

FLIGHT LINE

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Cover Photo: Mayumi Honda launches at Mission while husband Bill Ricker sinks - by Mike Kellogg

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Editors Turn:

I don't know whether you've noticed, but spring is springing. In fact summer is well on it's way. Ed Levin and Mission have both provided bountiful lift over the last few weeks and there have been days I've looked over the pond (bay) from Redwood City longingly towards Mission Peak at the rows of little puffy clouds and the distinct lack of an inversion. Typically this time of year Diablo gets it's share of record attempts too, and on a recent non flying visit to that region it looked as inviting as ever. People have been flying the Tumeys and towing out of Mercy Hot Springs and Tracy.

I did a little apprenticing. It certainly brings back memories watching new students eager to fledge and brings home the importance of safety in mentoring. i.e. it's always better to err on the side of caution when helping a new pilot get acquainted with a new site or do something they haven't done before. 'Gung ho' is great for some, but remember it can be a smart choice not to fly and or advise someone else to fly within their limitations, especially at this time of year.

Flying another day is what it's all about .. apart from golden eagles, 50 mile flights out of the bay and things like that :-)

Come along to this months meeting and watch those keys get snapped up. You can also say thanks to the people who keep all this going for you. The March meeting typically has the largest attendance.

For entertainment why not do some keyhole spotting here's a URL on the BBS <http://tinyurl.com/4jlvw>
And finally we have a copy of Nick Davila's acclaimed short film Flying Off Mountains featuring our very own Harold Johnson. Here is a tiny URL <http://tinyurl.com/65skg>
Lets wish him well in the film festival circuit.



Airworthiness advisory - Paraglider carabiner

Paraglider harness, harnesscarabiner Parafly Automatic from AustriAlpin
After several fractures of aluminium harness carabiner Parafly Automatic from AustriAlpin during use in 2003 and 2004, the manufacturer was asked to prove fatigue strength against vibration. The last deadline was 1. March 2005. This proof has not been shown up today. Tests conducted in the order of DHV to aluminium harnesscarabiner Parafly Automatic from AustriAlpin showed low values of fatigue strength against vibration. The in flight safety is gravely affected. The DHV has decided on the following precautionary safety measure:

All harness carabiners Parafly Automatic by Austrialpin, must not be used any more. The airworthiness instruction comes into effect with the publishing of the NFGH (Paraglider and Hanglider news).
Gmund, 09.03.2005 Klaus Tänzler Managing Director

February 2005 Minutes

New Members/Guests

Praveen Murthy - P2
Bridgeena - from Poland
Art - H2 who flies a Falcon 2

Great Flights

Kevin Dutt and Bob Trumbly went X-C from Diablo to Brentwood.
Eric Carlson flew Slide Mt. last weekend.

Presidents Report - Phyl Hamby

The gate below the cattle guard at Ed Levin needs to be kept closed, according to the ranger. It had previously been left open.

Vice Presidents Report -Wayne Michelson

Wayne and Ben Rogers have been flying a site in the Toomey hills near Pinoche valley. Ben has secured permission from the BLM to fly there.

Treasurers Report - Don Herrick

Income is exceeding expenses due to renewals coming in. Anyone who plans to request funding for something not included in the WOR budget is requested to inform Don 3 weeks prior to the meeting at which a vote on the expenditure is to be taken.

Membership Services - Carmela Moreno

About 130 people have renewed for 2005. Some renewals, done online, have not yet been processed.

Flight Directors Report - Pat Denevan

None.

Ed Levin Site Committee Report - Phyl Hamby

There was one out-landing, but otherwise nothing to report.

Mission Peak Site Committee Report - Steve Rodrigues

The process of getting approval for a monument (commemorating the Kilbourne flight) will take some time. Steve will continue working on it. There is a new windsock on the ridge by launch. Keyholder applications are due at the end of February.

Mt. Diablo Site Committee Report - Mark Grubbs

The first X-C flight of the year happened this past Saturday. Otherwise all is well. Don Herrick noted that BAPA paid site insurance for Diablo, and their check was returned to them by USHGA. WOR also paid insurance for the site.

