

FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO
NORTHERN CALIFORNIA HANG GLIDING ASSOCIATION
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Created with SnapCAP

The 2001 Mission Ridge fire -- Check out that wind direction!

In This Issue:

Officers	2	New Mission Site Regs	4	Those ever-popular Steel Biners	6
The Editor's Turn	2	The RLF and TUR skills	4	Wings for Sale	7
Goat Mountain	2	New WOR Webmasters	5	Next Meeting	8
		October Meeting Minutes	5		
		Dunlap Update	6		

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The Editor's Turn

The season may be coming to an end, but it certainly is ending in a spectacular fashion. Nearly a week of soarable days at Mission? Soarable days at Ed Levin? In November? This is, of course, a flagrant violation of the laws of physics. Of course, I never did care too much for some of those laws anyway. Gravity for example. How tedious. How dull. Flying is much more fun.

Of course, your Editor missed every single day of this ongoing miracle. First, I had to attend a scientific conference in Pittsburgh. What fun! What grand sport! Then, the very day I returned, I was stuck down by the Flu From Hell. This was no ordinary virus. It was one of those Great Flu Epidemic of 1918 Stephen King's *The Stand* extravaganzas that was almost exactly like having fun, only different. Then, of course, I had to work to make up for all the time I'd lost, cleverly missing those last few improbably days at Ed Levin. But all was not lost! On Sunday morning, I tossed my glider onto the truck, dashed to Mount Tamalpais to catch the tag end of what promised to be a great post-frontal day, and, well, the way I see it, when you break down on launch in the rain, you're accumulating karma points. And when it's time to begin your next life, you can trade these in at the Reincarnation Station to win a valuable prize.

There is plenty of news about new sites and possible sites. The most immediate is the East Side of Mission Ridge. Steve Rodrigues has provided a copy of the proposed new site regulations for the East Side, along with a discussion of the USHGA Turbulence and Restricted Landing Field sign-offs and why they are relevant. These will be discussed at this month's meeting and you can read about them in this issue of the Flight Line. There have also been plenty of interesting

reports from Panoche Valley. And in this issue of Flight Line, we have Don Herrick's site intro and flight report about Goat Mountain: a site I did not even know existed until now. It sounds worth looking into. But I have to wonder: why are mountains always named after a small number of hooved domestic animals. Goat Mountain. Horse Mountain. Sheep Mountain. Horseshoe Meadows. Why isn't there a Cow Mountain somewhere? Or a Porker Ridge? Or a Centipede Bluff? Or an Mount Amoeba? ("I was getting pretty low, but then I caught a good one just east of Mount Amoeba. I worked it up to 12K, then picked up a cloud street along Tubeworm Ridge until I reached Rhinovirus Valley?" Hmm, on second thought, maybe we should just stick with goats and horses.)

There is also some club news. After pioneering our club's foray onto the Web, building the club Web site, and maintaining it for several years, Gregg Knepp is stepping down as Webmaster. He's done a great job and one that has been entirely unappreciated, so I think he should give me plenty of rides up the hill. No? (Well heck, you can't blame me for trying!) So we should all get together and do something to show our appreciation.

On a related note, I plan to step down as Newsletter Editor next April, after the Swimsuit Issue. I've enjoyed putting out the newsletter, and we all know that I'll probably take up the job again in a few years, but I do need to take a break. Also, I don't think it's good for the club if one person handles a job like this for too long, so it's time for new blood. Needless to say, I'll be happy to help with the transition. If anyone is interested, they should contact me or one of the other club officers.

Finally, as some of you may know, I will be running for Regional Director again. It looks like there

will be quite a few people running this year, so all of you candidates, please send me any campaign statements you might have so I can run them in the newsletter before the elections.

Flight Report and Site Intro: Goat Mountain

by Don Herrick

For quite a while, Ben & Wayne have been searching for foot-launched sites in this part of California, with some other pilots helping out once in a while. 10 months ago I joined them, searching for sites in *Panoche*, *Vallecitos* or *Hernandez*. We have flown the "Valley of Doom" over Idria (Ben and Wayne with great success) but I've always wanted a site with a more reasonable glide and more bail-outs. Now I think we've found a great one in Hernandez Valley called *Goat Mountain*.

This posting is part flight report and part site intro for those adventurous souls who would like to fly there. We think it is suitable for mid-level H3s. A list of the risks I can think of are included below. I cannot evaluate the site for paragliders.

The Goat Mt. LZ is a 2:30 drive south of the Bay Area, with another 30 minutes to launch. Vertical is 1605' and landable terrain is within 1:3.6. We landed in the "preferred" LZ with a glide of 1:6.6. See this link for detailed directions to the LZ and launch:

<http://www.donherrick.com/GoatDirections.htm>

Saturday was stormy. Ben, Bruce and I drove down to Hernandez with the intention of flying Goat if possible. Ben, Wayne and

Michael had been to "Goat Horn" (west of the main peak) launch last weekend, but did not fly. (See Ben's report at

<http://groups.yahoo.com/group/FlightPlans/message/2647>).

Around 2:00 we arrived on launch and the sun came out for a while. The sky had been solid grey previously, but now there were some small cumies below the upper layer. Winds were from the south, but cycles were coming directly into the SW launch gusting from 15 to 25 mph. I felt that the gustiness may have been due to rotor coming off a ridge to the south of the launch. The SW launch has room for about five or six gliders to set up. The three of us set up and Ben launched.

Goat Mt. is well known to the sailplane community. Goat is known as the "Hernandez Elevator". This is a point where tugs bringing sailplanes from Hollister release as it is a point with reliable lift. We have high hopes for this location, but today the conditions were quite poor.

Hernandez Valley has a number of "features" which warrant exploring. There are mountains around the valley (Laguna, Picocho), plus a number of smaller hills in the valley which could be worked. There is even a "Last Chance" hill near the LZ.

Today, Ben didn't do well. He tried to work the main ridge, but the wind direction was not good and he caught rotor off the trees. Ben had pretty much a sled ride.

The launch is on BLM land here and the BLM welcomes HG activities. We met with the rancher who owns the preferred LZ and he gave permission for pilots to land on his property.

I launched my ATOS next, keeping away from the ridge. I

encountered some lift right away and maintained near launch level for quite a while. I felt quite a bit of "sensory overload" as this was a new site. I tried to map out some of the lift sources and even went over to the small valley created by Clear Creek.

The creek bed LZ is really huge. The landable area is around 250 yards by 75 yards and is nearly clear of obstructions. We'd like to clear a few snags and stumps. The secondary LZ is right across the road and about the same size. Both LZs are completely flat.

Due to the south winds, I landed from the north. I was a little short, but the landing was uneventful (Ben has it on tape). Landing is nice in the creek bed as the sand there is just the right softness. Breakdown isn't so good on the sand if it is wet, but there are grassy areas nearby.

Bruce chose not to fly as he wasn't interested in a sled ride. He drove down, which let us avoid the retrieve.

Even though our flights were short on Saturday, we have high hopes for this area. Ben already has his sights set on a higher launch and is making friends with the landowners. There are at least two landing strips in the valley and either are potential winch tow sites. This is a sailplane friendly valley and we don't think that there should be problems finding launches and LZs. If we can get up off this "Hernandez Elevator", we should be able to ride the ridges along Vallecitos north to Panoche Valley and maybe Mercy Hot Springs.

If you want to go fly Goat, see the directions described above. The T104 trail is steep and rocky in places and requires 4WD Low. The trail is somewhat overgrown and there is a risk of paint scratches. I suggest that the "less-valuable" vehicle be used

for the drive up. We are working with the BLM to clear out this road better.

Flying risks:

You will need to evaluate the conditions and the glide. Strong north winds would prevent anything but high performance gliders from reaching the preferred LZ. We still need to get permission for bail-out LZs.

Strong south winds can cause the SW launch to be gusty and bumpy.

Most launches are clear, smooth and moderately steep. I would compare the SW launch to the Hull Timberline launch or Ed Levin SW launch.

Ben meant to fly the site again today. A group of us will be there next weekend and some of us are planning to fly Thanksgiving weekend there.

Feel free to contact me with questions.

Don Herrick
(FlyRigid)

Cell: (408) 718-6527

Proposal to Revise the Mission Ridge Site Requirements

by Steve Rodrigues, Mission Ridge Site Committee Chairman

The **Mission Ridge Site Committee** has reviewed comments from the last membership vote on revisions to the Mission Ridge site regulations regarding the *East Side*. We have trimmed down the regulations to the absolute minimum that will allow for safe flying and protect the site. Our recommendation is to

add the following language to the *Pilot Requirements* page of the Mission Ridge Site Procedures;

5) Flying on the East Side of Mission Ridge.

a) Pilots must have standard USHGA special skills sign off for Restricted Landing Field (RLF), and Turbulence (TUR).

b) Pilots must have a site introduction by a member of the Mission Ridge site committee before flying the East Side.

c) No landings will take place on private property abutting Mill Creek Road.

d) A list of "East Side" pilots will be maintained in the keyholder lock box.

End of proposed additions

To facilitate these new requirements, the site committee will conduct two group site orientations the first year, and one group orientation each year thereafter, as demand requires. Many committee members are also willing to meet with pilots one on one.

We will hold a membership vote on this proposal at the next club meeting on November 18, 2003. Since the easterlies have already been kicking in, I encourage everyone to come out and support the passage of this proposal!

The RLF and TUR Special Skills: Why they are Important to Mission Ridge Pilots

by Steve Rodrigues, Mission Ridge Committee Chairman

Some of you might wonder why the **USHGA RLF** and **TUR** special skills sign offs would be required to fly the East Side of Mission Ridge. The first step is knowing exactly what these skills are. The second step is understanding how they apply to the East Side.

The following text is taken directly from **USHGA**. Please note that these skills are not extraordinary, and are actually considered prerequisites for flying XC.

USHGA special skills definitions for Turbulence (**TUR**) and Restricted Landing Field (**RLF**).

Hang Gliding

2. Turbulence (**TUR**):

a. Demonstrates controlled and unpanicked flight in conditions requiring quick, deliberate, substantial, and correct control application.

3. Restricted Landing Field (**RLF**):

a. Demonstrates a landing using a downwind leg, baseleg and a final leg approach where the entire baseleg, final and landing occur within a 300' square.

Paragliding

4. Restricted Landing Field (**RLF**):

a. Demonstrates a landing using a downwind leg, baseleg, and a final leg approach where the entire baseleg, final, and landing occur within a 100' square.

b. Demonstrates the ability to plan and execute consistent and controlled side hill landings on various slopes.

c. Demonstrates the ability to plan and execute consistent and controlled top landings from various approaches.

5. Turbulence (**TUR**):

a. Demonstrates controlled and unpanicked flight in conditions requiring quick, deliberate, substantial, and correct control application to reduce pendulum motion.

b. Demonstrates proper directional control and correction of full (i.e., 50% of the wing span) asymmetric collapses.

c. Demonstrates sustained flight in moderate thermal conditions without the aid of ridge lift.

d. Demonstrates smooth and correctly timed surge control.

e. Must have logged five 30 minute thermal flights without sustaining ridge lift.

How do these skills apply to the East Side?

If conditions are good, East Side landings will be no more difficult than landings on the West side; A pilot would do a typical top landing, or land in the regular LZ at Stanford Ave. What we need to prepare for is when a pilot sinks out, and goes to the bail-out LZ just inside the gate on Mill Creek Road. For hang gliders, this LZ is both restricted and technical. It is in a valley surrounded by trees, and the "spot" is uphill and cross wind. For Paragliders, the LZ is not as much restricted as it is turbulent, and if one wishes to land elsewhere, good side hill landing skills are essential. A pilot who doubts their mastery of these skills would be tempted to land on the private property along Mill Creek Road. Some of the landowners there could view trespassing as an excuse to jeopardize our access to the site. This would be unacceptable! Crashing in the LZ due to lack of skill is also unacceptable.

To summarize, the *RLF* and *TUR* skill sets cover the main requirements for safely flying the East Side of Mission Ridge, and therefore protect both the pilot and the

site itself. If you have any questions or comments regarding these issues, please feel free to contact me.

Your New WOR Webmasters by Greeg Knepp

Tim Ellis, Alec Chattaway, Eric Froelich and I had a meeting last week to discuss the web site hand off.

It was a good meeting, and they have lot's of great ideas for future site improvements and they are committed to maintaining the existing site as the "new and improved" version takes shape.

I've suggested that Chatty (Alec) be the main contact for the group.

If the new team agrees, he will be at the other end of the "webmaster@wingsofrogallo.org" address in the future.

Many thanks to all for your support on the web stuff in the past, many thanks to the new team for taking this on, and I'll see you at launch!

October 2003 Meeting Minutes by Paul Clayton

NEW MEMBERS/GUESTS

Parvendur - HG pilot

GREAT FLIGHTS

Kathy Wilde - 1:52 flight at Tollhouse.

Jim Woodward - Gained 120' at Morgan Hill.

Bruce - Got high at Funston - saw

the Blue Angels.
Eric Reid won the PG nationals.

PRESIDENT'S REPORT - Phyl Hamby.

Things generally OK. Only 2 gates need to be closed at Ed Levin now.

VICE PRESIDENT'S REPORT - George Morford

The road up Mission is being graded.

TREASURER'S REPORT - Don Herrick

Expenses are exceeding income, which is normal for this time of year. The budget looks OK after review of revenues and expenses. There is no need to change the dues.

MEMBERSHIP SERVICES - Carmela Moreno

We now have 503 members. Carm has '04 stickers.

FLIGHT DIRECTOR'S REPORT - Juan Laos

No incidents to report. Phyl Hamby noted that there was an accident at the 50' training hill this Sunday involving a Berkley pilot.

ED LEVIN SITE COMMITTEE REPORT - None

MISSION PEAK SITE COMMITTEE REPORT - Steve Rodrigues

The site committee is working on regulations for the east side launch. They will be published in the next newsletter. Restricted landing field and turbulence signoffs will be required. A site introduction will be required. No landings on land abutting Mill Creek Road will be permitted. The site has been closed due to fire danger. The fire status may

be posted on the Mission website. The windsock may be moved soon.

MT. DIABLO SITE COMMITTEE REPORT - Mark Grubbs

Nothing to report.

SITE ACQUISITION - Gene Pfifer, Juan Laos

The Santa Clara County Board of Supervisors met at the beginning of the month. Another meeting is planned for 11-20-03, at which the parks Master Plan will be discussed. Juan Laos reported that there is a potential flying site in Vacaville.

COMPETITION COMMITTEE - Mark Mullholland

Nothing planned at this time.

NEWSLETTER - Paul Gazis

Paul reported that he may resign between now and next April, and the club should look for a new editor. He is running for regional director.

OLD BUSINESS

The Summit Pointe Golf Club (where meetings are currently held) is requesting that WOR guarantee them a minimum revenue from each meeting. They are concerned that the meetings force them to stay open later than usual in the winter, and the revenue from food and drink is not enough to give them a profit from the WOR meetings.

NEW BUSINESS

John Wilde reported on the BOD meeting, at which powered harnesses were added to the aircraft types under USHGA jurisdiction. The USHGA training committee discussed a disciplinary issue at Fort Funston, which may have an impact on WOR sites.

Pat Denevan reported that there will be an instructor evaluation on Nov 22nd and 23rd.

Urs Kellenberger reported that the hang gliding calendar he is working on with Eric Hinrichs is coming together, and showed off some of the pictures to be included.

ENTERTAINMENT - None.

Prizes were raffled.

END OF MEETING MINUTES

Dunlap Update

Russ Locke reports that Connie is working to improve the Dunlap launch, but has not been able to collect much in the way of yearly launch fees (\$15) to recover some of the \$1,000.00+ that it cost her to get the Permit from the landowner. She isn't terribly bothered by this since keeping the launch open is the important thing, but this does seem like an area in which the WOR should help out. So if you would like to send her a check at

Connie Work
P.O. Box 519,
Dunlap, CA 93621

I am sure she will appreciate it.

Steel Carabiner

Purchase

by Jugdeep Aggarwal

For those of you considering in replacing your aluminum carabiners with steel ones I have a cost effective plan.

I have been negotiating with Steel Carabiner manufacturers and have found that I can bulk purchase them for about \$15 each. These normally retail at \$25 each in the USA. IF you are interested in converting from your aluminum biners to steel ones please let me know. This venture is only worthwhile if I order at least 100 biners. Tandem Pilots should be aware that USHGA recommends that steel biners be used to connect the spreader to the risers. Steel mail-lons can also be purchased as part of this order and these are recommended for connecting your reserve to your suspension straps and to connect these to the harness.

For more details please contact me. (jaggarwal@es.ucsc.edu)

Jug

WINGS FOR SALE



Wings for Sale

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

Rigid Wings

2000 Ghostbuster. Exc cond, about 50 hrs. Includes spare down tubes and custom XC bag. \$7000. Contact Steven Wertheimer at (415) 385-0423. (01/03)

Flexwings

Dream 220. Black /spectrum colors, w storage tube, \$900 with stripdown or \$500 without. Contact Rudy Visaya at (510) 579-4661 or rudyvisaya@attbi.com (01/03)

Wills Wing Falcon 225. Blue/yellow, 150 hours, 5 yrs old, poor condition but still a good flyer, \$500.00, some spare parts available at half retail, Tom Adams, 925-933-1757 (6/03).

Wills Wing Raven 229. Exc cond, great beginner to intermediate or tandem glider. \$500 obo. Contact Paul Sussman (650) 994-8215 (03/03).

Wills Wing Super Sport 153. Blue/white, previously owned by Mike Donahue and before him Dan Boatright, hours unknown, very good condition, \$750.00, Tom Adams, 925-933-1757 (6/03).

Wills Wing UltraSport 147. Only 3 years old, about 150 hours, great condition, red and gray undersurface. Includes tail fin (never used), 2 spare down tubes, manual, batten chart. Base tube fitted with small Hall wheels, your choice to keep or remove. \$2000. Contact Dan Maguire, 408-779-2492. (08/03)

Paragliders

Advance Epsilon 3/30. Large (DHV 1/2). Blue with gray leading edge. about 40 hours. One flight since last annual inspection which puts the wing as new. Package includes wing, backpack, speedbar + bag. \$1500 obo. Contact Alex Chattaway at 408 2307388, bapa@chatty.org (01/03)

Equipment

High Energy Pod Harness. 5'5" to 5'11", great cond. \$75 obo.

Robertson Cocoon Harness. great cond, \$60 obo. Other harnesses also available. Contact Paul Sussman (650) 994-8215 (03/03)

Wanted: New or used **Thin Air** or **Vapor Harness** by ThinRedLine. Contact Rudy Visaya at (510) 579-4661, rudyvisaya@attbi.com (01/03)

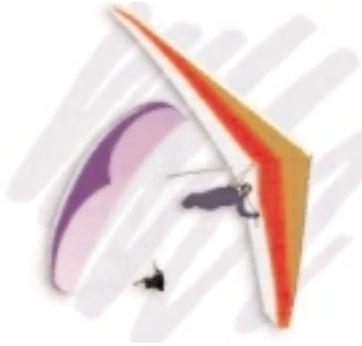
Powered Aircraft

Bede 5B airplane kit. Skin and structural pieces only, unbuilt and still in shipping boxes, \$850.00, Tom Adams, 925-933-1757 (6/03).

Lost and Found

Found. A blue soft lunchbox/mini-cooler container, with a note pad inside containing notes, names, phone numbers, etc. Owner can claim it by calling Mike at (510) 710-5394 or with an email to mike@vorhis.com. (12/02)

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*Wings of
Rogallo*

FLIGHT LINE

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The next Wings of Rogallo Meeting will be
Tuesday, November 18.
at the Summit Point Golf Club in Milpitas near Ed Levin Park
Check the Wings of Rogallo WWW Page
<http://www.wingsofrogallo.org/meetings.html>
for details and directions.

For Entertainment at this meeting, Chief will show a
professionally-made film of flying at Yosemite
From what I've heard it should be... very... good