



FLIGHTLINE



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Winter Flying Rumors and Stuff

[SpringFling@King! May 28-31](#)
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Jan 2010 Meeting Minutes**New Members/Guests**

Erin Rapacki, H3 from New England; flies a Sport 2.
 Paul, has been flying for 1.5 years, is a H3 and flies a Falcon.
 Scott, H3, flies a Pulse.
 Mike from Sonoma Wings; interested in the speed gliding meet.

Great Flights

Brian Foster flew Makapuu.
 Wayne Michelson, Ryan Goebel, Brian Foster and other pilots have been making practice runs on the speed gliding course.
 Paul Gazis, Karl Allmandinger and Paul Clayton got the first flights of 2010 at Mission on 1-13.
 Mike Jefferson flew Funston.

President: Eric Froelich

Summit Pointe is under new management. The location for next month's meeting will be posted in the newsletter. The January meeting was held at Straw Hat Pizza in Milpitas after we discovered that Summit Pointe was not open.
 The Christmas party was a success. Eric spent most of the evening at the grill. Eric has been working on improvements to the website and plans to add information for the use of instructors and observers.

Vice President: Karl Allmandinger
 Nothing to report.

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Treasurer: Don Herrick

Income exceeded expenses this month. There have been some site expenses due to the severe weather and some expenses for the Christmas party.

Flight Director: Pat Denevan

There was a crash on landing in the big LZ by the ranger station at Big Sur. The pilot suffered a broken elbow. The pilot apparently flew a short approach. Due to the size of the LZ (huge), it should have been possible to fly an approach with a long final, which might have been safer.

Membership: Phyl Hamby

There are 127 paid members for 2010. Pilots wishing to renew their membership must have a current waiver on file.

Ed Levin: Steve Pittman

A pilot was recently suspended for a month for having a dog off leash at Ed Levin. Dogs in all Santa Clara County Parks must be controlled by a six-foot leash at all times except in off-leash facilities. Please comply with all rules at Ed Levin, including speed limits.
 The Ed Levin Site Committee hates to suspend people. For a link to a web page with a list of County Park Ordinances and Regulations, please see the WOR Discussion Board.

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Mission Ridge: Roy Spencer by e-mail
 Roy has started processing applications.

Mount Diablo: Robert Moore by e-mail
 The park fee is due this month. USHPA has made changes in the insurance documents. The insurance paperwork has been delayed.

Coyote Lake: Jim Woodward
 A lockbox is needed, and there will be a work party to install it. Phyl Hamby volunteered to look into acquiring the lockbox.

Goat Mountain/Wild Ass: Wayne Michelson
 Goat is currently closed. Wild Ass is good in the spring. It's near Panoche Valley on the San Joaquin Valley side.

Mt Umunum: Steve Rodrigues
 Funds may be available to open the area for recreation. Funds have been appropriated for toxic cleanup.

Old Business

There may be an X-C contest in 2010. There was an on-line tool that was used to track the flights. WOR apparel is available on zazzle.com. Information on the available items will be on the WOR website.

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Jan 2010 Minutes continued ...

New Business

Chris Valley reported that the speed gliding course has been set and practice runs have been made by several pilots. Diev Hart is the fastest so far. Different courses have been set for the different classes of competitors. Maps of the course were made available at the meeting. The map has been posted on the WOR website. All pilots wishing to fly in the meet must have a waiver on file and an Ed Levin site sticker and have a current USHPA card. Volunteers are needed to drive competitors up. Eric Froelich plans to shoot video. Video photographers are needed.

Brian Foster, Chris Valley and Matt have volunteered to be site monitors for Yosemite this coming season.

A motion was approved to give a free membership to Brian Horigan in appreciation for making the trophies for the speed gliding meet.

Dave Wills reported when to the USHPA competition symposium. The competition formats discussed included aerobatics and acrobatics, which are new to the USHPA. Also discussed were race-to-goal and open distance formats. There was concern expressed about pilot fatigue in open distance meets and the effect it may have on safety. USHPA also wants to promote Accredited Competitions and Events [ACE], which are less formal than other events. This could include skill contests such as spot landing. Event insurance will be offered by USHPA.

Alan Deikman volunteered to organize an ACE event.

Don Herrick proposed that the locks at WOR sites be changed to proximity card devices. The locks Don proposes are programmable to allow people to be added to or deleted from the access list. The locks are \$1000 each, and are battery powered. Upgrades to the gates will probably be required to allow this type of lock to work. They are battery powered and the batteries are expected to last through 600000 openings.

Elections for 2010-2011 officers were held and the following people were elected:

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

Eric Froelich requested volunteers for a 2nd Harvest Food Sort. Prizes were raffled.

End of Meeting Minutes

February 2010 Meeting Minutes

New Members/Guests

- Lena, H1; flies a Falcon
- Chip, P2
- Steven Mullholland, Mark's son
- Wayne and his son Dave, who fly Falcon 3s.

Great Flights

Ben Dunn flew the Forbes meet in Australia; flew 40 hours and 600 miles in 9 flying days.

Chris Valley reported on the Speed Gliding Meet. 2 rounds were flown on Saturday. Chris plans to have another meet next year. Awards were made by Brian Dugan. John Borton was the meet director. The pilots flew safely. Thanks to Pat Denevan for the use of the Mission Soaring shop and to all of the volunteers. Meet results were:
Rookie Class: 1st, Jason French, 2nd, Mary Plovic, 3rd Mark Suttie.

King Posted Class: 1st, Dirk Morris, 2nd, Brett D'Aquino, 3rd Walter Whiteside.

Open Class: 1st , Jason Boehm, 2nd Ben Dunn, 3rd, Chris Valley.

President: Eric Froelich

There are issues with site access at Diablo and other site issues. Meetings of site committees are planned. The website will be updated.

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Vice President: Karl Allmandinger

Friday may be a good day to fly Ed Levin.

Treasurer: Don Herrick

Dues income is coming in and balances are up.

Flight Director: Pat Denevan

There was a blown launch at the speed gliding meet. The pilot apparently tried to use a tight hang strap technique, which didn't work.

Membership: Phyl Hamby

There are 184 paid members for 2010.

Ed Levin: Steve Pittman

Thanks to Chris Valley for organizing the speed gliding meet.

The combinations to the gate locks have been changed, and are shown on the back of the new membership cards.

A pilot was suspended for allowing his dog to run off leash.

Mission Ridge: Roy Spencer

The key allocation process is going better than last year. Thanks to Dave Wills for creating the pdf key application form.

Mount Diablo:

Eric Froelich sez There have been some good flights.

diablo report via email from R.Moore

[I'm still trying to get the insurance docs for the Special Event Permit, which is now one month overdue. Otherwise, nothing new to report.]

Coyote Lake: Jim Woodward

The lockbox currently at the 600' launch at Ed Levin will work for Coyote. Steve Pittman is planning to discuss the removal of the 600' lockbox with the rangers. The creek is still high. The lockbox needs to be installed before the site can open. A draft site procedure has been submitted to the Park officials for review. The lockbox will be equipped with a combination lock. The draft procedure is based on the Mission Peak procedure.

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Goat Mountain/Wild Ass: Wayne Michelson

Wild Ass is currently open; Goat is closed. The best conditions usually occur in the spring. Wild Ass is an advanced site with a long glide to the LZs. Wayne will post on the website if he thinks a good day is coming up.

Old Business

Stan Boehm reported that the windtalker at Ed Levin is working. Thanks Stan.

Dave Wills reported that there is a USHPA meeting next month. Contact Dave with any issues to be raised at the meeting.

New Business

Roy Spencer mentioned that Mission keys will be allocated next month.

Diev Hart announced a aerotow clinic this weekend. Details will be on the website.

Colin Perry announced at "Best Flight of the Year" contest. Submit your story (real or imagined) to the FlightLine if interested.

Eric Froelich announced that trips are planned, including one to the Owens Valley on Memorial Day.

Entertainment consisted of videos of flying at Hollister and at the speed gliding meet.

Prizes were raffled.

End of Meeting Minutes

Note: Items in [] are e-mail reports that were not necessarily read at the meeting.

Iv Nats

by Anonymyous

There I was, stepping into the launch line of the U.S. Hang Gliding National Championship, wondering what this self-proclaimed recreational pilot was doing here, entered into a serious competition for the first time. I've entered fun fly-ins and contests at different sites, Lakeview included, and have won cash, gas and a few spot landing trophies, but never imagined I'd ever want to enter a week long sanctioned cross country race to goal competition.

As a seasoned hang 3 pilot with about 80 hours mountain flying, I took my first big trip northward to fly new sites, and to see a competition in person, the 1995 U.S. Nationals at Chelan. The field had maxed out at the 120 pilot limit, and getting them all safely and fairly off the hill each day didn't seem to be that fun even though it seemed to get accomplished. Add to this the fact that GPS was too new to use, so everyone had to fly with a camera or two and this created a logistical nightmare for both pilots and scorers.

That being said, I enjoyed free-flying the event immensely, being a wind technician and having the first climb out of the day, looking down at the hundreds looking up. What was really invaluable though was the ability to be there with the World and National champions, along with numerous world record holders, and the pilots whose names and pictures are in and on the cover of the hang gliding publications.

A couple years later, the last time the Nats were on the west coast, a lot of the comp pilots showed up early and flew in Lakeview's Umpteenth Annual Fly-In, and that's also the last time I had seen a concentration of world class pilots gathered on the west coast. Since then Florida and the Midwest had monopolized our Nationals for a decade. When I heard the tow pilots were going to boycott this comp, it really made me want to enter to try and support a more balanced situation, both for the serious competitors and for our local pilots to have the chance to rub feathers with them.

The launch line moves forward and I'm doing my hang-check with the scoring official helping me when he notices that I had programmed my way points for the day on the wrong setting. He had been invaluable downloading all the way points and new software to my flytec the day before, and now I consider pulling out of the line, or taking the instrument off, but he's pushing buttons furiously, and has it ready to go before two people ahead have launched.

