

FLIGHT LINE

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The publication of the Wings Of Rogallo Northern California Hang Gliding Association
Volume-113, Number 10 October 2004



Cover photo: The weather looms in at the Silent Air Show byLijian Liu

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Get out and vote edition

Both for your region 2 candidate
and your president :-)



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Editors Turn:

So I finally got some serious airtime in this year (OK some of it powered). Never buy a house and expect to fly, just trust me on this one!
The Silent Airshow went well, right up to the end of the speed gliding. It hasn't rained for months and which day does it pick ... Kind of reminded me a lot of flying back in the UK, but they were not good memories so I'll skip that..
There's something going on with the region 2 directorship and as we all have our ballots, we should probbaly think about who we write in, I'll leave this for the 'politicos'. Mike Vorhis noted that San Jose Medical/Trauma Center will lose its doors Dec 9th of this year. There will no longer be a downtown SJ acute care facility, and patients will have to be diverted to Santa Clara Med Ctr and to Stanford.
Finally the season is drawing to a close here in the Bay Area, and I'd just like to remind everyone that now is the time to get that anual inspectiondone, not when the spring thermals are booming.

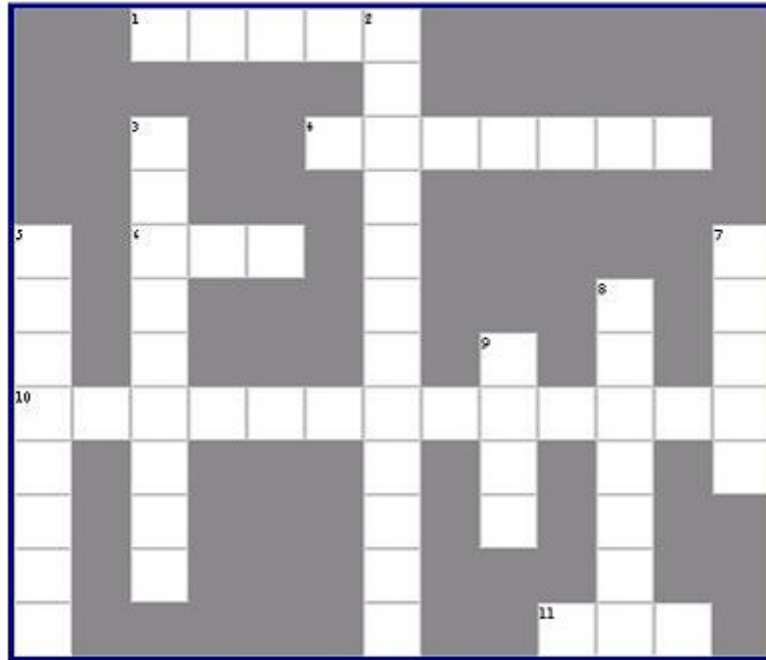
Newbies and big dogs

By Juan Laos

<< >>

It has been a bad few months in terms of accidents and incidents and it pains my heart that our sport(s) which bring so much joy to our lives also brings so much unnecessary pain not only to the pilot who suffers from an accident but to their family and friends as well. One of my graduates recently had a serious accident. He is alive and will mostly recover but he will certainly be scarred for life in more ways than one. He was one of those who was skilled from the start and he did fine under direct supervision and seemed to "get it" regarding judgment during training. However, once graduated, he chose to push the limits constantly. In spite of my numerous attempts at reining him in by having conversations with him and explicitly letting him know that he was exceeding his limitations due to his experience level, he continued to push. He flew a lot with some more experienced pilots during the week or when I was on the training hill with other students. His luck ran out and he ended up falling out of the sky.

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Across

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- 4. Keeping abreast of latin clouds (7)
- 6. LZs turn into this (3)
- 10. Peripatetic mix up with the weather (13)
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- 3. Pyrobombus hike n huccker (6,3)?
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September 2004 Minutes

New Members/Guests

None

Great Flights

Eddy Long - Flew from Funston to Shelter Cove and back; has pictures of the flight on his website.

