

FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO
NORTHERN CALIFORNIA HANG GLIDER ASSOCIATION
VOLUME 99, NUMBER 10, OCTOBER 1999



The new Ground Squirrel Mitigation Program at work at Ed Levin

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The Editor's Turn

The season is drawing to a close, and all things considered, it was pretty good. There've been some good flights from Diablo, some nice days at Mission, and it seems like there were more than the usual number of soarable days at Ed Levin this year. Best of all, Dunlap is open again!

Our club activities were also pretty successful. We ran a few XC meets, the club picnic was a lot of fun, the year-long XC contest is going strong, and the speed gliding... was a blast!

On the down side, we didn't run many club trips this year. (Did we run any?) We still don't do enough to help new pilots. We haven't bought any flying sites. And I didn't crack off any 200-milers.

As fall approaches, this might be a good time to take stock, figure out what we did well, and figure out what we want to do better next year. If you have any suggestions, send them to me and I'll print 'em!

It's Mission Ridge Keyholder Application Time again. If all goes well, there should be application instructions and a form in this issue of the FLIGHT LINE. If all did not go well, it probably fell out and is underneath your sofa. So if you want to be a Keyholder next year, astound your friends, confound your enemies, fill out the application, and give me rides up the hill.

The other big news is that Russ Locke is stepping down as Regional Director for Regions 2. Russ has been a Director since the dawn of time. (I believe he was elected during the Roosevelt administration, and I don't mean FDR.) He's done an great job at what is, at times, an extremely thankless task, so I'd like to offer him my thanks, and hope that he continues to lend a hand to the USHGA Board of Directors.

A Statement from Russ Locke

Your organization, the USGHA, is in dire need of new blood and new ideas. To help facilitate this, I have removed my name from the Regional Director election ballot even though I still intend to attend Board meetings and donate my efforts to USHGA activities. Further, I believe Jamie Sheldon brings a fresh view point and energy badly needed by our Association. I strongly urge you to vote for her in this upcoming election. I believe we can all profit by having her on the Board of Directors.

Russ Locke

A Hang Gliding Report

by Mark Schiller

So it all started Friday evening at 9 PM, August 21, 1999 - the trek to the annual Telluride Aiman's Festival. Directions to the sites I mention are included at the end of this article. I considered bringing a new huccha pipe I just purchased as a gesture of goodwill once at Telluride. After much deliberation and realizing that space was going to be at a premium in my Corolla with three people and two hang gliders in it I chose not to bring it. I was driving and it was getting late around 1 PM and I was just passing Truckee. I thought it would be good to crash at the campsites just south of Truckee on highway 89 but decided to push on to another campground I thought was closer to the road and on a more direct route. I was wrong. I finally ended up at Washoe State Park by Slide Mountain. I woke up pretty tired and thought about flying Slide but didn't. In retrospect I should have because I had

Going To Press Policy
Please submit materials to the editor by the first of the month.

plenty of time to get to Salt Lake City before 4 PM that Monday to pick up fellow hang glider pilot Ian Gravira and his girlfriend Jenna. I continued on my journey and wanted to get within a few hours of Salt Lake so I could fly point of the mountain Sunday and Monday. I also wanted to camp so I chose the eastern most mountain range in Nevada before hitting Utah - Ruby Mountains by Wells Nevada - a small filling station stop on our great highways. As it turns out there is a campground called Angels Lake about 10 miles from Wells which was well worth the drive because it was a magnificent area at 9,600 ft. I took a long hike and thought many times that the 4-5,000 ft. drop to the valley floor would be a great flight. Perhaps next time.

22 August. I'm in Salt Lake City and wanting to fly. Point of the mountain consists of two sites that take advantage of a southerly wind in the morning and a northerly wind in the afternoon. There is a south launch which is a small ridge that is consistently good almost every morning starting at sunrise until around 10 am or so. The north launch, which is just a short drive around the corner from the south launch consists of a lower and smaller ridge with a 200 yard flat spot which you must cross to get to the larger ridge behind it. Bending up, as the locals call it, means that you get about 200 ft., preferably more, above the lower ridge and then slide back onto the larger ridge in back of the launch hill. In order to bench up you must catch a thermal on the lower ridge which is not necessarily an easy feat when you're only 50-100 ft. from the ridge and with a lot of traffic to contend with.