Site Acquisition

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Phyl Hamby reporting for Gene Pfifer

The Open Space District has been asked for 6 flying days in April, May and June, to be open to all H4 and P4 pilots. The Roop road LZ will be open. Launch will be from Timber Ridge.Old Business

Dave Wills has been nominated as a life member of WOR. A vote must be taken after a notice of the nomination has been published in the newsletter.

New Business

Urs Kellenberger will be attending the BOD meeting on 11-13 March. Anyone with issues they want him to address should contact Urs.

A site at Palm Springs has been shut down due to concerns about gliders scaring bighorn sheep. Mission has mountain goats (which are feral), so should not be subject to the same concern.

There was a report of a mishap at Big Sur in which a HG crashed near launch.

The budget for 2005 was distributed and accepted by vote, as presented.

Prizes were raffled. 29 people attended.

END OF MEETING MINUTES

Upcoming Events.

Mar 15th WOR Meeting

Mar 11-13th eParaglidge trip to Big Sur - Richi @ 925-260-3370

Mar 12-13th **NorCal** social at Potato Hill, contact Jug at jaggarwal@pmc.ucsc.edu

Mar 18-20th eParaglidge trip to Santa Barbera - Richi @925-260-3370

May 19-22nd Coyote Howl 2005 A fund-raising event; relaxed, laid-back flying with the spice of some competition thrown in. Prizes are planned for the meet and the raffle. The organized event is loosely structured with free flying and XC Thursday and Friday, and the organized meet on Saturday and Sunday, May 21 & 22. For the weekend meet, whether you want to do the tasks or you want to free-fly, if you get in the air, you are gonna have a good time (and if youre a driver, well respect you!) Pilot participation fee = \$20.00 for the event (free flying, speed gliding, XC, pylons, duration, etc). For meet info contact Shannon Raby at (209) 878-0249 or getusum@inreach.com

Mar 25-27th 2005 IP Clinic in the SF Bay Area. Juan Laos, IP Administrator of Advanced Paragliding will host an Instructor Training and Certification and Recertification Clinic. Open to aspiring Instructors and Basic Instructors needing recertification. Register no later than Feb 15, 2005 Contact Juan@advancedparagliding.com (925)-377-8810

Apr 2-3rd NorCal social Tollhouse (restricted entry) Contact Jug at jaggarwal@pmc.ucsc.edu

Apr 24th Judy Lucas Fly In at Ed Levin. Last year the weather was PHENOMINAL!

Speak of the Devil

Robert Moore

Attention, Future Diablo Team Members!

For the next twelve months, I will be writing about a little-discussed topic. It will be about that monumental chunk of mountain that we have sitting in our back yard, yet few of us want to consider when thinking of our flying options. Its the devil-mountain; the scary place; the place where bad boys go - Mount Diablo.

I know, I know, probably a little over the top. There is, however, a little grain of truth to my description of Diablo, isnt there? For those of you who are fully qualified to fly Diablo, yet never quite get around to it, theres something that holds you back. Ive heard all the reasons many times; its too far, you gotta have a driver, I dont know where the LZs are; Mission is so much easier. All really lame excuses, and I intend to strip them from those who read my column. There may be a few purely lazy souls in our club, but I submit that a big portion of what keeps good pilots away from Diablo is fear and uncertainty.

For those of you who arent yet qualified to fly Diablo, the mountain is even more enigmatic. So little discussion about Diablo means that its hard to know what to think about it. Its quite enough for now to think about that glorious day when you receive your Mission/Diablo sticker, and run straight to the Mission parking lot.

My goal is to dispel ignorance, and describe the unique joys of hang gliding at Diablo. Each month, I will discuss a specific topic regarding flying at our least-used, yet most exciting site in the Bay Area.

What I wont write about, however, is the detailed information needed for the uninitiated to make a solo trip to the site. Diablo regulations forbid pilots new to the mountain to attempt flights without a Diablo Team member on hand to assist. My intent is to explain all the exciting possibilities, and leave the reader eager to dance with the Devil.

Because next month is April, and the beginning of prime time at Diablo, I will devote the next column to Diablo as XC Training Ground .

Mission Ridge Report

By Steve Rodrigues

Pat Denevan and I met with Park Supervisor Dan Reasor and EBRPD Revenue Manager Maryanne Canaparo last week to work on our new special use agreement for Mission Ridge. As always, they were a pleasure to deal with. We are certainly fortunate to have such supportive folks with the park department. The negotiations are going well, and I hope to have some nice surprises for you when the deal is signed.

On a sobering note, I have learned that car burglaries continue at the Stanford Avenue parking lot, and throughout the Bay Area. These are of a "Smash-and-grab" nature, and literally take only seconds to transpire. They are prompted by valuables being left in plain sight. Please, be sure to take all valuables with you, or lock them out of sight in your trunk, preferably before you arrive at the parking lot.

The annual Mission Ridge Keyholder re-allocation will take place at the March meeting. We received more applications than keys this year, so folks with the least flights will be placed on a waiting list. All applicants should receive an email notice regarding their status prior to the meeting. See you there!

Potato Hill Work Party Needed

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Gregg Hackett

The Potato Hill Work Party is approved and will be April 9, 2005. Please meet in the Dixie Glade Campground at 9:00. We will have the assistance of the Fouts Springs Boys' Ranch. Please bring picks, shovels, trimmers, wheel barrows, hand saws, axes, etc. If someone has a contact with a carpet company, we have been approved to have brown carpet on launch. We will need to provide sodas and candy bars for the Boys' Ranch volunteers (need ice chests and if BAPA could pay for sodas & candy bars, that would be nice). Also, if we need to remove the brush from the hill it would be nice to have a pickup truck to haul it to the Boys' Ranch.

It has been suggested that any women helping with this project "dress modestly" since these boys are inmates and they are "boys!" In other words, do the opposite that you usually do, try to look unappealing. These boys were a tremendous help with the St. John Work Party and seemed to be good kids.

If we can do some sort of demonstration for the boys I'm sure they would enjoy it. Possibly show them how we launch and explain the wings and how they fly.

Please e-mail me if you plan to help. With the number of people that I anticipate helping, it should only take a few hours.....then we can fly!

Thanks in advance - Gregg



Portfolio - Mike Kellogg

Mike is a long time contributor to the Flight Line and is always up in the hills capturing "moments in time" for our viewing pleasure. Here is his selection of inspiration for this months portfolio.

Clockwise from the top left:

- Springtime launch at Ed Levin
- The Mission Goat
- Hangglider soars stormy skies at Mission
- Octane in orbit
- Bill Ricker at Ed
- Tempting the devil at Ed



Land of one hundred Launches. Wayne Clingsmith

Originally pioneered by the dynamic duo Ben Rogers and Wayne Michleson the Tumeys Hills or "Tumeys" as

they have affectionately become known were recently flown by some adventurous paraglider pilots. Here is Wayne's account of the events.

The road up to the Tumeys was quite muddy and it was hard to get traction in our 4X4s. It probably needs a couple of days to dry out after a sprinkling. Conversely the roads in the hills were all very good and we did not encounter any of the mud we got acquainted with earlier.

A word of caution though, if you are up on the hills and it looks like it might rain then abandon the site. Don't think about it just leave. I didn't



get any pictures or GPS co-ordinates but suffice to say that there are many tricky sections that would not tolerate even a minor misjudgment and may have you heading over the edge if it were wet.

As you can see from the photos I did take the colors and views are indescribable. They hardly do justice to the amazing views and scenery right on our doorstep.

Unfortunately it looked like the day was not going to be soarable. The ground was still damp and probably would not heat up enough to generate an interesting ride, however the winds were more than favorable between 5 to 8 and from the South East. The last time we came through for a look they were around 15! As for launch sites I'm not sure we found the same ones Wayne and Ben tried. We did make it to one of the GPS coordinates Tim gave me when he was there in February. We decided pass this one up and headed onto another hill top.

We were roughly 5 miles in and South of the main road. There was no way a PG would be able to glide

the main LZ without some kind of altitude maintenance so everyone just did a sled ride, with a few little thermals here and there, to the upper LZ, a meadow with a dubious water tank for the local four legged inhabitants. Everyone avoided this and just picked one of the many areas to land in.

The sun was now getting low so we decided to pack up and head back down the road to the main LZ. About a mile down the road we found another good looking launch site and decided it would be better for the vehicles if some of us flew to the LZ, you know a bit less erosion on the roads. Everyone bar Mark and myself had a gentle sled to end the day.

As we were driving down we stopped for a few Kodak moments and whilst doing so decided we too should be flying not driving. So upon arrival at the LZ Steve drove us back up with Rich in tow for the 'last' last flight of the day. And what a wonderful sledder it was (so much for the erosion theory).

To wrap up end the day we headed out to Dave's place in Panoche for a beer and a sandwich and the usual banter about what a great experience it had been.

Can't wait for next time.

Wayne Clingsmith



Classifieds:

Classifieds are taken from the classified section of the WOR web site for the 30 days prior to publication (whatever will fit). Non web submissions can be e-mailed to editor@wingsofrogallo.org

Classifieds are free, however non WOR member donations are encouraged through the Wings Of Rogallo web site donation page at www.wingsofrogallo.org/documents/donations.html

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Plumbing

Falcon 175 Blue leading edge Flo-green second panel then white. Has Three hours on it sail still crisp. Kept in side and dry. Great first time glider trianing wheels available. 3,000 or best offer.
novim_spencer@hotmail.com

WW U2 145 Blue and White wing. Just finished annual. Excellent condition. ~55 hours. Located in Seattle. \$3500 obo.
(206)729-3988

WW Falcon 2 195, like new condition, 20 flights. Located in Seattle. \$2400
Contact Darren at (206)729-3988

Fuel Cells

Raven Powered Harness similar to the Mosquito but with some nicer design features. The electric start is great. I've had so much fun on this thing, but I think I'm going to go for a Doodlebug for the comfort of my upper back and neck. The harness is blue on top and black underneath. I've used it a fair bit, but have kept it nice. Comes with 3 props. I think the website is powerplanes.com I bought the harness new and had it shipped from Italy. \$2900 plus shipping- I'm in Olympia Washington 360-510-2080
Vince Morson

Tools

High Energy Coccon harness. 1 yr. old, 10 flights, pristine cond. Custom made for 5'5" 135# pilot. Silver color. Will inc older reserve chute. \$450 [bdhall@earthlink\(dot\)net](mailto:bdhall@earthlink(dot)net)

Wills Wing Coccon. Size same as above. Blue. This is the "backpack" style that zips into itself. Very good condition. \$150
Contact Brad or Donnita at [bdhall@earthlink\(dot\)net](mailto:bdhall@earthlink(dot)net)

Helmet Nice white small Uvex. This helmet is very light. To small for me. Would maybe trade for a large. This one is worth \$100.oo .. pcnut@arkansas.net

Icaro 2000 Iguana Helmet Certified aerofoil open face helmet with half visor Titanium shell/ Smoke Grey visor Universal size (adjustable) CAD190 USD150
bretthazlett@hotmail.com 1.604.2026976

Laundry

UP Targa M Yellow/White/Blue Optimal all-up weight: 98kg (+/-2kg) 60h airtime
USD1550 CAD1900
bretthazlett@hotmail.com
1.604.202.6976



Editors note:

When you put an advert on the BBS please put contact information with it. There are ads that have no e-mail or phone number associated with them. Also a 2 page posting will not get into the flightline

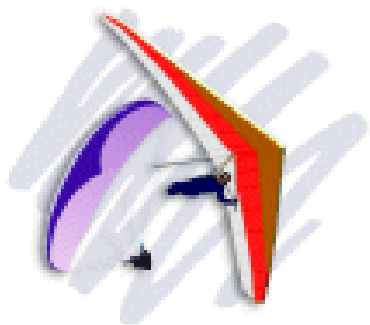
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