

FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO
NORTHERN CALIFORNIA HANG GLIDER ASSOCIATION
VOLUME 99, NUMBER 5, MAY 1999



The mighty mountains of Holland

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Going To Press Policy

For inclusion of articles or photos in any issue, please submit materials to the editor by the first of the month.

The Editor's Turn

Well, I just got back from the Netherlands and it was a blast. Don't ever let anyone tell you there aren't any mountains in Holland. The coastal range is impressive – a hundred miles of towering cliffs that stretch from Amsterdam to the Belgian border. But that's nothing compared to the Dutch Alps. These mighty peaks loom thousands of feet above the windmills and canals and are the home of the glaciers for which Holland is famous.

In ancient times, these mountains were the border of empires. During the second Punic War, Hannibal led his armies across the Dutch Alps on his way to invade Rome. In the modern era, these mountains remain the scene of many dramas. The North Face of the Eiger, which towers above... uh... wait a second... maybe that's in Switzerland. Maybe there aren't any Alps in Holland. Maybe there aren't any mountains at all. Maybe the whole damn country is totally flat, and the only way to get airtime is by winch towing because aerotows are not legal and none of the roads are more than 3' long so there's no place to truck tow.

Still, the food in Holland is excellent. Best of all are the ground squirrels. In the absence of mountains, thermals, and any large airborne predators, they are oblivious to any danger from the sky, and it's a simple matter to swoop down, seize them in one's talons, and carry them off to consume them in flight.

We have a lot happening this month. The May WOR Fly-in is coming up May 15-16 at Ed Levin. There will be a picnic and potluck, with plenty of good food, good company, and nice tasty ground squirrels, and it's in May, so it could be... scorable! Read all about it in this issue of FLIGHT LINE, and be there!

We also had a lot happen during the past four months. In particular, a lot of pilots have been running into things and breaking body parts. This practice must cease! It produces large unsightly dents in the hillside. It also frightens the ground squirrels. They are timid sensitive creatures, who are easily disturbed by loud noises, violent impacts, and rescue operations. In the future, any pilots who have accidents will be dealt with severely. If they are injured, they will be unable to avoid large airborne predators, who will swoop down, seize them in their talons, and carry them off to consume them in flight...

...so stop running into things, damn it! Leave that sort of stuff for General Aviation pilots!

On a more positive note, this issue of FLIGHT LINE features the very first entry in the 1999 Hang Writing Competition: Harris and the Hang Glider by Darryl Fox. Check it out! And send in some entries of your own, to get in the running for the Valuable Prize!

Paul Gazis

The Crumpled Nosecone

by Mike Vorhis

I intend to create a short "Flight Director's Corner" column each month, a conduit through which flying concerns, tips, techniques and such can reach the WOR membership, from crusty old thermal wrasslers to new blood. Once created, hopefully this column will survive long after I am personally booted from office in disgrace. (Remember, I prefer censure to impeachment.)

In general, I do not pretend to be the source of advice of particular merit. Rather, I will attempt to

latch onto kernels of Truth and Secrets of the Atmosphere that are unwittingly shared with me by real sky gods in unguarded moments. The best pilots of the region—the Diablo crowd, the Windy Hill old-timers, coastal dudes like The Chief and Marginal, the various Owens Valley veterans, Mission Peak legends, long-time instructors—will be eaves-dropped and baited to give it up. Then, in full plagiarizing form and without any permission whatever, I will publish their secrets of achievement, tuning, and safety to the world, and we will see the gap close between these brilliant masters and the rest of us clumsy hacks in a matter of months.

In keeping with this plan, I asked The Very Geofrey Loyns Himself if he had any wisdom to share. "Don't fly into any fences," he said profoundly and in fulfillment of a dubious prophesy. Now, I know he has more for us than that, but since I haven't pruned it out of him yet, for this first edition I'll have to share one of my own experiences. Remember to consider the source.

Back in November I gave a tandem lesson flight to a friend. We set up atop Mission Ridge on a non-scarable day. The wind was drifting nicely and lightly up launch, but by the time we'd pre-flighted the wing, that had changed to lightly over-the-back; a squall had come across the bay and was scooting over Hayward, intent on passing us well to the north. "Let's just hold onto the glider here," I said, "and when that squall is east of Livermore the breeze will be up the front again." That's what we did.

We had to hang on hard. The wind pushed down on the back of the glider; we couldn't move it easily. When the cell passed, I was proven to be a weatherman of considerable skill, and it

impressed my student that things went exactly as I'd said. We looked over the glider again, suited up, and ran off the hill.

