



FLIGHTLINE



The publication of the Wings Of Rogallo Northern California Hang Gliding Association
Volume 137, September, 2017



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August 2017 Meeting Minutes

Meeting Minutes, 15 August 2017

Entertainment

Ben Dunn noted that 15 August is Indian Independence Day (1947).

Guest's / New Members

Jules, an H2 who flies a Falcon.

Mike, an H2 student of Eric Hinrichs who has been flying since May and flies a Falcon. He also used to fly a 1946 Aeronca Champ from the old airstrip in Fremont.

Significant Flights

Dave Egli got 2 flights at Hat Creek and reached 7700'.

Wayne Michelsen flew Goat Mt with Ben Dunn and got to 10K' in the convergence. He flew 30 miles and was retrieved by Ben Rogers.

President's Report - Ben Dunn

There was an exec meeting, a meeting of the Ed Levin site committee and 2 other meetings since the last general membership meeting. The Special Use Agreement for Ed Levin is up for renewal. The process is complicated by turnover in the Parks Dept. It is hoped a temporary SUA can be issued by the coming weekend. Issuance of permits is being held up because the Parks staff is busy with other activities. The club needs a webmaster. The website is being updated, including the Diablo pages. Roy Spencer is the new Mission Site Chair and will administer the site with help from Evan. Mark Mulholland is the new newsletter editor. A vote on the bylaws update is planned for the next meeting. Patrick Pannese is at the World Meet in Brazil. He is currently 77th of 130. Zack Majors is 21st with 4 more competition days to be flown.

Vice President's Report - None, Patrick is in Brazil

Flight Director's Report - Dave Egli

There have been no incidents at Ed Levin. A sponsorship day for H2 pilots is planned. Observer services and rides up the hill are to be provided.

Treasurer's Report - Ben Dunn for Don Herrick

Balances decreased slightly over the past month. The fiscal year begins in October; no dues increase is planned.

Membership Services Report - Phyl Hamby

There are currently 358 paid members for 2017.

Newsletter - Mark Mulholland

An issue is planned for this month. Mark proposed a picture and video contest, with the winning pics to be published in the newsletter. Mike proposed recognizing new pilots in the newsletter and Wayne Michelsen proposed publishing new ratings.

Ed Levin Site Report - Ben Dunn for Jesse Meyers

The Special Use Agreement is up for renewal and the site is currently closed.

Mission Ridge Report - Ben Dunn for Chris Valley

Thanks to Roy Spencer who will be the new site chair. The Special Use Agreement is valid through 2020.

Diablo - Ben Dunn for Robert Moore

Not much flying is happening at this time of year. The Special Use Agreement is due in March.

Coyote Lake / Site Acquisition - Dave Egli

Dave met with the supervising ranger. The Parks Administration is busy; nothing has changed otherwise.

Pleasanton Ridge - Mark Mulholland

Mark promised a status update next month.

Old Business

Open days are planned at Mt Umuhnum on the 16th and 17th of September for hiking, but not for flying. Reservations are required but no more are available.

New Business

Ben Dunn reported that a Notice of Revocation of Mike Jefferson's ratings and appointments has been received from USHPA. This was precipitated by violations of various rules and regulations.

An USHPA Board of Directors meeting is planned for October in San Jose. The venue is to be announced.

A vote on proposed changes to the bylaws is planned for next month. The changes are summarized as:

- Changing language to make it wing and gender neutral
- Changing the qualifications for the Flight Director
- Definition of a process and rationale for expulsion of members

Mark Mullholland requested funds for the video contest he wants to run. He also proposed the creation of a communication committee to share information about flying.

End of Meeting Minutes.

| Name | Phone | Title and Email link |
|--------------------------|---|--|
| Ben Dunn | (831) 818-1931 | President |
| Patrick Pannese | (650) 646-4001 | Vice President |
| Don Herrick | (408) 718-6527 | Treasurer |
| Paul Clayton | (408) 399-5348 | Secretary |
| Phyl Hamby | (510) 469-6566 | Membership Services |
| David Egli | (408) 384-9725 | Flight Director |
| Tim Kuenster | | Paragliding Observer Coordinator |
| Mark Mulholland | (408) 504-6799 | Newsletter Editor |
| Ben / Don | - | Webmaster |
| Robert Moore | (707) 745-8498 | Diablo Site Committee Chair |
| Jesse Meyer | (650) 269-9053 | Ed Levin Site Committee Chair |
| Chris Valley | - | Mission Site Committee Chair |
| Mt. Diablo Weather Robot | (925) 838-9225 | |
| Ed Levin Weather Robot | (408) 946-9516 | |
| WOR Business Address | PO Box 361885, Milpitas, CA95036 -1885 | |

<http://www.wingsofrogallo.org/resources/contact.html>

Video/Photo Contest

This newsletter is now being published by a new editor, so please bear with me, Mark Mulholland. I would like to announce a new contest for both videos, and photos. To enter, send a link to editor@wingsofrogallo.org of a public webpage that contains the video or photo. There will be a nifty prize for the winners. To help judge the contest, you are invited to attend the WOR meeting, wherein we will vote on the monthly winners. These winners will then be judged for the overall champion, and the champions will win the

prizes. As an example of a video, please enjoy this one:

Ultralight Gliders 20th FAI Class 2
2017 world Championship

https://youtu.be/-qgth_RKedc

Calendar

I would like to include a Calendar section. If you have an event to include, please send it to me at editor@wingsofrogallo.org

Just past events: Sep 12 County Board of Supervisors Meeting
Mt Umuhnum Open House

Future Events:

WOR meeting 10/17 7:00 1155 Reed Ave
Sunnyvale
USHPA Board Meeting Oct 19-21 SJ Holliday
Inn
Oct20th Steins Beer Garden Cupertino has a
USHPA IceBreaker mixer
Ed Levin Work Party (Meet at 9AM at the
Paved Parking Lot)
Nov 5
Jan 14
Mar 11
May 13
Jul 15

Volunteering

This club runs on volunteers. It takes a LOT of real work to keep the sites open, and events to happen. Several volunteers spend countless hours working for your flying pleasure. Care to give back? We NEED some help. I would like to see volunteers for the following:

Webmaster We need someone, to take charge of our website, and update it to the latest. It actually is a very useful tool for our members, and our executive team. If this was better, we could more easily administer our club, and you could get better information easier.

Party Coordinator This person would coordinate to ensure club parties are better planned, and thus more attended, and enjoyable (ie the Christmas Party).

Meeting Entertainment Director Coordination of specific entertainment for each scheduled monthly meeting.

Competition Director Develops and runs various competitions for the club. Examples would be speed gliding, bomb drops, spot landing, and XC.

Communication Director Trials various phone applications that would allow pilots to notify others of site conditions, driver availability, accidents, or special conditions. I believe we should try various forms, and refine this, then roll it out to the nation via USHPA.

Site Committee Member Help open a new site for the Bay Area (Pleasanton Ridge)

If you are interested in any of the above positions, or have other ideas, contact any of the club officers. Thanks!

Pilot Profile

I would like to have a monthly Pilot Profile. If you would like to nominate a pilot, just send your request to editor@wingsofrogallo.org

Pilot Profile: Mark Mulholland

I started flying in 1975, when no one flew with helmets, parachutes, or prone harnesses. We flew seated on standards that weighed 35 pounds. There were well over 100 gliders set up on the dunes, even on a bad day. I once saw a glider that had a paper sail. When I got to college, I joined the Purdue Hang Gliding Club, and became the treasurer. When I

returned for my sophomore year, I was the only remaining officer, as all the others either flunked out, or graduated. I had all the gear, and all the money. But I decided to keep the club going. I grew it to 178 members, and our nearest training site was Warren Dunes 2 hours away. I started teaching hang gliding, as our members wanted to learn, and I knew more than them. I moved to St. Louis, and eventually became a dealer, and opened a hang gliding shop as a part time hobby to give back to the sport. I started towing, and our group was the 1st in the country to take the skytng bridle, and put 3 ring releases on them, which is now standard towing protocol. I then moved to Texas, and entered my 1st competition, and placed. I became a hang 4, answering my only test question correctly, "Do you deserve it?". I took the ATOL seminar, and also a Tandem seminar, thinking I would start Tandem towing. But failed to get the Tandem rating, even though I stuck the landing in 5 mph downwind, as a thermal was kicking off as we landed. Then I moved to the Bay Area in 87. I worked part time for Mission Soaring as an instructor, and really started to learn the basics. I entered a number of competitions, placing last in like 2 Nationals. During the Nats in Colorado, I was the only witness of a hang gliding fatality. The pilot passed up a HUGE LZ, to try and make a very small one. He hit a tree, and unfortunately it let him go, dropping him about 60 feet onto pavement. My driver Gaspo, was 1 mile away,

he got there in a minute, did CPR, and the ambulance, that had left the launch area arrived minutes later. They worked on him, but called it, and Gaspo tried again, until he couldn't anymore. I still have no idea why he would pass up a huge field to try for a small one. It cost him his life. Don't do STUPID STUFF!! A few years later, I upgraded to a Millenium. With that, the top pilots could not lose me, so I would follow them around. If you really want to learn, follow the top World pilots around for a few years. They were very helpful in sharing why we went where we did. So I learned, and made my first World Team in 2001. My goal was to score at least once for the team score. I did better. I was typically the top scorer for the US. I broke into the top 10 in the World. But tragically a Russian Woman hit me midair. I deployed. I don't remember that whole day, nor the following week, as I was in a coma, with a 15% chance of surviving. I was in outrageous pain, paralyzed from the waist down. The US team stopped by to see me, before they left for home, but weren't allowed in, and their gear was stolen as they were in the hospital. After 2 months, I was allowed to fly home, accompanied by a doctor. They then cut me in half, rebroke my pelvis, plated me with a bunch of titanium, and stapled me shut. It took me a year to walk. I qualified for the 2002 World meet in Chelan, and requested that I be allowed to aero tow, as I was still on crutches. I was denied. So I drove for the Aerianne Swifts that

were making their production debut. My next meet was in 03, the first meet after my accident. I had upgraded to a Swift, and had arranged to get it delivered to Florida 1 week before the meet. But there was a fire on the ship, and they had to go back to port, and reroute all that cargo. I got the Swift 1 day before. So assembled it, and made an instrument panel in the hanger at Quest. When someone yelled "GLIDER!!!!!!". Then I heard the unmistakable sound of a rocket going off. I ran out, just in time to see the tug impact the ground at high velocity, killing the pilot. Which ended any flying that day. The next day I had to get going early, as I had never flown a glider that had such a glide. So I took a "practice" flight, and it was hard to get back down, as the Swift just wanted to FLY! I realized I could probably land it in a smaller field, which might be a possibility. I ended up winning that meet, which gave me a World Ranking of #2, behind Manfred. I was one of 5 (3 Swifts, a Flexie, and Atos) that smashed an Out and Return World Record in Big Spring TX. I ran the last Silent Airshow for the WOR, which donated over \$1000 to 2 different charities. Over 200 people volunteered to help me run that event, though I personally put in over 1000 manhours to organize it. I flew in the 06 World Meet, where we won the Gold Team Medal! I believe I am the only person in the country that owns both an Aerianne and Bright Star Swift. I am now back up to owning 7 gliders, though I could sell my topless

Laminar, 145 Falcon 3, or maybe even my 225 Falcon 1. I would also entertain offers for my Bright Star Swift, which I may fly for the first time soon.

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To: