

# FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO  
NORTHERN CALIFORNIA HANG GLIDING ASSOCIATION  
VOLUME -103, NUMBER 5 MAY 2003



Coyote Lake!

## *In This Issue:*

Officers	2	Test Flying at Coyote Lake	3	April Meeting Minutes	5
The Editor's Mini-turn	2	Mission Ridge Report	3	Mission Keyholders List	6
<i>Soaring at Sled Heaven</i>	2	Paraglider Instructor Training	4	Wings for Sale	7
		Fund Raiusing Raffle	5	Next Meeting	8
		Ed Levin Report	5		

WOR Officers

**President**

Phyl Hamby  
510-429-1020 (h)  
510-469-6566 (cell)  
president@wingsofrogallo.org

**Vice President**

George Morford 510-364-8645  
vicepres@wingsofrogallo.org

**Treasurer**

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

**Membership Services**

Carmela Moreno  
510-490-2398 (H)  
408-435-2470 (W)  
memberservices@wingsofrogallo.org

**Secretary**

Paul Clayton 408-246-2218  
secretary@wingsofrogallo.org

**Flight Director**

Juan Laos  
925-377-8810  
925-963-7802  
flightdirector@wingsofrogallo.org

**HG Observer Coordinator**

Mercury Freedom 408-353-2383

**PG Observer Coordinators**

Kathy Wilde 650-556-1320  
Wildeblu@aol.com  
Kim Galvin 510-748-0451  
Kim\_Galvin@mpsh.com

**Editor**

Paul Gazis  
428 Madera Ave #1  
Sunnyvale, CA 94086  
408-736-0764 (H)  
650-604-5704 (W)  
pgazis@mail.arc.nasa.gov

**WOR Soaring Forecast**

408-973-1976

**Mt. Diablo Weather Robot**

925-838-9225

**Ed Levin Weather Robot**

408-946-9516

**WOR Business**

PO Box 361885  
Milpitas, CA 95036

**WOR Web Site**

www.wingsofrogallo.org

## The Editor's Turn

Lots of material this month! No room for an Editor's Column, so I'll see you all in the air!

## Finally Soaring at Sled Heaven

by Karl Plischke

The southwest breeze plays with the long yellow dry grasses, the hillsides reveal the whorls and eddies of the air currents in constantly shifting patterns. Like an invisible giant's hand, the wind's imprint caresses the golden foothills below, an impression here, a sweep there, a telltale for the pilot standing on launch.

Far below in the landing zone, or LZ as the established lingo would have it, the temperature is ten degrees warmer than at launch. The pilot takes this into account without actually thinking about it. Somewhere in his memory the phrase "good lapse rate" takes a seat next to the building adrenaline that streams from synapse to sinew in anticipation.

Like a carnival barker, the day promises great things — hurry, hurry, step right up. I will take you to heights you've never seen. Give you sensations you'll long remember.

OK, calm now. Look straight ahead. Wings balanced? No, guess not. Put the glider down, level, anchored in the gust that, true to its nature, capriciously kicks up just as the pilot is ready to commit aviation. Now a lull. Pick up the glider. A warm breeze tickles the skin. A little ways down the mountain the grasses come into motion again. Good cycle coming. Balanced? Yes. CLEAR!

The pilot's left foot takes the first step, smooth, not too fast, but already his right foot is swinging

forward with an attitude. Think velocity, big step. Now the left foot, not to be outdone, springs ahead, truly committed now. Intuitively, the glider responds and lifts off the pilot's shoulders, sniffing the air, all attack angle and air-speed now, its pastel-colored sail losing its slight wrinkles, taking on an aerodynamic smoothness as the wing starts loading the pilot's weight. The pilot, now bounding like a baby kangaroo, eyes fixed on the horizon, hang straps tight, has transformed into a featherweight. One more step and his feet break contact with the earth and a second later retreat into their harness pouch, no longer needed, superfluous, as the pilot shifts from upright to prone position, completing the metamorphosis from pilot to peregrine.

The hillside quickly drops away, detail and texture smoothing out, shrinking, flattening, yet there is more and more to see. A shaded gully, over five hundred feet below the pilot's own, contains treetops looking like props in a model railroad display. The static nature of the scene changes as a deer sprints from underneath oak trees into a clearing, perhaps sensing a large predator, a raptor's shadow. And on the ridge below, two hikers stop and stare at the multicolor patterned wing high overhead, automatically reaching for camera and binoculars.

Heading into the wind, the glider crosses a ridge. The pilot's harness straps first loosen, then twang tight as the glider penetrates into the rising air deflected off the upwind side of the ridge. The pilot shifts his weight to the left, and his glider obliges by dipping its left wing. The turn brings pilot and glider in line with the ridge on a heading directly toward the mountain's west face. As the ridge rises, so does the glider. The glider won't clear the mountain's crest, not yet, which is just ahead and above the pilot, hidden from view by the glider's wing.

Shift right, bank right. A turn away from the mountain, still rising in lift. Boom! A rush of rising air. Not ridge lift this time, but a huge, warm bubble of air, a thermal, rising up through the relatively cooler air surrounding it. The glider responds by pitching its nose skyward, the variometer attached to the glider peeping in ever-accelerating chirps, signaling massive lift. The pilot sets a thirty degree bank angle and circles clockwise, like his red-tailed hawk cousin spotted below, rising to meet him. A quick peek to the left shows the mountain's crest now even with the glider, and with one more turn full circle, the trail running along the top of the range comes into view, a sandy sliver winding in between tall grasses and scrub manzanita. Nestled in a valley behind the range, a large lake mirrors the blue sky. On the other side of the valley gold hills merge into dark gray and green mountains extending to the east, undulating like folds in a blanket.

The thermal lift gives way to turbulence. The pilot lowers the glider's nose by pulling in on the control bar, trading a little altitude for airspeed. Stable again, pointing south in buoyant air, glider and pilot head for a large shadow covering the ground a half mile ahead, cast by the building cumulus cloud above, cauliflower shaped and bright white in its tops, ominously dark grey and flat at its base.

Nearing the cloud, the glider's variometer starts with excited peeps and twitters. Two minutes later, directly underneath the blossoming cloud, the vario's lift indicator shows six hundred feet-per-minute lift, then eight hundred, now one thousand. One thousand! Time to bank the glider, circle in the booming lift, counterclockwise this time. The base of the cloud now covers the pilot's view of the horizon. The vario shows 1,400 feet-per-

minute up. Pull in, pull in hard. Stuff the bar. Bank, slip turn, reverse the turn, slip the other way, still the vario indicates lift. The cloud has developed a taste for the glider, the pilot can see wispy tendrils extending below the cloud's base, little fingers beckoning, come here, come here.

Another sharp bank, heading for the cloud's edge and out into blue sky. The wing brightens in the sunlight, and the lift all but disappears. The air is smooth and benign once again. The pilot is ecstatic. The earth is far below. The day has made good on its promise.

In the LZ, fellow pilots, grounded earlier by fickle downdrafts and wishing they weren't, see the miniscule speck the glider makes against the blue sky, now dotted with cumuli cotton balls as the day heats up and thermals rise more frequently, stretching skyward towards the dew point, billowing into cloud, cooling and then sinking, in a continuous cycle that will end once the sun calls it a day. Cheers and jeers rise with the thermals, in recognition of a fellow falcon achieving an ascent to cloud base, a universal goal of hang glider pilots.

Above, at cloud base and feeling a bit tired but elated, the pilot turns toward the LZ, barely perceptible in the sunlit and shadow-speckled valley below. In a flight that has lasted for almost two hours,

---

## Test Flying at Coyote Lake

*by Gene Pfeiffer*

On Sunday, May 11, we finally had our first test flights at Coyote Lake. Four paraglider pilots made a total of seven flights from three different launch sites on the south

and middle part of the front ridge. The longest flight was only about 10 minutes. We were not ready when a strong cycle came thru that lasted for 3 to 4 minutes. Launch timing will be important on the front ridge. Two hang gliders made a total of four flights from the north front ridge. They also did not find thermal to keep them up for long. Due to the late rains this spring, the grass was still very green. I believe that this was a factor for the weak thermals. We have one test day left before June 1. A report will then be given to the Park Department.

