

FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO
NORTHERN CALIFORNIA HANG GLIDER ASSOCIATION
VOLUME 101, NUMBER 10, OCTOBER 2001



I've completely forgotten who sent me this awesome shot. Let me know so I can give you credit!

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The Editor's Turn

Yes, we missed the September issue of the *Flight Line*. We were... uh... checking. Yes, that's right, we were just checking to make sure you were paying attention!

Actually, your Editor was stranded in central coastal Maine by the air travel ban. And while I can hardly think of a better place to be stray, those were not quite the circumstances I would have chosen to be stranded. There was something surreal about the whole situation, sitting in one of the most idyllic parts of the planet — a place of unimaginable beauty and peace - clustered around the TV watching the nightmare unfold only a few hundred miles to the south.

Still, life goes on, and even in times of trouble there are always moments of light. One bit of good news: our ex-president, Mark Muhlolland, is finally back home! He made it to our last club meeting, and for someone who has been through a serious mid-air and an unsuccessful parachute deployment followed by what can only be described as a truly epic tour of hospitals around the world, he's recovering pretty darn well.

Way to go Mark!

On another positive note, the emergency ban on flying under FAR Part 103 has been rescinded - including the ban on flights in 'Extended Class B Airspace' - so we have all of our sites back. I'm not entirely 100% certain what the current situation is regarding instruction, but this information should be available from the **USHGA**.

It sounds like we've had some pretty good conditions this past month. There were reports of soarable conditions at Ed Levin last weekend, and my best flying buddy and I snuck down to Southern Cal two weeks ago for an interesting little

rendezvous with an unexpected convergence. One cannot help but wonder what Mount Tam will be like this fall!

This issue of *Flight Line* features two more entries in the *Flight Line 2001 Hang Writing Odyssey*: yet another great flight by Carmela, and an article by Kim Galvin on how to obtain a ham radio license. It sounds like Carmela's been having too much fun this year. But your Editor will never admit to jealousy. He'll just whine a lot when no one else is around. Kim's article is very timely. If you don't have your ham radio license yet, this is the best time of year to study and take that exam. It's fun, it's easy, it's informative, and... what else is there to do this winter after the rainy season begins?

Finally, elite *restaurantruppen* of the *WOR Panzerfoodgewehr*, on long range reconnaissance behind whuffo lines in Downtown Milpitas, have reported that the *Omega Restaurant* has reopened. Which raises the intriguing philosophical: should we move the **WOR** meetings back to the Omega. (Gosh, that sounds almost cosmic, now, doesn't it?) In keeping with our democratic traditions, your Executive Committee has decided to hold a poll to determine the will of the membership. This poll is included in this issue of the *Flight Line*.

Good Quality Fun

by Carmela Moreno

It was a day that the weather people were calling for COOL and BREEZY. In the middle of summer!?! Sounds good to me. I wake up in the morning with the trees rustling. I am awake now and know it's gonna be a good day. I load my harness in my truck and take it to work in the morning. I do not load my glider. I can always swing by the house and pick up whichever glider is appro-

priate for the conditions. My choices are an XC 155 or a Falcon 225. You've got to love it.

It is *Falcon weather!* I swing by the house to pick up the glider. Martin and I arrive at launch and it's about 15-18mph, maybe a little stronger. Paraglider pilot Dave Bingham is already up there but decides that it is a little strong for him. Martin agrees and they bag it. I have Martin and Dave help me launch since anything over 15mph is a handful for me on the Falcon. I instruct Martin to stay on my nose and when I say 'Clear' to move off to my left. "Okay CLEAR." I lean forward. I cannot get a step in, maybe only half a step, and then I go straight up. It's strong but once I clear launch it's fine. I join Dan. Colin had bugged out and gone to land. Dan and I are just floating around in ridge lift with bubbles of thermals coming up the face. The highest we get is just over 2500ft. Dan heads to the peak but not much is happening at the peak and he heads back really, really low. I am content doing the boring soaring back and forth and circling in thermals when they come. Dan makes it back and we are now both soaring back and forth. I see some hikers on the ridge and they are taking pictures of us. "HEY DAN" I radio, "Let's 'buzz' the hikers because they are taking pictures." Dan and I take turns trying to get low so they can get a good photo.

