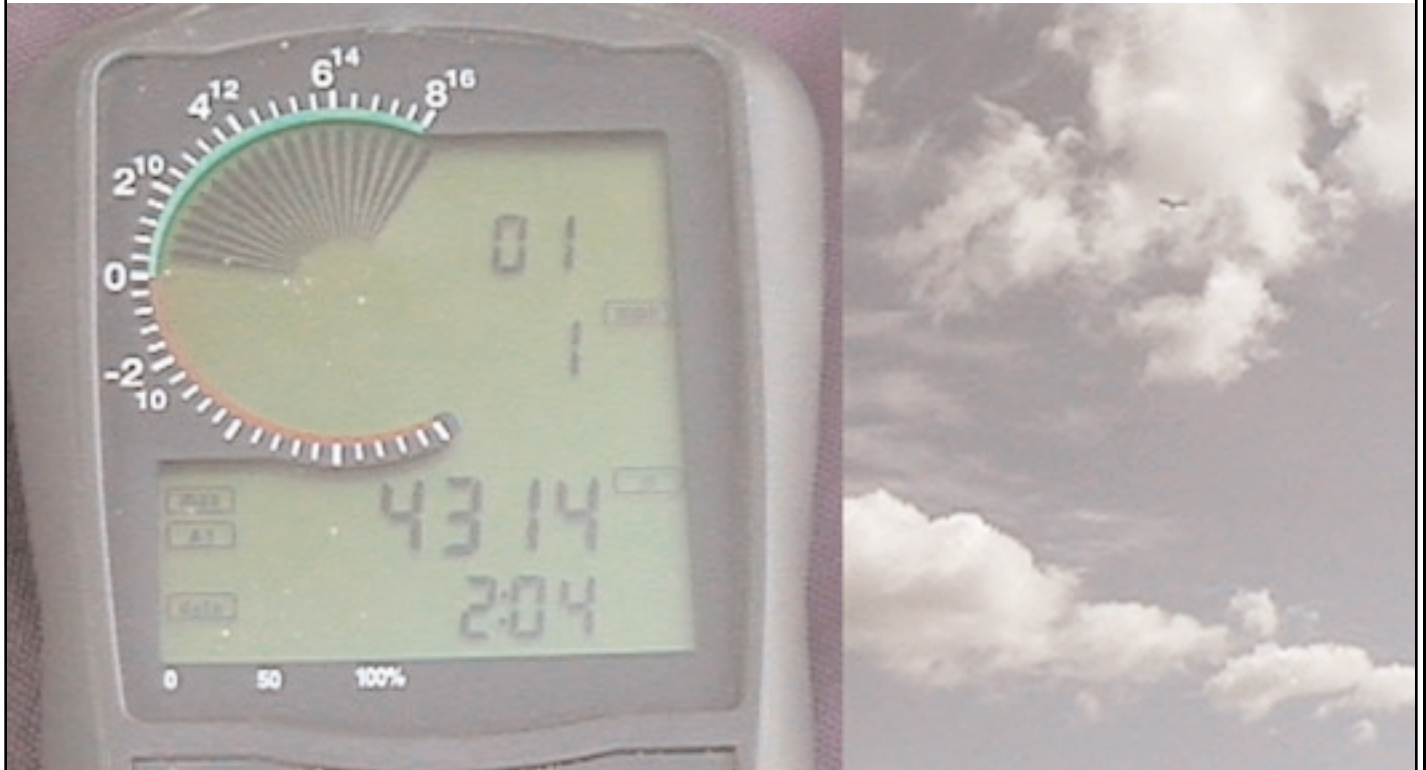


FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO
NORTHERN CALIFORNIA HANG GLIDER ASSOCIATION
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Read the story, page 3! ..

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The Editor's Turn

The *Y2K Flight Line Hang Writing Contest* is over, and we had some pretty good entries. Competition was fierce! Each round, the contestants voted one of the gaggle out of the lift band until the final round, when the winning contestant was selected by a vote from all the contestants on the ground. Who won, you ask? Who will collect the fame, fortune, and Spiffy Prizes? Come to the **WOR** meeting next Tuesday and find out.

With the close of the Y2K contest, the 2001 competition - *2001: a Hang Writing Odyssey* — has now begun! As with previous competitions, it's open to HG pilots, PG pilots, photographers, and non-pilots alike, with a special new category for psychopathic computer mainframes ("Your HAL 9000 may have been shut down improperly. To run ScanDisk on your HAL 9000, press any key. Press <ESC> to sneak back onboard through the emergency airlock"). Here's your chance to collect fame. And fortune. And even a few Spiffy Prizes.

The *New Silent Airshow* is coming up. It's been a long time since we held a *Silent Airshow*. The last one was held more than 10 years ago, during the Clovis Migrations at the end of Late Paleolithic Era. It featured mammoth hunting, new stone tools from Flint Wings and Stonewave, and a demonstration of the latest hot new technology for foot-launched aviation: fire! The world has changed since then. Glaciers have melted, paragliders were invented, and many of us have come down from the trees, learned to walk erect, and mastered the use of primitive operating systems.

The *New Silent Airshow* will reflect these changes. It will feature a Speed Gliding meet, PG Aerobatics, HG Aerobatics, a PG meet, and the latest in flight decks from HAL

Aerospace ("I'm afraid you're sinking out, Dave."). There will also be plenty of opportunities to sit in a circle and groom each other for fleas.

The *April Fly-In at Dunlap* was postponed due to a late-season storm. It doesn't sound like the road was actually closed, but from what I understand, the mud, glaciers, and herds of mammoths made the drive up to launch a bit tricky. The *Dunlap Fly-In* will be rescheduled later this spring, after the snows have melted, the road has dried out, and we've come down from the trees, learned to walk erect, and mastered the use of primitive operating systems.

Once again, we have sad news of another fallen brother. *Pat Page*, a long time **WOR** member from the old days, was lost to us after a sailplane accident in Williams, Nevada. I didn't know Pat well, but he was a superb and enthusiastic pilot whose life revolved around aviation. A memorial service is scheduled for May 20.

Pate Page Memorial Service
Date - Sunday May 20, 2001
Time - 9:00 a.m. gather for coffee & munchies, 9:30 a.m. start
Location - TBD at Minden, Nevada (20 minutes east of South Lake Tahoe)
Dress - casual

The New Silent Airshow!

by Mark Mulhoiland

I thought I would bring everyone up to date on the happenings with **Red Bull**. We decided to name it the *New Silent Airshow*. It's been 10 years since the last one, and we are changing the format a bit, so it is a natural name. The format will be a Speed Gliding meet, PG Aerobatics, HG Aerobatics, and a PG meet (probably a spot landing event). Afterwards, there will be

free flying. A picnic will be held after the event on Sunday. The Speed Gliding will be Jun 1-3, with a practice day on May 31. The *New Silent Airshow* will be Jun 2,3 at Ed Levin. **Red Bull** will be picking up most of the cost. We will still need volunteers to help with the event.

We are also looking for any kind of acts of stunts that the local pilot population would like to showcase during the event. These will need to be preapproved.

Red Bull will be doing some sort of advertising, they will also produce about 500 posters for the event. **Red Bull** believes that most of the spectators will come from word of mouth from Bay Area pilots. If you would like some posters to put up around work/home, be at the May **WOR** meeting.

We need some local HG aero pilots to be scheduled in for the demonstration. We are also looking for tandem pilots to give free flights to winners of a raffle. Any volunteers?

Let me know if you have any questions or comments. I would like to put something out to worall/hglist/speedglidinglist soon. Thanks!

A Flying Story

by Carmella Moreno

Have you ever had a flight where you can pause while flying, look around and say, "This is what hang gliding is all about!?" I recently had one of those flights at Mission.

It was a day that looked like it might be strong out of the north and I was bummed in the morning with the day off and nothing to do. Alright, I was whining to Rex that it was going to suck and it was going to be really north at

Mission. Boy was I wrong! I would reach the highest altitude I had ever been at Mission, would fly over our house and have one of my longest flights in a very long time.

With not much hope for the day, the plan was to meet Dan, Beth and Eric at 2:00pm. The sky was overcast most of the morning. Conditions were fence-line and about 15-18mph; slowly the sock would come around and then quickly go back to being fence-line. But the sky was turning blue and white puffy clouds were forming. Dan called out, "We're going to 4K today!" I did not believe him.

All three of us were ready to launch, with launch conditions improving. Eric and Dan launched and they climbed up like rocketships. Then I got set to launch. Before launching you always want to make sure everybody is clear. So I asked Beth, "Are they out of the way!" (The motion of her head looking straight up told me all I needed to know.) She calmly said, "OH YEAH, they are clear!" Check the hang strap, balance and CLEAR! I flew north to the slide and before I reached the slide I hit a thermal that took me to the peak. Before I knew it I was well above the peak. Dan called to me on the radio and asked what my altitude was. "I'm at 4000 and climbing." "Check 4100", then "4200 WOW! 4300ft. MAN OH MAN, THIS IS WHAT HANG GLIDING IS ALL ABOUT!" Beth is listening and decides to take a picture of us at the peak. You know, speck people. Plus it's not often that I fly to the peak and we should record it. But before Beth can take a picture we are falling out of the sky! We start pulling in, then pulling in some more, then we have no choice but to head back to launch. "What about a fly by Beth?" I radioed, but she was out of the car and couldn't hear me.

Back down in front of launch I'm in some pretty turbulent air. I'm thinking it's not a good time to land. My motto is...if the air is turbulent the LZ is going to be just as turbulent, if not worse. DOH! Eric is heading to land. Just in front of launch I hit a strong thermal and my vario starts making a very high pitched sound. Around and around I go, where I'll stop nobody knows. Yee haw! Just over 4100ft and back over the peak. Now it's picture time of the speck people and more importantly, Carm at the peak!

Okay, that was fun, what's next? Let's fly over to the house! I started heading north, slowly making progress and not losing much altitude. Dan radioed, "Where did you go, Carm?" I radioed back, "I'm heading to my house at about 3500ft. Eric has landed." I started to lose altitude but I was still at 2800ft. Besides, it's downwind to the LZ. OH YEAH BABY! There's the back of the house! Time to head back to the LZ; it's cold and I'm tired. I turn tail and ZOOOOM!! I head downwind, and am back in no time. I fly straight for the LZ and I get back at 1900ft., launch level. I see Eric below laying in the grass waiting for me to land. (Thanks Eric.) I circled in sink until I got dizzy, then I circled the other way using Eric as a point of reference. The wind is blowing at about 20mph and is gusty. So I made a figure eight approach, kept my nose pointed forward and maintained lots of speed. One last turn, pull in, head up, feet back, no flare needed. I just ran it out.

With my feet safely on the ground I unhooked and walked my glider down to the break down area. With a VERY BIG smile and feeling as if I had just cheated on my honey! What a day! as Dan would say. What a day indeed! Thanks Beth and Dan!

Final total: 4314ft, avg. at one point 900fpm, 1 hr 40 mins. Approx. 3 miles upwind. This is one for the memory bank of being one of my top 5 flights and my best ever at Mission.

April 2001 Meeting Minutes

by Paul Clayton

NEW MEMBERS/GUESTS

James Becker - H2 from Boston; flies a Falcon.

Mark Gibbons - H2; flies a Falcon.

Bill Seneshen - H2; flies a Falcon.

GREAT FLIGHTS

Carmela Moreno - Reached 4314' at Mission on Monday.

Paul Gazis - Flew from Ed Levin to Mission on Friday.

