



FLIGHTLINE



The publication of the Wings Of Rogallo Northern California Hang Gliding Association
Volume-127, Number 7 July 2009



Dunlap launch. Sorry, I misplaced the photographer's name.....

Index:

1. [Front Page](#)
2. [June 009 Meeting Minutes](#)
3. [Reflection on Chelan](#)
4. [Back Page](#)

Summer Flying Rumors and Stuff

Aug 8-9 St Johns FlyIn

WOR Officers

President

Eric Froelich 650-605-1996
president@wingsofrogallo.org

Vice President

Karl Almindinger
vicepres@wingsofrogallo.org

Treasurer

Don Herrick 408-718-6527
treasurer@wingsofrogallo.org

Membership Services

Phil Hamby 510-429-1070
memberservices@wingsofrogallo.org

Secretary

Paul Clayton 408-399-5348
secretary@wingsofrogallo.org

Flight Director

Pat Denevan 408-262-1055
flightdirector@wingsofrogallo.org

HG Observer Coordinator

Stan Bohem 408-946-7328

PG Observer Coordinators

Tim Kuenster 650-938-7328

Editor

Colin Perry 650-279-2397
GoodLookingRichGuy@hotmail.com

Mt. Diablo Weather Robot
925-838-9225

Ed Levin Weather Robot
408-946-9516

Ed Levin Road Conditions
408-355-2200 - x7 - x6

WOR Business

PO Box 361885

Milpitas, CA 95036

<http://www.wingsofrogallo.org>

WOR Member Database

<http://wingsofrogallo.org/memberdb>

June 2009 Meeting Minutes

New Members/Guests

Nick.
Miriam, H2
Krystal, new H1 attending her 1st meeting on her birthday.

Great Flights

Colin Perry has been playing hooky and flying Ed Levin and Mission.
Ryan Goebel flew the Owens and Yosemite.
Dirk flew the Owens
Colin-2 flew the Owens for the first time; had a 4hr+ flight covering 41 miles.
Steve Rodrigues and Mike Jefferson flew tandems with the crew from Mythbusters. Steve flew with Tory.

President : Eric Froelich
Eric led a trip to the Owens over Memorial Day weekend. There were some good flights and he has some pictures to show at the next meeting.

Vice President : Karl Allmandinger
Nothing to report

Treasurer: Don Herrick
Income exceeded expenses this month. The annual fee for Diablo has been paid. It has increased to \$600 per year. Please renew if you haven't already. State Parks may close due to the budget crisis, including Mt. Diablo and Marina Beach.

Flight Director: Pat Denevan
A hang glider pilot made a downwind landing at Mission; the pilot was injured.

There was a paraglider collapse at Ed Levin, resulting in a possible back injury. The pilot was taken to the hospital after complaining of dizziness. A paragliding student suffered an injured knee on the 40' hill. Pat says pilots should take a first aid course. There is a first aid kit in the Ed Levin lockbox; the usual combo.

Membership Services : Phyl Hamby
We now have 332 members, more than last year.

Ed Levin : Steve Pittman
The grass in the LZ may need cutting. The Fire Dept may burn the LZ to get rid of an invasive weed.

Mission Ridge : Roy Spencer
On June 6th there was a complaint about pilots blocking the parking lot by double parking.
On June 7th a pilot suffered a dislocated shoulder, a concussion and a broken arm. A helicopter arrived to evacuate the pilot. One pilot who did not land immediately was suspended for 30 days. Cars were parked in the LZ, making it difficult to land there.

Mount Diablo : None

Coyote Lake : Gene Pfifer
The end of the process is in sight after 8 years. The site is expected to be open by the end of summer. In the meantime 6 flying days are planned. Gene has forms to be filled out by pilots wishing to fly on one of the 6

[<<](#) [>>](#)

days before the site is officially open. Jim Woodward has been talking to the Parks Dept about parking and breakdown areas. Initially flying will be limited to 10 HGs and 10 PGs each day.

Goat Mountain/Wild Ass : Wayne Michelson
Goat is closed; nobody has been flying there as far as Wayne knows.

Old Business
There will be an X-C contest. Ben Dunn and Karl Allmandinger are thinking about formats. It may be a Golden Eagle contest, to be announced the day of the contest.

New Business
Ben Dunn reported that the Marina Beach windtalker has failed; Litek is not making new ones anymore. Also posts have been placed in the "dirty gap" at Marina, ostensibly to protect Snowy Plovers nesting there. Colin Perry reported that State Parks may be closed due to budget problems. Write your favorite politician. There will be information on this on the WOR website.
A motion for the club to acquire a projector was deferred to the exec committee.
Steve Rodrigues reported that he has Funston stickers and auto locking carabiners.

End of Meeting Minutes

Reflections on Chelan

by Chris Valley

Flying in the Chelan XC Classic opened up quite a few doors for me with regard to XC. The experience of the Classic increased confidence, but did not make me over confident and I left the site wanting more and having learned a lot. Also, it a great fun to introduce casual flying relationships into the realm of competition. I truly feel that the added element of flying in a comp brings out one's personal best if done so safely and within our own comfort margin and ability. So, what did I learn?

Better able to find lift and read terrain.

Granted, it helped to chase dusty's up on the flats, but even that is not always a guarantee that you'll reach cloud base and not end up on the ground. There were a few times where I had a couple dusty's right below me and still could not seem to find lift as soon as expected. I eventually managed to find the lift each time, but not without the anxiety of a low save, which in and of itself, is a great reward. Sometimes it helps to align the dusty with a cloud up above. Quite a few times I was able to judge the drift of the column of lift generated by a dusty, dump VG as I entered that lift, and core it up to cloudbase. It is extremely rewarding when conditions can be read to that degree and makes for some efficient flying over the flats. There were times when the lift was between two dusty's, as well. The key is to not give up on finding that ticket back up to cloudbase until you are on the ground with a beer in your hand.

Finding a place to land. This is becoming less worrisome the more I fly XC. The 3rd day of flying at Chelan, I willingly flew into a canyon somewhat expecting to get up, but also expecting that I may sink out due to how broken the thermals had been on that particular windy day. It really helps to explore the XC country you're flying in a vehicle during a non-flying day to better acquaint yourself with various landing options along the way. This helped

in my confidence to allow myself to fly into a canyon with known landing areas and resulted in my first crossing of the Columbia River. So, familiarizing yourself with the flying area really helps. I try to maintain at least 3 landing options in front of me at all times.

Launching early. I've found, if the conditions are right, that launching early helps with my confidence. I feel as if I have more control over how the day is to progress in the air, or on the ground for that matter. A huge motivating factor in my launching early, granted only one day of the comp, was the dust devils that wreak havoc through the launch area at Chelan. I feel I'm much safer in the air flying off the lift of these dusty's rather than on the ground holding on desperately to my glider while hooked in on launch. If there is anyone who'd like to debate this with me, feel free! I like taking charge of my flying in this respect rather than waiting for others to make the call. Granted, it helps to listen to more experienced pilots to get a read on the conditions, but there is only so much you can do with that before you need to start making those calls on your own.

Don't get down on yourself. Last year at Lakeview, even though I had a couple personal best flights, I really beat myself up. I vowed to back-off on that kind of negativity and concentrate more on the positive. I think Chris Arai mentions something on this topic in Secrets of Champions. Chelan was my first comp since Lakeview and I now have a better lid on my tendency to be my own worst critic. We're in this for fun anyway, right? Each flight is a learning experience, so make the best of the best and the best of the worst, especially with the sport of hang-gliding. There should really be no flight where we don't learn something valuable and avoid living in comparison to others.

<< >>

I've been home now for 3 days and will have this trip in my mind for quite some time it appears. I guess it is time to plan the next trip and see where that takes us.

Cheers! Chris Valley

Wings of Rogallo
P.O. Box 361885
Milpitas, CA 95036-1885

≤

Wings of Rogallo FLIGHT LINE

VOL. 127 NO. 7 July 2009



To: