

FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO
NORTHERN CALIFORNIA HANG GLIDER ASSOCIATION
VOLUME 100, NUMBER 06, JUNE 2000



Fun in the Owens. But is this man flying with Oxygen or Nitrous?

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The Editor's Turn

It looks like this issue will be a bit late, alas. We had a bit of trouble with my old system at work. It got hacked sometime around Memorial Day - ground squirrels, no doubt - and for reasons too complicated to describe, we had to shut down its mailer forever. So those of you who are still using my old e-mail address, beware. That address is no more. It has shuffled off this mortal coil and joined the choir invisible. It is an Ex-E-mail address. My new address, which should be fairly stable, is

pgazis@mail.arc.nasa.gov

A lot's been happening over the past few weeks. The big news is thanks to some tireless work by Peter Lawrence, that Walt's Point is open! Read all about it in this issue of the Flight Line. Then hop on down to the Owens and get your butt ki... uh... crank off some nice peaceful 100-milers in that calm, peaceful, placid, and idyllic Owens Valley Air. Ho ho...

The Regionals are coming up at the end of this month. These are always fun, so check out the calendar and head up to Reno for some good times and great XC.

The Y2K Lakeview Fly-In is coming up right after the Regionals. This could be even more fun, so check out the details in this issue of Flight Line, cancel all those other plans for tedious family vacations and the like, and head up to Oregon for some serious high desert flying!

The final bit of news is the ongoing Mill Creek Road Challenge at Mission Peak. What challenge, you ask? The challenge to take it easy, take your time, and watch it on that short one-lane stretch with all the blind corners. We've had a few complaints from the locals, and frankly, I don't blame them. Observe the speed limit! Please! What's the hurry? Even if you

could somehow load your gear on a shiny new Honda CBR 600 F4 and blast up that road at 134 MPH, you'd only save something like 3 minutes and 47 seconds. And please watch out for traffic coming the other way. Better yet, have your front seat passenger help out as a spotter. We do NOT need an accident on that road.

Thanks.

This has been a message from the Emergency Editorial System. We now return you to your regularly scheduled newsletter.

Mission Peak Report

Steve Rodrigues

June 11, 2000
Attention Keyholders;

I received the following email from a respected Mission Keyholder who was stopped by a law enforcement officer on Mill Creek Road. The officer alerted us to a growing problem with public safety/relations. Collisions on Mill Creek Road are a serious concern, and speeding makes an accident inevitable. There are also some real influential residents who are in opposition to our use of the road, and can use this as a valid reason to close our access. Everyone, including drivers, MUST obey the posted speed limits on Mill Creek Road. The difference in ETA between going slow and going fast is just a couple of minutes, so relax and preserve the site.

Second, there is a reoccurring problem of too many vehicles on launch. The Mission site regulations state: "The total number of licensed vehicles inside the preserve shall not exceed eight (8) at any one time. No more than six (6) vehicles shall be parked in the launch area at any one time. Upon

the arrival of the sixth vehicle on launch, the first vehicle on site must be driven down and its key returned to the lock box."

Keyholders are responsible for their vehicles and drivers. We MUST get them off launch in compliance with site procedures. Anyone want a suspension?

[Queue the sound of saber rattling.]

Please, pay attention to who is on launch when you arrive and observe your turn in line. I believe this has been discussed before, so consider it a second warning.

Thanks for making this work for everyone.

Sincerely,
Steve Rodrigues
Mission Ridge Site Committee

Dated 6-10-2000;
Hi Steve,

I flew today at Mission, and there were two issues that we need to alert the pilots (key holders).

1. On the way to the top (about 1/4 mile from the locked gate), I was stopped by a Fremont (I think) policeman on a motorcycle. He said that they got complaints from the residents about drivers speeding in the canyon, and that they will close the road for us if we continue to do so. The speed limit is 25 mph and 15 mph on the blind turns. I told him that we will pass this information to every key holder, (AND THEIR DRIVERS).

2. I think it would be a good idea to remind the key holders how many vehicles are allowed on top (first in-first out).

[Editor's Note: It's done! Walt's Point is open again! And we all owe Peter Lawrence a big vote of thanks!]

Walt's Point is Open!

Peter Lawrence
<Peter.Lawrence@Eng.Sun.COM>

Guys and Gals,

Its official, Walts Point will be open for hang gliding starting Memorial weekend May 27. Paddy Hardy at the Bishop Ranger Station of the USFS has gotten all the paper work done and it has been signed.

There is a minor snafu regarding the portopotty, there wont be any available for rent for this weekend (even though the renters assured me earlier this month that there would be), but Paddy says we can go ahead and fly anyway with the understanding that it will be up there by June 17. In the mean time try to do your thing down in Lone Pine before you drive up.

Remember that everyone must park off the pavement and keep their equipment off the pavement, this is a requirement from the Forest Service. Also please don't park in the glider set up area when it starts getting crowded.

We will be watched by the USFS this summer to see how we handle ourselves. Lets all be extra careful in regards to their traffic, sanitation and general behaviour concerns (no drinking, littering, or defacing rocks or trees like you-know-who did last summer). Gliders, equipment, or vehicles on the pavement could make things very difficult. Not only the USFS watches us, the horse packers do also and are well connected with the USFS. Lets also be careful in regards to our flying safety, while there are no rating requirements it is an advanced

site and intermediate pilots and even advanced pilots without prior Owens Valley experience should seek out the advice of those with such experience. [No kidding! Ed] The "regulars" need to be watching out for the newcomers. One serious accident could make things very difficult.

Knock on wood that everything works well this summer, I've already mademy hotel reservations for Memorial weekend, and also plan on flying the weekends of June 17, July 4, July 15, and July 29. Hope to see you all there sometime.

And lots of thanks to John Greynald, Jon James, Larry Chamblee, and Frank Peel for helping make this happen.

Pete Lawrence

[And on another extremely important note...]

Walt's Point P.S.

Peter Lawrence
<Peter.Lawrence@Eng.Sun.COM>

Guys and Gals,

I forgot to mention:

The portopotty costs \$80 every two weeks. When you get there look around, count the pilots, do the math (and remember that in August there will be very few pilots but we still have to have the potty up there). I will be accepting donations when I'm there, so will John Greynald, Jon James, and Larry Chamblee if I'm not there and they are. We'll stop accepting donations as soon as we've got it covered through September.

Pete Lawrence.

Lawnmower Man

by John Wilde

Since I'm doing the Slide/McLellan thing next week end, we had to move the Ed Levin mowing forward. Since it seemed to be a safety issue, better sooner than later. I eventually located a machine that we could rent on Sunday, and Gary Princeau was able to bring his 3/4 ton to tow it (the mower is a big sucker, it would have eaten my 1/2 ton)

We got started at 2PM and with Gary's and Jaime's (my Grandson) help we did the 40' training hill LZ and most of the main LZ, then we ran out of day, so we made arrangements with the rangers to leave the mower in the park overnight. Gary arranged with his work to come to the park at noon on Monday, so we packed it in for Sunday.

Monday, I got some diesel fuel, and headed back to the park, I managed to clear all of the 60' training hill LZ, and a little more of the main LZ, Gary arrived right on time and we loaded the mower and took it back to the renter, 23 hours and 54 minutes. after we got it. (good timing) we got 7.1 hours of run time which wasn't bad since we must have replaced 1/2 dozen shear pins in the "bushwhacker" .

The place isn't mowed like a lawn but it's landable. So that's sit for this year, let's try goats or sheep next time.

See ya,
Wildeman.

The Lakeview Oregon Festival of Free Flight

June 30th to July 4th

Driving Directions to Lakeview

From the Bay Area, take I-680 North to I-80 East. At Vacaville, get on I-505 North and follow it to I-5 North. Stay on I-5 North to Redding, then get on 299 East. Stay on 299 East to Alturas, then get on US-395 North. Lakeview is on US-395 about 25 miles North of the Oregon border.

Accommodations

There are several campgrounds in the Lakeview area, including Goose Lake, (off US-395 on the left 1/2 mile after you pass the Oregon border going North) and the Hunters Hot Springs RV Park at the North end of Lakeview, West of US-395. In addition, Hunters Hot Springs has hotel rooms, and there are several other hotels and motels in downtown Lakeview. Contact the Chamber of Commerce at (541)-947-6040, or by e-mail at info@lakecounty-chamber.org for more information.

The following information was forwarded to us by event organizer, Jules Gilpatrick.

Registration will be on Friday the 30th and Saturday the 1st at the Chamber offices at 126 N. E Street in Lakeview. Registration will be \$10 and site guides will be available for \$5 extra.

Hang Gliding events are

1. The annual Sugar Hill/Lakeview trophy dash. A timed race from Sugar hill 29 miles north to Hunter's Hot Springs. (It ain't as easy as it sounds!) It will be held on Saturday, July 1. There will be a

contest for both Class I and Class II hang gliders with separate 1st 2nd and 3rd prizes in each class. Prizes are 1st, \$200 and a trophy, 2nd \$100 and a trophy and 3rd, a trophy.

2. On Sunday from 4pm until 6pm we will have a spot landing contest. This will be inclusive for both classes. Prizes are the same as above.

Paragliding events are

1. Accumulated X-C mileage from any of official Festival launch site. Prize schedule is once again 1st \$200 and a trophy, 2nd \$100 and a trophy and 3rd a trophy.

2. Paragliding spot landing contest on Sunday from 6pm to 8 pm. Same prize schedule.

The annual Chamber BBQ will be held on Sunday, July 2 at Hunter's. Pilots can fly in and enjoy the food and drink for a very nominal price. The Chamber will be offering free drink coupons for all registered pilots.

Official flying days will be July 1, 2, and 3rd and awards will be made on July 4th at around 10am.

Usual attendance is from 60 to 80 pilots from all over the west coast as well as some foreign pilots. Last year we had quite a contingent from Australia and England.

This festival is conducted in a pretty laid-back manner with the emphasis on having fun flying in a pretty friendly atmosphere with lots of friendly land owners. There will be plenty of camping space as well as motel accommodations available. It will also be a great time to practice for the HG Nationals, which will be held at Sugar Hill from July 16 thru July 22.

Everybody's welcome...the more, the merrier!

WINGS FOR SALE



Wings for Sale

(Ad policy: ads run for 3 months and are free to WOR members)

Flexwings

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 downtubes. \$800 dco. Call Weegie (510) 649-8181 or email: weegie@light-room.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 down-tubes. Photo <http://www.sirius.com/~mlbco/class.htm> \$1000. Contact Rick at rick-cav@earthlink.net or 650-961-7825 ext 345.

HP-2. Blue/Turquoise, Good condition, 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

Pulse 11 M Red/White/Blue w/ comfort bar. \$2000 dco. (408) 527-8110 (W), (408) 929-1494 (H)

Mark IV 17. Great condition, original owner, 60 hrs \$980. Call Dietmar 408-298-5821 diet-mark@vicom.com

Wills Wing Falcon 195 Excellent condition, only 25 Hours. Bright Orange and Fluorescent Yellow colors. Wheels included. \$2000. Contact Mark at (408) 206-6059 or mark_howard@onebox.com

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

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

HP AT 158 (Custom Sail), Attack Duck 160. All in good to excellent shape. Have purchased a Millenium, so make me an offer, I would like to clean out my garage!! Contact Mark, (408) 929-1753

Paragliders

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

Pro Design Contest 46 in excellent condition. Always at the top of the stack. Inspection report provided. 75-95 kgs. \$800/dco. Call Bob,

(650) 588-1975, fly@best.com

Equipment

Apco Jet Stream pod harness and chute (5 years old), Full Face helmet, almost new
Continued on page <N>
Flying Suit,
Best Offer, Ball GC99, like new, \$850, Racks for Isuzu Trooper, Best offer. Call Rany Yanetz (650)625-0633 ranyyanetz@aol.com

CG 1000 harness for 5' 5" - 5' 8" pilot, clean, many features, steal, \$200. 22-gore High Energy reserve, bridles for both hang and paragliding, \$200. Call (510) 787-6867 Cage2usa@aol.com

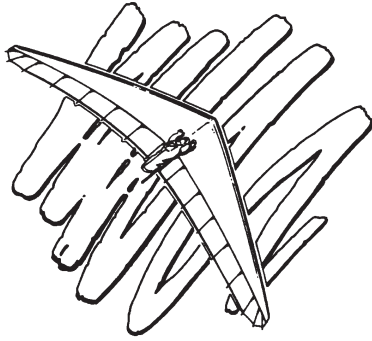
Uvex full-face helmet Carbon fiber, quite light (2 lbs?). \$50. Call Kevin (408) 734-3708

Uvex full-face helmet, Like brand new, \$150.00, Kenwood FM radio with 1 hour quick charge, cig. lighter charge, and owners manual, \$200.00, PTT headset for Kenwood and FF helmet, free with all of the 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. 06 JUNE 2000

Note! The Editor's E-mail address has changed.
The new address is: pgazis@mail.arc.nasa.gov

Yes, I know it's a slender issue. That's 'cos everyone's having too much fun flying to send me any material. So tell us about yer flights! immortalize 'em in prose! Send them to the New E-mail Address above, enter the Year 2000 Flight Line Hang Writing Competition, and you might win a Valuable Prize! .

The next Wings of Rogallo Meeting will be held at
Silicon Graphics in Mountain View in Building 43 on Charleston Rd.
Tuesday, June 20 at 8:00 pm.
For details check the Wings of Rogallo WWW Page
<http://www.wingsofrogallo.org/meetings.html>

For Entertainment at this meeting, Don Burns will demo his
Total Immersion HG Simulator!