

FLIGHT LINE

THE PUBLICATION OF THE WINGS OF RO GALLO
NORTHERN CALIFORNIA HANG GLIDER ASSOCIATION
VOLUME 100, NUMBER 07, JULY 2000



Gordon Gill having too much fun!

In This Issue:

| | | | | | |
|-------------------|---|-----------------------------|---|----------------------------|---|
| Of fics | 2 | June Meeting Minutes | 3 | W O R Hill Mountain Fly-in | 6 |
| The Editor 's Tun | 2 | May Meeting Minutes | 3 | W ings for Sale | 7 |
| Ed Levin News | 2 | XC: The Wild West Regionals | 5 | Next Meeting | 8 |
| | | W alt' s Point Update | 5 | | |
| | | The W O R Mailing List | 5 | | |

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The Editor's Turn

It sounds like the Regionals were pretty good! Bernhard Sterling has written a first-hand report. Read all about it in the issue of FLIGHT LINE!

It's summer - those booming months of glory and adventure, mixed with the occasional moments of fear. So let's hear some stories. If you had a great flight, or if you had a wild adventure followed by a gnarly landing in the middle of nowhere, a night in the desert fighting off attacks by angry mutant ground squirrels, and a long hike out through some barren wasteland during which you stumbled across the ruins of a vanished civilization in which you found the legendary Convectos Stones that confer godlike thermalling skills upon their owners... write it up, enter it in the FLIGHT LINE Hang Writing Contest, and you may win a Valuable Prize!

Particularly if you send your editor one or two of those Convectos Stones.

The Y2K Lakeview Fly-in was fun. Conditions were good almost every day, though you had to be at the right place at the right time - i.e. you had to be exactly where I wasn't at the precise moment that I was not around. I don't know if any records were broken, but there were plenty of long flights... from the sites I didn't fly when I wasn't there. There were also some wild thunderstorms. Which we watched from the ground. A fine place from which to watch thunderstorms!

On a more practical note, your Editor will be in Germany... again... July 22-August 10, so the August issue of FLIGHT LINE will almost certainly be late. Worst of all, I'll be stuck in Berlin. Which does not, to the best of my knowledge, have many flying sites since they took that old Cold War ridge site down.

On another and even more practical note, our 'Wings for Sale' listings have been getting out of hand, so there will be a change in our classified ad policy starting this issue. Or to be more accurate, it looks like it's finally time to start following what we've been pretending was the classified ad policy for the last year. From now on, ads run 6 months from the issue they are submitted, after which they vanish (poof!) unless they are renewed. As always, ads are free of charge to Wings Of Rogallo members.

Non-members have to send me some Convectos Stones.

Ed Levin News

Apparently the 5 MPH sign is missing near the 300/600 gate. Luis, the rancher who lives near the 1750 gate, has asked us to remind all pilots to drive slowly to keep the dust down. He leaves his screened windows and doors open now during the summer. Please be courteous on your way up the hill. Thanks!

We've also heard of from the rangers that a pilot's car was broken into and personal property stolen. This incident occurred in the paved lot opposite the LZ gate while the pilot was flying. The rangers have advised drivers to keep personal property, locked in their cars, out of sight. Either place it in the trunk or cover it on the floor.

Alternatively... a vicious pack of mutant ground squirrels ought to do the trick...

June Meeting

Minutes

by Paul Clayton

NEW MEMBERS/GUESTS

Alec Kaseway - PG pilot
Clifton Moody - HG pilot
Jason Boehm - HG pilot
Tim Boogey - HG pilot

GREAT FLIGHTS

Rami Yanetz - flew 300 miles in a sailplane.

PRESIDENT'S REPORT - None

Mark Mullholland was not present.

VICE PRESIDENT'S REPORT - John Wilde

John and others mowed the lawn at Ed Levin. The WOR fly-in at Carson City had a decent turnout, but the weather was iffy. Hang glider pilots flew McClellan, and paraglider pilots flew Duck Hill.

TREASURER'S REPORT - None

Don Jones was not present.

FLIGHT DIRECTOR'S REPORT - Russ Locke

There has been a rash of unusual accidents now that the peak season is here. There was also a blown launch at Dunlap, in light conditions. Fortunately no injury resulted.

ED LEVIN SITE COMMITTEE REPORT - None

MISSION PEAK SITE COMMITTEE REPORT - Steve Rodrigues

It is important to keep speeds down on Mill Creek Road. The road is patrolled by the local police, and one keyholder has been stopped. A vehicle can be

rolled backward in the berm when stopped at a gate. This will prevent the vehicle from rolling, even if the parking brake does not hold.

