



# FLIGHT LINE

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The publication of the Wings Of Rogallo Northern California Hang Gliding Association  
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Cover Photo: *The Bouyant Bubble Heads* at the King Meet

## Index:

1. [Whats New](#)
2. [Editors Turn/ Site Info](#)
3. [April meeting minutes](#)
4. [May meeting minutes](#)
5. [Speak of the Devil / Walking Hills of Mission](#)
6. [.](#)
7. [Classifieds](#)
- 8.

## Jul Meeting Agenda:

None posted

**WOR Officers**

**President**

Juan Laos 925.377.8810  
president@wingsofrogallo.org

**Vice President**

Wayne Michelsen  
650-386-5100  
vicepres@wingsofrogallo.org

**Treasurer**

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

**Membership Services**

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

**Secretary**

Paul Clayton 408-399-5348  
secretary@wingsofrogallo.org

**Flight Director**

Pat Denevan 408-262-1055  
flightdirector@wingsofrogallo.org

**HG Observer Coordinator**

Mercury Freedom 408-353-2383

**PG Observer Coordinators**

Kathy Wilde 707-556-3672(H)  
650-279-1095(M)  
kathymary@sbcglobal.net  
Kim Galvin 510-748-0451  
kim@flyzephyr.com

**Editor**

Alec Chattaway  
wor@chatty.org  
4082307388 (M)

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  
<http://www.wingsofrogallo.org>

**Editors Turn:**

You may have noticed a distinct lack of newsletter since early April. This is purely my fault as I've just had a manic three months with no sign of it letting off. There has certainly been no lack of activity in my absence. The missing spring weather turned up I know there have been plenty of epic flights. On the way back from Folsom on the weekend of the 18th June I passed about 100 miles of perfect cloud street all the way to Diablo and kept my eye out for anyone and listened out on the radio to no avail I wished I was in it! Anyway the July Newsletter would be on the stands before the end of August :-)

**Help Needed**

I have my finger in too many << >> pies at the moment and the

newsletter and web site are the ones taking the hit. If anyone would like to help with the flightline please let me know. I'm looking for volunteers for the following positions..  
solicit articles  
print and mail the newsletter.  
gather adverts from the bbs  
I can still edit and create the online and pdf versions. This is a great way to get involved with the club.  
[editor@wingsofrogallo.org](mailto:editor@wingsofrogallo.org)

**Mt. Umunhum site acquisition update, by Steve Rodrigues.**

I've had my eye on Mt. Umunhum for many years, so was very excited to learn that the Mid-Peninsula Open Space District (MPOSD) is developing a Master Plan for the area. Eric Frolich and I both attended the initial public meeting, and got Hang and Para gliding mentioned as a use possibility.

They led a walking tour of the peak last week, and while I was excited to attend, I was not encouraged by what I learned about the current situation. It seems that while the site could be an awesome albeit challenging place to fly, it is likely a very long term project.

We stand a fair chance of getting permission for a launch, but we would also need to negotiate an LZ with the Santa Clara Park Department. The MPOSD inherited some very limiting easements when they purchased this former Air Force Base. The access road crosses four private properties whose owners highly value their privacy, so getting public access to the peak will be a problem. The military was not very conscientious in regard to toxic materials, and the presence of lead paint, petroleum products, asbestos, and probably PCB's create an environmental hazard that currently prohibits public access. Getting the site cleaned up is a big priority, and when the time comes, the MPOSD will appreciate our help with a letter writing campaign to prod public officials into funding the clean-up. Please watch this newsletter for future announcements.

**New site procedures for Mission Ridge By Steve Rodrigues**

I am pleased to announce that the WOR and the East Bay Regional Park District (EBRPD) have signed a new special use agreement for Mission Ridge.

We negotiated a number of improvements and I have incorporated the changes into our site procedures. I have attached a Word.doc for you.

The major changes include:

-Increase the total number of Keyholders to 55. (I will distribute keys to the top five applicants on the waiting list ASAP.)

-Increase the number of vehicles allowed on launch to 8. Note: Please park perpendicular to the ridge line to consolidate space. i.e.: TTTTTTTT

- Increase the number of vehicles allowed in the park to 10. ( 8 on launch, 2 in the LZ)

-Allow limited vehicle access partway up the East Side. Note: We need to install a metal pole with three "Trail Passes" before anyone can drive up the East Side. \*DO NOT\* drive up the east side until further notice.

Everything \*EXCEPT\* driving up the East Side is effective immediately. Please email or call me if you have any questions. Cheers!  
Steve Rodrigues  
Site Committee Chairman  
H-415-467-2226

## April 2005 Minutes

### New Members/Guests

None

### Great Flights

Steve Delayo - Pioneered a new LZ at Diablo and was approached by a curious cop who once took a lesson at Mission.

Carmela Moreno - Flew McClure, reached 3500?, saw snow on the Sierras and thermal with Shannon Raby.

A pilot reported that about 80 pilots from all over were at Big Sur this weekend. Mike Kellog - flew over Ohlone College near Mission and found a thermal over the power lines.

### President's Report - Juan Laos

This was Juan's first meeting as president.

### Vice President's Report -None

Wayne Michelson was not present.

### Treasurer's Report - Don Herrick

Income is exceeding expenses due to renewals coming in at this time of year.

### Membership Services - Carmela Moreno

239 people have renewed for 2005.

### Flight Director's Report - Pat Denevan

An HG pilot preparing to launch at Ed Levin was pulled of the west launch by strong wind, but was not seriously hurt. A wire crew is needed on that launch in strong conditions. Another HG pilot suffered a broken arm when landing at Ed Levin. This pilot has made 3 flights off the top.

### Ed Levin Site Committee Report - Steve Pittman

An instructor has been suspended for taking a green sticker pilot to the 600 launch.

### Mission Peak Site Committee Report - None

### Mt. Diablo Site Committee Report - Steve Delayo

Diablo has been soarable. The windtalker is out of order due to a broken anemometer.

### Site Acquisition -Gene Pfifer

Flying days are planned for later this year at Coyote Lake. A permit from the Parks Dept and insurance is needed. The water in the creek on the way to launch is presently too high to ford. Any advanced pilot is invited to fly, up to a limit of 10 pilots. Contact Gene if you are interested. Steve Rodrigues has been in contact with the Open Space District regarding Mt. Umunum. The Open Space District has been acquiring land in that area. Access to LZs may be an issue.

### Old Business

None.

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### New Business

Don Herrick reported that the NorCal PG league organizer Jaghwar Atwal has requested \$300 to subsidize this year's competition. A motion was approved to contribute \$200 with the stipulation that at least 2 events include hang gliders. A motion to contribute \$250 toward Regional Director Urs Kellenberger's travel expenses for the upcoming BOD meeting was approved. It was stipulated that he solicit concerns from the membership prior to the meeting and report on it afterward.

Paul Gazis reported that Russ Locke and Connie have been talking to Dan Fleming about opening Dunlap to flying again. Dan owns the campground LZ, but there are other useable LZs. Connie and Russ lease the launch.

Pat Denevan that Wills Wing demo daze are planned, along with an ICP on May 21st and 22nd.

19 people attended.

END OF MEETING MINUTES

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## Upcoming Events.

### Jul 19th WOR Meeting

June 22 - 26 King Mountain 2005 Hang Gliding Championships Lisa Tate (208) 376-7914

Jul 1 - 5 Annual Creede 4TH of July Pilots Gathering Bill Lemon 505-280-3552

Jul 2- 5 Lakeview - Chamber of Commerce {541} 947-6040

Jul 2 - 4 WINDS OF A HURRICANE FLY IN, Cedar Mnt. 130 miles NE of Las Vegas ghoag@brwncaled.com

Jul 4 - 8 Chelan Cross Country Classic (HG/PG) Tom Pierce, tommyp\_25@yahoo.com

Jul 10 - 16 Paragliding Nationals Chelan, Washington

Jul 22 - 23 St John / Potato Hill Fly in Matt Jagelka (707) 838-3594

New Members/Guests

Tim Sirianni - PG pilot from Minnesota.

Great Flights

Ben Rogers - flew Wild Ass with 5 PG pilots.

Tom Mook did a 20 mile X-C from Wild Ass.

Gene Pfifer - flew Anderson Flat.

Mark Mulholland - flew the Pre-Worlds; did 50 to 100 mile tasks each day.

Wayne Michelson, Eric Froelich and Ben Rogers flew the Panamints.

President's Report - Juan Laos

Dunlap is open. There are 2 LZs suitable for PGs, Ranger Station and valley by airstrip available for HGs. The old campground LZ is closed to the flying public. Connie Werk and Russ Locke are collecting a \$20 annual launch fee.

Vice President's Report - Wayne Michelson

Nothing to report.

Treasurer's Report - Don Herrick

Income is exceeding expenses due to renewals coming in at this time of year. Revenue is less than last year at this time.

Membership Services - Juan Laos for Phyl Hamby

275 people have renewed for 2005, fewer than last year at this time. After some discussion of the reasons for the lower membership, Pat Denevan volunteered to look into it.

Flight Director's Report - Pat Denevan

An HG pilot suffered a broken jaw at Funston. The same pilot has had several mishaps in the past. There was also an incident at the pre-world meet in which a pilot clipped a traffic cone at high speed and crashed. Pat said he would look into alternatives to the cones for use at Ed Levin.

Mission Peak Site Committee Report - Steve Rodrigues

Steve has been working with the rangers to finalize the special use agreement. Thanks to ranger Neil Sparger for mowing the LZ and breakdown area. Steve reminded pilots that the LZ is longer when approached uphill.

Mt. Diablo Site Committee Report - None

Site Acquisition - Gene Pfifer, Jim Woodward

6 test flight days have been approved for the Coyote Lake site. There is a limit of 10 flyers and 2 vehicle for each day. Gene handed out waivers for pilots who want to fly on the test days. Jim Woodward attended a dedication of the Coyote Lake park. The park is expected to be open for flying in 2006. Mark Mullholland noted that he is trying to get permission to use a power pack with his Millenium at Reid Hillview airport.

Old Business

Wayne Michelson is considering various formats for a 2005 X-C contest. There is \$300 in the budget for competitions. A motion was approved to have a weekend long fly-in. Wayne Michelson, Ben Rogers (chair) and Eric Froelich were appointed to organize it.

New Business

Don Herrick is looking for an experienced PG pilot to help evaluate possible flying sites in the Piscenes.

Prizes were raffled.

Entertainment was a video of Ben Rogers, Eric Froelich and Wayne Michelson flying and 4 wheeling in the Panamints.

END OF MEETING MINUTES

## Speak of the Devil

Robert Moore

diablochair@wingsofrogallo.org

## Cross Country Flying from Mount Diablo

Among those of us in the Bay Area who ever even consider XC flight, Mount Diablo is recognized as the place it happens most. The site record, held by Diablo Team member Kevin Dutt, is 157 miles, and XC is a regular occurrence during the spring-thru-summer months. This month is probably the height of the season.

There are some things to know about XC flight from Diablo, and I am going to share a few of them with you. First, however, a disclaimer.

I am no sky god. There are others in the Diablo Team with many more years of XC experience at Diablo than me. In the 10-plus years of flying the site, I have had my share of XC adventure, but there are those with 20 years and lots more XC miles than mine. I consider myself a journeyman-level XC pilot, and an admirer of those who have done it longer and better. Having stated this, I feel I can speak to the subject with good authority.

OK, tip number one for flying XC at Diablo: *You gotta come out and fly Diablo.* I have talked to so many pilots who say, "Yeah, I really wanna get me some Diablo XC. An incredibly paltry percentage of those folks ever show up - or even call me. A couple of years ago, the Diablo Team held an event called Diablo - 101. It was a site intro course that included flying. On the second day, I found myself at 7,000 with several newbies, and said over the radio, "Who wants to go XC?". We ended up flying to Livermore and beyond, and had a great time. It sounds like a no-brainer, but it keeps a lot of pilots out of the game; the act of showing up dramatically increases your odds of flying XC.

Number two: Consider flying Diablo often. The more you fly in the Devil's playground, the better he treats you.

Site familiarity makes a big difference to your XC success rate, particularly if you don't have much experience in this activity. The Diablo Team is not shy in discussing our favorite techniques for leaving the mountain, and we are happy to share them with new members.

The third most important thing in getting to fly XC at Diablo is to be prepared. If you think you want to join us, call the day before. Make sure your radio works and is fully charged, and your cell phone, too. Get a map of the county and look it over. Ask the person who usually drives for you at Ed Levin if they want to visit a *real* mountain. One with paved roads to the top.

Diablo XC happens in virtually every direction, but the most common are east and southeast. The terrain varies in these directions from rolling hills, to vast tracts of housing, to open farmland. Having a general familiarity with the roads in these areas, and the potential for landing sites can bring confidence to those venturing out in these directions from the air. On those nonflying days, consider taking a nice drive through the country to explore what's out there. One to two afternoons of this pleasant activity is all it would take to have a good working picture of your first 10-15 miles of XC flight. Contact me if you would like specifics on where to visit.

Don't be intimidated by the high percentage of rigid-wing pilots who fly Diablo. Great XC flights were being had long before rigids were in the air. Any high performance flex wing of the last 15 years can make cross country excursions from the mountain. I flew a WWXC for a number of years with good result. While the Eagle/Pulse/Sport type wings will be fine for local flights at Diablo, an upgrade may be order if one wants to get into XC.

OK, let's put this all together into a scenario. You've called a Diablo Team member, and have been invited to drive up with us. You've looked at the XC terrain from the ground, and think you can tell where you are when passing over from the air. While setting up your H4 glider, harness and radio, you keep an eye on those fat cues forming over

the summit. You listen carefully to the instruction << >>

on altitudes to leave, what areas to avoid, and bailout procedures. After launching into a great thermal, you get high enough to see the cues streeting off into the Central Valley. Because your radio is working perfectly, we talk about when and where we are going, and you follow along. Skipping along the undersurface of the cloud street you marvel at how easy this seems. The scenery is fantastic, and the newness of it reminds you of how you felt on your first-ever soaring flight. Due to the confines of your harness, you can't quite kick yourself for not flying Diablo sooner, but you make a mental note to do so at the end of this glorious adventure.

Next month, I will make the case for Why Flying at Diablo is Easy.

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## The Walking Hills of Mission Peak

By Mike Kellogg

According to Indian lore, our local hills - due to their inclination to move - were known as 'walking hills'...

Laden with heavy rains, on March 22, 1998, over 27 million cubic yards of Mission Peak 'walked' nearly a mile toward the peak's base.

According to City of Fremont Senior Civil Engineer Ron Fong, the slide is also a quarter mile wide and up to 120 feet deep, the largest in the nine-county San Francisco Bay Area. He said it would fill a row of dump trucks from here to Cairo and back. He noted that no homes were evacuated, and added that an entire grove of 50-foot-high eucalyptus trees 'moved' 17 feet!

For an excellent - and thorough! - description of the slide, see geological engineer Dave Roger's Web site: <http://tinyurl.com/7n2um>

Much of my flying at Mission seems to be directly above the ever-widening cracks of our favorite thermal-producing slide. I've often pondered what would happen if the slide cut loose as I floated overhead. Super-hardened wall of air? XXL thermal? Shock wave o doom?!

**Continued on page 6...**

Thanks to Neil Yardley, Mission Peak Ranger, for referring me to USGS experts Ray Wilson and Mark Reid, who graciously replied to the following questions:

FL: Can you speculate on the degree of turbulence in the air column above and adjacent the slide when it fell, i.e., any super-hardened wall of air blasting out and down?

RW: Nothing so spectacular, I'm afraid. There might have a bit of a breeze over the top of the moving landslide, a few feet per second at most. Certainly, the slide didn't move fast enough to cause any violent disturbance in the air column.

FL: How big was the largest-ever slide at Mission?

RW: So far as I know, this is the largest historic event (i.e., since 1850), but there are a number of prehistoric landslide scars that suggest much larger landslides in the past 10,000 years or so.

FL: How much have the monitored cracks widened in 2005? How much since monitoring began?

MR: Since 1998, we have been monitoring a large (estimated volume of about 120,000 m<sup>3</sup>) block of rock above the headscarp (steep, bare rock face) of the landslide, near the ridge. Part of this block is defined by a several-meter-wide crack. We use surface extensometers with steel cables above ground and GPS receivers to monitor ground movement. We don't monitor the main part of the landslide, which extends down to houses on flatter ground. The area above the headscarp has had at least one previous large rock failure, next to (north of) our monitored block. Part of the motivation for our monitoring is to record the transition from slow creep to rapid motion that accompanies catastrophic failure.

The block has moved episodically since 1998, usually in the late winter to spring. Typically, it doesn't move in the summer or fall. Over the wet winter of 1998, it moved at least 350

mm (~13 inches) with velocities up to 40 mm/day. Between January and April of 1999, it moved about 20 mm. During late winter/spring of 2000, it moved about 70 mm with velocities ranging up to 2 mm/day. Over the subsequent 4 years, the block has displaced only about 5 mm with small accelerations in the winter or early spring of each year. It has not appeared to move much this winter/spring (2005). These data are preliminary and subject to revision. Over time, the large crack has widened, both from downslope movement of the block, and from thin slabs of rock on the sidewalls of the crack falling into the crack.

FL: Any guess when the next big chunk will fall?

RW: The short answer is 'No'. Could be any time.

The odds go up drastically, of course, if there is a large earthquake on the nearby Hayward or Mission Faults.

FL: When the next big chunk falls, will it be as significant as the last event?

RW: Again, very difficult to say. In the case of a large earthquake, I would say that this is a distinct possibility. The next really wet El Nino winter could trigger something significant as well. The big El Ninos happen a few times a century.

MR: The blocks of rock perched above the steep headscarp have a potential to move rapidly, perhaps during a large earthquake.

FL: Please provide a brief description (if possible!) of how your monitoring system works.

RW: Again, I hope Mark Reid will give you some information [see Mark Reid's answer to question #3, above.] You may also want to look at a poster that Mark and his partner, Rick LaHusen, prepared for a technical meeting in 2000. The URL is: <http://tinyurl.com/doply>

FL: Is Mission Peak mostly seafloor sediment? Shortly after the slide happened, I recall seeing large areas of gray clay in the debris flow, and huge cracks similar to crevasses.

RW: There are two principal geologic formations involved. The massive sandstones at the top are in the Briones formation, described by Rogers as marine sediments; the lower part of the landslide involves the Orinda formation, a non-marine unit (see the Rogers Web site for details and further references).

FL: A long time ago at Mission, I met a USGS employee who was shooting a laser beam over at an adjacent peak at night. Do you know who this may have been? I'd like to interview him too :)

RW: Sorry, I don't know. We do have some people who do long baseline surveys to track tectonic movements. I think most of them have switched from laser ranging to GPS satellite methods. You might be interested in the following Web site:

<http://tinyurl.com/7et3v>  
Yes, Ray, we're definitely interested, and THANKS to you, Mark, and Ron for all the great info!!



**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](mailto: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](http://www.wingsofrogallo.org/documents/donations.html)

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**Plumbing**

**UltraSport 147** near new condition, 20 hours. Red, White, Blue asymmetrical colors. Plus Finster wheels, spare downtubes parts, manual, etc. \$1,750 Martin 415 567 1714 or [beresford@sbcglobal.net](mailto:beresford@sbcglobal.net)

**WW Eagle 164** (Need Sting 175). LIKE NEW, 10 hrs aerotow only. Fin, manual. \$2200 firm or trade + cash for Sting 175 in like condition. SE Georgia, can deliver to Wallaby for gas expenses. [performanceprods@yahoo.com](mailto:performanceprods@yahoo.com)

**2000 Wills Wing Eagle 164** in good shape for sale here in San Francisco. I have owned this glider since it was new and am selling because I have upgraded. The glider is in good condition and has had a strip down inspection by Mission Soaring every year. In fact, I'm getting an inspection right now to ensure the glider is in good shape for the next owner. The glider has 79 hours on it, almost none in the last year and a half 415) 759-7625. [rjddbap02@sneakemail.com](mailto:rjddbap02@sneakemail.com)

**Vision Eclipse 170** Double surface beginner/intermediate glider in good condition. Low hours. Sail has blue top surface, yellow bottom surface. Safe edge down tubes, speed bar, wheels. Manual plus rib pattern. Will entertain any offer. 650 210-3360

**Litespeed 5s.** Very low hours. Pristine condition. Nothing ever broken. Carbon leading edges take 2 lbs off each wing tip. Carbon leading edge inserts. Extra fast bar. Dacron sale for long life and lighter handling. This glider handles better than my L4 did. 5200 obo. 650-269-9036 [ben.rogers@gmail.com](mailto:ben.rogers@gmail.com)

**166 Ultrasport 166** - Good condition with folding base-bar. Snap-on wheels, manual & rib pattern included. Florescent red LE and under-undersurface. Great intermediate wing for local soaring or beginning XC. Easy to launch and land. \$1,195 OBO. Located in San Diego. email for photos [bob@brokerforyou.com](mailto:bob@brokerforyou.com)

**WILLS WING XC 132** brand new sail. colors lilac, deep blue with white XC. flies perfect. many new parts replaced for longevity. folding speed bar. new XC bag. also have yellow waterproof bag. extra down tube. \$1400.00 for all. julie hyde 530-283-3046

**WW Eagle 164** \$2500 now or best offer before 8/1/04 This glider was purchased direct from Wills Wing in 2001 and has had less than 1 hour of airtime put on it since. It includes wheels, folding speedbar, bag, and all documentation. Sail has teal leading edge, maroon under, and white top. Located in Macedon, NY; can email photos or more information. Aaron DiLapi, 315-986-1559

**Icaro Laminar EaZy 16** Excellent condition with low hours. A high quality intermediate glider with very good performance and easy to land. White with a Turquoise stripe along the bottom surface. Located in San Diego. Contact Jerry Gillard \$3000 858-922-5841

**Laundry**

**Paraglider, harness and parachute** - \$900 UP Vision - Medium Standard DHV 1-2, with Edel harness and parachute. Suitable for pilots from 165-216 lbs All in good condition. Call or e-mail Jeff 650 387-3336 [jws.connect@mindspring.com](mailto:jws.connect@mindspring.com)

**Mamboo Medium** in Perfect Condition Less than 5 flights on this and less than 2 hrs. I bought as a personal/demo wing, but lost 10 lbs since ordering. When I first got it I was 167 lbs, now am down to 158. The weight range is 90 - 110 kilos so is set for hook in of 198 - 242, I would say optimum weight for this would be 170 - 190 lb pilot. Make an offer and we can talk. Available now. Jeff Greenbaum Airtime of San Francisco (650) 242-4027 **windtech quarx2 29** dhv2 paraglider, size L (29), good condition, approx 150h. in monterey, CA. \$950. michael beck (831) 235-2050, [mb4632@albany.edu](mailto:mb4632@albany.edu)

**Goodies**

**aircotec top navigator** vario w/built-in gps! Top-of-the-Line Swiss made Vario w/built-in GPS! This comes with battery charger and is currently set-up w/a paraglider mount. HG mounts and service and parts are available from USA Aircotec dealer. This is in perfect working condition and not a scratch on the screen! \$700/obo. Email for photos. [brokerforyou@gmail.com](mailto:brokerforyou@gmail.com)

**5" 'spoked' wheels**, multicolored plastic, mount on hubs with thumb screws (they split in half for removal while hub stays on control bar). Not sure the brand but you've all seen them. Hub accomodates the VG line. Cost about \$100 new from Pat D. Used but I'll mail em to you for \$50 total or trade for velcro-on 'warm' bar mitts . Email for picture of wheels or info. Located in Miden/Gardnerville area of NV. [jdleuck@onlinedotnet.com](mailto:jdleuck@onlinedotnet.com)

**WILLS WING Z-4 HARNESS** used three times. very colorful pinks, reds, blues. lightweight version. fits 5'6"-5'8". made for a woman, would fit a small framed man. \$575.00 julie hyde 530-283-3046

**PARACHUTE QUANTUM 330** never used. swivel included. excellent condition. \$450.00 julie hyde 530-283-3046

**OXYGEN SYSTEM** top of the line brand. complete system. used three flights. bottle is full. \$400.00 or best offer julie hyde 530-283-3046

**Wanted**

**need some big wheels** and an old knee hanger harness in fair condition. Michigan. [thermal\\_hunter2002@yahoo.com](mailto:thermal_hunter2002@yahoo.com)

**Editors note:**

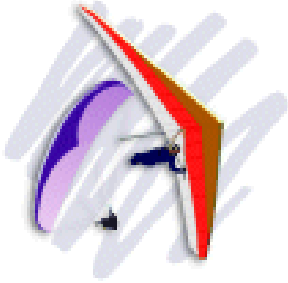
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Wings of Rogallo  
P.O. Box 361885  
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# Wings of Rogallo FLIGHT LINE

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To: