

FLIGHT LINE

THE PUBLICATION OF THE WINGS OF ROGALLO
NORTHERN CALIFORNIA HANG GLIDER ASSOCIATION
VOLUME 102, NUMBER 9 SEPTEMBER 2002



Mark Mulholland launches at Spain for his appointment with destiny

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The Editor's Turn

It looks like this issue of the *FLIGHT LINE* will be late because your Editor was away on vacation. And what a great vacation it was. Idyllic tropical isles, warm breezes, white sandy beaches, romantic nights under the light of the full moon. Well, maybe it wasn't very idyllic. And maybe there were no tropical islands, sandy beaches, or warm breezes, since it was north coastal Maine. But hey, I have a new glider, so who cares!

Lot's of things have been happening over the last month. Unfortunately, many of these things have involved minor mishaps and rules violations. We need to cooperate with County and Parks if we want to keep our sites open, so please try not to break any aluminum, body parts, or site regulations. We'll be running a few articles about this over the next few months, starting with Steve Pittman's article in this issue of *FLIGHT LINE*.

Speaking of articles, there's still time to enter the *2002 Hang Writing Competition* to earn glory, prizes, fame, fortune, and free rides up the hill. Well, maybe I lied about the rides up the hill. And I might be guilty of some exaggeration regarding the glory, fame, and fortune. But the prizes will be nifty, trust me! In particular, *we need more material from PG pilots*. You folks are something like 30% of the club, and this is your newsletter too, but unless someone sends me material, you're going to be grossly underrepresented... and miss out on those nifty prizes.

Of course, we're all going to have a tough time beating Mark Mulholland's story in this issue of *FLIGHT LINE*. Thank's Mark! And I'm glad you survived!

Women's Fly-In and Club Picnic, September 22

When — September 22

Where — Ed Levin Park-Group picnic area.

Time for women to fly together! Friendly competition; duration, altitude and accuracy.

WOR will provide the BBQ plus refreshments, pot luck for side dishes and dessert.

Volunteer HG and PG Tandem pilots needed. If you are willing to provide your services as a tandem pilots email Carmela at skyhigh-woman@yahoo.com.

For more info, contact Kathy Wilde at wildblu@attbi.com or Carmela Moreno at skyhigh-woman@yahoo.com.

Ed Levin Helmet Sticker Requirements

by Steve Pittman

There seems to be some confusion regarding the requirements to fly Ed Levin. Before flying at Ed Levin, all pilots must have:

1. a **USHGA** card on their person showing current membership and
2. a **WOR** proficiency sticker on their helmet, the color and shape of which correspond to their current **USHGA** rating.

Some people apparently believe there is a guest policy at Ed Levin like that at Mission Peak. *There is no guest policy at Ed Levin*. No matter how far away you live or how many times a year you use Ed Levin, you must have a **WOR** proficiency sticker on your helmet when you fly there. The only exceptions are tandem passengers

and unrated students accompanied by a authorized **WOR** Instructor. See below for sources from which to obtain the required **WOR** proficiency helmet sticker.

And no matter where you are from and how far you have come to visit Ed Levin, you must have a current **USHGA** membership to fly there. Foreign pilots please note that the **USHGA** has a procedure by which Observers and Instructors may issue a foreign pilot a **USHGA** rating using a combination of his/her country's rating system and actually observing flying skills. A foreign pilot must obtain a 30-day temporary **USHGA** membership before flying at Ed Levin, even if the pilot already has an IPPI card. See <http://www.usnga.org/international.asp> for details.

A few words about waivers. If you have a proficiency sticker on your helmet, you don't have to sign another Ed Levin waiver. The **WOR** has on file the waiver you signed to obtain your sticker. If you do NOT have a **WOR** proficiency sticker on your helmet, you can NOT fly at Ed Levin, no matter how many waivers you sign. Waivers in the lock box at Ed Levin are there for drivers, spectators, tandem passengers, and unrated students. And please advise unrated students that a authorized **WOR** Instructor must be present whenever they fly.

Please note that if a pilot lacks either a **WOR** ID sticker or a **WOR** expiration sticker displaying the current year, there are many things the pilot can not do. Among other things, the pilot can not open any gates or fly from the top launch unless accompanied by a **WOR** member pilot who is aware that the pilot being accompanied is not a **WOR** member. It bears repeating that, even if a pilot has a gate combination, the pilot may not use the combination unless:

(1) the current year appears on the **WOR** expiration sticker on the pilot's helmet,

(2) present at the gate with them is another pilot who has the required **WOR** expiration helmet sticker, or

(3) the pilot is leaving (not entering) the flying site - eg, driving a vehicle back down the hill.

Anyone who gives a pilot a lift up the hill must first confirm (before heading up) that the pilot has the required sticker. If the pilot has a **WOR** proficiency sticker, but not the one required for the launch, then they must have required sign offs and a sponsor. If the pilot does not have a **WOR** expiration helmet sticker displaying the current year, check for a **USHGA** card showing current membership. Any sponsor must display a Blue **WOR** proficiency sticker of the same shape as the pilot's, a white **WOR** ID sticker, and a **WOR** expiration sticker (showing current year) on their helmet.

Anyone who brings a spectator or driver up the hill must first confirm that they are at least 18 years old and have signed an Ed Levin waiver.

To summarize, pilots who are not current **WOR** members can not:

1. open a gate to go up the hill unless accompanied by a current **WOR** member,

2. fly from the top launch unless a current **WOR** member with a Blue helmet proficiency sticker is on site, and

3. sponsor other pilots.

If a visiting pilot wants to obtain a **WOR** proficiency sticker, they should:

1. Download a Wings of Rogallo membership application from <http://www.wingsofrogallo.org/d>

[documents.html](http://www.wingsofrogallo.org/documents.html) and fill out the application

2. Download a Ed Levin park Waiver from <http://www.wingsofrogallo.org/documents.html>. Print their name in two places, initial it in three places, sign it, and have a witness sign it.

3. Mail the completed membership application and waiver to the address provided on the application.

A **WOR** proficiency sticker will be returned by mail.

Please note that pilots must be at least 18 years old to sign a waiver and obtain a **WOR** proficiency sticker.

As a courtesy, **WOR** proficiency stickers can be obtained from:

Mission Soaring Center
(Wed-Sat) 408-262-1055
mission@hang-gliding.com

Wally Anderson 415-456-3670
tipvortx@thegrid.net

Phyl Hamby 510-429-1020
phylsr@aol.com

Don Jones 510-793-3551
treasurer@wingsofrogallo.org

Juan Laos 925-377-8810
rpsv@wenet.net

Carmela Moreno 510-490-2398
memberservices@wingsofrogallo.org

Steve Pittman 925-277-5080
edlevinchair@wingsofrogallo.org

Please note that the individuals and organizations listed here provide the stickers as a courtesy to the flying community. If a pilot does not plan ahead and none of these people can provide a sticker on short notice, it is the pilot's fault and not theirs that the pilot is unable to fly Ed Levin.

Official WOR Logo Competition

by Steve Rodrigues

WOR is announcing a competition to create an official **WOR** club logo. This logo will appear on the **WOR** letterhead, membership cards, T-shirts and many other places as well. Ideally, the logo will work in black & white, as well as in a reduced size. Logo entries will be printed in the September *FLIGHT LINE* and posted to the **WOR** web page for review. The final selection vote will be made at the club meeting on October 15. Some members have already been hard at it, and two entries appear in this newsletter. Links to their color examples can be found on the **WOR** web page. The winner will receive a T-shirt with their design on it, and the knowledge that their artwork will represent the club for many years to come.

August 2002 Meeting Minutes

by Paul Clayton

NEW MEMBERS/GUESTS

Jerry - PG pilot.
Jeff James - student sailplane pilot.
Dr. Jack Glendenning - pilot and meteorologist.

GREAT FLIGHTS / GOLDEN EAGLES

Jerry - flew 73 km
Steve Rodrigues - flew tandem with his in-laws
Nathan Welchel - flew 1000 km in a sailplane.
Kathy Wilde - has made 500 safe flights.

PRESIDENT'S REPORT - Steve Rodrigues

The deadline for submission of proposed new club logos is tonight.

VICE PRESIDENT'S REPORT - George Morford

Thanks to John Wilde, who helped get the Mission web cam back on the air.

TREASURER'S REPORT - Don Jones

The club is still solvent.

MEMBERSHIP COMMITTEE - Carmela Moreno

We now have 469 paid members for 2002, of whom 260 get their newsletters from the web.

FLIGHT DIRECTOR'S REPORT - Mike Vorhis

There has been a series of right of way conflicts at **WOR** sites. Mike would like a volunteer to write an article explaining right of way rules.

ED LEVIN SITE COMMITTEE REPORT - Steve Pittman

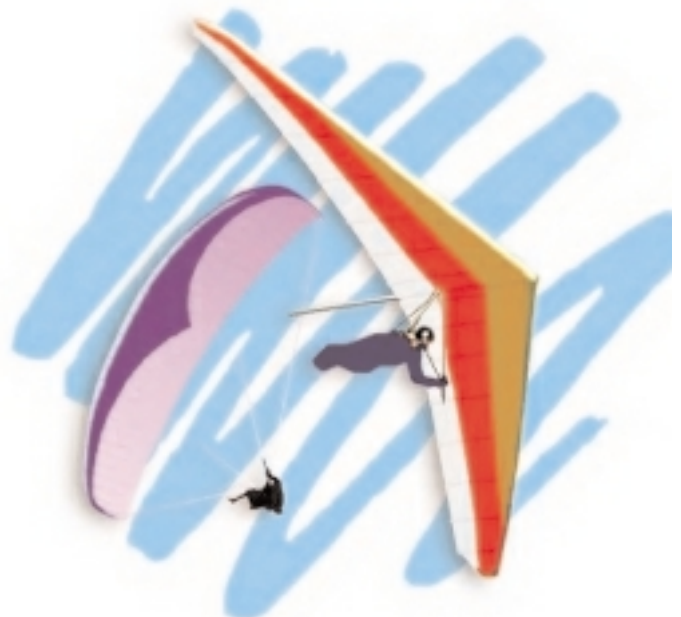
Weeds are growing up through cracks in the road. A work party will be held to remove them. Steve reminds us that parking on the paved road inside the gate is prohibited.

MISSION PEAK SITE COMMITTEE REPORT - Steve Rodrigues

The parking lot has been renovated. A hang glider landed in the



Eric's Logo



George's Logo

trees by the LZ. There were no injuries.

MT. DIABLO SITE COMMITTEE REPORT - None

SITE ACQUISITION - Gene Pfifer

The Coyote Lake LZ is on the Parks map and is considered secure. A launch in the park is under consideration. Hang gliding has been mentioned in the Park's newsletter.

OLD BUSINESS

Steve Pittman reported that the proposal to establish a dog park in part of the Ed Levin LZ has been shelved in favor of other locations.

The Women's fly-in scheduled for September 22nd will include a pot luck for side dishes. (The club is providing meats and drinks). People with names starting with A-M are asked to bring salads or other side dishes; those with names starting with N-Z are asked to bring dessert. There will be contests, including spot landing and duration.

Pat Denevan announced an Instructor clinic to be held in October.

Phyl Hamby suggested that goats be used to clear weeds in the Ed Levin LZ.

NEW BUSINESS

Wayne Michelson reported that an aerotow meet will be held this October at Crazy Creek, provided there are enough participants.

Mark Mullholland announced that he has T-shirts with his X-Rays available for purchase.

Ken Ward announced that a "Wings of History" exhibit will be shown at South County Airport in October. Old hang gliding equipment is needed for display.

Entertainment was a talk Dr. Jack Glendenning, who runs a website with an array of soaring forecasting tools.

END OF MEETING MINUTES

The Darker Side

by Mark Mulholland

There I was, thought I was going to die. Literally. My in-laws were trying to murder me, as they were the new Spanish mafia. They had been found out, and were now killing many. Included were my German driver, and his wonderful father. Their crime was just visiting me in the hospital. I was there, paralyzed from the waist down. I didn't remember anything about how I got there. All I knew is that I wanted out *now*. No one spoke English. My in-laws had rented the floor above me, and were using video cameras to spy on me. If I could only get to that control box on the wall, I could pull out the plug and turn off the cameras! Yeah, that's it, pull the plug! I tried, but after an hour, had only managed to move over 8 inches. The wall was 10 feet away. None of the nurses would help. Not even Paco, my favorite. He was a world traveler, and a PG pilot. He was going to go to Africa on Safari next summer, and had invited me. I would bring my Millennium, and do some serious flying. I couldn't wait, but Paco had to play it cool, and not get in trouble. My in-laws were after him. I was worried.

It was all true, and even more sorted details, that I left out. The wonders of modern drugs. I was in fact paralyzed from my midair collision at the World Air Games. Natalia, a Russian flexwing pilot, hit me close to head on, breaking her glider upon impact. I had just launched, into a thermal, and had climbed straight up. I was in the air 5-10 seconds when we impacted. I was maybe 300 feet

off the ground. At my angle of attack, I was probably doing 60 mph. Do the math.

I didn't have long before I hit hard. I pulled my chute. Only problem was, it was borrowed. I had had a 2 hour discussion the other day on the hill, with a European chute manufacturer. Not once, did the size of the chute come up. Unfortunately, it was significantly undersized. I plummeted! Prior to hitting, I must have flared, to get rid of some of the energy/speed. Unfortunately, on a Millennium, this exposes your backside. I hit. Really, really hard, onto a rock. I hit so hard that I smashed the 3 inch diameter steel cage tubes, crushed my pelvis, and collapsed a lung. Forty feet from me was a 500 foot cliff. Fortunately, the German team had a doctor with, and he had some fluids, which he intravenously gave me. I had major internal bleeding, and his actions may have indeed saved my life. I am sure I was in pain, as Amy Zeiset, told me that I wanted the rock moved from under my butt. She knew it was my broken pelvis. I didn't. She finally got pissed, and told me, "If you don't quit moving around, you won't ever walk again!" I guess I got that message. When the helicopter got there, it didn't have a winch, so another was called. It arrived, but wasn't a medical chopper. I was evacuated to the trauma hospital in Seville. The doctors put me in a coma for 2 1/2 weeks. That erased all my short term memory, which may be a good thing.

Spanish food sucks, but Spanish *hospital* food is unbelievably bad. It was summer, and there was no ice to be found. I felt like I was in a third world country. All I wanted was a nice cold lemonade, and of course to get out of the hospital. No TV, no English, just nurses and doctors. Reality was starting to seep in. The doctors seemed very confident, and

actually tried to converse in English. It was very difficult. I had a major lung infection, that they couldn't get rid of. The infection is what was keeping me in the ICU. The drugs weren't getting it done. They needed to repuncture my lung and drain the puss out. Now my brother had had a collapsed lung, and he told me to *never* have a chest tube. He claimed it was the most painful thing that he had ever had. I wasn't looking forward to the procedure. They told me that if everything went well, that it would be in for 1 to 2 days. I was awake for the procedure, and could feel them moving the tube around inside my lung. *That* was weird. They came back 3 hours later, and pulled it out. I was distraught. If that didn't work, what else could they do? Cut me open, and pull out the puss?!? I got really depressed. This really sucked. Turns out, it had been highly successful, they just couldn't tell me in *English!* And they wondered why I was such a basket case. Geez.

When I finally got cleared to be evac'd to the States, it took 2 weeks and \$1500 in phone calls to convince Kaiser to accept me as a patient. They sent a Mexican doctor to accompany me back to the states. My wife set her tickets to return at the same time. We had different flight legs, but would rendezvous in Paris. Both first flights were at 7:30 am. The ambulance was supposed to be there at 5:00. We got me into my first clothes in 2 months at 4 am. By 6:30, Mary had to leave to catch her flight, and we ordered a new ambulance. It arrived at 6:55. It was 20 minutes to the airport, with us arriving at 7:15. The doctor and ambulance driver both left to find out where to go, with me alone in the ambulance, with the side door open. They didn't come back for 45 minutes. I was freaked. I knew we had missed the flight, and I had no idea how to tell Mary. She would freak in

Paris. I was worried that the hospital wouldn't let me back in, as they had checked me out almost a week prior, though they were still feeding me. Fortunately, when we got back to the hospital, they put me back into the same room.

A couple hours later, the phone rang, and it was my mother in law. Mary had finally called her, and she had "out of the blue" called my old room phone. A few hours later, Mary called. Turns out the airline told her that her flight from Paris was cancelled, and she had to spend the night in Paris. We would try again the next day. This time, the Mexican doctor made the ambulance reservation, and it arrived on time. We got to the airport before the opened, and spent an hour waiting in a parking garage. I was starting to get worried again, but finally enough support people showed up, that we finally got boarded. However, when we arrived in Barcelona, we had missed the connecting flight.

Fortunately, there are lots of flights to Paris, so we hopped on the next one. I tried to figure out if we would make the Paris flight, but we couldn't get a straight answer out of the stewardesses. Their flight time, combined with the actually time didn't jive, so we weren't sure if we would make it. Once we landed, we taxied for over 20 minutes. The Paris airport is *huge!!!* We got on board on time, and Mary was very relieved to see me in the plane! From here it was a mere 20 hour flight flat on my back. Being hurt really sucks!

I have lots more stories about my recovery, but I have learned a few things. First, *NEVER* get hurt in a foreign country, *ESPECIALLY* if you can't speak the language. Never get bed sores on your heels, as they take 6 months to heal, and are a real pain. Avoid Russian women pilots. *ALWAYS* know the size of the parachute

you fly with.

Keep 'em Flying
Keep 'em Safe
Mark Mulholland

Paragliding Tour: Mexico by Kim Galvin

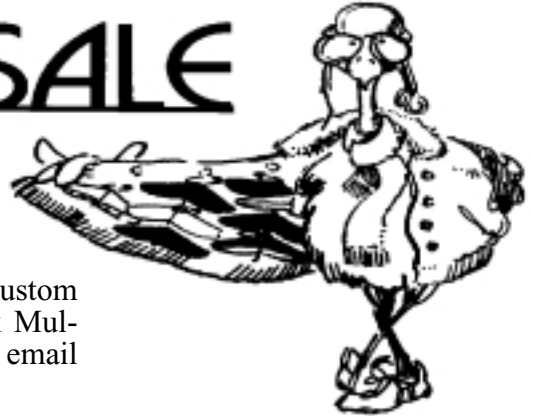
From December 2002 through March 2003, Juan Laos and Fabio Blancarte will host 7-day paragliding tours in west central Mexico, including Tapalpa, the site of the 2002 Paragliding World Cup. This is arguably one of the best paragliding areas in Mexico, with 10 sites within a two-hour drive. Not only will you launch from a 15,000' volcano, but you will also soar the coast ridges and enjoy some of the best seafood in the world at very reasonable prices. The sites are in Jalisco, Colima and Michoacan.

The tours include pickup and drop-off at Guadalajara International Airport, transportation to all launches, lodging and other accommodations, including breakfast, lunch and cool drinks everyday. Also included are detailed site introductions with maps, daily meteorology information and retrieves, as well as thermal flying and cross-country coaching and instruction.

The cost is \$1500 USD (pickup at the airport on a Saturday morning and drop-off at the airport on the following Saturday). There is a \$500 USD deposit required. Credit cards are accepted. For more information, please contact:

Juan Laos
Phone: 925.377.8810
E-mail: juan.laos@realpvs.com

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)

NOTE! Your Editor has finally gotten around to cleaning up the classified ads and actually following this policy. He apologizes for letting things slip over the past few months, and promises to do a better job in the future.)

Rigid Wings

ATOS 146. 10 hours, like new, 73 lbs, comes with water proof bag, cam helper. Pictures and details at <http://home.pacbell.net/gpesaven/tos.html>. Contact Gerry, 530-219-1954, or gerrypez@yahoo.com (8/02)

Flexwings

Aeros Stealth III Oleg Racer 151. The 2001 Speedgliding Nationals were won on this glider (which has since been tuned back to factory settings). Very low airtime. Carbon crossbar, carbon faired base-tube, carbon Horner type wing tips. You can *steal* this glider from me for \$2150. Contact Rick Cavallaro 650-961-5735 (6/02)

Altair Saturn 167. 1999, one owner, only 68 hours. The perfect intermediate glider White, red, & black; extras. \$2,100. Call Bernhard at (925) 820-9682 or BernhardBoeSter@CS.com (8/02)

Wills Wing Attack Duck 160. Red and blue. Own a piece of history! Challenge your landing skills! Only \$300! Contact Mark Mulholland (408) 929-1753 or email markmulhol@aol.com (5/02)

Wills Wing HP AT 159. Custom colors. \$700. Contact Mark Mulholland (408) 929-1753 or email markmulhol@aol.com (5/02)

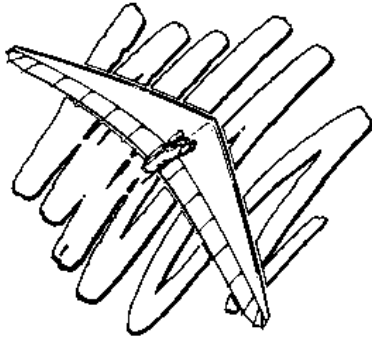
Paragliders

There are still no paragliders listed for sale this month. None at all. This is so depressing.

Equipment

Wills Wing parts: One complete set of Finster Wheels, with axles and corner brackets. Contact Paul Gazis at (408) 736-0764 or gazis@best.com.

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P.O. Box 361885
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*Wings of
Rogallo*

FLIGHT LINE

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The next Wings of Rogallo Meeting will be... or.. uh... was held
Tuesday, September 18.

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 consisted of numerous wisecracks about
the inability of the Newsletter Editor to get the
September Issue out in a timely fashion