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FLIGHT LINE



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LaborDayGlassOff@HatCreek.aero photo by Chris Hillard

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ALL THE NEWS THAT'S FIT TO EAT !!

2007 TBD Flying Calendar & stuff

Rumors of a Pilot Summit on Dec 22. We could make this happen if the energy (and \$\$\$s) are there....

BTW: I'll be out at Mission most any week day that looks fine, drop me a line & I'll meet ya there & give ya a ride 408-756-6373

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Sept 2007 WOR Meeting Minutes

New Members/Guests

Frank Peel: first meeting in years; flies a topless Sensor.
Brian: taking lessons at Mission Soaring; has flown powered planes.

Great Flights

Steve Rodrigues: flew Hull on Saturday; skirted around clouds as they were forming at 7600 feet. Also flew a 30 year old Stratos 5 at Hollister.
Frank Peel: Reached 3700' at Mission on his Sensor.
Wayne Michelson: Flew Indian Valley on Labor Day

President's Report: Wayne Michelson

Nothing to report.

Vice President's Report: Karl Allmindinger

Nothing to report

Treasurer's Report: Don Herrick

Has received dues income but has not updated the books as yet.

Flight Director's Report: Pat Denevan

A paraglider crashed at Ed Levin due to a collapse and the pilot suffered minor injuries. Another paraglider crashed at Ed Levin after taking off from the 600' launch. The cause may have been target fixation involving a rock outcropping. The pilot was evacuated to a hospital. Several other pilots did not land when the X was laid out. A HG pilot buzzing the launch at Funston hit the ground and bounced, ending up on a ledge below launch.

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Membership Services: Chris Valley

Needs more stickers to process memberships.

Ed Levin: Steve Pittman

Steve has been on vacation. Updated site procedures are almost ready. There will be a liability waiver that parents and guardians can sign. All pilots will be required to sign the updated waiver.

Mission Ridge: Steve Rodrigues

A pilot made a forced landing downwind of the peak. He later re-launched from the windward side of the peak. The same pilot was about to launch with a luff line wrapped around his king post, but was warned of the problem just in time.

Bruno Jahn and Steve met with Kelly Dearington, the new Parks Manager. He seems supportive of our activities. A trespasser has been caught in the park; Eric Carlson blocked his vehicle inside the park until the police arrived. People have been seen launching skydiving parachutes from the peak.

Mount Diablo: Mark Grubbs

The special event permit has been renewed.

Coyote Lake: Jim Woodward

There may be a test flying day this weekend. Interested pilots should get their waivers in.
Goat Mountain: Reportedly will be open for flying on October 15th.

Old Business

There may be a Dunlap fly-in this fall.

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New Business

Steve Pittman has a table and old computer that belong to WOR in his garage and would like to remove them. He also has old club records in boxes. Dave Wills announced that there will be a USHPA BOD meeting in October. Contact Dave with any issues to be addressed at the meeting. USHPA needs a new magazine editor. Urs Kellenberger is head of the publications committee. A new pilot magazine issue is planned for later this year. The Ed Levin access road is reportedly passable; the water line work planned is currently on hold.

END OF MEETING MINUTES

October 2007 Meeting Minutes

New Members/Guests

Morgan: P2 from San Francisco
Ron: new pilot
Al Norman: flies Ed Levin, recently thermalled for the first time.
Abajeet: H2

Great Flights

Pat Denevan: landed on top at ERLCP
Eric Carlson: took a student to McClure, where he got his first thermal.
Eric Froelich: Attended Octoberfest fly-in at McClure with Chris Valley and Brian Foster; competed in the speed gliding contest.
Bruce Bousfield had a 2 hour flight at McClure.

... continued next page....

October 2007 Meeting Minutes

continued

President's Report: Wayne Michelson
Nothing to report.

Vice President's Report: Karl Allmandinger
Nothing to report

Treasurer's Report: Don Herrick
Has not received dues from last month; balances are stable.

Flight Director's Report: Pat Denevan
There was a towing accident at Hollister in which a hang glider was flying with its nose angle too high. The glider was at about 30 feet when line pressure was released. It then stalled. The pilot was not able to regain control before impacting the ground and was transported to a hospital with a head injury.

Membership Services: None
Don Herrick announced that renewals will be processed starting 1 October. He also stated that Chris Valley has the new stickers.

Ed Levin: Steve Pittman
Steve has discussed the site procedure changes proposed by Don Herrick with Jeff Cossins. Any further site procedure changes will need to be approved by John Goldsworthy. The parks dept. wants details about sticker requirements included in the site procedures. The road to the LZ is torn up. There is access via Minnis Road. The upper portion of the access road needs to be graded.
The ranger on duty at the park has a radar gun and has been stopping people for speeding.

Mission Ridge: Steve Rodrigues
Two pilots were suspended this past month. One was caught trespassing in the park after having

opened the lower gate without a key (the person was not a keyholder). The other was suspended for making an unsafe out-landing and re-launching at an un-authorized location, and other instances of unsafe flying.

Mount Diablo: None

Coyote Lake: Paul Clayton for Jim Woodward and Gene Pfifer
3 pilots flew on a recent test flying day. Although conditions looked promising, none were able to soar. Launch and landing conditions were fine and road access was not a problem, given that the creek is still dry.

Goat Mountain: Ben Rogers
Goat is currently open for flying. **Old Business**
Carmela reported that about 40 people attended the WOR picnic. It did not rain & 7 people flew. There was a spot landing contest. The X-C contest is still underway.

New Business
Eric Froelich volunteered to organize a Christmas party. Carmela promised to bring a new video to next month's meeting. Prizes were raffled.

Nominations are being accepted for next year's officers. *and your editor might decide to run using the leftover campaign funds from his unsuccessful campaign for People Magazine's "sexyist man alive" contest. Hopefully this time the election won't be rigged!*

END OF MEETING MINUTES

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HAPPY HANUKWANZMAS

Tis the Season?

Tollhouse Lost??

In an effort to possibly preserve another hang gliding site and keep the road open to the top of Burrough Mountain, I am collecting as many input forms as possible to turn into the Sierra National Forest route designation. I have the form saved as a word document and already filled out. Shoot me an email at tntwest13@hotmail.com and I can send it to you so you can put your info at the bottom of the form and send it back to me. I will print them out and snail mail them next week to a local in the Tollhouse area that is collecting them all to be submitted together as a package. Time is of the essence since the road was already scheduled for closure but an extension was granted. Here is a link for more info:
<http://www.fs.fed.us/r5/sierra/projects/ohv/index.shtml>

USHPA BOD Meeting Report, Fall, 2007

This was my fourth consecutive Board meeting, and my second as a voting Director. I won't review everything that happened at the meeting, but I will report on the issues I was involved with and interested in.

1. After more than a year of effort, the USHPA Mentor program was approved by the Membership and Development Committee and the full Board. There are a few more steps that need to be completed in order to roll out the program. I will try to complete these by the end of the year. Look for announcements on the USHPA website, in an email from the USHPA and in the magazine. I'll be better able to explain the program after the first of the year.

2. Two revisions were made to rating and appointment revocations:

* An emergency, temporary 30 day rating revocation can now be issued for safety and site threatening considerations. The revocation must be approved by the Chair of the Safety and Training Committee.

* Appointed positions can now be revoked without cause and without recourse. For example, a Director appoints an Examiner who appoints an Observer. The Director or the Examiner can revoke the Observer appointment and the Director can revoke the Examiner appointment.

This change will be nearly transparent so there's no need for most of you to worry about it. But if you have any questions, let me know.

3. The job descriptions for Examiners and Observers have been updated. I submitted changes to these documents to tighten up the language regarding Observer training. I am in the process of updating the Observer Reference manual for HG (with help from Stan B. and others) and for PG (with help from Juan L., Ed S. and others). The changes in the job descriptions require Examiners to give, and Observer to take, Observer training. The training will be required once the Observer Reference Manuals are complete. (This is the process we have been using at Ed Levin for decades. It will be rolled out nationally sometime after the Spring, 2008 BOD meeting.)

4. A Region 2 paragliding Tow Administrator asked me to resolve discrepancies between the guidelines and the surface tow exam. After some research, I submitted changes to the Tow Committee. We approved these changes at the Board meeting.

5. The HG Nationals are to be held in Lakeview, Oregon in August, 2008 and the PG Nationals in the Owens in September.

There was certainly more than that going on. I attended part of the Publications Committee meeting, but I'll let Urs report on that.

I also attended the Site Committee meeting, chaired by Jon J. Looks like he's got things moving there. Again, I'll let Jon report on that. And by the way, Jon was elected as a Director at Large by the Board. This position has full voting privileges on the Board. If you would like additional information, feel free to contact me.

Dave Wills Region 2 Director, USHPA

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Editor's Tern

Seems like all too often now-a-daze that I lose a flying buddy or lose a flying site. This time 'round we might be losing Tollhouse, a fine Yosemite-like rock with great air, cool local crowd, and postage-stamp rowdy impact zone. Maybe one of these years when there are less than a dozen flying sites left, our whimpy USH[A-Z]A will finally hire someone whose job it is to actually fight to preserve the remaining precious few launches. We have sadly let Dillon, Big Sur, Uvas, and numerous other sites fall by the wayside as we collectively did nothing but wring our hands and moan "There is nothing we can do". Alas, whilst this is sadly true of losing our buddies (that is indeed the cost of living), it need not be the case in losing sites.

Meanwhile, I am also sad to report that once again I was cheated out of winning People Magazine's "Sexiest Man Alive" award this year. Some lame Hollyweird dude stuffed the ballot box and paid-off the judges, having learned from the 2000 presidential election farce that cheating is fair as long as you end up with the prize (especially easy to pull off if your daddy appointed the judges). However, I will try again next year, when hopefully the entire WOR membership will cast their ballots for me once-per-minute for the entire 2-or-3 weeks of the voting period. Y'all would do that for me, would't ya?

Last Flight?

This is my last flight of the season from Elk Mountain in northern California. I live in San Jose about 210 miles south of Elk (driving distance). I keep my glider at Rich Sauer's house and fly my plane up to an airport near his work on Fridays after work to hang glide. Today I drove my truck up to pick up my glider. It cost \$100 in gas for the round trip. It cost \$70 round trip for gas in my plane and takes 2.5 hours less time each way.

We recruited Rich's daughter Kim to drive for us again. We heard there was going to be at least one paraglider flying today. When we got to launch we found 7 or 8 paraglider pilots with their laundry all over launch. It actually wasn't too bad since all that fabric kept the bottom of our boots clean. Several of the paraglider pilots were new P2s and Wally Anderson was giving them some mountain instruction. A couple of the pilots had never thermal before and did quite well their first time, getting more than a 1,000' above launch.

We (Rich and I) set up on the south launch. With all the paragliders launching, we were delayed more than we wanted. By the time the launch cleared, the wind was over the back. At best it came in crossing from the right. We could not launch, but a couple more paraglider pilots launched. They launched left to right across the launch. If we tried that our right wing would hit the hill. They can get away with it because their wing is so far above their head.

To fly we had to take the penalty hike and walk down to the north launch. The thermals were still coming up the south side, but the wind was blowing straight in the north launch. All we needed was enough wind to get us launched and then make an end run around the ridge to the south side and climb out.

Rich launched first. The wind died after his launch and it was another ten minutes before I was

able to launch. I found lift over the point (the west end of the ridge) the same place as last week.

This week the climb was much weaker and only carried me to 5,500'. Rich was below playing pylon racing with the paragliders as pylons, all the while taking pictures (he took a whopping total of 445 pictures on this flight). I was slowly losing altitude and radio'd that I was heading south down the ridge. We found some more lift a couple miles down the ridge and climbed above 6,000'. Another two miles and we hit some really broken lift for just 200' gain.

We went on glide to the end of Clover valley. This is usually as far as one can go south unless you can climb above 6,000' and can work your way along the east ridge. Rich was down to 1,000' agl. I was about 400' higher. He said we could land in the last field at the east end of the valley. I did not like the looks of it as it had horses in it and I could not tell where the fences were. I thought, at least he was lower and would have to land first then he could tell me about the obstacles.

Rich started circling. I flew over him and found nothing. I asked him if he was climbing and he replied "about 2' per minute". I kept searching around the area but after a couple of minutes I was at his altitude and climbing at 2' per minute. I thought "great, now we will both have to land at the same time and find any obstacles together". After 7 minutes of just hanging around in nothing, the lift finally started to come together and we started climbing in earnest. After 14 more minutes we were back above 5,500' and could breath a sigh of relief. Now we could make it to any number of much better LZs.

We decided to fly to the field across the road from Rich's house to make it easier for Kim to find us and pick us up. On the 8 mile glide we hit more lift and climbed and took more pictures. Over the LZ, the lift was even stronger and without trying I climbed 2,000', just flying around not paying any attention to the lift. Soon I was starting to get cold.

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I was sweaty from the hike down from the south launch. My harness has a huge gap behind my neck and it acts like an air scoop. I tried to fix it with a small pillow, but the air still gets in. One of these days I will find a harness that actually fits well and as airtight as possible.

I left the lift and worked at finding sink to get down. I took much more effort than it should but I worked my way down. Kim was out in the field with streamers and I could see the wind was light and variable. I picked the direction that was most consistent, but the last 30' or so off the ground the wind shifted to a tail wind of about 3 mph. I had a good flare and a no step landing, but the wind was just enough to push the nose of the glider over. I was on my feet pulling as hard as I could but I could not stop it. It was like a slow motion bonk.

The field had a lot more cow pies this week than last. It was difficult to find a place to break down and keep out of the pies. Rich landed a few minutes after me in the same light conditions. He had stayed up to take even more pictures. The total distance for this dog leg flight was 18 miles. It was an enjoyable day to end the flying season. The fall colors were in their full glory and the sky was bright blue from the recent rains. I still might get a sled run off Ed Levin, but it has been so long that I have flown there I will probably need another site intro.

Vince

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To: