

FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO
NORTHERN CALIFORNIA HANG GLIDER ASSOCIATION
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Bob Ormiston takes a picture of Don Piercy with Gorge de Loup in the distance .

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The Editor's Turn

This season just doesn't know when to quit. It's already November, and I'm still hearing about good flights at Ed Levin, and awesome days at Mission and Diablo. What about Tam? There must have been some pretty good post-frontal days up on the coast. Any good flights? Let's hear about 'em. And remember, enter the Y2K FLIGHT LINE Hang Writing Contest and you might win a dream date with Sarah Jessica Parker! Or you might not. Who knows? Life is full of mysteries!

This issue of FLIGHT LINE features Steve Keppel-Jone's story of what turned out to be a darn good day. I know! I was there! Check it out!

Steve Pittman has some good news about parking at Ed Levin, the Minnis Road walkover, and the upper gate on the road to the top. He also has some clarification about the waiver requirement and site procedures. Please read them. We have a good relationship with the rangers and we'd like to keep it that way!

With winter approaching, it's membership renewal time. Greg Knepp is setting up a system to let us renew online, which may be in place by the time you read this. Check out the WOR WWW site to get the latest details. For those of us who wish to remain mired in the 20th century, I've included a renewal form in this issue of FLIGHT LINE that may even be up to date.

Return to the Old Country

by Bob Ormiston

August of 1975 - I was living in Paris during a six-month work assignment in France. I had taken up hang gliding here in the Bay

Area a year earlier, and I had shipped my 18-ft Manta Standard to Paris just in case I might find a way to fly. At the time I had less than 200 total flights logged, fewer than ten flights over 600-ft altitude, less than five minutes total ridge soaring time, and no USHGA rating. In due time, I had the good fortune to hook up with some local pilots for a weekend of flying in the French Alps some 250 miles away, near Chambéry. That weekend, I got an unforgettable taste of French hang gliding - "vol libre" - including a couple of breathtaking sled rides from a 4000-ft site atop Mont Revard, called Le Sire, overlooking the cities of Chambéry, Aix-les-Bains, and the Lac du Bourget. The scenery was nothing short of spectacular. It was over too soon, but after a lift to Llyn, I bid adieu to my new friends and hopped the train back to Paris. It never crossed my mind I'd return.

Fast forward to the fall of 1999 - My wife, daughter, and I are on vacation in Europe and spend a few days visiting our friends, Don and Marty Piercy. Don is a Sunnyvale neighbor, fellow WOR member, and long-time Bay Area pilot who owns a second home in Provence, in the south of France. For several years he has been telling me about great flying in France so one day we drive up to Mont Lachens, situated in an inland mountain region to the north. The site is perfect with a paved road, a paved launch, huge landing field, miles of cross country potential, and a little village right below the mountain with a cafe for pilots complete with hang gliding murals on the walls. This is the way hang gliding ought to be! I'm ready to fly but we didn't come with gliders. Then and there I vow to myself that we have to return the next year. For a week, maybe two! Given the charms of Provence, my wife is ready to go - in fact if it's vacation travel, Mary Jo's always ready to go.



Bob circles over Le Bar sur Loup

One year later, the summer and fall of 2000 - I haven't forgotten my vow, but life has a way of filling up time. My only chance is to squeeze in a few days after a September conference I will attend in Europe. Don's schedule is tight but we find two days available and make plans to visit a site near the Mediterranean coast. He'll handle the glider rental for me. A little later, Don suggests we come a day earlier and meet them at the end of a canal boat tour, spend a day in the Chartreuse region east of Lyon, and perhaps check out a flying site nearby. It's not far from Chambéry, and I think back to my French flying weekend long ago. September comes and after the conference, Mary Jo and I fly to Lyon, survive an unfamiliar drive in the dark and driving rain to a charming B&B near Lac d'Aiguebelette. Checking the maps, I wonder if the site Don has in mind might be near where I flew in 1975. The next day is dry but overcast as the four of us set out. Driving past Chambéry, below Mont Revard, we finally

locate the hang gliding shop. What a setup! It turns out to be a pilot and tourist hotel, with the flight schools attached. Special rates for pilots! We are in the middle of a flying paradise. The weather is too overcast to fly so we head up the mountain just to check things out. Before reaching cloud base, we catch fantastic views of the valley and Lac du Bourget down below. Just like I remember. Driving along the miles-long crest of the mountain we find several well marked launches, the training site, and a number of ski areas located on the backside of the mountain. Finally, we come to a sign for a launch marked Le Sire. There it is, my old launch, 25 years later! Time to head back, but Don and I are already making plans for next time.

The next day, we head south for Cotignac, where Don and Marty live. On the way down, we pass several flying sites, and stop for a brief visit at the famous St Hilaire du Touvet site. The renowned

paragliding and hang gliding extravaganza, the annual Coupe Icare, was held just the weekend previous. By now I'm getting accustomed to the civilized European approach to flying. The launch, just below the pilot's chalet and cafe, is covered with about a quarter-acre of Astroturf! Plus a huge lawn area for spectators. We press on to Cotignac, the best is yet to come.

Next day the weather looks perfect and Don and I head out for the little town of Le Bar sur Loup, about 30 miles from the coast and near the perfume city of Grasse. We rendezvous with Jean-Luc Boue, proprietor of Azur Vd Libre, at, where else, another cafe. La Pergola is a pilot's hang-out in the center of town, right below launch and on the flight path to the LZ. After a quick trip to the shop to pick out a couple of gliders, we head up the hill. Launch is about 1500-ft over the LZ, located in the only empty field in the valley below. Three ramp launches cover 180 degrees

of wind direction, consistent with the locals' claim of 300 flyable days per year. To the south is a panorama of Monaco, Nice, and Cannes strung out along the Mediterranean coast. To the north are the higher cliffs and ridges of the Maritime Alps, east is the city of Grasse, and west is the striking Gorge de Loup with granite walls reminiscent of Yosemite. The ancient cliff village of Gourdon is perched above us and about a mile back. The Loup river valley before us is like a storybook scene, with little houses and yards climbing the walls of the valley and dotting the landscape everywhere.

After setting up our gliders, Jean-Luc cautions us about a couple of big cumis above launch, but the winds are light and it's looking a bit over-developed. He agrees to meet us in the landing area in two hours and we take to the sky. Don manages to get up a bit, but conditions are weak so we soon headed slowly down. I probably squandered the best lift positioning myself for some picture taking, and we arrive at the LZ long before our driver. Nevertheless, I am completely enthralled. We chat with a few locals in the LZ and learn why we were the only ones to fly, as conditions were not promising enough for the jaded regulars. The next day we make a repeat trip, conditions are better, and Jean-Luc and a couple of paragliders get some good air while Don and I set up. Unfortunately a high overcast develops just before we launch, killing most of the lift. Our flights are short but sweet and our wives manage to spot us from the village of Gourdon. In the LZ, we make a few more friends, take a few more pictures, and, finally, call it a day. Le Bar sur Loup turned out to be a magical place, with great flyability, local amenities, and scenic variety to boot. No surprise that it's one of the most popular sites in France. We're making even more plans

for "the next time." Guess I'll have to brush up on my French.

November Meeting Minutes

by Paul Clayton

NEW MEMBERS/GUESTS -- None

GREAT FLIGHTS

None, although Bob Omiston set up his glider in a football field to test his photo gear.

PRESIDENT'S REPORT - Mark Mullholland

The speed gliding video is still in production. There is still time to add footage if anyone has some which is not already included.

VICE PRESIDENT'S REPORT - John Wilde

John reminded the membership that a change in the bylaws has been proposed.

TREASURER'S REPORT - None

FLIGHT DIRECTOR'S REPORT - Russ Locke

No local incidents to report.

ED LEVIN SITE COMMITTEE REPORT - Steve Pittman

New parking spaces have been added near the setup and breakdown areas. These are to be used for loading and unloading only. Members are reminded that all flyers must have helmet stickers unless they are students under the supervision of a W O R instructor. Driver and passenger liability waivers should be put in the lock-box. The rebuilding of the walkover is still tentative. The culvert at the gate partway to the top launch is blocked. The

rangers have noted that it is illegal to ride in the back of an open pickup truck.

MISSION PEAK SITE COMMITTEE REPORT - Mark Mullholland

A new road has been constructed near the gate at the back entrance.

M T. DIABLOS SITE COMMITTEE REPORT Committee Report - None

NEWSLETTER - Paul Gazis

Paul will be staying in the area for the time being, and will continue as newsletter editor.

COMPETITION COMMITTEE REPORT Committee Report - Mark Mullholland

The X-C contest is still underway. Mark announced the latest standings. Prizes are needed, which will probably be T-shirts. There may be a speed gliding contest in the spring. A decision on the date needs to be made soon. Also a committee chair is needed to organize the meet. The meet may be held in the fall due to a greater chance of favorable weather.

CLUB OFFICER NOMINATIONS - (two nominees are needed for each of five)

President - none
Vice President - John Wilde, Eric Froelich
Treasurer - none
Secretary - Paul Clayton
Flight Director - Russ Locke

OLD BUSINESS

Bylaw change: A proposal was made to create the position of Membership Director and give this person a vote on the executive committee. The Newsletter Editor would vote in the event of a tie vote of the committee, as there would be an even number

Place USHGA Hang Gliding Card or temporary rating here and
photocopy.
Keep Original for your records

Place USHGA Paragliding Card or temporary rating here and
photocopy.
Keep Original for your records

New Members - Please complete the Application in full

All Others - Enter only information that has changed or is
different than USHGA card.

Mail to:
Wings of Rogallo
PO BOX 361885
Milpitas, CA 95036-1885

First Name: _____ Last Name: _____ Middle Initial: _____

Street: _____ City: _____ State: _____ ZIP: _____

Home Tel # (____) _____ Work Tel # (____) _____

Emergency Contact Name: _____ Tel # (____) _____

Birthdate: _____ Email address (optional): _____

Ham Call Sign (Optional): _____ Profession: _____

USHGA Appointments: _____ Today's Date: _____

Dues and Fees (based upon a calendar year)

WOR Renewal (If a member during the last 2 years) \$18.00 _____

If Not a member during the last 2 years - _____ months at \$1.50/month _____

Family Membership (Family members WOR #) _____ \$6.00 _____

Mission/Diablo Renewal (If Mission/Diablo rated in the last 2 years)
(Advanced rating required for Mission/Diablo) \$12.00 _____

If not Mission/Diablo rated in the last 2 years - _____ months at \$1.00/month _____

Donation for cards and stickers: \$2.00 _____ \$3.00 _____ \$5.00 _____ Other _____

Total: _____

Check required stickers (year stickers are issued automatically)

Hang Gliding

_____ Hang 1 (green)

_____ Hang 2 (red)

_____ Hang 3/4 (blue)

_____ Mission/Diablo (silver)

Paragliding

_____ Para 1 (green)

_____ Para 2 (red)

_____ Para 3/4 (blue)

_____ Mission/Diablo (silver)

Other

_____ Guest

_____ WOR ID

Note: Your WOR ID # will change
If a new ID Sticker is issued.

Important - The following should accompany this Application:

1. **Photocopies** - USHGA card(s) and/or temporary ratings.
2. **Waivers if not already on file** - Ed Levin Park and/or Mission/Diablo (Signed and properly witnessed)
3. **Self Addressed stamped envelope** (helps to speed up the process)

of officers on the committee. This motion was approved.

George Morford reported that a proposal has been given to the Parks to authorize launching from near the peak at Mission on easterly days.

NEW BUSINESS

Rick Cavallero has been named Director of Marketing for USHGA and can be reached by e-mail at rick@USHGA.org. USHGA is hoping to name an official car, GPS unit, etc, in return for corporate sponsorship.

Pat Denevan announced that he has a demo small ATOS at Mission Soaring.

Steve Pittman requested that funds be allocated for a serial port to add to the WOR laptop. \$25 was authorized.

John Wilde announced that he is running for USHGA director.

The December meeting will be held in the same place, Roundtable Pizza, 860 Old San Francisco Rd, Sunnyvale.

Entertainment was a speed gliding video and a promotional video produced by USHGA.

END OF MEETING MINUTES

November Ed Levin Site Report

by Steve Pittman

The Fall 2000 ParkLands newsletter of the Santa Clara County Parks and Recreation Department has an article quoting the WOR's own inimitable Paul Gazis at some length on hang gliding at Ed Levin and the mysterious ancient rock walls there. Very positive article. Great job, Paul! If you have Internet access

and an Acrobat Reader, the newsletter can be downloaded from

http://www.parkhere.org/pdf_docs/PARK_NEWS_FALL_2000.pdf.

There have been reports of pilots being transported up the hill in the open bed of a pick-up. The California Mandatory Seat Belt Law says, "No person shall operate a motor vehicle ... unless that person and all passengers ... are properly restrained by a safety belt." (<http://www.dmv.ca.gov/pubs/vctop/d12/vc27315.htm>). Everyone must obey traffic laws when using roads inside Ed Levin Park, as if those roads were public streets. All passengers must be belted in. Any pilot will be suspended if found riding in or driving a vehicle at Ed Levin that is in violation of any traffic law.

On Sunday, December 3, George Skillman helped me open the culvert about 1/2 mile above the last gate on the road to the top. The next time you see him, please thank George for his contribution to maintaining the quality of your flying site.

Although George and I cleared the culvert openings uphill and downhill of the road, it is not clear that the pipe is completely clear. Please check the culvert after the next rain and call me at 925-277-5080 if it appears that the rain has not flushed the last of the debris from the pipe. And the catch basin we excavated uphill of the road could be somewhat larger. Please consider bringing a shovel and other excavating tools on your next trip to the top and stop for a few minutes to enlarge the catch basin. Consider bringing a change of shoes, too, as you might get muddy. Use any large stones you uncover to line the bottom and sides of the catch basin. Do not move the large stones in the stream bed about 6 feet above the culvert opening.

They are useful in breaking up the flow of water, which stops gravel and rocks from being washed into the culvert.

Thanks, in advance, for your time and help maintaining the quality of our flying site.

November Mission Ridge Update

by Steve Rodrigues

I have already been getting questions about next years key re-allocation. Here's the scoop with a couple of tips; Look for the Keyholder application in the January and February Flight Lines. Everything you need to know about the process will be included. Renew your WOR membership NOW to make sure you have a current card to copy with your application. I just renewed my own membership online! Thanks again to Gregg Knepp and Nathan Welchel for their web work. It's also a good idea to renew your vehicle insurance early if it expires around the application date. Also, make sure your name is printed clearly in the sign-in log. If it's not legible, it doesn't count! [But what about hanging chad? Ed.]

All for now,
Steve Rodrigues

WINGS FOR SALE



Wings for Sale

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

Rigid Wings

Millennium, lots of upgrades, good condition, excellent performance and handling. The best rigid wing for the stick pilot. Photo at: <http://www.sirius.com/~mlbco/mill2.jpg>, \$7000 doo, Call Rick Cavalaro at (650) 961-5735, rickcav@earthlink.net

Flexwings

Aeros Stealth 2 151 (Fresno area) Excellent shape. Has only been flown inland. A little over 1 year old. Very fast and handles excellent. Note: This is an advanced hang glider. Check out the pictures at: <http://www.geocities.com/sky-godnatt/stealth.html>. \$3000 doo. Call Matt Potter (559) 243-1831

Aeros Stealth 2 12m (Seattle area) purple with bright yellow wing tip. Need to sell to pay for my new Stealth 3! This little glider is FAST - took first place in three speed gliding qualifier meets, and was part of the US Women's Bronze Medal Team in Greece. Less than 25 hours. \$3200 doo. Call C.J. Sturtevant, (425)-888-3856, georges@nwlink.com

Aeros Stealth 2 151 (late 1998), matrix cloth, climbs great, very fast, billboard glider, white IE, red and blue undersurface, must sell (ordered new Stealth). Comes with additional sail and 2 extra dtubes. \$2900 doo. Call Reto at (916) 804-4063, reto_s@yahoo.com

HP-AT 145. Approx 150 hours (or less). Good condition. Orange-

light green-white. 6 hours airtime since last super pre-flight and flying wire change. Spare dtubes. \$800 doo. Call Weegie (510) 649-8181, weegie@lightroom.com

HP-AT 158. Orange/Red, Approximately 400 hours airtime. \$800. Call Steve at (415) 385-0423, swerthei@us.oracle.com.

HP AT 158. Great shape, new side wires, spare dtubes. Photo <http://www.sirius.com/~mlbco/class.htm> \$1000. Contact Rick at rickcav@earthlink.net, (650) 961-7825 ext 345.

HP-2. Blue/Turquoise, Good condition, Approximately 300 hours airtime. \$400. Call Steve at (415) 385-0423, swerthei@us.oracle.com

Moyes XS 169 Good condition. Blue and yellow under surface. \$550 Call Bruno (925) 837-4261, Brunoj@worldnet.att.net

Moyes XtraLite 164. Mylar sail. Good condition. Blue and yellow undersurface. \$1,150. Call Bruno, (925) 837-4261, Brunoj@worldnet.att.net

Wills Wing Spectrum 165. Excellent condition Includes UV bag, ladder rack, straps, etc. Great beginner/intermediate glider. \$2250, Call Roger at (408) 882-0382 (w) (408) 224-1815 (h) rohang3@aol.com

Wills Wing Supersport 163. Major price reduction worth \$2,200 plus only want \$1700 original owner Excellent shape Lots of life left in it. Many extras Call Tom (408)747-0414.

Paragliders

FreeX Spear (L), violet/white. Approx. 150 hours. Still covered by FreeX 300 hours guarantee. One of the most responsive DHV 2 gliders around. \$900 doo. Call Steve Thorpe (408) 435 2600 ext. 506 (w), (408) 260 7029 (h), thorpes@arklogic.com

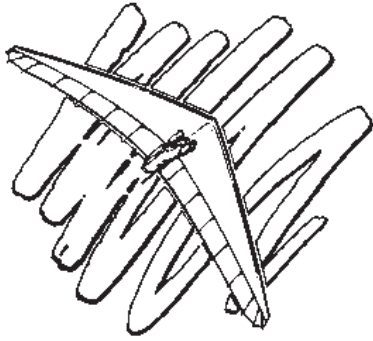
Equipment

Apco Top Secura Harness with kevlar backplate and CO2 air-bag protection. \$200 doo. Call Steve Thorpe (408) 435 2600 ext. 506 (w), (408) 260 7029 (h), thorpes@arklogic.com

CG 1000 harness for 5' 5" - 5' 8", \$200. 22-gore High Energy reserve, bridles for both hang and paragliding, \$200. Call (510) 787-6867 Cage2usa@aol.com

Tangent flight computer, \$500, Call Reto at (916) 804-4063, reto_s@yahoo.com

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



*Wings of
Rogallo*

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The next Wings of Rogallo Meeting will be held
Tuesday, December 19.
at the Round Table Pizza in Sunnyvale
860 Old San Francisco Road, Sunnyvale (408) 245-9000
Check the Wings of Rogallo WWW Page
<http://www.wingsofrogallo.org/meetings.html>
for details