I paced it out later: we had to run 50 yards! Has anyone out there run that far down on the Mission launch? There are the remains of a low stone fence down there; I had to mush the nose out to clear it. A band of cattle ran just feet under our bellies. That's how far we had to run. Just barely got off. And on landing, there was zero (not one foot, not a half inch, but zero) ground effect. Good thing for pneumatic wheels.

It didn't take me long to form a theory. I checked the battens that evening. Some of them had 30-degree bends in them, adding huge amounts of random reflex. Some were very flat. Many were normal.

Moral: If any significant breeze pushes down on the back of your wing, do NOT fly it before you check the battens AGAINST THE CHART. We tend to think a glider can handle breezes, but that isn't necessarily true from all directions. Especially gliders with long or soft battens (all Falcons, all medium- or low-performance wings, those with 6061 alloy ribs like Moyses gliders, and to be safe, pretty much every wing) are more vulnerable than we think when the forces come from behind.

My student and I were lucky the configuration hadn't become pitch-unstable, or hadn't developed an unmanageable turn. All we did was run forever, and the guy put his shoulder through a downtube on landing. Could have been much worse.

My one cent's worth: protect and suspect those long curved things.

- Mike

April Ed Levin Site Status Report

by Steve Pittman

There have been quite a few accidents this spring:

Jan 30 - PG pilot collapsed at low altitude. Unable to recover. Crashed on 300' launch. Major injuries, including ruptured bladder. See April Flight Line for more information.

Feb 27 - Experienced H2 crashed on 1200' hill at Ed Levin. Damage to recently pre-flighted glider.

Mar 13 - HG pilot landed in mud because another pilot was ground handling a hang glider in Ed Levin LZ.

Mar 27 - HG pilot crashed at Mission while attempting low 360. Major injuries, including punctured intestine. See April Flight Line for more information.

Apr 10 - Very experienced HG pilot launched from Mission and was tumbled over Ed Levin. Major injuries, including broken pelvis.

Apr 10 - HG pilot at Ed Levin crashed on training hill. Spiral fracture of humerus.

Apr 17 - Student HG pilot hit tree near LZ walkover. Damaged glider. Could have been more serious.

Apr 17 - Student HG pilot crashed onto new UltraSport parked at fence corner. Little damage to student's glider, but bent keel of UltraSport.

Two obvious themes leap out here. One is insufficient clearance from terrain. Pilots are running into the ground or collapsing and tumbling with insufficient altitude to recover or deploy a reserve.

The other is training hill accidents. Every WOR member needs to make sure every pilot at Ed Levin has the proper credentials and obeys guidelines for their skill level. No one wants to be a policeman (well, I don't anyway), but please consider that something you do might well save a life, prevent a serious injury, or at least prevent major equipment damage. From that perspective, being a policeman doesn't sound so bad. And you can be sure that if you do take action to enforce the Ed Levin Site Procedures, the Site Committee is behind you 100%.

Minor changes to the Site Procedures have been approved by the Santa Clara County Parks & Recreation department. The changes primarily affect WOR Instructors. A distinction is now being made between Basic and Advanced instructors. An article will appear in Flight Line soon summarizing the changes. The new Site Procedures are awaiting signature by Mark Mulholland. Photocopies will be available in the Ed Levin LZ lockbox as soon as they are signed.

March Ed Levin Site Status Report

by Steve Pittman

There was a hang gliding accident on Saturday, February 27. A H2 pilot with over 10 flights from the top was flying with a Blue Sticker sponsor. The pilot attempted to soar the 1200' hill and, while working the ridge, was blown back into rotor and/or wind gradient. He did not stall but, due to inexperience, he did not pull in soon enough to penetrate back out and clear the top. He was forced to crash land. The pilot was unhurt, but the glider's right down tube was broken, the right wheel axle was bent, and tang was bent that attaches the

right flying wire to the base tube junction.

The 1200' hill is somewhat tricky to soar because the ridge is actually two ridges, one behind the other. It is not a good place for inexperienced pilots to be. And it is important to maintain adequate terrain clearance wherever you fly. Let's be careful out there!

A work party will be announced soon via e-mail to install a new, taller mast for a new Ed Levin windtalker. Because the new mast is taller, the new windtalker should provide more accurate measurements of wind speed and direction because it is less influenced by ground effect. We will need to haul water, concrete, a wheelbarrow, and other tools for mixing the concrete up the hill. Anyone who can provide vehicles and/or equipment to help please contact Randy Tribe (H:408-935-9187 or W:650-934-8836).

The Ed Levin rancher recently complained to some pilots because a gate was left open. At first, it seemed the rancher was concerned that the aluminum gate part way up the road to the top was left open. This is the gate the Parks has said would only need to be closed about six weeks a year. It emerged, after some discussion, that the rancher was concerned about a gate somewhere on Monument Peak beyond the top launch on a road we never use except for retrievals. It is very unlikely that a HG or PG pilots or vehicles were responsible for leaving the gate open.

Because it appears the aluminum gate will only have to be closed about six weeks a year, we are no longer considering replacing it with a cattle guard. We are, however, still considering replacing other unlocked gates with cattle guards.

Our Special Use Permit from the

Santa Clara County Parks & Recreation Department (SCCPRD) expired March 1. A new Special Use Permit has not yet been issued because the USGA has not delivered this year's insurance certificate to the SCCPRD. We are continuing to use Ed Levin without a Special Use Permit. I do not expect the SCCPRD to make an issue of this because they know the insurance certificate is on its way. We will have the new Special Use Permit soon.

Ed Levin 600' road maintenance

When you see the WOR members listed below, please thank them for investing time and effort on Saturday, March 20 to cut water bars and spread gravel on the 600' road:

Eric Eggert Gordon Gill Don Jones Brian Lee Fred Obermeier

Special thanks to Eric Eggert for delivering gravel on Friday and bringing his bobcat on Saturday to spread it with.

Please clear the LZ

On Saturday, March 13, a pilot landed in the mud when another pilot walked out into the area of the spot while ground handling a glider and obstructed the approach the first pilot was making. Please clear the landing zone as soon as you land and don't ground handle gliders in the area of the spot.

WOR HG/PG FLY-IN

WOMEN PILOTS ENCOURAGED TO ATTEND

DEMO DAZE, PICNIC

Fundraiser for the Santa Clara County Humane Society.
Please bring a couple of extra bucks for the animals

May 15 and 16, 1999
Ed Levin Park

PICNIC: Saturday at the Sandy Woll Group Picnic Area,
across from the LZ. WOR will provide hamburgers, hot dogs,
beer, and sodas.

Last names A-L bring Salad, M-Z bring desert, airbourne
predators bring ground squirrels.
11:00 AM -->?

*VOLUNTEERS NEEDED: OBSERVERS TO HELP
WITH SITE INFORMATION, LAUNCHES, ETC.*

CONTACT YOUR LOCAL DEALER for info and to schedule a
demo

MISSION SOARING CENTER:
(408) 262-1055

AIRTIME OF SAN FRANCISCO:
(415) 759-1177

FOR FURTHUR INFORMATION CONTACT:

LYNDA NELSON
(408) 946-6353
Lynda0g@aol.com

Mission Site Report

by Steve Rodrigues

Steve Rodrigues and Frank Peel will meet with the EBRPD on 5-11-99 to present WOR requests for changes to the Mission Ridge Special Use Agreement. Our primary goal is to eliminate their requirement to add EBRPD as an additional insured to our auto insurance policy's

EBRPD representative Maryanne Canaparo will then take our Draft to the "people upstairs" for approval. Depending on what they accept, we should have a new agreement soon.

Keyholder applicants will need to comply to any new requirements before there will be a key reallocation. Come to the club meetings and read the Flight Line for the latest updates.

April Meeting

Minutes

by Paul Clayton

The March minutes were accepted as printed in the newsletter.

NEW MEMBERS, GUESTS

Steve Delayo - Flying 25yrs, currently on a Sensor 610F
Mark Hopper - H2

GREAT FLIGHTS

Dan McGuire - flew to Evergreen College from Diablo.
Bob Trumbly - Flew to Morgan Hill from Diablo.
Rami Yanetz and Rick Cavallero flew X-C on their Millenniums.

PRESIDENT'S REPORT - None

VICE PRESIDENT'S REPORT - Ed Cline

Mark Mullholland is in Florida attending a competition, so Ed presided at the meeting. A calendar of events for the coming season has been published on the website. Thanks to Gregg Knepp for his work on the website. There is a proposed change in the FAA airspace regulations for the Bay Area, and WOR members are urged to write or e-mail the FAA. Dan McGuire provided details of the proposed changes, and noted that a sample letter appeared in the April Flight Line. Members are needed for the Public Relations committee. Contact Mark Mullholland if you are interested.

TREASURER'S REPORT - Don Jones

Don processed 44 applications in the past month. We have 384 members paid for 1999. 200+ members from 1998 have not yet renewed. Some applications have been held up because they are lacking photocopies of current USHGA cards.

FLIGHT DIRECTOR'S REPORT - Mike Vorhis

There have been several recent incidents, including a tumble at Ed Levin. There was sudden shift in wind direction, and strong winds in general, which may have been a contributing factor. The pilot was also low and close to the hill just prior to the incident, according to one witness, although nobody is known to have witnessed the tumble itself. There was also an incident at Mission in which a pilot crashed into the hill near launch after falling out of the downwind side of a thermal while turning close to the hill. Accident reports are needed for the recent events at Ed Levin. It is important to clear the airspace near an accident site when medical evacuation helicopters are approaching.

ED LEVIN SITE COMMITTEE REPORT - Steve Pittman

The site use agreement has been renewed. The new agreement requires 8 sponsored flights for top launch sign-off compared to 10 previously required. Dave Wills will brief Ed Levin instructors on the new regulations. There have been several incidents recently, including a broken arm due to a student flying into the tree line at the LZ. Inadequate ground clearance has been a factor in several incidents. Randy Tribe will be organizing a work party to install a new weather robot this weekend.

MISSION RIDGE SITE COMMITTEE REPORT - Steve Rodriguez

The special use agreement is not yet finalized.

DIABLO SITE COMMITTEE REPORT - Bob Trumbly

The weather robot is currently not working. Bob is making arrangements to obtain access to the robot so it can be repaired. The new site procedures will be published on the website. A work party is planned in the near future. Members are needed for the site committee.

SITE ACQUISITION COMMITTEE REPORT - Mark Grubbs

A number of people are working to open various sites including Mt Ununum. Pleasanton Ridge is probably a dead issue due to planned development of the most likely LZ. Contact Mark if you know of possible new sites.

COMPETITION COMMITTEE - Mike Vorhis

Speed gliding contests are planned for August, prior to the open competition scheduled for September. A Northern CA com-

petition circuit is planned for May. This will include the Region 2 meet on 18-20 June. Competitions are also planned for July and August, in addition to a season long X-C mileage contest. More members are needed for the committee.

OLD BUSINESS

None

NEW BUSINESS

A get well card was circulated for George Pierson, who recently had a heart attack.

The idea of installing signs to inform the public about foot launched flying activity at Mission and Diablo was discussed.

Pat Devenan announced an instructor re-certification program on May 22 and 23, and a fly in at Dunlap on Memorial Day weekend.

John Borton distributed bumper stickers saying 1-800-HANG GLIDE, which is an information line for hang gliding instruction. Mike Gones stated that the cones at the Ed Levin target landing area are faded. The issue was deferred to the site committee.

Entertainment was Bob Trumbly showing slides of X-C flying.

END OF MEETING MINUTES

Ed Levin Wind Talker replaced

by Steve Pittman

Ed Levin Wind Talker Replaced
by Steve Pittman

When you see Randy Tribe, please thank him for leading a major effort to replace the Ed Levin wind talker on Saturday, April 24. And when you see the WOR members listed below, please thank them for investing time and effort to help Randy:

Carmela Morena
Rex Runyon
John Youngblood

And our thanks to about half a dozen others who helped, but whose names Randy didn't catch.

President's Report

by Mark Mulholland

I missed my first meeting, but with an excused absence. I was away competing at the Wallaby Open and the Nationals in Florida. What a phenomenal place, with some awesome pilots, and outrageous conditions! Brian Porter won the National Class 2 Event, Jim Lee is our new Class 1 National Champ. I will be writing some stories for the digest, or feel free to talk to me about it...

...and did you hear? Jamie make goal!

There have been a rash of accidents, some with painful results. Please fly safe, and be conservative, especially close to the ground! If you see an accident, especially if a helicopter comes in, clear the air, or stay high and away. If you need to land at an alternate LZ to avoid the area, please do it. Time may be critical for the injured pilot. Thanks!

This just in, there will be an aerotow clinic, put on by Hungry Joe, June 4-14. Contact Moyes America at flyamoyes@aol.com

The WOR is having a fly-in Saturday May 15th at Ed Levin, hope you can join us. Also the first monthly Rally camp is being planned for May 22/23. Contact Mark Mulholland or Mike Vahis.

We are planning several items from contests to videos. We need some help. Please contact Mark Mulholland at 408 929-1753 any

evening to volunteer. I believe that this could really be an outstanding year from the club, but to make it a reality, we need more help. It's easy work, and should be fun, so call Mark today. Thanks!

