



FLIGHTLINE



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The publication of the Wings Of Rogallo Northern California Hang Gliding Association
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Dirk launching at McClureo Photo by Carm??

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Spring Flying Rumors and Stuff

WOR Club PICNIC & Fly-In @ ERLCP: Apr 26 (carm)
XC League Apr: 12-13 & May 17-18 (jugdeep)
Reno/Tahoe Fly-in: April 5-6 (zippy)
Marina Festival of the Winds: May 10-11
Cerro Cordo Trip: May 10-11 (Eric F)
McClure Coyote Howl: Fly-in May 17-18

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<http://wingsofrogallo.org/memberdb>

March 2008 WOR Meeting Minutes**New Members/Guests**

None recognized.

Great Flights

Robert Moore flew in cloud suck at Diablo last Friday.

Urs Kellenberger reached 1900' MSL at Funston, in a shear.

Brian got his H2 rating.

Art T voiced opinions on all 3.

President: Wayne Michelson

Wayne attended the USHPA board of directors meeting.

Art T voiced opinions regards wayne's comments.

Vice President: Karl Allmandinger

Karl took notes at the February meeting.

Art T had more comments.

Treasurer: Don Herrick

Income is exceeding expenses due to renewals coming in. Some renewals are awaiting processing.

Art T didn't comment.

Membership Services: Eric Carlson

Eric was up until 1AM last night catching up on renewals.

Art T was up until 1AM partying.

Flight Director: Pat Denevan.

Winds are strong at this time of year; several pilots have been blown back. Pat calls this the spring break. The combination of pilots being out of practice and strong conditions results in more accidents. Landing on top at Ed Levin can be challenging, especially if the top is overcast. There is a strong gradient, so plenty of airspeed is needed on approach.

Art T voiced more opinions.

Ed Levin: Pat Denevan, et al

The Mission Soaring website has 2 web cam views of Ed Levin. The new site procedures are in effect and are on the WOR website.

The windtalker has been repaired. The phone lines that connect it have been a problem. Art T had suggestions

Mission Peak: Steve Rodrigues, Roy Spencer

Keys were allocated at the meeting. Roy Spencer is the new site committee chairman, replacing Steve Rodrigues, who was chairman for 13 years. There is some confusion regarding the procedures for using the east launch.

Last year there was a trespasser who circumvented the lock on the main gate.

The person was caught due to the efforts of Eric Carlson, who was presented with a Junior Ranger badge. Kudos to Gary Princeau, who assisted.

Art T had more suggestions.

Mt. Diablo: Robert Moore

There is a new group of H4 pilots who are flying the site. The weather station is working. There is an informal fly-in planned for this weekend.

Art T likely had something to add.

Coyote Lake: Jim Woodward.

A paraglider pilot was seen flying in the area, which is not presently open to the general flying public. The pilot was reportedly not cited by the rangers. Presently Coyote Creek is too high to allow vehicle access to the site.

Art T was in the restroom.

Mt Umunum: Steve Rodrigues

There will be public meetings to discuss the plans for the area; dates of the meetings are not presently known.

Art T voiced opinions.

Old Business

Ben Dunn reported that the X-C contest is underway with the same rules as last year. There will be separate prizes for flights from Mission and Ed Levin.

Tom Mook reported that Connie Locke is planning to expand the "house" launch at Dunlap next weekend. She plans to remove vegetation with heavy equipment. The area will need to be reseeded. BAPA has contributed to the cost. A work party is

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planned for April 19th.

Mark Grubbs reported that commercially available windtalkers cost about \$3K.

Peter Wenn and Dan Pifco are working on a distributed weather system.

Phyl Hamby is researching options for grading the Ed Levin access road.

Art T had more to add on this also.

New Business

Eric Froelich reported that a fly-in is tentatively planned for May 10-11, at Cerro Gordo. A minimum of H3 rating is recommended for flying the site.

Paul Gazis is planning a trip to Pine Mt. in August.

Urs Kellenberger and Paul Gazis reported on the USHPA BOD meeting. There is a new magazine editor and designer.

USHPA also has a new marketing plan intended to increase participation in the sport. The USHPA foundation has an improved site program and is expected to become more active.

Pat Denevan noted that a reporter from Eye on the Bay will be taking an HG lesson on April 13th, and there will be Wills Wing Demo Daze April 12th and 13th.

