



# FLIGHTLINE

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ENES MENTESE'S SITE RECORD DOUBLE-FEATURE



# WOR NEWS

PHOTO FROM ENES MENTESE

## PROPOSED AMENDMENTS TO CLUB BYLAWS

The Executive Board is proposing some minor updates to the club's bylaws related to board structure and elections. The proposed changes are summarized as follows:

1. Change the new board transition date from January 1st to “within the first quarter of the calendar year.”
2. Allow members to run for multiple board positions (with some exceptions), and allow for a board size between 4 and 7 people.
3. Change the “Election Committee” to a singular “Election Administrator.”

### **Motivation:**

1. January 1st is a problematic board transition date for several reasons. It is a public holiday and in the middle of the holiday season while many are traveling and otherwise busy. It is also in the middle of the annual insurance renewal period, and a change in officers during this time is disruptive. The ideal transition date is shortly after insurance certificates are typically issued (typically March 1st). The proposed change helps to minimize disruption and ensure continuity and a smooth transition in the event of a change in officers.

2. Next, though there are 7 officer positions available, a board size of 7 people is not strictly necessary. California mutual benefit non-profit law and USHPA chapter SOPs allow for people to hold up to 2 positions (with some exceptions) and for there to be a minimum of 4 people serving on the board, but our current bylaws prohibit that. The proposed change allows for people to hold multiple positions, and for the board size to be between 4 and 7 people.
3. Lastly, an “Election Committee” has not proven to be necessary in previous elections, thus we are proposing removing the requirement to form a committee, and instead, to only have a single Election Administrator run elections.

For specific wording of proposed amendments to the bylaws, check your email for a message sent from [secretary@wingsofrogallo.org](mailto:secretary@wingsofrogallo.org) on 9/27/24. **A voting period on the bylaws will open on approximately Oct 18th for about 1 week, in advance of the club's general election in November.** Please read section 7 of the current bylaws for details on amendment procedures, and look out for an ElectionBuddy email in the coming days with the specific details. All members are highly encouraged to vote! Please reach out to [secretary@wingsofrogallo.org](mailto:secretary@wingsofrogallo.org) with any questions.

## **ED LEVIN: ROAD & UPDATED SITE PROCEDURES**

**Road:** We are pleased to announce that the road to the 1750' launch at Ed Levin is open! Thank you to our Ed Levin site chair, Mike Briganti, for diligently liaising with the park. Please drive slowly on the road and avoid spinning tires to help cut down on wear and tear, especially on steep turns.

### **Site procedures:**

1. Site introductions are no longer required to be received from a member of the Site Introduction Team. Instead, a site intro can be given by **any P4/H4 with significant experience flying at Ed Levin**. A checklist with important site information to cover will be provided to P4/H4s wishing to give site intros.
2. The minimum rating requirement without further restriction for HGs at the 600' launch, previously H4, **is now H3**. The new requirement is as follows: **H3/P3** or **H2/P2 + 3 flights** from at least 300' + site intro and first flight with a P4/H4 with experience flying at Ed Levin.
3. The minimum rating requirement without further restriction for HGs at the 1750' backside launch, previously H3, **is now H4**. The new requirement is as follows: **H4/P3** or **H3/H2/P2** with instructor supervision.

## NOMINATIONS FOR UPCOMING ELECTIONS

Nominations will open soon for the 2024 WOR Officer elections - there will be vacancies on the board for the upcoming year as we thank some of our outgoing officers for their hard work. Keep an eye out for a nomination form in the coming months and reach out to a current officer with any questions about time commitment, duties, etc. More information about board positions can be found in the [club bylaws](#).

### FROM MEMBER SERVICES DIRECTOR, JENN LAURITZEN

We had 53 new members join WOR over the summer months. We also had a big group of pilots gain access to Ed Levin, The Stables, Mission Peak, and Windy Hill through our Site Intro Committees. Please join me in welcoming our new members to the community and thanking the team of volunteers who give their time for site introductions. Without them access to these amazing sites would be much more difficult.

Richard Abihabib

Shiqi Ai

Jason Bathrick

Kyla Bollinger

Allison Brady

Bjorn Broekman

Jessica Brown

Mirko Buholzer

Luca Caviness

Iris Chang

Bret Cooke

Jackie Dai

Violet Davis

Kevin Delgado

Jan Drgona

Miguel Elias

Nathaniel Escribano

Bo Frazier

Bruce Grieve

Mau Guerrero Gaona

Adam Guerrieri

Martin Gunst

Alyssa Haack

Antone Haley

Carlin Hefner

Feridoon Ibrahimi

Zeth Kinnett

Fanyun Kong

Mihir Kurande

Geonhee Lee

Wei Li

Christopher Lyall

Jenni Mabey

Antonia Mou

Cris Neckar

Marta Nowotka

Carter Ochi

Semen Pantuev

Mark Pomykacz

Eyal Posener

Stuart Rickard

Michiel Segeren

Julian Sison

Darren Stuewe

Gabriel Taboada

Franz Tavella

Pawat Unjitwattana

Theo Wang

Caroline Warren

Felicia Xiao

Tianyi Zhao

Lena Zheng

# MISSION PEAK & WINDY HILL BACK-TO-BACK SITE RECORDS



WRITE-UPS BY ENES MENTESE

## **Mission Peak Site Record (168.54 km)**

**August 24 2024**

I was excited to fly today, finally getting the chance to test out my new wing, Advance Omega ULS. The conditions looked promising for Mt. Vaca the night before, but by morning, Mission Peak seemed more favorable. I wasn't aiming to break any records—just hoping for a nice flight, some team flying with friends, maybe some cross-country. With nothing else on the agenda, I woke up early and headed straight to Mission.

As I loaded my gear into the car, it started raining in Berkeley. For a moment, I questioned whether flying today was a good idea, but with the weekend free, I decided to go for it. By the time I drove through Oakland, the rain had given way to sunshine, and I was greeted by small fluffy cumulus clouds—a good sign.

Conditions at launch were perfect by 11 a.m., with healthy clouds signaling strong thermals. Robert Barlow, who had taken off from Ed Levin 20 minutes earlier, was making it look really good.



PHOTO FROM ENES MENTESE

It was definitely time to launch, especially since there was a chance it might shade out soon with all the clouds developing. I managed to launch in a good window and followed Rob up to cloudbase over launch. Rob kept pushing south past Ed Levin, so I followed. But once I got over Ed, Rob turned back north, which was a bit disappointing since I was hoping to team fly farther south with him.

Undeterred, I cautiously continued south, but the climbs were strong and there was a nice tailwind. As I pushed deeper towards the terrain, I grew more comfortable. The clouds were inviting, and birds were marking the thermals. The clouds were forming quickly and drifting away from the thermal sources. The sky was constantly changing, and it was a real joy reaching cloudbase and flying through the wisps as the clouds grew.

One of the main challenges flying XC south from Mission is avoiding the Class D airspace from San Jose Reid-Hillview County Airport. This can be tricky since the conditions aren't always good enough to stay high and maintain safe LZ options (without a long hike). But today, I was high enough and well clear of the airspace, so it wasn't an issue. In fact, I was tempted to push even deeper into the terrain, especially near Mt. Hamilton, where the clouds looked fantastic and birds were rocketing up. I could have easily made the move, but I resisted the urge, knowing that if it didn't work out, it would mean a very long hike out. In hindsight, this was a mistake. I later learned that Razi, Dan Z, and Ismo took a deeper line over Mt. Hamilton, which was the right move. I wasted time in weaker climbs by not going as deep, but it was still working, and I was making progress.

The convergence was definitely deeper in the terrain, and the wind was pushing me towards it. But I held back, not knowing the others were on my tail taking the deep line. Regardless, I made it all the way to Pacheco Pass (Hwy 152), avoiding shaded areas and seeking out sunny spots that lined up with the wind. I got low a couple of times, thinking I might have to land, but my gambles paid off, and I topped up near Pacheco Pass. Now it was time to glide towards Hollister and potentially claim the site record, previously held by Dima Va at 87 km.

However, there was a crosswind and no clouds in that direction. I was tired, ready to end the flight. But it wasn't even 3 p.m., and the convergence was clearly to the east, heading south along Hwy 5—a good 40 km away across terrain with no discernible roads. I hesitated between flying to Hollister and ending my flight there or continuing along the convergence where I would have to fly at least another 40km to make it to another city.

Finally, I snapped back and decided to push farther—the day was still young. I made it south of San Luis Reservoir. By this point, my phone's battery had died. I hadn't expected to fly this far or long; I had even planned to swing by the office after my morning flight.

I spotted Los Banos to the east with small scattered clouds leading to it, and the strong convergence heading south. I decided not to push my luck and began flying in a way to maximize my chances of getting home that night. But as I reached Los Banos, my altitude was maxed out, and the small clouds had grown significantly. I wasn't coming down anytime soon.

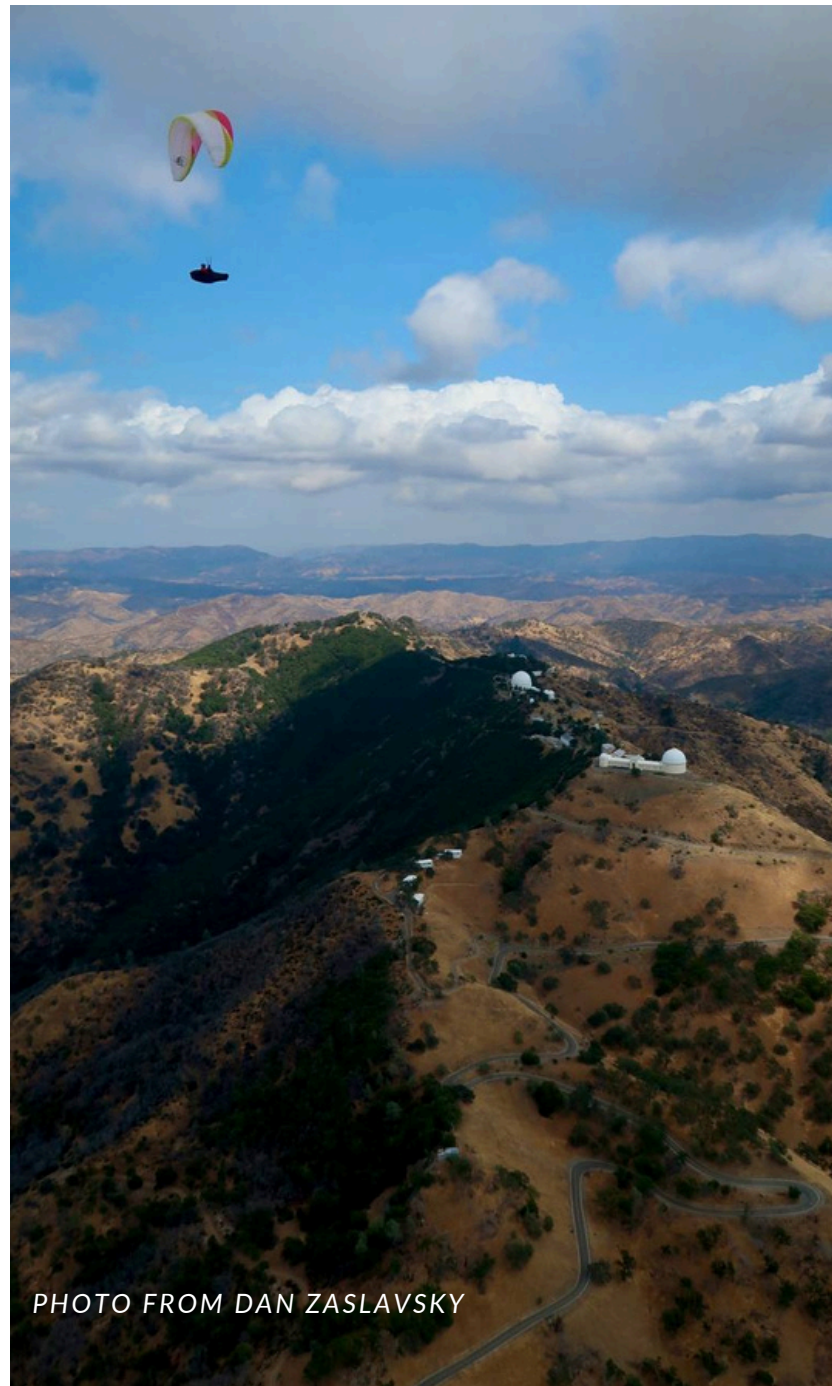
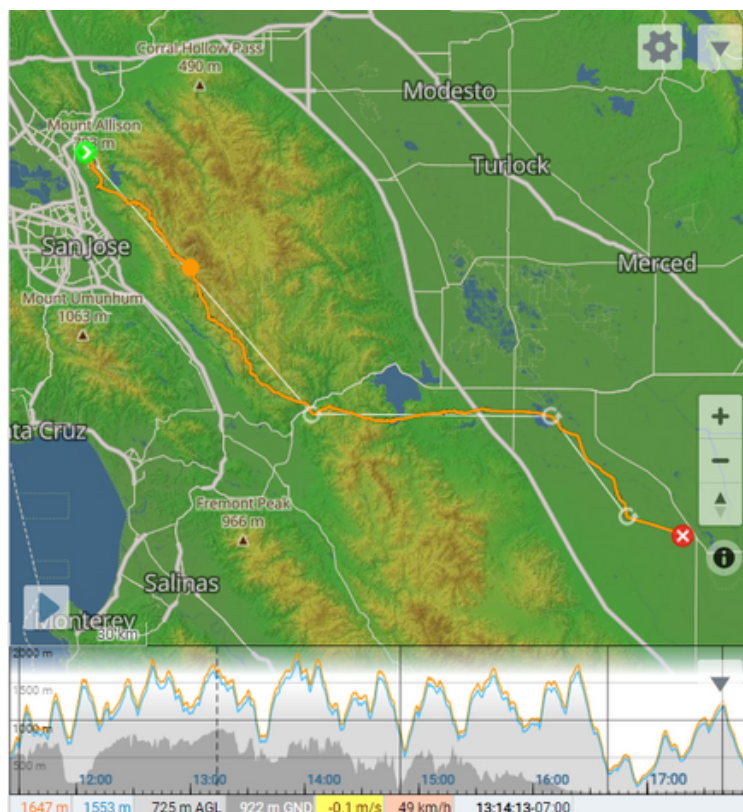


PHOTO FROM DAN ZASLAVSKY

Rain was just north of Los Banos, and a north wind was pushing it towards me. I decided to land in the next town and push southeast, but that was a mistake. The north wind had an eastern component, and I was now under shade with no big towns lined up with the wind direction. My glide wasn't great, but I kept pushing towards Dos Palos. I was pretty sure I'd land halfway to there, but I clung to the tiniest lift, working it and correcting my heading during the glides. In this way, I made it just outside Mendota, landing on a dirt road between two huge tomato fields—a pleasant landing with decorative streamers everywhere.

With my phone dead, I wasn't sure how far I'd flown, but I knew it was well over 130 km, definitely a record flight. That is until I charged my phone enough to see that I wasn't the only one who had an awesome flight. Julian, Lynsey, Dan Z, Ismo, and Razi all had spectacular flights too, taking some amazing lines. Ismo and Razi flew deep and straight along the convergence all the way to Panoche Road by Hwy 5—just about a 20-minute drive from where I landed. I checked Lyft for a ride over to them—\$235! So I decided to try hitchhiking, but to no avail.

Thanks to Ben and Anna's efforts and initiative, driving two cars and delivering one to Dan Z so he could pick the rest of us up so that we could get home that night and without breaking the bank. It's really thanks to our awesome community of pilots that big flights like these are becoming more and more achievable. We're supporting and inspiring each other constantly. Thanks, everyone. I'm pretty sure this record will be broken soon now that we're getting more comfortable with the deep terrain.





## **Windy Hill Site Record (123.84 km)**

**August 25 2024**

After the incredible record-breaking day at Mission Peak, Razi, Dan Z, Lynsey, and I were filled with excitement for what the next day might bring. We debated between launching from Mt. Diablo or Windy Hill, as both spots looked promising. Justin jokingly suggested Mt. Diablo to protect his Windy Hill record. I was fine with either site, but somehow we settled on Windy Hill—let's give Lynsey the credit for that decision. Deryek joined us, and we carpooled to the launch.

Razi launched first, making it look far from easy. I followed soon after, and as I headed towards him, he began working some lift. Before reaching him, I started sniffing out something promising, and soon we both linked up with the core. From there, it was smooth sailing up to just over 1,000 meters. The views were incredible; we could see all the way to the ocean from Windy Hill. We took our time, staying high and shifting south along the ridge every time we topped out in a climb. We hoped the others would join us, but it seemed we were on our own for now.

I had flown Windy Hill a few times on good days, so I knew where to expect the strong climbs. Today, the ceiling wasn't as high as previous days, but there were a lot more climbs closer together, making our glides short between them. We made our way to Black Mountain, which on previous flights I had reached by pushing east and working my way around the front side.



This time, we cut straight to it from the back side, arriving low, with those intimidating powerlines farther down the mountain. On all my previous flights, those powerlines had never let me down when it came to finding a ripper, and combined with the wind direction, I knew something would be there by the station.

We were low but close, scanning the area with what little altitude we had over the peak. I pushed out into the headwind towards the ridge of the mountain and the powerlines, but Razi was too low and chose to top-land rather than risk an encounter with the powerlines farther down the ridge. As he landed, I found the climb. It was heartbreaking to see my air buddy end his flight—I immediately regretted not milking our previous climb more so we could have arrived at Black Mountain with more altitude. Sorry, Razi.

That definitely was a crux because the climbs only got better from there. I took a line slightly deeper than I had on previous flights, even though I wasn't as high. Every time I fly this site, I seem to get more comfortable flying deeper. This approach worked well, allowing me to breeze past sections that had previously taken more time to get through. I made it to Los Gatos with ease. The jump from Saratoga to Los Gatos is always a crux, especially because there are no landing options in between—any parks or soccer fields were hidden under the sea of trees. But sticking to the powerlines worked perfectly; I didn't bother with anything else, knowing the best thermals are always along the powerlines. Once I got the altitude, I was able to make glide no problem.



Over the Lexington Reservoir, I was tempted to follow the powerlines up Mt. Umunhum, but the risk was too high—if it didn't work, I'd have no escape. And I wasn't getting high enough to make the transition with confidence. Instead, I positioned myself north of Mt. Umunhum where I had more landing options. Then I could safely work my way up that face which worked really well. It was a long glide out to civilization over dense forests with nowhere to bail, but I convinced myself that taking the high terrain was the way to go. I reached Mt. Umunhum and flew over the Guadalupe Creek Overlook, but with little margin. I needed to get higher to make it all the way through, which meant deeper flying. I was hesitant to fully commit, as Loma Prieta looked much higher than I was. I tried but chickened out, pushing east—and, of course, I got low.

Several times, I picked out openings between the trees that I thought I could squeeze into for a landing. Each time, I flew towards them over features that looked like they might kick off some lift, and sure enough, I managed to climb enough to keep going. I was now past the thick of it and up high. Last time, I made the mistake of leaving the mountains too early. This time, I reached 1,300 meters by Mt. Madonna and Hecker Pass, rewarded with an incredible view of Watsonville, Monterey, Santa Cruz, and the ocean. It was truly a treat. I was tempted to try and land in Monterey, but I knew my flight wouldn't last long if I headed for the ocean. Instead, I aimed for Gilroy.

