

FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO
NORTHERN CALIFORNIA HANG GLIDER ASSOCIATION
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Speed Gliding at Ed Levin!

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The Editor's Turn

In case you didn't notice, and even if you did, the Wings of Rogallo is hosting the National Speed Gliding Qualifier at Ed Levin September 17-19. I've watched one of these competitions and it may not involve serious miles, but it sure involves some... serious... speed...

We've had two practice events so far, to get pilots tuned up and work all the bugs out of the system, and it sounds like they were both a blast. Read Jack Axopoulos's article about the August comp in this issue of FLIGHT LINE!

Or better yet, why don't you all come out to the park on September 17-19 and see the real thing?

Summer's drawing to a close and... is it my imagination or has this been a strange year? It's been cooler than normal, very dry, and a lot of places that are usually cranking seemed dead, while a lot of places that are usually dead were... pretty darn good.

It was certainly a great year for McClellan. There were so many reports of good flights that it started to get a little boring. "Ho hum, another 60-miler. Doo dee doo. Is that the best you could do?" If you don't believe me, check out Paul Clayton's story in this issue of FLIGHT LINE. On the other hand, quite a few of our club members failed to get great flights at Chelan and Lakeview.

For me, the best part of the year has been Dunlap. I didn't make any serious tracks when I was there — in fact, I never even left the valley — but it's a great site, it's great to have it back and Steve Koski's been doing a great job of turning it back into a first class place to spend a weekend in the air.

But even Dunlap has been weird this year! Highest I got there this year was the day I spent about an

hour cruising around at 7000' over ... Grannies.

7000' over Grannies?

Global warming. That's the explanation. It must be the effect of global warming.

Speed Gliding Rocks!

by Jack Axopoulos

The Wings Of Rogallo Speed Gliding Comp took place last weekend. JB gave me a call a few weeks ago for the WOR speed gliding practice run. Unfortunately, I couldn't make it. Stayed up to late and didn't want to fly half asleep. Bummer... Oh well.... no practice for me.

I decided to enter anyway. I figured, what the hell, this will be my practice run.

We arrived Saturday morning and the top was fogged in. Got up the mountain, set up, and it was blowing down. Damn. I spent a little bit of time memorizing the course from the top, but you can't see it all. Oh great, seat of the pants flying.

The day was called and we all launched off the back. I do not recommend doing this at Ed Levin. [Why not? I do it all the time and I hardly EVER get abducted by aliens - Ed]. It's times like these when I kiss my Stealth after landing. Damn I love its glide.

Anyway, I'm stinkin' high and don't dare turn onto the course into rotor. It was blowing up to 12 mph over the back. I decide to dive and at least go for the altitude control gates. Wow, this glider just wont come down! Starting to ball up...

I start hitting bumps because its

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Please submit materials to the editor by the first of the month.

getting late in the day. Too scary flying this fast in any turbulence. My strap is going slack through the bumps. I bail, and just circle down and land.

Damn! No practice at all! Gmr... I even forgot to look at the entire course from up high. DOH! Stupid stupid stupid....

I watched one pilot named Scott from Santa Barbara do most of the course. Came screaming through the final gate in the LZ. He placed 2nd and 4th in some major comps. Damn this is AWESOME!!! I just don't know if I have the nerve to try and keep my glider that low that fast.

Sunday arrives and we all race up the mountain for the best possible chance of getting our run in. There are a lot less pilots here and Scott couldn't make it the second day. Only 7 pilots left. I heard Kenny Brown had some car trouble and JB was out of town. We all looked at each other and suddenly realized that the little guys can actually get a shot at this.

Jim takes off first, and smokes through the course. He and Mark Mulholland were practicing earlier in the week and it showed. I watch the first few pilots in hopes of getting a better idea of where all the pylons were. Everyone mumbles that Jim is the man to beat. A couple more people launch and I watch Mark M. zoom through the course on his Mill. I was really curious to see if he could keep that machine low enough! I figured you would need a tiny drogue chute just to keep the Mill down.

