

# *FLIGHT LINE*

## *Special Edition*

The publication of the Wings of Rogallo Northern California Hang  
Gliding Association

Volume 105, Number 11, November 2005

Dear past and present WOR members: This **Flightline Special Edition** gives a behind-the-scenes view of WOR and its members. WOR is a strong hang gliding and paragliding club because of the efforts of its members. WOR will remain a strong club in the future only as much as we make it so. Enjoy the articles and fly safely.

### **"What I did on my summer vacation" by Juan A. Laos, WOR President, 2005**

I flew of course! Don't most of us fly when we have time off from our generally mundane lives here in the Bay Area? I am assuming most of the current and past club members still embrace flying as their primary recreational pastime. Joining our feathered friends aloft, we enjoy the panoramic views, the feeling of wind in our faces, the sounds of our wings making their way through the sky, the focus and sequence from unloading our gliders to pre-flight through landing, the concentration it takes to fly as efficiently as possible, staying in the air as long as possible. This is the sheer joy of unpowered flight! Do you ever stop for a second and think: "What a gift it is to do what humanity has dreamed of since time immemorial. What a privilege it is to be able to join the hawks and the eagles in this other dimension we call the sky!"

Free flying truly is a gift and a privilege, especially here in the Bay Area where the powers that be can be heavy handed and restrictive. We enjoy flying here in the Bay Area at a few selected sites supported by you, the club membership. Your support helps the club functionaries keep our sites open and helps open new sites, as you will see in subsequent articles.

It's sort of like running a business only no one gets paid with anything other than the enjoyment of flying locally and the appreciation of the membership for keeping things rolling! Our club and its officers and site directors take care of all the not-so-fun stuff we don't really think about when we are out there playing with the hawks. In addition to the primary functions of site maintenance and

membership tracking, our club helps sponsor and support events like the XC leagues and Silent Air Shows. Our club supports USHGA regional directors when they go to represent us at USHGA.

As WOR president this year I have a much better understanding of all that goes into letting me spend many of my weekends pursuing my passion flying at Ed Levin and Mission. We, as your elected officials, thought it would be helpful for you to hear first hand what WOR does to help all of us fly and have fun here in the Bay Area, not just on our summer vacations but throughout the year.

### **"Everyone's Bay Area Flying Site" by Steve Pittman, Ed Levin Site Committee Chairman**

If you don't have an Advanced rating, where ya gonna fly? Okay, if you are an H3/P3, you can cruise along the cliffs at Fort Funston and The Dumps, but where do you go when the fog rolls in?

Ed Levin Park in Milpitas is open to WOR members of all levels (from students to H5/P5) and the fog (if any) burns off very early every morning. Ed Levin has six launches of different elevations, a large, clear, level landing area, and prevailing wind/weather conditions that are ideally suited to safe and relaxed flying. Soaring flights are rare, but do occur. The WOR

**Ed Levin Soaring, Saturday November 5, 2005 (photo by Bob Ormiston)**



awards a Golden Eagle patch to pilots who launch from Ed Levin, fly to Mission Ridge, and return to Ed Levin.

I am an unpaid volunteer appointed by the WOR President. I have been Ed Levin Site Committee Chairman since 1993. My predecessor was George Pierson who was instrumental in opening Ed Levin to hang gliding on September 29, 1979 and served as Site Committee Chairman for 14 years before I took over.

Back in the 1980s, pilots took Ed Levin access for granted. That changed in August 1989 when Ed Levin was shut down. The WOR mobilized to get the Park reopened. Pilots representing the WOR attended a number of Santa Clara County Parks and Recreation Department meetings and Santa Clara County Board of Supervisor meetings. In February 1990, the Supervisors agreed that hang gliding and paragliding would be allowed to proceed, but the SCCPRD insisted that a legion of risk management consultants assess risks at Ed Levin and "mitigate" them prior to reopening. Mitigation was accomplished primarily by adding text to the Ed Levin Site Procedures document. (These folks were all bureaucrats, who love prolix documents.) Thanks to WOR members Bob Ormiston, George Pierson and others who spent untold hours negotiating with the bureaucrats, the Site Procedures are only 4.5 pages long. Ed Levin Park was officially reopened in April of 1990.

Ed Levin remains a flying site thanks to many volunteers. The first windtalker in the world was designed, custom built and installed at Ed Levin by WOR member Wayne Ashby back in 1982. Thanks to Wayne, everyone takes windtalkers for granted nowadays. The Minnis Road walkover was reconstructed by WOR members in March 2001. In June 2001, WOR member Randy Tribe led a work party to install a new mast (designed and built by WOR member Ernie Reguly) for the windsock at the Ed Levin top launch. Last year, WOR members cleared weeds from the road through the Ed Levin landing zone and cleared the drainage ditch beside the road. A few months ago, WOR member Al Small built a new walkover from the dirt parking lot into the LZ. WOR member Don Jones and others volunteer their Saturday mornings as WOR Observers. WOR member Carmela Moreno handled WOR membership renewals for many years, as did WOR member Don Jones

before her. WOR member Phyl Hamby recently took over that task and now keeps track of Ed Levin waivers; a requirement imposed by the SCCPRD many moons ago which demands more time than any other WOR task.

Thanks to the effort of WOR member volunteers just like you, Ed Levin remains a flying site. Please renew your WOR membership and volunteer when the opportunity presents itself. The WOR communicates with its members electronically nowadays, so to stay in touch please make sure the WOR has your current e-mail address.

### **"Birthplace of Hang Gliding in the Bay Area" by Steve Rodrigues, Mission Peak Site Committee Chairman**

This year marks my 10<sup>th</sup> anniversary as chairman of the Mission Ridge Site Committee. The site is an incredible place to fly, so I'm more than happy to have invested these years for our club. I'd like to shed some light on what goes on behind the scenes that keeps this premier flying site in operation. I have to first give props to the founders of WOR and the pioneers who got the site opened in the first place. We are fortunate that this took place in an era when litigation and population impact were insignificant enough to allow our vehicular access to the preserve. I'd hate to think how hard it would be if we had to do it in today's environment.

### **Mission Peak: Taking Off into the Sun (photo by Carmela Moreno)**



I'd also like to remind everyone that Dave Kilbourne was the first person ever to foot launch and soar a Rogallo wing hang glider, and he did it from Mission Ridge in 1971! We have a great history here. Dave was one of WOR's founders, USHGA # 148. Please see "Flight Line" vol. 119, April 2005 issue for more on his flight.

Some of my duties as site chairman include negotiating our special use agreement with the East Bay Regional Park District, changing locks, ordering the keys and distributing them to 55 top keyholders (this often requires counting every site visit that each applicant makes over the previous year), updating the rangers with keyholder data, writing site reports, maintaining the lock box and leading work parties. There is a lot required to keep us all in the air!

There are two areas that can really use your involvement. First, by adhering to the site procedures and assuming the role of "site steward", you will help maintain our good relationship with the park department and keep the site open for generations to come. Second, by keeping up your dues, you help us with our financial obligations. Site insurance is made possible by our WOR USHGA Chapter status, but does not come free. We also pay an annual \$900 road maintenance fee to the EBRPD's Sunol division, and an annual \$500 licensing fee to the EBRPD administrative department. Add the cost of maintaining two windsocks

and the key allocations, and we have a

**Mount Diablo: Robert Moore with Snow Draping the Mountain Top  
(photo by Robert Moore)**

decent sized budget. But when you stack the cost against the quality flying, I think it is well worth it. I hope you can see all this as good reason to maintain your WOR membership!

**"WOR Keeps the Devil at Bay" Robert Moore** [diablochair@wingsofrogallo.org](mailto:diablochair@wingsofrogallo.org)

For months now, I have been explaining why Diablo is such a great place to fly. Great local XC potential, exciting flying options, easy access – my cheerleading appears to be endless.

For this Special Edition, however, I will be describing not why Diablo is a great flying site, but why we get to fly Diablo at all.

It's all about the club, folks. If it were not for my predecessors, we wouldn't be allowed in the front gate at Diablo. If not for the countless hours WOR members spent negotiating with State Park officials to open the site, we would still be looking up at that big chunk of mountain and wondering what potential lay outside our grasp. If not for the ongoing work club members put in, the option to fly the Devil Mountain would slip through our fingers and be gone.

Being responsible for administering a flying site in the Bay Area is tough work. Governmental agencies that control public



them open. Having an organization with a recognizable track record in the Bay Area provides us with a huge advantage when dealing with the government. Without such representation, we revert to individuals, incapable of keeping their attention.

So what does WOR do at Diablo that's so fantastic? After those old-timers (sorry Mark and Bruno!) got the ball rolling, what's the big deal? Well, just for starters, who among us can afford the site insurance needed to keep the place open? Who makes

existing launches and LZ's? Who reminds the Park of our nearly-flawless safety record, while other Park users are regularly carted away to the hospital? Hmmmm...

Luckily, there are club members who are willing to take on administrative tasks. The problem is that without the support of many other members, the club has considerably less capacity to do what's needed to keep local sites open. When the Diablo Site Committee steps forward to interact with Park staff, the State knows that there are hundreds more being represented by the Wings of Rogallo. The Park recognizes that we know what we're doing, and that confidence is one of the biggest assets we own.

Keeping that asset requires commitment. A strong club presence means that all pilots who fly our sites need to invest in the strength of the club. Those of us willing to represent WOR to the outside world need the strength of your support to continue our work. If you haven't been an official club member in a while, please join us in helping keep WOR a leader in the Bay Area.

**"Money Makes the Thermals Go Round" by Don Herrick, WOR Treasurer,**  
[treasurer@wingsofrogallo.org](mailto:treasurer@wingsofrogallo.org)

Sometimes friends ask me "Isn't hang gliding expensive?" I always answer, "Not really. It doesn't cost much to jump off a mountain!"

Once a pilot has paid for equipment and lessons, it may not cost a lot to fly. But there are ongoing expenses even if the pilot

**Mt. Diablo: View to the South (photo by Robert Moore)**



lands have always seen us individually as daredevil lunatics; obviously lacking the mentality to keep ourselves from harm, much less keeping others safe. It takes serious convincing to open sites and keep

the annual application for a Special Event Permit, and pays the fee? Who climbs to the highest part of the tower at the summit to make repairs to the wind-talker? Who negotiates with the State for use of new or

doesn't pay them directly. Somebody pays to maintain that road to the top!

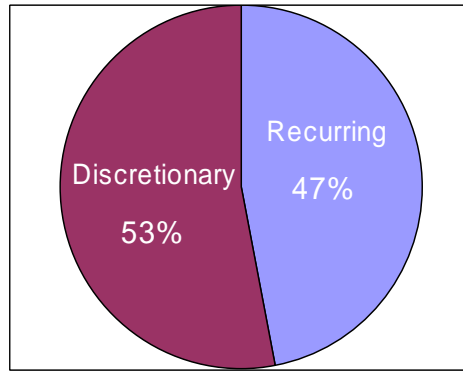
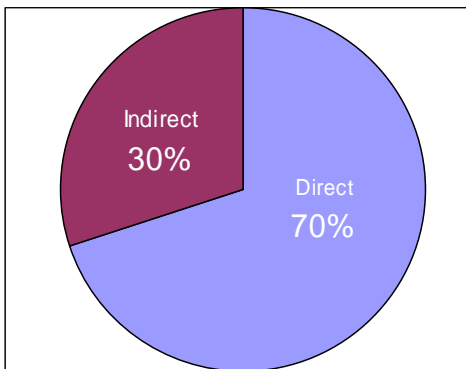
Wings of Rogallo maintains four hang gliding and paragliding sites for its members – Ed Levin, Diablo, Mission and Coyote Lake. These sites are located in public parks so the public helps to pay some expenses in the form of taxes and park admission fees. But the club pays all gliding specific expenses to keep these sites open for our use.

Virtually all the club's income comes from annual membership dues. For 2005, WOR planned to receive and spend \$13,000 to pay for maintaining the sites as well as expenses just to keep the club going.

Club expenses can be divided between Direct and Indirect expenses. Direct expenses include road grading, purchase of wind socks, site insurance... expenses which directly keep the sites open. Indirect expenses include P.O. Box rental, rating sticker costs and office supplies. In the 2005 budget, the division between direct and indirect expenses looked like the figure at the top of the next column.