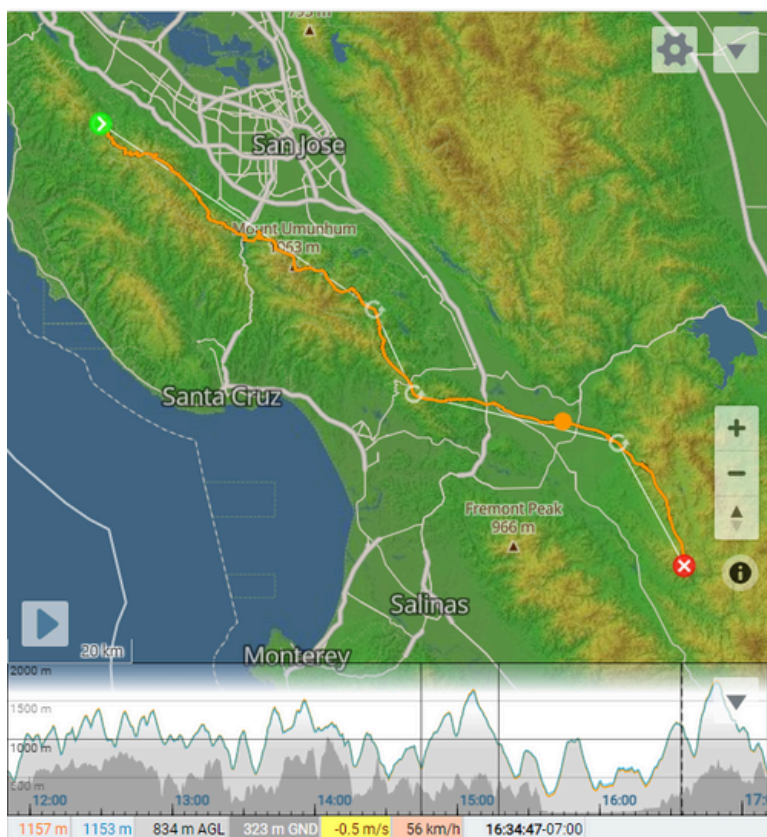
As I lost altitude, I still had a lot of terrain to glide over. I feared I had taken too long to make the move and would end up landing in some rural area with at least a two-hour hike. But no, I found something again on my way to a landing spot. Okay, surely I'll be landing in Gilroy now that I have it in glide. I was low enough to read a sign at a garlic shop by a highway intersection stating they had moved to a new location. Lots of landing options, but I had a little altitude left and a nearby powerline intersection that looked juicy. Sure enough, I was back in the game. Alright, starting my glide downwind towards Hollister. I might actually take Justin's record (97 km). I sent him a message to get his blessing. He had landed on the far side of the Hollister airport. It didn't look like I could make the glide that far, especially near an airport where I'd want a bit more altitude to play with. I was getting low and still far from my goal. The first bit of lift I found was weak and scattered, but it kept me in the air. Even if I didn't climb much, the wind was pushing me southeast over the valley. I knew I'd have better luck finding a solid climb if I survived long enough to make it to the other side of the valley.

Working the weak lift and frisbeeing downwind, I was able to make it across. I was pretty sure I had beaten Justin's record, as I could see I was 100 km from launch. I saw a sailplane circling high above Coyote Peak—the day was still on!



I got up and kept heading south. I was leaving civilization again, but much later in the day now. I was cautious, the convergence kept me on the terrain, but I would eventually need to make my way towards Paicines or Hwy 25 which linked to it. Before the last bend of hills, I caught a climb but saw a bird just downwind of me climbing faster. I darted over, but there was nothing there. With the tailwind, my best bet was to glide downwind, where I ended up landing—but not without a short fight.

I had an unbelievable flight with some of the most epic views I've ever witnessed. I was elated but far from civilization, so the adventure to get home began. Before I could even finish packing, I saw Dan Z and Lynsey driving up the dirt road to my rescue. They drove right past me until they disappeared over the hill. Luckily, we had radios, so we played a bit of Marco Polo until they found me.



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