My turn.

Since I have very little experience flying my stealth with any VG on, I decided to leave it full off. My goal was to simply make all the pylons and gates. Fly conservatively. This is not

the time to pull VG and run my very first speed gliding run.

That first pylon looks awfully close and not too far below me. Clear my mind, start my run and then instantly turned into a machine. It was weird, felt like the old days when I would step into a ring for a sparring match. Everything else in the world disappeared. It was me, the glider, and the course. Extreme focus.

Diving at the first gate, bank up, push out, rip through the first turn. Wow, this Stealth turns on a dime! Searching for the next pylon.

Damn these things are close together. Crankin' and banking through the tight upper course.

The next pylon appears before I even have a chance to level out. Whoa, it's tight. Coming out of the course I see the last 360 pylon, diving 270 and onto a long glide to the first altitude control gate.

I make sure to go fast early so I would not have to make an 80 mph dive at the gate. I line it up just right and put the whole wing under the gate 5-10 feet off the ground. Damn what a rush!!!!!!! Should have pulled VG on this long glide. (Mental note: fly half VG, and full on the long glides).

Climb a bit around the 600 foot hill waiting for the 300 foot hill to come into view with another altitude control gate. There it is, I swing wide and dive straight through again. (Mental note: next time turn MUCH earlier and dip a wing tip while turning).

Bank right through the last pylon and zoom for the finish, screaming 5 feet off the ground for the longest ground effect run of my life. Thought I was gonna land in China.

Not paying attention and nearly pound in. Saved the nose from touching but damn was it ugly. Kissed the virgins and ran off the LZ.

This was way too much fun to describe. Wasn't scary in perfectly smooth air. Zooming on the cliff at Fort Funston certainly helped. I managed to stay on course and hit all the gates. What an awesome day!!!

Art was DQ'd for missing two pylons, and Dietmar was DQ'd for hitting the ground! He mistook the pylon right before the 360 pylon as the 360 pylon! I remember this turn. Its right up against a steep part of the mountain and kinda tight. I definitely did not have altitude to pull a 360 there. He carved nice a gorge into the side of the mountain. Overheard him say he locked out. Ughh...

If you haven't tried this, your really missing out. Never thought trying to get the shortest possible flight could be this much fun! What you guys have been saying about holding more smaller local comps is right on the money. Little meets likes this rule! What a blast!

Can't wait to see the Big Boys fly in three weeks. I'm sure Aaron is sweating it. Hahahahaha!! I'm just hoping to place 50th.

Oh yeah, final scores:

Place	Name	Times
1)	Mark Mulholland	2:19 1:19
2)	Jim Murray	2:20 1:20
3)	Jack Avagoulos	2:40 1:40
3)	Mike Vorhis	2:40 1:40
4)	Mark Gudbs	2:47 2:27
5)	Art Thompson	1:58 DQ
6)	Dietmar Kurpanek	3:00 DQ

(unbelievable, but Mike and I tied)

(from the press release)

Wings of Rogallo Announces a National Speed Gliding Competition to be Held in the Bay Area

San Jose, California - September 3, 1999. Wings of Rogallo, a Bay Area hang-gliding and paragliding club and the largest such club in the United States, announces the U.S. Speed Gliding Team Qualifier, to be held September 17th through 19th at Ed R. Levin County Park in Milpitas, California. The public is invited to attend.

Speed Gliding is the next generation in Xtreme sports. It's Xtreme in three dimensions! Speed Gliding is bursting into prominence, as it is under consideration as an Olympic event. And cameras can now film the excitement.

Speed Gliding does for hang gliding what Formula One did for auto racing. Competitors leap off a mountain and perform a precision flight following pylons, much as a skier does in the Giant Slalom, but with the third dimension of altitude thrown in. In addition to pylons, there are speed gates, which require pilots to maneuver within 20 feet of the ground. This at speeds in excess of the glider manufacturers' recommended Vne limits! Some gliders exceed 80 MPH.