So I flew point of the mountain Sunday night and stayed up for 45 minutes cruising the lower ridge because I wasn't able to stay with any of the weak thermals to "bench up". I guess

maybe I'm not as good as I'd like to think? Flew the South side at 7:30 am Monday morning - was a good 25 minute flight before the wind died down. Of course, I had to dodge all the "bag" pilots - pardon the slur. In light conditions you've got to dodge the paragliders. There's a lot of student pilots so it makes for an interesting situation.

23-24 August. I picked up Ian and Jenna at the airport later Monday and we started the drive to Telluride. Telluride is a really cool little resort town. We arrived around 3 PM Monday. It was raining. We registered and found out that if the weather improved we would go up later in the day. It did clear up around 6 PM so we headed to the top of gold peak. The road up to launch is one of the ski resort roads. A local pilot drove charging \$8 per glider per trip. It was an old beat up Ford 250 4-wheel drive truck, and it was an interesting trip up the hill. On one trip up we had 22 people hanging off the truck including all their equipment - that Ford was a torque beast. I think you need a key to access the gate to launch, but I'm not sure. Launch is at 12,000 ft. while Telluride is at around 8,500 ft. You can launch west (sort of away from the mountains) or east, the bear creek launch, depending on the wind direction. Bear creek is a big valley which can be cranking when the sun shines. Both launches are very steep hills - it's almost as if you could just fall down the hill to get airborne, but if you tripped... In either case, you have to fly down ridge, either side of it to get to one of the LZs. The primary LZ is the town square - a grass field about the size of two soccer fields and surrounded by trees and buildings while the other more benign LZ is a pasture just outside of town. Although "close" the distance between the LZ's is deceptively far.

Our first launch was with no wind. We had to run, run, run down the very steep hill to launch. Although there weren't any real obstacles on the hill it would have definitely hurt if you messed it up. It was also very important not to "jump" into your glider as one pilot did and found himself skimming inches above the ground for 20 ft. I fly a Falcon 170 with a heavy wing loading. With no wind I scraped, and I mean scraped, over the lowest point on the ridge without completely going around the ridge. I didn't really want to make out the branches on the trees - a little to close for comfort. I had a good landing in the pasture though.

27 August. After 3 days of sleet runs and rain and hail we all felt like it was time to leave for a warmer and dryer climate. We decided to drive to Paradox, Utah, to see if we could fly there. It was raining there too so we didn't fly; however, the hill was truly unique and looked like a good site to fly. The site is part of a ridge in the area, and it looked like it belonged in the Grand Canyon. To get to launch you follow a dirt road on the other side of town that traverses the face of the ridge.

We drove on to Moab Utah looking for a site. By the time we got to Moab and eaten it was dark so we decided camp in a secluded canyon down a dirt road that started in town. Ian and Jenna soon realized that we were being eaten alive by mosquitos and put up their tent, while I decided to brave it out. That was a mistake! My twenty to thirty mosquito bites started itching a day later. Moab is a cool place - a mountain biking mecca and very scenic. It serves as the gateway to Arches and Canyonlands National Parks. Well, the next morning we drove on to Salt Lake after learning that Dead Horse Point was no longer a hang gliding site.

We arrived too late in Salt Lake City to fly so we got a room at the travel lodge (\$50/night) right off the highway by Draper. We woke up at dawn and headed to the south launch at point of the mountain. It was a good day since we both got about 400 ft. above launch for about 2 hours. There were very few paragliders there. We hung out till 4 PM at the hotel before returning to fly the north launch. We got up the next morning and flew the south launch again. Later that day I dropped Ian and Jenna to the airport around 3 PM and began my journey to Las Vegas. But I noticed that the north launch was happening so I stopped by and flew for another hour and then got back on the road again. That night there were about 15 paragliders in the air and about 5 gliders. It was a tense flight because of the traffic and weak conditions. I never did "bench up" to the larger hill - maybe next time.

