



FLIGHTLINE



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High & Low Fives at the Marina Ramp.... I forget who sent me this nice photo

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Summer Flying Rumors and Stuff

TBD... you tell me & I'll print it for all to see.

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July 008 WOR Meeting Minutes

Club meeting started with Robert Moore presenting his DIY. He shared how to make a love stick (aka death from above), helmet holder, nerf fairing, and how he coated his boot with Tool Dip. All items made of simple stuff you can purchase at the hardware store. Ryan was given material to make his own love stick.

Guests

Walter; Almost a H2

Brett from Santa Cruz returning after a 6yr layoff

Gary new H3 having fun

Good Flights

Ryan and friends have been flying Waddel getting 1700ft flying for hours. Carmela has been flying Funston to avoid the smoky skies and having fun. Robert flew Indian Valley launching from the Red riding hood' in some strong winds. He hit speeds of 70mph and was happy to be on the ground. He landed near Dave C's new place off of North Valley arm. The clouds that were forming to the south and were hidden from his view moved in faster than anticipated. Robert got wet before being picked up. Another pilot was radioed the conditions and did not fly.

Prez report: Wayne is off flying the King meet. Lynn presiding over the meeting

Vp: Lynn presiding over the meeting, banging the Presidential Gavel like a pro.

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Sec: Paul is off flying the Owens. Carmela volunteered to take notes.

Flight director: A pilot broke his arm. Still awaiting report from the instructor or anybody else. Pat is going to write up something about kite flying and what dangers it poses to a HG/PG pilot.

Membership director: Is behind on membership. Eric is finding he does not have the time. Looking for a volunteer. Exec to do a follow up

Treasurer's report: According to Don Herrick, balances were stable over the past month.

Ed Levin: A pilot should be suspended for flying without helmet. If you see a pilot without stickers and they do not supply one when asked you are asked to call the rangers. A lawsuit was filed due to the cow attack. It was filed as a pedestrian not a pilot.

Diablo: Robert was in attendance after showing his DIY. Diablo can be nice with a 2K marine layer and a NW flow.

Mission ridge: The windsock was replaced by David, Peter and Mike. The windsock can now be seen thanks to Steve R cutting the intruding branches. New gravel on the road to Mission.

New site: Morgan hill may have lost the rights to open space. Lawsuit was filed.

3 4 5 6

Mt Umunum no new news. Still waiting to hear for the next scheduled meeting after putting our names in the hat.

Old business: WOR embroidery is now in the works through a website. Members voted to pay the setup fees. WOR will pay the \$225 setup fee which will include 3 different sizes.

New business: A benefit fly-in is happening at Hat creek this weekend for the volunteer fire dept. A few WOR members are attending Steve Rodrigues is selling a no-sag super biner from Italy. Cost is \$25.00 Steve Rodrigues is organizing a tandem clinic with Gregg DeWolf as the administrator. Ben Dunn won the Chelan Comp. Bunch of WOR members are at King. Art was not present to object to any of the above.

End Of Meeting Minutes

King Report

by Chris V

King Day One 7.14.08

Day 1 at King brought us some challenging and fun flying conditions. Route 3 was called which requires getting high and going over the back into the next valley.

If you launched early, I think you had more consistent thermals to work with. The launch opportunities then became more spread out as the day progressed. I launched right in the middle of the pack. I thought I was going to head to the bailout LZ again, just like last year, but eeked out a beautiful low save at the last minute. I fought my way back above launch, then hit a boomer that got me above the ridge line.

This year I promised myself I'd be patient and work lift to gain the necessary altitude to get over the back. It was difficult to get above 13,000', but I managed a personal best of 13,300'. I flew over the back at around 13,000', low at best, but confident I could make glide to the Howe Valley. I managed a rather turbulent glide to the Howe Airport and landed. Wendy was right there and we then picked up Brian and Heather. Heather flew 41 miles or thereabouts. Higher winds are expected for Day 2.

This is a great low-pressure meet to take part and improve on XC skills, an area I'm only beginning to explore. More important, it is a great meet to fine tune your decision making skills as well.

King Day Two 7.15.08

Route 1 was chosen today due to anticipated gusty & strong wind conditions from the south. Caution was urged to those who flew today. I was primarily concerned about the anticipated gusty surface winds more so than the upper level winds, so I decided to break down my glider and not fly. This made Driver Wendy happy, too. I'm glad I stayed on the ground as there was a fair amount of over-development resulting in gust fronts and precipitation north of Mackay. We did go on chase for one of our team mates, however. Heather did well and eeked out about 15 or so miles. But there were some good flights with a majority of the pilots landing at the Mackay Airport.

We then had lunch at a deli in Mackay and met up with Wayne M., The Ben's, and Carsten (Driver Extraordinaire!) to hear about their flying / chase day.

I spoke with a pilot named "Sparky" today at launch. He was breaking down his glider having decided not to fly. Sparky has been flying hang-gliders since 1979 and attributes his longevity in the sport to the days he chose not to fly as much as the days he had spectacular flights. Today was one of those days...

SSW winds are expected for Wednesday...I bet Route 1 is picked again. King will be a great primer for Lakeview.

King Day Three 7.16.08

Day 3 at King brought us some more challenging conditions...so challenging, in fact, that I ended up in the bailout LZ with quite a few other pilots. Route 3 was called again and many went over the back having great flights as well, however...Good for them!

Anyway...The reward for not having a great flight is to head off to the Crater of the Moon hot springs about 1/2 hour south of Arco. We soaked in 90+ degree water for about two hours. I have to admit, it was good for sore muscles and nice to just float around in a hot spring for a few hours. Joe Jackson, Brian Foster, and I had a breath holding contest while my wife, Wendy, watched on with amusement... There's always something to do at King...

King Day Five 7.18.08

The task committee decided to give us a no fly day due to high winds. So, pilots and drivers had a day to explore the area..

As soon as the day was called, I picked up Wendy as she was on her morning run up to launch. We decided to use the day to explore the back road areas of the Lost River and Howe Valleys. Our first stop was Natural Arch. Later in the day with the winds continuing to be too high to fly, we decided to explore the road up Pass Creek Canyon. It's a beautiful drive with towering walls of rock along a nice gravel road...

King Day Six 7.19.08

This was the best day at King for me...I was pretty much

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last to launch around 4:15...I was in no hurry today and was more interested in having fun, maybe going over the back.

The conditions felt like a combination of glass-off, thermals, and ridge lift all packed into one. In no time I was above the upper launch working my way up to the other pilots who were flying along the ridge. My oxygen kicked in at 10k and I concentrated this time on breathing through my nose rather than my mouth like on Monday.

I slowly worked my way up to about 11k and seemed unable to get above that altitude for some time. The flying conditions started to feel more like ridge lift and glass-off, and it all seem so strange to be working those conditions at the peak. I could hear Ben Dunn, Joe Jackson, and Brian Foster on the radio as they were making their way over the Lemhi Ridge. I was still patiently working whatever lift I could, hoping to get over the back of King.

Ben Rogers then got on the radio and said, "Chris Valley...you still in the air?" I radioed back that I was and still trying to get over the back. He said he, Heather, and Carsten (awesome driver and all around great guy) would wait in the Howe Valley for me. That was the motivation I needed to continue working my way higher. Soon after that I figured out that it was simple crabbing mixed with some linked 180's right above the ridge that would get me high enough to get over the back. That got me up to a little under 12k and I made the leap. The conditions had backed off considerably as it was nearing 6pm. I had been working the ridge for almost an hour and a half and finally was on my way to the Howe Valley.

Entering the Howe Valley, I found a nice glide with no where near the rowdiness of Monday's flight. I made my way over the Howe Airport where I thought I was going to land. Instead I found a nice little thermal and worked that for another 2 miles which was all it had to offer. I then found a triangle in between a couple crop circles, radioed my intent to land, and had my best landing of the meet...I broke my glider down in no wind conditions, hanging out with Ben, Heather, and Carsten. 15.3 miles in 2 hours, 4 minutes...

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