



FLIGHT LINE

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The publication of the Wings Of Rogallo Northern California Hang Gliding Association
Volume-108, Number 5 May 2004



Party Party .. see
page 6..

Cover Picture Launching at St John Last August - by Lijian Liu

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Memorial Day Edition

The purpose of all war is peace.
- Saint Augustine



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Editors Turn:

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OK the house is almost done, so I've a bit more time this month, my definition of a hang check has more to do with kitchen cabinets than caribeners. There's been a flurry of activity on the new BBS and at the last count there were 94 members complaining about the slow speed and cheering the new format, hey I'm a pg pilot, that all sounds familiar :-). There is a surprise party for another well known local, but there's also an article on page 4 too so I'll leave it at that. There's been some good flying at local sites and more competitions looming in June with the Wild West Regionals, King Mountain & Woodrat coming up. There's a fly in at King at the end of May before the meet.

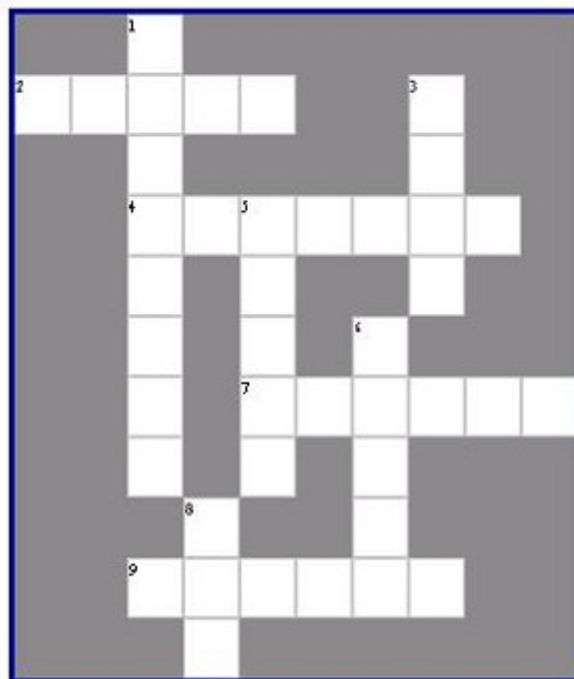
No news on the silent air show, perhaps next month.

Now All I need to do is get back in the air myself.

Hope you like crosswords :-)

Ed

cryptic crossword



Across

2. not short but unhappy about staying in the air
4. lead based aviation
7. zz top less grizzled
9. least recently used negative turntable

Down

1. guide ships at the checkout (3,4)
3. leaflet without all to land use
5. anguish in our organization
6. deflection point in a deridgeable
8. way about an axis

Answers in next months FlightLine

April 2004 Minutes - by Paul Clayton

New Members/Guests

None.

Great Flights

Art Thompson - Flew south 26.5 miles from Mission.

Paul Gazis - Flew over the radio towers at Mission.

Ben Rogers - Flew 24.2 miles from Goat Mt.

Presidents Report - Phyl Hamby.

New officers take over duties this month. Cows are in the LZ at Ed Levin.

Vice Presidents Report - Don Herrick for Wayne Michelson

Wayne has finalized the rules for the X-C contest; they will be posted on the WOR website. There will be a work party on May 15th at Goat Mt. The goal is to improve road access.

Treasurers Report - Don Herrick

Expenses are exceeding income as normally happens at this time of year.

Membership Services - Carmela Moreno

332 people have renewed their membership for 2004. Send a self addressed stamped envelope if you need new stickers.

Flight Directors Report - Pat Denevan

Pat commented on the variety of wings flown at WOR sites and the need for everyone to look out for everyone else regardless of what type of wing they are flying. He also recommended what he calls making your move or making a decisive maneuver, so other pilots can see what your intentions are. He also reported on a landing accident involving a hang glider with a wet mylar leading edge. The stall characteristics of the wing were altered by beaded up water, which probably was a contributing factor. The pilot was not seriously hurt.

Ed Levin Site Committee Report - Steve Pittman

The gate in the lower field is closed due to cattle grazing in that area. A new gate post is probably needed. Repairing the gate is probably the ranchers responsibility.

Mission Peak Site Committee Report -

None

Mt. Diablo Site Committee Report - Phyl Hamby for Robert Moore

Earth Day observations are planned for the Mitchell Canyon LZ on April 24th along with a site intro.

Site Acquisition - Gene Pfifier

Gene is working with the Open Space District to open a launch on the upper ridge near Coyote Lake.

Silent Airshow - Bob Ormiston

Volunteers are needed to run various aspects of the airshow. About half of the volunteer jobs still need to be filled. Events planned include speed gliding, skydivers, vintage hang and para gliders. There is a link on the WOR site to the silent airshow. A total budget of \$10K will be needed, according to Mark Mullholland. Red Bull has committed \$5K. They expect the club to commit another \$5K. At this time no detailed breakdown of expenses has been presented to the club. A motion was made to agree in principle to the \$5K commitment once a budget has been prepared. The motion passed.

Old Business

Colin Perry requested reimbursement for \$442.79 that was spent on the recent club picnic. Because this expense was previously approved, no vote was taken.

Several alternate meeting places were proposed. Stan Boehm proposed Adobe Park in Milpitas. It costs \$50 per hour. Pat Denevan proposed Stuft Pizza, available for free, but does not have a separate meeting room. A straw poll (non-binding) was taken on the following proposition: should the club stay at the current venue if the dues must be increased by \$5 per year to pay the fees demanded by Summit Pointe? A majority was in favor of staying.

New Business

Regional Director Paul Gazis reported that the vote on including powered aircraft in USHGA will be repeated. The planned vote on changing the name of USHGA will be deferred until next year.

Lynn Edwards, the owner of the Tweetens LZ at Indian Valley, has died. A memorial service is planned for May 22nd.

Pat Denevan

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announced that an

instructor evaluation will be held May 22nd and 23rd, and a tandem clinic is planned for June 5th and 6th. Felix Rhule will be in town July 3rd and 4th with the new Atos VS.

Prizes were raffled. 32 people attended.

END OF MEETING MINUTES

Good news from Hat Creek Rim!

Twenty-seven tons of gravel was added to the setup area of the main launch and the #3 LZ was cleared of the brush that had started encroaching on the area since it was first cleared of hundreds of stumps back in 1993. The results are a huge plus for users at the site. Pilots who fly south along the highest part of the Rim now have a much clearer and larger LZ to use if they find they cant make it back out to the regular #2 LZ, and setting up your glider is a much cleaner task.

Several members of the Shasta Sky Sailors along with members of the Redding paragliding club met at the site on April 24th. Hat Creek Construction (a local business) was hired to do the clearing of the LZ and provide the gravel. Work started promptly at 0700 with the tedious job of hand picking starthistle from the #3 LZ. The USFS requested the starthistle be removed first so the clearing would not spread the seed.

By noon the clearing was done and work on the main launch began. There really wasnt much manual work involved, the same grader that did the clearing in the #3 LZ made short work of the 27 tons of gravel, spreading it with surgical precision and requiring only minor effort from those of us standing by.

Those who helped with these improvements were: Brian Bokkin, Jeff Wade, Mike Hunter, Phil Sergeant (all from the Shasta Sky Sailors) and Liz Hern and Dave Hodgson from the Redding paragliding club. Brian Bokkin and Mike Hunter also donated windsocks and windsock material and Brian placed windsocks in the areas that needed them.

Continued on page 6.....

Lipa Harer - Mission Peak Ranger

By Mike Kellogg (with contributions from Carmela Moreno and Steve Rodrigues)

Flightline finally caught up to Lipa, Mission Peak Regional Open Space Preserve ranger for the past 16 years, at Starbuck's on - you guessed it - Mission Blvd. According to Lipa (pronounced LEEEPA!), the living-room mirror of her first home in Fremont reflected Mission Peak, and the Preserve remains one of her favorite East Bay parks. Nearly retired, she still enjoys shaving time off a favorite hike from Stanford Ave. to Sunol and back, or out to Rose Peak. She's flown tandem with Steve Rodrigues, who had this to say:

Lipa has been a great asset to the pilots who fly Mission Ridge, always upbeat and supportive of our activities. She has a friendly, no-nonsense attitude, and is not afraid to get her hands dirty. She has helped us in many ways, from maintaining a clear channel of communication with the East Bay Regional Park District, to getting trucks un-stuck from the mud. I took her for a tandem hang gliding flight off Mission Ridge on April 9 2000, and she was very enthusiastic about it! It was great to have her experience what she has assisted us with for so long. We will miss her presence on the Ridge, and wish her a fond farewell!

Lipa said her tandem was "pretty exciting", and confessed to retracting her landing gear too soon after launch.



Lipa's not one to sit idle. She's traveled to Africa, Central America, Thailand and Nepal, and has a "things to do before I croak list," which includes trips to Tanzania's Mt. Kilimanjaro, Uganda's Virunga Mountains to see mountain gorillas "before they disappear", Alaska's Denali base camp to "listen to a glacier", even an icebreaker voyage to Antarctica "to go where the other guys don't". Closer to home, she plans on joining a group of Desert Survivors to explore Death Valley and restore old miners cabins, as well as helping Pacific Crest Trail Angels aid through-hikers in the Sierra. The Grand Canyon and the desert Southwest are also high on her list.

"I'm running out of life here," she said. "And Im running out of money too!"

One of her greatest adventures was hot-air ballooning over Africa's Serengeti, where champagne flowed freely early in the day, followed by a white-table-cloth

"breakfast. "We were drunk << >> by 9 in the morning," she said.

Although Lipa's seen park wildlife in abundance, her favorite encounter was with an owl last year at Sunol's Flag Hill. "We stood looking at each other for about five minutes," she said. "We were no more than a couple feet from each other, almost eye to eye."

Over the years I've enjoyed Lipa's keen sense of humor. I was photographing whimbrels, large shore birds with curved beaks that were catching grasshoppers near the Mission launch. I told Lipa that they were "really cleaning up", and she said "Good - I hope they clean up all the trash too." More recently, Colin Perry and I were talking to Lipa when he told her how lucky she was to have so many good-looking guys around, to which she quickly replied, "What good-looking guys, where are they?"

When I mentioned that I'd flown at Ed Levin, a Santa Clara County Park, Lipa called me a "turncoat"!

Shes not all sugar and spice, however, as she voiced disdain for hikers wearing headphones: "Why don't they listen to the birds and nature?" She also said she can't understand how anyone could get lost at Mission, which happens regularly. "Walk to the high point and look down - there's Fremont!"

Here's more incentive to not crash - and wear clean undergarments: Lipa said she assisted paramedics with a male accident victim at Mission some years

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Upcoming Events.

Provisional September Silent Air Show - no update

Local School events for for March and April

May 22 - 23 **USHGA Instructor Clinic** contact [Mission Soaring](#) (408) 262 1055

May 28 - 31 **Eparaglide trip to Starthistle @ Woodrat** contact [Richie](#) (925) 260-3370

June 3 - 6 **Eparaglide trip to Point of the Mtn**, with stop in Reno contact [Richie](#) (925) 260-3370

June 5 - 6 **HG Tandem clinic** contact [Mission Soaring](#) (408) 262 1055

June 19 - 20 **PG Tandem clinic** contact [Juan](#)

June 26 **Pacskyways High wind clinic** at the dump contact Jeff limit 10 people (BAPA members only)

June 18 - 20 **Wild West Regionals** contact [Ray Leonard](#) (775) 883-7070

June 23 - 27 **King Mountain 2004** contact [Lisa Tate](#) (208) 376-7914 or (208) 484-6667

HAM Tests

June 5 8am HP, Cupertino, Morris E Jones (408)507-4698 AD6ZH@ARRL.NET

June 19 8am HP, Cupertino, Morris E Jones (408)507-4698 AD6ZH@ARRL.NET

June 19 8am Livermore Council Chamber, James R Mc Whorter (925)833-1661

Pilot Profile

Rocket scientists and historians

This months profile we have a very unique character. Colin Perry has been in free flight for ever. He is not only bi-wingual, but an advanced instructor in both disciplines and a tandem HG instructor. He was at the last silent air show flying tandem with godzilla when tandems were not strictly legal :-). He is an outspoken supporter of all types of free flight and is one of the great advocates of one voice for all. He's pretty good at jump starting (boosting) a motorcycle too. Enjoy..



strapped my harness to the back of the bike and rode out there for the weekend. It turned out that the demos were all reserved for potential buyers, but Laurence was on a drunk so I borrowed his TRX. The air was bouncy and crowded with other wings, so being as I am shy in the air I explored less-traveled paths. Soon I had sunk, but while headed out to landing I found a little lift over the trash heap. For over 20 minutes I yo-yoed up and down a hundred feet or so at the minimum altitude to turn onto final, then finally hooked the BIG ONE up to 3K or there-bouts. The other guys up high over launch would hoot and howl at me as we traded places at the top of the heap, which I took to be merely part of the coyote-howl attitude.

Upon landing, the local guru Tim Morley rolled up to congratulate me on "The best low save that I have ever seen here". One should not take lightly such words from such as him at such a site as this with all its excellent pilots, but I just shyly shuffled my feet and mumbled "Aw shucks, it was nothin. Buy me a beer?". But upon reflection, that was a very special and magical flight, where this borrowed wing had morphed from a object hooked to my harness into an appendage that had sprouted from my back and was as familiar a part of me as my hands. I could feel each minor ripple in the air, my wings would caress and fondle each rising bubble, as I had totally zoned into the bird-like flying experience. This flight had also given me at long last an answer to the continual questions I get about "Why no radio, no instruments?" This flight would not have been possible if I had had such with me. The mystics deem Vision not as

Q1: What got you into the sport?

1973 In my junior year at UC Santa Barbara, my red-haired 38DD girlfriend dumped me (a decision she doubtless regrets to this very day). Thereupon her father would no longer let me borrow his sailplane, leaving me grounded. But behind my residence at an avocado orchard, some local hippies were landing huge, diamond-shaped kites after having dived off the mountain beyond. I grabbed some beers from the fridge and strolled down to yap with them...and days later join them.

Q2: Who/what was your main influence and why?

#1 is the hawks, pelicans, eagles, gulls, and frigate birds. I follow them about the sky and attempt to tune into their frequency. Since they soar effortlessly without the aid of instruments or radios, using their array of senses to guide them, I do likewise. Amongst humanoids, Nearly-dead Fred Hutchenson and Dangerous Dan Murphy provided sporadic companionship and advice during my early formative years.

Q3: What was your most memorable flight?

1995, Coyote Howl Fly-in at McClure. Rumor had it that there would be plenty of demo gliders there, so I

This is how Tommy << >> was able to obtain

'pinball-wizardhood', he had no light flashing, no buzzers or bells to distract him. All it would have taken to burst the bubble of that magical mental-spiritual-physical zone that I had achieved would have been one distraction in the form of a radio squawk like "Who is that in Laurence's wing coming in to land?" , and then I would have been actually on the ground vice headed for the clouds.

Q4: What are your favorite three flying sites?

Telluride, Big Sur, and McClure. All combine beautiful scenery, challenging air, and an eclectic , laid-back flying community.

Q5: Any funny experiences that you might like to share?

Whenever I change contracts on the job, I have to fill out paperwork, one of the questions of which asks about prior convictions. "No really, I am NOT a peeping Tom, those 3 trespassing arrests were all related to hang gliding."



Q6: Any not so funny?

Having buried far too many flying buddies, and having lost far more to marriage (some say a fate far worse than death).

Q7: What else do you enjoy other than flying?

Dancing, skiing, snow-boarding, motorcycle riding, and soccer are my other recreational activities. My primary enjoyment each day is waking to witness and celebrate yet another sunrise.

Q8: Who do you admire most in free flight and why?

Those remarkable individuals who donate their time and talents to retain and acquire flying sites for the rest of us to enjoy. You know who you are. Thank you, thank you, thank you!

Q9: What does the future hold?

Hopefully many more sunrises and other magical moments.



the opposite of blindness but as the opposite of distraction.



Reviews:

Occasionally we will try to get local pilots to review new products and give you their highly personalized and subjective opinion. While the reviewer will normally draw on a vast pool of experience and knowledge, this is not meant to replace the DHV or any other certification agency.

The 6 million Dollar Wing

There is a new design concept Paraglider that has recently entered the US Market. Conventional, it is not. What makes this wing different is that instead of the standard single arc, this wing dips down slightly in the middle. Also, at the tips, there are winglets that point out horizontally to the side. The wing claims very fast top speeds and a "9 to 1" glide! The design comes from a French company called Bio Air Technologies. The designer, Olivier Caldera, has built this wing with the goal of improved stability and performance. There is more to this wing than meets the eye. It is designed with a Center Pulldown System. Instead of doing "Big Ears", you can reduce the size of the wing by pulling and cleating a line system that pulls on a line cascade connected to the center of the wing. In this mode, the wing descends quicker, but also increases speed. With this line able to be cleated, the pilot can steer and use the speed bar without any problem while the Center Pulldown is engaged.



Olivier has been working for Dassault Aviation for 18 years. He has been an engineer on many cutting edge designs for standard aircraft. He began flying Paragliders in 1994 and designed his own conventional Paraglider by 1997. He has developed and evolved this new

design since then. You can read about Olivier and gain more information about the Bionic 2 at <http://www.bio-air-usa.com>. The Bionic 2 was AFNOR certified on 15 of March. There are plans to get the Bionic 2 a DHV or CEN rating. CEN when it is completed, will absorb the DHV testing. Speculation is that the Bionic 2 will likely get either a DHV 1-2 or even a DHV 1 when it goes through testing (estimated to occur at the end of 2004). Jeff Greenbaum of San Francisco Tandem Paragliding will be the USA Distributor for the Bionic 2. A dealer network is currently being established. You can contact Jeff at jgreenbaum@bio-air-usa.com.



