

# FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO  
NORTHERN CALIFORNIA HANG GLIDER ASSOCIATION  
VOLUME 99, NUMBER 11, NOVEMBER 1999



W O R pilots examine the Rotary Missile Launcher on the new Ghostbuster

## In This Issue:

Of fics	2	The Crumpled Nosecone	3	W O R Membership renewal	8
The Editor 's Tun	2	The Fall BOD Meeting	4	W ings for Sale	9
Mission Ridge Key Allocation	2	Keyholder Application	5	Next Meeting	10
		October Meeting Minutes	6		
		A Good Bear Sighting	7		

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## The Editor's Turn

There have been complaints from the local ham community that a few local pilots have not been paying attention to the 2m band plan. In particular, it appears that some pilots have been transmitting on frequencies reserved for EME moon-bounce communications. Moon-bounce involves incredibly weak signals, so it doesn't take much activity by one rude pilot to make a lot of people unhappy.

In the long run, this could turn into a positive development. When you think about it, the ham radio pilot community and the conventional ham community are natural allies. We have a lot of similar interests, and it's high time we started talking together and working together to defend those interests against elements in the business and government community who would like to grab more of the radio spectrum for their own use. I gather from Gaspo's report on the BOD meeting (see this issue of the FLIGHT LINE) that the USHGA and the ARRL have already started talking on a national level.

Until then, please be courteous, don't walk all over people, and try to respect the band plan. It may not carry force of law, but it does carry a certain force of tradition, and it seems stupid to alienate people who should be our allies and friends.

On an entirely different note, things got a bit too exciting at Ed Levin last Saturday. I don't have the full report yet, but there was at least one broken arm, one pilot bashed his jaw (?) through a full-face helmet, and someone left a car in the parking lot overnight. This like this do not make the Site Committee's job very easy! If this sort of thing keeps happening, they may have to break out the Trained Giant Mutant Killer Ground Squirrels to enforce the site regs! Be warned! Those babies have big

sharp teeth! I wouldn't want to face one even if I had a rotary missile launcher!

It's time to start thinking about renewing your Wings of Rogallo membership. Renew now, and guarantee that you don't miss a single amazing... uh... exciting issue of the FLIGHT LINE!

Finally, there's gonna be a Thanksgiving Day Fly-in at Dunlap this year. It could be a little bit cold, but oughta be fun! Call Mission Soaring for details

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## Year 2000 Mission Ridge Keyholder Allocation

by Steve Rodrigues

Now that our new special use agreement with the East Bay Regional Park District has been worked out, the site committee will be reallocating keys to Mission Ridge. Advanced rated pilots who are interested in becoming Keyholders, and current Keyholders who wish to maintain their Keyholder status, must submit an application package. This package consists of a completed application form, copies of current USHGA and WOR membership cards, and proof of current vehicle insurance.

**\*\*ATTENTION!** Our vehicle insurance must now have at least \$500,000.00 Liability/Bodily Injury coverage per each accident. Applicants must provide proof of the amount of coverage. Application deadline is December 11, 1999.

Non-renewing Keyholders should notify the site committee chairman ASAP, so as to expedite key re-allocation, and refund of their key deposit.

Decision Criteria for Key Allocation:

1. 4WD vehicle with rack capacity

for at least 4 Hang Gliders, and room for 5 persons. \*The rack system must pass inspection by the site committee.

2. Current vehicle insurance, Minimum limit of \$500,000.00 Liability/Bodily Injury.
3. Fire abatement equipment, i.e. shovel and/or fire extinguisher (5 lb. Minimum).
4. USHGA and WOR member in good standing.
5. Good record of contribution through work parties and/or site/club administration.
6. Frequent site usage during preceding year.
7. Good record of giving rides to launch.

The key swap will occur at 7:00 PM, prior to the WOR club meeting on December 21. Selected applicants should be notified a few days before the meeting. Bring a \$20 key deposit, or your old key if applicable. Failure to return your old key will require another \$20. The lock will be changed that evening.

