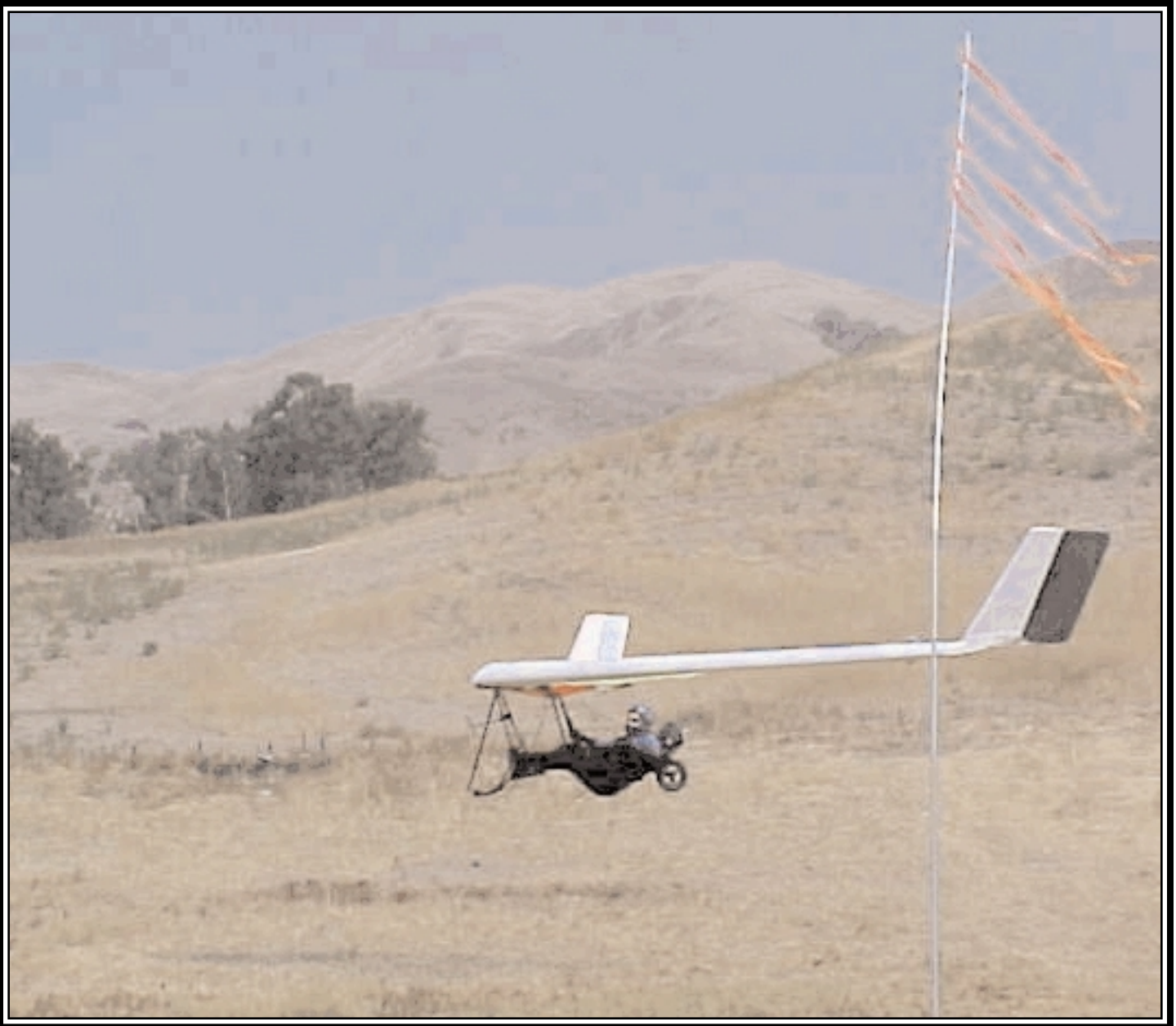


# FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO  
NORTHERN CALIFORNIA HANG GLIDING ASSOCIATION  
VOLUME -103, NUMBER 9 AUGUST 2003



Even with a bad color map, they still look cool...

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## WOR Officers

### President

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

### Vice President

George Morford 510-364-8645  
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 408-246-2218  
secretary@wingsofrogallo.org

### Flight Director

Juan Laos  
925-377-8810  
925-963-7802  
flightdirector@wingsofrogallo.org

### HG Observer Coordinator

Mercury Freedom 408-353-2383

### PG Observer Coordinators

Kathy Wilde 650-556-1320  
Wildeblu@aol.com  
Kim Galvin 510-748-0451  
Kim\_Galvin@mpsh.com

### Editor

Paul Gazis  
428 Madera Ave #1  
Sunnyvale, CA 94086  
408-736-0764 (H)  
650-604-5704 (W)  
pgazis@mail.arc.nasa.gov

### 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**  
**www.wingsofrogallo.org**

## The Editor's Turn

Will this issue get out in time? The saga continues: a tale of mystery, adventure, excitement, and romance. Well, perhaps there isn't much romance. And perhaps there isn't even much adventure. But there certainly is mystery.

There also is a lot coming up this month. We have not one, but two fly-ins coming up - at Dunlap and Tollhouse. There will also be discussion of the proposed site regulations for the East Side of Mission Ridge. Read about them in this issue of the *Flight Line*. Also in this issue are Vince Endter's and Art Thompson's fine entries in the 2003 Flight Line Hang Writing Contest.

NOTE: I may be out of town at the beginning of September so next month's issue may be late, but I'll do the best he can!

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## September WOR Dunlap Fly-In

You are cordially invited to *Dunlap Flight Park* for a **WOR** get together on September 13-14! Please check [www.dunlapflightpark.com](http://www.dunlapflightpark.com) for details. Steve Rodrigues will be on hand to give a site introduction for first-timers, Intermediate and above. Please meet in the LZ at 11:00 AM on Saturday. See ya there!

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## Tollhouse Fall Flying Week

We are having a Fall Flying Week at Tollhouse September 27 - October 3. It should be good! And if enough pilots show up, we'll fire-up the deep pit and serve a Wild Caught Alaskan Salmon.

Paul Splan  
splan@comcast.net

## The St Johns 2nd Annual Record Encampment

by Vince Endter

The turn out for the second annual St. John record encampment was smaller than last year. Most of the Sonoma wing pilots had just got back from King and could not make it. Matt and Lori Jagelka as well as Greg Sugg came strait from King, without stopping by their houses first. Thursday, July 3rd we had Vince Endter, Nancy Ferguson, Matt, Lori, Greg and Jon James present. Matt had an incident at King, which took his glider out of action for the time being. Jon was nice enough to bring up his spare Fusion for Matt to fly. After we had all set up, Greg noticed a problem with the heart bolt on the glider Matt was going to fly. Greg and Matt started working on the problem. It was getting late, almost two o'clock when Jon and I decided to fly and if Matt and Greg could fix the problem, they would join us.

I launched right after Jon and had to fly over to the switchbacks to find any lift. Jon had found something to the left of launch. We climbed over the top of the mountain to 9,500', which was the top of the lift, and headed north. I did not find the convergence line as well as I have in the past and was getting lower than I was used to. I heard Jon say he was climbing at Alder Springs road. This was the last I heard from Jon until he landed. I arrived below the mine at Red and climbed my way over the top to continue toward Paskenta. The lift turned on just south of Paskenta and I was on my way. When I was at the 48-mile mark, I heard Jon call that he was on the ground on Lowery road just north of Paskenta. Nancy was already past him by this point. Matt and Greg had just landed at the airstrip on 308 and said they could pick up Jon.

The lift along my usual route was not as good as times past, but I had a good tail wind. There were a couple of times I was working zero sink and drifting almost 6 miles. I was low past Anderson and climbed 200', which gave me enough to glide to a field on Hwy 44. I landed there and was greeted by a nice gentleman named Michael Shufelberger. He owned the field I landed in. He said he was on the phone when he looked out and saw me on the ground. He told the person he was talking to that a plane had just crashed in his field. I said it was a much better landing than a crash. Nancy arrived just after I landed. The distance was 82 miles.

