. The closer he could get to the ground the closer he would be to safety, and yet the greater would be his danger, for at this point a fall was not a matter of if but when, and that when would come very quickly indeed.

Nick maneuvered himself closer to the hill. He was running a race against time, to get himself to the ground before the ground could get to him. Several seconds had past since his last big drop, and as the ground approached Nick

became excitedly optimistic that he was going to get through this adventure alive. It was when the ground looked invitingly close, about a dozen feet away, and when the time had come for the last preparations before touchdown, that the glider broke loose for the last time.

Although Nick's legs were dangling and he could easily place himself in the proper configuration for a PLF, the idea flashed through his mind with no real effect. Instead he tucked in, stared at the tops of his knees and felt himself falling backward while he counted the milliseconds toward impact. Nick's mind was deeply within that bizarre world of stalled time, where events are stretched to the point where he could count the ticks between when a sound reaches the nearer ear before the farther one; where he could feel the foam depress the first half-centimeter and then the second; where he could measure the impact on the pelvic bone and observe the compression advance like a shock wave to the lumbar region, then to the upper back until, by the rock of his stiffened neck, he could weigh the mass of his own head. Throughout the process Nick was assessing what his injuries would be, demanding of his nervous system, "Damage Control, report!" even as the impact was spreading its carnage up and throughout his body.

When the movement ended his rarefied time frame popped back to normal. The pain that shot through him had run its course and subsided, and again Nick felt optimistic that he had cheated death. He rolled around in his harness to verify that nothing hurt seriously, then unhooked himself and cautiously stood on his feet, checking each little twinge and muscle contraction for damage.

Although he could not see launch from where he was standing,

Nick judged that he was about two hundred feet below launch level. He stood on a steep slope and saw that his glider was tangled in tall sticks and partially covering a dead tree trunk. He could see no other person, and when he looked up he saw no one from the campground rushing down to see what had happened to him. He gathered his lines together, moved to a slightly better spot for folding and packed up his gear. He walked back to launch, loaded his car and returned to finish his workday.

Fort Funston Air Races 2000

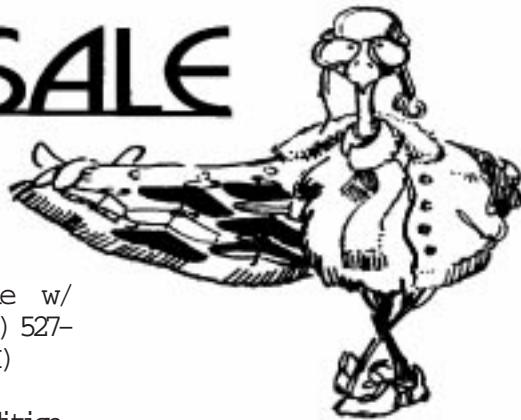
Remember! The Fort Funston Air Races are back, and will be held at Fort Funston (where else?) May 19-21. The Air Races 2000 will consist of approximately a 5-mile out and return course. Launching at Fort Funston, pilots will fly south to the 600ft cliff at Westlake, cross a pilon and return back to Fort Funston. The best overall times will be awarded!! Separate classes for rigid wings and high performance flex wings will be added in this years format. A handicapped sporting class will also be included.

Come fly and race with the fastest gliders and pilots. Saturday night BBQ. More updates to follow. For entry information contact

Dave Ruiz
1268 A 25th Ave
SF, Ca 94122
Tel 415 564-7203,
email
davidr@rosewood.his.ucsf.EDU

Or email Alan Sakayama --
av8er@mindspring.com

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, \$5800, BRS chute, \$800, Call Ramy Yanetz (650)625-0633 ramyyanetz@aol.com

Flexwings

Fusion 150. Black/Blue, Less than 50 hours airtime. \$3,500. Call Steve at 415-385-0423 swerthei@us.oracle.com

HP -AT 158. Orange/Red, Approximately 400 hours airtime. \$800. Call Steve at 415-385-0423 swerthei@us.oracle.com.

HP AT 158. Great shape, new side wires, spare down-tubes. Photo <http://www.sirius.com/~mlbco/classes.htm> \$1000. Contact Rick at rickcav@earthlink.net or 650-961-7825 ext 345.

HP-2. Blue/Turquoise, Good condition, Approximately 300 hours airtime. \$400. Call Steve at 415-385-0423 swerthei@us.oracle.com

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. Blue and yellow under surface. \$550 Call Bruno (925) 837-4261. Brunoj@worldnet.att.net

Moyes XtraLite 164. Mylar sail. Good condition. 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 doo. (408) 527-8110 (W), (408) 929-1494 (H)

Mark IV 17. 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 Fluorescent Yellow colors. Wheels included. \$2000. Contact Mark at (408) 206-6059 or mark Howard@onebox.com

Wills Wing Spectrum 144. 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 Millennium, 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 doo, (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/doo. Call Bob, (650) 588-1975, fly@best.com

UP Vision Medium (75-98 lbs.) About 10 hrs. flight time. Canopy/harness/reserve. Good for P2 pilot working on P3. \$1500 doo. Call Dan at (408) 778-9373 or skills1@te.net

Equipment

Apoor Jet Stream pod harness and chute (5 years old), Full Face helmet, almost new Flying Suit, Best Offer, Ball GC99, like new, \$850, Racks for Isuzu Trooper, Best offer. Call Ramy Yanetz (650)625-0633 ramyyanetz@aol.com

CG 1000 harness for 5' 5" - 5' 8" pilot, clean, many features, steal, \$200. 22-gore High Energy reserve, bridles for both hang and paragliding, \$200. Call (510) 787-6867 Cage2usa@aol.com

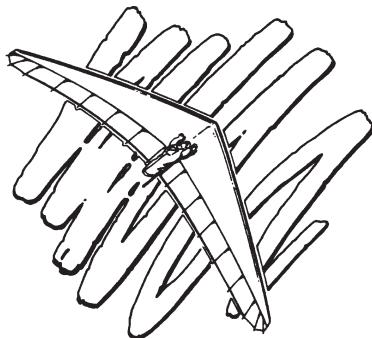
Uvex full-face helmet Carbon fiber, quite light (2 lbs?). \$50. Call Kevin (408) 734-3708

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, EFT V6 3.0 Liter engine, 5 speed man transmission, many options. 150,000 miles. Contact Nathan nat@cyber-nexus.com

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



*Wings of
Rogallo*

FLIGHT LINE

VOL. 100 NO. 05 MAY 2000

The next Wings of Rogallo Meeting... Oh yes! Right! That next meeting!
I believe the next meeting may be held at the clubhouse at Steve Pittman's apartment complex
Tuesday, March 16 at 8:00 pm.

For details check the Wings of Rogallo WWW Page
<http://www.wingsofrogallo.org/meetings.html>

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

As always the Entertainment at this meeting remains a mystery -
But we'll think of something!