

# Ridge Dancer

## January News

by Chris Northcutt

We still seem to be skimpy on good flying days of late, but I'm looking forward to those booming days we get between the storms in February and March. Sometimes they are the best flying days of the year.

Ann Sasaki provides two articles, one an update on recent happenings concerning Mussel Rock, and a long article on flying the Dumps (starting on page 2). Since she is the key contributor this month, and I know from first-hand experience what a "joy" it is to be club prez, she is also featured on the mailer page graphic this issue. Bob Clem provides an account of the trip he took to Canada with Al Baldini last Summer. Kim Galvin provides two short articles with a winter perspective. And last but not least Gene Pfeiffer provides information on the March work party/site intro for Anderson Flat (I wish I was able to attend!).

Aside from that, again everyone please chant, pray, bang pots, burn things or whatever you believe in doing to get the weather fair, the days longer and the winds onshore.

## Anderson Flat work party/site intro

by Gene Pfeiffer

I have approval from the National Forrest Service Rangers to clear a launch area at Anderson Flat flying site near Yosemite National Park. I am planning a work party/site intro for the new flying site on the March 14 weekend. We will be clearing one or two launch areas and some clearing of the alternate-landing zone. If it looks like it is going to rain or snow that weekend, the following weekend March 21 is the rain check date. Bring rakes, pruning shears, and I will bring a power weed whacker and chain saw.

As it is too early in the year to camp at the site, you are welcome to stay at our cabin. It has a stove and BBQ pit to cook your food. Bring your sleeping bag to put on a bed or floor depending on how many people show up. If we run out of floor space you might want to bring a tent. Don't forget to bring your favorite flying videotape for the evening time.

I will be going up Friday afternoon to the cabin. Come up Friday night if you can or early Saturday morning. If you are planning on staying at the cabin or need instruction on how to get to the cabin, please e-mail me at GeneP10302@aol.com or phone during the day at (408) 436 8523.

## GASPO VOTED USHGA REGIONAL DIRECTOR !



Scott "Gaspo" Gasparian (artists rendition)

## He promises to take good care of us

by Chris Northcutt

Scott "Gaspo" Gasparian was recently named as the third Region II USHGA Regional Director, as a result of the strong support he received from his write-in campaign. This is good news for the local paragliding community, as not only will it mean that paragliding interests will be well represented, but he will also provide a fresh voice to USHGA in general.

He hopes to organize a spring get-together for all pilots, both hang gliding and paragliding, so we all have a chance to get to know each other a little bit better. He is in the process of gathering the thoughts and ideas from his constituency, and we should expect a contribution to the Ridge Dancer from Gaspo in the next issue or so.

## Mussel Rock Update

by Ann Sasaki

Don't believe everything you hear. Apparently H. Stewart Sibley, the President of White Oak Golf was out at the Dump on January 13, 1998 and Brad Smith and Phil had a conversation with him.

Sibley said that White Oak is going ahead with plans to develop the Dump. However, according to the City of Daly City, no application for the project has yet been submitted and the developer forfeited a \$10K deposit in December for missing the deadline to submit. Sibley also said that only three acres of the whole area would be developed under White Oak's plan. However, the preliminary proposal document shows an additional parking lot, a pro shop, a restaurant, a driving range and a nine-hole golf course. Three acres? Sibley apparently asked that we provide him with a map showing launches and areas where we fly. He apparently said that the development would have no effect on our flying.

(Continued page 1 column 1)

## Golden Hours

by Bob Clem

"Welcome Paragliders" signs graced the stores and restaurants of Golden, British Columbia as the Canadian Paragliding Nationals roared into action for three days, Aug. 2-4, 1997. Here is a town that recognizes and appreciates the cultural and economic benefits of hosting paragliding events. Local newspapers and brochures publicized the contest and the townspeople proved generous and supportive, offering rides back to LZ from X-C outlandings, and rides to launch for nominal cost. But let me go back to the beginning when, months ago, Al Baldini and I planned this trip.

Al had a great time there last year so he was looking forward to repeating the experience. He knew that other BAPA members, including me, would enjoy the opportunity to fly the site and would have a good chance to go X-C. Ultimately, Travis Murphy and Bill Taylor were persuaded to join us.

(Continued page 3 column 3)

## ***(Mussel Rock Update Cont. from Page 1 col 2)***

It seems unlikely that pilots would be allowed to launch and land on the nine-hole golf course which extends as far north as the present Walkers Launch. What if one of us inconvenienced or injured a golfer in some way?

As a footnote, we sent a letter to Sibley in August of 1997 and have never received any response from him or White Oak. Sibley also declined to give a business card to Brad and Phil and gave them his home phone number rather than the business number. A bit evasive?

Sibley also apparently said that he expects work to start on the development within a year. Our contact at the Coastal Commission said that the City would require an Environmental Impact Report which normally takes from nine months to a year to complete. So far, the application for the project has not even been submitted.

We are checking with the City of Daly City to find out what they think is going on with the not-yet-project. If we discover any important news, we will let all BAPA and Mussel Rock Open Space members know.

In the meantime, please do not give any information to White Oak other than letting them know that local residents oppose the development and that the community is monitoring the process.

If you have any questions or comments, please contact Ann Sasaki, MROSPE, P.O. Box 1809, Pacifica, CA 94044.

## **Remembering Summertime**

*by Kim Galvin*

I experienced my first thermal flights last summer. All I knew about thermals before then was that I wanted to avoid them at all costs, because they were bumpy and way too scary. "Just give me a nice, smoother sledder" I was known to say. That was before a thermal clinic with Joe G. and my first "real" thermal flying at Marshal, followed by some epic days at Potato Hill and Whaleback that I will never forget.

As I sit on the soggy ground in January, my mind drifts to the warm days of summer. Remember the feeling of hooking one and taking it up, up, up, far above launch? Remember the days when the thermals were EVERYWHERE? When you actually contemplated going XC? When you had to land because your arms were tired and it was so cold at that altitude?

Whenever I start getting depressed about the weather, I look forward to summer . . . the long days of flying and telling tales around the campfire at night. Maybe this summer the epic flights will be at Dunlap or at Gene's launch in Yosemite. We have some great sites to choose from. Too bad summer is so short!

## **Deciphering the Dump**

*by Ann Sasaki*

At a recent BAPA meeting, a new pilot learning to paraglide asked how the Dump compares to other flying sites. The unequivocal answer is that it's a great advanced site. It's right up there for varied terrain flyable in many weather conditions and wind directions.

However, the Dump can be a very difficult site for beginning pilots. Pilots need to understand the complexity of the site and respect its potential hazards. Here are some thoughts on learning to fly the Dump.

1. First of all, realize that the topography of the Dump makes it difficult for beginners. There is no straight, level cliff that can be soared in an orderly fashion. The lower ridges are too low-angle to soar unless the wind is quite strong (which means that launching may be difficult). Walker Ridge has spines which can cause rotors and a surprising amount of thermal activity creating pockets of strong sink and lift.

And then there's Westlake. The 500+ foot Westlake cliffs are NOT the place to learn to ridge soar. The height of the cliffs provides enormous blowback potential, there is often little beach in front of Westlake, and there are no alternate LZs if conditions change and you need to bail.

If you are learning to ridge soar, it is better to go to the Stables or to Pacifica (a.k.a. the Dunes) to practice cliff launches, ridge soaring, flying in traffic and controlled top landings. If you want to fly the Dump, learn how to fly a straightforward ridge first.

2. Ground handling is the key to success on the coast. In order to check the conditions and to launch at the optimum time, you need to be able to kite your wing in a controlled manner and be able to walk around kiting so you can position yourself strategically. If you simply lay out your wing, raise it and run without stabilizing the wing first, you will find yourself launching at the wrong time and with a wing not fully in control. Also, if you want to change your mind about launching (e.g. it is too strong or gusty), you must pause for a minute, make your decision and kill your wing. Thus, every time you go to the coast, you should practice ground handling and really perfect your control of the wing on the ground.

3. Progressing gradually is critical to successful flying the Dump. If you are becoming familiar with the Dump you need to arrive early before it is soarable and take several flights. This gives you great practice in ground handling, launching, flying and landing. It allows you to find the point at which the conditions do become soarable for future reference. If you always show up at mid-afternoon when the wind is at its peak, then you will be thrust into conditions you are not ready for.

If you arrive early you will take flights which become progressively more soarable and you

will see how the day is developing. Plan a progression in your flights. Don't try to go straight away to Westlake and stay up for hours on end because you won't learn nearly as much as taking several short flights which exercise all your skills.

(Please note that there are many weather conditions at the coast and the pattern of lighter wind in the morning and gradual increase of wind speed in the afternoon is not always the case. But on many soarable days this pattern does occur.)

4. Getting high and getting close are advanced skills. (I know, I know, you started these activities in High School, but I'm referring to them in relation to FLYING.)

So why not always get as high as you can at the coast? Well, the winds aloft can be much stronger than the wind on the ground AND this effect is compounded by the Westlake cliff which increases the gradient due to its huge vertical face. Obviously on a day where the wind is strong at ground level (launch), you must be very cautious about how high you get because it will be that much stronger up top. You will be blown back if your glider speed is not greater than the windspeed.

How do you know when you can get high? You know this best by flying the Dump for many hours. You know this when you are able to read the wind conditions and judge that you have sufficient margin to penetrate out and down should things change. You work up to this gradually. Assuming that you are not flying Westlake unless there is a landable beach, you should always start out low and gradually get higher in later flights, always checking and re-checking penetration and ability to get down. You should practice putting on ears and speed bar and moving out and down. Realize that the stronger the wind, the less effective ears and speed bar are so your margin for safety has to be even greater. On a really strong day, if you've decided to fly you are best off not going to Westlake AT ALL.

And now, about getting close. Scratching is another skill which is learned over time. It is dangerous to try to scratch along a ridge when you don't have a lot of hours flying that ridge. Your early flights along a ridge should be at a safe distance away from the ridge. This means that if you were unexpectedly hit by some sink or lift or had a wing tip collapse, you have given yourself enough room to deal with this and not hit the ridge.

Walker Ridge at the Dump is a particularly odd coastal ridge. There is significant thermal activity there and the resulting sink and lift are mixed together with ridge lift. This makes for fairly chaotic flying conditions. If you don't leave enough room between you and the ridge, you will end up hitting the ridge and landing unexpectedly which has caused injury in several cases.

As you become more familiar with the Dump, you can gradually work up to flying closer to the ridge, always leaving a margin of safety for the unexpected. Pay close attention to where you find lift and sink on that particular

day and don't expect it to always be the same on other days. Try to work the lift carefully, but don't carve into it aggressively, stall your wing by flying too slowly through it or do a 360 in it. Don't forget that the penalty for flying too far away may be sinking out whereas the penalty for flying too close may be getting hurt.

5. It is important to know your skills and limits. There is no point in comparing yourself to pilots who have hundreds of hours of airtime and thousands of flights if you are a new pilot. As Larry Friend recently pointed out, experienced pilots may be taking calculated risks based on previous experience, evaluation of the conditions and their skill level. This does not mean that every pilot should attempt to do the same things that experienced local pilots are doing. You must know your own skills and operating limits in order to fly safely.

6. "Flyable" is relative. People seem to think that it is flyable or not. On some days everyone may soar, but on others when it is light or strong, there may only be a subset of pilots who can fly. Just because there are paragliders in the sky does not necessarily mean that you will be able to fly. Each pilot needs to observe and evaluate the conditions for themselves and determine whether it is wise to try to fly.

This is where kiting can help you. If you think it is safe to kite, then do so and determine from the way your wing kites whether it is too light, too strong, too gusty or too cross for you. Know how to kill your wing quickly in case you determine not to fly. (Please note that it is not a good idea to kite if you can tell that you will be lifted off the ground and airborne immediately. In that case, leave your wing in the bag because it's too strong.)

7. We're not all test pilots or competition pilots. While the Dump provides us with some pretty sweet flying conditions, everyone, whether experienced or inexperienced, needs to remember that for the most part we are recreational pilots. Those who make their living teaching flying or who are indeed competition pilots can fly however they like. This does not make it safe or sensible for the recreational pilot to try to duplicate their every maneuver. Don't get fooled into thinking that everything you see at the Dump, or at any site for that matter, is something everyone can do. Be realistic and be conservative.

8. Get to know the different launches at the Dump. As I mentioned earlier, the Dump is a complex site and you need to know all of it in order to fly effectively here. There are four and a half main launches at the Dump - Tomcat (a.k.a. Mussel Rock), Lemmings, Walkers, Walker Ridge and the Jungle. These launches are best in different conditions and it helps to know which one is best for the current conditions.

Tomcat is best for WNW because it faces that direction and it is out in the open, not in the shadow of the Westlake ridge like Walkers and Lemmings when the wind has a northerly component. However, Tomcat is on

a low angle ridge so in very light conditions, it is hard to soar.

Lemmings, the flat area in front of Walker Ridge, is good in strong straight in or WSW conditions. (It is also used for training because it is above a low angle ridge with opportunities for kiting practice and side hill landing.)

And Walkers is of course optimum in light to moderate W or WSW conditions, with a caveat. The caveat is that in a SW condition, the top of Walkers is in a rotor because of the profile of the Walker Ridge. If the rotor is working, you need to raise your wing down the hill and kite it up to the top. Here is another place where kiting skill helps.

The launch where kiting is imperative is Walker Ridge or "running the ridge". This is the half main launch because you have to be in motion kiting your wing in order to launch here. This launch is used in WSW or SW conditions when it is very light. You must be able to raise your wing at Walkers and turn and run up the path which leads SE from there. Kiting control is imperative or your wing will fall off to one side, fall back, or worse, you will go off the cliff without a fully inflated wing. This launch is only for those who have good kiting skills.

The fourth stationary launch at the Dump is the Jungle. This launch is good in light WSW or SW conditions. The slot in Walker Ridge provides a nice venturi effect so the wind is a little stronger here as it funnels in. Because of the very same venturi effect, it is hard to launch at the Jungle on stronger, gusty days because you can get stuck trying to fly out of the slot or you can get dragged back over the lip of the launch.

In order to launch successfully at these different spots, you must practice kiting at each and then figure out where to place yourself on that particular day depending on wind direction and strength. On a strong WSW day, it is not wise to go to the top of Walkers to launch. It is much better to launch lower down at Lemmings. However, on a strong SSW day, your only option may be launching low at the Jungle, just inside the opening of the slot. Choose your launch for the current conditions.

10. Fly the right ridges and avoid the rotors on any given day. Just as you want to select the appropriate launch for the current conditions, you also want to be sure to soar the right ridges and avoid the rotors.

On a NW at 10 day the ideal flight plan may be to launch at Tomcat, fly past Lemmings and then fly out toward Westlake giving the point a wide margin to avoid the rotor at road level.

On a SW at 10 day, that flight would be a disaster. First you would be rotored by Mussel Rock, then if you got airborne, you would take a screaming downwind leg and if you went out around the point you might get rotored on the other side or stuck there not being able to penetrate back South.

So SW at 10 you might launch at Walkers and fly Walker Ridge, or launch at Lemmings and find lift in the Last Chance bowl (just before the point) and work your way up.

If you don't adjust your flight plan, you will not fly safely at the Dump.

So, is the Dump a good site? Well, you've got those sweet Spring days when the wildflowers are blooming and the red-winged blackbirds are singing. The wind is blowing straight in from the West and the air is smooth as silk. Then there are the high fog days of summer (well, there used to be, anyway) when the lift is buoyant and the pelicans are cruising. You bench up easily and marvel at the soft, cool air in the middle of the Summer. Sometimes in the Fall you get skunked and then you'll have a streak of warm, sunny days when the thermals are popping at Catbox. The water is flat and blue and you're up looking at the Farallons in the distance. In the winter you get awesome post frontal conditions where the cummies are towering and the air is cold and lifty as the sun slants rays through the clouds. The charming, challenging coast with its magic air. There's no place like it.



**Above Turkish Isles**

### **Golden Hours cont. from Page 1 col 3)**

Another BAPA member, Richard, was on hand. I encountered him only briefly one day on launch. I hear he had a good flight that day despite being kind of new to the sport.

Al and I departed the Concord airport at dawn on Aug. 1, with stops in Washington for fuel, and at an Idaho-Canadian border grass airstrip for customs. About a half-hour from Golden we were confronted by a distant black wall of bad weather spitting out bolts of lightning, so we retreated to the small Canadian town of Cranbrook to wait out the storm. The next morning had clear weather so we finished the trip to Golden in short order, in time to make the comp pilots' meeting at a local restaurant. There, we were briefed on the site in general as well as X-C routes, areas to avoid, and contest rules.

Golden, nestled deep within the Canadian Rockies and not far from Banff and Lake Louise, is world-famous for its scenic vistas, thermalling, and X-C potential. The Beaverfoot range extends southeast from Golden, paralleling a highway and numerous fields for X-C landings.

Most of the flying is over an unbroken expanse of pines or, higher up, sheer granite

peaks and walls. Naturally, great emphasis is placed on maintaining a position above these that allows a safe glide to clear terrain should conditions require it. The main LZ is about 22 acres and a 2 ½ mile glide from the lower launch, with 3,700 ft. of descent. The upper launch, which requires a 45 min. hike to reach, is about 1,300 ft. higher. Both launches are near Mt. Seven, so named because of a distinctive 7-shaped patch of snow that remains near the peak during the spring melt-off.

Al arranged for a flier named Eric Connolly from Calgary, Alberta to drive for us on our X-C's and for local trips. This fellow sustained serious injuries while launching about a year ago at Golden, and though he has largely recovered, he is not yet up to mountain flying. He very much wanted to participate in the meet this year but not in a flying mode. I hope our good experience there this year encourages him to resume flying when he feels ready. He was most beneficial to the success of our trip, having a lot of knowledge about the site and just being a great companion. Also, a local flier named Lyle Johnson drove us to launch a number of times, giving us a lot of good info while enroute.

Our first flying days were not conducive to X-C attempts, at least by first-timers like me, but still there was excellent thermalling, and a great chance to get to know the site. There is a lot to learn here, both by experience and from the PG and HG locals, all of whom were very helpful in any way they could be.

On the second contest day I was the first to leave the lower launch and thermal up over the upper launch, triggering a flurry of take-offs from that launch by the comp pilots who were waiting there patiently for a successful wind dummy to give them some encouragement. Travis and I both got short X-C's of a few miles, giving us experience in selecting unfamiliar LZ's and setting up approaches. Travis landed in a farm field containing a variety of animals who, attracted to him for some reason, followed him one by one to the road as he walked out. One of them nearer to the road seemed to be a bit menacing, but it was over-ruled by the other creatures who ensured Travis' safe passage. My touch-down was near some trees next to the highway, a tight enough LZ to make me glad I was somewhat proficient in my spot landings. A vehicle going the opposite way I needed to go stopped and waited for me to pack up, then took me back to the main LZ, about 4 miles. What service! Al had good flights, though (he insisted that I reveal this) he had some trouble launching his fast high-performance wing in the light cycles. He plans to get himself a mountain wing to avoid some of those frustrating launching experiences. By the last day he was back to his usual good form. Speaking of form, Al helped me with mine by coaching me to use the speed bar more actively, helping to get the wing moving during those sudden spells of zero-air-speed, or when the wing is retarded by a gust. Thanks, Al for this valuable input.

I'm still working on this skill and seeing the benefits.

After four good days, we had two days of marginal flying weather, so we took the opportunity to sight-see and hike in the beautiful surrounding countryside. I also got in a mountain bike ride. There is plenty to see and do between flying times, and I personally welcomed this interlude. Somewhere around this time Travis and Bill did not trust the conditions to improve, so they decided to head home. The forecast from the Golden airport, however, was for good weather the next day, and sure enough, it materialized on schedule, even promising a chance for an X-C.

I made a mid-afternoon launch and after a protracted struggle, climbed out to over 10,000 ft., an altitude I vowed to reach before starting my first glide to the next peak, Mt. Kapristo. This paid off because I lost about 3,000 ft. over this infamous gap before finally catching another thermal. Now well away from launch and climbing out, I felt I had my first-ever chance to make some real distance on a X-C attempt. With a little experience I was becoming increasingly aware of where to find lift and how to work it. Yes, the air was at times a little rough, with 2 or 3 asymmetric folds and occasional penduluming. My wing was pretty much unfazed by it all, recovering quickly on its own before I had a chance to mess with the controls myself.

After a series of climbs and glides in the crystalline air embracing these majestic peaks, I got to a place where the range split into a front and back section. Since the back one was higher and looked more promising for thermals, I was tempted to follow it, but this area was so far away from LZ's that I would have been in trouble had the lift faded on me. The lower front range provided some good air, but by this time it was getting late in the day and lift was getting weaker, so I set up for a long final glide.

As the low sun began to cast long shadows amidst the glowing hues of the granite formations, I looked back in the distance where I came from and exulted in the realization I had finally made a *journey* with this 45-pound flying machine, using nature's free energy to good purpose. Al and two local fliers were landing about the same time, having made comparable distances. I landed in a field of short grass next to the highway, 44 air miles and 3 hrs. 20 min. from launch, and about three miles south of the little town of Brisco. This distance is about the same as from San Francisco to Santa Rosa, to provide some local area perspective.

Eric had been driving south, monitoring our progress all along, both visually and by radio. After we landed he soon had us all collected. Quite an adventure. Al and I couldn't have asked for a better last day of our vacation, a week when our air time was measured in Golden Hours.

## El Niño Got You Down?

By Kim Galvin

While Bay Area residents were filling sandbags, conditions at Torrey Pines were sunny and warm, with onshore breezes. Louie, a local pilot, was flying in shorts, a tank top and flip flops. Torrey Pines may be the most reliable site to visit this time of the year. In less time than it takes to drive to the ski lifts, you can get on plane and look forward to a weekend of flying. (Southwest's fares are \$39 each way with a seven-day advance purchase.)

Check out the web site at [www.flytorrey.com](http://www.flytorrey.com) for a five-day forecast. The site requires a P4 or P3 with 50 hours of air time. There are lots of restaurants and hotels in the area and the site is only fifteen minutes from the airport. Also, if you want to check out one of the many mountain sites in the area, David Jebb at the Torrey Pines Gliderport can arrange for a mountain guide.

### CLASSIFIED ADS

ProDesign Compact-35, harness, reserve, 65 hrs. Good first glider for heavier pilots. \$1600 OBO. Bob Clem 510-825-4979, late eves

## Quotations, a few ...

If you reveal your secrets to the wind you should not blame the wind for revealing them to the trees.

Khalil Gibran

The man who has no imagination has no wings.

Muhammed Ali

Courage is the price that Life exacts for granting peace.

Amelia Earhart

Make the most of yourself, for that is all there is of you.

Ralph Waldo Emerson

Twenty years from now you will be more disappointed by the things you didn't do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover.

Mark Twain

# BAPA Meeting Minutes

---

by Cheryl Cohen

Ann Sasaki called the meeting to order at 7:08 pm. Twenty eight members, including two new members, were present

## Notable Flights

Gaspo, Ueli and Eric flew ar Elsinore over Christmans weekend. Stan Dempsey, recently relocated to Reno, had great flights at Rainbow over the holidays.

## President's report

Ann reported that there has been no activity regarding the development at the Dumps. The developer may be losing interest and has forfeited the deposit for the project. Jules Brenner is keeping in contact with the City Planner.

## Vice President's report

Mike reported that renewal site stickers would be sent out in the next couple of weeks to everyone who requested them. Contact Mike if you don't get yours. New stickers should be obtained through local shops. He is continuing work on the emergency dispatch plan with local authorities.

