



FLIGHT LINE

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Marina Dune and Glider..... Photo by TBD

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ALL THE NEWS THAT'S FIT TO EAT !!

2006 Summer Flying Calendar

July 15-16 [NorCal Cross Country League Jugdeep Aggarwal](#)

July 21-23 [Sonoma Wings St.John/Potato Hill Fly-in](#)

Aug 12-13 [WOR Fly-in/Site Intro at Slide](#) Reno,NV.. H3/P3 and up
Contact [Ben Rogers](#) 650-269-9036

Aug 12-13 [NorCal Cross Country League Jugdeep Aggarwal](#)

Sept 16-17 [NorCal Cross Country League Jugdeep Aggarwal](#)

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June 2006 WOR Meeting Minutes

NEW MEMBERS, GUESTS

Yung - guest of Paul Gazis.

Great Flights

Ben Dunn flew 134 miles in the Owens, from Walt's Point through Westgard pass into Nevada.
 Bruce Bousfield flew 108 miles, Walt's Point to Coaldale.
 Eric Froelich flew Yosemite on opening day and got wet in the LZ, which is partly underwater and full of mosquitoes.
 Pat Denevan reached 20' under bungee tow at the San Ramon Wind Festival. Also signed up 30 new students.
 John Kockelman is promoting "organic bungee jumping" at bungeerocks.com.
 Ben Rogers and Wayne Michelson both flew 100 miles from Mazurka in the Owens.
 Steve Inwards reached 14000' at Indian Valley on Memorial Day.
 Alex flew Hull and got 400' over the top.
 Jamie Denevan got a 2 hr. flight at Ed Levin.

President's Report: None
Steve Delayo was out of town.

Vice President's Report : **Wayne Michelson**
Wayne presided at the meeting.

Treasurer's Report: **Don Herrick**
Club balances increased 5%.

Membership Services: **Bill Jablon.**
WOR now has 365 members; 20 new this month.

Flight Director's Report: **Pat Denevan**
A student was injured on the 50' hill due to cow hoofprints. The surface in that area is rough.

Ed Levin Site Committee Report: Steve Pittman

Steve has been out of town. The revised site procedures are still in process.
Paul Gazis reported rattlesnakes at launch. The gate to the top launch has been improperly locked.

Mission Peak Site Committee Report: Steve Rodrigues

The gate on the launch road was incorrectly locked by one of the other road users. There was a suspension due to speeding in the park, after the rangers received 2 complaints in one day.

Mt. Diablo Site Committee Report: Mark Grubbs. Several pilots made X-C flights on Memorial Day weekend and went 50 to 60 miles. The Parks Dept is rebuilding the summit road, which may be closed at times. Check the Mount Diablo website for road status.

Site Acquisition: Gene Pfifer, Wayne Michelson

Gene is hoping the site will be open to the flying public this year, but it will most likely open next year. There will be 6 scheduled flying days this year, with space for 10 pilots at each. If interested in flying, see Gene. A bridge over the creek on the way to launch is planned, but funds are tied up due to a lawsuit. Wayne Michelson reported that Wildass is open. Wayne is working on obtaining a special use permit for Goat.

Old Business
None

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New Business

Don Herrick reported that club member databases are to be combined, which is intended to allow members to renew on-line. There will be different levels of access to the information, to safeguard personal information. On-line renewal may be required at some time in the future, with individual members updating their personal information at the time of renewal. The new database system is expected to be ready to use by October. The WOR member ID system is to be scrapped in favor of using USHPA ID numbers.

Mark Grubbs reported that he was contacted by the ARRL, some members of which monitor the frequency commonly used at Mission. He received a postcard indicating that he did not give his call sign at the required intervals.

Colin Perry reported that future issues of Flight Line will be dated for the month of publication, rather than the month of the last meeting before publication.

Pat Denevan reported that he is planning a trip to Galatan Peak for H2s.

END OF MEETING MINUTES

StJohn Trip July1-2 - By Vince

Our annual St. John record encampment started off with the usual problems. We got a flat tire on highway 5 on the drive to Stonyford. It was a slow leak caused by a screw in the tire. Once in Stonyford we stopped by thingy and Pam's place to have it repaired. Nancy had a nice visit with Pam as she has lots of critters like Nancy has. About 100 yards from their house was a herd of elk. I have never seen elk at St. John before this. We had left early enough on Friday morning that we were in no hurry. We made it to launch by 5:50 pm, set up the trailer and had a nice quiet dinner.

The predicted lift for St. John was not that great. Last week the sailplanes were getting over 14,000', Saturday looked like a lot less than that. The predicted lift along our route to the northeast was also a lot weaker as well. We would have to just take what we are dealt.

On Saturday, Linda, Rich and Greg Sugg showed up by 10:30am. Matt and Lori came up a little later. For various reasons, it was just Rich and I to fly on Saturday. We were set up and ready to fly by 11:45. I always like going early, and Rich likes to wait a little longer. At 12:20 Rich jumped up and said let's go. He spotted several CUs popping on a ridge across the valley to Snow Mountain. I was first to launch in a very nice cycle. I don't think I ran more than 15' down the 30' launch ramp. Rich was off in the same cycle about 15 seconds behind me.

I worked a promising thermal to the left of launch while Rich caught a better one right in front of launch. He quickly out climbed me. I moved over to his thermal but there was not much left. He was now climbing at 700 fpm and I was scratching at 100 fpm. By the time I found a good one, he was passing 9,000' (launch is 6,200'). As I passed 7,000' he was at 10,500' and said he could not wait and headed north. I found 800 fpm and was topped out at 10,300' when he was about 3 miles in front of me.

There was a strong westerly wind. When this happens, I like to fly more to the east and try and get in the convergence where the west wind hits the east wind from the valley. Rich was flying more west and was paying the price. He found lift about 4 miles north and by the time I got under him he was only 300' above me. We climbed back to 9,700'. Our next glide was almost 20 miles without a bump. The wind was turning more

southwest which really helped our glide. At the 22 mile mark we were only down to 6,000'.

We found a decent thermal 2 miles past Red Mountain and climbed back to 7,500'. This was pretty good for that part of the route and I thought that we might have a decent chance at a great flight. Another long glide and we were down to 3,500'. This is starting to get low here (the ground level is 1,500'). We were just about to head out to the road to land when we found some weak broken lift. We spent 8 minutes to gain 1,000'. The thermal had no core to speak of and it was difficult to stay in lift for an entire 360. Rich was sure we launched too early, but this was the type of lift we would have for the next 3 hours.

We were not too worried about the weak climbs with the 10 mph tailwind we were getting along this part of the route (bet we were far from excited about it either). Even climbing at only 100 fpm we were moving along our route at 10 mph. For the next 50 miles (from the 30 mile mark to the 80 mile mark) we only climbed above 5,000' twice. This is like flying in Florida and staying under 3,000' most of the time. Luckily we did not hit much sink after the weak climbs, but we were gliding less than two miles after each thermal. Even with two glides over 15 miles in the flight, our average glide was only 2.5 miles. When we did find stronger lift, the sink was so bad after leaving the lift that we would loose most of our gain in just a mile or two. What I don't like about this part of the route is most of the LZs are narrow, surrounded by trees and run east-west. The wind tends to be out of the south.

As the terrain started to rise toward the Sierra Nevada and Round Mountain, our climbs were getting lower, opposite of what I would expect. There were a couple of thermals we topped out at 2,500' agl. At different times in this area (about 80 miles from launch), we each were down to 1,000' agl. We finally hit a stronger thermal and climbed to 4,500'. The next three thermals were 1,000' higher than the last. It looked like we might be able to make 100 miles after all.

The pass across the mountains to Burney is over 5,000' and covered with trees. Eight miles from the pass we got our best climb of the day to 8,500'. That gave us 3,500' in eight miles to clear the pass. As we were gliding toward the pass, the ridge line was not going up or down in our view, this meant that we would make the pass by about 100'. I started to think the only way to

make it was to fly through the road cut

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which was about 200' lower than the mountains on either side. At about 2 miles from the pass we hit weak lift and climbed 700' which rewarded us a lot of breathing room. The tailwind was now 20 mph as we approached the pass. This also helped get us to Burney.

We arrived over Burney at 5,700'. The ground level here is 3,300'. The next possible LZ is 8 miles away and there is a very solid forest of tall trees between us. If we could only find a weak thermal and climb 700' we could make it. We looked for several minutes but never found anything. Linda pulled up to the gate at the field where we were going to land. The land owner spotted her and came over to see what's up. We were, she told him and pointed to us circling to land. The guy unlocked the gate for her and then stayed to watch us land. He was very nice. We landed in a nice 10 mph head wind at 116 miles. These were the third best flights from St. John. Not a record, but given the conditions, I would have never guessed we would even pass the 40 mile mark. This was my second most rewarding flight. Total flight time was 5 hours and 22 minutes. Our route was completely blue the entire flight. We used the ground for searching for thermal generators.