M T. DIABLO SITE COMMITTEE REPORT - Mark Grubbs

There has been a snafu related to site insurance. The special event permit needs renewal, and insurance paperwork was not done when needed. This may put the site in jeopardy.

NEWSLETTER - No report

COMPETITION COMMITTEE REPORT - None

OLDF BUSINESS - None

NEW BUSINESS

Pat Denevan reported that Yosemite is open for flying, and Chief will be there this coming weekend. There will be an instructor evaluation clinic on 7/15-16 and a chute clinic on 7/19.

Steve Rodrigues gave away copies of Flying Conditions, by Dennis Pagen, and Right Stuff by Eric Fair.

Jim Woodward handed out Moyes brochures, and announced that he is a dealer for them, and others.

Carmela Moreno announced that the July meeting will be held at Phillie's Cheesesteak, at McCarthy ranch.

Entertainment was provided by Don Burns. Members flew Don's hang gliding simulator at Silicon Graphics (the site of the meeting). Don also demonstrated a geography program, which has detailed aerial views of the Bay Area, including several flying sites.

END OF MEETING MINUTES

May Meeting

Minutes

also by... you guessed it... Paul Clayton!

NEW MEMBERS/GUESTS

Alan Sakayama - flies mostly at Funston.

GREAT FLIGHTS

Mark Mullholland - Flew 106.6 miles to goal at Wallaby (1st hundred miler).

Don Jones and Kevin Cameron went on a hang gliding safari to Wallaby, among other places.

PRESIDENT'S REPORT - Mark Mullholland

A number of club events are planned for the coming months, including several fly-ins. The June WOR meeting will be at Silicon Graphics, hosted by Don Burns. There has been a mudslide at Waddell Creek, which has changed the launch site. The 2000 X-C contest is underway. T-shirts from the 1999 contest were presented to Ken Martin and Jeff Gibbons. Volunteers are needed to run the X-C contest and fly-ins.

VICE PRESIDENT'S REPORT - John Wilde

Don Jones is back.

TREASURER'S REPORT - Don Jones

We have 417 paid members.

ED LEVIN SITE COMMITTEE REPORT - Steve Pittman

According to the new site procedures, we are to call 911 after any injury accident. Dick Cochran has surveyed the Minnis Rd walkover and has a plan for repairing and upgrading it. The grass in the LZ needs mowing. Volunteers with mowing equip-

ment are needed. Closing times will be strictly enforced in the future. A paraglider pilot was suspended for flying after sunset.

MISSION PEAK SITE COMMITTEE REPORT - None

M T. DIABLO SITE COMMITTEE REPORT - Mark Grubbs

There have been some great flights this spring, including two 80 milers. The 5 glider limit at the North launch is still in effect.

FLIGHT DIRECTOR'S REPORT- Mark Grubbs

Russ Locke was not present. Mark reported on a recent incident at Funston in which a Ghostbuster hit a 100 lb test kite string in the LZ and spun in. The pilot reportedly never saw the kite string. The pilot is OK but the glider was heavily damaged. Control of kite flyers is an issue to be addressed by site committees, as it has caused problems at other sites.

NEWSLETTER - No report

COMPETITION COMMITTEE REPORT - Mark Mullholland

X-C competitions will be scored using GPS.

OLD BUSINESS - None

NEW BUSINESS

A motion was introduced to allocate \$900 for materials needed for the Minnis Rd walkover. The motion was approved.

Entertainment was Mark Mullholland's slides from his trip to Wallaby Ranch.

END OF MEETING MINUTES

XC: The Wild West Regionals

by Bernhard Sterling

The following recollection of flights was originally intended to merely keep my immediate family, currently on an "itsnotavacation" with the grandparents, in tune with my favorite past time activities. Then it became apparent, that some of my more competitively minded friends would perhaps enjoy reading it also.

All of my mountain flying to date had been down a hill, pretty much as you are familiar with the subject from downhill skiing: You take the lift up the hill and sooner or later, gravity always wins, and you are back to where you started from. This physical limitation imposed on us was going to be temporarily "lifted" in that a first X-C (cross-country) flight was coming up. For such a flight, pilots would still launch from the top of a hill, but then continue on, as far their wings will carry them. Sun-heated terrain, mountain features, and cloud formations, all provide the clues for the locations of free lift tickets.

You are familiar with the notions, that people climb mountains, "because they are there"; you also know about the lemmings' motivation at large when 5k to marathon street races are announced. It must have been this kind of "rationale" that caused me to sign up for an "air race". Yep, you counted correctly; there were two unknowns in this equation. Never before, did I participate in any air competition event. Almost needless to say, I had a small knot in my stomach when I saw about 40 gliders lining up at launch, ready to take off from the top of Mc Clelland peak, between Reno and Carson City. Such a race, as any other I know, is won by the competitor, who is the first to go through the finish line; in

this case, when he flies over a road that intersects Highway 50 at 28.5 beeline distance miles, east of launch.

Completely unfamiliar with tactics and strategies and new to the terrain, I waved a contour map in front of a friendly pilot in a desperate attempt to gather some clues. When he asked me where Mc Clelland was, I realized this wasn't going to work. So I decided to watch for a while and eventually, it was my turn. I didn't get very far: Spilled out of a thermal lift column, I just barely managed to land on top of the mountain again. We'll keep this part short. I only wanted to mention that a glider with a broken down tube looks about as much as an eagle as a duck with a broken leg.

The next day brought a few cumulus clouds that began to line up along the mountain range to the east. That was very good news. Again the competition began to line up their high performance gliders; very much like racehorses that scratch the dirt nervously. Neither such a sight nor the incompletely erased experience from the day before loosened the knot my stomach had curled itself into. Lack of experience was successfully replaced with self-confidence when the thermal lift that I entered right in front of launch carried me up. Going though 10,000 feet, the Lake Tahoe basin opened up behind still snow-covered peaks for an unforgettable vista.

The street of white cloud pillows showed the way - easy street! The lift became increasingly stronger: diving at 45 mph air-speed and still climbing, the goal came in sight, going across the finish line, still over 3,000 feet above ground, the glider just wouldn't lose altitude. There was my opportunity to do a steep diving spiral, changing direction when I became dizzy; was better than being on a roller coaster.

Fortunately I had practiced high speed landing approaches the weekend before. So, I was safely on the ground before the desert wind on the ground noticed that I was coming in.

I was ecstatic, just making goal was a great achievement for me, and there were still several "experts" coming in behind me. I know, it's all just dumb luck, but somebody has to be lucky. With some practice perhaps, I can get lucky more often. On the way back, the truck driver honked at everybody who had to land out.

The third and last day was going to bring some excitement: the clouds had a grayish tint to them and were moving nicely. My plan was to repeat what had worked the day before with a bit more finesse. That part worked fine, but by now, the dark gray clouds began to close behind me. I stayed right under the edge of a cloud, moving at good speed, thinking the dark clouds couldn't catch up to me, but their presence made me about as comfortable as Damocle must have been with that infamous sword behind his neck. There were large dark gray streaks of rain falling out of the cloud to my left, rain that evaporated before it hit the ground. It was a great perspective but enough being enough, I moved over to the last sunny part of the valley and for me, the race was over. Obviously, I had erred on the safe side of the thin divide between courage and stupidity. The landing was soft, right next to Hwy 50 in sage brush country. A driver came by immediately. When we waited for another pilot to pack up, a dust devil came right towards us. The body weight of three guys was barely enough to hold the glider on the ground. When I opened my eyes again, I realized that this thing had the diameter of a house and was loaded with things that ordinarily don't fly.

The organizer probably has some special talents in calling the launch window, the weather, the goal and the distance. The pilots were actually a very friendly crowd, there isn't much wrong with the desire to win.

Walt's Point Update

Peter Lawrence

<Peter.Lawrence@Eng.Sun.COM>

The port-o-potty is now up at Walt's Point. The Forest Service is happy, and judging by the usage so are many pilots and drivers. I received three more \$20 donations so we are doing fine for this year (only \$20 short of covering all the way through the end of September).

Last weekend (July 1-4) saw better weather than Memorial weekend, but fewer pilots, about 25 on Saturday, diminishing to only Frank and me on Tuesday. Where was everybody? There was not so much turbulence in spite of quite a lot of west wind most days, I flew with quite a crab angle over Onion Valley one day but did not get any turbulence there.

The cause of the west wind was a "dry cold front", according the weather services, that moved through and cleared out the enticing scattered afternoon clouds we had been watching for the previous two weeks on satellite photos. Sure felt cold at altitude, and pleasant rather than hot on the valley floor. Monday had the worst winds, many people did out and returns when they hit the wall at Williamson, Frank and I landed at Independence in 20 mph west that went to 30 by the time I had packed up. Tuesday was much better, we both got past Onion Valley just fine in spite of a west wind there, and Frank made it all the way to Black Mtn, but there the south(!) wind was so

strong that there were no thermals.

One benefit of all the wind was that no one got the Sony Whackman prize, at least all my landings and all the ones I saw were good.

All in all it was a good weekend with lots more miles for the log book, including my 25'th "silver anniversary" 100 miler. Steve Rudy on his Exx got both a 150+ miler and a 120 miler in one weekend. If only we could get frequent flyer miles for this!

Frank and I got the push-to-talk switches that are for sale in the classifieds in the HG mag (Flight Connections I think) and had perfect, no hassle, radio communications all weekend. Takes a lot of stress out of flying with such reliability. Previously we have both had problems with home made PTT setups. With the new PTT I can use it with gloves on and inside my bar mits.

I'll be back there July 15, hope to see you all,

Pete Lawrence.

Knowledge is Power

by Greg Knepp

Wanna stay in the loop on all things W O R?

An email mailing list (worall@wingsofrogallo.org) exists that all W O R members can contribute to. If you are already a subscriber, save a little time and skip to the next article.

The list typically sees 5-10 emails a week. Email to the list usually deals with upcoming club events, pilots wanting to share rides to northern California flying sites, notification of changes to

the WOR web site, meeting reminders, lost and found at local sites and the very occasional spirited debate or flying story. If you were wondering why everyone but you knew the June WOR meeting was at SGI, it's probably because you are not on the list! You can choose to receive an email each time one is sent or receive one each day (digest format) with the contents of all email submitted that day.

The list is currently 200 pilots strong, but I know there have to be more WOR pilots out there with email. The easiest way to subscribe or manage your subscription is to visit

<http://www.wingsofrogallo.org/contact.html>.

Scroll to the bottom of the page, click on the proper link, send the automatically generated email and you're on the way.

This service is provided by egroups.com and is free. egroups makes their buck by appending a 3 line advertisement to each email sent.

NOTE: The WOR executive committee maintains a separate email list for official use only. The subject line in email from the worall list will always start with "[wor]". Email from the executive list will not have this subject line prefix.

Gregg Knepp

August WOR Hull Mountain Fly-In

The Wings of Rogallo will hold a Hull Mountain Fly-in August 12-13 at... you guessed it... Hull Mountain! For those of you who haven't flown there, and even those who have, Hull is a 7000' peak in the North Coastal Range

just north of Lake Pillsbury. It doesn't have much XC potential, unless you are recovering from an unhappy love affair, but it is easily one of the most consistent summer soaring sites in the entire known universe. On a good August day, you can expect to get up to 10,000' and hang around for 3 hours. On a bad August day, shucks, you might only top out at 9,000'. How frustrating.

We'll be camping... somewhere. Gee, people get so obsessed with details! Gosh, this is a FLYING trip. We'll meet at the LZ sometime around 11 AM Saturday morning and figure out the camping situation once we're there.

Hull is a for-real mountain site, and it's a loooong glide out to the LZ, so this trip is restricted to H-IIIIs and above or high-time H-IIIs with some altitude experience. If you have any questions... hhm... I guess you can't call me 'cos I'll be in Germany. Oh well.

How to get there:

1) Drive north on Rt 101.

2) Stop and get gas in Ukiah! Trust me!

3) Drive through Ukiah, get off at the exit for Rt 20, and head EAST (towards Finland).

4) Trundle along down Rt 20 for 5-10 miles until you reach Potter Valley Road. This will be a turn-off on your left as you ascend a hill. It's fairly well marked, and even comes complete with a spiffy left-turn lane. Your tax dollars at work!

5) Turn LEFT (NORTH - Towards Alaska) on Potter Valley Road. Because if you try to turn right, there is no road on that side and you will end up in the ditch.

6) After 5-10 miles, turn RIGHT (EAST - back towards Finland) at the country store onto Eel

River Road. And watch out for those eels. They can be pesky little suckers.

7) Eel River Road will grow progressively worse and worse. It will split to go past a logging camp, then rejoin. Just after the logging camp, it will cross a bridge and terminate in a 'T' intersection. Turn RIGHT at the intersection, towards Lake Pillsbury.

8) Jolt along down the rustic boulevard, feeling a certain gratitude for the anonymous automotive engineer who invented shock absorbers. Unless your shocks are bad, in which case you may want to buy some new kidneys.

