

FLIGHT LINE

>>

The publication of the Wings Of Rogallo Northern California Hang Gliding Association
Volume-107,Number 4 April 2004



Cover Picture taken by Jason Boehm: Having fun at Torrey Pines

Want your photo on the cover? Email them to editor@wingsofrogallo.org with a brief description and the reason why yours should make cover :-)

Index:

1. [What's new](#)
2. [Editors Turn & What are you thinking?](#)
3. [Meeting minutes, Site reports](#)
4. [Events & Thermal Indices](#)
5. [Pilot Profile](#)
6. [Classifieds](#)
7. [Classifieds cont](#)
8. [Meeting](#)

WOR Officers

President

Phyl Hamby 510-429-1020 (h)
510-469-6566 (cell)
president@wingsofrogallo.org

Vice President

Wayne Michelsen
650-386-5100
vicepres@wingsofrogallo.org

Treasurer

Don Herrick 408-718-6527
treasurer@wingsofrogallo.org

Membership Services

Carmela Moreno 510-490-2398 (H)
408-435-2470 (W)
memberservices@wingsofrogallo.org

Secretary

Paul Clayton 408-399-5348
secretary@wingsofrogallo.org

Flight Director

Pat Denevan 408-262-1055
flightdirector@wingsofrogallo.org

HG Observer Coordinator

Mercury Freedom 408-353-2383

PG Observer Coordinators

Kathy Wilde 707-556-3672(H)
650-279-1095(M)
wildeblu@sbcglobal.net
Kim Galvin 510-748-0451
Kim_Galvin@mpsh.com

Editor

Alec Chattaway
429 Hyde Park Dr
San Jose
CA, 95136
wor@chatty.org
4082307388 (M)

WOR Soaring Forecast
408-973-1976
Mt. Diablo Weather Robot
925-838-9225
Ed Levin Weather Robot
408-946-9516

WOR Business
PO Box 361885
Milpitas, CA 95036

WOR Web Site
<http://www.wingsofrogallo.org>

Editors Turn:

Busy month for me this one.. Ever tried to move house and remodel at the same time? I ache all over (anyone know a good inexpensive gas fitter ? :-). Wish I'd been flying! No airshow news this month so you have two pages of ads. Still some flying was had and the season is upon us. It seems that there are fly-ins and friendly comps most weekends somewhere within reach. People are venturing away from mission and diablo and I know some got 1500 over at Ed this Sunday.

The web site has gained a new message board that should be a bit more structured and less likely to see unwanted anonymous postings. Seems to be being accepted quite well. You do require cookies for this to work as only registered users will be able to post and when I get my finger out and get the online db done this will be tied in.

All feedback so far for the flightline has been positive. I'd still like to see some negative or change related feedback as I never get anything right first time ...

We also have a couple of member articles this month, hope you enjoy them as much as I did.

Ed

Somebody is probably thinking the same thing... By Eric Carlson

My flying season starts:

Simple pleasure starts with the driving ala' windows down again. I am not tired.

I am not wide awake. I am very happy to be thinking about nothing other than flying. Glad that soon I will no longer have to endure mere dreams about space. It's space I seek. Space between me and the ground. Space in my head for nothing but images of circling.

Looking for my friends of feather, friends of dacron, and friends of prop (although wearily) in that space. The six cylinders strain a little more

in the altitude on this road. Like a four legged companion, it utters no real complaints. Happy to be away. Away from chaos lined by road reflectors and diamond lanes. A brief punctuation of my thoughts. Anticipation similar to my adolescent end of season holidays.

The fresh air of the mountains pours into lungs. << >>

The smell of Jeffrey Pine marks the beginning of my long awaited solace. My check lists completed. The traveling to launch almost at an end. I slow to turn towards the set up area. Brightly colored nylon, dacron, and carbon fiber gradually fills my view. I can see it being unfolded and made taught. I hear battens behind me spill to the ground. No longer insulated by four rubber tires, we unload. My face moves out to feel for invisible changes. A puff... like a gentle brush of sweet lips graces one side. Then quickly the other. Not to worry, it's only rotor rolling over the gliders poised to go over the rail.

Traditionally, I step over and to the edge. Ah, a

steady stream of warm air is there to greet me. It subsides. I look out towards the horizon. Dew point clearly visible. Solitary clouds tilt and drift contentedly.

Fed by a cooling earth. Power not yet fully unleashed. We've come to take advantage of this secret energy. Giddy with guilt at times. Respect and appreciate. Hoping to be acknowledged and allowed to ride. Behind me, unfamiliar pilots raise two V like fingers to unfamiliar neighbors setting up. Locals listening discreetly

to strange voices from another town. It's their site... gotta' keep it open. Familiar foes poke fun at the new array of fashion less sun shades adorning the heads of air horny passion freaks. Say what you want... just remember to clear your turns and tell me where the lift is. Where's the kid with 22 hours. Is he ready to go yet?

Soon it will look like baby turtles coming out of sand. Who's driving? Screw it. I'll thumb it if I have to. Stuff those battens.

Check those wires. Get in line... it's time. Over the rail. Clear the harness. Wire help at the ready. Flying buddies behind me. Flying buddies searching above me. The pros are leaving. Chase vehicles swerve onto the road to get underneath. Only briefly do I hear the crunch of gravel underneath my feet. Away from the hill I pull a cord. The air begins to slip around me with less effort as I go prone. A quick metamorphosis and I appear insect like to the "non-believers".

Continues on Page 4...

March 2004 Minutes - by Paul Clayton

New Members/Guests

Dennis Menger - HG student.

Great Flights

Phyl Hamby - Flew Ed Levin on Sunday.

Mike Vorhis - Golden Eagle flight last May.

Don Herrick, Wayne Michelson - Flew at a site south of Hollister.

Paul Clayton - Flew from Juniper launch at Diablo.

Presidents Report - Phyl Hamby.

Phyl is putting in a target circle at the Ed Levin LZ.

Vice Presidents Report - None

Treasurers Report - Don Herrick

Income is still exceeding expenses due to membership renewals. The budget for 2004 has been posted on the WOR website.

Membership Services - Carmela Moreno

292 people have renewed their membership for 2004.

Flight Directors Report - Juan Laos

Juan has written an article for Flight Line, on the recent mid-air collision at Ed Levin.

Ed Levin Site Committee Report - None

Mission Peak Site Committee Report - Steve Rodrigues

There is a waiting list for keys. RC pilots have been caught unawares by gliders approaching RC hill. The RC flyers have a special use agreement, and are authorized to fly in the area around RC hill.

Pilots doing touch and gos by launch should beware of gliders on launch. Be aware that commercial instruction is not permitted at Mission.

Mt. Diablo Site Committee Report - Steve Delayo

Guest pilots are required to have helmet stickers and a site intro before flying. The North Gate Ranger Station is to be used for landing only in emergencies. Earth Day observations are planned for the Mitchell Canyon LZ on April 24th.

Site Acquisition - Jim Woodward

The site acquisition committee is working with the Open Space District to open a launch on the back ridge in the Coyote park area. There is also a potential LZ in that area.

Silent Airshow - Mark Mullholland

Volunteers are needed to run various aspects of the airshow. There is/was an article in the newsletter that lists the tasks to be done. If you are interested, contact Mark at silentairshow@hotmail.com.

Old Business

Stan Boehm will lead a committee to look for alternate meeting places. Mike Vorhis mentioned Paradise Pizza as a possibility. Stan suggested the Milpitas Community Center.

New Business

Pat Denevan announced a launch and landing clinic to be held 28 April. An instructor evaluation will be held April 29th and 30th. Wills Wing will host Demo Daze on May 1st and 2nd. There will be a tandem clinic June 5th and 6th. Steve Delayo is now the rep for Flight Designs.

Entertainment - Ken DeRussey gave a talk on the history of foot-launched flight, with pictures of early hang gliders, paragliders and foot-launch sailplanes.

Ken is a pilot and instructor of both << >>

hang gliders and paragliders, has been flying about 30 years, and is currently running a glider museum in Washington state.

Prizes were raffled. 57 people attended.

END OF MEETING MINUTES

Mission Ridge Report for April 2004 by Steve Rodrigues

Spring is upon us, and Mission Ridge will soon be flocking with gliders. This is when we really need to pay attention to a few important safety issues.

When the wind gets strong, it is customary for paragliders to move lower down the hill in front of launch to set up in lighter winds. The only problem with this is that the lower aircraft is not visible to someone launching from higher up on the hill. The sudden raising of an inflated wing could cause a mid-air with someone launching from above who could have no idea that anyone was below them. It is important that everyone communicates their intent to launch, but the lower pilot has the best ability to do so, as the sound of their voice can carry down wind. Prior to launching, please yell loudly, "launching from below" or something to that effect to communicate your intentions. It is also a good idea to send someone to check the status of other gliders preparing to launch.

This same kind of communication is also needed when approaching someone flying a radio controlled airplane. R.C. gliders are only allowed to fly at "RC Hill", but the hobbyists are more than happy to share the air and cooperate with our needs. They do need some warning before we barge into the airspace, especially if we approach from behind. It can be startling to have a large aircraft enter your field of vision, and can alter the RC pilots depth perception and Continued page 4...

control of their glider. Getting hit with one of these gliders could do more than just hurt! Again, everyone should yell loudly, or whistle to let them know you are coming.

This last mention is directed to pilots intending to do a touch-and-go or top landing overshoot; Avoid doing so if anyone is on launch. Please think ahead, as you really don't want to be buzzing by launch as they run off!

Thanks in advance for flying safely!

Thermal Indices (and other weather buzzwords) explained - By Paul Clayton

When I last did a soaring forecast (accessible at (408)-973-1976 any weekend day), a pilot left a message asking what is meant by those thermal index numbers that the forecasters rattle off. He left an e-mail address that I couldn't make out on the recording, so I decided a brief explanation in a newsletter article might be helpful to him and others mystified by weather jargon.

A thermal index is a measure of thermal strength. When a thermal begins rising, it does so because it is warmer and consequently less dense than the air immediately above it. As it rises, it expands and cools. It will keep rising until its temperature, and therefore its density, is the same as that of the surrounding air. The difference between the temperature of the surrounding air and the temperature of the thermal is called the thermal index. If the thermal is warmer than the surrounding air, this is a negative number. The altitude at which

the thermal index reaches zero is roughly the point at which the thermal will stop rising. This is called the convection ceiling. The altitude at which the thermal is 3 degrees Fahrenheit warmer than the surrounding air (a thermal index of -3) usually corresponds to a vertical speed about equal to the sink rate of a foot-launched glider. This is called the top of lift, although the maximum altitude reached is partly a function of the gliders sink rate. A thermal's rate of cooling, assuming that it is not forming a cloud and therefore moisture is not condensing, is 5.4 degrees Fahrenheit per 1000 ft of rise. This is called the dry adiabatic lapse rate. This phrase means that the thermal is cooling purely due to its drop in pressure with increasing altitude, without condensing any moisture or exchanging significant heat with the surrounding air. The air around our hypothetical thermal is usually getting cooler too, although rarely at the dry adiabatic lapse rate.

The standard lapse rate, which is considered more typical, is 3.5 degrees Fahrenheit per 1000 feet. Typically, as the thermal rises, the difference between the temperature of the surrounding air and that of the thermal slowly decreases. This is expressed numerically in the thermal indices, which are large negative numbers near the surface, but usually decline to zero at some higher altitude. Positive thermal indices denote air above the convection ceiling, at altitudes only reachable with an engine. In a nutshell, large negative thermal indices (more than -10 or so)

indicate strong lift, whereas positive or << >>

zero thermal indices indicate no thermal lift.

I hope this clarifies the forecast jargon a bit. See you on the mountain.