Ben Rogers - Flew 125 miles in the Owens, including a low save from 200; landed at Tonapah NV, a personal best.

Presidents Report - Phyl Hamby

Thanks to the Silent Airshow staff, park rangers, and park maintenance staff for helping make the airshow a success. A work party has removed grass from the Ed Levin access road. Thanks to all who helped with that effort and also the post-airshow cleanup crew. Phyl has a blue harness bag that was left at the Silent Airshow.

Vice Presidents Report - Wayne Michelson

Nothing to report.

Treasurers Report - Don Herrick

Income was less than expenses this past month, which is normal for this time of year.

Membership Services - Carmela Moreno

434 people have renewed their membership for 2004, another 22 this past month.

Flight Directors Report - Pat Denevan

There was a blown launch at the 600 launch. Conditions were ideal, but the pilot apparently rushed the launch. Phyl also reported that Brandon Olinger, a PG pilot injured in another incident at Ed Levin, is out of intensive care. A PG pilot was injured after he was lifted by a dust devil as he prepared to launch at Ed Levin.

Ed Levin Site Committee Report - Steve Pittman

Two rattlesnakes were seen in the LZ during the recent work party on the access road.

Mission Peak Site Committee Report - None

Mt. Diablo Site Committee Report - None

Site Acquisition - Gene Pfifer

Gene hiked to the back ridge at Coyote Lake to check out the launch. It is a 4.4/1 slope and about 900 vertical to the LZ. 2 test days are planned. Insurance is needed for those days. Initially the site will be accessible only by walking up. A bridge is needed for vehicular access. A motion was made and approved to allocate \$70 for annual site insurance.

Silent Airshow - Mark Mullholland

Over 200 volunteers helped run the airshow. Feedback from attendees was positive in spite of the rain, which forced cancellation of most of the flying events. 202 cars were parked, with 362 paying attendees. Mark is looking for job descriptions for all airshow personnel, to use in planning future airshows. A contribution to the MDA is planned, in spite of the low turnout. Mark has T-shirts for the volunteers. Don Herrick asked the airshow staff to submit any outstanding expenses.

Old Business

None.

New Business

A memorial is planned on September 26th for Mike Pelton, a Bay Area pilot who recently died of injuries sustained in an auto accident.

Paul Gazis announced that there will be a USHGA board of directors meeting next month. Another vote is being considered the question of changing the name of the organization, and also on the issue of including powered harness flyers in the organization.

25 people attended. Prizes were raffled.

END OF MEETING MINUTES

Upcoming Events.

Oct 19th WOR Meeting

November 19-21, 2004 Tandem Clinic in the San Francisco Bay Area with Advanced Paragliding. Comprehensive tandem clinic for all tandem pilots and aspiring tandem pilots T1-, T-2 and T-3. Must register by October 15 Contact Juan Laos, Tandem Administrator at juan@advancedparagliding.com (925)-377-8810

January 22-February 5, 2005 Come Fly Tapalpa, Mexico with Juan Laos and Advanced Paragliding. This will be our 6th consecutive year guiding tours to this area which boasts some of the best flying in Mexico. This is the site of the 2002 and 2004 PWC and is Mexico flying at its finest, without the crowds. Wide open launches, wide open LZ's long mountain ridges and escarpments for cross country flying with easy retrieves. We will be flying Tapalpa, San Marcos, San Juan Cosala, and Guadalupe. All are within approximately 1 hour of our first class lodging in the historic mountain town of Tapalpa. We will have four USHGA instructors on the tour for personalized Thermalling and Cross Country Instruction. Just show up at the Guadalajara Airport and we take care of the rest. The tour fills up fast so reserve early. Hanggliders welcome. \$1800. Contact Juan@advancedparagliding.com (925)-377-8810

March 25-27 2005 IP Clinic in the San Francisco Bay Area. Juan Laos, IP Administrator and Advanced Paragliding will be hosting an Instructor Training and Certification and Recertification Clinic in the San Francisco Bay Area. Open to aspiring Instructors and Basic Instructors looking for recertification. Registration must be received no later than February 15, 2005 Contact Juan@advancedparagliding.com (925)-377-8810

The Wings of Rogallo Silent Air Show by Al Small

In the September Flight Line, the editor noted that, as of that time, the Silent Air Show was upon us. Indeed, at that time the planning committee, ably led by Mark Mulholland, was just coming to grips with complex logistics that loomed larger and larger. When we first met in mid-August the number of uncertainties seemed greater than the number of things that had been nailed down, but every time a question of feasibility arose, Mark calmed down the clamoring with assurances that things would work out.