The entertainment at the meeting on May 18th is Charlie Kaiser and Pam Hessey. They are from the Lindsey Museum. Here is an excerpt from my last email with Charlie. "We'll be bringing a first-year Red-tailed hawk and a 9 year old Harris' hawk, two of the most common falconry birds in the Northern CA area. I'm checking with a rehab/education facility that I volunteer with about possibly bringing a turkey vulture, but I don't know that that will be possible. I may be able to bring some mounts (stuffed specimens) of other types; I'm looking into that also." Hope to see you at the meeting!!!

Keep em Flying
Keep em Safe

Mark Mulholland

Harris and the Hang Glider

by Daryl Fox

Harris was a happy squirrel. Harris liked to sit in the sun and watch the hang gliders soar in the air. Every day, Harris would say to his mom and dad, "Some day, I too will fly like those hang gliders!"

To which his parents usually responded, "Oh no you will not! If you keep sitting out there every day the Hawk is going to come and eat you up."

But this didn't bother Harris one bit. He always carried his trusty sling shot and a hand full of pebbles to keep the Hawk at bay. One day, after Harris had watched all the pilots pack up and

leave he happened to notice that there was one hang glider left behind.

"Oh Joy!" cried Harris as he began pulling the glider up the hill, "Now I can fly with the birds!"

Just as Harris got the long hang glider bag to the very top of the tall hill, he heard his mom and dad calling, "Harris, get down the Hawk is coming..." But before they could finish, the hawk swooped majestically from the sky and gobbled up Harris' parents.

Harris' eye's turn blood red as the Hawk tore at the bloody remains of his parents. "They will be avenged!", Harris said with a menacing tone in his voice as he set up his stolen glider. Having watched the pilots to many times, he felt he could put this glider together blind folded.

"CLEAR!", shouted Harris with all the rage of a small rodent watching his parents being dismembered by a large raptor. And he took to the air.

Pulling out his sling shot, that he called Raven Bane, he loaded it with his most perfectly balanced Hawk-Slicer stone. Harris drew a careful bead on the Hawk and fired.

"This is for my parents!", Harris shouted as the Hawk looked up just in time to see the small stone crack open his skull and spread cranial matter all over the landing zone. "Haha", shouted Harris in a defiant tone.

Then something quite special happened. Harris had to fly the glider.

Being a small ground rodent weighing less than two pounds, Harris quick discovered he was several orders of magnitude under the minimum recommend-

ed pilot hook is weight. Not that the hook in weight mattered precisely, since Harris had only balanced on the cross bar, he found out that he had forgotten to hook in. Technically speaking, Harris didn't own a harness.

"So that's what those harnesses are for..." Harris wondered as he lost his balance and plummeted towards the landing zone. Then he remembered something pilots always did when making a bad landing.

"That's it!", thought Harris, "I know exactly what to do."

And with that Harris impacted the landing zone at what most zoologists would consider to be well above the Vne of an average ground squirrel. But all the way down Harris was shouting, "WAAAAACCCCKKKKK!"

MORAL: Even if the people you care most about are eaten by a large raptor, always remember to do a hook-in check.

Upcoming Events

<http://www.wingsofrocgallo.org>

May 15 - Ed Levin Fly-In and Fun Meet. Lynda Nelson

May 18 8:00 PM - WOR Monthly Meeting @ Omega Restaurant, Milpitas. Mark Mulholland (408) 929-1753

May 20-24 - Point of the Mountain 5th Annual Demo Days (BAPA). Soaring Center (801) 576-6460

May 22-23 - WOR Circuit Meet, Tentatively @ Indian Valley. Mike Vorhis (510) 744-1953

May 28-31 - Lake Elsinore CA XC Competition. Mitch McAleer (909) 674-8844, mmcaleer@ezznet

May 29-31 - Woodrat Mountain 22nd Annual Star Thistle Fly In (BAPA). Chris Wick (541) 899-7327

Moyes America Northern California Aerotow Clinics, June 4-5, June 6-7, June 8-9, June 10-11, and June 12-13
flyamoyes@aol.com

Jun 15 8:00 PM - WOR Monthly Meeting @ Omega Restaurant, Milpitas. Mark Mulholland (408) 929-1753

Jun 18-20 - Region 2 Regionals and WOR Circuit Meet, Carson City. Mike Vorhis (510) 744-1953

