



# FLIGHTLINE



The publication of the Wings Of Rogallo Northern California Hang Gliding Association  
Volume-129, Number 9 Sept 2010



Photo : Rex @ Yosemite

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## Fall 2010 Flying Rumors and Stuff

TBD

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**18 July 2010 Meeting Minutes**

**New Members/Guests:**None

**Great Flights:**

Roy Spencer flew 4 sites in the Lakeview area, and got to 11K, his highest flight ever.

Paul Gazis flew Lakeview and had an X-C flight on his PG from Hadley Butte to near Paisley.

**President:** Eric Froelich

Rex Runyon passed away on the weekend of July 4th. A memorial gathering was held this past weekend.

Eric has been scouting LZs south of Mission and Ed Levin. The LZs he has identified require an uphill landing technique. There are some good LZs. Eric drove to several and took pictures.

**Vice President:** Karl Allmandinger

Inland sites haven't been working, so Karl flew Funston.

**Treasurer:** Don Herrick by e-mail.

Expenses exceeded income over the past month.

**Flight Director:** None

**Membership Services:** Phyl Hamby

There are 316 paid members for 2010. Only 5 pilots do not have waivers on file.

**Ed Levin:** Steve Pittman

Steve plans to put a new keypad lock on the lockbox for visitor paperwork and also will post a lost and found list for personal items placed in the lockbox.

Road maintenance is being planned and a work party may be needed.

Steve is also working on a pdf of the site regulations. The old published regulations are mostly still valid.

**Mission Ridge:** Roy Spencer

Roy has updated the site procedures to incorporate the visiting pilot procedures, and also updated the list of site committee members. Pilots who want to be keyholders are encouraged to send in applications.

**Mount Diablo:** Robert Moore [by e-mail; report was read at the meeting]

The Visitor Pilot Sticker lockbox is ready for installation. We will install it in the next few weeks.

**Coyote Lake:** Jim Woodward

The site procedures have been received back from the Parks Dept. Stream crossings will be limited to 6 per day. The special use permit is waiting for approval of the site procedures.

**Goat Mountain/Wild Ass:** None

Wayne Michelson and Ryan Goebel are at King Mt. in Idaho.

**Old Business**

The Ed Levin Instructor Authorization Appeal Committee has made the following recommendations:

1. The time an applicant needs to wait for an instructor clinic is to be limited to 3 months.

2. The appeal committee proposals are to be posted on the WOR

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discussion board.

3. Comments and discussion on the committee proposals will be on the WOR discussion board.

Colin Perry proposed that any USHPA instructor who has completed the WOR instructor clinic should be authorized, provided he or she agrees to accept a double penalty for any site procedure violation involving instruction.

Karl Allmandinger noted that the site procedures mandate that WOR administer all flying activities, not USHPA.

Paul Gazis solicited comments through the WOR discussion board and suggested that a vote on the proposals be taken at September meeting.

Dave Wills stated that USHPA isn't informed about incidents at Ed Levin and can't respond appropriately.

Steve Pittman suggested that the appeal committee be a subcommittee of the site committee.

Paul Gazis related a proposal to allow the instructor under consideration to reject one member of the appeal committee.

No motions were made or voted on as a result of the discussion.

**New Business:** None

Prizes were raffled.

**End of Meeting Minutes**

# Hang Driving with the Cloud People

By Eric R. Johnson 07/27/10

The cloud people: Somewhat similar to the Rainbow Family, only they tend to cleanup after themselves AND they have bitchin' wings!

It has always been a goal of mine to fly King Mountain, but I somehow never made the time. This year I made it a mandatory priority.

Alas, this year, I couldn't be ready in time for even a glass off, so the next best thing: chasing XC pilots in some of the most beautiful mountain valleys on earth! (I am somewhat partial since my father took us there many, many times, growing up near here).

Lisa and crew put on a great, well-organized and fun event as well as a top notch learning experience on how to host a large national event.

The staff, who have been doing this for many years, were superb. My thanks to: Lisa Tate, Connie Locke, James Anderson, Donna Matthias, Alan Paylor Paul Allen, Mike Branger, K.C. Benn, Ernie Camacho, John Kangas, Lori Allen and all the pilots and drivers who made this a daily adventure.

One the first day of the competition, I was fortunate to get hooked up with a group of recreational class pilots flying on Dave Gibson's team; "The Spokes on Dave Wheel". I drove four pilots up to launch, and struggled with getting names, faces and glider colors in memory, eventually writing them down.

The task called that day was route 3, skirting the northern edge of the Arco desert. This is an over the back route crossing the Little Lost River Valley and heading toward Yellowstone.

My first retrieve was John G., in the LZ and later I picked up another pilot (I forget who), so both pilots got a second shot at getting up. I drove down and decided to move on to Howe as John G. was at 12k.

As I approached Howe, I could hear "Big Red" just ahead of my on my wimpy radio. I was only getting

intermittent contacts with pilots, but got some great assists from "Big Red" and a local, I was able to find John O. on a crossroad on the eastern side of LLR valley. While he packed up, I went after another pilot I spotted sitting in a dirt field before I saw John O.

This was my first meeting with Malury S. He picked a great LZ, and after one dead end road I was able to find the path close to him. I was glad he had a nice flight and got him a beer while he broke down. We went back to pick up John O. and were informed there were two other pilots that landed farther up the Lemhi Range. We had to convert a Decimal minute GPS fix to decimal degrees and somehow my car GPS sent me three miles in the wrong direction. We went back to the correct area and drove right past them as I had my radio off. I think I got a cell contact or something and got good directions to find Dr. Matt and John G. way up on the hill (these guys are scratchers!). All in all not too bad for a first days work.

Tuesday John G. earned the name "Two flight" after first landing in the LZ and then going XC. Malury landed by the electrical substation and was supposed to have a pickup as I followed John G. up the Big Lost River Valley on a Task 1 day. I was able to find John G. and later Kevin S. up in the corner near Pass Creek Road while poor Malury walked out to the road using his own truck to collect his gear.

Wednesday was sort of a marginal day, but on Monday I had noticed this guy sleeping in a cramped VW next to my truck. The stickers on the old V-Dub made me realize that this was John Heiney. The loop master and hang gliding photographer extraordinaire was here to do a photo shoot with David Klutho for an SI article, web gallery and childrens book. Here is the link to the web photos: [http://sportsillustrated.cnn.com/multimedia/photo\\_gallery/1007/hang.gliding.championships/content.1.html](http://sportsillustrated.cnn.com/multimedia/photo_gallery/1007/hang.gliding.championships/content.1.html)

Anyway there is no more photogenic glider than

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John Heiney's, and I shot some video of his evening take offs with the 3D camera rig for the book. John H. had expressed a desire to see the Army Surplus store in I.F., so I drove him over to check it out while I checked up on things at home. This was like riding with some legendary sports guy like Michael Jordan or something to me. Hang Gliding has been my favorite sport since about 1971, and FINALLY some exposure in SI. Great work John and David!

Having had radio problems earlier, I had talked to Alan Paylor of King Mountain Gliders, and he hooked me up with a nice mobile base station. I was able to follow John G. as he worked his way up the eastern side near Mackay reservoir on Thursday. I could not see any LZ's from the road due to some hillocks blocking the view, but was able to give some wind direction for landing. I copied John G. down safe north of the reservoir. He insisted that I go after Kevin and Malury. I had radio contact with Kevin and he gave good directions to his location near mid-reservoir. I came up on him surrounded by 8 or 10 horses looking to munch his glider and harness. They actually ran away when we tried to give them apple slices, WTF!?

Meanwhile, we were B.S.ing with John G. on the radio, and I had mistakenly pictured that he was near the end of the reservoir. As the sun went down, things became hectic and confused. I drove back and forth on the highway, arguing with Kevin as the frustration and loss of radio signal and cell batteries came into play. We could never get a complete GPS location from John. Finally, seeing that my suggestions weren't working, I decided to listen to Kevin and go further north than I thought possible. We did get a radio hit from John saying he was walking to the highway. We were able to pick him up and hunt down his glider, getting back to the highway at 11:30.

All this time John was concerned for Malury. I had believed, though some mis-communication that

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... Cloud People continued ...

Malury landed safe and was back at the park. Just as we got back to the highway my cell went off. It was Malury on voice mail, in a very low key calm voice he says "Hey this is Malury, just wondering if you guys forgot me". Oh Sh\_\_T! We had a GPS Coord from both Malury and Lisa Tate, but assumed it was his location, rather than a reference location. We knew he was 5 miles from Mackay airport, but somehow ended up at Mackay airport. Then, John saved the day remembering that he landed 5 miles from Mackay earlier in the week. We all eventually got back to the park at 2:00 AM. At this point, all I wanted to do was shower and go to sleep, but my Tailgate jammed and I got way pissed. John tried to help, but wisely, left me alone. To anyone who was trying to sleep, sorry!!! A frustrating 6 hours with failing equipment and logic, I just wanted to end. Poor Malury, I hope the stars were beautiful out there, my friend!

On Friday, the winds were a mixed bag. Coyote was the preferred launch. Those who got off early were able to get away. Later more people flushed out to the LZ. The it was over the back. I transferred 5 gliders over to King lower Launch, then decided to go fishing for the rest of the evening. No luck there either.

Saturday, it all came together. I was able to keep in contact with Dr. Matt and could not make contact with the others. I actually used my brain to contact the lower launch meet frequency and determine my pilots were in the air. Then I picked up Kevin over "Mister Nasty" and was

able to positively ID him visually on my 20x80 ships binoculars. Matt crossed the gap I had good radio and visual contact with him also. Kevin landed at Pass Creek road and I went right to his coordinates with my car GPS. We both watched as Dr. Matt tenaciously worked the hills in the pass and the rock slabs above "the forbidden ranch house". As conditions shut down, Matt eventually landed near the ranch, and the owner was O.K. with it. Meanwhile, Malury made radio contact and was down safe at Mackay Airport for bonus LZ points! Way to go!!!! We picked him up well before sundown, as he had already earned a ton of karma points from the previous days, he deserved a quick retrieve.

All in all, it was a great week of adventure, good food, and company. This more than makes up for not flying, and was a great learning experience. Funny, trying to learn about Hang Gliding and learning about life:

The people with you are with make the adventure. No one can do this alone. Savoir every small victory, stay in the lift and climb as high as you can, flee those forces trying to bring you down, have a plan, and before long you find yourself way downrange, looking back on a wonderful ride under this beautiful sky!

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VOL. 129 NO. 9 Sept 2010



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