And so they did. Through the dedicated work of the organization committee the show took shape: the committee discussed, edited, and finalized poster graphics and content; printed and distributed the posters in public spaces; sent press releases and photographs to the news media and arranged for reporters to visit flying sites; and obtained the formidable array of permits necessary to satisfy the City of Milpitas, the Santa Clara Parks Commission, and the Raichle Company, who was allowing us to use part of their facilities for overflow parking. Mark worked with his contacts at Red Bull and eventually ascertained that their \$5,000 check was in the mail, and coordinated plans with the Milpitas Rotary, our partners in the venture. Ran D. St. Clair served as liaison with the radio-controlled (RC) flight community and made possible the fascinating demonstrations of these, well, nearly-silent, craft. And volunteers handled dozens of other large or small, but important, tasks.



A speed-gliding participant banks sharply at the 600-ft gate - Lijian Liu

Possibly the most fun of this planning stage was our brainstorming exercise - to come up with as many songs as possible that related to flying - either in reality or in our own minds. The list that resulted was awesome, and Joe Spinney did a fantastic job of putting together a compilation that kept the mood, if not the gliders, high, and Brian Houston kept the sound system at an entertainment level that filled the air without blowing anybody away.

The primary purpose of the Silent Air Show was to bring to the public the thrill of flying motorless craft in all their many forms. Increased public awareness about the sports of hang gliding and paragliding in a casual and light-hearted setting could greatly benefit those activities. Secondly, we would be donating proceeds from parking and entry charges to the Muscular Dystrophy Association, and would help the Milpitas Rotary raise money for their scholarship fund by selling food at the air show.

One element of the show was the speed gliding competition. This event spanned three days of competition, with one or two rounds each day: days one and two would occur on the Friday and Saturday before the actual public air show, and the third competition day would be the first event of the public show on Sunday September 19.

The speed gliding competition began with launch from the 1750 hill; timing began as pilots flew through the start gate just below launch. The course then continued through gates at the 1200, 600, and 300 levels; a turn around the walkover at the southeast end of the LZ; and the finish gate just southeast of the spot-landing zones. In addition, pilots were required to include a 360-degree turn at a point of their own choosing. Penalties were imposed for less-than-perfect landings: 2 seconds were added for allowing the basket to touch the ground, and whacks resulted in disqualification. This course would take about 6 minutes to complete if flown at best glide speed in a Falcon.

On the first day of the comp, Friday September 17, the air was cool, the skies clear and sunny, and the wind light out of the NW. The competition started with the *sport* class (not required to pass *through* the gates, but only over them), just after 9 am. Jason Boehm placed first with a time of 2:29. In the *open* class, which is more demanding because pilots must pass *through* the gates, Henry Bittner blew away the competition with a 1:56 time. (Detailed results of the speed gliding competition are posted on the WOR website.)

On the next day, Saturday, the skies were overcast with a chilly wind at about 8 kt from the NW at launch, but closer to north in the LZ. Erich Heinrichs launched as wind dummy and pronounced the air unexpectedly smooth. However, because

of the wind, it was decided that *open* << >> class pilots did not have to pass through the gates. Again, Jason Boehm and Henry Bittner led their classes.

