

FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO
NORTHERN CALIFORNIA HANG GLIDER ASSOCIATION
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If you don't send your Editor more material he'll run more grainy pictures of Australian ridge sites

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The Editor's Turn

Well, the collarbone is healing quite nicely. Indeed, it is healing with supernatural speed: the bone had pretty much knit in a little more than a week, I was back to the gym in a little more than two, and I'm almost back to my regular weight routine. It's all rather disturbing. I've been searching my apartment for pentagrams, signs of human sacrifice, and other evidence of a deal with the devil. And if black magic is, in fact, the explanation for the speed of this recovery, I must recommend it as a rehabilitation scheme. It's even covered by most HMOs, though you may have to give them your soul as part of their co-payment policy.

My glider also came through the experience almost unscathed. The sail had only one slight scuff on the leading edge, the control frame was untouched, the ribs were all fine. The only things broken were... well... both inboard leading edges and the keel. Oh well. A hang glider is an ephemeral thing. And my new wing should arrive any day.

There are a lot of events coming up this fall. The **WOR** will be hosting a *Women's Fly-in at Ed Levin* on September 22. In October, Hungry Joe plans to host an *Aerotow Clinic at Crazy Creek*. And in December through March (well, I guess that's 'late' fall) Juan Laos and Fabio Blancarte will host a series of *paragliding tours in Mexico*. Check out the announcements in this issue of the *FLIGHT LINE*. This issue also includes the stunning conclusion to *Big Air and Small Glories*, Paul Clayton's gripping tale of adventure, excitement, big air, and romance at the Wild West Regionals. Well, maybe there wasn't very much romance. But there was some big air and adventure, darn it!

Parking and Loading Inside the Main Gate at Ed Levin

by Wally Anderson

As most of you know, parking inside the main gate at Ed Levin even for purposes of loading up is prohibited by the Site Procedures, which read: "Parking is prohibited on the paved road inside the landing area even temporarily for loading gliders." In recent times, the practice has become commonplace and enforcement of the rule has been rare. Even some rangers overlook violations.

Last Saturday, I was "busted" for violating the rule. As a result, I was invited by Steve Pittman to attend a Site Committee meeting to discuss the violation, which normally would result in a one month suspension. The meeting was quite informative & I learned how much hard work takes place behind the scenes to maintain the site. The Site Procedures span five full pages of small type - a result of the club's continuing effort to work with the Santa Clara County Parks & Recreation Department and keep the site open. Many years ago, I remember when we were banned from flying in Santa Clara County parks. The ban was lifted only after lots of work by lots of club members, large turn outs at several Santa Clara County Board of Supervisors meetings, and lots of media coverage.

The no parking rule, among many others, was not instituted by the club, but at the insistence of the Parks & Recreation Department. The Site Committee believes (and I agree) that, although inconvenient, it is in the best interests of all club members to abide by the rule so as to maintain our good standing with our hosts. From now on, I will be doing all my loading up outside the LZ & doing my best to pass the word along to

everybody else to do likewise.

Thanks for listening & may your spirits soar,
-Wally

Women s Fly-In and Club Picnic, September 22

When — September 22
Where — Ed Levin park-Group picnic area.

Time for women to fly together! Friendly competition; duration, altitude and accuracy. **WOR** will provide the BBQ plus refreshments, pot luck for side dishes and dessert.

Volunteer HG and PG Tandem pilots needed. If you are willing to provide your services as a tandem pilots email Carmela at skyhighwoman@yahoo.com.

For more info, contact Kathy Wilde at wildblu@attbi.com or Carmela Moreno at skyhighwoman@yahoo.com.

Paragliding Tour: Mexico by Kim Galvin

From December 2002 through March 2003, Juan Laos and Fabio Blancarte will host 7-day paragliding tours in west central Mexico, including Tapalpa, the site of the 2002 Paragliding World Cup. This is arguably one of the best paragliding areas in Mexico, with 10 sites within a two-hour drive. Not only will you launch from a 15,000' volcano, but you will also soar the coast ridges and enjoy some of the best seafood in the world at very reasonable prices. The sites are in Jalisco, Colima and Michoacan.

The tours include pickup and drop-off at Guadalajara International Airport, transportation to all launches, lodging and other accommodations, including breakfast, lunch and cool drinks everyday. Also included are detailed site introductions with maps, daily meteorology information and retrieves, as well as thermal flying and cross-country coaching and instruction.

The cost is \$1500 USD (pickup at the airport on a Saturday morning and drop-off at the airport on the following Saturday). There is a \$500 USD deposit required. Credit cards are accepted. For more information, please contact:

Juan Laos
Phone: 925.377.8810
E-mail: juan.laos@realpvs.com

Continued from the June Issue of the FLIGHT LINE...

Big Air and Small Glories - The Wild West Regionals by Paul Clayton

[In our previous episode, Princess Desmerelda was kidnapped by the Dark Lord of Karson Cynk, who threatens to sell her to the notorious Gamemasters of Rheegno unless she reveals the secret of the dread Lapse Rate Suppressor. Pilots from throughout the West have gathered near the windswept ruins of McClellan Keep in a desperate effort to rescue her from his evil clutches and save the Galaxy. As a breeze line sweeps across the sinister waters of Uasho Lake, they devise a plan. They will race east in a desperate attempt to reach the mythical Silver Spring of Freedom. Can they possibly succeed? Or will they... wait a second.... that's the wrong previous episode. That's the previous episode to an entirely dif-

ferent story. This is the conclusion to Paul Clayton's story of the 2002 Wild West Regionals...]

Saturday promised somewhat more stable conditions, without the overdevelopment of the previous day. The task was McClellan to Silver Springs, a distance of 28 miles. The launch window was again 11:00 AM to 1:00 PM. On launch, the wind was light from the west, and two wind technicians soon launched and sank out, showing little evidence of thermal activity. The wind soon turned north to northeast, discouraging the competitors from an early launch. One pilot attempted to launch, with the wind crossing to down, but pounded in with a resounding WHACK! Unfortunately for him, his glider suffered a dented leading edge, ending his flying for the weekend. The cry went up from the other pilots "Hey Ray, are you gonna extend the launch window?" Ray said that if nobody got off the hill by 1:00 PM, he would extend the window to 1:30. The fliers eyed their watches, and each other. Finally, at 2 minutes to 1:00, Mike Frey sprinted off the hill, effectively freezing the launch window. This meant that the rest of us would be timed from 1:00 PM, regardless of when we actually took off. One by one, the other pilots chose the best cycle they could find and dashed off the hill. There were a lot of exciting launches, but the rest of the field got in the air without mishap. Mike Vorhis showed us his speed gliding launch technique, and got off cleanly. Alan Kenny struggled to keep his wings level in the crosswind, and seemed to be having control problems once in the air. His borrowed glider had been tweaked out for speed gliding, and hastily adjusted to make it "safe" in the big thermally air. Every time he turned right, it seemed to want to go into a spiral dive. Lift at launch was almost entirely thermals, as there was

too little westerly wind to produce much ridge lift. Your Humble Narrator stumbled into a strong thermal while below launch, and climbed to 10000 ft. Others were not so lucky, especially our faithful editor Paul Gazis. Paul was forced to land in a small valley between launch and the campground LZ, and pounded in, cracking his collarbone.

