



FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO
NORTHERN CALIFORNIA HANG GLIDING ASSOCIATION
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The launch at Mingus Mountain, Arizona

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The Editor s Turn

It looks like this will be a short issue. Indeed, you might have opened these pages (or clicked on the PDF file, as the case may be) to discover little more than minutes and a set of ads, were it not for Mike Foy's article. And a fine article it is too! It almost makes me wish I was there. In fact, it does make me wish I was there! But I wasn't, darnit, so I'll have to make sure I go next year!

As for this year, well, it looks like the season is drawing to a close. Calls to the weather robot bring the fateful words, "Over the past 20 minutes, the wind has been North-Northeast at 18 to 23 million miles per hour." Bleagh. Ptui. But there is still hope for Tam, so watch for those frontal passages..

We do have one serious issue. The Summit Point Golf Club reports that they are still losing money for our dinners, so apparently some people are forgetting to pay. This practice must cease! If it continues, we will find out who you are, and send Da Boyz around to kick you out of thermals!

Oh yes, onbe more thing. We really do need more cover art. I'm running out of material. So send my pictures of your flights - anything will do so long as it doesn't make me too jealous. If you don't, I'll have to run pictures of... ground squirrels...

That's about all there is for this month. I hope that some of you have been getting some airtime, and maybe I'll see you at Tam.

The Toughest Part

Is...

by Mike Foy

When it's 90 degrees with just a little breeze, it's hard to convince yourself to put on the poly-pro underwear, the thicker fleece layer, windstopper top, and another heavier windstopper jacket over that...and, the glove liners and heavy ice climbing gloves over those. And then the balaclava over my overheating head. But hey, I'm dressing for success, which means getting high...

Five liters of water ought to do it (3 for in flight drinking, 2 for survival once back on the ground), and a bunch of Cliff bars for hunger. I have a filtering straw incase getting to me takes longer than expected(provided that I can even find water) and extra batteries for the radio and gps unit. First Aid kit, extra tools...I'm ready. Scott's mother, Suzanne is our trusty driver and actually is excited for us to get up and GO!

Our game plan: get up high and start north up the range, and when the Mountains end... go with the wind, north or east.

Feeling like an Armour hot dog, plumped and cooked, I launch first to be the wind dummy (wind technician I'm told) the one showing how the conditions are.

The Paiute launch is about 7200'msl and timing the cycles was important to get up. It was 2pm, I launched in a nice 7-12mph cycle not waiting to long at launch. Surprisingly the launch was very easy. A couple of 180 degree turns and I was high enough to turn full circles. I climbed up in 100-200fpm lift glad that I was over launch with wind in my face. Dave stepped up to launch, picking a cycle that didn't get him over launch. After scratching for a few minutes

Dave radioed that he was heading out toward the flats. Scotty launched a few minutes later and his cycle didn't get him over launch either, and he was heading out also but gets a small thermal on the way.

Scotty comes on the radio saying he's got a golden eagle off his wing tip, and I radioed back, ALL RIGHT!(but what he really said was a golden eagle just HIT his wing tip). Later Scotty showed me the 1 inch rip in his sail from it. Apparently, the eagle was coming back for a 2nd attack, and Scotty made like a bull dog, pumping his sail and screaming, which startled the eagle and it left.

I circled up to 10,000ft and noticed the mountains behind me, and felt REALLY small as there was still over 4000ft of mountain still above me! And the highest that I've ever been WAS 13,400ft. Many personal bests were soon to end.

Dave and Scott were both down low and heading out towards the flats when they catch a nice thermal that takes them up to 8-10 grand, Dave being a canyon or two north of Scott. I'm up at 14,000 as the lift is getting stronger and finally I'm seeing the tops of some of the mountains. I hit 15,000ft(never been this high before) and radio I'm heading north up the range to White Mountain (which I think would've been more correctly named Calico, or Neapolitan Mountain, as it has about 3 distinct colors to it, black-red-brown).

The grandure of these mountains reminds you constantly just HOW SMALL you ARE, compared to the razor sharp steepness and shadowed depth of each of the ridge lines and canyons...truly awesome, truly humbling.

Flying style here is adjusted because of the strength of the thermals and the uncertainty of what may come next without warning, without reason. So you fly faster and keep a grip that "won't easily be loosed."

As I get to the sharp ridge that leads up to White Mountain, I acquire another personal best. This is one that I won't be looking to better... (Picture the feeling you have going along in a car on the highway reading a map, and all of a sudden there is a big smooth dip, unexpected so your stomach is left at the roof of the car while your body drops with great speed into the dip. In hang gliding we call it going over the falls). Flying along with extra speed, and keeping a grip that "wouldn't easily loosed", I fly right into something that stuffs my nose straight down at the ground. I go weightless and my feet end up kicking the sail as the glider is going down faster than me as I hang on to catch up with it. I plummet down in BIG SINK at 2600fpm (feet per minute). YOW!

Still thousands of feet above any land, I give the White Mt. a little more room and head out a bit to catch another thermal. They're not hard to miss... especially when it's 1100fpm up.

Still heading north to the place called Pellisier Flats (around 13,000ft) I set another personal best when I hooked into a ROCKET that was going up at 2200fpm! That brought me to another personal best of 17,000ft above sea level, kissing the bottoms of the clouds for that day! Man, am I glad I dressed for the party. Only my finger tips felt cold, so I would shake them out to get warm blood to them.

Now on to Boundary Peak, the end of the range. Getting there cost a lot of altitude and I needed

to thermal back up before getting to it, and leaving it.

Dave, in the mean time was sprinting, on his way out in front of the range at a lower altitude on a much faster glider and was now ahead of me. After all, Dave's the one who's showing us this place.

Scotty was back a bit having to work hard to stay along the range, and just hooked into a good thermal back at White Mt.

After leaving Boundary Peak at 15,000ft I asked Dave where he was heading. EAST! and so off to the east it was following highway 6... only problem was it was hard to see highway 6 because of a forest fire farther north.

Now, it's time to switch flying styles as we are flying much different terrain.

Gliding over lava beds and gravel pits and places that I wouldn't want to land at, I noticed a lot of smoke from the forest fire covered most of the view, so it was hard to make out some of the terrain. This is more like flat land flying, with weaker thermals. Having lost lots of altitude the temperature naturally was much warmer...great, now I'm an Armour hot dog plumped and smoked.

We scratched along in the weaker thermals, and as the sun was lowering, so was the heating activity.

The smoke shut down some of the thermal activity but we continued to drift east catching small thermals to extend our flights, and we all ended up landing short of our goal of Tonopah, NV. Dave went the farthest at 63 miles, I had my personal best of 55, and Scotty 54 miles.

I hope to be back there next year for two main reasons. One, the beauty. Two, the chance to go

some big miles cross country.

Without the energy of our willing driver Suzanne, the flight wouldn't have been half the fun. Scotty, let's book her for next year too!! Thank you so very much Suzanne! It was great having you with us! Thank you Dave Yount for showing us the place, it's no surprise why you keep going back.

September 2003 Meeting Minutes by Paul Clayton

NEW MEMBERS/GUESTS

None

GREAT FLIGHTS

Colin Perry - Flew 100 miles back and forth at Funston.

Vince Endtner - Flew 11 miles from Elk to Hull.

Joe McInnenny - Took a flight in a helicopter after his recent mishap.

Bruce - Golden Eagle flight.

Tom Mook - Flew in a PG comp at Marshall and Elsinore; flew from Elsinore to Emmit, 26 miles.

PRESIDENT'S REPORT - Phyl Hamby.

Ground squirrels are a problem at Ed Levin and need to be removed. Phyl passed out green cards to be used to write comments on the Ed Levin ranger staff. The rangers have requested information on road grading contractors; they are not satisfied with the grading done last year.

VICE PRESIDENT'S REPORT - George Morford

Nothing

TREASURER'S REPORT - Don Herrick

The club is still solvent.

MEMBERSHIP SERVICES - Carmela Moreno

We now have 499 members.

FLIGHT DIRECTOR'S REPORT - None

ED LEVIN SITE COMMITTEE REPORT - Steve Pittman.

No suspensions this month. The cell phone at the 600' launch is not working. Site procedures are to be discussed at a committee meeting to be held soon.

MISSION PEAK SITE COMMITTEE REPORT - Steve Rodrigues

RC gliders have been observed flying the ridge at the top of Mission. RC flying is permitted only at RC hill. Notify Steve if RCs are seen on the ridge.

MT. DIABLO SITE COMMITTEE REPORT - None

SITE ACQUISITION - Gene Pfifer, Jim Woodward

The Board of Supervisors is meeting to discuss the Parks Dept. Master Plan. At this point, Grant Ranch does not look promising as a potential site. Coyote Lake is in the master plan and may open for flying in 2005.

COMPETITION COMMITTEE - Mark Mullholland

Nothing planned at this time.

NEWSLETTER - None

OLD BUSINESS

A vote was taken on the proposed site regulations for the east side at Mission. The regulations as currently written were rejected.

Members were reminded that

there is a vote on a change to USHGA bylaws this month.

NEW BUSINESS

A motion was made to cease operation of the Soaring Forecast. Don Herrick reported that the phone line costs the club \$17 per month. The motion was tabled until an assessment of the utilization of the forecast can be made.

The club may make new club T-shirts or other club paraphernalia, to be sold through an on-line service.

2004 helmet stickers will be available next month.

The drawing for the helmet raffle was performed after some last minute ticket sales.

An areotow clinic is planned for Pinoche. Contact Mark Mullholland for details.

Entertainment - Vince Endtner gave a short talk with visual aids, on finding and recognizing thermals.

Prizes were raffled.

END OF MEETING MINUTES

WINGS FOR SALE



Wings for Sale

(Ad policy: ads are marked by date run for 6 months, then are cancelled automatically unless they are renewed. Ads are free to WOR members)

Rigid Wings

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

Flexwings

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

Wills Wing Falcon 225. Blue/yellow, 150 hours, 5 yrs old, poor condition but still a good flyer, \$500.00, some spare parts available at half retail, Tom Adams, 925-933-1757 (6/03).

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

Wills Wing Super Sport 153. Blue/white, previously owned by Mike Donahue and before him Dan Boatright, hours unknown, very good condition, \$750.00, Tom Adams, 925-933-1757 (6/03).

Wills Wing UltraSport 147. Only 3 years old, about 150 hours, great condition, red and gray undersurface. Includes tail fin (never used), 2 spare down tubes, manual, batten chart. Base tube fitted with small Hall wheels, your choice to keep or remove. \$2000. Contact Dan Maguire, 408-779-2492. (08/03)

Paragliders

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

Equipment

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

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

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

Powered Aircraft

Bede 5B airplane kit. Skin and structural pieces only, unbuilt and still in shipping boxes, \$850.00, Tom Adams, 925-933-1757 (6/03).

Lost and Found

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

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

Steel Carabiner Purchase

by Jugdeep Aggarwal

For those of you considering in replacing your aluminum carabiners with steel ones I have a cost effective plan.

I have been negotiating with Steel Carabiner manufacturers and have found that I can bulk purchase them for about \$15 each. These normally retail at \$25 each in the USA. IF you are interested in converting from your aluminum biners to steel ones please let me know. This venture is only worthwhile if I order at least 100 biners. Tandem Pilots should be aware that USHGA recommends that steel biners be used to connect the spreader to the risers. Steel mail-lons can also be purchased as part of this order and these are recommended for connecting your reserve to your suspension straps and to connect these to the harness.

For more details please contact me. (jaggarwal@es.ucsc.edu)

Jug

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The next Wings of Rogallo Meeting will be
Tuesday, October 21.
at the Summit Point Golf Club in Milpitas near Ed Levin Park
Check the Wings of Rogallo WWW Page
<http://www.wingsofrogallo.org/meetings.html>
for details and directions.

Entertainment at the meeting may consist of a
visit by the Boston Red Sox, who will take time out from
the World Series to talk about thermalling techniques.
(You know, we really do need a serious for-real entertainment
schedule. I can't keep this up forever)