29 August. I arrived in Las Vegas the next afternoon and decided not to fly because it was blowing 30-40 MPH everywhere. The site is located near Jean Nevada. As you're heading from LV to LA on I-15, take the Sloan Rd exit and cross under the freeway and take a right at the stop sign. Follow the road for about 7 miles paralleling the freeway. Turn left at a paved/dirt road that leads to a quarry behind the flying site. It turns off onto the east side of a large valley and the LZ is on the east side of the valley on a small 700 ft. ridge with a lot of black lava rock. The road to launch is on the main dirt road on the right side, and it is easy to miss so look for it. It also requires a truck of some kind since the road has a lot of small boulders and is washed out in some areas. My Corolla couldn't make it. Since this was the second time I've brought my glider to LV to fly, I wasn't about to be skunked again. With my parents in tow, I drove to the LZ

and hiked my glider to the top of the hill. It was a major pain because of the steepness of the hill and all the sand on it. I did make it and launched. It was later in the day - lift was a little weak in places and stronger in others. I managed an hour flight before the sun went down. The LZ slopes away from the hill and the wind typically blows up the hill from the valley so it's a little tricky landing. That night the wind had died to nothing. I landed heading down the slope with no wind. Duh! Should have landed up the hill. I flew 3-400 yards past my intended landing spot, but ended up with a good landing none the less. While in LV (came away with an extra \$60 by the way), I decided to drive to Owens Valley and see if I could hook up with someone there and fly.

2 September. As luck would have it, I ran into the primary site monitor, Peter Lawrence, and his hang gliding buddy Frank Peel the next morning. Peter and Frank befriended me and introduced me to the site. They were very, very helpful and generous with their knowledge of flying and flying the Owens. Unlike Telluride my luck with weather was much better at the Owens. The wind was light and from the south all three days - good conditions for first flights. To the uninitiated, launch is near Horseshoe Meadows campground at 9,000 ft. The valley floor at Lone Pine airport is 4,000 ft. You launch south into a canyon. I hooked up my oxygen, hooked in and launched for the first time at Owens Valley. We launched around 1 PM (late for Owens). I flew directly to the "saddle" to the right of launch - everyone got up there including myself. I gradually worked my way up to Wynoga peak directly behind launch - it's at about 10,400 ft. From there you start hopping ridges going for those long cross country flights. A

hundred-mile flight is a long, long way to go in a glider, but people do it regularly there. Since it was my first flight I just went down one peak to Owens Peak and soared that ridge for about 90 minutes with another 90 minutes at launch. I got to about 11,000 feet and headed for the airport to land. There was about 400 - 600 fpm sink across the valley. The airport is about 5 miles from Owens Peak. I ended up about 1,500 ft. over the airport when I arrived so I had plenty of time to set up a standard aircraft approach. Much to my surprise I had the longest flight of the day at 3 hours, 10 minutes.

The next day I did essentially the same thing since conditions weren't really good for XC, and it was only my second flight. This time I left Owens Peak at about 9,800 ft. I didn't make it to the airport so I landed at Lake Diaz - got there with about 1,000 ft. to spare but not enough to make it the additional 1.5 miles to the airport given the sink rate in the valley. The third day was by far the best. Everything went really, really well. I launched around 11:30 am, got to almost 11,000 ft. in the first thermal - flew to Wynoga Peak. Caught another thermal there and got to about 11,000 ft. again and took off for Owens Peak. Following the ridge I was able to arrive about 200 ft. above Owens Peak. I hung out there for about 20 minutes since the lift was so good there. I ventured on to Long Pine Peak two or three ridges from Owens Peak. Lone Pine Peak is about the last major peak where you have good access to a decent LZ and to being retrieved. After that there are no roads for a good 10 miles of ridge and the main highway is about 15 miles from the ridge. The thermals there were very, very rowdy and more nerve racking. My glider was getting knocked around like a rag doll. It felt like a tumble waiting to happen. The thermals were

Year 2000 Mission Ridge Keyholder Application

Name _____

Address _____

Phone H) _____ W) _____

WOR Membership # _____ HAM Call sign _____

USHGA # _____ Exp. date _____

Vehicle Year / Make / Model: _____/_____/_____

Vehicle color: _____

Vehicle License # _____

Vehicle capacity: # of Hang Gliders: _____, # of passengers: _____

Fire abatement equipment (circle one): Shovel / Extinguisher / Both

Site usage (circle one): Midweek / Weekend / Both

Application must include the following items:

* * NEW REQUIREMENT; - Proof of current vehicle insurance, Minimum limit of \$500,000.00 Liability/Bodily Injury.

- Copy of current USHGA card.

- Copy of current WOR card.

I am applying for a key to Mission Ridge. I understand the gravity and responsibility inherent in receiving keyholder privileges. I understand and will comply with the Mission Ridge Site Procedures and Regulations. I pledge to comply with all requirements and rulings deemed necessary by the site committee. I understand that I may be subject to the loss of key and/or flying privileges, or other punitive measures, if so deemed by the Site Committee.

Applicant signature _____ Date _____

COMPLETED APPLICATIONS MUST BE RECEIVED BY DECEMBER 11, 1999.
INCOMPLETE APPLICATIONS WILL NOT BE PROCESSED!

Return completed applications to: Steve Rodrigues
3013 Arlington Drive
Aptos, CA 95003-3165

Please do not write below this line. Site Committee use only

USHGA Advanced	____	** Vehicle ins.	____
WOR member	____	Vehicle capacity	____
Silver sticker	____	Key deposit	____
Fire abate equip.	____	Old key returned	____
Site contribution	____	New key issued	____

Checked by _____

very, very strong and broken especially close the ridge. I might point out that Frank did an inadvertent loop at the hands of an Owens thermal. Everything turned out okay - it happened very quickly according to Frank. Well, I headed for the airport once again. This time the sink rate was 6-800 fpm until I hit the small rocky outcroppings in the valley. I got two more thermals, one that took me about 1,000 ft. up while the second took me up another 1,500 ft. Valley thermals where much larger, somewhat weaker and much easier to stay in. It was a great close to a great trip.

One thing I learned is that flying without a radio at the Owens is just plain stupid. There are so many isolated places you could end up landing at that someone might not find you for days if no one saw you go down. Many parts of the ridge further north are a long way from any roads where someone could pick you up (10 - 20 miles in some cases). Overall, Telluride and Owens were the highlight of the trip - Telluride for its scenery and beauty and the town and Owens Valley for some great flying.

The President's Report

by Mark Mulholland

Thanks to everyone that helped out on the National Speed Gliding Meet! I really appreciate the effort that some of you folks provided. The work is not quite finished, as we have 4 open items left. First, if you have any video of the event, make sure you get either the master, or a copy to me. We are producing a video on the event, and can always use more footage. The video will probably be out in February, and retail for \$29.95. Secondly, if you have photo's of the event, please for-

ward a copy to me or Paul Gazis, so that we can get them in the FLIGHT LINE or in Hang Gliding magazine. Third, if you want to write an article for either the newsletter, or the magazine, please send it to Paul and I. We would like to get these coordinated with the video release, so that we can maximize our sales. The more we sell, the more we make! Fourth, if you are interested in helping the club distribute these video's, let Mark know, as we think we can sell 1000! This will take some work, but the club will get a good portion of the profits! We will be holding another speed gliding meet at Ed Levin, but the date has not been set. We were thinking about Nov/Dec, but decided the weather was probably not consistent enough. Our next choice is Apr/May, as this gives enough time to still make it valid before the World Meet. If you are interested in helping with this, contact either Jamie Sheldon or me.