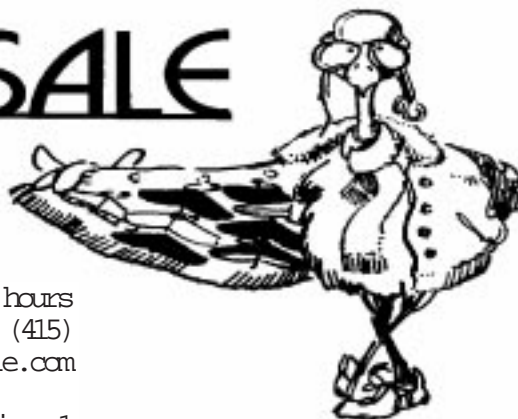
9) Just when you're sure you have made some terrible mistake (10-15 miles) and are on entirely the wrong road, you will reach a 'T' intersection with a Traditional Country Store. At times, this store has been known to sell gasoline. If pumps are in evidence, check out the prices. You will be Very Glad you stopped to buy gas in Ukiah. Uh... you DID stop to buy gas in Ukiah, didn't you...

10) Turn LEFT at this intersection.

11) The road will go up a hill, down a hill. over a dry riverbed, across the Gravely Valley Airstrip (stop and look both ways for SR-71s!) and through a wood. As it re-emerges from the woods, you should see a gravel road on your RIGHT just before the meadow. Turn RIGHT on this road and try to find the LZ. (Hint: the parking area full of dusty old trucks with gliders on top is a CLUE).

See ya all there!
Paul Gazis

WINGS FOR SALE



Wings for Sale

(Ad policy: ads run for 6 months and 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 Cavallaro at (650) 961-5735, rick-cav@earthlink.net

Flexwings

Aeros Stealth 2 151 (late 1998), matrix cloth, climbs great, very fast, billboard glider, white IE, 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

Fusion 150. Black/Blue, Less than 50 hours airtime. \$3,500. Call Steve at (415) 385-0423, swerthei@us.oracle.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 rick-cav@earthlink.net, (650) 961-7825 ext 345.

HP-2. Blue/Turquoise, Good con-

dition, Approximately 300 hours airtime. \$400. Call Steve at (415) 385-0423, swerthei@us.oracle.com

Mark IV 17 Excellent condition, 1 test flight since annual inspection, \$1,500. Call Lynda Nelson, (408) 946-6353, Lynda0g@aol.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

Mark IV 17. White with orange mylar leading edge. Selling because just bought new glider. \$900 obo, Call Sridhar Reddy at (650) 919-3778

Wills Wing Spectrum 144. White/blue/lavender, streamline dtubes, wingtip fairings, speed bar, and straight bar + wheels. <http://www.hooked.net/~hairball/spec/> \$1800. Michael: (408) 289-8418, hairball@hooked.net

Wills Wing Supersport 163. Excellent condition, original owner, many extras. Fluorescent orange IE. \$2200. Call Tom (408) 747-0414

HP AT 158 (Custom Sail), Attack Duck 160. Make me an offer, I would like to clean out my garage!! Contact Mark, (408) 929-1753

Paragliders

Edel Superspace 2. White & Green. \$1500 obo, (408) 527-8110 (W), (408) 929-1494 (H)

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

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

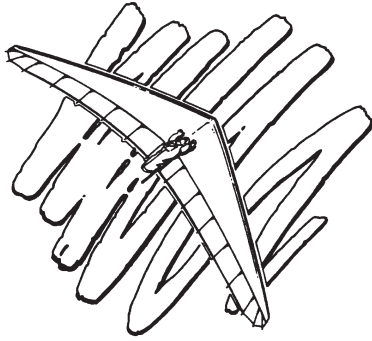
Tangent flight computer, \$500, Call Reto at (916) 804-4063, reto_s@yahoo.com

Uvex full-face helmet, \$150.00, Kenwood FM radio with quick charge and cig. lighter charge, \$200.00, PTT headset free with above. Call Lynda Nelson, (408) 946-6353, Lynda0g@aol.com

Vehicles

1993 Toyota 4Runner : \$13,000, EFI V6 3.0 Liter engine, 5 speed man transmission, many options. 150,000 miles. Contact Nathan nat@cyber-nexus.com

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*Wings of
Rogallo*

FLIGHT LINE

VOL. 100 NO. 07 JULY 2000

The next Wings of Rogallo Meeting will be held at
Stevens Phillis Cheesesteak in McCarthy Ranch near the corner of 880 and 237
Tuesday, July 18 at 8:00 pm.

For details check the Wings of Rogallo WWW Page
<http://www.wingsofrogallo.org/meetings.html>

For Entertainment at this meeting, our Club President, Mark Mulholland will
Finish Building the 880-237 Interchange singlehanded
using only small hand tools!