

C



FLIGHT LINE



>>

The publication of the Wings Of Rogallo Northern California Hang Gliding Association
Volume-125, Number 10 October 2007



Carmela and HalfDome doing synchronous loops over Yosemite

Index:

1. [All the News that's Fit to Eat](#)
2. [Aug 007 Meeting Minutes](#)
3. [Heather, Jim & Vince flights](#)
4. [Vince & Editor's Psycotic Rambling](#)
5. [Back Page](#)

ALL THE NEWS THAT'S FIT TO EAT !! 2007 Fall Flying Calendar & stuff

The Long-awaited WOR Flyin and Picnic is **CANCELLED**
McClure Octoberfest 13-14 Oct. [Loaded Mother Ride Skyers](#)

WOR Officers

President

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

Vice President

Karl Allmindinger 408-262-4108
vicepres@wingsofrogallo.org

Treasurer

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

Membership Services

Chris Valley 650-863-1298
memberservices@wingsofrogallo.org
crvalley@comcast.net

Secretary

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

Flight Director

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

HG Observer Coordinator

Stan Bohem 408-946-7328

PG Observer Coordinators

Tim Kuenster 650-938-7328

Editor

Colin Perry 650-279-2397
GoodLookingRichGuy@hotmail.com

Mt. Diablo Weather Robot
925-838-9225
Ed Levin Weather Robot
408-946-9516
Ed Levin Road Conditions
408-355-2200 - x7 - x6

WOR Business
PO Box 361885
Milpitas, CA 95036
<http://www.wingsofrogallo.org>

Aug 2007 WOR Meeting Minutes

New Members/Guests:

None

Great Flights:

Lance reached 2000' in a shear at Funston on May 19th; broke his humeris on landing after being slammed by a rotor; just got the cast off.

Jim Woodward took a check ride for his private pilot's license. Flew from South County Airport to Hollister and back, including 1/2 hour on instruments.

Dave Wills flew 125 miles from Sugar on July 5th; he reached 15K; had a smooth, uneventful flight.

Wayne Michelson flew at St John fly-in with the Sonoma Wings. Saw the Perseid meteor shower.

President's Report : Wayne Michelson
Nothing to report

Vice President's Report : Karl Allmindinger
Nothing to report.

Treasurer's Report : Don Herrick
Income exceeded expenses this month. Balances are stable.

Membership Services : None
Flight Director's Report : Pat Denevan.
A HG pilot was flipped on launch at Funston when a wire assistant abruptly let go of the glider's nose. The pilot suffered some bruises and the glider was damaged.

Ed Levin Site Committee Report :
Wayne Michelson
The site procedures are nearing completion.

Page 2 1 2 3 4 5

Mission Peak Site Committee

Report: Steve Rodrigues

Steve met with park official Kelly Barrington, who seems supportive of our activities.

There are plans to expand the parking lot. This is not expected to have any impact on flight operations.

The foreign PG pilot caught driving up the front road was fined \$800.

Mt. Diablo Site Committee Report :

Mark Grubbs

There are no issues to report.

Coyote Lake : Jim Woodward.

6 flying days are planned. Some will probably be next spring.

A parachute or paraglider was sighted near the dam. Emergency services were summoned. This sort of incident could jeopardize the opening of the site.

Jim has applications for flying on the Coyote test flight days.

Old Business

The X-C contest is ongoing; enter your flights.

Eric Froelich and Wayne Michelson are developing WOR merchandise to be sold through zazzle.com. The awarding of door prizes will be resumed next month.

The WOR picnic is planned for September 29th. There will be a golden hammer award and a spot landing contest.

<< >>

New Business

A memorial gathering in honor of Geoff Loyns will be held Saturday August 25th. Geoff recently passed away while flying his sailplane in the Owens Valley.

Pat Denevan plans to enter a hang gliding float in the Solano Stroll.

Don Herrick announced that people joining after September 1st will be required to pay dues for the entire year following. Don also presented the WOR budget for 2008. The budget was accepted as presented.

Ben Rogers is planning an Owens Valley trip after Labor Day.

Colin Perry requested pictures to be printed in the newsletter.

END OF MEETING MINUTES

CLASSIFIED

ADVERTIZEMENTS

Classified AD Rates

Members: \$3 per col inch
(roommates, travel, for sale, lonely hearts, etc)

Non-Members: \$6 per col inch

Standard Business Cards: \$8

SWM seeking humanoid Female.
Likes sunset flights at the beach, afternnon glass-offs at high desert sites, and 4X4 travel to remote mountain locations throughout the Western US.

