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# FLIGHT LINE



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The publication of the Wings Of Rogallo Northern California Hang Gliding Association  
Volume-125, Number 9 Sept 2007



Don Burns and daughter at Mission

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## ALL THE NEWS THAT'S FIT TO EAT !!

### 2007 TBD Flying Calendar & stuff

The Long-awaited WOR Flyin and Picnic is 29 Sept at ERLCP. Contests, Food, Fun, etc.

Mark your calendars and don't forget your umbrella

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**July 2007 WOR Meeting Minutes**

**New Members/Guests**

Thomas; flies Falcon2; getting back into flying. First flew in Santa Barbara 2 years ago.

**Great Flights**

Pat Denevan flew Yosemite; flew around Grizzly Peak; met old friends at the Chandelle reunion.

Ben Dunn, Bruce Bousfield, Wayne Michelson and Jerry Pasavento flew Chelan and King Mt Idaho. The Bobbleheads won the team prize at King.

Jim Woodward had a 2K altitude gain while flying with a bald eagle.

Wayne Michelson and Ben Dunn flew Sweetwater.

Steve Rodrigues, Don Burns, Rick Devlin, Steve Inwards and Paul Clayton flew the Owens. Steve landed at an oasis at the base of the Whites after flying from Walt's.

Paul Gazis, Mike Connel and Karl Allmindinger flew Mission the day of the meeting; it was a great day.

**President's Report:** Wayne Michelson Nothing to report

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

**Treasurer's Report:** Don Herrick Expenses slightly exceeded income this month.

**Membership Services:** None

**Flight Director's Report:** Pat Denevan.

An HG pilot suffered a broken wrist at Funston. The injury occurred on a bad landing in which the pilot did not let go of the glider.

**Ed Levin Site Committee Report:**

Steve Pittman by e-mail  
The phone line for the windtalker is not working. Ice packs have been placed in the lockbox. Thanks to Harold Johnson who installed a new lock on the gate for the 300 launch. Construction affecting the road to the landing zone (Downing Road) is expected to happen in September.

**During construction, you will still be able to access ERLCP via Old Calaveras Rd**

The pay phone in the LZ is still an issue to be resolved with the park administration.

**Mission Peak Site Committee**

**Report:** Steve Rodrigues  
Star thistle has been sprayed in the in the park, including the landing zone, and seems to have worked. The ground nesting birds at launch appear to have hatched.

**Mt. Diablo Site Committee Report:**

Deb  
Not much flying has been happening. The voice mail account on the windtalker has been removed.

**Coyote Lake:** Jim Woodward. 6 flying days are planned for this year.

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The lake is down, which could make thermal conditions better. Jim has waivers for pilots who want to fly. 5 PG pilots and 5 HG pilots will be permitted to fly on each day. Vehicle access is now OK due to the creek having dried up. Gene Pfifer will coordinate notification of PG pilots. Lee Gardner does condition forecasts for that area.

**Mt Umunum:** Steve Rodrigues  
Public meetings are planned to discuss the uses of the land. There is one possible LZ for the potential site.

**Old Business**

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

Eric Froelich reported that WOR paraphernalia is available from zazzle.com.

An improved WOR logo, with greater resolution, has been uploaded.

**New Business**

Steve Rodrigues reported that Lipa, the ranger who recently retired from her post at Mission Peak, is planning a charity climb on Mt Kilimanjaro. Donations in Lipa's name can be made to Nomad Charities.org. Go to "contact us" and use paypal if interested.

Alex Morgan reportedly is hospitalized in a coma following a car accident.

Paul Gazis is planning a trip to Pine Mt. in August.

**END OF MEETING MINUTES**

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## Pilot Profile.. Don Burns

This month's Pilot Profile features another of the few WOR members whose current USHGA number is less than my current number, Don Burns. He has been involved professionally as a batten-maker and test pilot for Wills Wing, an instructor, and as a tandem pilot.

Q1: What got you into the sport?

A1: I was 2. My mother read me a Golden Book with a picture of a pilot who landed next to a farmhouse and took little Tommy for a ride. I can still see the illustration of Tommy looking out the window of the airplane at his house below. From that moment on I wanted to fly.

When I was 13 I saw hang-gliders towed behind boats at Cypress Gardens, and standards being flown at Torrey Pines. When I was 15 I built a pitiful looking bamboo and plastic hang-glider that I tried to pull into the air by running behind a motorcycle. The "glider" never flew (thank God). When I was 16 I got my first aluminum and dacron Standard (an Aeroflex Solar Somethin-er-da-other) and taught myself to fly off of little hills.



Don in Bolivia on his first wing (*helmut laws suck*)

Q2: Who/what was your main influence and why?

A2: I grew up in South America and was the only one around (probalby in the entire country of Bolivia) attempting to fly hang-gliders. Names and faces of well-known hang-glider pilots were only pictures and print in the little rag named "Hang Glider Weakly" that I got from the U.S. every couple of months. So, I can't really point to any person outside of myself as an influence to flying.... save perhaps my Mom and Golden Books. In my early years Ken de Russy was also a great mentor.

Q3: What was your most memorable flight?

A3: Hm... there's too many to list. There have to be at least a dozen memorable flights in the Owens valley, including the 181 miler; there was that time I landed at the women's prison in the SoCal region 3 regionals; landing in the ocean when I was first learning to soar... hm... there are many.

Q4: What are your favorite three flying sites?

A4: Owens' Valley, many, many fond memories of Crestline, and of course the local favorite Mission Peak. But wait... there's more ....

Q5: Any funny experiences that you might like to share?

A5: The women's prison maybe?

Q5a: Tell me more, tell me more. There was a women's prison within an easy hop from the SLC POTM north side, and I've had numerous fantasies of landing there and being mobbed by hoards of horny tattooed females.

A5a: This wasn't quite like that. When what I had thought was a kid's camp while setting up to land suddenly sprouted guard towers as I was about to turn on final, I changed course and landed just outside the fence. I then had to wait around for 8 hours for my retrieve while a male guard tried to pick me up.

Q6: Any not so funny?

A6: The ocean landing maybe?

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Q7: What else do you enjoy other than flying?

A7: Teaching people to fly.

Q8: Who do you admire most in free flight and why?

A8: I'm a great admirer of the Wills team, as well as anyone who has been at the sport for decades, whether it be for livelihood or just as a participant.

Q9: What does the future hold?

A9: Getting old, slowing down, worrying about whether we will still be able to launch and land as we did in our youth.

Q10: What is your brand of toothpaste?

A10: Real pilots don't brush their teeth.

## Ask Dr. SciFi

Dear Dr. SciFi,

I am just back from a trip to the Owens, where I flew my Lite Speed XC to a landing that was (according to my GPS) some 75 miles from launch. But that 75 miles is merely relative to the GPS. Doesn't Einstein say that (since it was Lite Speed) I really flew much further in my reference frame than a non-lite-speed observer (such as GPS) might measure in their reference frame.

Sincerely, Paul C.

My dear Paul,

Al Einstein and I were very close. We even went to different schools together. Some folks might say that we look alike, but most think that I more closely resemble his brother Frank Einstein.

Indeed, the lowly GPS devices do reside in the conventional Newtonian world that Al and I consider so totally last millennium. According to Al's military attache' General Relativity, your Lite Speed causes you to get smaller and heavier the closer you approach it, which should greatly reduce your L/D as well as vastly increase your stall speed. It also has the tendency to decrease the speed of your watch, which might explain why you thought your chase vehicle was so late picking you up. And according to Dr Denevan, you can easily control how close to Lite Speed you get by adjusting the length of your hang strap.

But unless you somehow flew faster than your Lite Speed (which I presume you didn't since you seem to imply that you landed with it) you wouldn't be able to worm a hole thru TimeSpace, which would have actually had the opposite effect of DECREASING the distance that you flew.

## St. Johns Flyin

Stolen from

<http://www.flyingcritters.com/vince/2007-08-11/vince-2007-08-11.htm>

Another year has gone by and it was time again for the Sonoma Wings St. John fly in. The fly in has been held most years for the past 13 years or so. Lately we have been getting a great turnout. This year 28 hang glider flew with about 8 paragliders flying from Potato Hill across the valley. The fly in was scheduled for Friday, Saturday and Sunday, with an out and return task called for Saturday. The other days were just fun flying.

On Saturday the task was an out and return with launch from St. John and lading at Mary's field. The flex wings had a turn point anywhere north of Alder Springs road and the rigid wings had a turn point at Red Mountain. This gave the flex wings pilots a 37 mile task and the rigids a 48 mile task. On this day our regular driver Linda was not available, but Rich's daughter Kim was able to do the honors. Thanks Kim.

I like to get to launch early and even so when we arrived at launch there were already 4 or 5 pilots setting up. It seems that they had spent the night on top and did not have to make the drive up the 10 mile dirt road. It's nice camping on the top of the mountain where the temperatures are about 30 degrees cooler and the nights are clear. Rich and I were set up and ready to go by 11:30. The rest of the pilots started trickling in and setting up.

I usually like to launch first, especially if I am trying to go long, but with the short task I decided to let someone else launch first (and the fact that they set up their glider between mine and launch). The first pilot tried to launch at 12:45 and blew their launch. I was amazed that they survived with just a bent down tube. St. John is not a very forgiving place to blow a launch. The area below launch is very sharp lava rocks. After the other glider was moved off to the side I had an easy launch at 1:00, not even taking up the entire ramp for my run, much different than the launches Rich and I had there over the 4th of July holiday.

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I climbed up to the left of launch and was soon above 8,000' over the towers. Rich and Todd launched a few minutes after me. Looking down at them I could not figure out why Rich was climbing so poorly. I found out later he was waiting for pilots to launch so he could get some good pictures, but very few were in much of a hurry. Over the top of the mountain my vario was reading the winds out of the west at 21 mph. This usually means very poor flying conditions. With such strong west winds I wanted to get out on course before conditions deteriorated further. It turned out later that the winds died down and conditions got a little better.

I was on my third thermal over the mountain when I drifted a long way. I was at only 8,300' when I decided I had to either head out on course, or try to make it back to the mountain. I headed out on course alone. This first glide took me 16.7 miles all the way to the flex wing turn point without any lift. I was down to 2,500' (about 800' agl) when I hit my first lift on course, just when I was thinking I might have to land. Rich and Todd left about 20 minutes after me and did not find much lift either. I had a few climbs and was now higher than Red Mountain, our turnpoint. I looked like I could get it on a glide. As I got close to Red I hit big sink and saw Red rising in my view. It quickly became apparent that I was not going to make it so I turned down the ridge and headed for the chrome mine. The chrome mine usually works and this day I climbed right out and directly over the top of Red, to 5,300', the highest I had climbed since leaving St. John. I thought the day might be improving. Now I had to head into a crossing headwind to the goal field at Mary's. As I headed back I passed over Rich who was in the same spot I had been in. He looked low. I found virtually the same conditions on the way back as I had on the way their. In fact I ended up at the same place at 2,500'. I hit what I thought was the same thermal and was climbing at almost 500 fpm. But suddenly at 3,300' I lost the core. I took a couple more turns looking but was now in

## St. Johns *continued*

I had two choices: look some more and risk sinking out back along some nameless dirt road or head out to the main highway. Since Kim did not know how to track me with a GPS, I chose to make it easy on her and me and fly out to the main highway.

I found a few small thermals that enabled me to get over the town of Elk Creek. Right behind town I saw a dirt airstrip that was about 2,000' long. At first glance it looked like the obvious place to land, then I spotted the horses on the runway and the fact that it was behind a house which meant Kim could not see it or me if I landed there. Looking around I found a much better choice. At first glance it would not appear that good, but it faced directly into the wind, was up hill and was along a paved road that was well marked (road 30). There was a hill on either side of the field that would funnel the wind into my landing direction. I set up a nice approach and had the best landing I have ever had in a hang glider. It reminded me of a greaser in a powered plane. I touched down so smoothly with no forward movement that at first I did not even realize my feet were on the ground. The glider settled onto my shoulders and with the 10 mph wind, felt like it weighed only a few pounds.

I walked my glider 50 yards or so to a gate that I had spotted when I flew over. From here I could see the main highway and keep an eye out for Kim. She found me easily and we were soon on the way to pick up Todd who landed a few miles up the road. Rich caught a great thermal where I had missed one and was able to make it all the way back to the goal field. It does help to know that there is someone who can find you if you have to land out.

Rich was the only one to make it back. Chris Arai was only a mile short, and this was his first flight in over a year. Given the conditions, lots of pilots decided

not to go on course and flew directly to Mary's field. Later when most of the pilots were back Ernie and Ernie Jr. cooked up a great meal with tri-tip and chicken. Many other chipped in to help. Though the conditions were not that good, it was still fun. I hope we can have the same enthusiastic turnout next year.

Vince



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VOL. 124 NO. 9 Sept 2006



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