---

## Mission Report

*by Steve Rodrigues*

This past month has seen a number of great things happen for Mission Ridge, but your cooperation is required to keep the site running smoothly. Please read on!

The first good news is the two year extension of our special use agreement by the East Bay Regional Park District. We have also been granted permission to launch off the east side of Mission Ridge! Big thanks to Dan Reasor and Maryanne Canaparo for their continuing support. We are very fortunate to have them on our side.

The East Side is essentially a brand new flying site with its own character and logistics. The Mission Ridge site committee is recommending that a site introduction be required, and that the pilot hold an XC sign off. Please see side bar for more details. Keyholders should note that we may not drive anywhere on the east side of Mission Ridge, and need to stay on our current access road.

The second big event was the fence removal work party on April 19. Close to 40 people

spent the better part of the day coiling rusty barbed wire and digging out fence posts. The results are remarkable, and the ridge is amazingly beautiful without the obstructions of the fencing. The flying environment has been transformed, but with this transformation comes the need for more attention. With more area on the front face available for launching, someone may be off to the side getting ready to launch at the same time you are. Pilots preparing to launch must, I repeat, must alert other pilots of their intentions.

The fence is no longer a hazard to overshooting a top landing, and this is great, but pilots may be tempted to do a "touch and go". This is absolutely not allowed when other pilots are on launch. Your approach is not visible to them, and your sudden presence at launch level could be a hazard. Stay aware of what is happening around launch at all times!

Another huge benefit of the fence removal is the availability to top land in a better area. Rather than approach over the outhouse and land in the shadow of the knoll, try landing to the south of the road that runs from the outhouse to launch. With more laminar air flow, this area is a much safer place to land. Speaking of landings, here is a tip when landing in the regular lower LZ; If the wind is very strong, don't land near the road, as this area is in rotor! Land near the top of the hill to the right of the windsock, and you will do much better.

Speaking of landings, thanks to Phyl Hamby for installing two new windsocks. They make a big difference!

In closing I want to thank everyone who attended the work party. What a team! It was fantastic to see so many people working in unison. I would like to give special mention to Mik Hennessey

and Eric Hinrichs (and yours truly) for taking ALL of the old barbed wire to the dump. Here are most of the names of those who made such a big difference to our site (apologies in advance for any omissions and misspellings); Stan Boehm, Joe McEneaney, Carmela Moreno, Karl Allmendinger, Michel Rege, Dave Soltz, Pam Brenner, Jules Brenner, Roy Spencer, George Morford, Frank Peel, Mike Gomes, Dai Middleton, Muriel Middleton, Eric Froehlich, Tahoe Rob, Mike Connell, Mike Kellogg, Art Thompson, Steve Rudy, Steve Daleo, Mike Connell, Dan Maguire, Rex Runyon, Juan Laos, Pat Denevan, Mike Vorhis, Matt McClend, Rob Woy, Mike Foy, Rudy Visaya, Steve Thorpe, and Ed Stein.

---

## Paraglider Instructor Training Program

*by Kim Galvin*

June 13th 2pm 6pm, June 14th 9am 6pm and June 15th 9am 6pm

### Program Goals:

This clinic is open to ALL Novice or higher rated pilots. These clinics are designed to progress/qualify candidates towards their Basic or Advanced Instructor ratings. Attendees should expect to display the highest of standards and qualifications. The ITP will serve as an Instructor Training Seminar (ITS) as well as an Instructor Evaluation (IE). Although some attendees may not qualify for the instructor rating they should find this an educational program and it should certainly apply towards personal growth in knowledge and skills. Those who attend this clinic without completion of their instructor will receive a 50% discount on the next clinic they attend with me within 12 months.

### When and Where:

The clinic will be held in the Bay Area hosted by Juan Laos. We will plan on finishing around 6pm daily. Bring food, water, sunscreen notepads, and video cameras (optional). You must bring your own glider or make arrangements with me in advance if you wish to borrow gear.

Local lodging is abundant and you may contact Juan Laos for more information. I can help arrange room-sharing for those that are interested.

### Qualifications:

Novice (P-2) license, or higher, is the only requirement. If you wish to actually achieve your Basic Instructor license, Advanced Instructor license or Tandem license you MUST have the following items in hand or proof of their completion:

- a. Current Red Cross First Aid Card
- b. Proof of having passed the FOI exam prior to the clinic, or take the exam at the clinic.
- c. Intermediate (P-3) or higher rating. You MUST bring your current USHGA card with at least the P-3 rating and two of the four following clinics, as evidenced by the USGHA card - thermal/cross country, ridge soaring, tandem or towing.
- d. Must have proof of having completed a reserve clinic. (Have a letter from a current USHGA Instructor. You may also take this clinic with me during apprentice time.)
- e. At least 200 logged flying days and 300 logged flights clearly proved by logbook(s).
- f. Submit at least 2 separate letters from 2 current qualified USHGA instructors attesting to a minimum of 20 hours of separate apprentice time. This would confirm a minimum of 40 hours of apprenticeship. The Instructors you have apprenticed with must have individually certified at least

20 Novice rated pilots as USHGA instructors. Apprentice time with me will count as well.

### **Fees and Notes:**

The clinic will have a cap of 15 attendees. It will be cancelled if there are not at least 4 attendees. The clinic will be \$395. I will include in the clinics, as hand-outs, a variety of reading and training materials that I've collected over the years.

The USHGA will charge \$15 for the license granted. Entirety of fee for the clinic and the USGHA is due upon confirmation of a place in the clinic. The cancellation deadline will be March 16th, 2002.

Send a check for \$395: Airplay, POB 2626 Flagstaff, AZ 86003-2626

You will need to have on hand, and have studied, the FOI training manual, the Paragliding Instructors Manual by Dennis Pagen, the FAA rules concerning ultra light operations and tandem flying, the USHGA rules and whatever WX information you deem valuable. Bring a resume of your experience, also- what works in teaching/flying, what doesn't, what you hope to bring to the sport, and what you think Novice Pilots should "know", (which you wish you had known when you started) - WRITE THESE IDEAS.

---

### **Ed Levin Report**

*by Steve Pittman*

On April 6, a H3 hang glider pilot flew from the top launch without a helmet. The pilot was suspended for one month. Forgetting to put on your helmet is like forgetting to do a hang check. Please pay attention out there! And please meet all safety requirements documented in Section VII of the Site Procedures when fly-

ing at Ed Levin. We hate to suspend people.

---

### **Special Fund-Raising Raffle**

*by Steve Rodrigues*

Last month's special fund raising raffle was postponed, and will now be held at the May **WOR** meeting.

Juan Laos of Advanced Paragliding is donating a \$150 full face helmet for the occasion!

Tickets will be \$5- each, all proceeds benefit **WOR**.

---

### **April 2002 Meeting**

#### **Minutes**

*by Paul Clayton*

#### **NEW MEMBERS/GUESTS**

Shawn - H1

#### **GREAT FLIGHTS**

Art Thompson - flew several Golden Eagle routes.

Eric Froelich - Flew X-C from Mission; went 14 miles with a max altitude of 4850'.

Mark Grubbs - Flew 43.5 miles from Diablo to Ripon, with Steve Delayo.

An unknown PG pilot - flew 57 miles from Diablo to Modesto, and also from Mission to Gilroy.

Pat Denevan - areotowed at Wal-laby Ranch.

**PRESIDENT'S REPORT** - Phyl Hamby.

The windsock at the Ed Levin 600' launch was damaged, by a man who was convinced that it was evil. (a latter day Don Quixote?)

**VICE PRESIDENT'S REPORT** - None

**TREASURER'S REPORT** - Don Herrick

Income is still exceeding expenses, as renewals continue to come in.

**MEMBERSHIP COMMITTEE** - Carmela Moreno

So far we have 375 members for 2003.

**FLIGHT DIRECTOR'S REPORT** - Juan Laos

There have been several incidents. 2 PG pilots have been injured. An HG pilot crashed soon after launch, but was not seriously injured. Juan plans to publish guidelines defining what incidents are reportable.

**ED LEVIN SITE COMMITTEE REPORT** - Steve Pittman.

A H3 pilot was suspended for launching off the top launch without his helmet. Insurance certificates have been delivered to the rangers.

**MISSION PEAK SITE COMMITTEE REPORT** - Steve Rodrigues

The special use agreement has been extended for 2 more years. The east side launch is now open. An orientation is required before flying the east side. Parking for pilots flying the east launch will be in the same place as for flying the west launch. A work party to remove the barbed wire fence is planned for this Saturday. Injury accidents must be reported within 24 hours. When the wind is strong, it is best not to land in the bowl at the lower LZ. Phyl Hamby has put up 2 new wind-socks at the site.

**MT. DIABLO SITE COMMITTEE REPORT** - Mark Grubbs

The USHGA insurance certifi-

## 2003 Mission Keyholders List

Name	Home Phone	Work Phone
KARL ALLMENDINGER	4082624108	6504242932
JON BIANCHI	4083789718	4083548603
DAVID BINGHAM	7752679585	
JULES BRENNER	4158834332	4155076410
OFER BRUHIS	4154939285	4158582628
DON BURNS	4087520945	4087520114
ALEC CHATTAWAY	4083762858	4082307388
PAUL CLAYTON	6502462218	6508525693
MICHAEL CONNELL	4082387425	4089701201
STEVE DALEO	9258330225	9254634791
PAT DENEVAN		4082621055
RICHARD DEVLIN	4083951454	4088944839
VINCE ENDTER	4088877838	
MIKE FOY	4082621055	
MERCURY FREEDOM	4083532383	4087876497
ERIC FROEHLICH	4085300160	4088223339
MIKE GALVIN	5107480451	4157438380
MARK GRUBBS	9254556275	9254221846
MIK HENNESSY	8314251401	8314299401
ERIC HINRICHS	8313354292	6503684295
BRUNO JAHN	5108374261	5104204101
URS KELLENBERGER	6508020810	6508029908
MIKE KELLOGG	5104389921	4085459654
GREG KNEPP	4082473577	6507860174
JUAN LAOS	9253778810	
RUSS LOCKE	4087378745	4087377569
DANIEL MAGUIRE	4087792492	4087792492
DAVID MIDDLETON	4082582507	4089224329
NICK MORA	4089931631	4089492989
CARMELA MORENO	5104902398	4084352470
GEORGE MORFORD	5106610889	
MARK MULHOLLAND	4089291753	4084685078
SHANKAR NARAYANASWAMY	4087499973	6505657604
BOB ORTIZ	5102236239	5102236239
FRANK PEEL	4082665600	
COLIN PERRY	6509621435	
GENE PFEIFFER	4083567782	4084368523
MICHEL REGE	4082472451	
STEVEN RODRIGUES	4154672226	
REX RUNYON	5104902398	4088757534
ANN SASAKI	6503558888	
DAVID SOLTZ	4089237667	4088753297
ROY SPENCER	4089852810	4085266267
ART THOMPSON	408 6791022	
STEVE THORPE	4082607029	4084352600
RUDY VISAYA	5107420777	5106571625
MIKE VORHIS	5107700544	5107105394
NATHAN WHELCHER	4087291122	
JOHN WILDE	6505561320	4087427910

# WINGS FOR SALE



cate is due to be delivered to the park rangers.

**SITE ACQUISITION** - John Wilde.

4 test flights are planned for April and May at the potential Gilroy site. This past Sunday was too windy for test flying, even on HGs. There is a vote on the Master Plan for the Gilroy park in June. Juan Laos is investigating several other potential East Bay sites, including Las Trampas, Briones and Tilden.

**COMPETITION COMMITTEE** - None

**NEWSLETTER** - None

**OLD BUSINESS**

Steve Rodrigues is looking into selling club T-shirts online at Café Press.

**NEW BUSINESS**

Pat Denevan announced that Mission Soaring will have a party to celebrate its 30th anniversary May 31st, and a launch and landing clinic is planned for June 1st.

Paul Gazis announced the winners of this year's Hang Writing Contest. A partial list of winners (apologies to anyone left out) is Best Poem - Eric Heinrich; Best Graphic - Art Thompson; Best Adventure Story - ?; Best Site Report - Robert Moore (Diablo), Carmela Moreno (Indian Valley); Best Paraglider Article - Kim Galvin; 3rd place - Yoshi Hope; 2nd place - Gene Pfifer; 1st place - Mark Mullholland.

A helmet will be raffled. Tickets to go on sale soon.

Prizes were raffled.

## 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)*

### Rigid Wings

**2000 Ghostbuster.** Exc cond, about 50 hrs. Includes spare down tubes and custom XC bag. \$7000. Contact Steven Wertheimer at (415) 385-0423. (01/03)

### Flexwings

**Dream 220.** Black /spectrum colors, w storage tube, \$900 with stripdown or \$500 without. Contact Rudy Visaya at (510) 579-4661 or rudyvisaya@attbi.com (01/03)

**Seedwings Topless Sensor 144.** Very low hours, still crispy, mostly used for a couple of speed gliding meets. Excellent performance and handling. *Name your price!* Contact Mike: (510) 770-0544 mike@vorhis.com. (12/02)

**Wills Wing Raven 229.** Exc cond, great beginner to intermediate or tandem glider. \$500 obo. Contact Paul Sussman (650) 994-8215 (03/03).

### Paragliders

**Advance Epsilon 3/30.** Large (DHV 1/2). Blue with gray leading edge. about 40 hours. One flight since last annual inspection which puts the wing as new. Package includes wing, backpack, speedbar + bag. \$1500 obo. Contact Alex Chattaway at 408 2307388, bapa@chatty.org (01/03)

### Equipment

**High Energy Pod Harness.** 5'5" to 5'11", great cond. \$75 obo.

**Robertson Cocoon Harness.** great cond, \$60 obo. Other harnesses also available. Contact Paul Sussman (650) 994-8215 (03/03)

**Wanted:** New or used **Thin Air** or **Vapor Harness** by ThinRed-Line. Contact Rudy Visaya at (510) 579-4661, rudyvisaya@attbi.com (01/03)

### Vehicles

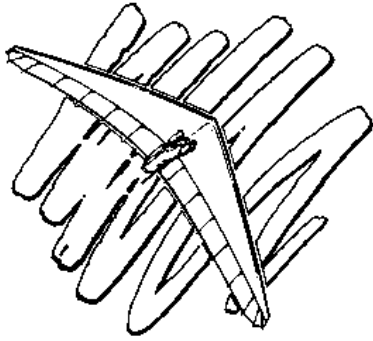
**Front Rack Mount for Isuzu Trooper.** \$150 obo, Contact Paul Gazis at (408) 736-0764 or gazis@best.com. (02/03)

### Lost and Found

**Lost.** Black jacket. Nylon outer, fleece lining, "West Marine" over left breast. Please call Steve Rodrigues, 415-467-2226. Thanks! (05/03)

**Found.** A blue soft lunchbox/mini-cooler container, with a note pad inside containing notes, names, phone numbers, etc. Owner can claim it by calling Mike at (510) 710-5394 or with an email to mike@vorhis.com. (12/02)

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



*Wings of  
Rogallo*

# FLIGHT LINE

*VOL. 103 NO. 5 MAY 2003*

The next Wings of Rogallo Meeting will be  
Tuesday, May 20.  
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 include the  
Special Fund-Raising Raffle!