Jamie Sheldon is running for Regional Director, as Russ Locke has decided not to run again. Please give your support to Jamie, and your thanks to Russ for all his years as the Regional Director.

The "Day of the Condor" did not happen yet, but is still a strong possibility. If you are interested in participating, let me know, and I'll let you know when/where it happens. I went to Joe's house, and his birds are amazing. He has 3 Andean Condors, a Marabou Stork, and a Great White Pelican. These birds freefly, and are isn't usually caged! They have free run of the backyard and the air above it! I was really impressed. They fly really well, and all have 10' wingspans.

The WOR Exec committee has agreed to sponsor a mentor program. This will be a program to help the newer pilots get some more experience. If you are an

experienced pilot, and are willing to share your knowledge, this program's for you! Check the website periodically, as we will probably administer the program through the internet.

Don't forget to enter all your XC flights for the 1999 XC contest. We are planning on having a memorable prize package. But the only way to win is to enter! Check the WOR Web Site at www.wingsofrogallo.org to see the latest results.

We are still planning on having a Betty Pfeiffer Parachute Clinic one weekend in January. Stay tuned for details.

This is the month for the swap meet. So plan on bringing your goods or your money early (7pm) to the meeting at the Omega on Oct 19th. I still have some gliders/wheels/racks/parachute/altimeter/misc stuff to sell, and am looking to buy a thermal snooper! This is the last one for the year. So let's make it count.

I took a trip to Dunlap, and even though the valley was very hazy, was able to stay up for quite a while. The thermals were good, getting most 2000' over launch. It was nice to have the Millenium out thermalling again. Of course, I couldn't figure out why everyone else left me to be the last one in the air!?! That Millenium can sure stay up in light lift. Dunlap is open, and Steve Koski is doing a great job in recreating the flight park. If you don't have anything planned for the weekend, head to Dunlap for some flying! There are several flyins scheduled, check with Pat Denevan at 408 262-1055.

Speaking of Milleniums, we are looking at having a Millenium party early next year. But only one caveat. We need someone to step forward and organize it. Interested? Contact Mark. Thanks!

September Meeting Minutes

by Paul Clayton

NEW MEMBERS/GUESTS

None

GREAT FLIGHTS

Gaurav Kchli - Flew an ultralight with Amin Egbert in Maui.

Eric Carlson - Flew from Eagle Mine near Independence CA to Bishop; 42 miles.

John Borton - Had some great but very short flights in the speed gliding contest.

PRESIDENT'S REPORT - Mark Mullholland

Mark was contacted by Brad Wyatt of the ARRL regarding our use of the popular 144.115 megahertz Ham frequency, which is not allocated for FM simplex in the FCC band plan. See last month's FLIGHT LINE for an article about which frequencies are considered legitimate for FM simplex use. [Well, actually it may not appear until next month - Ed]. There is a web site the FCC runs on which people can renew their Ham licenses. There is also a site at which people can practice for the Ham license test. Many thanks to all the volunteers who helped make the speed gliding points meet a success. Mark has a large trophy for Mike Vorhis in recognition of his place in the recent WOR speed gliding meet. Mark also distributed a plot of the times of the competitors in the speed gliding points meet. The club needs video footage for a video to be produced by Paul Hamilton. The club is expected to profit from the video. Photos of the speed gliding meet are needed for the FLIGHT LINE and also for submission to Hang Gliding magazine. A volunteer is needed to

write an article for Hang Gliding about the speed gliding points meet. More speed gliding meets are proposed for later this year due to the fact that the points meet only contained one valid round. A day of flying with a condor was planned for the speed gliding meet, but did not take place. It may be rescheduled. Mark proposed a program for mentoring new pilots. More mentorees than mentors expressed interest. Flights are still being submitted for the X-C contest, including several good outings by Robert Moore.

VICE PRESIDENT'S REPORT - Ed Cline

Nothing to add to Mark's report.

TREASURER'S REPORT - Don Jones

We now have a total of 522 paid members. Thanks to John Borton, who donated his \$100 prize money from the speed gliding meet to the club.

ED LEVIN SITE COMMITTEE REPORT - Steve Pittman

Thanks to Mark Mullholland and Don Jones for their recent work at the site. The work party to install ground squirrel poison bait stations was a success; thanks to all who helped. Any dead squirrels found should be placed in the trash to avoid poisoning other animals. There were no suspensions this month.

MISSION RIDGE SITE COMMITTEE REPORT - Steve Rodrigues

Key applications are due by December 11. The auto liability requirement has been increased to \$500K. Keys will be re-allocated at the December meeting. Access via Mill Creek Road will begin in January. Only the USHGA waiver will be needed to fly Mission in the future.

MT DIABLO SITE COMMITTEE REPORT - Bob Trumbly

The new site agreement is currently under study and will be available on the WOR website. The waiver requirements may be reduced as at Mission. It is soarable nearly day at Diablo.

COMPETITION COMMITTEE REPORT - None

NEWSLETTER REPORT - none

Nothing new to report.

OLD BUSINESS

None

NEW BUSINESS

Pat Denevan announced that he has an ATOS demo glider. There will be an instructor clinic Oct 16-18. There will be a fly-in at Dunlap on Halloween weekend and another on Thanksgiving weekend.

Steve Pittman announced that he is planning to build a glider storage facility at Ed Levin if enough people are interested. Call Gregg Knapp if you are interested.

Speed gliding pictures are now included on the WOR website.

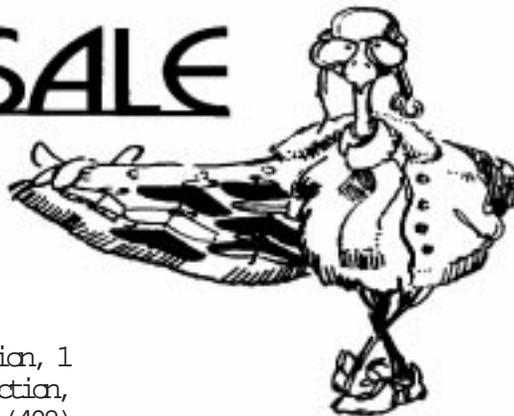
Mark Mullholland proposed that WOR host another speed gliding meet, to be run by WOR. Another proposal was made that future speed meets include a ribbon in the altitude gates to limit minimum altitude. Both motions were passed.

Another plea for an entertainment chairman was made and Mike Gones and Eric Carlson agreed to share the duties.

There were 30 people in attendance.

END OF MEETING MINUTES

WINGS FOR SALE



Upcoming Events at Mission Soaring

October 16-18 -- Instructor
Training Program

October 20 -- Parachute Clinic

October 23-24 -- Dunlap Flying
Safari, for Hang II pilots

October 30-31 Dunlap With's
Broom Halloween Fly-in

November 15-16 -- Instructor
Evaluation Program

November 25-28 -- Dunlap
Thanksgiving Fly-in and Dinner

Wings for Sale

Rigid Wings

Exxtacy. Good condition \$5,500
dob. call Russ (408) 737-8745

Flexwings

Pac Air K4 155. Fluorescent
green leading edge w/ green and
yellow undersurface. 260 hours.
Great light conditions glider. \$500
dob. Call Paul at (650)-852-5693
(W) or (408)-246-2218 (H)

Pac Air Klassic 144 with Winglets
and spare down tube. Red, white,
and blue with very crispy sail,
\$1400. Call Ron Thompson, (510)
440-1080.