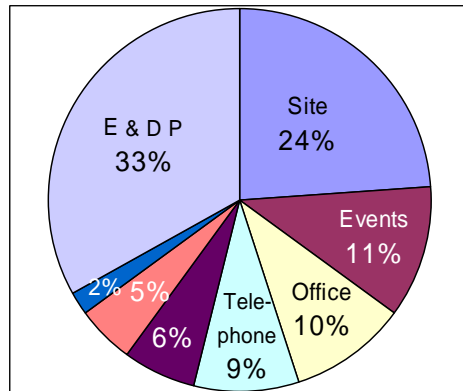
Another way to split up the budget is between Recurring expenses and Discretionary expenses. Recurring expenses can be bank fees, meeting room fees, etc. Discretionary expenses are items that help out the club or the local gliding community, but could be reduced if required. Examples of discretionary expenses are donations to the local site web cams or club fly-ins. The second figure above compares recurring and discretionary expenses.

In 2005 we created a new expense category in the budget: Emergency and Discretionary Projects Fund. This fund is intended to cover large unexpected expenses or relatively large projects that



the club may want to pursue. However, this E&DP fund budget item was not fully funded this year as the target number of members has not been met. (The E&DP fund item has the lowest funding priority)

The dues collected (per the 2005 budget) are spent as shown here:



(Meetings = 6%, Web = 5% and Donations = 2%.)

The largest of the basic recurring expense items as shown in the chart is "Site Expenses". It includes site insurance for all the sites (\$725), road grading and other fees for Mission Ridge (\$1400), the Mount Diablo special use license (\$225) and wind socks and other site maintenance items (\$1200).

So you see, it costs a lot to keep everybody flying. WOR depends on you to join and make local hang gliding and paragliding possible.

**"Opening New Flying Sites" by Gene Pfeiffer, WOR Site Acquisition Chairman**

The days of walking or driving up a mountain and flying down in the Bay Area at an unregulated site are pretty much over. You might be lucky once in a while, but it will only be a matter of time before you are noticed by the authorities. In contrast to

opening new sites in the Bay Area, I have opened a flying site in the National Forest near the west entrance of Yosemite National Park and it was a breeze compared to opening a new site in the Bay Area. Opening a new site in the Bay area requires support from a flying club such as WOR.

In 2001 I started attending meetings on the future direction of the park system in Santa Clara County. I wanted to promote hang gliding and paragliding in the park system. As my involvement with the Park became known at the monthly WOR meetings, Jim Woodward suggested that I join him in attending a new task force meeting in Gilroy. This task force was to give input on what should be done on their recently acquired 4000 plus acres of property addition at Coyote Lake. Jim was familiar with flying in the area of Coyote Lake and thought flying should be one of the uses of the public land.

As we attended the meetings in Gilroy, we found out that the new property had a great landing area, but the desired launch was on Timber Ridge behind the end of Coyote Lake and owned by Santa Clara Open Space Authority. Our plan was to secure the LZ and hopefully in the future we would receive permission to fly from Timber Ridge. Flying from Timber Ridge would require a separate agreement from the Open Space Authority (OSA).

Jim and I attended many of the task force meetings and periodically they would hold public meetings for input on the future use of the park. At the public meetings, 20 plus members of WOR and BAPA would give their input for flying at Coyote Lake. At the time of the meetings, WOR had over 500 members and this was a great help in getting their attention. When it came near to the final approval, our chances did not look good until one member of the Board of Supervisors recommended that hang gliding and paragliding would be appropriate as one of the uses of the Park. He also suggested that we investigate possible flying sites within Coyote Lake. As a result of his recommendation and further meetings with SC County Park rangers, we secured a landing site on the new property and may have future flying opportunities on the front ridge within Coyote Lake Park.

Jim and I then contacted the OSA to scout out possible launch sites. The director of the OSA was very cooperative and gave us a personal tour of Timber Ridge. We found one launch site that was directly in front of our now secured LZ. He agreed WOR members could do test flights from the site to explore the safety and determine if it is a possible thermal flying site. WOR started testing the site in the fall of 2004 and completed the testing in the fall of 2005. Our best flights were almost 2 hours and 3,000 feet over launch and one pilot flew 14 miles. We demonstrated that the site can be flown safely and does have the thermal potential with the proper weather conditions for outstanding flights. We are now in the process of seeking approval from the OSA Board of Director.

If all goes well with the OSA Board of Directors, the new site should be open for WOR members in the 2006 flying season. The site will most likely have limited access until a proposed bridge is built crossing Coyote Creek. It takes pilots supporting WOR by becoming members to make it possible to maintain and open new sites in the Bay Area. WOR provides the insurance and support for new sites. The larger the membership the greater chances we have for new sites. Please give WOR your support by renewing your membership for the 2006 flying season.

**"Come Fly with Me, Come Fly, Let's Fly Away" by Wayne Michelsen, WOR Vice-President**

I entered this sport in the summer of 1999 and have been sharing the sky with you guys/gals frequently since then. In our escapades, we burned up the skies of the Bay Area at Mt. Tam, Mission, Diablo and our own Sled. Then, I heard about places outside the Bay Area. Wow, the California Sierras!... west and east... Dunlap, Tollhouse, Wolf, Owens, and Slide. Slide? Well, that's almost Tahoe and Tahoe is mostly CA, right?

I then got thinking of all those poor pilots living outside CA. How sad. They need to travel all the way here just to fly? I mean, HG/PG only happens in CA, right? So, what do all those other pilots do?

But then the rumors found me. Every so often, I'd hear of flying elsewhere. OK, I conceded Slide was in NV. And, Nevada may have a few other places. But really... Oregon and Washington... surely they jest. Those pilots are suffering delusions of hypoxia. However, the rumors keep



growing and I've heard it's not just a myth. Can it be? Is there really free flying, and even soaring, to be had outside California?

Well, it's time for a trip. It's time for an adventure. Do thermals really rise outside the sunshine state? It's time to find out the truth.

Like all great adventures, this one will take some planning. So here it is. Next August, around the second week, we'll take a ten day excursion through the mystical north. We'll pick 5 sites through Oregon and Washington and spend 2 days at each. The tour will be open to all H3/P3 with mountain experience.

The tentative route is Woodrat, Dog, Rampart, Chelan and Lakeview. Being mystical places of unknown dangers and rewards, we will arrange local wizards (experienced pilots) to give site intros and guide us through these lands. At each site, we will be briefed on favorable conditions, hazards, dragon lairs (hostile land owners), XC routes, etc.

Each evening we will meet up in the campground to eat with our hands, drink grog and relay our stories. Well, that's not all mandatory, but no matter what we will have fun. So, stay tuned and watch as the plan unfolds. It would be great to get a caravan of 20 pilots together. If there is flying up there, we'll find it.

**"The WOR Supports You!" by Mercury Freedom, WOR Hang Gliding Observer Coordinator**

By now anyone reading this article sees a pattern – a bit like an NPR Pledge Drive! -

- And like a NPR pledge drive, the WOR is reaching out to its members for support. So why support the club? Because it supports you! A prime example of how the WOR supports the local pilot population is the pilot proficiency program. This program is central to the organization of the sport. It is essentially through the Pilot Proficiency Program that we qualify under FAR 103 to be self policing... self-regulatory ... free of federal intervention!

Observers are the backbone of the Pilot Proficiency Program and WOR volunteers have offered their services for something like 20 years now. I expect a majority of Bay Area pilots received their H3s and P3s, and many their H4s and P4s with the help of WOR observers – much of the time at Ed Levin. We pilots are cognizant of the help USHGA and WOR provides through the Pilot Proficiency Program while we're working on our next rating. Later, after we've had our H4s or P4s for a while, it's like, 'but what have you done for me lately?!' It's easy to forget about the support structure that makes it possible.

Of course the truth is without USHGA and the Pilot Proficiency Program, it's hard to imagine how we'd fly at all. Certainly here in the South Bay, without the WOR we wouldn't be flying at heavily regulated Ed Levin and Mission Ridge. Likewise, it's hard to imagine how we pilots would be advancing from H1s and H2s and P1s & P2s without an observer helping us along. This sort of effort doesn't easily take place without a club structure to create and support it.

Take a moment to reflect ... if you or your flying buddies got help along the way having tasks and/or ratings and special skills signed off by WOR Observers volunteering their time, how much was that worth to you? Or maybe you're an advancing pilot right now. How much does the WOR mean to you? Well, here's where we come back to the pledge drive. Hopefully it's worth at least membership in the club! If so, be a club member and encourage your flying friends to be as well.

Here are some specifics about the WOR observer program: WOR offers training every so often for pilots interested in becoming observers. WOR endeavors to have an Observer present at Ed Levin every Saturday from 9 a.m. 'til noon. I say 'endeavors' because sometimes nobody signs up – we have positions available! The Observer schedule is posted on the WOR site. The club has an 'Observer Coordinator' to occasionally help organize the schedule and provide a little 'cajoling'.

That's about it. If you'd like more info visit the WOR site and look at the Observer's Schedule where you can find the current list of observers, the current schedule and more. You can also contact me directly: [mercuryfly@gmail.com](mailto:mercuryfly@gmail.com).

### **"Why Join a Club?" by Urs Kellenberger, USHGA Region 2 Director**

Why join a club?

Juan Laos, our fearless WOR President, does an excellent job of volunteering people! After leaving the WOR meeting I suddenly realized what had just happened: I was volunteered to write about the benefits of joining WOR. Wow, I need to pay more attention to the meeting rather than to my hops juice. Thinking about it on my way home, I realized it's not such a difficult task because of all the obvious and wonderful reasons that stand out even after several beers.

Community: Sharing, participation, teamwork, and lending a helping hand are the reasons we do so well as human beings. We can ask for help and should since we are not masters of everything. Ever see a photo of a person by themselves on the front cover of a business magazine? How did this person get on the front cover? Did they become successful by themselves? Absolutely not! They have a giant support group that has made them successful. The same is true for everything we do. If we

want to be successful pilots, we must ask for help. Most pilots realize that they need the support of their fellow pilots when they start to fly. We take lessons and ground school, read books and then take a test.

After passing the beginner or novice level we start to search out new sites. After taking a few lessons, we would be on our own if it weren't for the clubs. By joining a club and pooling our resources and knowledge, we become stronger and avoid repeating past mistakes. We are able to more easily stay informed and take trips with more advanced pilots. This helps us learn faster than we could on our own. I've been a H4 since 1994. I still ask for help and am not shy about it. If I don't receive help from one person, I'll find another. I will also volunteer whenever someone else asks, and like other WOR members, I am ready to help with money, time, and knowledge when I'm needed.

In addition to managing Mission Peak and Ed Levin, WOR members are working hard to promote and/or open sites like Coyote Lake, Wild Ass, Goat Mountain, Mt. Umunhum and others. Club members promoted the sport with an air show and a recent fly-in to Slide Mt. (with 40 pilots). A friendly competition was held in September, and a bay area pilot summit is in the early planning stages for December.

I belong to 4 local clubs. Each one runs a different site, and each club has different issues to deal with. By belonging to these clubs we pool our experience, money, and labor so that we can all succeed together. WOR is the largest of the bay area clubs, so when it comes to trips, meetings, site management, events, competitions, and just plain asking for advice about flying and sites, Wings of Rogallo stands out.

I have a group of pilot friends that have children like I do. When we go fly together, our spouses have each other to help watch the kids so that they can relax and enjoy the day almost as much as the pilots! But when we get away from our family to fly, we need our other family: fellow pilots and club members. Whether it is your best flying buddy, someone helping you with a site intro, or the worker bees that maintain your sites and plan events, it is the flying community embodied by WOR who make much of our flying possible. Join that community and help others help you.

[president@wingsofrogallo.org](mailto:president@wingsofrogallo.org)

**Vice President:** Wayne Michelsen, 650-386-5100

[vicepres@wingsofrogallo.org](mailto:vicepres@wingsofrogallo.org)

**Treasurer:** Don Herrick, 408-718-6527

[treasurer@wingsofrogallo.org](mailto:treasurer@wingsofrogallo.org)

**Membership Services:** Phyl Hamby, 510-469-6566

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**Flight Director:** Pat Denevan, 408-262-1055

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**Mission Site Chairman:** Steve Rodrigues, 415-467-2226

[missionchari@wingsofrogallo.org](mailto:missionchari@wingsofrogallo.org)

**Diablo Site Chairman:** Robert Moore, 707-745-8498

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**HG Observer Coordinator:**

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[mercuryfly@gmail.com](mailto:mercuryfly@gmail.com)

**PG Observer Coordinators:**

Kathy Wilde, 707-556-3672

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Kim Galvin, 510-748-0451

[kim@flyzephyr.com](mailto:kim@flyzephyr.com)

#### **WOR Officers and Chairs:**

**President:** Juan Laos, 925-377-8810

Place USHGA Hang Gliding Card or temporary rating here and photocopy.

Keep Original for your records

Place USHGA Paragliding Card or temporary rating here and photocopy.