After reallocation, access to launch will ONLY be via Mill Creek Road. This backside route should be accessible through most wet weather, and promises good post-frontal flying. We will use the front fire road only as far as the LZ to retrieve gliders, and will still need to observe the wet road test for that stretch of road to the LZ. Yes, we may occasionally have to hike our wings out, but it is a small price to pay for an awesome flight. Please hold your site procedure questions until after you have read the complete update accompanying your new key.

Thanks!

Steve Rodrigues, Chairman  
H- (831)-476-2227, email missionchair@wingsofrogallo.org

## The Crumpled Nosecone

Mike Vorhis

### Hooks

A pilot wearing ski gloves on a crisp day reached for her down-tube on final, only to have the tiny hook dangling from the glove's wrist catch the rear wire. For a moment she was tied to the wire, which would have made flaring difficult. Thinking fast, she slipped the hand out of the glove and made an uneventful landing.

But her experience underscores the danger of hooking clothing on flying wires. Boot lace hooks, glove or jacket-sleeve hooks and snaps, loose strings that can whip-wind around wires, jewelry, and metal studs or objects on cuffs ("biker fashion") can cause serious problems at precisely the wrong time.

Years ago, Neil Armstrong jumped off the back of a U-Haul truck, catching his wedding ring on the door-hinge. It pulled his finger off. Possible morals are: 1.) Marriage is dangerous, or 2.) Anything that can hook on anything is best left in the harness bag.

### Blown Launch

A pilot of reasonable experience (a pilot who should have known better) blew a launch on a good slope in no wind. The impact was nothing more than the control bar and pilot's belly sliding on the grassy slope to an uneventful stop. Fortunately, video footage was available for detailed review. Here are the conclusions he drew:

This pilot had defended aggressively for some years the premise that angle of attack (AOA) is only important in the final moment before becoming airborne; he had been using a "dynamically

adjusted AOA" wherein, on no-wind launches, he progressively lowered the AOA during the first few steps of his run. Before full sprint it was always correct. He believed he was "pulling" the nose down during the run.

However, on the day of his blown launch he was using a new wing. It was a very high performance, small topless glider. Note that the twist in this glider's sail is significantly less than the washout to which this pilot was accustomed. During the launch run in question, the video showed that the tips remained stalled; they never rose. The rest of the wing therefore remained stalled.

This pilot thought for years that he'd been "pulling" the nose down while running, but in fact only a part of the levelling had been due to his own muscle. Unknowingly he'd been relying heavily on the tips to fly, to rise up behind, to help level the wing. When he attempted to launch a wing with very low twist, the flawed technique did not serve him well. Minimal twist meant the tip angle was roughly as unacceptable as that of the keel.

The launch slope also had a "break" in it (moderate for a few steps, then suddenly became steeper). The pilot had an extra 10 pounds of lead ballast in his harness, and was attempting to launch from several steps above the break in the slope. In retrospect it would have been better to begin where the steep part started, and set the AOA according to that steeper slope. Running over a lip or break requires either ultra-low AOA initially, or a change in attack angle as the lip is crested.

The lift profile of the latest high performance blades can be vastly different from even the best king-posted sails we're used to. The new machines do not coddle sloppy technique, and they do not

always smile on truths re-invented. Unforgiving characteristics are the price we pay for wringing max performance out of once-friendly designs. We should critically evaluate our techniques before hooking into birds of the new breed. And when we watch each others' launches, we would do well to advise one another afterward on the angle of attack observed throughout the run, not just at the last moment before separation from the hill, because many of us may not realize we rely on the tips flying more than on our own torque, for lowering pitch during our run.

The bone-headed pilot was myself. Sorry you missed it, because there will be no repeat performance.

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## The Fall BOD Meeting

by Scott Gasparian

Greetings Fellow Pilots!

Here is my report to region 2 pilots on the Fall USHGA BOD meeting. This was the second meeting of the year, and was held in Colorado Springs. I have now attended 4 of these meetings and think I'm finally gettin' the hang of it (pun intended).