Mark Gibbons - Made 1st soaring flight over the top at Ed Levin.

Jody Lucas - Flew in a motor glider with Dave Bingham.

Dan McGuire - Flew over Dave Bingham's motor glider at Mission.

PRESIDENT'S REPORT - Steve Rodrigues

There is a fly-in at Dunlap this weekend. (It was subsequently postponed due to the weather).

VICE PRESIDENT'S REPORT - John Wilde

Nothing to report.

TREASURER'S REPORT - Don Jones

Cash flow for 2000 was positive after all.

MEMBERSHIP COMMITTEE REPORT - Carmela Moreno

We have 417 paid members for

2001.

FLIGHT DIRECTOR'S REPORT - Russ Locke

No incidents to report.

ED LEVIN SITE COMMITTEE REPORT - Steve Pittman

The walkover modification work party has been postponed for a week due to the conflict with the Dunlap fly-in. There is a parks department strategic planning meeting tomorrow night. George Morford has put up flyer boxes with copies of Ed Levin emergency procedures. A pilot was suspended for landing late and leaving a vehicle at the top, which he retrieved very late in the day.

MISSION PEAK SITE COMMITTEE REPORT - Steve Rodrigues

A proposal for an east-facing launch has been sent to the Parks Department. Modifications to the gate at launch have been approved by the Parks, although some details need to be finalized.

MT. DIABLO SITE COMMITTEE REPORT - None

NEWSLETTER - Paul Gazis

Nothing to report.

COMPETITION COMMITTEE REPORT - None

OLD BUSINESS None

NEW BUSINESS

Steve Rodrigues will continue as Mission site committee chair.

Jim Woodward proposed that a loading zone be created by the gate to the road leading to the top launch at Ed Levin. This may be pursued later.

A parking area inside the gate at

Ed Levin is still under consideration.

Gene Pfifer has contacted the County about new sites. Gene and Jim Woodward surveyed a possible new site in the south bay. They will make a proposal to the Parks.

Gene Pfifer was appointed chairman of the Site Acquisition Committee, replacing Mark Grubbs.

Pat Denevan reported that Dunlap will be closed until Memorial Day. A new site monitor is needed.

There will be Wills Wing demo daze on May 4-6, featuring the Talon, a topless glider with curved tips.

Jody Lucas announced that volunteers are needed for the Silent Air Show, planned for the 1st weekend in June. An announcer and 40 to 50 other people are needed to coordinate parking and run the various events, including aerobatics and speed gliding.

Entertainment is needed for future meetings.

Bob Ormiston, John Youngblood, and others shared their memories of Seth Anderson, an active member for many years, who passed away recently at the age of 82.

Bob Trumbly and several others shared memories of Pat Page, a long time Bay Area pilot, who died recently in a sailplane accident at Williams.

END OF MEETING MINUTES

President's Report
by Steve Rodrigues

Dunlap Fly-in update.

Many of us were looking forward to some fun flying, but the unusu-

al April weather forced a last minute cancellation of the Bay Area Clubs Dunlap Fly-in. Apologies to all, but snow on launch seemed a bit prohibitive. The organizers are planning to reschedule for later in the year. Stay tuned.

Entertainment needed!

If you have any ideas or videos that do not involve cows that you think other pilots would enjoy, please contact me to schedule it for an upcoming meeting. Thanks!

April Mission

Ridge Site Report *also by Steve Rodrigues*

The gate widening/relocation committee is homing in on the necessary supplies. A work party will be scheduled in the next month or so. Please watch your newsletter for dates.

I mailed our proposal to the EBRPD requesting a launch site on the East side of Mission Ridge. The approval process is usually time consuming, but will hopefully be completed before the winter flying season. In the mean time, enjoy the great spring flying!

And in answer to your questions, yes, I will be retaining my position as Chair of the Mission Ridge site committee.