Don Herrick and Dave did a photo shoot for a commercial.

The US HG nationals will be in Lakeview OR this year.

Carmela Moreno announced that a club picnic or breakfast will be held at Ed Levin, tentatively on April 26th.

Mark Mullholland reported on a proposal to have co-meetings with BAPA.

Motion was made to nominate Art T for WOR president if he had any more opinions to add.

End of Meeting Minutes

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Flying History at Mission Ridge.

By Steve Rodrigues

Most WOR members know that we have been managing the hang gliding activities at Mission Ridge since the early 1970's. What most folks do not know is that a pivotal event in the sport of hang gliding took place there. A bit of history will help explain the significance. I've included the basics for those new to our sport.

The delta wing hang glider was invented by Dr. Francis Rogallo, an aeronautical engineer of the National Aeronautics & Space Administration. He developed the glider privately in the late 1940's with the help of his wife Gertrude, and received a patent on the design in 1951. In the early 60's, the wing was tested by NASA as a possible recovery vehicle for space capsules, but was ultimately passed over for the parachute system. Dr. Rogallo's delta wing design was eventually released to the public, and many people began building and flying his simple aircraft. Dr. Rogallo generously decided not to protect his patent, but rather let manufacturers freely produce his invention.

The Rogallo wing became very popular, and was being flown all over the world, from the United States to Australia. While the gliders were used for towing and basic gliding, their true potential for flight was not yet realized. Then, Dave Kilbourne, a founding member of the Wings of Rogallo, made a significant accomplishment. On September 6, 1971, after hiking his Rogallo wing to the top of Mission Ridge, Dave foot launched, and was able to use the abundant lift of the ridge to soar for over an hour. He became the first person in the world to do so. His flight proved to everyone the soaring ability of the Rogallo wing, and provided great inspiration for future flights. Pilots began flying higher and further each year, gliders evolved into more sophisticated aircraft, and the sport grew to what it is today.

This year, many thousands of pilots all over the world flew hang gliders, not just for pleasure, but also to set records and compete on an international level. The current world record for straight distance flown in a hang glider is an astounding 435.331284 miles! Dave Kilbourne's flight at Mission Ridge was fundamental to this achievement.

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Dave Kilborne flying his blue rogallo with swing-seat harness

The Days of Spring

By Christopher Valley

March 9th, 2008 was a special day for us. It was the day Daylight Savings Time started. Not many people place much significance on that day, but for a hang-glider pilot who works the usual 8 to 5, it means a lot. This starts the morning ritual of loading my glider on my truck, tossing my harness in the back, and heading off to work hoping for an evening flight at Fort Funston. I'm no longer the weekend warrior as of March 9th. Sure, I'll put in my usual 8 to 5 work day, but I will also keep a close eye on the Funston webcam throughout the day. I am the "Night Shift" when it comes to flying Funston. I don't care if I get 15 minutes or an hour and 15 minutes... nothing beats watching the sunset while flying in whatever the Fort has to offer at the end of the work day.

There are a few other "Night Shift" pilots and they know who they are. We usually show up after 5 PM, walk out to launch, check how much beach is exposed, check the wind sock one more time, then walk back to our trucks, unload our gliders and begin setting up. We are usually setting up our gliders while others are breaking down. If I were paid a dollar for each person who said, "You should have been here earlier", I'd own a fleet of T2s... one for each day of the week.

This is the way we end our work day, though. It allows us to be functional human beings throughout the work week. March 11th set my head straight with a 25 minute flight in some of the smoothest air I've ever flown... within 15 minutes I was 908 feet above the beach flying my glider like it was merely an extension of my body.... floating. I watched numerous pilots land, and suddenly, I was all by myself with the entire Fort to glide along. That was my first day of spring. I became aware of everyone driving to their homes after their work day during that flight... the stream of little ants going about their business, oblivious to the little red glider floating above them.

Or maybe they were watching me, and maybe they were saying, "I should have been here earlier".



Thor@funston.aero by Karl Plischkle

PICNIC PICNIC PICNIC

COME ONE, COME ALL!

All types & levels of flying, families are invited to attend. Let's have some fun! Join the Wings of Rogallo Fly-in and BBQ (Women's world team benefit)

Date: April 26, 2008 Saturday

Time: 10am til ??

Location: Ed Levin

Let's also show support for the Women's World team! \$5.00 donation or more would be appreciated. This year they will be heading to Italy.