The big news is that Mark Ferguson was elected to Vice President of the Board, which makes him the first Paraglider Pilot to be elected to the Executive Committee. David Glover was elected president, Bill Bryden Secretary, and Geoff Mumford Treasurer. Both David and Mark are first time EC members, and I feel confident that the "new blood" is a Good Thing for our organization. Both have voiced their support for the PG community, and have vowed to turn our association around.

So here is some rough info from the separate committees that met this weekend, not all these issues actually make it to the voting stage, so I will try to specify which ones actually became "law".

### Safety and Training:

Some aeropark operations are issuing H2 ratings without the student being able to launch or land on their feet or setup and teardown gliders. There is an "IGO" rating (landing gear only), suggestions were made to remove the "feet" part from the H2 rating.

Some instructors have voiced concern about accident reports being used by students in litigations, a system to provide confidentiality or destruction of reports after statistics harvesting is being considered.

There is some concern that the magazine rankings of schools based on number of students signed off is causing some instructors to sign off students before they complete the requirements.

The Paragliding test questions suck, and will be re-written before the spring BOD meeting. Doug Sharpe, Chris Santacroe, Bob Hannah, Ken Baier, and yours truly will be working on the new pool. Suggestions and comments are solicited from all instructors and pilots to develop a new question pool for all PG and Tandem PG ratings.

Discussion on USHGA legal backing of instructors who revoke a students rating.

Recent accidents on rigid-wing gliders (i.e., Millennium, Extacy, etc) may be a result of flex-wing transitioning pilots being uninformed of the flight characteristics. Dennis and others will put articles and info on rigids on the ushga website.

Some instructors are complaining about the FAA FOI test requirement. Consensus was that others have no problems understanding the material and passing the test, and that the whiners probably need that info the most.

The >6000' density altitude requirement of the para-ski sign-off was removed.

Again the "rating alphabet soup" issue was brought up (there are too many rating levels and sign-offs), but dropped for lack of better solution. Suggestions are welcome as to how to simplify the system.

### Accident Review:

Much discussion on the confidentiality of accident reports. Basically, some instructors and/or schools are hesitant to submit accident reports for fear of the reports being subpoenaed for lawsuits. The problem is: some specific information on the report is necessary to collate the duplicate submissions, but specifics can be used against the reporting party. Possible solutions discussed were encryption of the database, destruction of the paper reports, "bare bones" report forms, Anonymous submissions. Paul Klemond and Bill Bryden will work on a better database that tries to address these issues.

The \$5 merchandise coupon for submitted reports is working.

Feedback on the accident column in the magazines is very positive, and Paul, Bill, and Pete were commended and encouraged to keep up the good work.

Membership and Development  
A survey for new pilots is being designed to gather info on "why" they want to fly.

As to the power question (mosquito, paramotors, etc), the com-

# Year 2000 Mission Ridge Keyholder Application

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone H) \_\_\_\_\_ W) \_\_\_\_\_

WOR Membership # \_\_\_\_\_ HAM Call sign \_\_\_\_\_

USHGA # \_\_\_\_\_ Exp. date \_\_\_\_\_

Vehicle Year / Make / Model: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

Vehicle color: \_\_\_\_\_

Vehicle License # \_\_\_\_\_

Vehicle capacity: # of Hang Gliders: \_\_\_\_\_ , # of passengers: \_\_\_\_\_

Fire abatement equipment (circle one): Shovel / Extinguisher / Both

Site usage (circle one): Midweek / Weekend / Both

Application must include the following items:

\* \* NEW REQUIREMENT; - Proof of current vehicle insurance, Minimum limit of \$500,000.00 Liability/Bodily Injury.

- Copy of current USHGA card.

- Copy of current WOR card.

I am applying for a key to Mission Ridge. I understand the gravity and responsibility inherent in receiving keyholder privileges. I understand and will comply with the Mission Ridge Site Procedures and Regulations. I pledge to comply with all requirements and rulings deemed necessary by the site committee. I understand that I may be subject to the loss of key and/or flying privileges, or other punitive measures, if so deemed by the Site Committee.

Applicant signature \_\_\_\_\_ Date \_\_\_\_\_

**COMPLETED APPLICATIONS MUST BE RECEIVED BY DECEMBER 11, 1999.**  
**INCOMPLETE APPLICATIONS WILL NOT BE PROCESSED!**

Return completed applications to: Steve Rodrigues  
3013 Arlington Drive  
Aptos, CA 95003-3165

\_\_\_\_\_  
Please do not write below this line. Site Committee use only

USHGA Advanced	____	** Vehicle ins.	____
WOR member	____	Vehicle capacity	____
Silver sticker	____	Key deposit	____
Fire abate equip.	____	Old key returned	____
Site contribution	____	New key issued	____

Checked by \_\_\_\_\_

mittee Recommends that "Hang gliders and paragliders are defined as foot launchable and landable vehicles. There is an emergence of powered devices that can be used to self launch hg and pg from flat ground. All pilots flying hg and pg, whether or not they use auxiliary power are encouraged to join the association and will enjoy the full benefits of membership including insurance". Clubs are to be reminded that they can set their own restrictions on a per-site basis. S&T was directed to develop programs for power signoffs

Concern that some schools are padding their numbers to increase their ranking.

Concern that some schools are not properly paperworking [That's a verb? Ed] their "discovery flights", office tasked to check numbers.

Much discussions on PR, including presence at Reno Air Show, national Modelers convention, possible hiring of PR person or firm, and infiltration of middle schools.

#### Worldwide Competition:

Lots of comp rules changes, mostly to the "GAP" system. I did not attend this committee meeting, but have the minutes if you want the details.

HG Worlds; lack of team leader led to team member problems

PG Worlds; team withdrew (along with a lot of other countries) due to extreme safety concerns and lack of meet organizers adherence to rules. Our CIVL rep will protest at the next CIVL meeting.

HG Speed Gliding; much discussion on how we need to have a strong US team as speed gliding is going big, possibly Olympic, cutoff date for team selection is

June 19 2000.

#### Next Comps:

Sandia Nationals, late June  
Lone Star, 8/13-8/20  
Quest Air, 4/16-4/22  
Wallyby, 4/16-4/22 (not a typo on the dates, I think GW moved his to after the other)  
No PG Comps where submitted.

#### Site Management

Discussion of the USHGF (Fund), donations, charitable donations, etc.

Discussion on determining goals. Previously, this committee didn't do a whole lot, but that is changing as Steve Roti is now the chair.

#### Organization and Bylaws:

Lots of SOP changes and updates, see me for details.

Biggest new thing is the addition of SOP's for all the committees that describes the committees purpose and goals.

#### Awards

I can't tell you who got 'em yet. If you know of anyone who deserves special recognition for their involvement and support of the flying community, please contact me.

#### Publications

Well, its finally gonna happen, PG Magazine will start to be 12 issues/year starting in May 2000. Lots of discussion on the money aspects, especially since the advertising income will be different. The short of it is: the magazines costs the USHGA about \$270,000/yr but generates only about \$180,000/yr. Going from 6 to 12 issues a year will double some of the costs (printing, shipping, etc) but we don't know yet what the advertisers will do. Financial plans and estimates should be finalized by the end of the year.

#### Towing

Much discussion on the thicken-

ing alphabet soup over "FL", "PL", "AT" etc.

Concern that pilots are towing without first getting a tow signoff. Beginners are not aware of the differences and dangers of towing. Action to ICP and instructors to remind students that alternate launch methods require specific training.

Adjustment of rating to include the "AT" in tandem signoffs

#### Tandem

Review and discussion of Tandem administrator list.

More discussion on Chericco/Hannah conflict.

New Committee, Radio Communications;

A new committee was formed specifically to continue work with the ARRL for designation of some frequencies in the 2m ham band to be designated as "glider" frequencies.

That's it for the committee reports, other things of interest:

The next BOD meeting will be March 16-19 2000 in Albuquerque NM and will be held in conjunction with the SSA (sailplanes), USUA (ultralites), Balloon Federation, ISAC and the NAA. This should be a real party, with a big exhibition and lots of flying peoples of all sorts of wing. I'm planning on driving down a few days early to hang out and try to fly some of the nearby sites too. All members are encouraged to attend this and all BOD meetings, and I personally entice you to attend this one if you ever wondered what goes on at these things.

fly SaFe!

-gaspo.

<gaspo@igi.org>

# October 1999 Meeting Minutes

by Paul Clayton

## NEW MEMBERS/GUESTS

Guido Made his first flight on a paraglider

## GREAT FLIGHTS

Colin Perry soared at Mission 3 times the week before last.  
Mark Mullholland Flew his Millenium at Dunlap; claims he was last in the air.

## PRESIDENT'S REPORT — Mark Mullholland

A Day of the Condor is still planned. This is an opportunity for foot launched pilots to see and fly with trained condors and possibly other soaring birds. Contact Mark if you are interested in participating. WOR is still planning to set up a mentor program. See Mark if you are interested in being a mentor or mentoree. This program may be run through the website. The X-C contest is still ongoing, so submit your flights if you haven't already done so. Video footage of the speed gliding contest is needed for a WOR video. Also an article about the contest is planned for submission to Hang Gliding. It is not known at this time who will write it. Nominations for the club officer elections to be held in January 2000 will be open starting at the November meeting. Ideas were solicited for future club activities. The X-C rallies were not well attended this year. It is possible that WOR will host a meet next year. Several fly-ins and competitions are planned for next year. The idea of forming a non profit organization for site acquisition is still in limbo due lack of interest from the membership.

## VICE PRESIDENT'S REPORT-

- Ed Cline

Ed had lunch with Brad Wyte, who is an ARRL official. The ARRL is a ham organization. They are concerned about people using FM simplex in frequency bands reserved for other purposes, as soaring pilots sometimes do.

## TREASURER'S REPORT — Don Jones

We now have 527 paid members. 31 membership applications were processed last month. Lately expenditures have been exceeding income. New stickers have been printed for the coming year.

## ED LEVIN SITE COMMITTEE REPORT — Steve Pittman

There were no suspensions this month. Ground squirrel bait stations have been installed and seem to be giving some results.

## MISSION PEAK SITE COMMITTEE REPORT — Mark Mullholland

A work party is planned for November 6th, to install wind-socks at launch and in the LZ. A keyholder application is in the October newsletter. There is a new requirement that keyholders carry \$500K liability insurance on their vehicles. There was some discussion of whether evidence of meeting this requirement should be required with the application.

## FLIGHT DIRECTOR'S REPORT — none

Mike Vorhis was not present.

## COMPETITION COMMITTEE REPORT — Mark Mullholland

The standings in the WOR X-C contest are shown on the website.

## OLD BUSINESS -- None

## NEW BUSINESS

Jamie Sheldon announced that she will attend the upcoming USHGA board of directors meeting. She is running for regional director.

A motion was made that WOR sponsor two speed gliding meets in the coming year, one in the spring and one in the fall. The motion was approved.

Don Jones reported that he attended the Pacificon Ham radio convention. Bob Trumbly gave a talk on hang gliding and the use of ham radio, via a 2 meter link coupled to a TV camera. He had originally planned to broadcast images of his flight from Diablo to the site of the convention, but was unable to launch due to conditions on the mountain.

Steve Pittman urged pilots to submit an accident report if they crash.

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## A Good Bear Sighting

Bernhard B. Sterling reports the following:

"A couple of pilots and I were fly-ing off Slide mountain yesterday, the Nevada side of the Mt. Rose Ski area, when one of us, who was flying very low over a spine, radioed up in great excitement that a mother bear and her cub were getting attacked by two eagles. They 'dive bombed' the bears.

"Who won? Right, the eagles did; chased those varmints off their land."

Place USHGA Hang Gliding Card or temporary rating here and  
photocopy.  
Keep Original for your records

Place USHGA Paragliding Card or temporary rating here and  
photocopy.  
Keep Original for your records

New Members - Please complete the Application in full

All Others - Enter only information that has changed or is  
different than USHGA card.

Mail to:  
**Wings of Rogallo**  
**PO BOX 361885**  
**Milpitas, CA 95036-1885**

First Name: \_\_\_\_\_ Last Name: \_\_\_\_\_ Middle Initial: \_\_\_\_\_

Street: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

Home Tel # (\_\_\_\_) \_\_\_\_\_ Work Tel # (\_\_\_\_) \_\_\_\_\_

Emergency Contact Name: \_\_\_\_\_ Tel # (\_\_\_\_) \_\_\_\_\_

Birthdate: \_\_\_\_\_ Email address (optional): \_\_\_\_\_

Ham Call Sign (Optional): \_\_\_\_\_ Profession: \_\_\_\_\_

USHGA Appointments: \_\_\_\_\_ Today's Date: \_\_\_\_\_

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**Dues and Fees** (based upon a calendar year)

WOR Renewal (If a member during the last 2 years) \$18.00 \_\_\_\_\_

If Not a member during the last 2 years - \_\_\_\_\_ months at \$1.50/month \_\_\_\_\_

Family Membership (Family members WOR #) \_\_\_\_\_ \$6.00 \_\_\_\_\_

Mission/Diablo Renewal (If Mission/Diablo rated in the last 2 years)  
(Advanced rating required for Mission/Diablo) \$12.00 \_\_\_\_\_

If not Mission/Diablo rated in the last 2 years - \_\_\_\_\_ months at \$1.00/month \_\_\_\_\_

Donation for cards and stickers: \$2.00 \_\_\_\_\_ \$3.00 \_\_\_\_\_ \$5.00 \_\_\_\_\_ Other \_\_\_\_\_

**Total:** \_\_\_\_\_

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**Check required stickers** (year stickers are issued automatically)

**Hang Gliding**

**Paragliding**

**Other**

\_\_\_\_\_ Hang 1 (green)

\_\_\_\_\_ Para 1 (green)

\_\_\_\_\_ Guest

\_\_\_\_\_ Hang 2 (red)

\_\_\_\_\_ Para 2 (red)

\_\_\_\_\_ WOR ID

\_\_\_\_\_ Hang 3/4 (blue)

\_\_\_\_\_ Para 3/4 (blue)

Note: Your WOR ID # will change  
If a new ID Sticker is issued.

\_\_\_\_\_ Mission/Diablo (silver)

\_\_\_\_\_ Mission/Diablo (silver)

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**Important** - The following should accompany this Application:

1. **Photocopies** - USHGA card(s) and/or temporary ratings.
2. **Waivers if not already on file** - Ed Levin Park and/or Mission/Diablo (Signed and properly witnessed)
3. **Self Addressed stamped envelope** (helps to speed up the process)



# WINGS FOR SALE



## Wings for Sale

(Ad policy: ads run for 3 months and are free to WOR members)

### Rigid Wings

Bright Star Millennium, lots of extras and spare parts, good condition, \$7000, ERS Chute, \$800, Call Rany Yanetz (650)625-0633 ramyyanetz@aol.com

Exxtacy. Good condition \$5,500 doo. call Russ (408) 737-8745

### Flexwings

Pac Air K4 155. Fluorescent green leading edge w/ green and yellow undersurface. 260 hours. Great light conditions glider. \$500 doo. Call Paul at (650)-852-5693 (W) or (408)-246-2218 (H)

Pulse 11 M Red/White/Blue w/ comfort bar. \$2000 doo. (408) 527-8110 (W), (408) 929-1494 (H)

Mark IV 17. Double surface glider for beg/int pilot under 190#. Great condition, original owner, 60 hrs \$980. Call Dietmar 408-298-5821 dietmark@vicom.com

Mark IV 17 Excellent condition, 1 test flight since annual inspection, \$1,500. Call Lynda Nelson, (408) 946-6353, Lynda0g@aol.com

Moyes XS 169 Good condition, good for pilot over 200#. great sink rate, good landing characteristics. Good looking colors blue and yellow under surface. \$550 Call Bruno (925) 837-4261. Brunoj@worldnet.att.net

Moyes XtraLite 164. Mylar sail. Good condition, good for pilot over 200#. great sink rate and glide, exceptional landing characteristics. Built to last. Good looking colors.

Blue and yellow undersurface. \$1,150. Call Bruno, (925) 837-4261, Brunoj@worldnet.att.net

Wills Wing Spectrum 144 . Absolutely killer performer for up-and-coming pilots (strong Hang I+). Great glide, sink rate, and kawl looks to boot. White/blue/lavender, streamline downtubes, wingtip fairings, speed bar, and straight bar + wheels. Pictures & specs: <http://www.hooked.net/~hairball/spec/> \$1800. Michael: (408) 289-8418, hairball@hooked.net

HP AT 158 (Custom Sail), Attack Duck 160. All in good to excellent shape. Have purchased a Millennium, so make me an offer, I would like to clean out my garage!! Contact Mark, (408) 929-1753

### Paragliders

Cage with Lagon 27 glider (beginner/intermediate) and deluxe harness. Excellent condition, 80-100 kgs. Includes 3 days instruction for the current (minimum) P2 or H2 pilot. \$2000. Call Bob, (650) 588-1975, fly@best.com

Edel SupersSpace 2. White & Green. \$1500 doo, (408) 527-8110 (W), (408) 929-1494 (H)

Pro Design Contest 46 in excellent condition. Always at the top of the stack. Inspection report provided. 75-95 kgs. \$800/doo. Call Bob, (650) 588-1975, fly@best.com

### Equipment

Apco Jet Stream pod harness and chute (5 years old), Full Face helmet, almost new Flying Suit, Best Of fer, Ball GC99, like new, \$850, Racks for Isuzu Trooper,

Best offer. Call Rany Yanetz (650)625-0633 ramyyanetz@aol.com

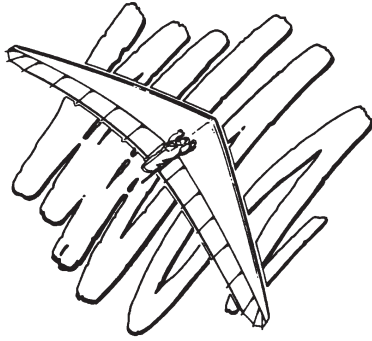
Rotary Missile Launcher, fits Ghostbuster, Atos, Exxtacy, Millennium and most other rigid wings. Turn your Ghostbuster into a Ghostmaker! Don't just fly the Millennium, help bring it about! Call the Strategic Air Command kaboom@nuclearDeterrent.gov

Uvex full-face helmet, 17 Like brand new, \$150.00, Kenwood FM radio with 1 hour quick charge, cig. lighter charge, and owners manual, \$200.00, PTT headset for Kenwood and FF helmet, free with all of the above. Call Lynda Nelson, (408) 946-6353, Lynda0g@aol.com

### Vehicles

T-55 Medium Tank Racks for 6 gliders. A few small holes but otherwise good condition, 14k. \$5500 doo. Call Saddam Hussein, despot@iraq.gov

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



*Wings of  
Rogallo*

# FLIGHT LINE

VOL. 99 NO. 11 NOVEMBER 1999

The next Wings of Rogallo meeting will be held at the Omega Restaurant in Milpitas (corner of South Park Victoria and Calaveras Boulevard) Tuesday, November 16 at 8:00 pm. Social hour begins at 7:00 pm. Come early and have dinner.

Entertainment at the meeting will be provided by the Strategic Air Command who will demonstrate the Rotary Missile Launcher on the new Ghostbuster rigid wing!