



FLIGHTLINE



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Photo : Easy Riser (aka: fun for the whole family) @funston.aero

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Winter 2010/2011 Flying Rumors and Stuff

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October 2010 Meeting Minutes

Entertainment

Video of early hang gliding including flights by Dave Kilbourne, Taras Kiceniuk, Bill Bennet, Bill Moyes, Bob Wills and other pioneers.

New Members/Guests

None

Great Flights

Victoria went to Octoberfest at McClure and won a thermal generator. She also flew Hull and got to 10300' over the peak.

Ben Dunn flew the Pre-World meet and finished 24th.

Phyl Hamby flew from the 300 launch at Ed Levin last week.

President: Eric Froelich

Karl Allmandinger is working on a program to promote a "culture of safety" in our sport.

Vice President: Karl Allmandinger
Nothing further to report.

Treasurer: Don Herrick
Expenses slightly exceeded income over the past month. Dues income is starting to come in.

Flight Director: Pat Denevan
No flying incidents to report.

Membership Services: Phyl Hamby
There are 342 paid members for 2010 and 11 so far for 2011.

Ed Levin: Jon Blome
Nothing to report.

Mission Ridge: Roy Spencer by e-mail
A pilot has been suspended from flying at Mission . An e-mail has been sent to all Mission keyholders identifying the pilot. If you are a keyholder check your e-mail.

The pilot's return is contingent upon

obtaining a written sign off from a USHPA certified instructor that is familiar with the flying environment at Mission and known to the Mission site committee that he has regained the skills and judgment commensurate with an Advanced Hang Glider Pilot rating.

The suspension is an attempt to direct this pilot to get professional instruction to bring his skills and judgment back in line with the requirements of an H4 for his safety.

Several factors contributed to the site committee decision to suspend this pilot. Over the past several years there have been several documented and undocumented incidents where this pilot either blew his launch at Mission or exhibited poor launch or landing skills and decision making. The most recent incident, involved him blowing his launch in very light and somewhat crossed wind. He was not injured. Following the blown launch he attempted to hike down the mountain off trail, with no water, on a very hot day. Sept 27

He was eventually rescued by helicopter. The EBRPD also dispatched fire trucks, police, and an ambulance. I sincerely hope that this pilot can regain the skills and judgment required to be a H4 pilot and return to flying at Mission .

Mount Diablo: Robert Moore by e-mail

Officially, nothing to report.

Coyote Lake: Jim Woodward

The graphics for the site plan have been submitted to the Parks Dept.

Goat Mountain/Wild Ass: None

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Mt Umunum: Steve Rodrigues

The mountain is controlled by the Mid Peninsula Open Space District. Vehicle access to the peak is now looking like a possibility. Steve has arranged a stakeholder meeting and plans to propose flying from the peak. There are two potential LZs; one is at Almaden Quicksilver Park.

Old Business

There was a meeting regarding land acquisitions by Santa Clara County.

New Business

Pat Denevan reported that the WindSlammer weather station is up and running. Google windslammer, hang gliding. It was built by Don Burns, Ofer Bruhis and Brett Woolums.

Pat also announced an instructor clinic to begin this Friday, and a chute clinic on 10-28.

Phyl Hamby reported that the Ed Levin wind talker is working.

A \$200 donation was approved to support the Free Flight Film Festival.

Hat Creek Rim reportedly has USHPA site insurance through the Shasta Sky Sailors. There is a \$10 fee for the helmet sticker required to fly there.

Prizes were raffled.

End of Meeting Minutes

November 2010 Meeting Minutes

Entertainment

Dave Wills brought a USHPA safety video featuring Paul Voight.

There was also video of the Octoberfest fly-in at McClure.

New Members/Guests

Matt, a H1 currently taking lessons.

Great Flights

Chris Valley flew for over an hour at Windy Hill.

Charlie Nelson flew for 2 hours and got to 2900' at Windy Hill.

Erin aerotowed for the first time.

Alan Deikmann made his first 1 hour flight at Ed Levin.

Robert Booth flew for over 3 hours at Ed Levin.

Roy Spencer flew for over 3 hours at Mission on Halloween.

President: Eric Froelich

There is a meeting about opening Mt. Umunum to the public on December 9th in Los Gatos. Mt Umunum has a SE facing rocky face and has potential as an X-C site.

Vice President: Karl Allmandinger

Saturday looks like a good soaring day.

Treasurer: Don Herrick

Expenses slightly exceeded income over the past month. Not much dues income is coming in.

\$200 was allocated to support the Free Flight Film Festival December 9th, organized by David Royer.

Flight Director: Pat Denevan

Pat recommends a "hook-in check" just prior to launching rather than, or in addition to, a hang check.

Membership Services: Phyl Hamby

There are 341 paid members for 2010 with 6 more pending and 11 so far for 2011. When applications can't be completed, waivers are usually the problem. Members are urged to update their personal info on the WOR website.

Ed Levin: Eric Froelich

There was an incident this past month involving

commercial instruction at Ed Levin, which is forbidden in the site procedures.

An instructor was also suspended for flying tandem without the student wearing a helmet, among other violations.

Paul Didas was appointed to the site committee.

Mission Ridge: Roy Spencer by e-mail

It's time to renew WOR membership. Key applications will begin in January. Site access by H3 pilots will be discussed.

Mount Diablo: Robert Moore by e-mail

Officially, nothing to report.

Coyote Lake: Eric Froelich

Jim Woodward and Gene Pfifer are working on the details to be resolved before the site can be opened.

Goat Mountain/Wild Ass: None

Old Business

Don Herrick reported that visiting pilot sticker boxes have been placed at all WOR sites. Don is also working on an explanation of the visiting pilot policy to be placed on the WOR website.

Eric Froelich has discussed the policy with Leo Jones, president of Sonoma Wings. Sonoma Wings pilots could fly Diablo 2 times per year under the visiting pilot policy. Pilots who fly a WOR site more than 2 times per year are expected to join the club.

New Business

Don Herrick reported that he has USHPA rack cards, which can be exchanged for a copy of HG&PG magazine. The December meeting will take place at the holiday party on December 4th.

The following people were nominated to be club officers for the coming year:

President: Ben Dunn, Ryan Goebel, Paul Gazis

Vice Presiden: Erin, Ben Dunn

Treasurer - Don Herrick

Membership Services Coordinator: Phyl Hamby

Flight Director: Pat Denevan

Secretary: Paul Clayton

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Chris Valley announced that he is organizing a speed gliding meet for Valentine's Day weekend. Dave Wills suggested that it be an ACE meet, making it eligible for an insurance policy provided by USHPA.

Don Herrick noted that there is \$500 in the 2010 budget that is available to fund the Christmas party.

Dave Wills noted that the Foundation for Free Flight will fund site improvements, competitions \ and other events, and might fund a Silent Air Show, is the club decides to organize one.

Prizes were raffled.

End of Meeting Minutes

Master's Tips

By Uncle Colin

Have you ever had difficulty inserting battens into your glider? Do they stick and/or jam only 3/4 of the in, especially when it is mondo soarable and all your buddies are ragging you for being so damn slow? Well then, have I got a trick for you!!!

All you need to do is use a pair of tin snips to cut a piece of old-fashioned blade razor the width of the head of your batten, and use super glue to affix same business-end forward. Allow glue to dry for 20 minutes whilst inhaling the fumes, and you will never again be bothered with sticking battons.

Next issue: How to fix the nagging issue of your beener getting snagged on your hang strap when you are trying to hook in. In the meantime, have a prime new year....

Thanksgiving in Santa Barbara

By Carmela Moreno

Something just kept telling me I need to get out of town. Where to go was the question. At some point I made contact with Tammy. I sent her an emailing telling her that I may come down to Santa Barbara for TG. Well that got the ball rolling next thing I know I am going. I had not seen her in about 15yrs. If I stayed home I would just be a slave to the house. There's that whole family TG but had I already warned them that I was leaving town.

I left Wednesday night and motel it somewhere down the road. I had about a 2 hour drive the next morning. I called Tammy when I got to town. She is at the training hill. I already had directions to the training hill. I had no clue how to find the LZ for the Eliminator. She tells me there are guys going up at 10:30am it is 9:30. I felt as if I would be rushed to find the LZ then walk the LZ and to meet up to go fly. I decided that I could use some L/Ls and hang with Tammy. It is TG day and she has a turkey cooking. She had one other student so we shared the ride up in the Subaru. She had me do the demo flight for her student.

From the training hill you can see the gliders in the air. They are over launch but I am having fun right where I am at. Little did I know there would be an added benefit not flying at Eliminator the 1st day. Besides practice of L/Ls I got to watch video of a bunch of Parma landings. The next day I am armed with a map of SB and knowledge of what the LZ would be like. I did find the LZ I did get a little lost but I eventually found it. I walk the LZ and this only slightly put me at ease. This is an intimidating LZ. My best advice is to not to look at the

windsock just land uphill. Do not undershoot or overshoot.

The locals are showing up and we load up and head up the hill. As we drive up the LZ is pretty well marked with a grey and green line. It is easy to spot.

We get to launch and we start to setup. I go with the flow the locals know best after all. No time is wasted. It is time to launch. I was fourth to launch. Mostly I did not want to be last off so I got in line. Launch felt great. The launch is steep the wing in out in the flow but it is light. I do ask one of the pilots if he would watch my wing to make sure it does not do any tricks. I lift the glider and get the nose down. The launch is not so steep to put the bar up against my shin but I do get the nose down. I get launch but not much is happening. I am flying the Victoria Secret glider (195falcon) so I head left down the ridge off of launch. These guys are flying topless gliders and going right deep into the canyon. For all intense purpose I am following the pgers down the ridge. I would get into trouble if I try to follow the big boys. I make my way over to what they call the round house and was able to maintain/gain some altitude. I was able to extend my flight and enjoy the gorgeous view of Santa Barbara. I start working my way closer to the LZ. There are about dozen pgers flying near the LZ. They are landing in the upper and not the lower. I keep my eye on them but we set our approaches far enough part it is no problem. I do as Tammy said; lose your altitude over the pool when you are eye level with the tops of the tree you better be on final. I make about 8 360s and one last 270 up the hill for a nice no step landing. Whooohooo!! This marks a new site for me.

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I spent Thursday and Saturday on the training. I was planning on heading home Saturday. I really wanted to hang with Tammy and her man who is doing his first flight in 4 months. He had a mishap with a table saw. He is doing well but he has minimal movement in his fingers. He had a custom finger guards made. He is a strong guy he will be able to launch and land. The question will be will he do any damage to his fingers. No worries. He does great and has that twinkle in his eye. Moments like these are another reason why I love this sport so much!

The training hill is very cool and the Subaru taking you back up the hill is ideal. Tammy has been teaching since 1995. She has lots of knowledge and is more than willing to share it. I would highly recommend signing up for a lesson. The best part no hiking, for a small fee she ride you up.

Oh boy did we have some stories to reminisce. All in all a GREAT weekend and I am glad I went. 4 days - 8 flights. Well I flew Sunday at Mission.

It is not the quantity but the quality of flight for me.

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