

FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO
NORTHERN CALIFORNIA HANG GLIDER ASSOCIATION
VOLUME 100, NUMBER 11, NOVEMBER 2000



This site look familiar? Read the story, page 3!

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The Editor's Turn

This season just doesn't know when to quit. It's already November, and I'm still hearing about good flights at Ed Levin, and awesome days at Mission and Diablo. What about Tam? There must have been some pretty good post-frontal days up on the coast. Any good flights? Let's hear about 'em. And remember, enter the Y2K FLIGHT LINE Hang Writing Contest and you might win a dream date with Sarah Jessica Parker! Or you might not. Who knows? Life is full of mysteries!

This issue of FLIGHT LINE features Steve Keppel-Jone's story of what turned out to be a darn good day. I know! I was there! Check it out!

Steve Pittman has some good news about parking at Ed Levin, the Minnis Road walkover, and the upper gate on the road to the top. He also has some clarification about the waiver requirement and site procedures. Please read them. We have a good relationship with the rangers and we'd like to keep it that way!

With winter approaching, it's membership renewal time. Greg Knepp is setting up a system to let us renew online, which may be in place by the time you read this. Check out the WOR WWW site to get the latest details. For those of us who wish to remain mired in the 20th century, I've included a renewal form in this issue of FLIGHT LINE that may even be up to date.

WOR Renewal Online

by Greg Knepp

I'm inches away from having the capability to offer web based renewal for WOR. No more xeroxing USHGA cards, writing checks,

and searching for stamps. The whole thing will done from the WOR web page, including the ability to charge your membership fee to your credit card. This is a trial program to see how well it works. If it goes as smoothly as I hope, it will remain in place for the future.

Check the web site (www.wingsofrogallo.org) for the latest news. As of this writing (10/31), I'm still finishing it up with the help of other club members, but I expect to have it all working very soon.

November Mission Ridge Report

by Steve Rodrigues

Improvements planned at Mill Creek; Park supervisor Dan Reasor is having his department regrade the driveway to the gate at Mill Creek Road. The idea is to level and/or realign the approach to make it safer to park our vehicles while opening and closing the gate. Work is planned for the week of Oct 30 - Nov 3, not allowing for rain. Dan says the road should be open for the most part, but be prepared for possible delays. Here's a tip: Leave early, take it easy on Mill Creek Road, and drive with your high beams on for collision avoidance.

Another word on safety; Remember that parking brakes have been known to fail. Please teach your drivers to let the vehicle come to rest against any available beam before getting out to open a gate.

We haven't needed the annual road work party since the opening of Mill Creek Road. Other maintenance has been done by volunteer work from Carmela Moreno, Rex Runyon, Rick Hawkins, Randy Tribe, Don Jones, and Ernie Reguly. Thanks to their spontaneity, all the wind-socks should have been replaced

by press time. Even yours truly has gotten into the act by replacing the gate post and fencing at launch. Thanks again to everyone!

All for now, hope to see you post-frontal!

Soaring at Ed Levin

by Steve Keppel-Jones

It was October 7th, 2000. The day began inauspiciously with overcast clouds. The wind talker was calling out a steady 9 mph breeze from the "south... south... WEST," at a chilly 49 degrees. It was time for some hang waiting. My friend Jack and I lounged about the LZ until we were able to talk our friendly newsletter editor (Hi Paul!) into giving us a ride to the top. Unloading in the fog and mist, we commenced setting up behind the other 8 or 10 gliders already there.

My setup took a bit longer than usual as I was trying out a new camera mounting. I had to jury-rig the camera to prevent it from auto-shutting-off in flight, then rig safety lines for the camera and the infrared remote. With the equipment secured and the counterweight in place, I went to the launch area to see what was happening. The cloud cover was in the process of lifting, and some of the other pilots had already taken off and were on their way down to the LZ. It looked like it was time.