April Ed Levin Site Report

by Steve Pittman

About a dozen people participated in the walkover work party on Sunday, April 29. The club owes a special thanks to *Ron Schaeffer*, who ordered the metal grating needed to modify the walkover, donated \$332 to help pay for the

grating, and then helped install it, along with his wife *Shelley*. The grating cost the **WOR** \$500, and about 25 man-hours of labor were spent to install it. When you see them, please thank the following people for installing the grating on April 29:

Ben Clark, Kim Galvin, Robert Johnston, Ron Kalanick, Joseph McEaney, Dai Middleton, Nick Mora, Ron Schaeffer, Shelley Schaeffer, Randy Tribe, and Lloyd Watts (& Stephanie & Michelle). I know there were some others whose names I didn't get, too.

Regards, Steve.
(925)277-5080, 227-x5080

[What, you may ask, does Helios 1 have to do with foot-launched aviation? Well, you try to come up with something at the last minute to fill 1-1/2 pages -- Ed]

Helios 1

by the National Space Science Data Center

Description

Launch Date: 1974-12-10

On-orbit dry mass: 371.20 kg

This spacecraft was one of a pair of deep space probes developed by the Federal Republic of Germany (FRG) in a cooperative program with NASA. Experiments were provided by scientists from both FRG and the U.S. NASA supplied the Titan/Centaur launch vehicle. The spacecraft was equipped with two booms and a 32-m electric dipole. The payload consisted of a fluxgate magnetometer; electric and magnetic wave experiments, which covered various bands in the frequency range 6 Hz to 3 MHz; charged-particle experiments, which covered various energy ranges starting with solar wind thermal energies and extending to 1 GeV; a zodiacal-light experiment; and a microme-

teoroid experiment. The purpose of the mission was to make pioneering measurements of the interplanetary medium from the vicinity of the earth's orbit to 0.3 AU. The spin axis was normal to the ecliptic, and the nominal spin rate was 1 rps. The outer spacecraft surface was dielectric, effectively (because of the sheath potential) raising the low-energy threshold for the solar wind plasma experiment to as high as 100 eV. Also, sheath-related coupling caused by the spacecraft antennae produced interference with the wave experiments. The spacecraft was capable of being operated at bit rates from 4096 to 8 bps, variable by factors of 2. While the spacecraft was moving to perihelion, it was generally operated from 64 to 256 bps; and near 0.3 AU, it was operated at the highest bit rate. Because of a deployment failure of one axis of the 32-m, tip-to-tip, dipole antenna, one axis was shorted, causing the antenna to function as a monopole. The major effect of this anomaly was to increase the effective instrument thresholds, and to introduce additional uncertainties in the effective antenna length. Instrument descriptions written by the experimenters were published (some in German, some in English) in *Raumfahrtforschung*, v. 19, n. 5, 1975.

Launch Information

Date: 1974-12-10

Site: Cape Canaveral, USA

Vehicle: Titan IIIE-Centaur

Orbital Information

Central Body: Sun

Orbital Period: 190.15 d

Inclination: 0.02 degrees

Eccentricity: 0.52180

Periapsis: 0.31 AU

Apoapsis: 0.98 AU

Fluxgate Magnetometer

This experiment (E3) consisted of a boom-mounted, triaxial-fluxgate magnetometer. An automatic inflight range switch system selected the optimum of four

ranges that were minus to plus 16, 48, 144, and 432 nT per sensor. These had corresponding digitization resolutions of minus to plus 0.03, 0.09, 0.28, and 0.84 nT, respectively. A sensor flipper was actuated every 36 h to assist in sensor zero level determination. For telemetry bit rates above 256 bps, vector measurements were made at rates between 1 and 16 per s, depending on bit rates. At lower bit rates, averages and variances were computed on board for transmission to earth.

Plasma Detectors

This experiment (E1) employed three plasma analyzers for positive ions and one for electrons. All detectors were mounted normal to the spin axis. Positive ions with energy per charge within the range 0.155 to 15.32 keV/Q were measured in two angular dimensions using a combination of a hemispherical, a quadrispherical, and a sinusoidally shaped electrostatic analyzer. Electrons with energy from 0.5 to 1660 eV were measured with a hemispherical electrostatic analyzer in one dimension. The experiment operated in several modes, with differing time resolution depending in detail on telemetry format and spacecraft bit rate. Typical time resolution was on the order of a minute. Also, whenever the special shock alarm mode was triggered by experiments -04 or -01, high-time-resolution plasma data for a period before and after the event were recorded into spacecraft memory for later transmission. Because the spacecraft body was dielectric, sheath potentials of up to 100 eV degraded the usefulness of data taken in the lower electron-energy channels. This phenomenon was judged to have minimal effects on the usefulness of the ion data. For more detailed information see p. 226 of *Raumfahrtforschung*, v. 19, n. 5, 1975.

Energetic Electron and Proton Detector

The objective of the experiment

(E8) was to study the origin and the distribution mechanism of low-energy electrons and protons. The instrument, a magnetic spectrometer, consisted of six semiconductor detectors with the field of view in the plane of the ecliptic. Species separation was achieved by an inhomogeneous magnetic field oriented perpendicular to the particle path. Four electron and two proton detectors measured electrons from 20 to 1000 keV and protons from 80 to 1000 keV. The proton measurements were made with a two-detector telescope employing coincidence and anticoincidence logic. Both particle species were measured in 16 energy channels through pulse-height analysis. For further information see pp. 261-263 of *Raumfahrtforschung*, v.19, n. 5, 1975.

Cosmic Ray Particles

The objective of experiment (E6) was to study high-energy, charged, cosmic-ray particles of solar, planetary, and galactic origin in interplanetary space. Protons and alpha particles with energies >1.3 MeV/nucleon, and electrons >0.3 MeV were measured within interplanetary space over the range from 0.3 to 1.0 AU. The instrument, a particle telescope with 55-deg field of view, consisted of five semiconductor detectors, one sapphire Cherenkov counter, and one scintillation counter, all enclosed by an anticoincidence cylinder. The telescope was calibrated prior to launch using radioactive sources, particle accelerators, and ground-level muons. It measured protons and alpha particles in six channels (1.3-3.3, 3.3-13, 13-27, 27-37, 37-45, and >45 MeV/nucleon) and electrons in five energy channels (0.3-0.8, 0.8-2, 2-3, 3-4, and >4 MeV). For more detail see pp.253-257 of *Raumfahrtforschung*, v.19, n. 5, 1975.

Galactic and Solar Cosmic Rays

The detector complement of this

experiment (E7) consisted of three separate dE/dx vs E telescopes and a proportional counter for monitoring solar X rays in the range 2-8 keV. The high-energy telescope had a geometric factor of 0.22 sq cm-sr and measured electrons in three ranges between 2 and 8 MeV, and protons and alpha particles in three ranges between 20 and 56 MeV/n. Protons above 230 MeV were also measured. The first low-energy telescope (geometric factor was 0.155 sq cm-sr) measured protons and $Z>1$ particles in three ranges between 3 and 21 MeV/n. The second low-energy telescope (geometric factor was 0.015 sq cm-sr) measured protons in several ranges between 0.12 and 2.1 MeV, alpha particles in the ranges 0.6-2.1 and 6-21.2 MeV/n, and electrons in four ranges between 0.12 and 2 MeV. For a number of coincidence modes, counting-rate data sectored into eight 45-deg sectors were obtained. The data cycle time was dependent on the spacecraft telemetry rate (variable between 4096 and 8 bits/s) and format. Under optimum conditions, five events per second were pulse-height analyzed and the rate data cycle was of the order of 5 min. At the slowest combination of bit rate and format, a complete data cycle required about 2.5 h. See IEEE Trans. on Nuc. Sci., NS-22, p. 570, 1975, and *Raumfahrtforschung*, v. 19, n. 5, pp. 258-260, 1975, for further details.