GoodLookingRichGuy@HotMale.com

Heather Does Walt

Walt's Point, Sunday, 9/2. My third trip to the Owens. My first "crossing" of the Valley! yay! I got up to 15,800'. I crossed at Split Mountain because that was "the plan." But I should have crossed before i flew through all that sink on the way to Split, and then only had 11,000k left over for the actual crossing! so much for plans! I got to Black with only less than 7k!

But my favorite part was being able to fly in a straight line (finally!) for quite a distance high above the Sierras, and not having to stop to turn for the LONGEST time, and just being able to relax and take in the scenery. THAT part was REALLY cool!

My other favorite part was getting to Big Ears and thinking to myself, "I've done it! I've made the crossing!" and THEN getting to Black, and thinking to myself, "Oh my god! I've done it! I've made it the Whites!", and THEN flying past Bishop, and saying to myself, "Oh my god! I've made Bishop!" and then, STILL flying on some more. THAT part was REALLY cool!

The landing was "exciting" but uneventful: no injuries, no damage. Let's just say, that's the last time i try to land "as close to the truck as possible so I didn't have to walk as far". Well, especially after more than 5 hours in the Saddle...i was a little tired! Thanks to Chris Valley for his fast thinking: running to greet me, er, no...running to call 911, er no...running to greet me, cuz really i'm OK! Thanks to AWESOME driver Wendy Valley for radio coverage, LZ streamer and LZ enthusiasm.

Final tally: 69.0 miles, north of Bishop, north of Flynn's, short of Chalfant. Totally cool! Can't wait for more!

Oh, I also got interviewed and photographed for the late September issue of the Las Vegas Review-Journal. Check it out online later this month.

This report wouldn't be complete without thanking my Owen's Valley mentors: Ben Rogers, Wayne Michelson, Ben Dunn, Bruce Bousefield, Gerry Pesavento, and Ken Muscio. I wouldn't have

attempted a trip there at all, had they not introduced me to the site in May and given me valuable guidance, advice, and confidence boosters!

I love this flying stuff!

Jim's Fine Hat

Got invited to fly Hat Creek this Labor Day weekend by my friend Kevan Eddy. Went up with Scott, another almost H3 & got to hang with the Hereford Ranch Labor Day regulars like Mike & Nina Wilson, Dean, Doug and many others, and drank my share of brew. Oh, and the flying was awesome! Flew 3 days in a row, 4 hours total air time, not bad for me. Day two there were 21 gliders + a PG in the air at the same time, talk about checking for traffic. The best I could do was 1500' over launch, avg 600-800 over. Dean was the speck above me at about 9k or better, where he was able to give us the glider count from his lookout position up there. Thanks to all on the landing advice, I did land long two times since I went in at mach 2 to deal with any turbulence, but no whacks or other bad landings. I did get tossed a bit on final Sunday but handled it, the extra speed definitely helped. In closing, I had a great time, got some skill building experience and met a lot of great people, many of whom were flying 20+ yrs. Thanks to all and I'll be back next year for sure.

Vince Does William

I checked the Williams soaring site and saw that they were going to have a barbeque on Saturday. I thought it would be nice to make another flight from Elk to Williams. At least this time with the barbeque there would be more pilots there.

We have had a couple of fires here in northern California that has been contributing to some very poor air quality and visibility. On the flight up to Lakeport, the visibilities were less than 20 miles. Last weekend we could see the clouds in the Sierra

100 miles away. We did not know << >> how much this would affect the lift, but it was worth a trip up to try for the flight.

Along with Linda, Rich and I, we were joined by paraglider pilot Andy. We consider Andy a honorary hang glider pilot since he is willing to fly with us and likes to try for XC where a lot of paraglider pilots normally would not. When we arrive at the south launch at Elk, it was already crossing from the west so we drove down to the north launch where it was very light, but it was only 11:00.

By the time we set up, fiddled with instruments and harnesses, and ate lunch, it was 12:45 and the cycles were looking nicer with about 7 minutes between cycles. Rich had to wait for three cycles as the first two were crossing from the right. He launched at 1:19 and turned right were he found light sink, gave up and turned left back to the west and found much better lift at the point. He took this first thermal all the way to 7,000' and immediately headed south. I had launched 7 minutes later and was still climbing. Andy launched 6 minutes after me and struggled a bit before he too was climbing out.

I also look my first thermal to 7,000' and headed south to try and catch Rich. This is were I repeated Rich's mistake from last week. I was trying to find the thermals Rich was in which did not work. In reality it looked like he was marking sink for me because each time I came into and area he was working I could not find the lift. I ended up hunting around any to find some weak broken lift to play in. Rich stayed a thermal ahead as I continually tried to play catch up. Andy was finding good lift and a helpful drift and was able to follow us on course.

The thermals today were very small and much rougher than last week. The cores were also drifting around more and the sink while on glide was much worse. I climbed to 7,600' over the High Glade fire watch tower. Rich had found no lift along the ridge

..... continued next page

Vince & William *continued*

to Pinnacle, but did find strong lift over the saddle at the end of Long Valley. Again, not taking heed of past mistakes I headed over to where Rich caught the lift and found nothing but strong sink. With the sink I was getting I thought I would barley make it to the north end of long valley (the end without any roads). As the sink lightened up I was able to fly along the east side of Long Valley. Finally at 1200' agl I found some lift to climb in.

I thought this thermal would get me back in the game. I was climbing at 300 to 400 fpm, but as soon as I climbed higher than the ridge top, the thermal just blew apart. All I could find was 100 fpm some of the time. I only climbed to 5400'. We had hoped to climb here like we did last week, getting above 7500' and try to above 7500' and try to fly directly across the north end of Indian Valley reservoir. Alas today it was not to be. Rich was flying around trying to wait for me and was sinking the entire time. He ended up just a few hundred feet above me. We flew on down the ridge and found very weak and broken lift at the end (Rich averaged 26 fpm). I was doing worse and resigned my self to the fact that I would be soon landing. I headed to the field across the street from the Spring Valley store in Spring Valley. As I made a 360 to check the wind direction I hit 300 up. I thought I would be able to climb out of here, but as soon as I was higher than the surrounding hills, the lift broke up (the winds here were 17 mph out of the west).

I was at 2,900' feet, just enough to fly across Spring Valley toward Chalk Mountain and look for some lift. Rich was right above me. We found some 100 fpm, but were quickly drifting away from any possible LZs, I climbed back to 2,900' with Rich a couple hundred feet above, but was getting beyond my comfort level from the LZ. I flew along the ridge for one last ditch effort, but had to bail to the LZ. I arrived with enough altitude for one 360. I had a nice landing in light conditions. Rich had a nice landing as well. Soon after we landed with wind picked up to about 10 mph.

Andy climbed to over 9,000' above High Glade. He gave it a valiant effort to make it over into Long Valley, but he found sink in the same places we did and landed up on the ridge near Bartlet road. Linda found him soon enough and came to pick us up. In the mean time I walked over to the store and bought some ice, water, and soda. The total flight distance was 28 miles which sure beats a landing in the creek bed any day.
Vince

Hi Kids! It's your uncle Colin here once again, WOR's own quitsencial epidimedty of awesomosity, here ta tell ya that we got trouble! Right here in River City. With a capitol "T" that rhymes with "P" that stands for Pollution. It's been soooo bad that I can't even see the top of ERLCP or Mission from my current place of semi-employment. And it's a gonna get worse, 'specially when they start building more & more windmills to compensate for dwindling oil supplies, 'cause then all our wind is gonna be used up makin 'lectricity to keep the fat-assed upper-class luxurating in the air-conditioned comfort of their mega-mansions, and there won't be no wind left for us to fly in. We's likely gonna havta issue ration cards for our meager share of whatever wind is left over after makin 'lectricity.

Meanwhile (back on the home front) I have been forced to forgo the wild weather of this past week due to my being forced to change my domicile due to conflicts with the management of my previous abode. Lots of stuff to pack and move and try to fit into the new garage. My 22.2 foot tandem wing ain't gonna make it, and am scrambling to find some friend with room in their garage (hint hint). Numerous free tandem flights may possibly be granted in return for this favor..... I should be done by Sunday, when the current atmospheric instability has passed. But even if the wind gods don't bless my next flights, I can still lie about it in the next issue.

<< >>

Anyway, I just want to take this opportunity to thank the 0.002% of our members who bother to take the time to send me some pictures and/or stories about their flying adventures. I have heard some para-types bitch and moan about the bias against their preferred flying style, but I seldom witness their attempt to remedy this by submitting stuff about their flying exploits. (*except for MK and KG*)

And I am personally tweaked by the prevailing opinion that the only "worthwhile" flights deserving of bragging rights are those that involve going XC. I find immense enjoyment in the essential purposelessness of recreational flight with neither goal nor destination, dancing with the wind and communing with the hawks and consummating in a landing as close as safely possible to the point of takeoff, thereby reducing to a minimum the worry and hassle involved by those who chose the more high-stress XC alternatives. I measure my best flights in smiles vice in miles, and have had several world-record breaking 400+ smilers. I would love to hear from all of you who have had multi-smile experiences, and will share those with our large flying community.

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

≤≤

Wings of Rogallo FLIGHT LINE

VOL. 125 NO. 10 October 2007



To: