



FLIGHTLINE

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ON THE MOVE | JOEY CARRARA; PILOT: ELLA GAMBEL

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WOR NEWS

TOM TELEMAN

If any phrase could be used to describe the average conditions in the last month, it might be "reliably decent" - but even that may be an understatement. So many pilots scored kms of flight at sites and away alike. Even those typically hesitant to "cut the cord" have had ample chances to venture away for mini-XCs thanks to the beautiful CA springtime.

A note from WOR Safety Coordinator: Livermore airport has asked WOR members to please give their tower a call if we plan on flying south towards (but not in!) their airspace so they can put out an advisory to let local airplane traffic know about our presence. The number is (925)443-0666, Ext 3.

WOR NEEDS YOU: VOLUNTEER OPPORTUNITIES

WOR WEBSITE SITE GUIDES

Do you have any experience with web design? WOR is seeking a member to help improve the display/integration of our site guides on the club website. Reach out to an executive if you're interested in helping out. Below is an example of the current configuration that we're hoping to consolidate and streamline.

Launch	Location	History	Weather	Emergency Contact Info	Visiting Pilots	Radio Comms	Site Committee	P3 and H3 Sponsors
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Launch

There is one launch for Mission Peak which is gently sloping and grassy, which turns into dried grass early in summer.

Mission is flyable in WSW to NW winds. The ideal direction is W to NW. These wind conditions are present many days from March to mid-September. The typical daily weather pattern for Mission under benign conditions is for light and variable conditions to be present in the morning, thermic conditions to be present mid-day, and for a stable sea breeze to be present by mid to late afternoon, producing a mixture of ridge lift and thermal lift.

It is a 4:1 glide ratio to Landing Zone 1. Top Landing Zone 2 is at the same altitude as launch.

MONUMENT PEAK ROAD (ED LEVIN) WORK PARTIES

At this time, there are no substantive updates on the specific timeline for repair of the road up to the 1750' launch at Ed Levin - however, we've received permission to start organizing work parties to contribute to repair efforts. Please email edlevinchair@wingsofrogallo.org for more information.



SIV SEASON

READY TO TOW | JOEY CARRARA; PILOT: DYLAN HENRYSON

The season has begun for SIV clinics & bro tows at Lake Berryessa.

Fresh P2s and veteran pilots alike flock to Berryessa from around the country each year for the world-class instruction offered by local and semi-local superstars. The experience of these (and any) clinic weekends can be full of successes and failures, knowledge refreshers and new lessons learned, and for some, blood (less likely), sweat (even spring weather in Napa can be sweltering), and tears (certainly it can't just be me).

Why do an SIV clinic? Throughout my years in paragliding, I've personally encountered a multitude of attitudes towards this kind of training. Some instructors refuse to endorse SIVs on the principle that no student should be actively taught to induce potential disaster (or, more likely, give underskilled pilots a taste of fun but deceptively dangerous maneuvers). But the overwhelming majority of voices in our sport reason that you can't be prepared to face challenging scenarios without first experiencing them in a somewhat controlled environment.

I asked a few WOR members who jumped on the first clinic spots of the season to share their thoughts on their experience - read on for their insights.

PILOT: JENN LAURITZEN

WHAT WING DID YOU FLY FOR THE CLINIC? U-Turn Morpheus NG

HOW MANY SIVS HAVE YOU DONE BEFORE THIS ONE? A few. ;) I have about 100 tows.

WHAT WAS YOUR BIGGEST GOAL FOR THE WEEKEND? I'm working on Acro, being the first SIV of the season I was nervous that I wouldn't still be able to do the tricks I learned last year. So my goal was to refresh what I learned last year. I was pleased they came back to me and I was able to move on to starting to learn a couple new things.

WHAT WAS YOUR BIGGEST TAKEAWAY FROM THE CLINIC? Throwing reserve is a skill we need to learn and practice! I need to practice finding my reserve handles and throwing from weird configurations. I have been lucky, or maybe it's unlucky, that I have been pretty good at recovering my wing when tricks go sideways, so I've only thrown reserve a couple times in 4 yrs of SIV's. As I am learning more complex tricks now, it became clear I'm more likely to need to throw, I need to lock in that skill as much as I am locking in my tricks.

WHAT ADVICE WOULD YOU GIVE TO A LOW-HOUR PILOT THINKING ABOUT SIGNING UP FOR THEIR FIRST SIV? I did my first SIV after about 20 hours. There are a few skills I think low hour pilots should work on before going to SIV, launching both forward and reverse, consistent P2 level spot landings and kiting.





CHRIS & GREG READY FOR A DAY OF TOWS | JOEY CARRARA

PILOT: CHRIS BRENT

WHAT WING DID YOU FLY FOR THE CLINIC? I flew an AirDesign Vivo (low/mid B) which I've been flying since I started flying 18 months/50 hours ago.

HOW MANY SIVS HAVE YOU DONE BEFORE THIS ONE? I've done one other SIV with Dllan in August 2022.

WHAT WAS YOUR BIGGEST GOAL FOR THE WEEKEND? My biggest goal was to get more comfortable with the maneuvers I'd done previously. Surprisingly everything felt pretty familiar, even after a seven months gap. It was certainly less intense than number one. I'm most happy with the

PILOT: GREG GIACOVELLI

WHAT WING DID YOU FLY FOR THE CLINIC? Gradient Freestyle 3

HOW MANY SIVS HAVE YOU DONE BEFORE THIS ONE? Enough to be embarassed!

WHAT WAS YOUR BIGGEST GOAL FOR THE WEEKEND? Being comfortable on a new for me wing. Secondary goal would have been super clean helis rather than wobble copters.

WHAT WAS YOUR BIGGEST TAKEAWAY FROM THE CLINIC? Never forget the basics: nutrition, hydration, mental focus and health.

progress on my wing overs and two stage stalls. The accidental Heli on day three was an added bonus, I'm not sure I can do that one on demand though.

WHAT WAS YOUR BIGGEST TAKEAWAY FROM THE CLINIC? SIV number one was eye opening, number two really felt like the start of learning some skills. I've already signed up for another course in September after this experience.

WHAT ADVICE WOULD YOU GIVE TO A LOW-HOUR PILOT THINKING ABOUT SIGNING UP FOR THEIR FIRST SIV? Sign up as soon as you can. I think it's valuable to do this early. I sometimes hear people say, "Have X hours before your first SIV." but I think it's so valuable that the sooner you do the better your progression will be. It's also a lot of fun!

WHAT ADVICE WOULD YOU GIVE TO A LOW-HOUR PILOT THINKING ABOUT SIGNING UP FOR THEIR FIRST SIV?

Show up prepared and to learn. Be ok with mistakes in the manuevers. Be ok with not walking away a master. Understand it's a check-in with yourself and not a checkbox / experience for your social media. Bring a notebook and writing instrument to every ground school and landing. Pay attention, don't just chat while not flying, listen to the instructor, absorb....check back in with yourself months later too. And show up with the basic skills (solid launches with BOTH forward and reverse and solid landings).



TWO RESERVES: ONE TO GET STUCK IN THE LINES, THE OTHER TO GET THE FIRST ONE OPEN | JOEY CARRARA; PILOT: ELLA GAMBEL (WHOOOPS!)

PILOT: DYLAN HENRYSON

WHAT WING DID YOU FLY FOR THE CLINIC? Ozone Swift 5, MS

HOW MANY SIVS HAVE YOU DONE BEFORE THIS ONE? SIV #7

WHAT WAS YOUR BIGGEST GOAL FOR THE WEEKEND? Build muscle memory to tuck legs and engage core when flying a pod in turbulence

WHAT WAS YOUR BIGGEST TAKEAWAY FROM THE CLINIC? Fly with 2 reserves

WHAT ADVICE WOULD YOU GIVE TO A LOW-HOUR PILOT THINKING ABOUT SIGNING UP FOR THEIR FIRST SIV? Consider the E2E experience to stay fresh and present -- i.e., sleep, nutrition, hydration, temperature, gear, hygiene. At my first SIV at Pleasure Cove, I stayed at the lower campground where music / parties went until 4am -- not ideal!

PILOT: JULIE SPIEGLER

WHAT WING DID YOU FLY FOR THE CLINIC? Brand new Ozone Alpina 4 (about 30 minutes on it at the coast just to make sure it was intact :-)

HOW MANY SIVS HAVE YOU DONE BEFORE THIS ONE? This was my 4th with Dilan and I think I've done 6-7 with other people.

WHAT WAS YOUR BIGGEST GOAL FOR THE WEEKEND? Practice my skills and see how the Alpina 4 reacts so I can be confident flying it this season.

WHAT WAS YOUR BIGGEST TAKEAWAY FROM THE CLINIC? In my most likely throw scenarios I'll need to throw really hard. For a while people said as long as you get it out there it will work, but that didn't seem a good odds game to me. Also, I need to do more strength training (as always).



WHAT ADVICE WOULD YOU GIVE TO A LOW-HOUR PILOT THINKING ABOUT SIGNING UP FOR THEIR FIRST SIV? Becoming a good pilot takes time, and that also applies to SIV. But it's a fantastic way to understand your wing and your limits. Don't assume you'll be ready for acro after one SIV, but you will learn a lot every time you do one - and the skills will grow and develop more fully over time. So start as soon as you feel fully confident in your launches, landings, and coordinated turns, and be prepared to go at your own pace in order to get the most out of the experience.

WELCOME, NEW MEMBERS!

Please join us in welcoming our new WOR members from the first trimester of 2023. We hope you all enjoy wonderful flights at our WOR sanctioned sites this season. If you have any questions about the club, the sites, or are looking to get more involved with WOR please reach out to Jenn Lauritzen, our [Membership Services Director](#) or any of our Site Chairs for more information.

January

Gregory Anderson
Klaus Ashorn
Sean Corbin
Rachael Corbin
Lincoln Green
Toni Greiner-Stoffele
Claire Jenkins
Jonathan Karpfen
Sean Noble

February

Malik Karim
Dick Kikuyama
Aaron Levy
Tristan Williams

March

Jacint Peter Jozsa
Kristoffer Schmarr
Abhinai Srivastava
Wesley Sun

April

Doug DeGeorge
Aviv Elbag
Xiaoxing Han
Thomas Harlay
Timothy Hawkins
Paige Kasper
Johannes Koopmans
Patrick Mutuku
Stephan OBrien
Larkin OShea



A MESSAGE FROM OUR FRIENDS IN WOODRAT: STAR THISTLE FLY-IN

Hey Bay Area friends! You are invited to come fly the friendly skies of Woodrat, Oregon, next month. We are hosting the 45th Annual Star Thistle Fly-In from June 9-14th. It occurs before the Chelan events, so you can drop by on your way north. The event is inexpensive (\$80 includes the 5 day event AND visiting club membership good through the end of 2023) and is hosted by a fun group of folks. If you want to camp, we have secured a beautiful local campground (Cantrell Buckley in Ruch) for only \$70 for the entire event. Check it out - I hope you can join us.



Our club is newly dedicated to hosting events that target intermediate and progressing pilots because it seems there are more abundant opportunities for advanced pilots, but not so many events targeting the recreational or newer pilot. We will have coordinated rides up to launch and retrieve options inside the Woodrat Valley. We have a Saturday party and a new free competition that is being launched called the Woodrat Cup.

We have space for 30 in a beautiful river-side campground in Ruch for attendees (\$70 for the entire event duration) at the Cantrall Buckley Campground.



JULIAN LEMOINE

WANTED: YOUR FEEDBACK!

WHAT DO YOU WANT TO SEE? The *Flightline* Newsletter invites all WOR members to comment on and contribute to club publications. This opportunity extends to pilots of all ages, levels of experience, and wing types. Do you have a story you'd like to tell or a topic of interest you'd like to see covered? Did you take a photo you're proud of? We'd like to share it!

**SUBMIT COMMENTS, ARTICLES, OR PHOTOS TO
EDITOR@WINGSOFFROGALLO.ORG**

ALL CONTENT SUBJECT TO REVIEW