Jon went home on Friday and Rich and Linda Sauer and the kids arrived a short time later. I launched first, a little earlier than Thursday but probably not early enough. I found a great thermal right in front of launch and climbed in it all the way to 10,500. Rich was climbing right under me and we left north at 10,500. At the first ridge heading north we found another good thermal and climbed back above 10,000'. I was able to find the convergence line several times flew in it for more than 7 minutes during which time I did not sink at all. I could have made it all the way to Paskenta on a glide from that second thermal. I stopped a thermal a couple of miles past Red to wait for Rich. Once he caught up we flew together for most of the rest of the flight.

The lift was much better than Thursday, with many climbs above 6,000' out over the flats. The wind was much lighter so we were not drifting as well as I had hoped. Just south of Anderson we got stuck for 14 minutes in very light lift. We only climbed 1,000' in that time. This did give us enough to get up Dechutes road. I had left first and was down to 1800' (about 1200' agl) when I found a good thermal. Rich came

in under me by about 300' and found the lift much lighter. I was climbing at 400 to 500 fpm where he was climbing at 200 to 300 fpm. I topped out at 5000' and he about 3000'. This I where we separated. I glided over to the field I landed in the day before and climbed back up to 4,500'. Rich was really low and managed about three more miles than I did on Thursday, about 85 miles. At the 87-mile mark I had another great climb to 6,200'. I climbed with 5 hawks for most of 3000'. I was flying up Oak Run road headed for the 100-mile mark. The terrain climbs about 2500' at this point. At the 96-mile mark I was at a pass that I could just glide over, but I could not see what was on the other side. According to our reconnoitering, there should be a field there to land in. Not being able to actually see it I chose to play it safe and land at the 96-mile mark. A new absolute distance record for St. John! There were three fields to land in, but none of them were very close to the road. The one I chose I had to hike my gear about 200 yards up hill to get to the road. Rich helped me hike my glider out. Thanks Rich. Linda was right there to pick me up. Thanks Linda!

During the flight we could hear Matt and Greg having a great flight. Actually we could hear Matt because Greg's radio was not working. They managed to fly together quite well in spite of the radio problems. Matt landed on Johnson lane at 51 miles and Greg landed at 54 miles.

We left for home Saturday so Nancy could get some time off driving and have some time for herself. Matt, Lori and Gregg also headed for home. Saturday looked even better than the previous two days. Even though we did not have a great turn out, we did manage a new site record as well as some darn good flights. Matt got his third best at 51.7

miles; Greg tied his best at 54.7. Jon made it past Paskenta 35.1 miles (he could have flown much further if his radio was working). Rich made his second best flight with 85 miles. I had flights of 82 miles and 96 miles. It is just a matter of time before someone cracks the 100-mile mark.

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## July 2003 Meeting Minutes

*by Paul Clayton*

### NEW MEMBERS/GUESTS

Colin - Beginning Student.  
Steven Herrick

### GREAT FLIGHTS

Eric Froelich, - flew 53 miles off King Mt. in Idaho.  
Jim Wood - reached 14000' in the Owens, backpacking.  
Vince Endtner - Did several X-Cs from St. John, including a 96 miler.

PRESIDENT'S REPORT - Phyl Hamby.

The ticks are out this time of year at Ed Levin.

VICE PRESIDENT'S REPORT - George Morford

The last of the competitions organized by Jeorg Ewald was called off due to the wind conditions. The final results are, Open Class: 1st Eric Reid, 2nd Jeorg Ewald, 3rd Mark Bernier. Standard Class, 1st Rick Conger, 2nd Thomas Gerber, 3rd Gregg Hackett.

TREASURER'S REPORT - Don Herrick

Expenses are starting to exceed income due to the limited number of renewals.

MEMBERSHIP COMMITTEE - None

FLIGHT DIRECTOR'S REPORT - George Morford

A pilot making his third flight at Mission was scratching close to the hill and had a collapse. He suffered a back injury, but is expected to recover. A park service chopper and Milpitas Fire Dept vehicle responded.

