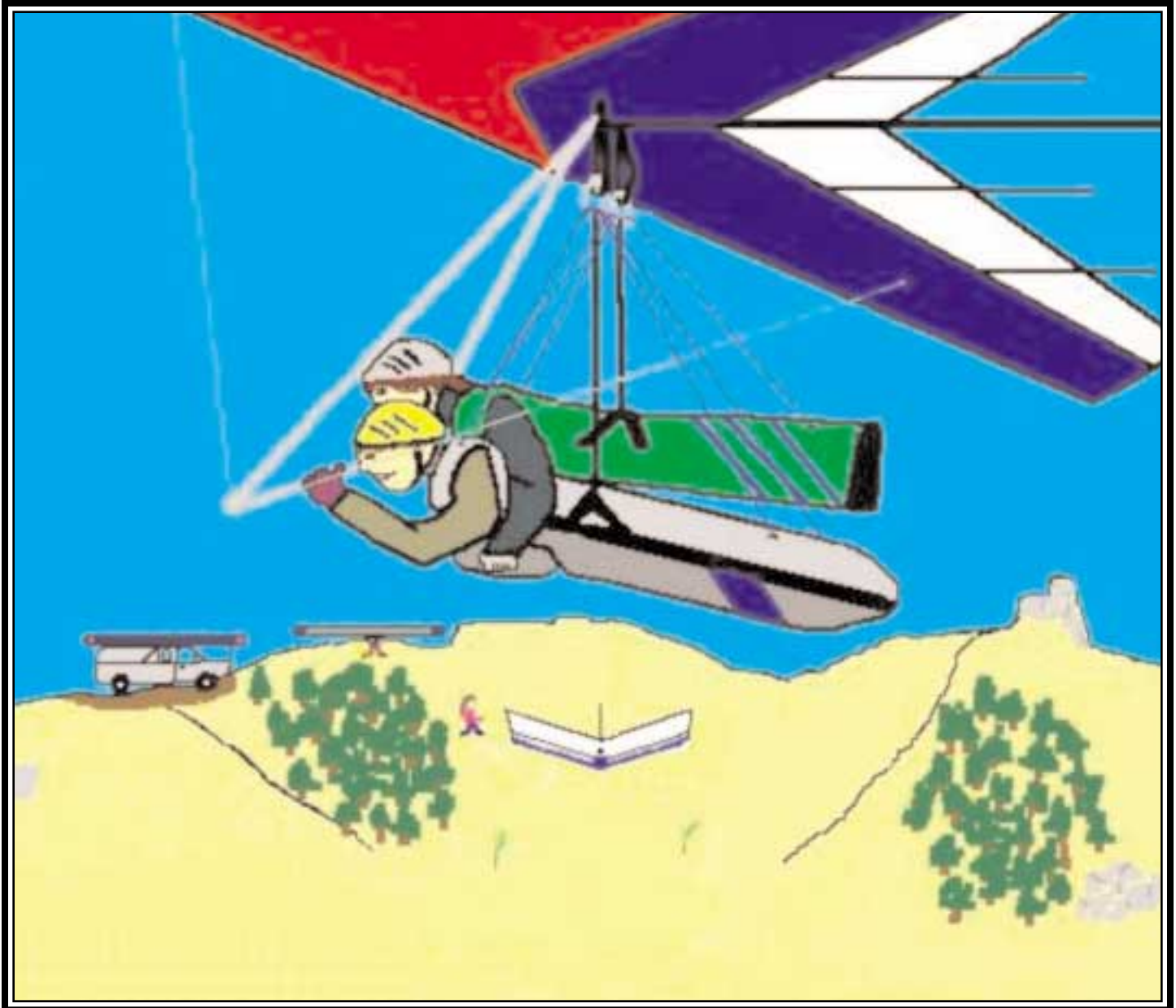


FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO
NORTHERN CALIFORNIA HANG GLIDER ASSOCIATION
VOLUME 101, NUMBER 02, FEBRUARY 2001



And now for something completely different...

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WOR Officers
President
Mark Mulholland
408-929-1753
markmulhol@aol.com

Vice President
John Wilde
650-556-1320 (H)
wildeblu@aol.com

**Treasurer &
Membership Services**
Don Jones 510-793-3551
wort@aol.com

Secretary
Paul Clayton
408-246-2218

Flight Director
Russ Locke
408-737-8745 (H)
408-737-7569 (W)
RussLocke@juno.com

HG Observer Coordinator
Dave Jacobs 510-651-6313

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

Member Services
WOR Soaring Forecast
408-973-1976

Mt. Diablo Weather Robot
925-838-9225

Ed Levin Weather Robot
408-946-9516

**San Jose Airport
Weather NOTAMS**
408-980-8459

WOR Business
PO Box 361885
Milpitas, CA 95036

WOR Web Site
www.wingsofrogallo.org

The Editor's Turn

I hear that conditions have been pretty good at Tam over the past several months. It was certainly good last Saturday! It was the kind of day when you could punch off, climb out, and cruise around at cloudbase forever.

Unless, of course, you screwed up, blundered through all the lift, sank like a stone, and spent a long frustrating hour scratching around the mesa trying to get back up until it started to rain. Like some *Flight Line* editors we could name. Doo dee doo.

It also looked pretty darn good at Big Sur that Sunday. Blue skies, wind out of the west, and cummies stretching out to the horizon. The kind of day when one wonders why one committed to go hiking and didn't bring one's glider along. Just like... uh... hmm... some *Flight Line* editors we could name?

Sigh.

So, was anyone down at Big Sur on February 11? If so, let's hear the story! I'm (sob) tough! I can (sob, sniff) take it! (Whimper).

This issue of the *Flight Line* features an interesting article about the microwave towers on Mission Ridge by *George Washburn* of the Santa Clara County Office of Emergency Services. You've driven past them, flown around them, flown over them, and looked down on them. Here's your chance to find out what those things actually are.

Elections have come and gone and we have a new slate of incoming officers. Read the details in this issue of *Flight Line*.

We've got a walk party coming up at Ed Levin on **Saturday, Feb 24**, to repair the Minnis Road workover. Or maybe that's a work party to repair the Minnis Road

Walkover. Whichever, that old walkover is getting pretty shaky, and it's time for a new one, so if you have chance to come out and help, here's your chance to do something for the club.

Walkover Work Party at Ed Levin

by Steve Pittman

We are planning to rebuild the Minnis Road walkover on **Saturday, Feb 24**. Rain date is **Saturday, March 3**.

This is the largest work party we have attempted in many years. It will likely take most of the day. The site will be closed until the work is done. Anyone at the site is expected to help rather than fly.

We will be removing the existing walkover and replacing it with a set of low broad steps constructed of railroad ties back-filled with base rock. Each railroad tie will be set fairly close to the existing ground level, so there won't be too much excavation involved. Still, bring earth moving tools if you have them. We will also be replacing a few fence posts near the existing walkover, so bring post hole diggers. If you have wire cutters and other tools for removing and restringing barbed wire, please bring those, too.

We will use lumber from the walkover we remove to repair the walkover uphill of Minnis Road. We can use the help of a few people with carpentry experience.

Dick Cochran, who designed the new walkover, has volunteered to order the base rock for delivery the day of the work party and to obtain the railroad ties and pipe for staking the railroad ties down. Dick could use some help in the week prior to the work party. He will, for example, be drilling holes through the railroad ties for stakes

to be driven through. If you are able to lend Dick a hand, please contact him at 925-625-7296.

We will need a 3000W portable generator to run power tools during the work party. To avoid the expense of renting one, I am hoping a **WOR** member can provide one for the day. If you can provide a generator, please contact Dick at 925-625-7296.

To join the work party, meet Steve Pittman & Dick Cochran at the walkover at 9:00 AM. Please bring any earth moving equipment (shovels, picks, mattocks, etc) you have, including breaker bars. Breaker bars are, of course, steel bars five to six feet long, usually pointed or with a blade at one end. Eye protection would be a good idea, too. And as for any work party, bring work gloves, hat, sun block, and water for yourself.

We will need a few hundred feet of garden hose to run water up from the horse trough just outside the LZ fence near the Minnis Road gate. If you have a hose, please bring it.

New Officers

by Ernest Hemingway

The club. Elections. Were held. Last month. At the last. Club Meeting. Our new. Officers. Are.

President -- *Steve Rodrigues*
VP -- *John Wilde*
Secretary -- *Paul Clayton*
Flight Director -- *Mike Vorhis*
Treasurer -- *Don Jones*
Membership Director -- *Carmela Moreno*

At this. Meeting. It was also decided. To keep. The meeting location. At... The *Summit Point Golf Club* restaurant. It was also. Suggested. By Eric. Carlsen. That the club should have. T.

Shirts. Made up.

Eric. Was. Appointed head. Of a committee. To create. A. Design. With a H. G. and. a. P. G. On. It.

Communications Installations on Mission Ridge

*George Washburn, Telecommunications Coordinator
Santa Clara County Office of
Emergency Services
January 2001*

This paper is the result of a chance meeting with Michael Kellogg on a recent Saturday when I was at the Frazier radio site near the hang glider launch site. The purpose of this paper is to roughly describe the operations at several radio sites along Mission Ridge and to give some rough guidelines regarding radiation safety.

The Santa Clara County Office of Emergency Services is responsible for coordinating disaster public education and planning, working in concert with the each city's emergency services manager, special districts such as the Santa Clara Valley Water District, and County agencies such as the Sheriff and the County Fire Department. County OES also maintains the Operational Area Emergency Operations Center where situation status and resource allocation are managed during disasters. In that capacity, OES is the intermediary between the cities and state and federal resources. My role, which is a volunteer position, includes, among other things, the coordination of mutual aid communications which is why I was at Frazier that Saturday.

A word about radiation safety and a disclaimer. Neither I nor County OES is qualified to make

definitive statements about radiation safety. Studies about radiation safety to ANSI standards are routinely done by registered professional engineers as part of any site study for broadcast or two way radio installations near populated areas. Because the hang glider launch area is not a populated area, I know of no such studies having been conducted although they may exist.

For more information about radiation safety than anyone probably wants to know, go to http://www.fcc.gov/Bureaus/Engineering_Technology/Documents/bulletins/oet65. There you will find the FCC's Office of Engineering and Technology Bulletin 65 (August 1997) and you can download a PDF version of the 84 page document.

Short of that, please understand that all radiators of radio energy can affect tissue in some way. That's how microwave ovens work. However, except for the two broadcast sites on Mission Ridge, all other sites transmit intermittently and with relatively low power. Still, for myself, I would try to maintain a 100 yard distance from the two-way sites and a quarter mile distance from the two TV towers.

Running from south to north, the nearest radio site to the hang glider launch area is the so-called Frazier Peak site, although that name appears on no map known to me. Frazier used to be the Gill Cable head end site but now AT&T Broadband gets its local TV signals via fiber optic from the local stations and distant TV signals via satellite. Today the Frazier site is home to the City of Milpitas police, fire and public works radios. It is on Santa Clara County Parks land and is technically a County site. However, there are only two County radios at Frazier, a police mutual aid repeater and an ARES/RACES (amateur radio) digital repeater.

Incidentally, the big microwave dish at Frazier hasn't been in service for years.

The next two sites to the north are gone. The old teepee antenna was Channel 54 and the old guyed antenna was Channel 48, located right on Monument Peak where the USGS marker can be found. That's the border between Alameda and Santa Clara Counties. Those two TV channels are still on the ridge, however.

The next site to the north is what I call a mushroom site because the spread of short pipes with microwave dishes on them look like mushrooms. It is sometimes called the Kaiser site although I have no idea why. This site is mostly a microwave hub along with some two-way radios. I do not know specifically who is at this site.

To the north and down in the gully is the Channel 36 site. The East Bay Parks master plan called for only two sites on the entire ridge, at least in Alameda County. All broadcast was to be located on the 750' high Channel 36 tower and all two-way was to be located at the new Motorola site to the west and north of Channel 36. I'll explain why all the towers remain on Allison in a bit.

The Channel 36 site runs very high power. In addition to Channel 36 at the top of the tower, Channel 54 is now here and there is one other UHF channel but I'm not sure which. There is a bunch of microwave dishes at the 250' level where the first guy wires attach. The microwave dishes are fairly low power and have narrow beams like flashlights. The TV radiation patterns are compressed vertically, oriented towards the west and electronically aimed at the ground. Think of a triple stacked lighthouse whose lamps cover a broad arc without moving. There is very little RF energy under the anten-

nas just like there is very little light at the base of a lighthouse. I've never looked but I'll bet there are few birds flying west of this tower at the height of the TV antennas, and neither should you.

The old Haskins site used to be on the knob east of Channel 36 but all that remains are some power poles. The old Cooper site, on the knob north of Channel 36, is gone, too. Those radios have been moved to the newest site on the ridge, the Motorola site. This site is below the ridge line to help with two-way radio channel re-use by purposely not covering the Livermore and Sacramento Valleys, something the old ridge-top sites did all too well.

The Motorola site has underground power, landscaping and a beautiful flagstone faced wall, all of which can only be enjoyed by hikers, birds, coyotes and hang gliders. It is a top notch installation, however. All radios at the Motorola site are two-way or Nextel type phone systems. There is a high concentration of radios here although they're not continuously on the air. Still, I would give this site a fairly wide berth at the elevation of the antennas.

Before moving all the way north to Allison, there is a historical site to note. On the east flank of Mission Ridge is an old Western Union microwave site. The building remains but the tower is gone. This site had the microwave dishes on the ground, pointing up to reflectors on the tower. That saved weight and cost but was found to interfere with satellites and space communications!

Finally, the northern most site on Mission Ridge is Mt. Allison. This isn't a single site but rather a collection of at least three radio sites. The southern site is the CHP radio site. A little below

and to the west is the Channel 14 and 48 site. That's the other TV tower, the one with the triangular platform on top. Like the Channel 36 site they run very high power so stay clear of the antennas at their elevation.

The Allison site consists of some old shacks, at least one shipping container and an old refrigerator truck body, not at all on a par with the new Motorola site. There are a half dozen towers at Allison and the whole thing, being on private property and not park lands, must be a gigantic thorn in the side of East Bay Parks.

Allison is a two-way radio and microwave site, including business and industrial radio users along with the California Division of Forestry and some wireless Internet providers. Like the Motorola site, there are a lot of radios at Allison but they're only intermittently transmitting and the activity level is always lower on weekends than during the work week.

That's the tour up Mission Ridge. If you have specific questions you think I can answer, email me at gjwashburn@aol.com. Remember, RF radiation safety is your responsibility. My comments are only a layman's suggestions but further away is always safer.

January Ed Levin
Status Report
by Steve Pittman

Rumor has it that people have been talking their children with them up to the launches and driving up to the top launch without 4WD. Section VIII of the Site Procedures says, "All drivers and vehicle passengers must be at least 18 years old and must sign the appropriate waiver of liability

2001 Mission Ridge Keyholder Application

Name _____

Address _____

Phone H) _____ W) _____

*Keyholder phone contact list to be published in Flight Line newsletter.

E-mail Address _____

WOR Membership # _____ Exp. Date _____

USHGA # _____ Exp. date _____

Vehicle Year / Make / Model: _____ / _____ / _____

Vehicle color: _____

Vehicle License # _____

Vehicle capacity: # of Hang Gliders: _____ , # of passengers: _____

Fire abatement equipment (circle one): Shovel / Extinguisher / Both

Site usage (circle one): Midweek / Weekend / Both

Application must include proof of current vehicle insurance, showing minimum of \$500,000.00

Liability/Bodily Injury/per incident.

*Note; While current membership is required in both USHGA and WOR, copies of cards are no longer required with Keyholder application.

I am applying for a key to Mission Ridge. I understand the gravity and responsibility inherent in receiving Keyholder privileges. I understand and will comply with the Mission Ridge Site Procedures and Regulations. I will maintain the required vehicle insurance and memberships in both USHGA and WOR during my entire tenure as Keyholder. I will comply with all requirements and rulings deemed necessary by the site committee. I understand that I may be subject to the loss of key and/or flying privileges, or other punitive measures, if so deemed by the Site Committee.

Applicant signature _____ Date _____

COMPLETE APPLICATIONS MUST BE RECEIVED BY MARCH 6, 2001

Return completed applications to: Steve Rodrigues
3013 Arlington Drive
Aptos, CA 95003-3165

Please do not write below this line. Site Committee use only

USHGA Advanced	____	Vehicle ins./\$ amt.	____
WOR member	____	Vehicle rack/capacity	____
Site fees	____	Key deposit	____
Fire abate equip.	____	Old key returned	____
Site contribution	____	New key issued	____

Checked by _____

prior to using the access roads." and "Only 4-wheel drive vehicles are permitted on the access road to the upper launches and the 4-wheel drive must be engaged in transit both up and down the hill." The penalty for violation is suspension for one month.

On Jan 6, two pilots found themselves at the top launch late in the day with no driver. Sunset that day was at 5:06 PM and the posted site closing time was 4:00 PM. They flew down but then realized they could not retrieve their vehicle and get it out of the park by 4:00 PM.

Having made a few bad decisions, they recovered well. Since they couldn't retrieve their truck in time, they decided to leave it parked on top overnight. Having made that decision, they called the Ed Levin ranger office at 408-262-6980 (a useful number to have when flying at Ed Levin, BTW - should you write it down in your flight log right now?), intending to leave a message informing the rangers of their plans, so no one would panic if the apparently abandoned truck was discovered.

Ranger Michael Maximovich answered the phone. When they explained the situation, Michael was considerate enough to give them the extra time they needed to retrieve their vehicle and even drove one of them up to retrieve it!

Because they tried to do the right thing, they were not cited. But please don't rely on such consideration in the future. Your aircraft must be on or in your vehicle and your vehicle must be out of the landing area parking lot by the closing time posted on the vehicle entrance gate to the landing zone. Please note the closing time posted on the gate as you pass through it. We hate to suspend people.

On Dec 20, a Red Sticker paraglider pilot flew from the 300' launch with two other pilots who did not have helmet stickers. The pilot was suspended for two months per Section X.A.2 of the Site Procedures. Before transporting other pilots to a launch, it is your responsibility to confirm that they meet the proficiency requirements for the launch. That includes a situation where the vehicle used is not yours and you are not driving. If you provide a lock combination, it is your responsibility to confirm that everyone in the vehicle meets proficiency requirements.

[This news just arrived from Lisa Tate at in Idaho. It sounds like fun! Ed.]

The 2001 King Mountain Meet

The **2001 King Mountain Meet** will be held **July 6, 7, 8, 2001.** at **Moore, Idaho**

\$50 entry fee. Open distance XC along a specified route! Tons O' Prizes! Handicap scoring! BBQ! Great shirts! Wonderful Bonus LZ's! Super Extra-Special Trophies! Really Nice People! Great incentives for early registration!

Contact Lisa Tate, Meet Director / Organize11716 Fairview Ave., Boise, Idaho 83713
(208) 376-7914
(208) 484-6667 cell
email Zoolisa@aol.com

Mission Ridge

Update

by Steve Rodrigues

The big news this month is about our "new" access road. Park Supervisor *Dan Reasor* has done a great job of renovating the gravel road between Mill Creek

Rd. and Launch. He had the entrance realigned with a new gate, graded much of the road base, and added many tons of rock, even as far as our set up area! This was a very costly project, but greatly improved our access and added a margin of safety. The road is gradually approaching an "all-weather" status, but we must still be very careful not to ruin it when it is wet. The "Damp Road" policy is still in effect. Thanks again to Mr. Reasor!

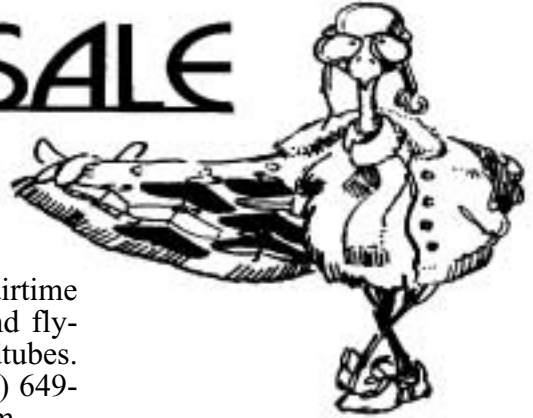
Safety tip; When a driver must exit the vehicle to open or close a gate, they should first park the vehicle on a flat spot, or position the vehicle diagonally across the slope so as to take some load off of the parking brake.

Yours truly is meeting with Keyholders on January 28th to determine the feasibility of relocating the gate and/or fencing at launch. We will also be looking into a new launch site on the East side of Mission Ridge. Reports to follow at the next WOR meeting.

Reminder; The annual Mission Ridge Keyholder reallocation is scheduled for the April WOR meeting. Applications are due by March 6, 2001.

Fly safe!
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 obo, Call Rick Cavallo 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/skygodmatt/stealth.html>. \$3000 obo. 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 obo. 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 LE, red and blue undersurface, must sell (ordered new Stealth). Comes with additional sail and 2 extra dtubes. \$2900 obo. 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 obo. 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. Original owner, mint condition, many extras. Just want to see it in the air again, only want 1/2 value, asking \$1200. Call Tom (408)747-0414 lv msg.

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 obo. Call Steve Thorpe (408) 435 2600 ext. 506 (w), (408) 260 7029 (h), thorpes@arklogic.com

Equipment

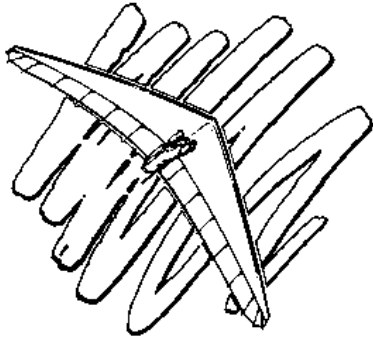
20 gore H.G.parachute with swivel. Never used and in excellent condition. \$100 or obo. Call Rick at (408) 224-4378, sport@onemain.com

Apco Top Secura Harness with kevlar backplate and CO2 air-bag protection. \$200 obo. 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

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 held
Tuesday, February 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.