Somebody is probably thinking the same thing..

...continued from page 2

The familiar sensation we all seek returns. I start my search. Shameless, I go back to familiar places of success. The opportunity to go where I have not gone before is a mere couple miles across the valley and beyond. I can go alone, I can follow, I can lead... I am on my way.

Upcoming Events.

April 17 & 18 [Marina 101](#) (Flying in The Sand Box)

Provisional September Silent Air Show

Local School events for for March and April

Apr 16 - 18 Eparaglide Hat Creek Trip richifly@eparaglide.com

May 22-23 Mission USHGA Instructor evaluation clinic contact mission@hang-gliding.com

Jun 5 -6 Mission tandem clinic contact mission@hang-gliding.com

Provisional June or July Advanced Paragliding Tandem clinic

HAM Tests

Apr 17th 10:30 am test only, Redwood City Main Library Contact [Sunnyvale VEC ARC](#)

WB6IMX@ARRL.NET, 408 255 9000.

April 24 2004 - 8am-5pm Ham Cram College of San Mateo. Contact Ross Peterson, 650 349 5349,

wb6zbu@arrl.net

Pilot Profile

These Young Uns

Second or successive generation pilots often have a bit of a hill to climb to show their worth, prove a point etc. This months profile shows that this is not always true. Jason Boehm has a very well known dad, but is an accomplished but modest pilot himself.

Q1: What got you into the sport?
I grew up around it, ever since I was a kid I saw my dad (Stan Boehm) flying, it was just a matter of time. When I was 16 he got home from work and said he had a book for me to read, "oh joy..." I thought, it was an instruction manual, by the end of the next day I pretty much knew it cover to cover.



Q2: Who/what was your main influence and why?
Once again, my dad. He's been flying for over 25 years, and has built up a great deal of experience and knowledge that I have tried to tap. He gave me the middle name "Hawk" so I guess it was inevitable.

Q3: What was your most memorable flight?
In terms of great flights, I'd have to say my second Golden Eagle. I launched and there were 5-6 gliders over launch(500-600 over) and I thought it was going to be great. Within a few minutes I was scratching over the road about 500 over the LZ, found 0 sink and worked it for a while as I watched everyone else go to the ground. Eventually that 0 sink became 50 up, and built to about 400 up I ended up topping out at 4800, over the towers (it may be the biggest climb I've

ever had in one thermal), and decided it was time to go to Mission. Flew from one circling hawk to another averaging about 500 down between thermals. It was great.



Q4: What are your favorite three flying sites?
Unfortunately I haven't flown all the sites I'd like to. But I'd have to say Mt Hull, Yosemite, and I guess Big Sur for its Beauty (even though I've only flown there once)

Q5: Any funny experiences that you might like to share?
Last year I was racing up and down the ridge at Torrey Pines right next to my school, and happened to notice a friend of mine with her friend, watching the waves. So I dove on them they never saw me till I was 30 feet over them howling in a steep bank, and yelling "Hey Jenn". The look on her face was classic, like "where the hell did you come from" So, I buzzed her a few times, did a few wingovers and went and landed, then went over to apologize for scaring her, she wasn't upset if you know what I mean..... she gave me some chocolate.

Q6: Any not so funny?
Tumbling my glider wasn't too much fun at all, did give me a new outlook on life though, I've also lost the desire to spin, which it turns out I don't miss.



<< >>

Q7: What else do you enjoy other than flying?
RCs, riding bicycles, motorcycles, diving, most anything where I get to move or get some air. I also love taking pictures of any of the above.

Q8: Who do you admire most in free flight and why?
The nature aspect. Even sitting on top of the hill watching the birds and the flowers. Climbing with a hawk or eagle in the same thermal as you and looking them in the eye, and you can almost reach out and touch them. Flying up next to clouds, or over wildlife, it's just peaceful, relaxing, stirs my soul. From the time I leave the ground to the time my I unhook, and maybe a few hours after that, everything else disappears and you are free.



Q9: What does the future hold?
Hopefully not another deployment. I'd like to do some cross country, get the perfect picture. I'd like to fly Yosemite when I turn 70, only 50 years away. Don't know what another 50 years will do to glider performance and handling, but I'd imagine it can only be good things.



Classifieds:

Classifieds are taken from the classified section of the WOR web site for the 30 days prior to publication (whatever will fit). Non web submissions can be e-mailed to editor@wingsofrogallo.org Classifieds are free, however non WOR member donations are encouraged through the Wings Of Rogallo web site donation page at www.wingsofrogallo.org/documents/donations.html

<< >>

Flexwings

WW Falcon-2 195 Test flown and ready for delivery. Reduced price due to 1/4 inch blemish on leading edge. Deep blue and bright red. Beautiful glider with several upgrades. \$2495.00. Buy now and get free shipping! airsports@hotmail.com

WW falcon 195 for sale. 1995, had a full tear down last year and got new side wires, keel, and 1 leading edge. has flared downtubes, finster wheel kit the fits on the outside of the control bar... Folding speedbar. Its in good condition with a few small holes that have been repaired and a couple light stains (its a trainer). This glider has got me through my hang 1-2-3 ratings and now its time for something I can loop :) Glider is white with a bright orange leading edge, has some lime green as well. (basic falcon pattern) \$1750.00 obo rracerh2@hotmail.com email me for pictures or for more info.

Moyes LITESPEED 5 Dacron blue/white sail. New flying wires and sail off inspection, ready to FLY! Located in Southwest Washington. Hurry before its gone, spring is here! PRICE REDUCED TO \$2,500!! hangcheck@yahoo.com

WW Fusion 141 150 hours. Great condition. Small rash on LE from dust devil attack. Asymetric sail pattern red w/ blue tip. Folding speedbar. Photos available. \$800 wayne.m@iname.com

New Falcon 170 only 2500 Bucks I took delivery on 11-30-03 from my Wills Wing dealer. I flew it at our local training hill a couple of days now and once off Dunlap. I haven't even sent in the registration and comments cards. The serial number is 27518. It has blue and green leading edges with a white trailing edge. I have pictures if you would like to see them. I can e-mail them to you. I am now lowering the price to \$2500, that's with the wills wing ball cap. I am starting a school and I think a couple of used Falcons of various sizes would be better than one new Falcon. I am located in the central valley but I will deliver to LA, San Jose, or Reno for gas. If interested please e-mail joynmike1595@aol.com or call Mike @ 559-280-4115.

WW Talon 160 Glider in great condition - 125 hours. No dents, dings, rip or tears. Orange US, hydranet trailing edge, spring battens, slipstream uprights. Located in Colorado. \$2900.00 Phone - work\days (970) 641-2937 Eves\weekends (970) 641-5654 skiphe Witt@usa.net

WW Ultrasport 147 This is the cleanest ultrasport you'll find. It only has about 12 hrs. on it. Everything is in brand new condition, or very close to it. Magenta is the main color, with pink us inlay, and teal tip. Very colorfull glider. Also comes with the hall wheels from WW, and a vertical fin for the keel. You won't be disappointed!!! I'm selling to move up to a hang 4 glider. \$2150, and I'll pay for shipping anywhere in the cont. US. Email me for pics at vansemail@comcast.net, or call 708-259-4143

EZ RISER HANG GLIDER-ULTRALIGHT Has been in low humidity zero sunlight storage in Colorado. Expertly built,correct geometry, excellent condition. Heavier spars and sleeved where needed for engine. Harness,landing gear,storage bag, and roof rack. Yellow& white. Use as hang glider or add engine. Ready to go. 2500 dollars. papalama@juno.com 719 687-1280

Aeros Combat II 151 sq. ft Superb handling glider with all mylar sail, bright orange under surface. Sail in excellent condition. Mild deformation of left leading edge at nose junction from shoulder height fall in garage does not impair structural integrity. Many pictures available. Asking \$1900 in San Diego. Phone (home office) 858-277-5534. soaraholic@hotmail.com