Cow Detector

The objective of experiment (EC) was to study high-energy, charged cows of solar, planetary, and galactic origin in interplanetary space. It employed three bovine analyzers for cows ions and one for bulls. The detectors were calibrated prior to launch using (what else?) ground-level muons. For more detail see pp.253-257 of *Raumfahrtforschung*, v.19, n. 5, 1975.

WINGS FOR SALE



Wings for Sale

(Ad policy: ads run for 6 months, then are cancelled automatically unless they are renewed. Ads are free to WOR members)

Flexwings

Aeros Stealth 2 151 (Fresno area) Excellent shape. 1 yr old. Pictures at: <http://www.geocities.com/sky-godmatt/stealth.html>. \$3000 obo. Call Matt Potter (559) 243-1831

Aeros Stealth 2 151 (late 1998), Matrix cloth, white LE, red and blue undersurface. Additional sail and 2 extra dtubes. \$2900 obo. Call Reto at (916) 804-4063, reto_s@yahoo.com

HP-AT 145. Approx 150 hours Good cond. Orange-light green-white. 6 hrs airtime since last pre-flight. 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 rickcav@earthlink.net, (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

Wills Wing Spectrum 165. Excellent condition Includes UV bag, ladder rack, straps, etc. Great beginner/intermediate glider. \$1950, Call Roger at (408) 882-0382 (w) (408) 224-1815 (h) rohang3@aol-com

WillsWing Sport AT 167. Florescent green LE, black, yellow. Good condition. \$1000. Call Roy 408 985 2810 netedtec@pacbell.net

Wills Wing Super Sport 153. Very good condition. \$800. Call Mercury, (408) 353.2383. MercuryFly@aol.com

Wills Wing Supersport 163. Original owner, mint condition, many extras. Asking \$1200. Call Tom (408)747-0414 lv msg.

Wills Wing XC 155 Fair to good condition \$400. Call Russ (408) 737-8745

Paragliders

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

20 gore H.G. parachute with swivel. Never used and in excellent condition. \$100 or obo. Call Rick at (408) 224-4378, sport@onemain.com

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

Wills Wing cocoon HG harness, for pilot abt. 6'3". \$10, **Open face helmet**, wht. \$5, **Pacific Windcraft HG chute** \$10. Call Paul (408)-246-2218.

Vehicles

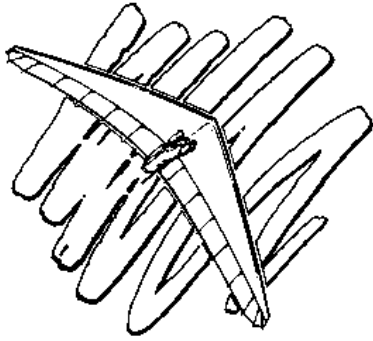
1987 Chevy Suburban 4WD, 350 V8 1/2 ton, excellent cond. Comes with glider rack and 2m radio, \$8000 obo. Call (408)-288-6607.

Lost and Found

Found at Ed Levin 1-April-2001: Helmet. To claim, contact Dave Bakke (650) 572-8134 avbakke@hotmail.com and describe the helmet and where you left it.

Found at Ed Levin in 2000: Small bag with Harbinger gloves, Sony Sports AM/FM Walkman, & other stuff. To claim, call Steve Pittman at 925-277-5080 and tell him what else is in the bag.

Wings of Rogallo
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*Wings of
Rogallo*

FLIGHT LINE

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The next Wings of Rogallo Meeting will be held
Tuesday, May 15.
at the Summit Point Golf Club in Milpitas near Ed Levin Park
Check the Wings of Rogallo WWW Page
<http://www.wingsofrogallo.org/meetings.html>
for details and directions.

Entertainment at the meeting will not involve cows
or German Spacecraft