Jul 3-5 -- WOR Fly-In @ Lakeview OR. Mark Mulholland (408) 929-1753

Jul 5-10 - Chelan XC Classic. Peter Gray (206) 270-8642

Jul 6-8 - Hat Creek Rim Fly-In Bill Anderson (530) 378-1415, edelusa@micron.net

Jul 20 7:00 PM -- Swap Meet @ Omega Restaurant, Milpitas. Mark Mulholland (408) 929-1753

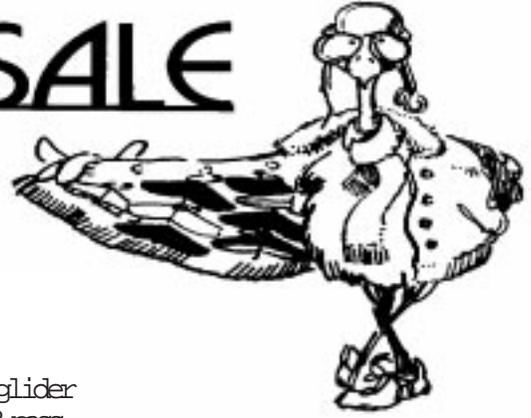
Jul 20 8:00 PM -- WOR Monthly Meeting @ Omega Restaurant, Milpitas. Mark Mulholland (408) 929-1753

Jul 24-25 -- WOR Circuit Meet, Tentatively @ Indian Valley. Mike Vorhis (510) 744-1953

Marin CHGA Meetings - 3/25, 4/29, 5/27, 6/24, 7/29, 8/26, 9/30, 10/28, 11/23 Phil Menrell (415) 929-6659

Fellow Feathers Meetings - 2nd Tuesday every Month @ Fort Funston

WINGS FOR SALE



Wings for Sale

Flexwings

Pulse 11 M Red/White/Blue w/ comfort bar. \$2000 cdb. (408) 527-8110 (W), (408) 929-1494 (H)

Moyes XS 169 Good condition, good for pilot over 200#. great sink rate, good landing characteristics. Good looking colors blue and yellow under surface. \$550 Call Bruno (925) 837-4261. Brunoj@worldnet.att.net

Moyes XtraLite 164. Mylar sail. Good condition, good for pilot over 200#. great sink rate and glide, exceptional landing characteristics. Built to last. Good looking colors. Blue and yellow undersurface. \$1,150. Call Bruno, (925) 837-4261, Brunoj@worldnet.att.net

Wills Wing HP AT 145. Good shape. Less than 200 hours. Flies great! Advanced USHGA pilots only. \$1050. (650) 324-9155

Wills Wing XC 142 with winglets, 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 Superspace 2. White & Green. \$1500 cdb, (408) 527-8110 (W), (408) 929-1494 (H)

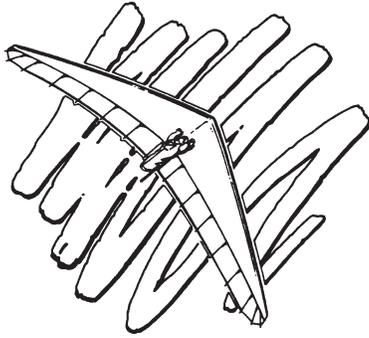
Vehicles

1987 Toyota Van 4x4 "hanglider bus" 4 captain's chairs and 3-pass. rear bench, aggressive tires, racks, 5-speed, 2-speed transfer case, 147k. \$2500. Contact John Glover, 510-272-1244 (W), 510-547-3409 (H), jglover@portoakland.com

Miscellaneous

Land For Sale, 40 acres at the base of Tollhouse Flying Site 30 miles NW of Dunlap. The property is at about 2200 feet, cornering on the National Forest. Contact Mark, (408) 929-1753

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



*Wings of
Rogallo*

FLIGHT LINE

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The next Wings of Rogallo meeting will be held at the Omega Restaurant in Milpitas (corner of South Park Victoria and Calaveras Boulevard) Tuesday, May 18 at 8:00 pm. Social hour begins at 7:00 pm. Come early and have dinner.

Entertainment at the meeting will be Charlie Kaiser and Pam Hessey from the Lindsey Museum who will bring the ultimate in audio-visual aids: a first-year Red-Tailed hawk and a 9-year-old Harris hawk! So unless you happen to be a ground squirrel, be there!

And don't forget the WOR HG/PG FLY-IN at Ed Levin Park, May 15-16. There will be a Picnic, Demo Daze, and hey... it's May, so it could even be soarable!