SeeYou satellite view of track log:

<http://www.flyingcritters.com/images/116miles.jpg>

SeeYou 3D view of flight

<http://www.flyingcritters.com/images/116milesa.jpg>

Neither Rich nor I was keen on flying Sunday. He got back home at 12:00 am and I got back to my trailer at launch at 12:15am. Nancy had driven down the mountain to pick me up in Stonyford. I was planning on driving home on Monday to beat the 4th of July traffic. I felt like I had got more than my share with this flight. Nancy and I spent Sunday looking for snakes and tadpoles (actually more Nancy than I). She caught 5 snakes (she let them all go) and a bunch of tadpoles. We had a great weekend!

Matt and Greg flew Sunday. From launch, conditions looked great with CUs forming right over the mountain. They climbed quickly to cloud base (9,300') but after leaving the mountain found conditions dismal. Matt landed along Alder Springs road and Greg made it to Chrome.

Owens Adventures

by Ben Dunn

Wayne, Bruce, Matt Issacson and I headed off to the Owens this weekend. Our hopes were high since the weather forecast looked idea light SE in the am, light W in the evening..

Saturday was very quiet at launch and no-one launched until gone noon. The first guy to launch (Lionel from Berkley) struggled the light conditions and eventually sank out. The second guy (Curtis from Berkley) got up straight away, and the day began. Bruce launched and was up and away, Wayne helped Matt off, I followed and we climbed out together to 12.5k

There was a really strong inversion @ 12.5k and it was quite bumpy. So after a couple of failed attempts to break through it, I headed north. On the second ridge I was slapped around quite a bit and was imagining strong west winds coming over the sierras. On the third ridge I was slapped again at 12.8k and started running away across the valley. In hindsight I don't think there was much trickling over the sierras but the inversion was a bit ugly. It was very buoyant over the valley and I turned north east and floated over the Alabama's toward Mazurka Canyon road. I never really felt anything that felt like a thermal after the sierras and landed in a strong south wind next to Mazurka canyon road @ 18 miles.

Wayne has his own storey Bruce landed 15 miles north or so; Matt 10 or so.

Sunday was a different day, West winds were back in the forecast, and although light it is also the middle of June. and hot. It was still quiet at launch but it switched on at launch about a hour or so earlier in the day. Everyone got up straight away but only to 10.5k Wayne and Bruce were a couple miles ahead before I launched behind the Berkley guys. As soon as I got to 10.5k I split for the next ridge. I stopped to turn in a couple of bumps on the second ridge only to loss 500feet on each bubble. I moved on but found myself at 7k just 1k over the postage stamp. Bill called the wind directions in the LZ for me. I struggled there for 1/2 hour before I

started climbing again, after an age I was back at 12k. I resumed XC mode from staying up. I called Wayne and Bruce for wind conditions ahead. The west's were picking up but both Bruce and Wayne had climbed to 14k, much better ! Over Whitney portal road I got a boomer to 14.5k and was drifting NE with it, I decided to just go with it and crossed the valley right over Independence. As I called myself a Chicken-Hawk I headed for Mazurka second day in a row, nary a bump, but I was still high. I flew north along the lower ridge in front of Mazurka, and after three gullies and down at 7k the valley switched on. 5 dust devils around - Yeah ! The next gully dished out a thermal that took me back to 14.5k and now the west's had picked up to 20mph! Not good for the Owens, Bruce relayed the conditions were worsening and was considering landing at Flynn's (having been thrashed on the way north from Black).

I quartered the headwind to Black and the thermals were now cranking 12 ups. With one eye on Westgard pass I told Bruce I was considering going over the pass. He was further north of Flynn's but not enjoying the conditions and was still considering landing. The next thermal took me from Blacks all the way over the pass as I relayed to Bruce I was going over the pass. I got to 15.5k and had a ground speed of 65mph out of the thermals. I relayed to Bruce my intention to try for Coaldale. (I had no huge expectation of making it).

Wayne had landed and been retrieved but Matt was still in process as Bruce I I headed away at 60+ mph. Not good for Radio comms. I breathed a slight relief as the conditions smoothed with distance from the Serrias. The back side of Black is quite smooth. I passed over Oasis and knew I had quite the sidewind for the next task. I flew north along 264. After 10 miles I was getting behind the jagged whites and the turbulence got bad again. I saw what looked like small gust fronts below me - probable rotor - well landing there is not an option...

