



FLIGHTLINE

The publication of the Wings of Rogallo
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In Lieu of Meeting Minutes

Wings of Rogallo has not had a meeting in May.

END

Editorial June 2022

May brought the highest of the highs and the lowest of the lows. The weather in May featured both typical Spring and somewhat summer-like flight conditions for free-flight pilots in the Bay Area. The events of May show that complex and resilient things, like weather events, climate and people, are at-the-same-time fragile.

The Wings of Rogallo is in the process of potentially adding a site, Windy Hill, to its care. Windy Hill is a gem that commands respect and will still scare pilots that practice the deepest respect. This trend of managing more sites is likely to continue although some may go away, like Mori Point due to low use and high costs.

Mission had the most productive thermal flying near San Jose for the month with a few very good days. It was a bit windy on 5/6. 5/9 had very strong thermals 800-1,300 but very smooth with cloud-base no higher than 5,000 with cloud-suck and 14mph and lots of sink in between thermals and good thermal climbs above 600 South facing bowl if coming with altitude above it.

The next day at 8:27 AM as pilots geared up to fly Mission with a strong forecast, Ed Levin experienced hard rain. From dawn, clouds developed quickly with strong vertical growth and condensation on the inner hills. Launches occurred at about Noon and landings out started around 1:30. The air was so rowdy that pilots kissed the ground. Dave Kiesling landed after 3 near Morgan Hill after coring sink 4,000 feet to avoid over-development. Jenn spiraled too a little before 4 to avoid over-development and the sky cleared as her shoes touched the ground. Her descent was so rapid that passersby called for rescue, the sirens of which were heard by Dave as he broke down.

5 hang gliders and 15 paragliders flew 5/21 with air that was trashy down low but consolidated nicely higher up hosting hundreds of seagulls over the antennas, many other cool bird sightings and reports of 3,500 for most, 4,200 for some and 6,000 for one. 5/22 was bullet thermals and fun flying past 3,000 but only PG mid-day and a hike extended sledder later. 5/27 Ismo got to 2,782. 5/28

had smooth buoyant air. 5/29 conditions matched the forecast perfectly for top of climb 3,200 and 3-4m/s thermals with smooth edges. 5/30 3 hg and 1 pg launched just before 1 with flights to 3,900 and nearly two hours long on a pleasant day with very lofty LZ and easy lift everywhere.

Ed Levin had typical late-spring weather. It worked alongside Mission on 5/21 as early as 10:30 from the 600 and 5/27 when pg launched in beautiful clouds and made way to Mission. Details are still emerging the fatal hang-gliding tandem pilot accident on 5/30.

The second week of the month started a two-day streak of long cross-country flights from Mount Diablo. 5/9 started with a windy hike up with gorgeous clouds. By 11, the wind started to back off enough to inspire hope and kick off launches. Ben landed in Merced and got a cab back to Juniper to retrieve others in Dan's truck. Evan fell out of big blue hole to a windy LZ with mostly nice clouds and over-development to the South. Several dormant pilots overheard on Telegram and offered retrieves. Miles landed at McClure. Dan landed at 6 with cold feet near Mariposa for 185km. Razi landed near Madera a few minutes later more than 212 km on a C wing. Andres was nearby and retrieved everyone else by 8.

That same site on 5/10 had cumulous clouds by 8:15. 16 PG pilots organized on Telegram Diablo PG/HG by 9:30. Pilots started landing around 1 between Brentwood and Manteca to 2:30 a bit past Modesto and with all retrieved by 6 while one of the last 3 to land touched down at 7. Sebrand & Ben made it to Pixley/Earlimart, almost Bakersfield and flights over 8 hours and 320 km and both were retrieved before 8. At least 7 people had their personal best and they all agree it was an easy day.

The fatal accident of a tandem pilot at Ed Levin 1750 happened less than 72 hours ago and investigations are ongoing. The identity of the pilot has not been made public. All grieve for the pilot and wish warmth and recovery for the loved ones.

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