



FLIGHTLINE

The publication of the Wings of Rogallo
Volume 139, Number 4 April 2021



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In Lieu of March 2021 Meeting & Minutes

Wings of Rogallo General Notes

2021-3-16

- Ed Levin Site Chair is now Spencer Balona.
- The Mission Key Exchange has occurred via mail and the locks have been changed.
- Diablo LZ Update: Please note that Arbolado Park is not an “official” LZ and that pilots should land in the official LZ next to it in Lime Ridge, per Robert Moore.
- No meeting occurred due to lack of discussion items.

END

Editorial April 2021

It was an active month as was expected from the transition from winter to spring in the month commonly represented by the pair of a lamb and a lion. The Bay Area has presented healthy cumulous skies and buoyant blue days with increasing frequency and scale. Though not always easy to forecast and carry out safely, the last month was the set for some extraordinary flying days.

Good flights have not been hard to come by in the Bay Area. Lift has often been higher than forecast and wind lighter. Just some examples of good days; One Golden Eagle performed on 3/2 and three Golden Eagles performed on 3/4, Evan's 46.41 km triangle on 3/9 beat his previous record by a lot, 3/20 3,000 feet MSL at Mission, 3/27 at Mission allowed flight to Diablo, 3/28 was good with strong thermal edges. March 2021; some awesome weather for free flight.

The last month featured flying conditions not always reflected by forecasts from the best weather models. Current models only scratch the surface in modeling the complex atmosphere. One thing that your editor has noticed is that when any forecast calls for any gust factor, the pilot can expect the presence of some air funkiness. Get your glider to the launch with the best chances and see the conditions for yourself as the final model assessment and don't let the forecasts deflate you, but mind the gust factor.

The month started out with a controversial accident from the 600 at Ed Levin. The pilot is OK but the accident ruffled many feathers as a helicopter was deployed but not the large "X" symbol designed to be placed in the field to claim the field for landing only by

the helicopter. Obviously pilots should not rely on the "X" being deployed when a helicopter is enroute as various situations will result in failure to deploy it, nor should they rely on radio communication for the same reason, but rather a constant situational awareness of the relevant vicinity. The "X" does no harm, however and the rangers have vowed to play a more active role in deploying the "X" during accidents.

Encouragement to file AIRS and other accident reports is needed because access and ease of the reports requested for every incident are wanting for improvement. Things like this should be made as easy and fluid as possible with the pinnacle goal of automatic no input. These reports are supposed to improve the price of the insurance by altering the result of the algorithm.

COVID-19 still terrorizes and ride sharing is still not allowed despite Wings of Rogallo's best efforts and the apparent improvement of Human's standing against the virus. Stay tuned as all of the Wings of Rogallo execs, site chairs and any other reasonable folk will assume that this will change soon. The new Ed Levin site chair, Spencer Balona has been no less proactive than Soham and your editor believes acceleration of the ride sharing to reality will be one of many gifts from volunteer Spencer.

As intense as March 2021 was, it should be regarded as a primer for the coming months. Spring has only just begun and the stellar conditions of the late-winter cede to the explosive days in spring. Be thankful for forecasts but take with a grain of salt. You will never know unless you go.

Skydancer

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To: