



# FLIGHT LINE



The publication of the Wings Of Rogallo Northern California Hang Gliding Association  
Volume-124,Number 5 May 2006



Antique PG flying..... Photo by Alec Gordon

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## ALL THE NEWS THAT'S FIT TO EAT !!

### 2006 Summer Flying Calendar

End of June **WOR - Lake View Site Intro** Dave Wills  
 Jun26 [Single Surface US National Champs](#) Chelan, Washington  
 June 30 - July 4th [The Umpteenth Annual Festival of Free Flight](#)  
 Lake View, Oregon : Chamber of Commerce 541-947-6040  
 July 15-16 [NorCal Cross Country League Jugdeep Aggarwal](#)  
 Aug 12-13 **WOR Fly-in at Slide** Reno,NV [Ben Rogers](#) 650-269-9036  
 Aug 12-13 [NorCal Cross Country League Jugdeep Aggarwal](#)

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**May 2006 WOR Meeting Minutes**

**NEW MEMBERS, GUESTS**

none

**Great Flights**

Bruce: Golden Eagle flight; flew 100 miles in the Owens.

Ben Dunn: Flew from Flynn's into Nevada and landed on US6; also flew from Cerro Gordo to Janies.

Wayne Michelson reported on the Cerro Gordo fly-in organized by Ben Rogers. 26 pilots stayed in the old mining town and flew Cerro Gordo, Mazurka and other sites.

**President's Report:** None

Steve Delayo was out of town.

**Vice President's Report : Wayne Michelson**

Wayne presided at the meeting.

**Treasurer's Report: Don Herrick**

Expenses are exceeding income. Mission site fees have been paid. The club's accounts are stable and the remaining expenses from the Flight Line special edition have been paid.

**Membership Services: Bill Jablon.**

Nothing new to report.

**Flight Director's Report: Pat Denevan**

There was a towing mishap in which the glider locked out and the pilot did not release. The pilot was injured but is expected to recover. The tow was a scooter powered winch tow with 3000 feet of line used.

**Ed Levin Site Committee Report: Steve Pittman**

Thanks to Pat Denevan, Stan Boehm and Jim Cassidy, who rolled the LZ, smoothing out the hoofprints. Steve advises landing short of the spot, where the ground is

smoother.

Bill Jablon procured new windsocks for the 300 foot and 600 foot launches.

The pay phone may be removed from the LZ. This will require a change to the site procedures if it is to happen.

Mercury Freedom, and Cathy Stark have resigned as HG and PG observer coordinators, respectively.

Stan Boehm was appointed as the new HG observer coordinator. Dave Tierney was appointed as the new PG observer coordinator. Eric Froelich is to create an observer calendar to be posted on the WOR website.

**It remains the observee's responsibility to connect and coordinate with the observer(s), and to request their presence at the site!!**

**Mission Peak Site Committee Report: Steve Rodrigues**

The grass is drying out. Beware of tall grass, which can catch fire due to hot exhaust systems on vehicles.

**Mt. Diablo Site Committee Report: Mark Grubbs.**

The flying has been so-so. Diablo 101 was a success.

**Site Acquisition:** No Report

**Old Business**

Dave Wills announced that a meeting will be held for people planning to fly Lakeview the week before July 4th.

**New Business**

None.  
20 people attended.

**END OF MEETING MINUTES**

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**Editor's Turn**

Yowiee! Another month, another mag. Time sure flies when you are having fun. Or, as Kermit would say, "Time is fun when you are having flies." Either way, flying and funning are the tune of the month for me, as I have been getting heaps of both so far this year. Personally, I am just back from a week on the river in SE Oregon, where my internet-arranged date with 11 other crazy rafters was anything but the expected. Water and Air may have much in common regards flow and turbulence (June HGP, page 19), but when one smashes against a rock in a raft, it is a LOT harder to get off that rock than a glider would be (due to HEAPS more force involved). Another unexpected river hazard that I fell victim to this past trip was taking a nap, the consequences of which was waking to find my toe-nails painted sparkly purple.

Back from the river, my flying time this week so far has been grand. Some upper level Low has hit the region, and just like that we are back to the Spring-time patterns. Too bad for all you Mon-Fri wage-slaves who missed out....by next weekend it will likely be inverted once again.

Reports from the Memorial day flyins at SandTurn and Dry Canyon were mixed, the PG crowds faring much better than their HG buddies. Rumors from Hull sounded like there was some BIG AIR to be found somewhat locally. Sure hope that y'all are gettin ya sum!

## Speak of the Devil

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### Summer Flying at Diablo

After nine months of soaring Diablo at its finest, the Diablo Team is usually ready to spend some time at our favorite sites not available during other times of the year. Team members seem to scatter in all directions to take advantage of big air during high summer. When returning from these trips I can always see Diablo from a great distance.

Typically, I say to myself, "There's my mountain!" While Diablo is not our focus during mid-summer, we still find ourselves drawn to the mountain when we are staying local for the weekend.

The devil-mountain can be a cantankerous old cuss in the summer. Hot summer afternoons can bring sweet glassoff-type conditions, rowdy bullet thermals that seem to be going nowhere fast, or trashy inversion-layer turbulence. Cross-country flights have been made during mid-summer, but it's usually quite a struggle.

My comments will be divided into two sections: What to Watch For, and What to Watch Out For. I will start with the warning section, since the Devil loves to catch the unwary.

For better or worse, Diablo does its own thing. Don't expect conditions at Mission or Ed Levin to be truly reflective of what will happen at Diablo. Forecasted wind directions for the Bay Area often don't seem to apply to Diablo. There are several factors that play into this fact, but the most important thing to remember is to stay aware of what is happening to conditions as best you can. A classic example of how changing conditions can ruin your day is the potential shift of wind direction from northwest to southwest. While driving up the mountain, you notice that there is very little wind. Stopping by the Juniper launch, there seems to be nothing much happening, but when you get to the NW launch it's coming in light and straight. During set-up you see a few cycles that are pretty left-

Beware - if the majority of the cycles are left-cross you should strongly consider not launching. The NW launch is pretty well shadowed from SW airflow until it gets around 10 MPH, and this speed will increase as altitude decreases. If you launch into one of the straight cycles, you will have a very fast, turbulent, sinky and generally uncomfortable flight all the way to the LZ - assuming you reach the LZ. Quite a few pilots have been forced into bailout LZ's, kissed the ground in thanks for a safe landing, then hiked their gliders out a considerable distance to a retrievable road.

Another classic summer condition is that of differing wind directions at different altitudes. The mountain is high enough above the LZ's that this is not uncommon. A SW launch at Juniper can end with a NW wind at some of the LZ's. A NW launch can have SW flow at Mitchell Canyon LZ. Pilots must watch for signs of changing wind direction at launch, in the air, and on landing. Exercise those H4 skills to stay out of trouble.

Watch out for the inversion cap. While the other Bay Area sites fit neatly within the typical summer inversion layer. Diablo often protrudes through it. Sometimes this can lead to flying through a particularly trashy zone just beneath the cap. Pilots have occasionally experienced big-air style turbulence in that zone and been glad to sink further below it. This turbulence can be particularly dangerous if encountered while flying near terrain or other pilots.

The bullet thermals a Diablo are surprisingly nasty, given that it's not a big-mountain site. These little devils want to knock you around, and if you try to core them they seem to disappear. Expect these conditions on warm-to-hot summer days with a SW flow. Okay, enough with the dire warnings, let's look at the good stuff. As stated earlier, Diablo does its own thing, and sometimes it can be quite good. So many times during the summer I have been told the soundings are dismal. There's no point in even hoping for lift, the inversion is unbeatable. The

Devil-mountain, however, has proven the soundings wrong on many occasions.

My favorite condition on those heavily inverted summer days is when the winds stay light NW all afternoon. Launching after 3 PM at the NW launch on these days often finds generous lift all around the windward side of the mountain, and one can fly about with ease. The inversion cap seems to have been pushed higher, and is less pronounced. One can explore the various peaks, canyons, ridges and other features that populate the north side of the mountain. XC is possible, depending on the altitudes reached. Good flying conditions can also be found on SW flow days. Because Juniper launch is so nicely contoured, stronger wind conditions are easy to launch and soar. The SW face of the mountain is a continuous ridge that captures thermals quite well.

Summer flying at Diablo is never boring. Whether a pilot is hanging tough with bullet thermals, or site-seeing while boating around in smooth lift, the mountain always likes attention. Those who wish to get the best Diablo has to offer tend to visit regularly. I hope to see you there.



# USABA



*The United States Aviation Baboon Association*

Paul Gazis doodles regarding the USHGA Name Change Proposal

# Arrow-Tow



*Paul Gazis 2/06*

Paul Gazis doodles regarding areoTow operations

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VOL. 124 NO. 5 May 2006



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