



FLIGHT LINE



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Ben@WaltsLaunch.aero

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ALL THE NEWS THAT'S FIT TO EAT !! 2007 Summer Flying Calendar & stuff

June 21 SummerSolstice Flyin at Hull

Last weekend in June.... Lakeview party

July 4-8 King Mtn madness - Moore, ID

May - Dec ... Wherever you happen to fly

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April 2007 WOR Meeting Minutes

New Members/Guests

Chung Park, a PG pilot from Korea.
Masa Kando- an aspiring flyer.

Great Flights

Steve Rodrigues flew Funston on Sunday.
Doug flew 49 miles, from Walt's Point to Big Pine.
Carmela Moreno flew with a Finnish pilot at Mission and top landed.
Wayne Michelson flew the Panamints and Mazurka; caught a convergence over the Whites.
Pat Denevan attended the Wind Festival at Marina; flew his ATOS and signed up 12 new HG students.

President's Report - none

Vice President's Report - None

Treasurer's Report -Don Herrick
Income is exceeding expenses.

Membership Services - none

Flight Director's Report - Pat Denevan.

There was a scooter tow fatality in which the pilot did not release from tow. It may have been caused by a medical problem on the part of the pilot. Some scooter tow systems have an auto release.
Steve Rodrigues also reported that Mike Kellog was trampled by a cow at Ed Levin. He suffered serious injuries and was hospitalized for several days. Mike sent a message urging us to eat beef.

Ed Levin Site Committee Report -

Steve Pittman
One of the roads is to be dug up to install a water line.
The pay phone issue is still open and has been for 20 months.
Thanks to Stan Boehm for fixing the phone line for the weather station.

Mission Peak Committee Report -

Steve Rodrigues
A new LZ windsock was installed this Saturday. Ranger Neil Spargur has sprayed the LZ to kill the star thistle.

Mt. Diablo Committee Report - Deb

Not much flying going on lately.

Site Acquisition- Jim Woodward.

6 flying days are planned for this year at Coyote Lake. See Gene if you are interested. The lake is down and the dry lakebed is generating lift.

Old Business

No new date has been set for the WOR picnic. The WOR annual X-C contest is underway.

New Business

Pat Denevan and Wayne Michelson set up a hang gliding simulator at Adobe systems.

END OF MEETING MINUTES

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Funston Fun Flying c/o Brian Foster
With the season in full swing, all you freshly anointed H3's should get out to Fort Funston to experience this great site we have in our backyard. Funston offers a variety of rewarding and challenging conditions. It's a great place to improve your skills and learn new ones (top landing, flying in wind, scratching, dodging dogs, and avoiding the beach). And nothing beats being able fly for hours and then land right by your car. No driver needed! A good, on-location site intro from one of the friendly locals is a must.
Contact me or any of the other site mentors at <http://www.flyfunston.org/site.php> Make sure you're up to speed on Ridge Soaring Rules, and give The Fellow Feathers a call!
Brian(650) 575-53four6

addendum by the GoodLookingRichGuy
Beside all that good stuff BF mentioned above, Funston is not only where I received by initial instruction and refined my skills in unusual attitudes (aka scareobatics), but also the site of my 100 mile flight! I highly recommend that ya check it out. Just remember to give that glider with the **Turbo** sticker on its wing a wide berth. Rumor has it that he is blind in his right eye... or is it his left?
Master's Tip: When at Mission, don't confuse cows with sheep...

BubbleHeads in the Owens

Part 1, by Brian Foster

After sleeping under a rock for 3 hours Thursday night, we rode up to Walt's on Friday morning for the first flight of the weekend. Glider, harness, oxygen, ready to go. This was my first time flying Walt's, and it looked to be my first XC flight. I was nervous as hell.

Launch was a piece of cake, and I headed out to the saddle where I was soon in a bumpy thermal taking me up and over launch. I grinned as my oxygen kicked in at 10,000'. Cool! At 11,500', I headed over the first spine and began traveling north. Topped off at the next spine, skipped the next one, topped off again.

At Whitney Portal I was struggling to get back above 9,500'. LZ options to the north looked dismal for the next few miles. At 8,000' Chris and I decided it was time to find an LZ. It looked awfully rocky out there and we each struggled to not have to land first. Heather showed up in the truck and picked out the newly established Hosehead LZ for me to land in. 10 miles.

Saturday was the Inyo's. After some difficulty getting to launch, I launched and got drilled so hard I was watching the easily reachable LZ rise and rise on the horizon. But then I hit the cause of all that sink and cored a monster straight up to 13,000'.

Along the crest of the Inyos I drifted steadily climbing. I headed NW to clear the next big spine but found only little bits of lift as I went. Ground speed was 45mph, so I kept on going. A few times I found something to circle and maintain in while drifting with a 25mph tail wind. Eventually I headed out over the road I would land by and flew north. I booked along until I was 100' off the deck, pulled a quick 180 and landed in strong and gusty winds after 21 miles. Chris was quick to pick me up and we headed out after Heather. We found her up on a plateau very fashionably accessorized in full desert survival gear, whistle and all Smiley. We loaded up

her gear and learned all about the newly established "safe place" landing method. Sunday I drove and after picking up Chris at the Hosehead LZ we chased Heather (again). After getting somewhat lost off Movie Road, we realized we were about 15 miles behind and headed up 395. We pulled into her selected LZ while she was still about 800' up and put up some streamers. A great landing was had and she managed to get an extra 200 yards out of the flight. Monday was Walt's again and after a late launch I climbed out to 12,700'. Feeling good I headed north with Turtle, but after sinking below 9,500 I started to get beat up. I struggled to break back up above 10,000' to where I hoped the air would improve again, but couldn't manage it. So once again I headed to the Hosehead LZ, but this time I overshoot and landed in the newly established Hosehead Alternate LZ. Thanks Bubbleheads for a great trip, for the unrelenting encouragement Wink, and for some awesome flights.

Memorial Day Weekend at the Owens, Part 2 : by Heather

It was my second time there. The Newbies made another respectable showing, a few more had their first flights there, and progress was made. I'll let them tell their stories. Also, i had zero broken metal this time around, so i was happy! Wink Friday we launched Walt's. I was nervous about getting stuck on launch too late in the crowds, and perhaps took one cycle too early. bummer! Sunk out and landed near the postage stamp. (I say near because i picked out the wrong "lighter patch of sand" from the air and technically didn't aim for the postage stamp itself, but something else entirely that was nearby, now dubbed "the fake postage stamp"). Oh well. All worked out well. Saturday, we launched Cerro Gordo, both to experience a different launch and a different mountain range, and

to possibly avoid the expected huge crowd at Walt's that day. Got my personal best altitude so far of 14,017', and flew 29.4 miles down the Inyo's. (it was also my personal best distance so far, but i beat it the next day Cool).

Put up a good fight scratching low to the point where some got worried i wouldn't get out. But i could see the lovely plateau and the road leading to it directly from Mazourka Canyon road below. Had a nice landing (in "the safe space", heh heh heh!) and the retrieve went very well in no time at all!

Thanks to Wayne for relaying coordinates, to Chris and Brian for the excellent intuition, and to Ben and Ben for the pointers along the way. Sunday it was back to Walt's. Got off in a nice cycle and went right up to 11k+. Steady lift took me up the the ridge to the crestline and i went on route continuing to climb. Lots of people bailed out this day because of turbulence, but somehow i managed to simply have a blast and headed downrange at between 12 and 14k.

Almost thought i was going to land on Onion Valley road where i was down to 8,000' but caught the smoothest gentlest bubbles and flew in drifting wide circles past the opening to Onion Valley gradually climbing back up to 10,800 or so. Started crossing spines and canyons again until "the wall". That's where i met up with the turbulence that had many other pilots running for landing fields back near Lone Pine. So out i headed through sink getting out front at 9k to see the lava fields as my next obstacle. Well, i certainly wasn't going to mess with them, so out front i flew towards 395 with my excellent chase crew chasing in truck and by radio which led to quite a funny exchange in which we realized: I have no idea what Aberdeen looks like from the air! (well, i do now, but i didn't then! heh heh.) Needless to say, i was unable to tell them if i was east or west of Aberdeen, but we used other landmarks after some slightly hypoxic info exchanges from me such (*continued page4*)

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BubbleHeads Owens *continued*

as "i'm to the right of 395" which would only have been true if my chase team was coming from the north, which they were not (!?) and "I'm at the beginning of the Lava fields" which left them really confused because they could see lava fields from the road that i wasn't even looking at. Also, I now know that the rest stop is both North AND South of different lava beds from the driver's perspective, and also that Donkey's don't like bananas (since one visited us in the LZ)! heh heh heh.

Anyway, the truck managed quite expertly to show up right below me with wind streamer out and i landed in high winds only dropping a few feet onto my butt in the gradient near the ground despite having the bar stuffed.

(This was only after i nearly couldn't get down in bobbing air above the field). I then was overcome with laughter for a good five minutes while the joy bubbled over and my chase crew ran all the way to me from the truck (i hadn't wanted to overshoot--which was just silly because i ended up coming STRAIGHT down--heh heh!) Cheesy

It was my longest flight so far, at 35.7 miles and i had a blast. We then went swimming in the Owens River and learned new things about Ben Dunn! Grin

A good time was had by all, and i can't wait to go back. Thanks again to the Bubbleheads for all the mentoring, feedback, and guidance. You guys rock! Cheesy

Memorial Day @ Owens. Part3... By Peter

All I can say is: Wow. I'm still smiling. Friday was just awesome, even after 4 hours of sleep. I blew away all my previous bests. Nearly 3 hours of flight, 14406 feet high, 39 miles. Unfortunately, I blew my landing after getting put off by approaching rocks and mistimed my flare. I broke my first down tube in 303 flights.

I had to work really hard for the first half of the flight.

Nothing came easy. However, for the second half, it all just fell into place. I think the wind and weather had changed enough. I was able to simply fly up the spines, from bottom to top - with no turns, then simply turn to the next spine. I was usually getting lifted in between the spines too. I never went below 12000 feet for the second half. That came to an end when I started getting hammered. After a bunch of scares, I realized it was time to either cross or land. I chose to land because I wasn't mentally prepared to make a crossing on my own, and because I was getting tired.

I had a camera on my keel for the whole flight. Sadly I bumped the zoom knob right before launch and managed to get 3 hours of a buckle on my harness and sometimes a zipper. Aargh!!!!!!!

Saturday was Cerro Gordo day. I loved the scenery.

on the trip to launch. The launch itself was interesting - jagged shale, things to trip on, etc, but it was still pretty easy. I launched into a cycle but flew too far away from launch (I still had Doug's trip through the Walts cutting in mind) and missed a bunch of good opportunities to get up. By then it was nothing much but sink. I found a few thermals that took me to 9000 before I lost them but I just wasn't comfortable being so far away from an LZ with a strong headwind between me and them. I never worked up the nerve to start going somewhere, although in retrospect I had plenty of altitude. I took a few thermals back to 9000 and worked my way closer to the front of the ridge. The headwind was eating my altitude at a scary rate. At one point I thought I was going to have to make a forced (*continued next page*)

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BubbleHeads Owens *continued*

landing near the road and instead chose to make one last attempt to get back up on what looked like a sure-fire source of lift. Fortunately it was and I got up enough to comfortably work my way out to an LZ with an easy retrieve. I used a streamer this time because I didn't trust my gps/vario was telling me. It turned out that the surface wind was about 90 degrees different to the wind above 500 feet over. Landing without checking could have been messy. Afterwards, Chris saw me and was kind enough to drop a beer off on his way to chase the rest of his crew. Even the guy from the Cerro Gordo bar (Mike?) stopped to say hello and make sure everything was ok.

Sunday was another Walts day. At launch, it seemed for a while that it might be a bust though because the wind was all wrong. Eventually, it behaved and we got away. It was rather bumpy, to say the least. I had my camera again and the recording looks much scarier than I remember from the time. I didn't have much trouble getting up but tended to fly lower than most of the other gliders that I saw.

There were a few times when I got kicked hard enough that I almost got the bar yanked out of my hands. (I thought I remembered it being yanked right out, but the video said no.) My harness zipper got stuck and I had to open it via other means before landing. In the end, I landed near a road for pickup and got 20 miles for the effort.

We ended up going home on Sunday afternoon. Somebody had told me that the weather was likely to get even rougher on monday, but I don't recall who that was. It seems that with hindsight, it turned out to be another great day like friday. Oh well, such is life.

I had an absolute blast. I came to Owens two weeks ago with 17 hours of air time, unsure if I was

going to even fly. I learned a heck of a lot in a short time and am very glad I went for these two weekends.

Special thanks to:

The Bobblehead group for taking us newbies.

Eric Froehlich for spending 45 minutes after a WOR meeting talking me out of going.

Ben Rogers and Pat Denevan for talking me back into it.

Heather and Seth for putting up with me during the drive on the two trips.

Christopher (driver) for not being a psycho.



Pesky Ed Levin Ground Squirrels now posing a flight hazard

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Classified Ads

WindSurfer equip for sale - \$125
 11' Bic board & 4.0 sail, good condition
 The perfect additional toy in your quiver on those Chelan or Hull trips.
 call Colin at 650-279-2397

SWM seeking Female with drivers license who loves lonely waits atop windy ridges followed by endless unintelligable babble in the Impact Zone until way past sunset. Send photocopy of drivers license to GoodLookingRichGuy@HotMale.com

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