



FLIGHTLINE



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Photo : Eric Meiss imitating pelicans feeding @funston.aero photo by Carm

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Fall 2010 Flying Rumors and Stuff

TBD

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Best of the BB: Personal Metrics**Postby Dave Wills**

In another thread, Steve asked how high I got and what cloudbase was. This got me thinking about the idea of personal metrics. Every pilot gets something different out of our sport. Many pilots weigh their flights using quantitative measures. These would be:

Duration
 Max altitude
 Max distance

A pilot flying at Funston, for example, might be more interested in how long he or she flew, rather than the maximum altitude or maximum distance. And a pilot flying in the Owens is more likely to be interested in how far he or she flew, rather than how long it took.

Other pilots weigh their flights using qualitative measures. These would be:

Quality of the launch
 Quality of flight, including ability to find lift, core thermals, climb up from a low point, control the glider, choose the proper VG setting, and a ton of other things
 Quality of landing

Personally, I fit into this group. I am a "weekend" pilot. I fly based on the day of the week and how it fits otherwise into my life, rather than on the best weather. If I have a great launch and a great landing, then I feel good about my flight. This would be true even if my flight was a sled ride at Ed Levin.

The third way pilots weigh their flights is using comparative measures. This could be by comparing either the quantitative or qualitative measures. I think most of us do this. I believe Steve might have done this, using max altitude as a way to measure how good the day was. I do this when I see a pilot do a great landing, and use that as a measure of the quality in piloting skills I'd like to achieve. Or, when I see a pilot repeatedly climb up when landing appears imminent. So Paul's ability to climb up repeatedly when landing appeared imminent was a much more interesting to me, where I would guess that Paul getting to 4K' to 5K' was more interesting to Steve.

I'd much rather have a 20 mintue flight working my butt off and being rewarded by staying in the air, than flying around on a no-brainer day. How about you?

Postby zippidy aka: Brian Foster

I have two measures I evaluate my flights against:

1-How good my glider/gear looks (this includes color coordination, and the quantity of expensive shiny parts)

2-Degree of domination of my flight.

While early in my flying career I was not fully color coordinated, I can say that I have never had a flight where I did not totally dominate. In fact, every single one of my flights has been worthy of five finger-bangs. 8-)

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Postby Carm

I am with you I judge my flights on how much fun I have. It does not matter how long or how high. Ending the day with a good landing really helps to seal the deal.

Postby Joe Jackson

Hey Dave- I'll admit to elements of all 3. Early on I was always happy with a new personal "best" number for altitude, duration, miles, whatever. Also always happy to log a new site (that's still true).

Over time I realized the days I liked best were the ones that were tough enough to make you work for it, create a few low saves, maybe thin the crowd a bit, but the lift was there if you could find/work it. Those always felt like an accomplishment when I did well with them. The days when I'm one of the crowd "thinned" are less exhilarating (funny how that works) but it was really instructive to (a)know the lift was actually there and (b) talk to people after who made different decisions and had different results. It so often comes down to relatively small increments of timing or position or approach. I can't remember how many times I've just flown myself out of the sky for one reason or another.

One of the things I like about this sport is that there are elements of skill *and* luck involved. An old dog can have the odd bad day, everyone can look forward to the occasional great *continued next page....*

... Metrics continued...

one, but over time skill and experience will show.

For me a good landing is the icing on the cake, even if the cake was thin. Conversely, a crap landing, even with no broken parts (of either kind) really takes the shine off an otherwise great flight for me. I've started to give that a bigger priority, even though it may cost that potential last mile or two of glide.

Postby bdunn

Hmm I like this thread - great idea :)

I do continue to log everydays flying, hours, distance and number of tandem flights.

I have long since lost count of number of solo flights, being a dune goon and only having 10 fingers, well you know the rest...

Those are things I consider quantitive metrics.

I also keep a blurb on the day, this I consider qualitative, such as which friends I flew with, students names, things I learned, or "mistakes" I made.

Critical decision points where I zigged instead of zagged & the outcome was a completely different flight and the merits of that decsion, these are things that I try to log quantively.

The flight might be as you say a Sled Heaven ride or a 5hour glide, things can be learned from both. I too enjoy a good landing :)

Postby remmoore

I tend to focus on what I've learned over the years, and the skills I've yet to master. Flying Diablo exposes me to so many variables - unlike most other sites I've flown - that there is alot to learn. Over the 15 years I've called it my home site, I can clearly see what I've become pretty good at. I can also see my weaknesses - even if I'm unclear how to improve them. Sometimes the answer is simply to keep flying, and let the experiences fill in the

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I suppose my personal metrics revolve around how I imagine each flight should be - both qualitatively and quantitatively - an compairing that to my reality. The little thrill of getting a thousand higher than the forecasted T/L and the awe that comes from that enormous 360 deg view above Diablo's summit. Occasionally, the letdown from making the mistake of not leaving for XC at the right moment - and not getting another chance.

When I feel like I've done everything right, the flight is a good one, no matter how long/short /high/low. The one "task" I require of myself on every flight is to take time out to look around and enjoy the fact that I'm truly flying. That awesome feeling is something that's never changed throught the years.

Not posted by Colin (my BB password no workie)

I measure my flights in number of smiles vice number of miles, things that make me smile include:

1. Getting great scenery. Watching the sun set into the ocean from 100' over the beach, dancing with various assorted flying critters, seeing wild-flowers and waterfalls and rocky crags from squirrel-hunting altitude,etc.
2. Enjoying the companionship of friends old and new: before, during, and after the flight. Anywhere that I have traveled (and I've traveled a lot) I usually find a wild eclectic gaggle of fellow pilots to share laughs and beer with.
3. Being on the the lucky ones on a 90% sink-out day, pulling off a lucky low save, or blundering into that lucky thermal that pushes up thru the inversion layer that has everyone else stuck 1K below me. I tend to be lucky frequently, owing either to my Irish ancestry or the fuzzy dice on my hang strap.
4. Looking fashionably stylish and colour-coordinated, like what BF says but with "old-school retro" vice his "expensive shiny".
5. And last (but not least): as they say in the

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August 2010 Meeting Minutes

New Members/Guests

Gary Potter; flies a Falcon 3.

Great Flights

Roy Spencer flew Hull.

Paul Gazis saw a Perseid meteor.

Eric Hinrichs saw dolphins at Westlake; followed them to Mussel Rock.

President: Eric Froelich

There was a recent exchange on the WOR bulletin board. Eric stated that he had changed a post by another user and now believes that he and other bulletin board moderators should not change posts.

Vice President: Karl Allmandinger

Nothing to report.

Treasurer: Don Herrick

Dues income is decreasing; however income exceeded expenses for the past month.

Flight Director: Pat Denevan

A pilot landed downwind at Hull after poorly controlled flight. In the video of the incident, it is evident that 3 ribs on one side of the glider were not tensioned. This caused a turn and made the glider difficult to control. Do a thorough pre-flight. There are limits on allowable wind strength for H2 pilots at Ed Levin because new pilot's skills often deteriorate when confronted with strong conditions. USHPA sets limits on wind strength and gusts in which H2 pilots are allowed to fly, to protect new pilots.

Pat also mentioned that he does not believe that hang gliding is a dying sport. Pat stated that his business has trained a large number of new pilots in the past 6 months.

Membership: None

Ed Levin: Steve Pittman

Steve Pittman is stepping down as site Chair. Jon Blume will take over the position in September. The appeal process for instructor/observer appointments is still under discussion. The appeal committee will be separate from the Ed Levin Site Committee. The proposed committee is to be composed of instructors, observers and senior pilots. The person appealing may

...Aug meeting minutes continued...

Mission Ridge: Roy Spencer

The visiting pilot lockbox has been placed in the regular lockbox. An updated keyholder list has been sent to the Parks dept.

Mount Diablo: Robert Moore by e-mail

It hasn't been soarable lately due to the marine layer. Other than that, nothing to report.

Coyote Lake: Jim Woodward

John Goldsworthy has completed the site procedure review. It is currently under discussion among the rangers. The design of the parking lot is under revision. A special use permit needs to be issued before flying can begin.

Goat Mountain/Wild Ass: Wayne Michelson

Wild Ass is accessible. There is a proposal under consideration to make the Pinnacles a national park. If that happens, landing access may be affected. Goat is currently closed to flying because the Clear Creek Management Area is closed.

Old Business None

New Business

Eric Hinrichs proposed that a lighter gavel be used for future meetings and presented a prototype to Eric Froelich.

The Saint John Fly-in is this weekend.

Ben Dunn is 24th at the Pre-Worlds; is the second highest scoring American.

Prizes were raffled.

End of Meeting Minutes

September 2010 Meeting Minutes

New Members/Guests

Steven William Mullholland, 14 months old.

Blake English, sailplane pilot; wants to learn hang gliding.

Jesus Valencia, starting paragliding lessons.

Great Flights

Walter Whiteside, flew Yosemite

Carmela Moreno told about the memorial for Rex Runyon at Indian Valley. Steve Inwards scattered Rex's ashes. Carmela also went to Yosemite.

Mark Mullholland won the single surface class at the Fort Funston Air Races on his Freedom. Justin Martin won overall.

President: Eric Froelich

Eric was burglarized and some club property was taken, including the official gavel.

Vice President: Karl Allmandinger

Mission was good today.

Treasurer: Don Herrick

Expenses slightly exceeded income over the past month. Renewals are being accepted for 2011.

Flight Director: Pat Denevan

No flying incidents to report. Pat suggested a method for changing USHPA policy, if anyone is interested in doing so.

Membership: Phyl Hamby

There are 338 paid members for 2010.

Ed Levin: Eric Froelich

Thanks to Steve Pittman, who has been Ed Levin site chair since 1994. Eric presented Steve with a certificate for dinner and baby sitting. Steve thanked the site committee members who have helped over the years. Jon Blume, who is taking over as site chair, was introduced.

Mission Ridge: Roy Spencer

The site procedures have been updated. Visitor stickers are now available.

Mount Diablo: Robert Moore by e-mail

There have been a couple of X-C flights recently, otherwise nothing to report.

Coyote Lake: Jim Woodward

The plans for the parking lot have been changed to move it to a better location. The special use permit should be issued in a week or 2. The new parking lot location is at the site of a defunct bar called the Drift Inn. Once the special use permit is issued, the lock box will need to be installed.

Goat Mountain/Wild Ass: Wayne Michelson

The Clear Creek Management Area is still closed.

Old Business

The autumnal equinox is today.

Don Herrick reported on the work of the visiting pilot committee. 3 WOR sites require membership in the club. Ed Levin doesn't. The others (Mission, Diablo and Coyote Lake) have stickers and instructions for their use in the site procedures. The limit on site usage by visiting pilots is 2 days per site per year.

New Business

Mark Mullholland reported that the County Board of Supervisors is meeting next Tuesday and he wants to get as many foot launched flyers as possible to advocate inclusion of free flight activities in plans for future Parks and Open Space Areas. There is also a meeting on Mt Umunum on Sept 30th.

Wayne Michelson reported that the Go Pro HD digital video cam has a firmware update available to rotate the image.

Eric Hinrichs questioned whether an observer needs to be on launch during an observed flight. Steve Pittman commented that the site procedures are not clear on that point.

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Don Herrick noted that Octoberfest will take place at McClure on the weekend of October 16th.

Phyl Hamby noted that the gate at the cattle guard at Ed Levin is open now that Phyl and Stan Boehm have dug it out. He also noted that we should be careful not to lock out any of the locks at the bottom gate, so other users can use their locks.

Pat Denevan announced that their will be an instructor training session and a chute clinic in October. Contact Mission Soaring if interested.

Prizes were raffled.

End of Meeting Minutes

Master's Tips

Decades ago when I was just starting to fly the advanced sites, I would often feel a great deal of trepidation at launch. The other pilots might see this and make fun of me, with taunts like "Whats the matter Whimpy, it's only blowing down at 30".

So, being a child of the 60's, I took advantage of the miracles of modern chemistry. Prior to setting up, I would apply a male-hormone patch behind each ear. By the time I was ready to launch, I was fearlessly swaggering to the front of the line ready to kick some serious butt.

However, if a little is good, a lot must naturally be even better. So I decided to daisy-chain a couple dozen patches together into a long strip, roll it up, apply lube, and poke it in posteriorly. The drugs would kick in fast that way. In no time at all I would be overflowing with confidence, have a major red "S" on my chest, and all the women would be drooling lustfully at the sight of me. Away from the flying sites I might seem a mild-mannered somewhat nerdy engineer, but after insertion of my testosterone suppository I become SuperPilot!

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