Retrieving my glider, I waited in line behind two other pilots until they had taken off. Securing the nose-wire services of the resident JAFO (Hi Don!), I rechecked my camera view angle and then hooked in for a hang check. Everything was ready, the air was clear, and the wind was steady. It was time to launch and try to take

some pictures! I expected to get a few nice shots on the way down to the LZ, in the usual Sled Levin pattern.

Running down the hill and parting company with the ground, I headed off to the right a bit to stay clear of some nearby paragliders. Flying smooth and straight, I snapped some pictures of the valley ahead. Soon I encountered some turbulence, and then some lift started to register on the vario. It got stronger and stronger, so I banked in and watched the hill turn circles around me. The next thing I knew I had caught up to the cloud cover. Being my first experience with cloudbase, I forgot all about pictures and rapidly exited my thermal in the direction of clear air towards the valley. Cloud-base! At Ed Levin!

Flying out away from the hill, and keeping an eye out for other air traffic (of which there was virtually none, in surprising contrast to the gaggle of gliders that had awaited launch on top), I soon heard that welcome beeping again. It was time to crank and bank. This time I didn't run afoul of any clouds, and at 800 ftm up (at Ed Levin!) I soon reached a respectable 2800' MSL. From there I could see the launch area below, with a couple of gliders still on it, and the reservoir behind the hills. Picture time!

Falling out of that thermal, I headed back towards the hill in case any Thermals happened to be lurking there, since another glider had launched in the meantime and was meandering about next to launch. However, there didn't appear to be any lift in the vicinity. So I took some more photos for good measure and headed back out towards the valley. Soon I was in the middle of another one (which could have been a lower segment of the one I left). In any case, more circling and climbing ensued, while I

watched a hawk floating lazily along somewhat above and valleyward. I kept an eye on it for a while in case it felt inclined to show me how this flying thing is done, but it soon abandoned the area and headed off at high speed. Shortly after that, my thermal gave up on me and I started heading over towards the LZ.

By this point, after I'd been boating around for almost half an hour, Curiosity on the ground had reached a peak. Who was that guy way up there all by himself with the yellow and red wing? Only one person knew the answer, and she wasn't telling: my fiancée. Applying simple deductive logic, she counted the gliders and pilots on the ground and could see that I was not among them. Combining that with the signal I had radioed before I launched, she knew that I must be the lone pilot still high in the sky. (She couldn't use the simpler technique of matching glider colours because she'd never seen my glider unfolded.)

There were no thermals on the way to the LZ airspace, so at that point the flight degenerated into the usual Sled Heaven run. Circling about, I slowly descended until it was time for the landing setup. Unfortunately, in the excitement of thermaling and taking lots of pictures, I forgot to pay attention to the fact that I was flying a Formula instead of my trusty old Falcon. Using my instinctive Falcon glide ratio estimates, I figured that I probably wouldn't have enough altitude to fly all the way to the downwind end of the LZ and back, so I cut the base leg short and headed in towards the spot. My speedy Formula promptly strutted its stuff and soared handily over the pylons on its way to the far road! Well, nothing for it but to keep going and land. Long. In the weeds. The long walk back to the breakdown area did little to dampen my elation.

Despite the constant putdowns directed at the WOR's "signature" site, and having flown other sites including Hull Mountain and Slide Mt. at Reno, my two best soaring flights of the year have both been at Ed Levin!

October Meeting Minutes

by Paul Clayton

NEW MEMBERS/GUESTS

Barbara - a Driver!

GREAT FLIGHTS

Tom Mook and George Morford
- 25 miles in the Owens.

Vince - flew 14.5 miles from Slide.

Bob Omiston - flew a new site in southern France and in the Alps.

PRESIDENT'S REPORT - Mark Millholland

The WOR speed gliding video is finally in production. See Mark if you have video footage to contribute. The 2000 X-C contest is nearing its end. Mark stated that he will not run for president again.