.....continued from page 3
Please remember to check landings areas for windsocks *before* you fly Hat Creek Rim, windsocks have occasionally disappeared at the site, so this is a very real safety issue. Funding for this work came from donations made by the flying community. The Shasta Sky Sailors rely on donations generated from the Friend of the Rim decal to meet our financial obligation at the site and Liz Hern sponsors the Monster Mash fundraiser at the end of every season. More information about both of these fund raisers, and complete information about flying Hat Creek Rim, can be found here at <http://www.vfr.net/~bigbird/>

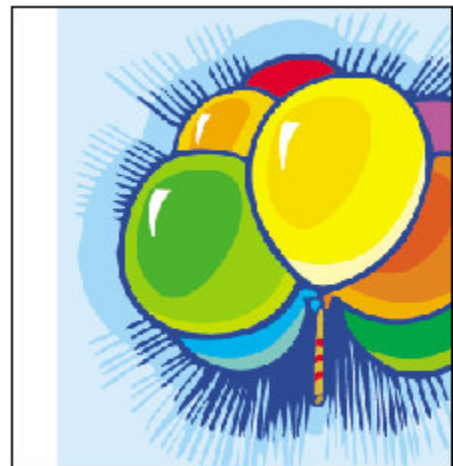
Thanks to the flying communitys continued support, Hat Creek Rim is an all volunteer effort that is working! Next year will mark the 30th anniversary of flying at Hat Creek Rim and the site has never been in better shape. Please consider including Hat Creek Rim as part of your soaring pleasure this season.

The Shasta Sky Sailors Chapter # 57

Lipa Harer << >>
....Contined from page 4

back. "I cut his pants off!" she recalled with glee. "I still have the scissors!" Fortunately the accident wasn't serious (but it sure could've been!).

Lipa has four children, a girl and three boys, and enjoys backpack trips with her youngest son. She also has two great grandkids and recently took a '5-generation' portrait. She said she coaxes her family into the outdoors every chance she gets.



Her last scheduled workday is soon forthcoming, so Carmela has arranged a send-off at City Beach on Saturday, May 22, at 7:00 p.m. City Beach is located at 4020 Technology Place, Fremont, CA, 94538; (510) 651-2500; <http://www.citybeach.com/>

With all her upcoming free time, she's interested in meeting other outdoorsy companions for trips local and abroad. Contact Lipa at: mpranger@ifn.net.

Happy trails Lipa - may your next adventure be your best!

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

WW Falcon 195 Like new. Only about 6 hours on her never wacked or damaged. Includes standard base tube with big wheels and speed bar with pneumatic wheels. Colors red white and blue. Located in eastern PA. Photos available Asking \$2200 but will negotiate. Upgrading to more advanced glider. rvrnrn@hotmail.com

Moyes Sonic 190 This beautiful intermediate double surface glider is easy to fly and a dream to land. It is the "race" version with airfoil downtubes, mylar leading edge, vg, and speedbar. Multiple pictures available vial e-mail. Contact Richard in San Diego - 858-277-5534 (home office) or soaraholic@hotmail.com Moyes Xtralite 137, no damage or blemishes. Flies perfect. Spare downtubes. \$1200/offer. Southern Oregon. Contact rodger@usa.com

225 Wills Wing Falcon, Manual and Rib-chart For Sale. 1996, one owner, Great Condition, 10 hours, no crashes, no damage. Red, Gray, and White with airfoil legs & kingpost, straight basetube. Must sell! ALL Offers Considered!! Ken de Russy Anacortes, WA 360 293 8621 WeFlyUniv@aol.com

Litespeed 4S, full race spec, zoom frame, carbon outer LEs etc. excellent condition, new in Sept, 03, <20 flights. \$4,900 obo Tel 713 298 8017

Stealth II 142 Great handling high performance wing, less than 100 hours, awesome glide. White leading edge, dark blue with lime green asymmetric tip. \$2,000 OBO. Pictures available. Located in Reno, NV. Contact John Koehm at 775-746-0333....email: jkoehm@starband.net

Laundry

Flight Design Stream Medium Less than 40 hrs on this great 1-2 wing. \$1300 OBO. In excellent condition. P2 or greater rating required for this to be sold. Includes Pack in excellent shape. Jeff at 415-310-7411

Large Ozone Octane - Red w/ white stripe. \$1200. Great condition and I have the inspection report from 30 hours ago. From the Ozone site: "As to the Octane, I really think that it is a very special wing because it is such fun to pilot and so versatile it is ridiculous. One glider that can do it all. If you want to fly XC then it will take you there, certified for paramotor use by the DULV and excellent for aerobatics. For me it is a nice mix of performance handling and dynamics that opens up all these aspects of flying for safe enjoyment." Tim 650.743.7377

Independence Dragon II Extra Large new price Red (black stripe) gray in excellent shape. Flown only from grass at Torrey Pines. Sail is like new. I am primarily a hang glider pilot and don't need two paragliders. Asking \$2,100 Contact: Richard in San Diego at 858-277-5534 (home office) or e-mail at soaraholic@hotmail.com.

Extra Small Gin Bolero in excellent condition. Flown 50 hours, well cared for and in great condition. The Bolero is Gin's DHV I wing and is a perfect wing for a beginner or for someone seeking stability without sacrificing glide. Blue with a Red leading edge. \$800 firm.

Advance Sigma 5/30 Large Immaculate Sigma 5/30. White with blue leading edge (shark colors) has about 40 hours on it, but it looks like 15. Just in time for season. I don't fly it enough and can't justify owning 2 wings. DHV 2 wing, would suit active recreational pilot ie, not a beginner wing. Will ship anywhere UPS ships to on the planet as the dollar is weak at the moment. Contact Chatty worweb@chatty.org

Apco Sierra PG in excellent condition \$800 The Apco Sierra is a DHV 1-2 with excellent speed for the intermediate pilot, but it retains the stability and recoverability of a more docile wing. This wing has only 50-hrs on it and is in perfect condition. The color is dark blue/yellow. Weight range 70-90Kgs. E-mail me for pictures. Ron Thompson sky_free@yahoo.com (510) 438-9583

Nuts and Bolts

High Energy Quantum 330 reserve parachute for sale. \$250 (I haven't checked in awhile but I think that's less than half the new price). Rodger 541-664-5915 rodger@usa.com CG100 harness good shape, \$150. Rodger 541-664-5915 rodger@usa.com

Harness, Reserve, Helmet and more All 2001 equipment with only 4hrs on it.- Braeuniger IQ - Comfort Vario/Altimeter. (New \$360) Charly Index Harness with Safe-In-Lock system (New \$600) and - Charly Reserve Chute Second Chance (New \$480). - Charlie Insider Large Helmet (Silver) (New \$180) and a bag that carries all of it All for \$950 or sold individually Tel: 512 - 417 4056.

4Fight full face helmet for sale Size = XL Color = Blue This helmet does not fit me, excellent condition, all pads and bags included Make me an offer Ron Gleason xcflying@earthlink.net

Wanted

CG-1000 or similar harness, 5 feet 11inches, body weight, 180. Pictures of the same would help a lot. Please respond to: miyer2u@yahoo.com

POWERED

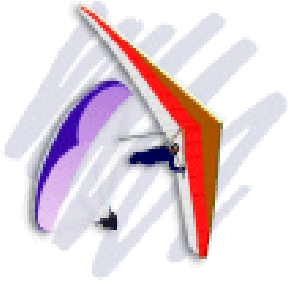
Mosquito/Explorer/Raven/Wasp with an electric start option. Please respond to miyer2u@yahoo.com with pictures or links.

I am looking for a pair of safe-edge downtubes. In addition, I am also looking for a non-folding speedbar that fits a Falcon 170. If you have any/either items, please let me know. Thanks! John Stokes, Avnav8r@aol.com, 805-291-0662

I'm looking for a oxygen system for HG use. Please Email me with info. Thanks, jesse. littlefish@cheerful.com

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P.O. Box 361885
Milpitas, CA 95036-1885

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Wings of Rogallo

FLIGHT LINE

VOL. 108 NO. 5 May 2004

To:

Meetings:

The next Wings of Rogallo Meeting will be Tuesday, May 18th at the Summit Point Golf Club in Milpitas near Ed Levin Park. Check the Wings of Rogallo WWW Page <http://www.wingsofrogallo.org/events/meetings/index.html> for details and directions.

This months entertainment will be the exec comittee doing limbo dancing.