Keep Original for your records

New Members- Please complete the Application in full.

All Others – Enter only information that has changed or is different than USHGA card.

Mail to:  
Wings of Rogallo  
PO Box 361885  
Milpitas, CA 95036-1885

First Name: \_\_\_\_\_ Last Name: \_\_\_\_\_ Middle Initial: \_\_\_\_\_

Street: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

Home Tel # : ( \_\_\_\_\_ ) \_\_\_\_\_ Work Tel # ( \_\_\_\_\_ ) \_\_\_\_\_

Emergency Contact Name: \_\_\_\_\_ Tel # ( \_\_\_\_\_ ) \_\_\_\_\_

Birthdate: \_\_\_\_\_ Profession: \_\_\_\_\_

USHGA Appointments: \_\_\_\_\_ Today's Date: \_\_\_\_\_ HAM call sign: \_\_\_\_\_

**Dues and Fees**

Full year dues amounts must be paid if you have been a WOR member within the last 2 years.

**New member Joining in (check one):**

- January through June Full year's dues for the current year
- July, August or September Half price for remainder of current year
- October, November or December Remainder of year free with membership for following year

**WOR Membership (Monthly Flight Line downloaded via <http://www.wingsofrogallo.org>)**

Renewing members and new members joining in October through June \$30.00 \_\_\_\_\_

New members **ONLY** joining in July, August or September \$15.00 \_\_\_\_\_

Email address (required): \_\_\_\_\_ (NO HARD-COPY NEWSLETTER)

Hard copy of Flight Line via USPS mail (optional) \$15.00 \_\_\_\_\_

Donation for cards and stickers: \$2.00 \_\_\_\_\_ \$3.00 \_\_\_\_\_ \$5.00 \_\_\_\_\_ Other \_\_\_\_\_

**Total:** \_\_\_\_\_

Check ONLY if sticker(s) required (year stickers are issued automatically)

**Hang Gliding**

**Paragliding**

**Other**

\_\_\_\_\_ Hang 1 (green)

\_\_\_\_\_ Para 1 (green)

\_\_\_\_\_ WOR ID

\_\_\_\_\_ Hang 2 (red)

\_\_\_\_\_ Para 2 (red)

\_\_\_\_\_ Hang 3/4 (blue)

\_\_\_\_\_ Para 3/4 (blue)

Note: Your WOR ID# will change  
If a new ID Sticker is issued.

\_\_\_\_\_ Mission / Diablo (Silver)

\_\_\_\_\_ Mission (Silver)

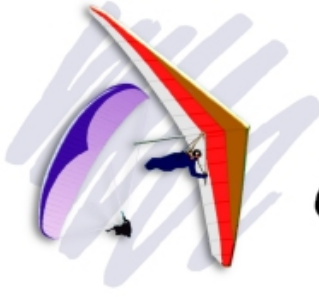
**Reason for sticker(s)** \_\_\_\_\_

(ie. new member, new helmet, sticker wore off, etc.)

**Important** – The following should accompany this Application:

1. **Photocopies** – USHGA card (s) and/or temporary ratings.
2. **Waivers If not already on file** – Ed Levin Park and/or Diablo (legible, signed and properly witnessed)
3. **Self Addressed stamped envelope** (helps to speed up the process)

**Note: Application not filled out properly will be returned. All pilots are required to have a proficiency sticker BEFORE flying.**



# *Wings of Rogallo*

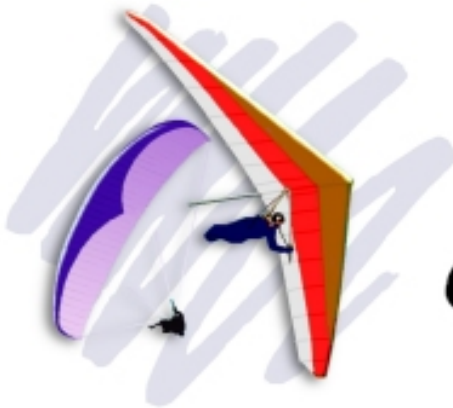
P.O. Box 361885

Milpitas, CA 95036-1885

To:

Next Meeting: November 15, 2005

at the Summit Point Golf Club. Check the WOR web site at [www.wingsofrogallo.org](http://www.wingsofrogallo.org) for directions.



# *Wings of Rogallo*