It's cranking and banking like you've never seen before! It's Stinking Fast!!!

The pilot with the fastest time wins. You thought street luge was Xtreme? Now add one more

dimension and you get Speed Gliding! The newest of the Xtreme sports!

(So there you have it. September 17th-19th at Ed R. Levin County Park in Milpitas, California. Why, I bet you've probably flown there! And the public is invited to attend. Let's all show up so that the public can attend us!)

Lake Whatsit is name or Bust: a True XC Misadventure

by Paul Clayton

This July 24th, I was one of eleven WOR pilots competing in an X-C rally at McClellan Peak near Carson City Nevada. It was planned as a fun, low-key event, with an open distance format for simplicity.

We set up before noon, with the wind moderate, but crossing 90 degrees from the south. As soon as the wind straightened out a bit, several pilots were in the air, I among them. Lift was spotty at first, but soon the thermals were lifting us to altitudes of 9000 to 10000 feet.

The rule of thumb at McClellan is that 9000 feet is the minimum altitude for a safe passage over the back, and I soon left at 9500 feet. The drift was taking me more north than east, so I angled southeast, toward Dayton. There was massive sink behind the mountain, and it looked like I was in for a short flight, to a field west of Dayton.

As I idly turned 360s to assess the wind direction and scope out the field that I thought was to be my LZ, I felt little bumps, and started working them. Wow! Gained 10 feet on that turn! I'm skying out now! Those little bumps soon organized into a solid 400 to 600fpm thermal, which topped

out at over 10000 feet.

Oddly, the wind was now from the north, with a huge plume of smoke from a forest fire spreading southward. The smoke showed an inversion layer at about 13000 feet. I headed north-east, to get closer to US 50, which is the main route through the Dayton Valley. Upon reaching Silver Springs (one of the goals used at the regionals) I followed a thermal southeast toward Yerington. Over one of the higher peaks north of Yerington, I reached about 12500 feet, the highest altitude of the flight.

Geoff Loyns and several other sailplane pilots could be heard chatting on the 2 meter radio, and a straight, paved highway led to another town to the southeast. I called Allen Kerry on the radio and told him I was heading East from Yerington, but provided no other details; I had not bothered to bring a map.

As I glided east, and sank down to 9000 feet I noticed that my road seemed to have railroad ties! If I land next to that, I'll have to hop a freight to get home. Time for a course change to the south, toward some farms on the east side of Yerington. At 5500 feet there was a small, broken thermal, with a hawk working it to lead the way to the strongest part. This one went up to 9000', enough to fly through a pass to a small town in the next valley.

I called Allen again, to tell him that I was again headed east and could see a large lake to the south. I thought it was Whatsisname lake at the base of Mt Grant, but wasn't sure. As I reached the other side of the pass, there were enough landmarks visible to be sure that this was indeed the lake at the base of Mt Grant, but Allen could no longer be raised on the radio. The sensible thing to do at this point was to land at the little town and try to

reach Allen and the others by phone, since they had their cell phones. Not being sensible, I decided to glide further south until I ran out of altitude, and landed at the north end of the lake.

I figured I could relay a message through Geoff after I landed, but he could not be raised. After I broke down I heard Allen calling on the radio, but he couldn't hear me. Several more times I heard him, but he couldn't hear me. As I walked along the highway looking for a high point to improve my radio performance, the Illustrated Man (some desert dude with at LOT of tattoos) stopped and offered me a ride, but he was going the wrong direction.

I stashed my gear bag in a culvert and starting trying to hitch a ride back to town, to no avail. It took 4 hours to walk what had taken about 15 minutes to fly, and I immediately called Mike Vornis' cell phone from a pay phone. He said they were back in Carson City getting ready to go out for dinner. They had given up looking for me hours before. I walked down the road looking for a place to spend the night when I spied some local inhabitants sitting on their front porch communing with nature, pounding some brews, and feeding an enormous bonfire. We're not in the Bay Area anymore, Toto! They informed me that there was a motel two doors down, but they don't look open, cause the light ain't on. But sure enough they were; they had just turned it off because it was, after all, nearly 10 PM.

I rented their king size room for \$38, which seemed a fair price under the circumstances. The next day I called Mike at about 9 and they were just getting organized after a late night. Rick Hawkins finally picked me up at 3 the next afternoon after the con-

test was called for that day due to the wind blowing down at launch. Thanks, Rick!

My new personal best flight turned out to be 62 miles. Next time I'll take a map.

'Field of Dreams' Blossoms at Dunlap

by Ray Kessler

What was that "thwack" sound that could be heard repeatedly on the grounds of the Dunlap Flight Park and Family Resort on August 28 and 29? It was way too early in the morning to be pilots imbedding the noses of their hang gliders in the dirt during landings gone awry. No, it is a half-dozen pilots imbedding metal rakes and back hoes into the dirt to blaze the rough draft of a hiking and biking trail across the scenic perimeter of the property under the direction of Project Leader Wayne Michelsen.

And there were the sounds of other projects! Richard Wang's crew dug, hammered and grunted their way through removing the main entry gate from an easement access road and re-installed it at a private location that allows it to be opened and closed without inconveniencing neighbors. And there is Mike Gomes and crew scratching their heads and working out the details of getting an 18 ft. above-ground pool established near the clubhouse. Go Mike! Then there was the culinary project (my personal favorite), led by Lee Smith. Lee shuttled in with a van stocked in Guinness-Book-Of-World-Records style with an awesome variety of food, snacks and beverages. There were enough goodies to keep the 21 project volunteers plus additional family members fed, motivated and happy throughout the weekend.

The watchful presence of Steve

Koski, Park CEO, could be seen careening across the grounds in his rented truck from project to project, providing guidance and assistance as needed. Handing out dust masks here, tools there, and customizing a borrowed tractor with a chain-link fence attachment. The tractor dragged this fencing with a couple of volunteers standing atop it across the designated trail and leveled dirt and weeds that would have required oodles more time and blisters if done by hand.

The other thing that kept pilots happy was the excellent flying conditions and early morning work schedule that allowed work to occur during cooler hours and flying to occur during peak condition windows. A caravan up the mountain was available two-to-three times each day.

Then there are the "little things." These are the amenities that provide comfort: the ample shaded campsites, a clubhouse which offers furniture to relax and nap on, electricity for music and evening entertainment, flush toilets and warm showers in the bathrooms for both men and women.

If this article leaves the impression that the Beautify & Fly Weekend at Dunlap was a unique and enjoyable event that also produced tangible results, well, yes, I think everyone who was there would agree. Great flights, meeting new and old friends, and producing something of value for the flying community and the park.. this is some of what was accomplished. If you were not there and feel that you may have missed something, this feeling is probably accurate. But do not despair.

The good news is that Rome was not built in a day even though it likely had a substantial budget. Dunlap and the community of pilots and family who are spring-

ing up to enjoy the park will be developing for a long time. A framed group photo shot during the Field of Dreams weekend is being hung in the clubhouse to commemorate this event. It shows some of that developing community.

There are still many opportunities to help pioneer the early days of this park. Perhaps you can be among the first to contribute splashing sounds by testing the cool waters of that community pool currently under construction! The Field of Dreams will continue to blossom.

If you would like to contribute to the work and fun at Dunlap Flight Park & Family Resort, check-in with Steve Koski at 559/338-0606. And pack a swimsuit, just in case.

The President's Report for July

by Mark Mulholland

Got Air? Hope so. There's a lot happening. Speed Gliding, XC, Dunlap, more Speed Gliding, more XC, trips, activity abounds. But business first. I recently got a call from Brad Wyatt. He is a regional director for ARRL, the national HAM organization. It seems some pilots are transmitting simplex on 144.115, this is out of the band plans. Please don't. Pick something between 146.400 to 146.580 or 147.420 to 147.570. We will publish an article from Brad to help explain.

Speed Gliding will be here again in September (17-19th). We had several events in August, and everyone had a great time. The WOR is hosting the National Qualifier to pick the US team.

You can help. Either come out and compete, there is a pro class, and an amateur class, or come out and volunteer. We need lots of hands to run a high caliber meet. We need timers, pylon judges, and camera operators. Camera operators? Yep, if you have a Hi8 video camera, bring it out, let's try and get enough footage to do a WOR Speed Gliding Video!! Cool huh? Yep! The more you volunteer, the more likely your face will go down into hang gliding history, by being in the video! But call Mark 408 875-5078 to reserve your volunteer spot.

We will need a little help on Sep. 16, from 8 am to 10am, for the practice day. Then we will need the full crew on Friday, Saturday, and Sunday (17-19) from 6am to around 11am for 2 rounds of the races! I know it's early, but that's when the air is best. Please contact Mark to ensure we have



The Field of Dreams Team... in the morning, while they still thought the job was gonna be easy.

enough volunteers. Thanks! The parks will be opening early for us.

We issued a press release, and are trying to get some local media attention. So look for us on the TV, radio, or newspaper. And of course, the soon to be released video! So come on out and join the fun. We are also looking for a few pilots to "host" the out of town speeders. I need at least 4 more host families for pilots from Utah, Washington, So. CA, and East CA. Interested? Want to hang with the big boys/girls for a while? Call Mark. We really do need the help, and we would like to know that we have all the spots covered. What do you get out of it? A party!!! That's right, we will be holding a party the night of the 18th to celebrate the comp. But to be invited, you need to show up to find out how/when to get there. A keg will be on hand, and we need to drain it!

News Flash The "Day of the Condor" is on! This is where a couple of professionally trained Andean Condors, a Great White Pelican, and a Stork will be available to fly with! Ever get really close to a 10' wing spanned bird? In the air? This may be a once in a lifetime event. It will be held during the speed gliding meet, after we have completed the races for one of the days. We are planning on inviting the media to this unique situation. Yet another reason to show up and help with the speed gliding meet. Interested, call Mark and help him out.

Dunlap is open, and getting spruced up. So take a trip out there and get some airtime.

I received an email from a pilot that wanted a mentor program developed, similar to the observer program that's currently in place. If you are interested in either being a mentor, or being mentored, contact Mark, his email is markmulhol@aol.com I

would like to get this started this fall, after the speed gliding is complete. But, first come, first served!

The XC contest is still going strong. The results are as below, [Well, actually, they're on the WOR Web Site 'cos I had trouble getting the format right for this issue. I also sink out on good days on a regular basis - Ed] counting the top three flights. It's still not too late to get out there and get some air! A recent outing to Carson City had 4 pilots landing at the Silver Springs airport for a 27.4 mile flight. Not too bad for pretty light lift, and light winds. An ex WOR member flew a Falcon, with no instruments and got 17 miles. Several Hang 2's had their first themaling flights. Got air? Get some!

Keep em Flying
Keep em Safe

Mark

August Meeting Minutes

by Paul Clayton

NEW MEMBERS/GUESTS

Mark Frasca - H4 from New Jersey; flies a Sensor 610f.
Sabrina - H1
Richard Wang - H3 as of last Thursday; flies a Falcon

GREAT FLIGHTS

Gaurav Kohli - 2 hrs. at Dunlap
Mark Mullholland - flew 78 miles from McClellan east over 180.
Geoff Loyns - Flew out of Minden in a sailplane; low save from 6800'
Paul Clayton - Flew to Walker Lake from McClellan; 62 miles.

PRESIDENT'S REPORT - Mark Mullholland

The recent WOR speed gliding meet was a success. The course used is faster than that used for last year's meet. Big trophies are planned for the next WOR meet. The open speed gliding meet (a qualifier for the national team) is planned for September 17-19. Host pilots are needed to put up visiting pilots for the meet. The speed meet may be publicized to try to attract spectators. The last planned rally (in August) had no known turnout. Mike Vorhis has suggested that future WOR rally events be opened to other CA clubs, with the participating clubs taking turns hosting the meet. An advisory vote was taken regarding this idea, with some members present showing support. An entertainment coordinator is still needed, as is a Public Relations Committee Chair. It may be possible to open Sunset Beach to flying.

VICE PRESIDENT'S REPORT - Ed Cline

Nothing to add to Mark's report.

TREASURER'S REPORT - Don Jones

We now have a total of 481 paid members; 131 paragliding, 350 hang gliding. The club computer and files are now at Steve Pittman's house. Thanks to Dan Nolan, who donated a new computer to the club.

ED LEVIN SITE COMMITTEE REPORT - Steve Pittman

The grass has been mowed. Steve is recuperating from a broken humerus. There were no known site violations this month.

MISSION RIDGE SITE COMMITTEE REPORT - Steve Rodrigues

A new site agreement has been approved, which allows access via Mill Creek Rd. The auto lia-

bility requirement has been increased to \$500K. Keys will be re-allocated in October, and key-holder applications will be in Flight Line. The South Bay Soaring Society is working on obtaining a Special Use Agreement allowing RC flying in the park. A whistle may be required to warn RC pilots of our presence.

MT DIABLO SITE COMMITTEE REPORT - None

COMPETITION COMMITTEE REPORT

The X-C contest is ongoing. 13 people have entered, including one PG pilot. Enter your flights on-line at the WOR website.

NEWSLETTER REPORT

An on-line version is now available. We are still experimenting with the format.

OLD BUSINESS

A site improvement party is planned for Dunlap on 28-29 August.

NEW BUSINESS

Pat Denevan announced that Dunlap is open, and a shower and flush toilets are working. There is no cussing or drinking of alcohol allowed at launch, given that it is offensive to the family that owns the property. There will be a Tandem clinic on September 10-12 and an instructor clinic September 16-18.

Entertainment was the video "Double High", a documentary of an aerobatic meet at Telluride in the early '80s.

Understanding Observers

by Dave Jacob

So, you're a new Hang II. (Since you won't hold this title for very long before moving up it's safe to say that most Hang II's are new). You drive out to the flight park and ask all sorts of people you've never met if they are an Observer. If you're lucky, you run into another Hang II to share the awkwardness. "Wish I could help ya", they all say as they load their gliders on top of a truck. "But as long as you're not flying, how's about driving?" Sound familiar? Well everyone drives, so don't feel bad, but recognize with a little understanding of the system, you can spend more of your free time flying and advancing on to better things.

While earning your first hang ratings, you most likely had a paid Instructor who was dependable (hopefully) and did everything he or she could to make sure your time invested was successful. Once you earn your Hang II, however, you are tossed from the nest into a world that seems to have little or no structure. That's because you are no longer assisted by a commercial outfit but by a self-sustained hang gliding club and body of volunteer Observers.

So what are Observers? As mentioned, they are volunteers with at least the rating of Hang III who have been appointed by our local Examiner to serve as Observers.

They do not have to be especially talented pilots. They need to have decent judgment and be free from Alpha complex in all its manifestations. (For those of you who know me, I'm aware of my endearing personal shorting comings and don't need to be reminded thank you.)

So how are you suppose to relate to Observers?

1. First of all, realize that they are donating their time.

2. Be aware that standard observer hours at Ed Levin Park are 9:00 AM until noon on Saturdays. Check the current schedule on the web (www.wing-sofirogallo.org) to determine if an OOD is scheduled or if the space is open. The web site is your best indicator of Observer coverage but can be inaccurate if an Observer forgets to show or if someone drops by though the space is open. If you are unable to fly Saturday mornings, we have upon occasion been able to arrange special Observer sessions during the week. There are only a couple Observers capable of doing this so please temper your enthusiasm.