A part of me wishes this instrument wasn't going to record my every move, my last cross-country flight from Sugar was over two years ago, and

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since then my only other was off Mission Peak. Driving home from that flight at Mission was when I realized it had been so long, reminiscing about the flight and the realization that I had decided to go XC from below launch the last two times.

Determining not to land at the main LZ had turned out to be extremely fun the first time and an epic flight the next. My desire to fly free from the main LZ was re-ignited, and it also gave me confidence in my abilities and the proper judgment of what they actually are. Keeping the pressure and ego in check to fly safe was always a detriment to competing, but now I felt ready, and having just one xc flight in two years could make a great excuse!

Scanning the sky, no one seems to be getting up at the moment. One small group was high but hasn't left yet, with another dozen or so scratching the ridge. As the pilot in front of me moves into position, I'm remembering some other reasons I never wanted to enter a comp, flying in a crowd, fighting for lift, and feeling pressured to launch.

I've seen a lot bigger crowds in the many years of going to Lakeview and haven't had a problem, but also had an incident here a couple years ago with only three other pilots in the air, two of whom I know really well. I was sinking out when I caught a thermal out front and after a few turns the unknown pilot surprised me when he dove straight at me three times as I tried to thermal out. The first time he got within 10 feet, and since that near-death experience I really like to keep my flying distance from anyone I don't know, and even most of those I do.

Flying wasn't as desirable after that occurrence and for the first time I really understood why a lot of people drop out of this sport. Taking a break from gliding wasn't any better though, and I didn't know what to do after arranging my life around hang gliding for the last 15 years.

A few months later a horrible incident happened at a local coastal site when a couple friends were shot by a suicidal crazy guy. One of them was going to be ok, but the other was in coma and not going to make it.

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Iv Nats continued

As terrible as that was, it helped me remember that life is too short and you can't always avoid the suicidal crazies, in the air or on the ground. At the memorial fly-in I flew for the first time in months, because I could fly for the pilot that would have been flying that beautiful day, but instead was laying there in a hospital, dead but alive, unable to do what he loved to do.

So as the pilot in front of me picks up his Ultra Sport to launch in a nice cycle, I decide to avoid the crowd and turn left, which hardly anyone ever does at Sugar Hill. He must be thinking the same because he turns left, so now I choose to join the crowd to the right, which should also allow me to launch in the same cycle. I have to pause and chat with the launch officials, but I really try to ignore them in my brain to stay focused on the task at hand, and they clear me to launch and my hang strap is already tight, the glider balanced.

I love launching Sugar. Even though it's at 7,000 feet, the wind can fill your sails like at Funston or Mission on a good day, floating the glider up to get the strap tight, letting the wing start to hold my weight, ease the bar in and start to let gravity take me forward, starting to fully load the wing as my feet keep me one step ahead until I can't run any faster, the glider now carrying all my weight with just my toes touching earth, the bar pulled in with a ton of pressure built up, so I start to ease it out and climb away, using some more of the energy to turn right and fly down the spine.

What's this, no beep?

.... *to be continued*

Free Booth Space Day in the Sky Watsonville April 17 2010

Greetings Everybody
WELCOME to the 6th annual Shared Adventures & Experimental Aircraft Association Chapter 119's Day in the Sky Watsonville! Wow, can you believe it, 6 amazing years of the fun-est free-est flying-est festival on the Central Coast!
Saturday April 17, 2010, 9am-5pm
And YOU are invited... to host a free booth and spread the word about the great stuff you're doing. Vendor / exhibitor registration is open now. If you can join us as an exhibitor/vendor, please take a minute and officially reserve a (free) booth online: <http://www.dayinthesky.org/vendor.htm>
We expect about 2000+ people to join us at the festival this year, and about 500 young people with disabilities will get to go flying for 20 minute flights along the central coast. Passenger registration is not open yet, but we'll send another email in a few days about that.
we hope to see you April 17 at the Watsonville Municipal Airport. (Don't forget to sign up online if you want a free booth :-)
PS Also, save the date for 'Take Flight for Kids @ Moffett Field, Mountain View / Sunnyvale', tentatively scheduled for June 5. That'll be a hugely fun event as well....

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March Entertainment

Our guest speaker for the entertainment section of our next meeting will be Brad Gushaw, who jogged past the weird rock formations in the mountains above Milpitas-San Jose for 23 years before finally stopping to take a closer look at what he thought was the ruins of a rock house, but instead turned out to be a Prehistoric Lookout. That was just over a year ago, and since then he has identified more and more prehistoric ruins in these mountains-- including fighting walls, carved cliff faces, and carved warning boulders-- all designed to keep lowlanders out of the "Mountain Kingdom" that existed up there in Stone Age times. It would be no exaggeration to say that almost all substantial boulders in the mountains were part of the ancient defense grid, and the goal of Brad's presentation is to help the WOR pilots realize how the boulders they walk, drive, or fly past in the mountains fit into that "Big Picture."

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