Pulse 11 M Red/White/Blue w/
comfort bar. \$2000 dob. (408) 527-
8110 (W), (408) 929-1494 (H)

Mark IV 17. Double surface glid-
er for beg/int pilot under 190#.
Great condition, original owner, 60
hrs \$980. Call Dietmar 408-298-

5821 dietmark@vicom.com

Mark IV 17 Excellent condition, 1
test flight since annual inspection,
\$1,500. Call Lynda Nelson, (408)
946-6353, Lynda0g@aol.com

Moyes XS 169 Good condition,
good for pilot over 200#. great sink
rate, good landing characteristics.
Good looking colors blue and yel-
low under surface. \$550 Call Bruno
(925) 837-4261. Bruno.j@world-
net.att.net

Moyes XtraLite 164. Mylar sail.
Good condition, good for pilot over
200#. great sink rate and glide,
exceptional landing characteristics.
Built to last. Good looking colors.
Blue and yellow undersurface.
\$1,150. Call Bruno, (925) 837-
4261, Bruno.j@worldnet.att.net

Wills Wing Spectrum 144 .
Absolutely killer performer for up-
and-coming pilots (strong Hang
I+). Great glide, sink rate, and kawl
looks to boot. White/blue/lavender,
streamline downtubes, wingtip fair-
ings, speed bar, and straight bar +
wheels. Pictures & specs:
[http://www.hooked.net/~hairball/s
pec/](http://www.hooked.net/~hairball/spec/) \$1800. Michael: (408) 289-
8418, hairball@hooked.net

HP AT 158 (Custom Sail), Attack
Duck 160. All in good to excellent
shape. Have purchased a
Millenium, so make me an offer, I
would like to clean out my garage!!
Contact Mark, (408) 929-1753

Paragliders

Cage with Lagon 27 glider (begin-
ner/intermediate) and deluxe har-
ness. Excellent condition, 80-100
kgs. Includes 3 days instruction for
the current (minimum) P2 or H2

pilot. \$2000. Call Bob, (650)
588-1975, fly@best.com

Edel SupersSpace 2. White &
Green. \$1500 dob, (408) 527-
8110 (W), (408) 929-1494 (H)

Pro Design Contest 46 in excel-
lent condition. Always at the top
of the stack. Inspection report
provided. 75-95 kgs. \$800/dob.
Call Bob, (650) 588-1975,
fly@best.com

Equipment

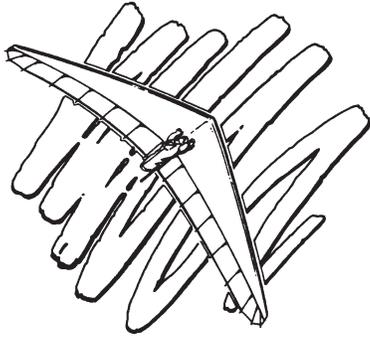
Apco Jet Stream pod harness
and chute (5 years old), Full
Face helmet, almost new flying
suit. Best Offer. Call Remy (650)
625-0633, ramyyanetz@aol.com

Uvex full-face helmet, 17 Like
brand new, \$150.00, Kenwood
FM radio with 1 hour quick
charge, cig. lighter charge, and
owners manual, \$200.00, PTT
headset for Kenwood and FF hel-
met, free with all of the above.
Call Lynda Nelson, (408) 946-
6353, Lynda0g@aol.com

Vehicles

1987 Toyota Van 4x4 "hanglider
bus" 4 captain's chairs and 3-pass.
rear bench, aggressive tires, racks,
5-speed, 2-speed transfer case,
147k. \$2500. Contact John
Glover, 510-272-1244 (W), 510-
547-3409 (H), jglover@port oak-
land.com

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



*Wings of
Rogallo*

FLIGHT LINE

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The next Wings of Rogallo meeting will be held at the Omega Restaurant in Milpitas (corner of South Park Victoria and Calaveras Boulevard) Tuesday, October 19 at 8:00 pm. Social hour begins at 7:00 pm. Come early and have dinner.

The meeting will be preceded by a Swap Meet beginning at 7:00 pm

Entertainment at the meeting will be provided by Tibetan Monks who will demonstrate how to use advanced levitation techniques to make low saves on long XC flights!