ED LEVIN SITE COMMITTEE REPORT - Steve Pittman.

Nothing new to report

MISSION PEAK SITE COMMITTEE REPORT - None

MT. DIABLO SITE COMMITTEE REPORT - None

SITE ACQUISITION - Gene Pfifer

A public comment period is planned for the Coyote Lake site. Some landowners in the area have expressed concerns. A letter writing campaign may be needed. More public meetings are planned.

Competition Committee - None

Newsletter - None

Old Business

None

#### NEW BUSINESS

Phyl Hamby wants to run a spot landing contest at Ed Levin. He also noted that ground squirrels are not a protected species.

Prizes were raffled.

END OF MEETING MINUTES\

## Amendments to the Mission Ridge Site Procedures

by Steve Rodrigues

The *Mission Ridge Site Committee* has equal numbers of both hang glider and paraglider pilots. Our members include Mondie Beier, Pat Denevan, Mike Galvin, Mark Grubbs, Juan Laos, Dan Maguire, Ed Stein, and Steve Rodrigues. Between the eight of us we have one basic instructor, four advanced instructors, five tandem instructors, and two tandem administrators. While none of us particularly like regulations, our experience has taught us that some regulation is required to protect both the pilot and the flying site. Our recent task was to develop a set of site procedures that would address flying from the east side of Mission Ridge. These additional procedures would be added to the official "*Mission Ridge Site Procedures and Pilot Requirements*". Each item in the new procedures address's a specific issue of concern recognized by the site committee. I have summarized our concerns in parenthesis, as these summaries are not part of the actual wording. We will be requesting approval of these new procedures at the September **WOR** club meeting.

### Proposed additions to the Mission Ridge site procedures regarding East Side of Mission Ridge.

Pilots are required to have both USHGA "RLF" (Restricted Landing Field), and "TUR" (Turbulence) special skills sign-off. ((The bail-out LZ is restricted, and turbulence is likely to be encountered.))

Pilots must have a site introduction from an approved member of the site committee before flying the East Side. ((There are consid-

erations about the East Side that are best communicated on site))

The site committee member will issue an East Side helmet sticker to each pilot who successfully demonstrates a safe flight from the East Side. ((Pilots skills shall be observed))

The site committee chairman will select committee members to facilitate East Side site introductions based on their knowledge, experience and instructional ability. ((These site committee members are currently Steve Rodrigues for HG, and Ed Stein, Juan Laos, and Mondie Beier for PG))

Pilots may not launch if any person is down wind from the wing. ((To avoid contact with the wing))

No landings shall take place on private property abutting Mill Creek Road. ((Some of the property owners on Mill Creek Road would take exception to our trespassing))

No vehicles are permitted on the east side of the ridge beyond our approved access road. ((By **EBRPD** mandate))

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## The Ongoing Saga of the Masked Millennium Pilot

as told to Penn Ame.  
Copyrighted by A.C.Thompson

*[In our last episode our hero has been trying to slip the surly bonds of unemployment. Thwarted by the evil republican administration our dauntless pilot has been doomed to site flying and the trusty Millennium has been relegated to the same type of flying committed by pilots on Falcons, Sonics, Eagles and other such low aspect birds. Long longing to stretch the legs of his trusty wing*

*he has been trying to enlist other pilots to share the burden of paying for gas and hiring drivers required for long cross country trips, but fortune has not been friendly to our hero.]*

This episode finds our beloved intrepid aviator sitting at home in front of his P.C. lamenting the fickle turn of the fates. He was reported to have been heard hollering aloud. "Bay area economy why have you forsaken me?"

While scanning for likely employment possibilities the phone rings, the caller is "Famous" Frank Peel and is inviting our protagonist to a weekend of flirting with Claudette on the western side of Kings Canyon National Park at the long neglected, once popular Dunlap flight park. "Famous" Frank reports there is new management / ownership at the park and that he and Rick "The Hawk" Hawkins will be meeting with other accomplished aviators to see if Claudette will let them have their way with her. "It should be good," says Frank.

Reminiscing on great flights of days gone by at Dunlap, our ground bound pavement pounder decides to see if fickle Claudette will indeed be cooperative. He kisses the Lovely Elina good-bye with a "Baby I must Fly, Please don't cry."

"Be Careful." she whimpers and his reply was "I will try." And with a pause for one more kiss he was on his way.

Since we know our faithful, forthright, hero would never do anything to hurt the Lovely Elina, we must come to understand that Claudette is a girl of an entirely different kind. Though she was reputed to be to be cantankerous, and gave quite a blow in her prime, she was winding down but still promised a good time.

Arriving at Dunlap, our exemplar sees the flight park is showing signs of a new evolution. As he pulls up to the once dilapidated dome he is greeted by the orchestrator of the new vision for the flight park, Steve "The Fun and Flying Facilitator" Koski and his faithful feline friend Esmeralda. Over the course of the weekend Steve and our champion spent many hours discussing Steve's vision. Steve shows our dauntless flier the many improvements already made and goes over some of the many many tasks that lie ahead. Our Sir Galahad smiles with approval, and knowing that the flight park is in good hands asks if he is the only flier there, and finds out to his dismay that he is. He supposes that everyone else must be slaving to the almighty dollar, as it is only Friday. "Don't worry", says Steve "I have lined up a couple of local people that are willing to do driving duties for a pittance, the numbers are on the table by the phone, feel free to give either of them a call ". Having struck out on both attempts Steve offers his services as a driver since he doesn't expect a flood of arriving pilots as it is only Friday and the word of Dunlap's revival has not been made known to all.

Driving up the road to launch revealed other improvements: the dirt section of the road was graded and graveled greatly resembling the access roads around Lakeview Oregon. Gee this is rare, a two wheel drive road to launch he thinks.

Upon arriving at launch much is just the same with the exception, there is no wind in the trees. Seems that naughty Claudette is up to no good. Knowing that in order to fly one must first set up, our leading man un-racks and sets up his trusty wing.

Having donned his harness and calibrated his instruments our adventurer unravels his magic

mask, it is tattered silk and difficult to define but that is not important it is what happens after he puts it on that matters; as he is now transformed into the Masked Millennium pilot. As he slips on his helmet over the magic mask he can sense the magic is still there. There is a rustle in the trees and a spot of sun in the previously overcast sky. He makes a positive control check and gently carries his

Millennium, which will soon be carrying him through the heavens, to launch. As Steve "shutter bug" Koski looks on, Claudette is still up to her tricks, but she is no match for the magic of the mask as it wills a thermal to produce the perfect launch cycle, our knight-aviat with a quick run becomes air borne. Pioneering the skies of the day our adventurer finds that Claudette has conspired with Delilah to limit the power of the mask. As Claudette pushes her breath over Delilah she manages to permeate the skies with her turbulent demeanor. Never the less our dragon slayer, though not able to achieve nirvana, finds the girls cannot completely dampen the day, and after an hour and a half, lands gracefully with a smile. Steve "I could not find you I feared you were in the pond" Koski is in the landing area to greet him, to whom he comments,"That was worth the price of admission".

With the dawn of a new day the other aviators begin to arrive in ones and twos at first and then in groups. There is "Famous Frank", Rick "The Hawk", Paul "Rocket man" Gazis, the well-heeled rocket scientist. There's Mike "I have the Magic Formula" Jefferson and his wife. There is Roy "I didn't know this was a H-3 site" Spencer with his daughter Novem "oh pooh I don't want to be a hang two" Spencer. Dan "The Man" Fleming, local instructor extraordinaire arrives

with protégé in tow. More local pilots arrive, but Claudette isn't about to give it up to this group and begins to rain on their parade. "With lemons lets make lemon aide" someone said. There was much camaraderie that culminated in a barbeque feast and late night, alcohol inspired tales of woe and wonder, that slowly faded into the night.

Sunday morning's first light wakes the bleary eyed with its warm rays. With a new day is a group inspired with a new hope. The group pitches in to help with a few chores. Tree limbs are cut a ceiling fan hung and wired. Rick "The Hawk" proves his prowess in the trees. Paul "rocket man" Gazis formulates plans for over engineering every thing imaginable. "Hey it's the NASA way" he may have been heard to say.

Our leading man puts on his Magic Air tee shirt and proclaims it for the day. Though not everyone has arrived our group of aviators becomes increasingly impatient and the rally call is hailed. Steve "The Orchestrator" Koski puts his hosting duties aside to assist with the drive, as our group of anxious aviators pile into SUV's, he plies the pavement to launch.

Later on after the necessary pieces are assembled our daredevil adventurer once again dons the magic mask and becomes "The Masked Millennium pilot". At launch the air is filled with anticipation as the many eyes look on. It seems Claudette has gone away and left us a wonderful day someone was heard to say.

And with that he was up and away. Immediately climbing over two thousand foot above launch our wind borne traveler heads for Delilah to see if she will be more kind now that she is no longer under the influence of that beguiling Claudette.

As he heads for Delilah's crotch a wry smile appears on his face. He knows he is not going to be shunned today. Delilah in an apparent attempt to make up for her earlier transgressions immediately whisks our Romeo to lofty altitudes. Not wanting to over stay his welcome, our wild game hunter heads for bald mountain, sneaks a peak at the back of the Daltons and Wonder Valley that lies below. It is to early he thinks and heads back for the comfort of Delilah's peaks. Now he finds that he must share Delilah's abundance with Rick "The Hawk" Hawkins but he doesn't mind as he knows Delilah has plenty to share and that she could not be tamed by just one man. Her approval is apparent, as she is making Rick work for his satisfaction she takes our thermal pirate to heights not achieved in recent memory. Being thankful, our leading man leaves her to be alone with Rick "The Hawk" and goes on the long glide to Bear Mountain. Though he arrives high above Bear he finds the Bear is hibernating and decides to not wait until she awakes from her nap. Having the private landing strip in Wonder Valley in sight as a bailout our knight-errant heads for the northern tip of the Daltons where he encounters "Famous" Frank barely slipping in over the crest. Willing Frank to join him, to no avail, and seeing Frank heading for a landing in Wonder Valley, our airborne mountain climber patiently searches the spine at The Daltons for his exit lift. Back up to 4700 feet he sees a Bald Eagle climbing between Bald Mountain and Delilah's abundant bristling peaks. Believing it to a sign he boldly leaves the comfort of the Daltons and the nice landing strip in Wonder Valley for the crags over the back of Bald Mountain. Knowing the Millennium would not be kind to him if he forced a landing into the field at the forest service fire station the words of the Lovely Elina

played back in his head. To his thoughts he replied, "Sorry Lovely Elina but I must fly. Please don't cry. I am sure to find the lift I need to get back high." The magic of the mask was still working as well it should and our soldier of fortune was soon sharing a thermal with a local hawk who after toping out was last seen heading for Delilah. Boy that Delilah is a busy girl! On cue our Robin Hood of Millennium Wing follows after the hawk who is soon out of sight.

Once back to the comfort of Delilah our freelance flier decides to spend some time with her, as he knows it may be a long time before he will be able to return to take in her beauty. After many heaves and sighs, our wanderer leaves Delilah to the watchful eyes of her look out, to mingle with the last remaining fliers on the ridge. As they one by one succumb to the lowering sun and the eventuality of the landing the remaining fliers leave our voyager alone, exiled to the magic of the mask and the glass smooth air.

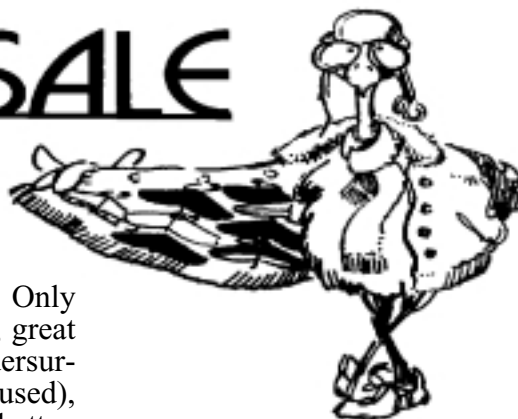
Longing for the camaraderie of his now grounded expatriates, our stunt flier, with a hideous laugh inspired by the wonder of the day and the knowing this may be the last, for a while at least, loops the Millennium down to an altitude at which he can cruse the valley for one last close look.

Then with a final nudge of the stick and coordinated tap tap of the rudder pedals he rounds the poplar trees, levels out and rolls in to hear the cheers of his fellow fliers. This was a fine day in the life of our air gypsy and smiles were everywhere. A large white tail buck confidently grazed on the un-mowed grass at the far end of the landing area.

The universe was no doubt, unfolding as it should...



# 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)*

### Rigid Wings

**2000 Ghostbuster.** Exc cond, about 50 hrs. Includes spare down tubes and custom XC bag. \$7000. Contact Steven Wertheimer at (415) 385-0423. (01/03)

### Flexwings

**Dream 220.** Black /spectrum colors, w storage tube, \$900 with stripdown or \$500 without. Contact Rudy Visaya at (510) 579-4661 or rudyvisaya@attbi.com (01/03)

### Seedwings Topless Sensor 144.

Very low hours, still crispy, mostly used for a couple of speed gliding meets. Excellent performance and handling. *Name your price!* Contact Mike: (510) 770-0544 mike@vorhis.com. (12/02)

**Wills Wing Falcon 225.** Blue/yellow, 150 hours, 5 yrs old, poor condition but still a good flyer, \$500.00, some spare parts available at half retail, Tom Adams, 925-933-1757 (6/03).

**Wills Wing Raven 229.** Exc cond, great beginner to intermediate or tandem glider. \$500 obo. Contact Paul Sussman (650) 994-8215 (03/03).

**Wills Wing Super Sport 153.** Blue/white, previously owned by Mike Donahue and before him Dan Boatright, hours unknown, very good condition, \$750.00, Tom Adams, 925-933-1757 (6/03).

**Wills Wing UltraSport 147.** Only 3 years old, about 150 hours, great condition, red and gray undersurface. Includes tail fin (never used), 2 spare down tubes, manual, batten chart. Base tube fitted with small Hall wheels, your choice to keep or remove. \$2000. Contact Dan Maguire, 408-779-2492. (08/03)

### Paragliders

**Advance Epsilon 3/30.** Large (DHV 1/2). Blue with gray leading edge. about 40 hours. One flight since last annual inspection which puts the wing as new. Package includes wing, backpack, speedbar + bag. \$1500 obo. Contact Alex Chattaway at 408 2307388, bapa@chatty.org (01/03)

### Equipment

**High Energy Pod Harness.** 5'5" to 5'11", great cond. \$75 obo.

**Robertson Cocoon Harness.** great cond, \$60 obo. Other harnesses also available. Contact Paul Sussman (650) 994-8215 (03/03)

**Wanted:** New or used **Thin Air** or **Vapor Harness** by ThinRedLine. Contact Rudy Visaya at (510) 579-4661, rudyvisaya@attbi.com (01/03)

### Powered Aircraft

**Bede 5B airplane kit.** Skin and structural pieces only, unbuilt and still in shipping boxes, \$850.00, Tom Adams, 925-933-1757 (6/03).

### Lost and Found

**Lost.** Black jacket. Nylon outer, fleece lining, "West Marine" over left breast. Please call Steve Rodrigues, 415-467-2226. Thanks! (05/03)

**Found.** A blue soft lunchbox/mini-cooler container, with a note pad inside containing notes, names, phone numbers, etc. Owner can claim it by calling Mike at (510) 710-5394 or with an email to mike@vorhis.com. (12/02)

Wings of Rogallo  
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  
Tuesday, August 19.  
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 may consist of a  
Fabulous Acapella Performance of *The Barber of Seville*  
by the staff of Mission Soaring!