



FLIGHTLINE

JANUARY 1, 2023 | VOL 141

MEET THE 2023 WOR EXECUTIVE BOARD
GENERAL NEWS
LEG STRAP DISCIPLINE
CALL FOR FEEDBACK & SUBMISSIONS

PHOTO FROM MIKE FIFIELD - ABOUT 12 TO 15 ESE AT GATEWAY

2023 WOR EXECUTIVE BOARD

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MEET THE NEW BOARD MEMBERS

JENN LAURITZEN

MEMBERSHIP SERVICES DIRECTOR

RATING: P4

CURRENTLY FLYING: AIRDESIGN VOLT 4 (XC), U-TURN MORPHEUS NG (ACRO)

MAIN PURSUITS: XC, ACRO

ON UNFLYABLE DAYS, FIND ME: POUTING (HAHA, JK) PROBABLY DOING STUFF I HAVE NEGLECTED WHILE FLYING, LIKE CHORES, OR BIKING, CLIMBING, MOTO RIDING

IDEAL FLYING DESTINATION: ONE OF THE MAIN REASONS I LOVE PARAGLIDING IS BECAUSE IT OFFERS THE BEST WAY TO SEE THE WORLD WHILE TRAVELING. OBVIOUSLY COLOMBIA IS AN IDEAL PLACE TO FLY XC AND I AM GOING BACK FOR MY 3RD TIME. I HAVEN'T BEEN TO THE ALPS YET AND FOR SURE THAT'S TOP OF MY LIST. I'M ALSO EXCITED TO BE GOING TO TURKEY THIS COMING OCTOBER. TOO MANY PLACES I WANT TO GO, NOT ENOUGH VACATION DAYS. HA!

POSITION GOAL: MY PRIMARY OBJECTIVE IS TO ENSURE OUR CLUB AND COMMUNITY IS A WARM AND WELCOMING PLACE TO FLY, FOR ALL PILOTS, OF ALL STYLES, AND WING TYPES.

ELLA GAMBEL

COMMUNICATIONS DIRECTOR

RATING: P4

CURRENTLY FLYING: EXPLORER 2

MAIN PURSUITS: HIKE & FLY, XC

ON UNFLYABLE DAYS, FIND ME: ON A TRAIL RUN OR AT THE CLIMBING GYM

IDEAL FLYING DESTINATION: THERE ARE TOO MANY PLACES I'VE NOT YET HAD THE CHANCE TO VISIT (COLOMBIA 2024, ANYONE?) BUT MY FAVORITE SITE OF ALL TIME (SO FAR) IS FIRST IN GRINDELWALD, SWITZERLAND

POSITION GOAL: CULTIVATING AND DELIVERING ENGAGING, DEMOCRATIZED, AND INCLUSIVE CONTENT



WELCOME, JENN & ELLA!

(AM I ALLOWED TO WELCOME MYSELF?)



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GENERAL NEWS

HAPPY NEW YEAR!

December brought a wide range of conditions to the Bay Area. In spite of the winter season shift to suboptimal weather, go-getters and weekend warriors alike scored airtime at nearly every WOR site! Although the roads and hikes up to the Mission and Ed

Levin launches have muddied, several hang gliders and paragliders managed better-than-extended sledders throughout the month. The exodus to Santa Barbara also began with a gaggle of WOR pilots showing up and cranking out enviable XC flights.

JOIN THE DARK SIDE

The (fairly) consistent East wind has arrived, which means it's Channing East season - this non-club site, while small and sometimes crowded, is an excellent spot to scratch your flying itch during the winter months. Check out Penguin Paragliding's site write-up

[here](#), but be sure to get a site intro before your first flight as there are land restrictions and hazards that should be identified in person. Reminder to all pilots: please be respectful of the residents in the Channing Circle Park neighborhood.

JANUARY OUTLOOK

Good news for anyone seriously needing to catch up on work: it looks like rain! Once the laundry is done, you can pick up a copy of the new edition of Dennis Pagen's [Understanding the Sky](#). For a refresher on Bay Area weather patterns, check out the recording of

club secretary Evan Cohen's [Bay Area Weather Tools Clinic](#). We'll surely get some inter-frontal days this month, so keep your eye on sites like Mt. Tam, which works well in light winds after a cold system (info stolen directly from Evan's clinic - seriously, give it a watch).