The lift on course was good, with less cloud cover than we had seen the previous day. Pilots reported reaching 12000 to 13000 feet. There was also a lot of sink between thermals, and a light headwind in the last few miles to goal. This caused some pilots to misjudge the glide, and land short. I observed one glider half a mile from goal, hopelessly low, with the pilot undoubtedly hoping for a miracle. The glider continued on a beeline to goal as it merged with its shadow. The pilot made no attempt to ascertain the wind direction or turn for landing, but flared as best he could. WHACK! Your Humble Narrator arrived at goal high enough to check the wind streamers and made a respectable landing. The day was won by Rich Burton, with a time of 1:19. The standings were now Rich Sauer 1st, Dave Seaburg 2nd, Pat Bowen 3rd, Chris Giardina 4th and Bill Sodequist 5th. Mike Frey's aggressive strategy had come to naught, as sinking air smote him to the ground short of goal, and he was now 19th. Ken Brown had landed just short of goal and dropped to 13th. Meanwhile, Sabrina Mih had gone over the back for her first cross country flight, making about half the distance to goal on her WW Eagle. Alan Kenny struggled on with his misbehaving wing, and made three fourths of the distance to goal (and a safe landing). All told, 28 pilots launched, 23 went on course, and 17 made goal.

That night, the competitors, offi-

cial and support personnel gathered at Micasa Too, a Mexican restaurant in Carson City, to drink, eat and swap stories. Ray awarded a T-shirt to the unfortunate pilot who damaged his glider that day, for "most entertaining launch". After dinner, the group dispersed for another night of fun and frolic in the greater Reno area.

The next morning, mare's tail clouds showed evidence of a building high pressure system, but the forecast still showed ample instability for some great thermal soaring. Winds at launch were light from the west to southwest, and stayed that way as the competitors set up their gliders. A few of the fliers had had a bit too much of fun and frolic the night before, but 23 people prepared to take off. Alan Kenny met with the owner of the glider he had flown the previous day, and made further adjustments. Due to the favorable conditions at launch, all of the competitors were in the air by the time the launch window closed at 1:00 PM. It was a classic McClellan day, and most of the competitors were soon on course. Your Humble Narrator climbed out with one of the Fairly Serious Guys. Around and around we went, with the other pilot staying right at my 6:00 position. He finally turned inside me and got above by about 50 ft. Soon he was heading east at 9500 ft, with me attempting to follow. He soon was far ahead and far above. Not sure how he did that. Stopping to work a light thermal south of Virginia City, I spotted a glider on the ground in some very rugged terrain. A tiny black speck could be seen moving back and forth behind the glider, so clearly the pilot was OK, and breaking down his wing. It turned out that Pat Bowen had headed straight east at 8500 ft, over the "dinosaur country", and found no lift. Another contender had landed short, ending his chances. I elect-

ed to go straight down Highway 50, over the valley. There was strong sink in the valley, and I sank to about 1000 ft AGL, but a low range of black basalt hills promised lift. Over the hills, the lift was strong but broken, and I slowly drifted east. A few minutes later, Mike Frey arrived over the low hills, also hoping to get back up. Meanwhile, Mike Vorhis and Alan Kenny had landed in the valley, and we chatted on the radio. The lift was so difficult to work that I turned down my vario, but to no avail. I finally conceded defeat and headed for the highway, with harness unzipped. At about 400 feet AGL, I hit the first solid thermal since leaving launch. Soon I zipped up and climbed to nearly 10000 feet. Mike Frey had also found lift, and cruised past as I topped out. We went on glide to goal, and encountered sink a good part of the way. I watched as Mike stopped to make a few turns in a thermal about half a mile from goal. I noted the place where he had found lift, and followed suit, arriving at goal at a comfortable altitude. Meanwhile the Usual Suspects had blazed to goal, with Rich Sauer posting the fastest time.

Later that afternoon, we met at the Nugget to distribute awards. T-shirts were awarded to Linda Sauer, Hang V driver, Jim Pad-dock, for first to goal on the last day, Roy Lautomo for flying in the contest the most years, and Mike Vorhis, for best performance on a kingposted glider. Mike protested that he a flown his topless Sensor on the last day, but no matter. Winning the contest for at least the second time was Rich Sauer. 2nd was Rich Burton, 3rd was Bill Sodequist, 4th was Dave Seaburg, and 5th was Chris Giardina. Thanks to all the folks who made it possible, including Ray and Jackie, Steve Tullis, John Lapham, and numerous others. Ray also gives credit

to his dog Dollar, who served as protest judge.

So ended another Wild Wild West Regional meet. The flying was epic, even though most of the Bay Area pilots were far down in the standings. But next year...

Coyote Lake

Update

by Gene Pfeiffer

On July 11th, the Santa Clara County parks and Recreation Commission held a special workshop for the Master Plan. Jim Woodward and I were in attendance and we answered a few of their questions. The main LZ is still on the proposal. We requested and they also discussed about finding a launch site on the front ridge. The Commission was generally in favor of exploring a possible launch site on the front ridge.

On July 15th, the task force held another meeting in Gilroy to review information presented at the commission workshop for the Western Flat area and make a final recommendation to the Parks Commission. Jim reported that the task force voted 5 to 4 in favor of checking the site for a possible launch site on the front ridge. On the August 7th meeting, the Parks Commission will take action on the Draft Preferred Alternative, and forward their recommendation to the Housing, Land Use, and Environmental (HLUET) Subcommittee of the Board of Supervisors for their review in either August or September.

On July 24th, Jim and I met with the rangers at Coyote Lake. Jim and I walked to the top of the front ridge from the parking area at the dam face. In 20 minutes we were at the top of the ridge. The wind was blowing straight

into the ridge from 8 to 12 mph. The buzzards were soaring in front of us. Some were coring thermal 400 to 500 feet above launch. The ridge has a nice clear knoll to launch a paraglider or hang glider. The knoll is only about 100 to 200 feet above a large flat area that can be used for landing. For a paraglider, it would be an easy walk back up the hill to try again. With a little lift, a paraglider could then reach the lower portion of the front ridge. The total elevation drop from the knoll to the bottom of the lower front ridge is from 800 to 900 feet. We were both favorably impressed with the possible site.

The site would be a walkup for paragliders, and hang gliders could use a bicycle to reach the knoll from the parking lot. There is an existing dirt road that I assume would be made into a trail. I think the site would be rated a P2 and H2. The bailout areas before a pilot reaches the lower front ridge are very large with very few trees. This site could be another entry level site until we would be able to launch from the back ridge (Timber Ridge).

[The Crazy Creek Aerotow Clinic has been rescheduled for this October. Check it out! It sounds like it should be fun! Ed]

Crazy Creek Aerotow Clinic

by Wayne Michelsen

To register for Aerotow clinic

Registration Deadline: Sept-1
Contact Hungary Joe: <cben-ti@pacbell.net> or 661.799.7349

AT Clinic Payment should be sent to:

Joe Szalai (aka. Hungary Joe)
23518 Lampara Drive,
Valencia, CA 91355

Clinic Location:

Crazy Creek Gliderport
Middletown, California (near Calistoga)
<<http://www.crazycreekgliders.com>><http://www.crazycreekgliders.com>

Aerotow clinic sessions (register by Sept-1):

Session-1: Fri/Sat Oct-4,5
Session-2: Sun/Mon Oct- 6,7
Session-3: Fri/Sat Oct-11,12
Session-4: Sun/Mon Oct-13,14

Aerotow clinic requirements (what you need):

Hang-3 or better / Hang-2 with 10 hours and instructor approval. Preferably a beginner or intermediate wing, or a vertical tail. Shoulder release and V-Bridal (available from Kenny Brown or Mission Soaring). Optional- Primary release (some loaners provided). Clinic cost \$275 (register and pay before Sept-1)

Aerotow clinic included (what you get):

4-hours of Aerotow instruction
3-tows to 1000' in glass conditions
2-tows to 2500' in thermic conditions
Completed Aerotow sign-off paperwork to send into USHGA

Recreational Tow schedule

Afternoons of the Aerotow clinic dates. Note: In the past, recreational tows were provided mid-week. Attendance has been low, so this will not be provided this year.

Recreational Tows requirements (what you need):

Hang-3 or better. Prior Aerotow certification. Shoulder release and V-Bridal.
Optional- Primary release (some loaners provided).
Each tow cost \$20
Crazy Creek Day use fee of \$10
Camping Fee of \$10 (if you are staying overnight)

Recreational Tows include (what you get):

Tow to 2500'
Lots of fun!

Official WOR Logo Competition
by Steve Rodrigues

WOR is announcing a competition to create an official **WOR** club logo. This logo will appear on the **WOR** letterhead, membership cards, T-shirts and many other places as well. Ideally, the logo will work in black & white, as well as in a reduced size. Everyone is invited to participate. The deadline for submissions is the August 20 **WOR** meeting. Logo entries will be printed in the September *Flight Line* and posted to the **WOR** web page for review. The final selection vote will be made at the club meeting on October 15. Some members have already been hard at it, and two entries appear in this newsletter. Links to their color examples can be found on the **WOR** web page. The winner will receive a T-shirt with their design on it, and the knowledge that their artwork will represent the club for many years to come.

Not the July 2002 Meeting Minutes
by Someone Else

NEW MEMBERS/GUESTS

Princess Desmerelda - H1 who flies Ed Levin
The Dark Lord of Karson Cynk - H4 who flies a Sensor
Biff the Wonder Dog

GREAT FLIGHTS / GOLDEN EAGLES

The Dark Lord of Karson Cynk got to 15 K at McClellan, flew to Silver Spring, and kidnapped the

Princess Desmerelda as part of his evil plan for Galactic Domination

PRESIDENT'S REPORT - Duke Steven of Rodrigues

Lord Rodrigues announced Operation Enduring Thermal to rescue the Princess Desmerelda.

VICE PRESIDENT'S REPORT - Canopy-Lord George Morford

Lord Morford reported that the Knights of Parapente stand ready to thwart the Dark Lord's plans.

TREASURER'S REPORT - The Honorable Don Jones

The WOR has received a ransom demand of \$15,457,229,654.50 from the Dark Lord of Karson Cynk for the Princess Desmerelda. Don noted that if we yield to this demand, this will leave the club approximately \$15 billion in the red. He also noted that as long as pilots cover their own gas money, the costs of the proposed Operation Enduring Thermal will be minimal.

MEMBERSHIP COMMITTEE - Baroness Carmela Moreno

Lady Carmela suggested that the Princess Desmerelda should be offered free membership for her role in protecting the secret of the dread Lapse Rate Suppressor.

NEWSLETTER - Paul Gazis, Court Fool

Paul reported he is recovering from the broken collarbone he suffered at the hands of the Dark Lord's evil Sink Troopers.

FLIGHT DIRECTOR'S REPORT - Sir Michael Vorhis

Sir Michael reported that several other pilots have been attacked by Sink Troopers.

ED LEVIN SITE COMMITTEE REPORT - Baron Steve Pittman

A secret plot by ground squirrels in league with the Dark Lord of Karson Cynk was thwarted by Biff the Wonder Dog.

MISSION PEAK SITE COMMITTEE REPORT - Duke Steven of Rodrigues

Reports of Sink Troopers at Mission Ridge were unfounded.

MT. DIABLO SITE COMMITTEE REPORT - Duke Steven of Rodrigues

Pilots flying cross country from Diablo should watch out for Biff the Wonder Dog, who may be checking the launches for suspicious ground squirrel activity.

SITE ACQUISITION - Master Gene Pfeiffer

Master Pfeiffer reproited that the ruins of McClellan Keep till stand, haunted by the wind and the ghosts of a thousand rotors.

COMPETITION COMMITTEE - Sir Mike Vorhis

In a desperate attempt to rescue Princess Desmerelda from the evil clutches of the Dark Lord of Karson Cynk, pilots will race west to the Silver Springs of Freedom.

OLD BUSINESS

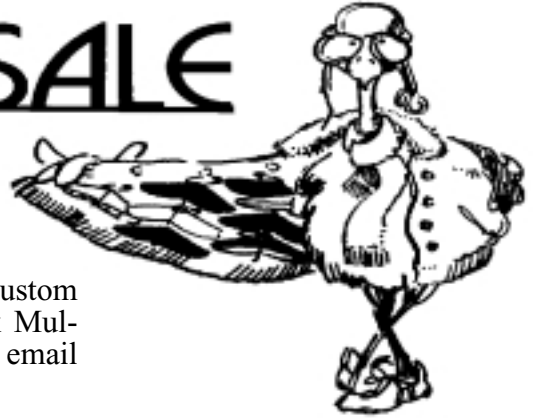
Somehow, the for-real minutes went astray last month.

NEW BUSINESS

You see what happens when the minutes go astray? Dreadful, isn't it?

END OF NOT THE MEETING MINUTES

WINGS FOR SALE



Wings for Sale

(Ad policy: ads are marked by date run for 6 months, then are cancelled automatically unless they are renewed. Ads are free to WOR members)

NOTE! Your Editor has finally gotten around to cleaning up the classified ads and actually following this policy. He apologizes for letting things slip over the past few months, and promises to do a better job in the future.)

Rigid Wings

ATOS 146. 10 hours, like new, 73 lbs, comes with water proof bag, cam helper. Pictures and details at <http://home.pacbell.net/gpesaven/tos.html>. Contact Gerry, 530-219-1954, or gerrypez@yahoo.com (8/02)

Flexwings

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 Horner type wing tips. You can *steal* this glider from me for \$2150. Contact Rick Cavallaro 650-961-5735 (6/02)

Altair Saturn 167. 1999, one owner, only 68 hours. The perfect intermediate glider White, red, & black; extras. \$2,100. Call Bernhard at (925) 820-9682 or BernhardBoeSter@CS.com (8/02)

Wills Wing Attack Duck 160. Red and blue. Own a piece of history! Challenge your landing skills! Only \$300! Contact Mark Mulholland (408) 929-1753 or email markmulhol@aol.com (5/02)

Wills Wing HP AT 159. Custom colors. \$700. Contact Mark Mulholland (408) 929-1753 or email markmulhol@aol.com (5/02)

Paragliders

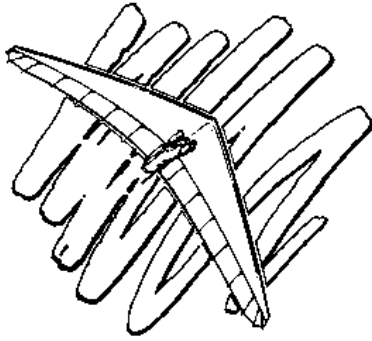
There are no paragliders listed for sale this month. None at all. All of the old ads have finally expired. How sad.

Equipment

Dread Lapse Rate Suppressor. Suitable for Galactic Conquest. Contact Princess Desmerelda. heroine@DarkLordsDungeons.gov (8/02)

Wills Wing parts: Two shiny new downtubes, never used. Also one complete set of Finster Wheels, with axles and corner brackets. Contact Paul Gazis at (408) 736-0764 or gazis@best.com.

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P.O. Box 361885
Milpitas, CA 95036-1885



*Wings of
Rogallo*

FLIGHT LINE

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

Entertainment at the meeting will be feature Dr. Jack Glendening,
and will begin at 9:00 PM.
Dr. Jack is an award winning meteorologist who flies
sailplanes and produces, among other things, the following useful data;

BLIPMAP's, a graphic which maps out potential thermal activity. We have a link to one on
the WOR web site. Take a look at 'Dr. Jack Glendening's "Height of Thermal Tops"' at the
bottom of the WOR 'Top 6 Weather Images' page,
<http://www.wingsofrogallo.org/topx.html>.

His TIP is a Thermal Index Prediction report. It is produced daily on his computer and
made available on the web, or emailed to anyone who requests it.

If you're interested in more info, you can find lots about his programs at the bottom
of Steve Rodrigues weather page at
<http://flymission.com/mission/weather.htm>.