VICE PRESIDENT'S REPORT - None

TREASURER'S REPORT - Don Jones

We now have 530 paid members.

FLIGHT DIRECTOR'S REPORT- None

ED LEVIN SITE COMMITTEE REPORT - Don Jones

Don has removed a blue tarp apparently left from a speed gliding contest. A dog was observed in a vehicle at the park. This is a violation of park regulations.

MISSION PEAK SITE COMMITTEE REPORT - Steve Rodrigues

The following people contributed to a recent work party at Mission: Camela Moreno, Rex Runyon, Rick Hawkins, Emie Regula, and Randy Tribe. The special use agreement has been signed.

MT DIABLO SITE COMMITTEE REPORT - None

NEWSLETTER - Paul Gazis

25 issues will be late this month due to a mailing problem.

COMPETITION COMMITTEE REPORT - Mark Millholland

John Borton and Jamie Sheldon have moved to San Diego. Check-in software is now available to score cross country meets using GPS. It needs to be installed on the club computer for a test run.

OLD BUSINESS - None

NEW BUSINESS

George Morford reported that it may be possible to launch from the peak at Mission on northerly days. This will require a change in the special use agreement.

Officer elections will be held in January.

A vote regarding a bylaw change, to split the duties of the Treasurer among two people, was deferred.

The next meeting will be held at the same place (Roundtable Pizza on Old San Francisco road in Sunnyvale).

Entertainment was slides of flying in France, brought by Bob Omiston.

END OF MEETING MINUTES

October Ed Levin Site Report

by Steve Pittman

Three new spaces have been provided in the Ed Levin landing zone parkinglot (along the diagonal fence line) for loading and unloading only. That does not mean spaces where you can park while you break down your glider. That means spaces where you can park just long enough to dash into the LZ, grab your glider, throw it on your vehicle, lash it down, and drive off. Signs are posted on the fence. We hope the signs will deter whuffos from using the new spaces.

There seems to be some confusion about waiver requirements at Ed Levin.

All Ed Levin pilots (except unrated students and tandem passengers) must have a WOR proficiency sticker on their helmet. Anyone who violates this requirement (and anyone who transports an offending pilot up the hill) will be suspended. And a citation from the Parks Department for misdemeanor trespassing isn't out of the question, either. Do you really want even a misdemeanor on your permanent criminal record? Think about it.

Visiting pilots can obtain stickers from Mission Soaring (open Wed through Sat, so plan ahead) and the WOR Treasurer (currently Don Jones).

Given that a pilot must sign a waiver before obtaining a helmet sticker, there is no reason for a pilot (except a student) not to sign a waiver and place it in the LZ lockbox. Waivers placed in the lockbox are those signed by drivers and passengers, who are acknowledging (and releasing the Parks from responsibility for) hazards on roads inside the fence.

Place USHGA Hang Gliding Card or temporary rating here and
photocopy.
Keep Original for your records

Place USHGA Paragliding Card or temporary rating here and
photocopy.
Keep Original for your records

New Members - Please complete the Application in full

All Others - Enter only information that has changed or is
different than USHGA card.

Mail to:
Wings of Rogallo
PO BOX 361885
Milpitas, CA 95036-1885

First Name: _____ Last Name: _____ Middle Initial: _____

Street: _____ City: _____ State: _____ ZIP: _____

Home Tel # (____) _____ Work Tel # (____) _____

Emergency Contact Name: _____ Tel # (____) _____

Birthdate: _____ Email address (optional): _____

Ham Call Sign (Optional): _____ Profession: _____

USHGA Appointments: _____ Today's Date: _____

Dues and Fees (based upon a calendar year)

WOR Renewal (If a member during the last 2 years) \$18.00 _____

If Not a member during the last 2 years - _____ months at \$1.50/month _____

Family Membership (Family members WOR #) _____ \$6.00 _____

Mission/Diablo Renewal (If Mission/Diablo rated in the last 2 years)
(Advanced rating required for Mission/Diablo) \$12.00 _____

If not Mission/Diablo rated in the last 2 years - _____ months at \$1.00/month _____

Donation for cards and stickers: \$2.00 _____ \$3.00 _____ \$5.00 _____ Other _____

Total: _____

Check required stickers (year stickers are issued automatically)

Hang Gliding

_____ Hang 1 (green)

_____ Hang 2 (red)

_____ Hang 3/4 (blue)

_____ Mission/Diablo (silver)

Paragliding

_____ Para 1 (green)

_____ Para 2 (red)

_____ Para 3/4 (blue)

_____ Mission/Diablo (silver)

Other

_____ Guest

_____ WOR ID

Note: Your WOR ID # will change
If a new ID Sticker is issued.

Important - The following should accompany this Application:

1. **Photocopies** - USHGA card(s) and/or temporary ratings.
2. **Waivers if not already on file** - Ed Levin Park and/or Mission/Diablo (Signed and properly witnessed)
3. **Self Addressed stamped envelope** (helps to speed up the process)

Any individual needs to sign a waiver only once. If your driver has signed a waiver before, there is no reason to get another signed. But if there is any doubt, have your driver sign a waiver and put it in the lockbox. You don't have to sign a new waiver when you renew your W O R membership, either, only when you first join the club.

Please keep in mind that W O R volunteers (Don Jones and /or Carmela Moreno) read every waiver that is signed. Please print neatly and sign and initial where appropriate. A witness' signature is required, too. The USHGA number field on the waiver is for the witness (who is usually a pilot) to fill out. If the witness is not a USHGA member, just leave the field blank. That's the only field that can be blank on a correctly completed waiver.

The new version of the Site Procedures have been signed and hard copy is available in the landing zone lock box. The changes were documented in the May FLIGHT LINE and went into effect back then. To summarize: (1) Ed Levin site closing times (posted on the vehicle entrance gate to the landing zone) will be strictly enforced. No more breaking your glider down on the Green to avoid a suspension. Your vehicle must be out of the landing area parking lot by the closing time, too. (2) W O R 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.

Two W O R Basic PG Instructors were recently authorized:

Kim Galvin
Mondie Beier

Plans to rebuild the Minnis Road walkover have been approved by the Parks Department. A work party will be scheduled sometime this winter.

A work party will be scheduled within the next few weeks to open the culvert about 1/2 mile above the last gate on the road to the top. The culvert is completely blocked right now.

Speaking of the last gate, Ed Levin grazing plans have changed. It will be necessary to keep the gate closed 12 to 14 weeks per year, depending on vegetation in the Lower Claera & Middle Claera pastures, rather than 6 weeks a year, as we were originally told. A short post has been installed to lock the gate open when it does not need to be closed, but there is currently no process in place to get the gate locked open. Discussions with the Parks Department continue...

Waivers for Ed Levin

To help clarify waivers and to make our work easier filing away waivers for Ed Levin. The only waivers that really should be going into the lockbox are from drivers. Drivers do not need to fill one out every year.

To fly at Ed Levin you must have a year sticker! This means a new pilot or someone from out-of-town can not fill out a waiver and stick it in the lockbox and fly. You must have a sticker before you fly. (This is no different from some other sites.)

To get a sticker- fill out an application and a waiver. You can get an application and a waiver on-line, then print it out and send it to the PO Box for W O R along with a copy of your USHGA card

and wait for the snail mail. Or to obtain stickers right-away-You can see Treasurer, who maybe hanging out at Ed Levin, Mission Soaring or Jody now has a limited amount of application/waivers and stickers on hand. (Gregg is working on-a-way to renew on-line. More to come later on this subject.)

Also keep in mind People really do read the waivers! Print neatly! Print, initial and sign where appropriate. A witness is also required to sign the waiver. The waivers are not just for flying among other things it is for road access and understanding it is hazardous.

Thank you for your cooperation.

Don't forget all stickers expire 12/31/00. (Don is in process of getting the 01 sticker ordered.)

WOR Officer s E-mail Addresses

Here's list of club officer email addresses. You can also reach them by visiting www.wingsofrogallo.org/contact.html

president@wingsofrogallo.org
vicepres@wingsofrogallo.org
treasurer@wingsofrogallo.org
editor@wingsofrogallo.org
webmaster@wingsofrogallo.org
flightdirector@wingsofrogallo.org
secretary@wingsofrogallo.org
edlevinchair@wingsofrogallo.org
missionchair@wingsofrogallo.org
diablochair@wingsofrogallo.org
observercoord@wingsofrogallo.org (HG)
pgobservercoord@wingsofrogallo.org

Greg Knepp
webmaster@wingsofrogallo.org

WINGS FOR SALE



Wings for Sale

(Ad policy: ads run for 6 months, then are cancelled automatically unless they are renewed. Ads are free to WOR members)

Rigid Wings

Millennium, lots of upgrades, good condition, excellent performance and handling. The best rigid wing for the stick pilot. Photo at: <http://www.sirius.com/~mlbco/mill2.jpg>, \$7000 doo, Call Rick Cavalaro at (650) 961-5735, rickcav@earthlink.net

Flexwings

Aeros Stealth 2 151 (late 1998), matrix cloth, climbs great, very fast, billboard glider, white IE, red and blue undersurface, must sell (ordered new Stealth). Comes with additional sail and 2 extra dtubes. \$2900 doo. Call Reto at (916) 804-4063, reto_s@yahoo.com

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

HP-AT 145. Approx 150 hours (or less). Good condition. Orange-light green-white. 6 hours airtime since last super pre-flight and flying wire change. Spare dtubes. \$800 doo. Call Weegie (510) 649-8181, weegie@lightroom.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 dtubes. Photo <http://www.sirius.com/~mlbco/class.htm> \$1000. Contact Rick at rickcav@earthlink.net, (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

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

Wills Wing Spectrum 165. Excellent condition Includes UV bag, ladder rack, straps, etc. Great beginner/intermediate glider. \$2250, Call Roger at (408) 882-0382 (w) (408) 224-1815 (h) rohang3@aol.com

Wills Wing Supersport 163. Major price reduction worth \$2,200 plus only want \$1700 original owner Excellent shape Lots of life left in it. Many extras Call Tom (408)747-0414.

Paragliders

FreeX Spear (L), violet/white. Approx. 150 hours. Still covered by FreeX 300 hours guarantee. One of the most responsive DHV 2 gliders around. \$900 doo. Call Steve Thorpe (408) 435 2600 ext. 506 (w), (408) 260 7029 (h), thorpes@arklogic.com

Equipment

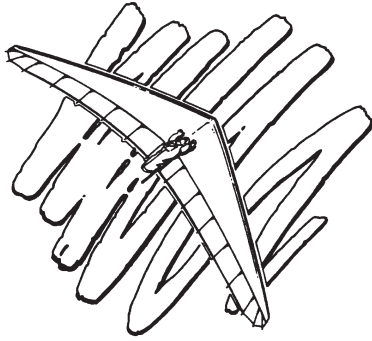
Apco Top Secura Harness with kevlar backplate and CO2 air-bag protection. \$200 doo. Call Steve Thorpe (408) 435 2600 ext. 506 (w), (408) 260 7029 (h), thorpes@arklogic.com

pes@arklogic.com

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

Tangent flight computer, \$500, Call Reto at (916) 804-4063, reto_s@yahoo.com

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*Wings of
Rogallo*

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The next Wings of Rogallo Meeting will be held
Tuesday, November 21.
at the Round Table Pizza in Sunnyvale
860 Old San Francisco Road, Sunnyvale (408) 245-9000
Check the Wings of Rogallo WWW Page
<http://www.wingsofrogallo.org/meetings.html>
for details