PHOTO FROM ABHISHEK BASAVANNA



EDITORIAL: LEG STRAPS

DAVE ODDY

Let's talk leg straps and harness discipline! One of the most tragic, lethal, and yet preventable incidents is when a pilot falls out of their harness due to neglected leg strap attachments. I was recently at launch when an experienced pilot aborted their take-off run at the very last moment when he realized his leg straps were not connected. Literally one more step would likely have been his last ever.

This impacts pilots of all levels and is almost always fatal once away from the ground. While there is a technique to get into an unsecured harness in flight, it requires strength, agility, and flexibility which many don't have. It is a last-ditch effort to survive at best. Interestingly, pilots who have either survived these incidents or caught themselves before launching, inevitably believed they did their pre-flight check. The root cause of this problem is invariably distraction during setup or before launching. Whether it's a rushed prep, launching after a long delay from connecting, or an interrupted pre-flight, just a moment of distraction can be lethal when it comes to harness connections.

I had my own scary moment once when I launched with only one leg-strap fastened. Once in the air, my hip dropped, and it was immediately apparent that my right side was not connected. Luckily, one leg strap was enough to keep me in the harness and get seated. On launch, I'd had a line-over and had been taking off my harness to reset my glider when another pilot/instructor told me to stop and had me slip between lines to straighten it out instead of disconnecting to sort it out.

My best guess is that I had unhooked my right leg strap before being approached and hadn't properly completed my pre-flight before the second launch. Since I'm not sure where the mistake actually happened, it is literally only luck that I still had one leg strap connected and survived this lapse of harness discipline.

So, how can we address this to keep ourselves and our flying friends from making this lethal mistake? Here are the simple rules of harness discipline I now follow very strictly:

- **My harness is either on or off - never in the middle.** I never slip just the shoulder straps on to connect the glider or to do other equipment checks. I will carry the harness around on one shoulder for convenience, but as soon as the second shoulder strap goes on, I fully attach all harness connections, starting with the leg straps. Likewise, when I disconnect, I do it all the way, finishing with the leg straps and then taking the harness off completely or carrying it with one shoulder. When my harness is on (two shoulders), I want to be confident that it is fully on.
- **I do not distract other people while they are putting on their harness.** There is nothing that can't wait until they are done.
- **I do not allow others to distract me while putting on my harness.** I will politely (usually) tell them to give me a minute, then I will restart my connections in order from the start. I visually check those I've done already and then complete the others when I get to them in the sequence.
- **I do a final pre-flight checklist before every launch attempt, which includes leg-strap checks.** If my launch is interrupted, I do it again before the next attempt. If I am delayed for any reason, I do it again before launching. If I have any doubt, I do it again. If I start to wonder if I should have doubt, I do it again. Pre-flight, pre-flight, pre-flight - it takes only seconds.
- **I am sure to tension my A risers in my launch position.** Not only does this remove the moment of wing instability that can happen when releasing slack A risers, making for a better launch, it also lets you feel the pull of your leg straps when properly attached.
- Side note - **I never wear my harness without my helmet.** The helmet goes on first. Once my harness is on, I consider myself to be in flight mode and acknowledge the possibility of incident once attached to my glider.

While we can also help each other by passively or actively buddy-checking connections, this is one thing for which you need to take full personal responsibility.

I hope this is helpful to those reading. Losing pilots to disconnected leg-straps is

tragic and needless. None of us want our final seconds filled with regret over missing something easy, so let's bring some added harness discipline to our flying practices!

WANTED: YOUR FEEDBACK!

WHAT DO YOU WANT TO SEE? The *Flightline* Newsletter invites all WOR members to comment on and contribute to club publications. This opportunity extends to pilots of all ages, levels of experience, and wing types. Do you have a story you'd like to tell or a topic of interest you'd like to see covered? Did you take a photo you're proud of? We'd like to share it!

**SUBMIT COMMENTS, ARTICLES, OR PHOTOS TO
EDITOR@WINGSOFROGALLO.ORG**

ALL CONTENT SUBJECT TO REVIEW



PHOTO FROM STEFFEN - SHIGGY FLYING OFF INTO THE SUNSET

**HERE'S TO MANY FLIGHTS
IN 2023 - SEE YOU IN THE
AIR!**