Shortly I would hit the most powerful thermal I've ever experienced. It had two cores, one inside the other. I entered it at 9k. The initial pitch was not too bad, but just as I was catching up with the air

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around me and banking I hit the second core ##**??!!%% \$#@ &^%# crap !!! I went around at about 120 bank and going much too fast right at the inner core again, somehow I was able to smoothly crank it around once the 360 at a more saine speed. (My hands are sweating as I type this) For the next 5 minutes I would average 14 to 20 feet/min climb, and actually very smoothly. I left it at 16,800 with the bar stuffed and 30 degrees roll. I was close to cloud base.

I cruised over the top of piper peak and would not turn much for the next 40 miles, I was under a beautiful cloud street. My ground speed was 65mph and I could hear Bruce again !! Bruce He had endured the punishment of the whites and was coming over Montgomery pass. As I cruised along in what I thought was his direction, I realized what a great flight I was having. Trying to look for familiar landmarks I saw a road way out there. 20 miles ?? I have that on glide !! There was a bend in the road I though I recognized and I was losing nothing under this cloud street. I could catch him up. I stopped in one thermal to top off and messed with my GPS looking for the waypoint Coaldale (cleverly saved as owens002) By the time I found It I realized Coaldale was 12 miles NW of me ?? So what is that town then ?? Tonopah you fool! Wayne was back on air and on chase

I slowed down a bit and headed east along 6. This actually took me out of the convergence line and down into a southly flow. I was thinking of landing at the airstrip just west of Tonopah, but I hooked a nice thermal, and lazily drifted northward towards what looks like and observatory. No roads here though I should cross the Manhattan range for the roads. I gave Wayne some directions I headed off. I was ready to land by now. It was 7pm I was tired and I need to pee. I landed by the 376 / 82 junction in to wind up hill. 134 miles, 6:46hrs The gang turned up 30 minutes later. These guys are good !

There I was thinking I was going to land in the postage stamp What a great day ! And the cloud streets streched out another 100 miles to at least hiway 50. - next time

Editor's Turn

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Hi kids! Time once again to turn another page of the calendar and publish another issue of y'all's favorite zine. Since I am temporarily not able to tension battons nor pull my PG brake lines due to a bad case of tennis elbow (dangerous stuff that tennis, better and safer to stick to flying), I ain't got nothin better to do than click away on these here keys and record the paranoiac-critical deliriums and hallucinations that coagulate upon my conciousness, all for the polymorphisly perverse entertainment of my fellow pilots. Iffen I do a sufficiently irrational job of this, with luck someone might perchance think that they themselves might be better able to assume the awesome and prestigous responceibilities of FlightLine editor, thus freeing me up from the numerous hours of thankless toil involved in this endeavour.

Not that this (hopefully temporary) injury has totally grounded me, rather the contrary. June was mostly weird and sheared, but there were a few (mostly mid-week) totally soarable daze last month and July has been very good so far. I have scored numerous flights at Funston and Marina, where I was able to either pimp someone elses already-setup wing or convince some young pup to tension and (after several hours of beach soaring) untension my battons for me. And also assist me in the unloading and reloading of wing to auto, this time claiming other assorted age-related injuries.

Those few of y'all that actually read this zine and actually pay some modicum of attention might have noticed that this issue is dated August, whereas the previous was May. You did not miss any issues, only the date calculation has changed. I had previously attached the date of the WOR meeting minutes to the issue in which those minutes appeared, but after months of using this paradim a few folks actually noticed that they were getting an "old" zine rather than a "new" one.

Also new to this issue, I actually got some articles about flying trips submitted by other than the usual suspects. Not that these articles were submitted to me, in fact I pilfered them from one of those new-fangled cyber-space outer-net bulliten boards that seem destined to someday render obsolete the traditional print media. One of my techno-savy flying buddies showed me where these things existed and how to use them and everything. Same guy who showed me how to pilfer the Calendar items and photos a couple months back. He likely had his teenage kid show him all that the previous week.

So my insincerest apologies to the few of y'all that read both forms of media and therefore are subjected to a repeat of the same material. Also to those who submitted stuff elsewhere and didn't bother to copyright it and got your stuff reprinted here. Ya coulda just sent it to me in the first place.

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