Saturday was also the day designated for the Hike n Huck competition. This fun race event is intended primarily for paraglider pilots, but hang gliders can also compete in their own class with some modifications. Paraglider pilots hike from the LZ to the 1750 launch with glider and harness, launch, fly down as quickly as possible, and land on the paraglider spot. Hang gliders hike up only with harnesses - their wings are transported by vehicle. A time penalty of 1 minute is added for each foot of landing distance from the center of the spot. The group of 9 men, 1 woman, and a dog assembled at the LZ dressed for warmer weather, moving around to keep their circulation going. At 8:45 the start command was given, and the group began their trek to the top. Although the results are posted on the WOR website, its worthwhile to note that Heather Hooper, dressed as a bumblebee, won the womens competition. Rich Leggett, in charge of the race, wrote:

Today was really a tortoise and the hare race. Tom [Moock] was dead last in the hike (with a very respectable time of 1:11:13!) but handily beat his adversaries in the spot landing to overcome the deficit. The fastest hike time of 47:52 was put in by Peter Rexer - well done!

Tom will be taking the Tour of the Bay flight with Dave Bingham in his Stemme [a fantastic motor glider] tomorrow and will hopefully be passing over Ed Levin tomorrow around 12-12:30 time-frame. Don't be surprised if you see a smirk on Tom's face. ;-)

Thanks to all of the competitors - everyone did a great job. Thanks also to Susan Kent, who helped with the hike times, and Rachel Maher, who helped with the spots. With a couple of adjustments I think this is a competition that we can do again.e

Sunday, September 19, the day of the public Silent Air Show, arrived with serious overcast and fog that

.. From page 4

occasionally shrouded the launch. At 7am there was rain -- no this can't be -- it's still September and the rains shouldn't arrive for another 6 weeks at the earliest. And yet they did. But the weather teased us. At 8:45 the precipitation stopped and the last round of the speed gliding contest began. Spectators begin to arrive and at 9am many were huddled under the Red Bull tent adjacent to the LZ during intermittent periods of fairly hard rain.



Heather Hooper, disguised as a bumblebee, ready for the Hike n Huck competition. - Lijian Liu

By 11am the sun broke through the overcast, but the damage was done... the rangers closed off the road to the top launch because of rain-related slipperiness, and all the events that depended on a high launch had to be cancelled. But what remained was still intriguing and worth the price of admission. A steady stream of hang- and paraglider pilots took off from the 600 launch, flying straight or doing wingovers, and achieving spot landings. The commentary of announcers Scott Hooper and Mark Dawson followed the action closely and kept the spectators informed and entertained.

The Green was a completely separate area of interest. Don Burns had set up his high-tech hang gliding simulator there, with a constant line of mostly young people waiting to follow the Linux penguin to a spot landing in the accurately-rendered virtual Ed Levin park. The Moyes representative had similarly captured the interest of a more mature set with his display of the Bug II powered hang gliding harness.



The RC guys on the Green displayed impressive agility and control of their planes. While not strictly silent, as required by the air show guidelines, they have extremely quiet electric motors that propelled the model craft in inverted flight, Immelmann turns and loops at an altitude of 5-10 feet and within a 10 by 10 area.



The frisbee dogs dashed and leaped on the grass, chomping on airborne disks and seemingly getting more air time than some of the glider pilots. There was also a booth exhibiting some of the worlds best silent pilots - the raptors. The large birds were elegant and believable hunters, and the members of the California Hawking Club pointed out that the birds are set completely free - off leash -- to hunt in the company of a trainer at least twice a week and have every opportunity to fly off. Instead, they always return, seeming to recognize that they have a rewarding relationship with their trainers, who enhance their contact with prey.

Also on the Green were a full-sized sailplane for kids to sit in, and a historic small flex-wing that looked like a large kite. The T-shirt booth, selling specially-designed Silent Air Show shirts, did a fairly brisk business. Here, too, Pat Denevan had his Learn to Fly exhibit where people could sign up for lessons.

Back at the LZ there was a surprise visit from the Easy Riser, a stubby bright orange biplane whose simplicity gave few clues about its smooth flying characteristics. The first launch from the 50-ft bunny hill was not very satisfactory, and those magnificent men hiked it up to the 300-ft launch where they committed a much more successful act of aviation.

One of the most fascinating displays

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was the RC electric helicopter, which struck spectators as a perfect combat surveillance tool (and probably is, but were not allowed to know that). The meter-long bright yellow chopper was guided by a father-son team, Perry and Jesse Kavros. Perry guided the craft with amazing accuracy and speed - from liftoff to a point 50 yards away took just a couple of seconds. Then suddenly it was hovering 5 feet in front of a photographers camera, or zipped 50 feet above the LZ to monitor a hang gliders landing. Meanwhile, Jesse maneuvered the camera in the helo - again with impressive accuracy, keeping the landing glider in the lens view the entire time. OK, so how could you see what the camera was seeing? They had a computer monitor displaying the images as they were transmitted over the internet. Perry explained that the RC controls correspond exactly to the controls on a full-sized helicopter. Battery life seemed a bit short, but its one impressive toy.

Activity began to wind down around 3:30pm and the steadfast volunteers started the process of breaking down the site - removing crowd-control tape, taking down sawhorse barriers, carrying off gliders. And so, the First Annual Wings of Rogallo Silent Air Show of the 21st Century came to a satisfying end in spite of a nasty turn of weather.

I would like to list all of the people who contributed to this effort, with sincere apologies to anyone that I may have left out. Ive made comments in cases where I worked directly with these people and know what they did - the blanks are purely due to my own ignorance.

In alphabetical order, then:

Stan Boehm: Attentive and thorough in assisting with, timing and observing the speed gliding competition, and helpful in many other ways.

Bob Brown: RC Pilot

Bill Dale: N2RHH, Milpitas Assistant Radio Officer and Milpitas Amateur Radio & Electronic Society (MARES) President; brought the Milpitas Fire Department, OES Communications Van and coordinated the air show communications, both on the ground and in the air.

Ben Dunn

John Dvorak

Mary Ellen Fennessey: A new student pilot who worked very hard getting out publicity; and who did not complain when she got stuck for hours selling T-shirts.

Erich Froelich: Did great work on the poster; expended a huge amount of time on getting out publicity for the show; assisted with speed gliding course design and coordination

Joe Haller

...From page 5

Phyl Hamby: Did so many things - what can I say; built the wooden enclosure for the generator at the LZ.
 Don Herrick
 Brian Huston
 Perry and Jesse Kavros: RC Helicopter pilot and camera
 Rich Leggett
 Lijian Liu: Photographed on all 3 days and got many pics up on his website the same day.
 Richi Mantilla
 Wayne Michelson
 Carmela Moreno: Great photography and general ball of fire
 Nick Moro: Always there to help
 Mark Mulholland: the leader of the pack; did a magnificent job of organization and pure hard work that really made everything happen
 Kasra Naghshineh: RC Pilot
 Bob Ormiston
 Steve Pittman
 Dean Rowland: Lots of help and has a great dog
 Dave Soltz
 Joe Spinney
 Ran D. St. Clair: Pivotal in coordinating the RC events, and extremely helpful in guiding the committee on the air show in general
 Art Thompson: Always there to help and a great sense of humor; and yes, one suspects that he really does know it all.
 Ryan Thompson, Moyes Gliders: Thank you.
 Linh Vorhis: graphic arts for the show poster
 Ken Ward
 Zak West: RC Pilot
 Rick Dunlao & Mike? - you timed the speed gliding finishes.
 Stacey ? - Thanks for those great Corian & plexiglas boxes
 Red Bull: Thank you, thank you, thank you for your kind support.

...From page 2

Most of the incidents and accidents which we as a group experience are due to poor judgment and of course inexperience. It is difficult to separate the two as much of our judgment comes from experience. Most of us want to push the envelope and progress as pilots as we learn to soar more efficiently and keep ourselves in the air longer. As we grow and progress, we tend to forget how we looked up to more experienced pilots and how we wanted to emulate them when we were fledglings. It is very heady to have "newbies" looking to you as a "sky god" and it is a difficult task to keep the newer pilots within a relatively safe envelope when they long to soar like the big dogs so to speak.

One of the most difficult things as an instructor is to instill in your students a sense of how important it is for them to progress at a slow and easy pace well

within an envelope which is reasonable for their skill level at any given time. However, that is the responsibility that we take on as instructors and we must deal with it as best as we can. By reiterating the concept of slow progress within a reasonable envelope; in other words a conservative approach to progressing in the sport, we can for the most part impart patience into our students. I use phrases like "gravity



Newbies and big dogs

works 100% of the time, fly the wing 100% of the time and be a pilot 100% of the time" and "What are the stated limitations of your current rating?" to help the new pilots develop an understanding of various concepts and hopefully develop good judgment through a slow and conservative approach. I do very intensive weather and conditions analysis on the hill and I very explicitly point out the dangers of certain conditions given experience level regardless of skill level. I share incidents and accidents relative to particular situations to help illustrate the potential dangers. I like to think that I make no mistake about pointing out the fact to my students that they will observe some very experienced and skilled pilots and maybe some not so experienced or not so skilled pilots flying in conditions or in a manner that is certainly not at all appropriate for a beginner or intermediate pilot and that the student should never emulate this just because they see someone else doing it; they absolutely must stay within their own envelope appropriate for their experience level.

They will at times be encouraged by more experienced pilots to fly even though it may not be appropriate for their experience level. Those of us who are more experienced and are "mentoring" newer pilots must always be aware of the great responsibility that we carry as we help other pilots become better, even if it means being a spoil sport or being labeled as "too conservative", by others because we advise newer pilots not to fly. I don't believe there is such a thing as too conservative when it comes to newer pilots,

there is plenty of time to << >> learn and gain experience.

One of my students forwarded me an article by a South African Pilot, Richard Grant, which I thought had a lot to offer; following is an excerpt:

""Every time I hear of paragliding accidents that involve strong winds or rough air, I think of paragliders and rowing boats.

It seems to me that paragliders and rowing boats have a great deal in common. Like a paraglider, a rowing boat is something small and light enough to be handled and transported by one person. It goes on the roof of a car or even in the boot. It is possible to launch a rowing boat almost anywhere and once at the waters edge, a rowing boat provides the freedom to leave the shoreline and all the picnickers behind and float free and easy around the lake or pond.

Such freedom and convenience comes at a price. You can't go floating on just any old water, it has to be fairly calm and there must be no prospect of sudden changes in the weather. The wakes of bigger boats pose a real danger and a current of more than a couple of knots would sweep the intrepid and startled oarsperson away.

All of these limitations and many more are happily accepted by most of those who go about in such craft and rowing is regarded as a safe activity. Nevertheless there are a few who have pushed the accomplishments of rowing boats way beyond the commonly accepted. People have crossed oceans in rowing boats and performed great feats of navigation with only the most rudimentary equipment. We admire and remember these people as courageous and daring, but few would consider trying to emulate them.

Danger and Stupidity

There is a vast difference between doing something dangerous and doing something stupid. Any dangerous activity can be made arbitrarily safe by taking suitable precautions and making adequate preparation. Crossing oceans in rowing boats is certainly dangerous but setting out without all the extensive preparation required for such a trip would be plain stupid.

Now it seems to me that paragliders are the rowing boats of the skies and I would ask those who regard paragliding as unsafe to reflect on this idea. I think it is time we looked seriously at just what a paraglider provides in relation to what it consists of and then realize that there are bound to be limitations to paragliding which we must accept in the same way that rowing boat owners accept the limitations of their small craft.

I expect most people can row a boat although a few just never seem to get the hang of it. Nevertheless the first experiences are likely to have been on some very calm and still water somewhere. Who would consider anything else? As experience and confidence increases we might be tempted onto larger expanses of water with small waves and a bit of wind about, but always within our proven capabilities.

There are plenty of stupid things that I could do with a rowing boat. One of them would be to pop down to the coast and try to launch my rowing boat into the Southern Ocean off an open beach. If I drowned in the attempt, you would call

that very stupid. You would add even more adjectives if I waited until the middle of the day when the surf was at its highest and then attempted to launch blindfold, yet this is analogous to taking our paragliders into strong thermals. We find paraglider pilots who wait around at launch for the thermals to really start booming before taking off into an invisible maelstrom of breaking waves, surges and rip currents. When their canopies collapse and spin them to the ground, we hear complaints of unstable, unsafe gliders, seldom a judgment about the sanity of the pilot. Sure there are rowing boats that go out through the surf, lifeguards use them. With knowledge, skill, experience and the right equipment, it can be done safely, but should we try such a feat until we know exactly what we are doing and the real extent of our capabilities?""

Kind of illustrates the experience thing doesn't it? The student that sent this to me, I feel, has gotten it and understands why I would ask them questions in return when they would ask me if it was OK to launch a bit later in the day when it may have been inappropriate for their skill level. Those of us who are more

experienced << >>
understand what's

going on but the newbie may not, no matter how skilled he or she may be.

A very good friend of mine who is also an excellent instructor is no longer flying, stating that "There have been too many accidents recently." It saddens me that I will no longer share the air with him but he is right, there have been too many accidents and I don't blame him for not wanting to experience more sadness and pain. Accidents are good for no one and are certainly not good for the sport or our flying sites. Those of us who are more experienced have a responsibility to give back to the sport(s) that has given us so much; a responsible mentality relative to how we interact and "mentor" our newer pilots. We instructors can only do so much and we are with our students a relatively short amount of time. Lets help them get their experience safely so they too can someday be big dogs. And lets all row our boats safely and with good judgment not just for ourselves but for others.

Classifieds are taken from the classified section of the WOR web site for the 30 days prior to publication (whatever will fit). Non web submissions can be e-mailed to editor@wingsofrogallo.org
Classifieds are free, however non WOR member donations are encouraged through the Wings Of Rogallo web site donation page at www.wingsofrogallo.org/documents/donations.html

Plumbing
11M Pulse. Great condition. Has 40 hours of air time. Great glider to take all the way up to your hang four. Wojtek poppej@uclink.berkeley.edu

WW153 Super Sport \$500 very good shape, stored in a dry garage and I'm in the habit of packing it up immediately after flying so it has minimal sun exposure. The only damage on the glider is two areas of minor sail wear from transport abrasion, and both areas are expertly patched. I purchased a complete set of new wires, the top wires I replaced but the flying wires are still in good shape so you get the new flying wires in the deal. It has approximately 200 hours on it, and I am the second owner. Rick (415) 898-2702

Airwave K4, Good condition . Flew well last time I flew it (been several years). It has been stored indoors. Good sail and airframe, new wire set (available from North Wing) and full strippdown inspection strongly suggested. \$800.00 or best offer. 831.464.2359

Laminar 14 ST Low Hours,Exc condition. I bought a newer mr700, so I am selling the ST. This is a 1998 model which was not sold until 2001, so is only 3 yrs old. Great glider, awesome sink rate, sweet handling at all speeds, easy to launch and land. Thermals like a dream. I am the original owner, bought it from Rich Burton (Icaro dealer). I just did a frame off inspection, and had sail gone over by Steve Daleo. New side wires and VG cord last year. This is a superb glider for a hang 3 pilot looking to move up to a high performance/ XC wing. Asking \$2500. Tom White 415-990-7337

Fuel Cells
Mosquito NRG harness, Electric Start, Folding Prop, Total time is 6 hours. \$5000 Message number 209 968 9436

Tools
green PVC tube 12" inside diameter, plenty big enough for everything but a rigid wing. alternatively we could split it length wise to make two half roof rack tubes, as in the HG mag article that Jim Palmieri wrote. It was \$158 new. Ken 408-253-8277

I have a set of old **Thule racks** with the towers that fit into gutters. They used to be installed on my Toyota Tacoma shell, so they are perfect for that application. I just want them out of my garage, so come pick them up in Fremont for \$20. Ron - (510) 708-8858 or sky_free@yahoo.com



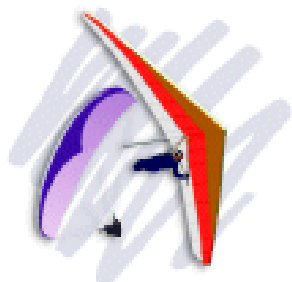
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VOL. 112 NO. 10 October 2004



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