



FLIGHTLINE



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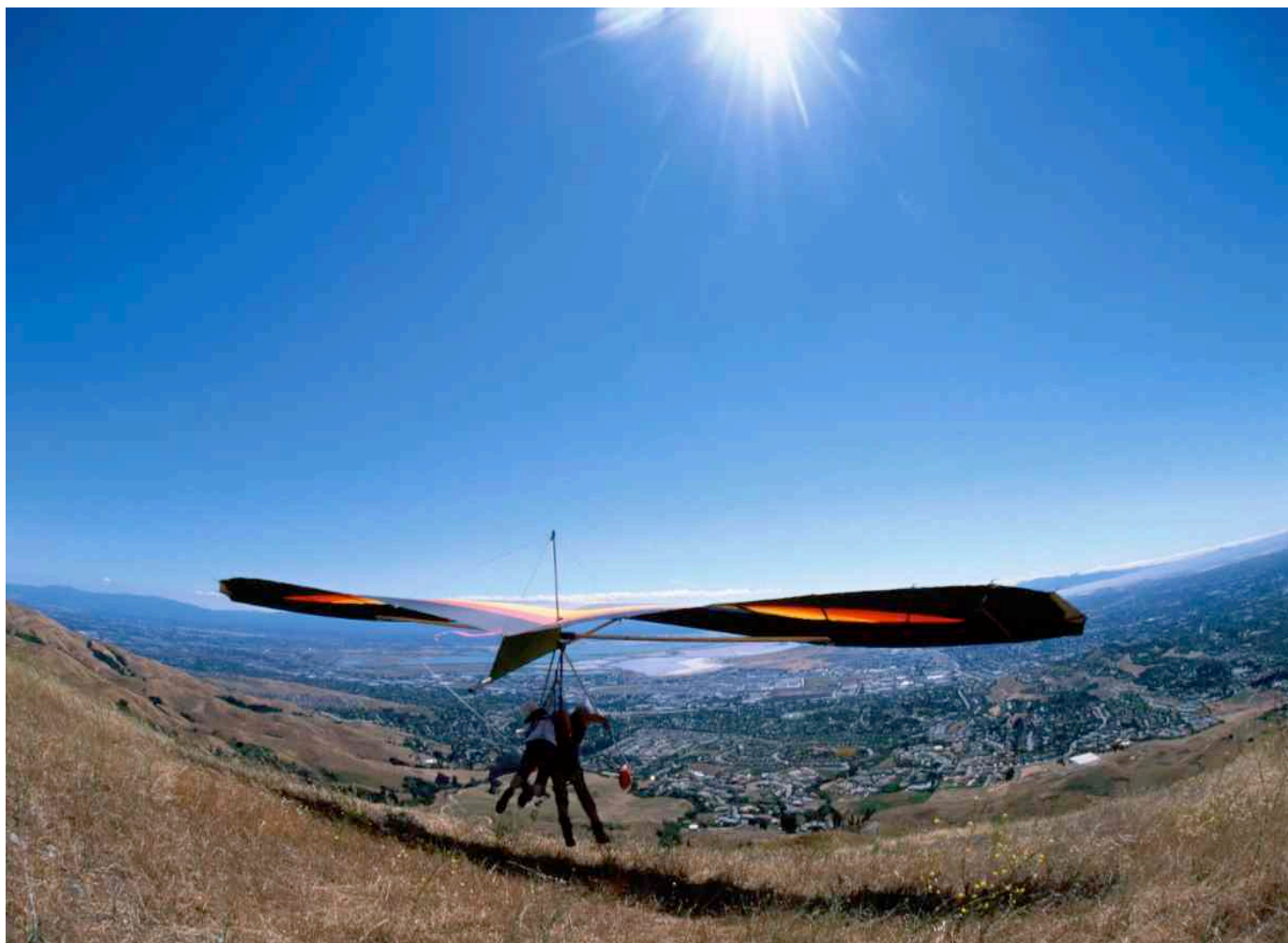


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Winter Flying Rumors and Stuff

TBD

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WOR Member Database

<http://wingsofrogallo.org/memberdb>

Jan 009 WOR Meeting Minutes

New Members/Guests

Kippo, H2, flies a Falcon
Jim Connect, aspiring paraglider pilot.
Chris Colgen, H3 who flies a Falcon 2.
John Blum, H2 who flies a Falcon 3.

Great Flights

Karl Allmandinger did a 7 minute test flight on an Aeros Target.

President : Wayne Michelson
The days are getting longer.

Vice President: Karl Allmandinger

Karl gave a primer on flying Ed Levin before the meeting.

Treasurer :Don Herrick

Dues are coming in and balances are increasing. Site insurance premiums are due this month. 123 renewals have been processed so far. A new waiver is required for 2009 renewals.

Work is proceeding on a pilot registration web page.

Members should check the helmet stickers of pilots at Ed Levin.

Membership Services : None

Flight Director : Pat Denevan.
No incidents to report.

Ed Levin: Steve Pittman

Instructors are required to enter information for their students before instructing them at Ed Levin. This will reduce the workload for the member services coordinator and reduce risk of problems in the event of an incident.

Thanks to Stan Boehm and Phyl Hamby for their work on the road and cattleguard.

There may be a work party to smooth out the road. This would consist in part of using a jackhammer to break up large rocks and create a better surface.

The lock box is full of clothing that has been left behind at the site, including a number of quality items. If nobody claims them they will probably be sent to Goodwill.

Work on the top launch web cam is ongoing.

The sign announcing the closing time for the park is not in its usual place.

Mission Peak :Roy Spencer

Some key applications are coming in. The windsock needs to be replaced. This will require at least 2 people.

Mt. Diablo : None

Coyote Lake : Jim Woodward

The special use permit is in process. 20 pilots and 6 vehicles would be allowed at the site per day. The site is expected to be open to H4 and P4 pilots. H3 and P3 pilots will be permitted to fly the site after 5 supervised flying days at Coyote. A liability waiver is needed, which may be combined or coordinated with the Ed Levin waiver.

A motion was approved to send an USHPA calendar to Tim Herr, who has done a lot of work on waivers and other legal issues.

Goat/Wildass : No report

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Old Business None

New Business

Roy Spencer mentioned that an observer coordinator is needed. Chris Colgen volunteered.

Steve Rodrigues brought locking carabiners to the meeting.

Wayne Michelson announced that the USHPA mentor program is underway. Dave Wills announced that mentors are to be appointed by Regional Examiners or Regional Directors.

USHPA is compiling a site database with site descriptions and contact information for visiting pilots who want to fly the sites.

A WOR webmaster is needed.

Kurt Bohan videotaped the meeting and requested flying video for presentation on the local public access TV station. There is a production meeting at the public access station on the 2nd Thursday of every month.

The following officers were elected for the coming year:

President: Eric Froelich
Vice President: Karl Allmandinger
Flight Director: Pat Denevan
Membership Services: Phyl Hamby.
Treasurer: Don Herrick
Secretary: Paul Clayton

End of Meeting Minutes

Heading south to fly

By Carmela

Karl and I have been planning to head south for a couple of months now. With an extended weekend planned we carefully watched the weather to make a last minute decision to go or not. The last time we made the last minute decision not to go. This time the weather is looking like it might hold up or we could get two flying days maybe three. Karl being retired and flexible we decided to leave Tuesday after I got off of work for our flying adventure. We planned to go to HG Mecca of the Southland- Crestline.

It has been at least 10yrs since I had been to SoCal and Karl never been. We took this opportunity to "JUST DO IT". First stop Lynn and Bruce to catch up with them since moving back to SoCal. Note to self: carry a regular map book with your GPS. We ended up naming my Garmin Nuvi 650 Bitch'n Betty or Ditsy Debbie.

The next day we headed out to Crestline after checking the internet for the best way. Once we got close we were able to turn Bitch'n Betty on to find the rest of the way. As we arrived pilots were ready to head up the hill. Instead of waiting for another truck to show up we followed the trucks heading up the hill now. My recollection to launch was fuzzy. I did not plug in the coordinates to launch or remember to print out the direction before we left. When we arrived at the Crestline launch it was strong and Rob McKenzie said he was going to head to Marshall. I thought it was best to follow. That was my bad. We ended up with sled runs.

The next day after spending the night in Lake Arrowhead we picked up a local who lived closed by to where we stayed. We tried to follow step by step instructions from Steve to his house but we kept returning to where we started. We finally find our way to Steve's house after calling at least twice to confirm the direction. Note to self: just because

you live there does not mean you know how to give directions.

After we finally found the place we loaded up his glider and we were on our way to Crestline around 10:30am. When we arrived it was a lot colder than yesterday but the winds were not as strong. Still we thought it would be best to head to Marshall where it would be a little warmer. The rain was forecast for the afternoon and the winds could pick up (which they did). The decision to go to Marshall was the right one - this time. We were rewarded with strong lift and you can stay up until the rain started or just after if you are a local. Launching was exciting to say the least. The winds were south east which is crossing from the left at Marshall. We both got rotor off of launch but judging by how Steve's eyes lit up

Karl got it worse than I. I was a bit of a chicken especially after the rocketship launch and really wanted to be broken down before the rain started. I was content playing in the lower hills until it was time to land. Karl got to 7200 ft and 2/3 of the way to Crestline when he saw the rain was moving into the valley. He decided it was time to start getting down, which took another half hour. He broke down in the rain.

Since the rain was here to stay or at least for the next two days, we headed back to Lynn and Bruce's pad to spend the night and then start our trek home the next day on Friday. There was no need to head home after flying.

All in all a fun trip lots of driving but well worth the effort.



KarlA and his fleet of gliders

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To:



Your last Car
its always a station wagon

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