LA LA LA. I am getting tired now, my wrist is starting to ache and I am starting to geek. I do my infamous but now famous get too far out in front and low. So I radio to Dan to tell him I am geeking and I am going to land. He said, "Okay, I am going to the peak and then play around in the lower hills like Paul Clayton." I start to head out to land but then decide I am NOT going to GEEK. I turn back to the ridge and to my surprise I am climbing.

I'm back on the ridge but Dan is not having much luck in the lower hills and he is losing altitude. He is going to land soon. I am going to land after Dan! So I just fly back and forth on the ridge waiting for Dan to land. I see Dan struggling for a little while longer and he finally loses it and goes in to land. I radio, "Okay, I am really getting tired, my wrist hurts and I am going to land now." Giggle. Giggle. I head towards RC hill and darn it, I hit a thermal. What the heck, I'll take it for what it is worth. Oh my! I just gained 700ft. I am now at 2100ft. Dan radios, "Okay, Carm you can land now!" "I am trying to Dan but these pesky thermals are keeping me from landing", giggling as I radio back. Finally I hit some sink and I circle one way and then the other way. I get lower and lower. I am now at 1200ft over the LZ. Pesky thermals! I gain 250ft as I turn out of yet another thermal. Dan is just standing there waiting for me to land. I am sure he is saying some choice words about me right about now. As I set up for my final approach I am thinking this will only count if I have a good landing. I make my last turn. LA LA LA. I pull in. LA LA LA. My hands start to move up in the control frame. LA LA LA. Time to flare, up to the sky! The nose rotates up and my feet softly touch the ground. Flashing the undersurface at Dan as the glider settles onto my shoulders. Oh yeah baby!

For me it is not about quantity of air time but about the quality and that was some GOOD QUALITY FUN! In Dan's defense he did fly over two hours and I got just over an hour but I still landed after him.

August 2001 Meeting Minutes
by Paul Clayton

NEW MEMBERS/GUESTS

Linh Vorhis, bride of flight director Mike Vorhis.

GREAT FLIGHTS

Kevin Cameron - Flew 300 miles in 9 days at the Nationals.

Mike Foy - Spent 9 days in the Northwest; flew Woodrat and Tague's Butte, among other sites.

Pat Denevan - flew Pacifica, south of Funston, for the first time in 25 years.

George Morford - Flew at the PG Nationals, finished at the middle of the pack.

PRESIDENT'S REPORT - None

VICE PRESIDENT'S REPORT - None

TREASURER'S REPORT - Don Jones

Our bank balance is dropping. Site expenses have been higher than usual for this time of year.

MEMBERSHIP COMMITTEE - Carmela Moreno

We have 485 paid members for 2001. Of these, 432 take the newsletter by mail.

FLIGHT DIRECTOR'S REPORT - Mike Vorhis

Mike called Mark Mullholland, so the members at the meeting could greet him en masse.

ED LEVIN SITE COMMITTEE REPORT - Steve Pittman

Randy Tribe has installed a new windsock. The gate to the 300 foot launch has been left open. Cows are still escaping through the walkovers.

MISSION PEAK SITE COMMITTEE REPORT - None

MT. DIABLO SITE COMMIT-

TEE REPORT - None

NEWSLETTER - Paul Gazis

Paul proposed that the format of the newsletter be changed to lower printing costs. Nobody voiced any objections.

COMPETITION COMMITTEE REPORT - None

SITE ACQUISITION - Gene Pfifer, Jim Woodward

Gene is preparing a position paper for the county parks steering committee, with the goal of opening new sites on recently acquired land. Jim reported on the Coyote Lake site. Santa Clara County Parks controls the LZ. The Santa Clara County Open Space District controls the launch. This is a west-facing launch.

OLD BUSINESS

None.

NEW BUSINESS

Pat Denevan announced that there will be a fly-in at Dunlap on September 15th and 16th.

George Morford announced that he has acquired a domain name for the Mission webcam site, fly-mission.com.

A motion was approved to reimburse George for the \$25 he spent to register the new domain name.

Entertainment was videos of first flights of historic airplanes, brought in by Mike Gomes.

END OF MEETING MINUTES

September 2001
Meeting Minutes
by Paul Clayton

NEW MEMBERS/GUESTS

Attila Clash - H1
Daryl Spreen - PG pilot
Ben Bierman - PG pilot who trained at Airplay.

GREAT FLIGHTS

Mike Foy - 4 hr. flight at Dog Mountain in Washington.
Mark Mullholland - flew in Spain at the World Meet. Mark was as high as 10th before being involved in a midair collision. He expects to make a full recovery and was present at the meeting.
Nick Mora - received his H4 rating.

PRESIDENT'S REPORT - None

VICE PRESIDENT'S REPORT - None

TREASURER'S REPORT - Don Jones

Our bank balance is dropping.

MEMBERSHIP COMMITTEE - Carmela Moreno

We now have about 500 members.

ED LEVIN SITE COMMITTEE REPORT - Steve Pittman

A vehicle rolled over coming down the mountain. It skidded and hit an embankment. The driver was not wearing a seatbelt.

MISSION PEAK SITE COMMITTEE REPORT - None

MT. DIABLO SITE COMMITTEE REPORT - None

NEWSLETTER - Paul Gazis

The September newsletter will be late because Paul was stuck in Maine, due to the airline shut-down.

COMPETITION COMMITTEE

REPORT - None

SITE ACQUISITION - Gene Pfifer, Jim Woodward

Shankar gave a presentation at an open space district planning meeting in Los Gatos. Parking areas for a possible new site were discussed. This site will be for HG and PG operations. The USHGA insurance policy was also discussed at the meeting.

OLD BUSINESS

The Dunlap fly-in has been postponed indefinitely, due to the FAA flight restrictions.

NEW BUSINESS

George Morford reported that the Mission Ridge webcam site has been attacked by a virus, and is shut down for now. George has a URL for a spam block.

Pat Denevan reported that an Instructor Certification Program will be held on December 3-5.

It was announced that the ban on general aviation also applies to ultralight operations.

Nick Mora brought a video tape of a program made for a Spanish language TV station, which featured Nick flying at Ed Levin.

18 people attended the meeting.

END OF MEETING MINUTES

Become a Ham!
by Kim Galvin (KG6KIM)

Amateur (ham) radio is the ultimate geek hobby. It's also the typical means of communication for hanglider and paraglider pilots in the U.S. and around the world. The Federal Communications Commission (FCC) licenses ham radio operators. You must have a license before you can

legally transmit on your radio.

To qualify for a ham radio license in the U.S., you must pass a written test. Unfortunately, almost all of the information covered on the test is irrelevant to foot-launched pilots. Fortunately, the test is not too tough to pass. Trust me, if I can pass it, anyone can. There are three license levels (known as classes), but the only one we really need to be concerned about is the Technician Class. This is the entry-level license. With this license, you can legally transmit on all amateur frequencies above 30 megahertz (MHz), which includes the 2-meter band that we use.

We really should be legal, if we want to be respected members of our community. Although unlikely, you could risk having your radio confiscated if you operate it without a license. Making the decision to become legal is the hardest part. Once you've made the decision, there are three ways to study for the test:

1. Go to a Radio Shack, a Ham Radio Outlet or on the Internet and buy one of the following books: *Now You're Talking! All You Need For Your First Amateur Radio License*, ARRL's Tech Q&A or *The No Code Technician Kit*. You can either read the book (optional) or just keep taking the practice tests in the back until you memorize the correct answers. Unless you're a techie, or incredibly curious, don't worry about learning this stuff. Just memorize the answers so you can pass the test. Go through the practice test, highlight the correct answer to each question and memorize it. Keep doing this over and over until you've got it down. Then go to a test center and take the test before you forget it all. After taking the test, feel free to forget the material, because very little of the information that is necessary to pass the

test is relevant to us. What you really want to know is stuff that's not covered in these books, like "how do I set the key lock on my radio" or "how do I find a repeater frequency." (You can also purchase audio and video courses.)

2. Study on-line, by logging onto <http://www.qrz.com/testing.html>. Memorize the questions in the question pool. Thirty-five of the questions in the pool will be on the test.

3. Take a class. This is what I did, because I was totally undisciplined about self-study. The class takes place on the day of the test. You sit in a room with a bunch of geeks and other unfortunate pilot-types like yourself. You memorize the questions, on your own, for a several hours before taking the test. It is a good idea to schedule this during the winter. I took the class on a rainy day and didn't miss any flying!

When you're ready to take the test, find the nearest license exam location. The American Radio Relay League (ARRL) website <http://www.arrl.org/arrlvec/examsearch.phtml> provides a searchable index, where you can find the test session nearest you. The Fremont Amateur Radio Transmitter Society (FARTS - I'm not kidding) gives tests in Fremont on the second Monday of every month at 7:00 P.M. The test fee is \$8 and no appointment is needed. For more information, check out their website at http://home.att.net/~bazerkly/FA_RTS/.

It only takes a half hour or so to take the actual test. Once you've taken the test, it takes about two weeks for your license to arrive in the mail. You can even apply for your own vanity call sign (<http://www.qrz.com/vanity.html>). So quit procrastinating, bite the bullet and become a ham.

A Blank Column

Congratulations on purchasing your *Blank Column*. Used properly, your new *Blank Column* will give you hours of operating pleasure. Please be sure to observe the following simple instructions:

- 1) Always be sure to inspect your *Blank Column* before use. The *Flight Line* can not be responsible for injuries or damage caused by improperly inspected *Blank Columns*.

- 2) Remember to hook in before using your *Blank Column*. Failure to hook in can lead to genetic instability, followed by rapid mutation into a significantly less attractive life form.

- 3) Do not use your *Blank Column* as a set of instructions for brain transplants or other complicated medical procedures. Your *Blank Column* is not intended as a guide to recreational surgery.

- 4) Remember to offer your Editor *plenty of rides up the hill*. If this is not possible, be sure to offer him free beer of adequate quality or introductions to attractive members of the appropriate gender and/or species who possess ham licenses and can drive standard.

- 5) Contribute more entries to the *Flight Line 2001 Hang Writing Odyssey* or you may be forced to endure more *Blank Columns* such as this one.

Thank you for observing all safety precautions!

WOR Meeting Poll

The W O R Executive Committee is looking for ways to increase meeting attendance. Some have speculated that the change of venue may have sparked a recent drop in attendance. You can give us your opinion by supplying the requested data below. Questionnaires may be brought to the next club meeting at the Summit Point Golf Club, or mailed to

W O R
PO Box 361885
Milpitas, CA 95036.

This is your club. Please let us know what you want!

Approximately how many W O R meetings per year would you attend if the meeting were held at either of the following locations? (Please put down a number from zero to 12 on both lines.)

Summit Pointe Golf Club _____
The Omega Restaurant _____

What motivates you to attend W O R Meetings? (check any that apply)

An opportunity to meet and dine with friends and fellow pilots _____
To stay informed and involved of W O R events and activities _____
Other (please describe) _____

When making the decision to attend a W O R meeting, how critical is the restaurant menu selection to you? (check one)

Not Important _____
Somewhat Important _____
Very Important _____

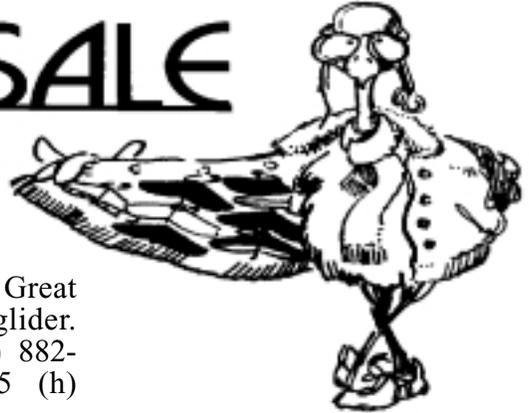
Has the change from the Omega Restuarant to the Summit Pointe Golf Club significantly changed your travel time to the meeting? (yes or no)_____

Has a change in travel time affected your ability or interest in attending meetings? (yes or no) _____

Do you have any other suggestions or comments for the W O R Executive Committee?

Thanks for participating!!!

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)

Flexwings

Aeros Stealth 2 151 (Fresno area) Excellent shape. 1 yr old. Pictures at: <http://www.geocities.com/sky-godmatt/stealth.html>. \$3000 obo. Call Matt Potter (559) 243-1831

Aeros Stealth 2 151 (late 1998), Matrix cloth, white LE, red and blue undersurface. Additional sail and 2 extra dtubes. \$2900 obo. Call Reto at (916) 804-4063, reto_s@yahoo.com

Aeros Stealth 3 Combat 151. Late 2000, matrix cloth, special comp mods. Flown in Speed Worlds on gold medal team. 1/2 hr total time! \$3500 or best offer. Call Reto at (916) 798-7156 or Mike at (510) 744-1953.

HP-AT 145. Approx 150 hours Good cond. Orange-light green-white. 6 hrs airtime since last pre-flight. Spare dtubes. \$800 obo. Call Weegie (510) 649-8181, weegie@lightroom.com

Sensor Production Slot available! Paid for over a year ago; this glider is ready to start building! Topless or kingposted. Offered for dealer's cost. Call Mike at (510) 744-1953.

Sensor. 1993 Custom flap system (better than stock). Fantastic shape; less than 200 hrs. I'd either sell this or the production slot (listed above), and use the other for myself. Call Mike at (510) 744-1953.

Wills Wing Spectrum 165. Excellent condition Includes UV bag,

ladder rack, straps, etc. Great beginner/intermediate glider. \$1950, Call Roger at (408) 882-0382 (w) (408) 224-1815 (h) rohang3@aol-com

Wills Wing Sport AT 167. Floresent green LE, black, yellow. Good condition. \$800. Call Roy (408) 985 2810 netedtec@pacbell.net

WillsWing Sport AT 167. Floresent green LE, black, yellow. Good condition. \$1000. Call Roy 408 985 2810 netedtec@pacbell.net

Wills Wing Super Sport 153. Very good condition. \$800. Call Mercury, (408) 353.2383. MercuryFly@aol.com

Wills Wing Supersport 163. Original owner, mint condition, many extras. Asking \$1200. Call Tom (408)747-0414 lv msg.

Wills Wing XC 155 Fair to good condition \$400. Call Russ (408) 737-8745

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 obo. Call Steve Thorpe (408) 435 2600 ext. 506 (w), (408) 260 7029 (h), thorpes@arklogic.com

Ozone Electron (L). DHV 1/2. Only 14 hrs. Perfect cond. Wt range 95-115Kg. Have dropped below the min. wt range. Great performance and handling. \$2000 obo. Call Larry at 650-248-5873, larry@tmpartners.net

Equipment

20 gore H.G. parachute with swivel. Never used and in excellent condition. \$100 or obo. Call Rick at (408) 224-4378, sport@onemain.com

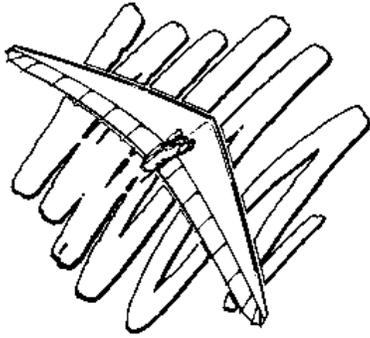
Apco Top Secura Harness with kevlar backplate and CO2 air-bag protection. \$200 obo. Call Steve Thorpe (408) 435 2600 ext. 506 (w), (408) 260 7029 (h), thorpes@arklogic.com

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

Vehicles

1987 Chevy Suburban 4WD, 350 V8 1/2 ton, excellent cond. Comes with glider rack and 2m radio, \$8000 obo. Call (408)-288-6607.

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*Wings of
Rogallo*

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VOL. 101 NO. 10 OCTOBER 2001

The next Wings of Rogallo Meeting will be held
Tuesday, October 16.
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.

The precise nature of the entertainment at the next meeting...
...remains a mystery.