3. Make the effort to get to the park early enough so that you don't ask an Observer to sponsor you off the top 20 minutes before his shift is over.

4. Have your log books on you.

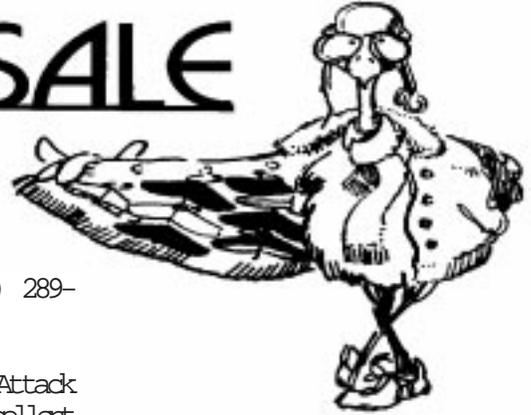
5. Don't try to get too many things signed off at once. Plan a little and space it out.

6. Don't expect Observers to have their Observer hat on even when they are not the Observer of the Day. Don't be shy to ask for assistance. But recognize they have a life too. [They do? Hey. Where's mine! - Ed]

7. Often they will drive and please remember to thank anyone who gives you a ride. But don't be surprised if they've brought a wing along and hope to take the scenic way down.

8. Still confused, don't hesitate to pick up the phone and call me. Last time I checked my number was still on the front of the newsletter you're holding.

WINGS FOR SALE



Wings for Sale

Flexwings

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 dco. (408) 527-8110 (W), (408) 929-1494 (H)

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 yellow under surface. \$550 Call Bruno (925) 837-4261. Brunoj@worldnet.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, Brunoj@worldnet.att.net

Wills Wing Spectrum 144 . Affectionately known as Spec. Absolutely killer performer for up-and-coming pilots (strong Hang I+). Great glide, sink rate, and keel looks to boot. Says Wills, [top of the stack soaring performance] I always found this to be true whether conditions were barely scratchable or butt-kickin' boomers. White/blue/lavender with streamline downtubes, wingtip fairings, speed bar, and straight bar + wheels pictures & specs: <http://www.hooked.net/~hairball/s>

pec/ \$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 (beginner/intermediate) and deluxe harness. 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 dco, (408) 527-8110 (W), (408) 929-1494 (H)

Pro Design Contest 46 in excellent condition. Always at the top of the stack. Inspection report provided. 75-95 kgs. \$800/dco. 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 Rany (650) 625-0633, ranyyanetz@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 helmet, free with all of the above. Call Lynda Nelson, (408) 946-6353, Lynda0g@aol.com

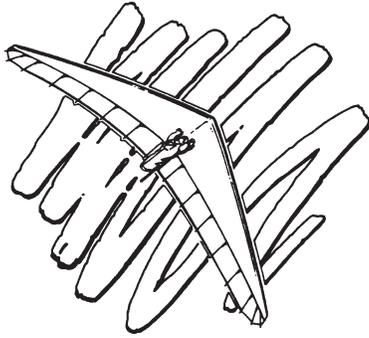
Vehicles

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@portoakland.com

Miscellaneous

Land For Sale, 40 acres at the base of Tollhouse Flying Site 30 miles NW of Dunlap. The property is at about 2200 feet, cornering on the National Forest. Contact Mark, (408) 929-1753

Wings of Rogallo
P.O. Box 361885
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*Wings of
Rogallo*

FLIGHT LINE

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The Speed Gliding National Qualifier will be held at Ed Levin on September 17-19,
with a practice day on September 16.

Check the WOR Web Site (www.wingsofrogallo.org) for details.

The next Wings of Rogallo meeting will be held at the Omega Restaurant in Milpitas
(corner of South Park Victoria and Calaveras Boulevard) Tuesday, September 21 at 8:00 pm.
Social hour begins at 7:00 pm. Come early and have dinner.

Entertainment at the meeting will be provided by our Club President
who will demonstrate how to capture wild elephants with simple hand tools!