Aeros Combat 2 160, mylar sail, microdrag control frame, carbon xbar, sweet flyin glider, 1 season excellent cond. \$2995 USD Santa Barbara Ca airgasm2@cox.net

Older Rogallo Wing Cared for, exelent cond. must sell all offers considered. (530) 222-3722 or: GREGORYR21@AOL

WW UltraSport 147 Excellent condition, <30 hours TT. \$1,400. 605-745-3959. jimtaulman@netscape.net

147 moyes xtralite orange green and white this is a good glider for someone thinking of getting a higher preformance wing jharper@ceva.net

Aeros Stealth III Oleg Racer 151 The 2001 Speedgliding Nationals were won on this glider (which has since been tuned back to factory settings). Very low airtime. Carbon crossbar, carbon faired base-tube, carbon hornor type wing tips. \$1700. Contact Rick Cavallaro 650-961-5735 rickcav@earthlink.net

Low hours Aeros Stealth 151 for sale \$1000.00 Looks like our storage for the glider fell through. We need to liquidate. It is a lovely glider, husband just doesn't have the time or health to fly it. It has less than 20 hours on it, been stored in a glider condo for the last few years. Have extra 2 or 3 Angle of Attack downtubes to go with it. This is a steal at this price. Contact Denise L. at gypsybear@peregrineconcept.com

WW 166 Ultrasport For Sale Bought new in 2001 for \$3,800. Glider is in excellent condition with about 65 hours total time and includes wheels, winglets, and 2 spare DTs - colors are red, white, and blue. Asking 1,800.00 or best offer. Glider is located in Connecticut. Email me for pix or questions at bdserv@hotmail.com

Litespeed 4 for sale \$2000.00 Going rigid. Mylar sale with custom sail work, aerodynamic control frame with extra downtubes and extra hardware. New flying wires installed last year. A steal at \$2,000.00 firm. The glider is in Vacaville. Contact Chris Gallagher 707-446-5336 cell:707-628-3389, work 510-245-4557. email: theirish@pacbell.net

Moyes XT 145 Good handling glider for novice intrmediate pilot would suit lighter weight person max hook in 200 lb pictures on request \$1500 donvermeer@sympatico.ca

Moyes SX4 Purple and white in great shape. Must make room for new LiteSpeed. Located near Seattle. Email for pics, call for more info or to test fly. Days 253/861-3838 or eve 253/846-6270 nstarbill@comcast.net

Paragliders

Paragliders for sale Arcus M, less than 50 h. good condition 1400.00, Epsilon 2, 28, only 5 flights, 1200.00, Pro Design Effect 32, Paratec Harness and Reserve all top 1650.00, Gin Oasis M, new DHV check, good condition, must sell, 1900.00, UP Vision S, magenta, 65-85 kg, less than 10 flights, 1200.00, Flight Design sx, s, very good condition, DHV 1-2 excellent handling and glide, 1350.00, Swing Stratus 4, very good condition, blue, white, small, 1350.00 808 895 9772 tofly@excite.com

gin gangster M brand NEW, DHV 2 Medium 87 - 105 kilos Orange and Blue beautiful 2000GBP or 3100euros normal price 2199GBP...\$3200 must be seen, mac at micmacbuy@hotmail.com

Mac Para 24 Trance \$1400 Mint Condition, 4 hours in the sun mostly kiting. Manufactured in 2001 rated dhv 2 .Company web site is www.macpara.com. my phone # is 209 742 6141 pbutler@sti.net

Mac Para EDEN II 28 50 hrs. \$1500 DHV 1/2, weight range 80-105 kg. Excellent condition, crisp, no stains, no tears, no repairs. With Mac Para backpack, inner sack, speed bar, manual, trimmers. extra thick risers...paramotor perfect micmacbuy@hotmail.com

Effect 28 -- \$900 good condition. Has about 50 hrs on it. Great beginner's wing. Easy to fly malekasara@hotmail.com

Other

Video Equipment for Sale. \$ 1,000 invested in Video Equipment. Canon ZR 25 mc. (video, and still photos) Extra long running battery, Bogen Super Clamp, Long cables for filming from tip of wing Small Board camera for tip mounting, New Tapes (mini DV) \$ 130 of Service work just done at Canon Factory. Over \$ 1,000 spent on all of this, Make Offer, Will consider trade for 2nd generation , (large) Topless , in good enough condition to put a trike under it. grincloudbase@yahoo.com

Glider racks for Isuzu Trooper. Just come and pick them up. I live in Mountain View but am moving and cleaning my garage this weekend and it will be a shame to throw them away. They are in good shape. Also available a full face light weight Bell helmet in excellent condition for a small fee (paid close to \$300 for it). Email ramyyanetz@aol.com or call (650)625-0633

Vario \$75.00 - (I've upgraded...) Brauniger Basis Vario, complete with mounting bracket and instructional booklet. Predecessor to the Brauniger AV-Pilot it looks pretty much the same. This is a complete vario/altimeter with all essential features for the entry level pilot. Works great, not sure why I'm selling it... allen.beverly@verizon.net

Power

SKY CRUISER,MOTOR R D M HERS IS A 2004 SKY CRUISER WITH 9 HRS ON IT, ALSO HAS WEIGHT SHIFT BARS , AND RESERVE (NEEDS PACKING) ALSO HAS TRAVEL CASE FOR IT (SAMSONITE), ALL FOR 5300.00, A NEW SKY CRUISER WILL COST 5300.00,,,,LOADS OF XTRAS, EMAIL FOR PHOTOS,,,,,,TOM tomthumb@citlink.net

Wanted

small hang gliding harness, I'm looking for a hang gliding harness that will fit a smaller pilot (between 5'2" and 5'7" tall). The harness would be used by pilots in the Berkeley hang gliding club. I can afford to spend only up to \$200 or so, but the harness will undoubtedly make many people happy so it's for a great cause! If you have such a harness or know someone who does, please, jshugart@berkeley.edu

Looking For K-4 Battens Lost full set of K-4 Plus Battens (embarrassing story). If you have a set that you can part with I will even tell you the embarrassing story. Sean Riley Denver, CO 303-697-7799 sgpr@mho.com

Used Flight Suit & Helmet, Vario Email, limbodude@hotmail.com

Klassic winglets, leecannon@saltspring.com

Looking for a used DVH 1-2 Medium glider, not too old. Got about \$1200 to spend malekasara@hotmail.com

VARIO WANTED 386-314-9616 I'm in Utah. thanks desertwilow@hotmail.com

Used Knee-Hanger Harness - good condition Need for tandem passenger pmerrell@uop.edu

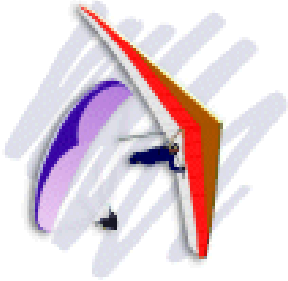
small compact winch for water towing I'm looking for a used winch that's still in good working order you can reach me at (541)956-9391 leave message skireid@earthlink.net

Training Harness Contact me if you have an old training harness you would like to see help someone new get into the sport. tim@bandangels.com

Laminar 13 KP I'm looking for an Icaro Laminar 13 kingposted model in excellent condition. e-mail or call 541-664-5915 Pacific Time. rodger@usa.com

<< >>

Space reserved for plumbers and general contractors able to perform magic on newsletters.



Wings of Rogallo FLIGHT LINE

VOL. 107 NO. 4 April 2004

To:

Meetings:

The next Wings of Rogallo Meeting will be Tuesday, April 20th at the Summit Point Golf Club in Milpitas near Ed Levin Park. Check the Wings of Rogallo WWW Page <http://www.wingsofrogallo.org/events/meetings/index.html> for details and directions.

Entertainment for this month's meeting will be...
Different from last month, and for those of you who have not changed your clocks yet you might get there early :-)