

FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO
NORTHERN CALIFORNIA HANG GLIDER ASSOCIATION
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The Big D (see page 2)

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The Editor s Turn

All things considered, *Diablo 101* was quite a success. Conditions on Saturday were almost like good conditions, only different. But pretty much everyone launched Juniper, and flew to what would have been their hearts' content if their hearts were contented with landing on the Thousand Footer. Nothing to write home about, perhaps, but still pretty good for a site intro. Sunday was even better, with several XC flights reported. Your editor would like to thank Robert Moore and his cronies for organizing the event, and you can read all about it in this issue of Flight Line.

We have several more events coming up. There will be a **WOR** trip to the *Reno Area* May 31-June 2, and Hungry Joe is running an *Aerotox Clinic* at Crazy Creek on... uh... May 31-June 2. But we're pilots! And we're used to making decisions! Mission Soaring is also planning several trips to Dunlap, so check out the calendar at the Mission Soaring WWW Site.

Wings for Sale has been getting cluttered with ads of great antiquity. While interesting from an archeological standpoint, these ads have little place in the modern global economy, so they will be consigned to oblivion. Soon. Be warned!

Finally, we have some sad news. There were two fatalities at the beginning of May. Neither involved any **WOR** pilots or local sites, but that's still two too many, and one of the pilots involved, Joe Petit, has long been a fixture in the Arizona community. He will be sorely missed. Both accidents are under investigation, so I'm sure we'll learn more. But this year has not gotten off to a great start, accident-wise, so be careful out there, eh? We've got to keep our readership up as part of your Editor's nefarious plans for World Conquest!

Diablo 101 Gets the Best of the Devil

by Robert Moore

Did the Diablo 101 Event Team make a pact with the devil to put on such a successful site intro? Hmm... there are a few hints. Lots of interested participants, good weather, excellent coordination (if I do say so myself) and more drivers than one could shake a stick at! In addition to the twenty flying participants, we had approximately fifteen observers/drivers. Some of these folks were Hang 0-3's who had come just to get the instruction for future use.

Saturday found two teams reviewing the numerous LZ's on opposite sides of the mountain, then converging to review the five launches. After looking at the wind conditions, the general consensus was to launch at Juniper. While Saturday's conditions were flyable, no one stayed up for long. The big accomplishment on Saturday, from my perspective, was that nearly all pilots chose to land at the Thousand Footer LZ instead of the easier Macedo Ranch.

Sunday arrived with quite different weather conditions. The teams switched sides of the mountain so they could see the LZ's they missed on Saturday. Once gathered on the mountain, it was clear that the NW launch would be the call. A gentle breeze coming straight in at launch had people scurrying to set up. Everyone who flew got great soaring flights over the summit, Eagle Peak, and Bald Ridge.

After throwing a number of newbies off the NW launch and watching them get up, I launched right into a thermal. Five minutes later I'm at 5000' - ten minutes after that I'm over 7000' with six other guys - a personal best for me at Diablo. I said on the radio, "Who wants to

go XC?" and all responded that they did. Kevin Dutt and I guided this big group of newbies out toward the Altamont Pass, about 15 miles ESE. Everyone made it there, and one by one had good landings as they approached Livermore. I was able to stay high and watched as Kevin guided three others to eventually land at the SE end of the Livermore Valley. I decided to cross the Altamont Pass to see if I could continue on. I eventually sunk out beyond the Pass, but we all had a great time. Once we were all retrieved the whole gang - including the ones who chose not to leave the mountain - had a great time at Mudville, a fun eatery in Clayton not far from Mitchell Canyon. The beer and tales flowed into the night.

This event couldn't have happened without the support of the event team. Dick Girard, Russ Locke, Don Jones, Bruno Jahn, and Steve Rodrigues were a tremendous help in making this happen. Congratulations to Brian Lee, Kent Moriarity, and Eric Froelic for making their first flight at Diablo and XC flight. Special thanks to Best Friend/Driver Extraordinaire Janet Williams for launch assisting nervous newbies and keeping drivers heading in the right direction. Oh, and uh, thank you Mr. Devil Mountain, sir.

Reno Fly-in: May
31-June 2
by Frank Peel

The entire **Wings of Rogallo** club is invited to converge on the Reno area May 31 through June 2 for a *Fun Fly-In*. This is a non-competitive get together; the only pressure will be on having a good time and staying safe. This is not a clinic; there are no official classroom sessions or lectures planned. It's simply a flying trip

open to the whole club. Given the variety of nearby sites everyone in the club should be able to find the kind of flying that suits their style.

So that everyone can stay together and socialize we're camping at the *Washoe Lake State Park* near Carson City, NV. The park is located 10 miles north of Carson City and 15 miles south of Reno. From Carson City, take US 395 north to the East Lake Boulevard exit, then drive north on East Lake Boulevard approximately 3.1 miles to the park entrance. From Reno, take US 395 south to the East Lake Boulevard intersection, turn left, and drive south on East Lake Boulevard for 7.1 miles to the park entrance. Look for the "WOR" signs to find our camping area. This campground is somewhat rustic, though it does have showers and toilet facilities. Campfires are allowed but wood gathering is prohibited, so bring wood for the nightly group fire pit!

Hang IIs are required to register in advance and must have logged at least one flight from the Ed Levin 2,350' launch prior to the Fly-In. "Chaperoned" trips will be provided each day for Hang IIs and pilots of any experience desiring assistance or site introductions. Volunteers are welcome to assist at launch or in the LZ. To register, volunteer or for more information contact Frank Peel (408-266-5600) or Eric Heinrich (831-335-4292).

See you in Reno!

Let's Go Aerotow!
by Steve Rodrigues

Anyone who has been thinking about *aerotowing* will get a chance to learn locally. The world famous "Hungry Joe" Szalai will be bringing his tug to Middletown for *aerotow clinics* and

recreational flying. Come out, learn to tow, and get a chance to thermal in an exceptional area.

Location:

Crazy Creek Gliderport
Middletown, CA (near Calistoga)
<http://www.crazycreekgliders.com>

Aerotow clinic sessions (register by May-18):

Session-1: Fri/Sat May-31, Jun-1
Session-2: Sun/Mon Jun-2,3
*Note: The WOR Reno area fly-in is also on May 1-2.
Session-3: Fri/Sat Jun-7,8
Session-4: Sun/Mon Jun-9,10

Aerotow clinic requirements (what you need):

Hang-3 or better / Hang-2 with 10 hours and instructor approval. Preferably a beginner or intermediate wing, or a vertical tail. Shoulder release and V-Bridal (available from Kenny Brown or Mission Soaring)
Optional- Primary release (some loaners provided)
Clinic cost \$275 (register and pay before May-18)

Aerotow clinic included (what you get):

4-hours of Aerotow instruction.
3-tows to 1000' in glass conditions.
2-tows to 2500' in thermic conditions.
Completed Aerotow sign-off paperwork to send into USHGA.

Recreational Tow schedule

Afternoons of the Aerotow clinic dates.

Note: In the past, recreational tows were provided mid-week. Attendance has been low, so this will not be provided this year.

Recreational Tows requirements (what you need):

Hang-3 or better.
Prior Aerotow certification.
Shoulder release and V-Bridal.
Optional- Primary release (some loaners provided).
Each tow cost \$20.

Recreational Tows include (what you get):

Tow to 2500'.

Crazy Creek Day use fee of \$10. Camping Fee of \$10 (if you are staying overnight).

To register for Aerotow clinic contact Hungary Joe at: cbenti@pacbell.net or (661) 799-7349

April 2002 Meeting Minutes
by Paul Clayton

NEW MEMBERS/GUESTS

Jennifer Cannon - P3
Ken Seeds - flies Ed Levin

GREAT FLIGHTS / GOLDEN EAGLES

Steve Rodrigues - Flew to Sunol from Mission this Monday
Jason Boehm - Did a Golden Eagle flight today.
Mike Foy - Golden Eagle today
Mark Grubbs - Flew from Diablo to east of Crow's landing; 60 miles on 3-24
Gene Pfifer - Flew a triple Golden Eagle
Alec Cassaway - Flew Tollhouse
Paul Gazis - Flew Funston and landed on the beach
Mike Vorhis - Did 4 tandem flights in one day at Mission

PRESIDENT'S REPORT - Steve Rodrigues

Steve presented an award for service to the club to Mark Mullholland. John Wilde is resigning as VP. George Morford will serve out John's term. There have been right of way conflicts at some WOR sites. A new flight safety reporting procedure has been instituted. The Flight Director will review and mediate any conflicts.

VICE PRESIDENT'S REPORT - John Wilde, none

TREASURER'S REPORT - Don Jones

Revenues from membership renewals continue to come in.

MEMBERSHIP COMMITTEE - Carmela Moreno

We now have 341 paid members for 2002, and are mailing 240 newsletters.

FLIGHT DIRECTOR'S REPORT - Mike Vorhis

Better communication is needed to avoid right of way conflicts. Pilots should make their intent clear, in addition to observing right of way rules.

ED LEVIN SITE COMMITTEE REPORT - Steve Pittman

The parking lot has been gravelled. There have been several accidents. A pilot induced oscillation on final approach led to a crash. The pilot was not seriously injured. A paraglider collapsed and deployed a reserve chute. One other accident was rumored, although not officially reported.

MISSION PEAK SITE COMMITTEE REPORT - Steve Rodrigues

Michel Rege and Frank Peel have resigned from the committee. Juan Laos has joined the site committee. Keyholders should check helmet stickers of pilots they transport up the hill. Fence removal is underway, starting at the bottom of the mountain. The east facing launch is expected to be open soon.

MT. DIABLO SITE COMMITTEE REPORT - Steve Rodrigues

There is a fly-in scheduled for the site this weekend.

SITE ACQUISITION - Gene Pfifer, George Morford

There is another Parks Commission meeting planned for May 1st. There will be a public meeting on May 16th. Flying at the Coyote Lake site is now on the Park's proposal.

COMPETITION COMMITTEE - Mark Mullholland, Mike Vorhis

The 2001 X-C contest winners are:

Hang Gliding	
Scott Gratten	105 mi
Paragliding	
Shankar Narayanaswany	60.1 mi
Steve Macken	19 mi
Alec Chattaway	12 mi
Rigid Wings	
Kevin Cameron	351 mi
Vince Endter	278.5 mi
Mark Mulholland	261mi
Mark Grubbs	86 mi

There was only one flex wing hang glider pilot entered. Eric Froelich volunteered to run the 2002 X-C contest. Mike Vorhis reminded the membership that a speed gliding contest is planned for June. Volunteers are needed to help run the meet.

OLD BUSINESS

Frank Peel raised the subject of a robot weather station accessible from the web. A dedicated phone line will be needed. Carmela Moreno announced that a fly-in will be held in Reno the weekend after Memorial Day. George Morford took an advisory vote on the club logo. No conclusion has been reached yet on this matter.

NEW BUSINESS

Paul Gazis gave Hang Writing Awards to the following people:

Best Flight - Carmela Moreno
Best Technical Article - Kim

Galvin
Best Photo - Phyl Hamby
Best Non- Ed Levin Article -
Mike Kellog
3rd for Best X-C Flight - Kevin
Cameron
2nd for Best Novel - Eric Carlson
1st - Daryl Fox

John Wilde announced a BAPA
fly-in in May.
Carmela Moreno announced that
a work party is planned to work
on the trails at Mission.
John Youngblood announced a
fly-in at Chelan, WA 22-29 June.

END OF MEETING MINUTES

May 2002 Mission Ridge Report

by Steve Rodrigues, Site Com-
mittee Chairman

Request to all pilots flying Mis- sion Ridge;

There have been some poor
entries the sign in log at Mission
Ridge lately. All keyholders are
now being asked to check for
valid **WOR** helmet stickers and
observe entries in the log book.
Please assist them by bringing
your helmet to the lock box, and
printing legibly!

In the event of a locking problem
with the gates at Mission Ridge,
Supervisor Dan Reasor has asked
us to notify *his* office rather than
the emergency dispatch. I made
the following labels and put one
on every keytag for your conven-
ience.

*"In case of EMERGENCY; For
fire, ambulance, or park police
dispatch call 510-881-1833.*

*"In case of gate problems, call
925-862-2218"*

And last but not least, Mike
Galvin has been added as the
final member of the reorganized
Mission Ridge site committee.

The Owens: May 2002

by Barry Levine

The short version:

- Owens season is here
- Eyewear does matter
- Don't eat at La Casita in Bishop
- Carrying one spare tire up Paiute
is scant insurance
- Climbs to cloudbase at 16k
- Flights 40 miles north through
Montgomery, 30 miles south past
Big Pine
- May is not PG season in the
Owens

The long version:

Ryan, Dan, Kurtis and I left
Thursday night, met Nord in
Minden, drove down to Mam-
moth, camped at the hot springs.
Friday a.m., we saw the first
cumulus development at 8:00
a.m., with no evidence of wind.
We drove to Paiute, found Kari
Castle setting up on launch with a
flock of PG pilots from the Bay
Area. I find out that my PTT is
flaky—I can transmit, but only
hear intermittently. Around
12:30 Dan launched, went quick-
ly up, headed North, staying out
front to avoid the clouds develop-
ing over the peaks. Ryan and I
follow, quickly climbing up to
13k. Nord is finding his way up
as Ryan and I head north. I get to
cloudbase (16k) passing in front
of White and head onto the Flats.
Nord gets up, goes deeper into
the mountains, catches Ryan, and
the two of them overtake me
somewhere around here. Each of
us discovers that the hoses from
our Camelbaks have frozen (I
now make it a practice to blow
the water out of the line after
each drink). I glimpse Nord get-
ting low in front of Montgomery
as I arrive. I get onto Mont-
gomery at 13.3k, look out
through the Pass, and don't like
what I see—it's dark over there.
Looking around, I find that it's
dark everywhere, but there's not
much cloudcover. It's not the
weather, it's me. Just around now

I hit big sink, find myself at 10k,
and need to get back up before I
can work on this mystery. I climb
back to 13.5k and try wiping my
glasses. Alas, it's not frost on the
glasses, it's my eyes.

The world is kinda dark, I have
very little resolution, very little
contrast, and there are halos
around bright objects. I can no
longer read my altimeter. I'd
read about the possibility that, in
windy dry conditions, you can
lose enough moisture from the
eyes that the cornea (and the
lens?) grow translucent rather
than transparent. I remember that
it's reversible, but that's small
comfort right now. I don't know
how far or how fast it might
progress while I'm in the air. I
think I can see the water tower by
Janie's, but I don't remember if
there are wires or fences near the
airstrip. That doesn't sound so
good. I can see a big pivot-irri-
gated field by Benton, but each
pivot field has crops (not my
worry) and a dark boom that I
couldn't see against the dark
crops. I'm feeling like Tommy
Walker here, but this deaf, dumb
and blind kid has a mission. I'm
going back to Paiute, where I
know there's an unobstructed
field with good landmarks.
(Technically, I'm not dumb at this
point, as I can transmit, but the
chase vehicle has gone over the
Montgomery Pass, out of range).

The bad news is that I'm flying
half blind. The good news is that
it's afternoon in the Whites,
there's no wind, and everything's
going up. I zip back along the
Flats, pass White, arrive at
Paiute, and identify my field.
There's the HiHead Hydro road,
cutting the alluvial fan, that tan
blob must be the generating sta-
tion, that's my field. Now I just
have to go land. Alas, it's 4:30,
and Paiute is pumping. I could
probably fly to Black Mountain
without turning at this point, and
have a good chance of jumping
the Westgard pass, but the field I

want is right below me, and I can't get down. I wrap an elbow around a sidewire and slip spirals for a while, but I can't even keep the sink alarm (600fpm) going. I have to fly out to the Owens River, lose altitude, then come back to my field. I can't see the streamers or the flag on the generating station, and circling gives me no indication of wind. I prepare for no-wind landing, and chose to face West, as that seems the most likely direction to meet a gust (because Paiute is sucking up air). I manage a pretty good landing for a blind guy, dropping the nose, but finishing on my feet. Not it's park the glider, shed oxygen/PTT/flight suit, get out the hotrod. I manage to contact the guys in Benton, where they're searching for me. They find me as I'm still packing up.

Nord and Ryan had made it through the Montgomery pass, but found nothing there for flights of 40 and 35 miles. Dan had stayed too far out front, landed north of Chalfont. Nord thinks he might have frostbitten a finger or two, Ryan discovers that his harness allows airflow where it's not wanted. Peeing hurts, but he suffers no lasting harm. I suck down 60 oz of Sportade and a beer, close my eyes and wait for the eyes to rehydrate. After two hours, I'm improving. I can read the menu at the taqueria "Las Palmas" in town. Good food, a couple liters more water, and it's back to camp at the Mammoth Hot Springs. In a couple more hours I can watch the OD from the south stealing the stars from the sky. By morning, vision is normal. I elect to drive.

Saturday, we get up to launch to find that I've punctured a tire in the last 100 ft. At least I have a nice level place to change the tire at launch while the guys get ready. Kari's back with her flock of worshippers. Kurtis is jazzed, as he gets to fly when I drive. Kari launches, hits a thermal 100

yds out front, cores straight up to 14k. The PGs follow as fast as they can, followed by Dan, Nord, Kurtis, Ryan. Driving down, I hear Kurtis report that he's at 13k at Black, his hands are numb, and he's going to land at the warm springs with the pupfish. Pretty good for his first flight at the site—on a Mark IV. On the way down I'm interrupted by the hiss of my second punctured tire. I'm on a stretch of road where I couldn't change the tire even if I had another spare. I chose to keep rolling to some place more benign, even if it costs me a rim. By chance, I find not only a near-level turnout, but I overtake a PG pilot driving down. I flash the lights, I honk the horn, I jump out of the truck and wave my arms. He stops. I grab a radio, wrap the first flat in a tarp, and throw it into the back of his truck (wishing there were room for both flats). He drives me down to the LZ, I transfer the flat to Nord's van, drive into town, get it mended, drive back, he drives me back to the Montero, change the second tire, and he escorts me back down. By now Dan has hitchhiked back to the LZ and taken the van.

Kari is down, reporting that conditions were way too strong for PG. One of her flock has broken a foot landing in a field while it was ripping off. I drive back into town, get the second flat mended, and take off on chase, wondering why I don't hear anyone on radio (I'll later find out that my antenna hadn't been screwed on right. For now, my 50 watt unit has a range of a couple of miles only). I drove toward the Warm Springs where Kurtis had been last reported, but get confused on the dirt roads, end up at the wrong clump of trees at the foot of Black, and elect to go chase the lead pilots first. I radio to Dan that I don't have Kurtis.

I find Ryan and Nord in Big Pine, drinking. There's a cloudstreet

leading right across the Westgard and heading for Darwin, but they had found themselves fighting a headwind as soon as they passed Black, and came down in a nice field by a bar. As we're loading the harnesses, Nord notices that I have a third puncture. It's now 7pm Saturday night, there's no place to get it fixed, so I change the tire. Dan finds us while we're doing this, and goes off with Nord to retrieve Kurtis. Ryan and I follow after picking up the gliders. I again get lost on the way into the Warm Springs, but we get there to find that the others have left via Big Ears. We get a dip, then head for town. By the time we get to Bishop, the others had eaten. I make my best decision of the day, and have only water. Ryan shares part of Kurtis's enchilada, and we head back to camp.

The night is interrupted by a very noisy party using the hot spring, and by the sounds of Ryan being violently ill. I get up in the morning to watch the sunrise from the hot spring, as is my habit, only to find that the jerks had drained the tub and left it empty. I get back into my sleeping bag to wait for the fill, while Kurtis makes an urgent trip to the bushes. He has been poisoned, too, but both he and Ryan are rapidly improving, and think they'll be feeling good by launch time. Nord announces that he's driving back home, so the rest of us pack up, head into Bishop to find someplace that'll fix our third flat on a Sunday morning. Turns out its irreparable, so I buy a new one, take the dead one back to exchange at Big-O in the Bay Area, and we head for launch.

Sunday it's clear that there's North wind aloft, and even some North drift on the valley floor. On the drive up, Dan discovers that he's been poisoned. We pull over a couple of times while he pukes by the roadside. We go to the upper launch, where Dan

WINGS FOR SALE



pukes every fifteen minutes while we set up. He insists that he's fit to drive, so Ryan and Kurtis launch, climb up, head South. I launch — this time with motocross goggles over my glasses - find nothing, land in the LZ in 11 minutes. Dan has a harder ride down. While I'm tearing down, Kurtis gets on the radio to report that he's puking voluminously in the air. He comes back to land by me. Dan eventually arrives at the pumphouse, staggers out of the Montero, and collapses on the grass. When I go over to him, he doesn't look good. He remembers stopping urgently at least nine times on the way down, and only six of those were to vomit. I urge him to drink more, then go help Kurtis pack up (he's looking pretty bad himself), load the gear, and take off on chase. By the time we get to Bishop, Dan's thinking he'd rather just wait for us at the Vons — they have a nice bathroom. I park him in a room at the Motel 6, load his icebox with drinks and ice-pops, and leave him there with instructions to push fluids.

I find Ryan just South of Big Pine, and we head North. Apparently puking up dinner early was the right course, because he's fine, cheerfully eating half a roast chicken on the way back to Bishop. It's a few more hours before everyone feels fit for the road, so head north a bit after 9 PM, arrive at the hangar at 3 am. By this time Kurtis and Dan seem to be on the mend. They're a bit wobbly, they look like they're going to live. By 4:00 I have dropped the guys at their homes, and have found my own bed.

Ah, flying season.
Barry

Wings for Sale

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

Flexwings

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 (1/02)

Sensor. 1993 Custom flap system (better than stock). Fantastic shape; less than 200 hrs. I'd either sell this or the production slot (listed above), and use the other for myself. Call Mike at (510) 744-1953. (1/02)

Wills Wing Attack Duck 160. Red and blue. Own a piece of history! Challenge your landing skills! Only \$300! Contact Mark Mulholland (408) 929-1753 or email markmulhol@aol.com (5/02)

Wills Wing HP AT 159. Custom colors. \$700. Contact Mark Mulholland (408) 929-1753 or email markmulhol@aol.com (5/02)

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 (1/02)

Wills Wing Sport AT 167 and Wills Wing Supersport 163. Original owner, mint condition, many extras. Asking \$1200. Call Tom (408)747-0414 lv msg. (1/02)

Paragliders

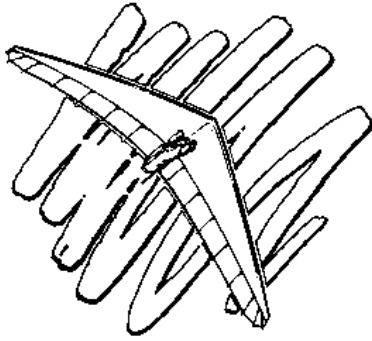
FreeX Spear (L), violet/white. Approx. 150 hours. Still covered by FreeX 300 hours guarantee. One of the most responsive DHV 2 gliders around. \$900 obo. Call Steve Thorpe (408) 435 2600 ext. 506 (w), (408) 260 7029 (h), thorpes@arklogic.com (1/02)

Ozone Electron (L). DHV 1/2. Only 14 hrs. Perfect cond. Wt range 95-115Kg. Have dropped below the min. wt range. Great performance and handling. \$2000 obo. Call Larry at 650-248-5873, larry@tmpartners.net (1/02)

Equipment

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 (1/02)

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*Wings of
Rogallo*

FLIGHT LINE

VOL. 101 NO. 5 MAY 2002

The next Wings of Rogallo Meeting will be held
Tuesday, May 21.
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 next meeting remains a mystery.
What will it be?
Come out and see!
A poet is me!
Whee!