

FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO
NORTHERN CALIFORNIA HANG GLIDER ASSOCIATION
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Another melodramatic day at Lakeview

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WOR Officers
President
Mark Mullholland
408-929-1753
markmulhol@aol.com

Vice President
John Wilde
650-556-1320 (H)
wildeblu@aol.com

Treasurer &
Membership Services
Don Jones 510-793-3551
wort@aol.com

Secretary
Paul Clayton
408-246-2218

Flight Director
Russ Locke
408-737-8745 (H)
408-737-7569 (W)
RussLocke@juno.com

HG Observer Coordinator
Dave Jacobs 510-651-6313

PG Observer Coordinators
Kathy Wilde 650-556-1320
W ildeblu@aol.com
Kim Galvin 510-748-0451
Kim_Galvin@mpsh.com

Editor
Paul Gazis
428 Madera Ave #1
Sunnyvale, CA 94086
408-736-0764 (H)
650-604-5704 (W)
pgazis@mail.arc.nasa.gov

Member Services
WOR Soaring Forecast
408-973-1976

Mt. Diablo Weather Robot
510-838-9225

Ed Levin Weather Robot
408-946-9516

San Jose Airport
Weather NOTAMS
408-980-8459

WOR Business
PO Box 361885
Milpitas, CA 95036

WOR Web Site
www.wingsofrcallo.org

The Editor's Turn

The season is drawing to a close, and it's been a pretty weird one. Is it my imagination, or have there been a lot of broken gliders this year? Several Ghostbusteds, a few parachute deployments here and there, and it seems like every other weekend at Dunlap has involved a blown launch or two. Must be global warming. Yeah, that's it! Global warming... higher temperatures... higher density altitude.... Throws everyone off

Fortunately, it seems like we've been breaking gliders rather than people. There is much to be said for this procedure! It is certainly superior to the alternative!

In addition to gliders, it also seems like we've broken our club meeting location. There's some hope (keep your fingers crossed!) that the Omega Restaurant will open again before the end of the year. But until it does, we're hurtin'. Particularly since we'll have nominations for next year's club officers coming up soon. So if you have any ideas or suggestions for a meeting place... let us know!

There are several bits of news from Ed Levin. First... there have been an awful lot of good soarable days this fall. Weird. Must be global warming. There have also been some complaints about speeding by the ranch house on the road up the 1750'. This is something that comes up over and over again, and I don't blame the rancher for getting ticked off. Think about it. How would you like it if trucks came blasting by your house all morning and covering it with dust? So please... keep your speed down when you're driving past the ranch house! What's the big hurry anyway? I mean... like... if it isn't soarable, there isn't any rush, now, is there? And if it is soarable... well... there really isn't any rush, now, is there?

Finally, it appears that the California State Law against riding in the back of open pickup trucks... applies on the roads up to launch. More proof, if any is needed, that the State of California has no sense of humor. Why, I bet they even want new students to wear helmets when they ride their Harleys down to Hollister! Bummer! But it's the law, and we're stuck with it, so be warned.

This issue of FLIGHT LINE features Tim West's entry in the Y2K FLIGHT LINE Hang Writing Contest. Check it out! It's... not your usual flying story. And while you're at it, you might keep in mind, that there's still plenty of time to send in that entry of your own.

Tim's Inland Tumble Story

by Tim West

This is a true story of an accident that happened at Hull Mountain, California on September 12, 2000. The conditions that day were not that turbulent but there was a lumpy layer at about 8000'.

There I was flying at Hull Mountain for the first time this year, also the only inland trip that I had taken this year. I just got to 9300' and had fun doing it. I saw my friend Joe Spinney getting ready to launch from Timberline launch and I wanted to go over there and fly around with him after he launched. So, I pulled full VG on, raised the nose of the glider into a stall and started a dive.

Now this dive felt the same as the ones that I had done many times at Fort Funston, CA (my home site) over the last couple of years. I figured that I was traveling around 50 mph when all of a sudden something that felt like a bus hit me. The next thing I know, is that the glider has changed from a dive at

50 mph to a climb strait up at 50 mph. The thoughts going through my mind at that time was all the things that everyone had told me about falling into the sail upside down. I tightened my grip on the control bar and proceeded to stuff it to my knees and beyond. As it was going up I kept telling myself, "Don't let it go over backwards, don't let it go over backwards". As I looked around I noticed that the horizon was out in front of me while the ground was straight below me and that I was going away from it.

Then it got real real quiet as I approached a stall. My hands were below my feet and I had no bar pressure at all. The next thing that happened was the nose dropped forward and didn't stop. It went completely behind me in about 1/2 a second. When this happened it whipped me into the sail (I think it was face first) so fast that the next thing I know the glider is busting up around me. As the glider was breaking around me the cables were trying to tie me up and the glider was trying to beat me to death.

I knew that I had about 20-30 seconds before I hit the ground so; I got my left arm untangled from the wires. Then with my right hand I grabbed the chute and with one strong and hard throw ripped it off my chest and threw it into the air. About the time I expected it to open I started looking for the bridle to pull it back in for a second shot but, just then I felt the chute pop. I looked up and there it was fully inflated, a very welcome site. After the chute was open I noticed it was raining but it was red.

Something had hit me or I hit it with my face. It was raining so hard that it was starting to cover the goggles I had on. I knew that I still had about 10-20 seconds before I hit the ground so, I grabbed the two halves of the glider and proceeded to climb up

on them. The one place I didn't want to go was into rattlesnake canyon. So, I figured if I could climb onto the broken wings then I could try to direct it sideways instead of going strait back into the canyon at the will of the chute.

By this time the two halves had folded together and were falling down next to me. I grabbed the cables that I could find with my hands and the rest of the sail with my legs and did the best I could to direct it in any direction away from the canyon. As I'm falling I could see where I was going to hit. There was this burn out tree stump 10 feet high and the only one within 100 yards and I was going to hit it, not with the glider, just my body. So at the last second I turned and hit it with my back and helmet.

Finally I was down. The landing felt like I had jumped of the hood of an SUV and fell down onto my back side. I had landed between timberline and lower launch. I stood up and I couldn't see from all the blood covering the goggles and dripping from the helmet. I grabbed the helmet and goggles and ripped them from my head and threw them down onto the ground. Now the blood was running down my face so fast that I had to keep spitting to clear the blood before I could take a breath. I grabbed the carabiner and tried to get it undone so I could get to the road for help. But the rubber strap that I had put on to hold the harness straps in place had been pushed up and around the top so I couldn't get it open.

It took me about 30 seconds to get it undone and free myself from the glider. As soon as I was free I put one hand above my left eye and the other one on my nose and headed for the road through the foot high picker bushes. The road was only about 100 yards from where I landed (arrived with a thud). Once I got to the road I

started down toward the timberline launch. I had not even gone 1/4 mile when there was a Suburban truck to pick me up. When they got out of the truck to help me there mouths came open but nothing came out and they started to turn white. It became obvious to that they were looking at a bloody mess. I looked in the mirror and I could not see my face through the 2 or 3 layers of blood that had caked onto my face and dried there.

I cleaned my face on the way down the mountain and found a gash over my left eye about 2 - 3 inches long and one on my nose about 1 inch long. Over my right eye was a lump on my forehead so large that I could see without a mirror. I looked in the mirror and my forehead looked like half a baseball under the skin. It took eight stitches over my left eye and four on my nose to seal the gashes.

So, the moral to this story is you can always learn something by looking at T.I.T.S. every once and a while.

Tim West

September Meeting Minutes

by Paul Clayton

NEW MEMBERS/GUESTS

None

GREAT FLIGHTS

None reported.

PRESIDENT'S REPORT - Mark Mullholland

A speed gliding meet may be held this fall or next spring. There may be a fly-in at Dunlap this October.

VICE PRESIDENT'S REPORT
- John Wilde

Nothing to report.

TREASURER'S REPORT - Don Jones

We now have over 500 paid members.

FLIGHT DIRECTOR'S REPORT- Russ Locke

There was a PG accident at West-lake. Details are unknown at this time.

ED LEVIN SITE COMMITTEE REPORT - Steve Pittman

Two new instructors have been authorized. The gate on the road to the top may be locked open some of the time. Repairs to the walkover will begin after the start of the rainy season. Signs saying "loading and unloading only" are being prepared for the parking area near the LZ.

MISSION PEAK SITE COMMITTEE REPORT - None

M T. DIABLO SITE COMMITTEE REPORT - None

NEWSLETTER - No report

COMPETITION COMMITTEE REPORT -None

OLD BUSINESS - None

NEW BUSINESS - None

END OF MEETING MINUTES

Ed Levin Site Report

by Steve Pittman

On September 10, a pilot was given a written warning by a ranger for kiting his paraglider on the Green. Please note that Sec-

tion VII.C.4 of the Site Procedures states that gliders are not allowed in the Green area. Do not set up or use hang gliders or paragliders there. Any pilot who sets up and/or ground-handles a glider on the Green will be suspended for a month.

Some pilots think that they can avoid the site closing deadline by breaking their glider down on the Green. Pilots will be automatically suspended for such behavior. Your aircraft must be on or in your vehicle and your vehicle must be out of the landing area parking lot by the closing time posted on the vehicle entrance gate to the landing zone. Please note the closing time posted on the gate as you pass through it. We hate to suspend people.

HG/PG Web Watch

There are an awful lot of interesting aviation web sites out there. With fall upon us, winter approaching, time hanging on our hands, and long rainy weekends with nothing to look forward to do but work, surfing the Web, and the occasional wild drunken party with famous movie stars, this seems like time to point out a few of the good ones:

The Landings.com aviation Web site.

<http://www.landings.com/>

This is a good site for a wide range of aviation news and information, from shuttle launches, to HG and PG, to things like Michel Fournie's planned attempt to skydive from 120,000'. Whimp. Skydiving He should do a balloon drop instead.

Mission Ridge: today's most recent image

http://24.1.106.9/mission_today_00.htm

What more needs to be said?

The City of Fremont Lamcam
<http://www.ci.fremont.ca.us/lamcam/lamcam.jpg>

Another view of Mission Ridge from a bit farther away.

The Parawaiting UK Web Site
<http://www.walk.to/launch>

Justly famous! Rumor has it that there's also a Hangwaiting web site out there somewhere...

Wings of Rogallo

<http://www.wingsofrogallo.org/gindex.html>

A famous club of mighty pilots dedicated to searching for a new place to hold club meetings 'cos their old one burned down. And hey, we do parawaiting too!

Sonoma Wings Hang Gliding Club

<http://metro.net/blacet/sw/>

You've checked out their flying sites! Now check out their Web site!

Stewart Midwinter's Rigid Wing Web Site

<http://www.midwintercanada.com/RigidWings/>

A pretty good rigid wing page.

Coupe Icare

<http://www.coupe-icare.org/ifo/ifo.html>

Good pictures. More strange French-type people.

Mojo's Flight Gear

<http://mojosgear.com/mojo-Home.sht>

A pretty good place, and one of the only places, to order HG/PG gear over the Web.

Snell Certified Helmets

<http://www.snf.org/cert.html>

Everything you always needed to know about for-real helmets.

The Helium Airship Directory
<http://hotairship.com/directory/helium.html>

...because hey, you never know when you might need a helium airship!

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 Cavalero 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) rohng3@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

Airships

Hindenberg. Great tandem ship. Complete with grand piano, smoking room, and catering staff. Good condition. Minor fire damage. only \$14,500,000

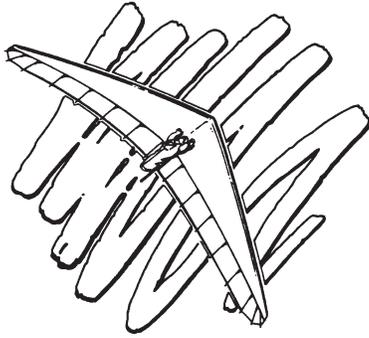
Equipment

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

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

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



*Wings of
Rogallo*

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The next Wings of Rogallo Meeting will be held
Tuesday, October 17.

Its location remains a mystery
To find out where it will be held, check
the Wings of Rogallo WWW Page
<http://www.wingsofrogallo.org/meetings.html>