<http://www.rochesterareaflyers.com/GOTTAFLY.html>

WOR to provide - BBQ, beer, soda, water plus condiments

You can bring: Last name start with:

A - L side dish

M - Z dessert

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XC League Events Calendar

Jugdeep Aggarwal

(jaggarwal@emerald.ucsc.edu)

March 29th and 30th Potato Hill

April 12th and 13th Dunlap

May 17th and 18th to be decided

June 21st and 22nd Dunlap

July 19th and 20th Potato Hill

August 9th and 10th to be decided

September 6th and 7th Dunlap

October 4th, 5th and 6th Owens Valley

PICNIC PICNIC PICNIC

BYO chair, hat and sunscreen

What you can do to make it fun -

Volunteer to run an event - Spot landing, speed gliding, duration, hike-n-chuck, water or flour drop.

Prizes for HG/PG 1st, 2nd, 3rd.

If you would like to help out with running an event, ontact Carmela skyhighwoman at yahoo dot com.

Spread the word and will you see at the hill! Please sign up and let me know what you fly and what will you bring. Go to the WOR BullBoard.

Happy Flying! A call for tandem pilots for our beginners H1 or P1 Please mark your calendar and plan on being there.

Carm

Four days a week

By Carmela Moreno

With daylight saving here the weekday after work has begun. I had missed the flying over the weekend replacing a rope on my harness that was showing some signs of fraying. Well, missing the weekend of flying might not be the right words, since it was extremely unstable with spotty rain showers and strong winds.

There was flying to be had but you had to be ready and I was not.

With my new harness line in place, I found a tree to hang in. I had Rex eye my harness. He sees what I am feeling a little head low and slightly arch back. I make a slight adjustment and go with it. The next best way to check out the harness is to fly. The annual keyholder/monthly club meeting was Tuesday night and it looks as if I can fly Mission before the meeting. OH BOY! My harness could not have been more uncomfortable. The lift was somewhat buoyant but light. You had to stay on top of the ridge. With my back arch and my head low I did not like it and I just went to land. The next day, I head to the Mission soaring to have Pat help me adjust my harness since the shop was open. I was going to miss what looks to be a good day at Mission but I had to tend to my harness. No worries, I had a four day weekend and Thursday's weather was looking promising. Did I mention I also have plans to go to Lake McClure for three days? The plan was to fly, bike, hike and swill.

Before heading out to McClure I really wanted to fly my Litesport at Mission. I find jumping back and forth from my Falcon to my LS I can get a little squirrely on the LS. Add adrenaline and it makes things real interesting right off of launch. On Thursday, the plan was for me to fly the LS no matter what the conditions were. Rex, Bruno, Karl, Mike and I meet at Mission around 1pm. The conditions were as such I was more than happy to be on my blade wing. Mike gets launch first and quickly climbs to altitude and heads to the peak. I think he said he got to 3400ft. Bruno launches and was hanging out front not getting much but does manage to get over launch for a short while. Then I get launch, the air is punchy and somewhat hard to work the lift. Did I mention my vario battery was dead? It turned out to be tough air to stay in the thermals. Some thermals were drifting and others you were able to auto core. According to Rex you had to find the center part of the thermal for that was strongest part. No matter I felt good I was hanging tough with no vario and made a couple of low saves.

Rex is starting to notice that Bruno and I are struggling out front. Bruno is in some heavy sink and heads downrange to the LZ. Rex is smart enough to take his altitude and top lands. Karl sees Rex land and helps him walk to the breakdown area. I was able to make a few more passes before I was going to be following Bruno to the LZ. Down below in front of launch my trusty thermal is waiting for me. I am working hard to find the core and I get pitch over twice, I re-center myself back in the thermal and start climbing. That was rough but I finally get over

launch. I head to the peak only to come back with my tail between my legs and low. I head back where I caught the last thermal and I was able to make another low save and back to the peak. The third time is not the charm at the peak I head back to launch where my luck runs out and I had to head downrange to RC hill. RC hill is the last chance for a thermal before heading in to land. I was able to work the lift and really extended my flight before having to land. All I could think is this is what McClure is going to like I might as well get used to it. I finally lose out, Karl had launch and was able to do about the same as the rest. Get over launch only to be below launch not long after. This was going to be par for the weekend. He sees me working RC hill and tries to head over there. It is not there for us and we have to land. I have a good landing and I am feeling good about heading to McClure for the weekend. Karl is on my tail and he has a good landing. I am happy to say the harness felt good, I had a challenging flight and I am really feeling my muscles. It was good for an hour and boy that was a tough hour.

Lake McClure for some flying, biking, hiking and swilling:

Karl meets me at my house the next morning to head to McClure. Joe was planning on coming Friday morning. We show up at the campground and there's really no other pilot in sight. At time we thought Joe was a head of us but he got lost some where on 132. We just start setting up our tents. It is a perfect temperature plus with daylight saving starting early this year we have lots of sunlight. Joe finally shows up and he was able to round up the ONLY keyholder around for the weekend. Damn what happen to everybody? Later I found out they had headed to Diablo for the first time at least Brian did and a few others. DOH! I am reminded about ONE of the reasons why I do not go to McClure. Thanks Brian for hooking me up and taking care of me. Promises promises! I am glad you had a good time at Diablo however.

A few newbie pilots from the Bay Area showed up as well Dirk, Aaron and Gabe. They are all flying falcons. We take the keyholder Mike up the hill and Karl is feeling rather lazy from the weekday flying and the late night. He offers to drive the first day. We show up at launch and it is blowing in but not enough to entice me to setup my Litesport. There are plenty of other falcons that were going to be flying. We all get launch, the air is rather broken from the amount of wind. It is somewhat ridge soarable then a thermal will come through but you had to be in the right place to catch that magic carpet ride up. I was able to make my way over launch along with Gabe, Aaron and the local Mike. Dirk is hanging on LOW for all that it is worth as he really wants to rack some hours. It seems once you got over launch you can stay there but being in the falcon you can not go any where. Then I found myself losing altitude and heading to the LZ with Aaron. We land less than a minute of each other but we are safe on the ground. Dirk and Mike

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head in and then here comes Joe. Let the swilling begin!

The next day, Saturday the flying is showing a little more promise and I go for an early morning bike ride 16 miles on 132. A few more pilots are going to show up and then even more on Sunday. The group that was at New J is going to come to fly McClure as well. Still only one keyholder for the weekend is there. Chris had stopped off at New J and decided to come to McClure. I see him driving on 132 on my bike, he sees this strange person waving wildly. WTF? I think he finally realized it is not a strange person it is only me riding on the narrow steep road on hwy 132. I guess being strange is a matter of opinion.

I get back from my ride and take a shower. Everybody is fed and the move is starting to take place to head to the LZ. Hurry up and wait kind of thing. Luckily, Mike is still around and this time he decides to drive for us. He wants to head down fairly quickly after we launch the newbie pilots. That leaves one pilot to self launch (reason #2). Luckily it was fairly nice conditions for self launching. Still I do not want to self launch so I launch shortly after the newbie pilots. I launch into some heavy sink; this is going to be a short flight. I start my zig zag pattern to try to found the air that is going up and not down. I do get lucky and I found a thermal going up. It is smooth and one of the biggest thermals I have ever gotten in at McClure. UP and over the top and now you can see the snow top mountains of the Sierras. With the green hills and snow cap mtn what more can you ask for?!? Well, maybe a little more airtime because that was short lived. I am getting below launch and now another pilot is struggling down low with me. Not really wanting to come in at the same time as another pilot again. I go ahead and stuff the bar to the LZ. I make my approach over the break down area. ZOOM downwind cranking a diving turn checking my spot all the while and get it down close to the ground. I am coming straight down the chute and I land pretty dang close to my spot. I even get crowd noise. Let the swilling begin! I look for the other pilot and he was able to hang on long enough to climb back up.

On Sunday, I am pretty happy for all the flying I have been doing and decide to hike to launch and drive a truck down. Let the swilling begin! The New J pilots show in the middle of the night and are ready for the flying on Sunday. KM just showed up mid afternoon after flying Diablo for two days he is willing to drive up. More importantly he is the only keyholder. Some how we lost Mike the other keyholder. We finally get organized to head up the hill. With five trucks and four drivers and one key we had to leave at the same time. One driver could get stuck on launch with no key to get out. I was hoping to leave early enough to get home before dark. So we all drove down together after watching a few pilots launch.

All in all a fun weekend of flying, biking, hiking and swilling.
Happy flying!

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