## Treasurer's report

Kim reported that we have over \$4,000 in the bank.

## Accident reports

Ann reported that a hang glider pilot was injured on landing the previous Sunday in gust front conditions.

Bos Ost reported on the fatality in Ecuador in December where an intermediate pilot started a spiral at approximately 1,000 feet above landing and did not exit the spiral. He did not throw his reserve. He died upon impact.

## Old Business

Ann made a motion to accept the last month's minutes. Motion approved.

## New business

Scott Gasparian has been elected USHGA regional director for our area. Please contact him with any suggestions/questions.

Gene reported that he has done additional site work at the new Anderson Flat location.

Johann reported that the Nordic Open will be June 23-28. Contact him for additional info.

Kathy Wilde suggested we sell T-shirts for fund raising.

Ed Stein will have a cross-country clinic in mid-March. Contact Jody Lucas for additional information.

Meeting adjourned at 8:17, followed by videos of local flying.

---

# Paragliding Phone Boards

Bay Area Paragliding Asso.  
415-864-6359 (San Francisco)

Instructions: You can both listen to and leave messages in pretty much all the message boxes. The initial message describes the boxes:

- 1 = Flying Today: Plans/Conditions
- 2 = Flying Later: Plans/Info
- 3 = Trip Plans/Ride Coordination
- 7 = BAPA News
- 8 = BAPA Info Request
- 0 = Manager (Problem Reports)

To LEAVE a message:

Just press the box number and follow the instructions. Be sure to leave a little "dead air" at the beginning and end of the message, or you'll get cut off.

To LISTEN to a message:

First, press #. Then press the box number and follow the instructions. When you've heard enough, \* should take you back one level, so you can make another choice.

When you're all done, press # to make sure the system disconnects.

If the system doesn't seem to be at the point you think you should be at, it may have missed a key press. Try pressing \* until you're back at the "Welcome to the Flight Phone" message and start again. You shouldn't have to listen to the whole message before making your selection (remember, software has a mind all it's own!).

**Cascade Paragliding Club**  
503-977-0454 (Oregon)

**Northwest Paragliding Club**  
206-233-8826 (Washington)  
Password: USHGA call sign

---

## WINDBOT NUMBERS

Ed Levin (408) 946-9516  
Ft. Funston (415) 333-0100  
Mt. Diablo (510) 838-9225  
Mt. Tamalpais (415) 381-9463  
Tinson Beach (415) 868-1922

---

## ACCIDENT REPORTING PROCEDURE

If you sustain any sort of injury in conjunction with the sport, you should submit an official Accident Report to USHGA. If your accident occurs in the Bay Area, you should also send a copy to:

BAPA Safety Director, P.O. Box 1809, Pacifica, CA 94044-9998

Why? So we can all learn! All reports are confidential unless you specify otherwise. A form is included with this newsletter. If in doubt, fill it out!

---

# USHGA Region 2 Observers

Ed Levin Dave Bingham (408) 923-0394  
Claudia Lehman (510) 893-4787  
John Wilde (510) 489-2320  
Kathy Wilde (510) 489-2320

Mt. Diablo Eric Wilcox (415) 474-8057

Stables Dave Sondergeld(415) 756-4530

---

# USHGA Region 2 Examiners

Jack Hodges (415) 728-0938  
Ed Stein (415) 367-9707  
John Wilde (510) 489-2320

---

# World Wide Web Resources

**Bay Area Paragliding Association:**  
<http://www.igi.org/bapa>

**Bay Area Wind Patterns (updated hourly):**  
<http://sfbay7.wr.usgs.gov/~jonathan/wind.html>

**Adventure Paragliding:**  
[http://www3.imall.com/aircal\\_adventure/](http://www3.imall.com/aircal_adventure/)

**New England Paragliding Club:**  
<http://www.tiac.net/users/dsharp/index.html>

**Thom Switzer (Skytimes):**  
<http://www.lightning.net/~eric/thom/>

---

# Bay Area Paragliding Association P.O. Box 1809 Pacifica, CA 94044-9998

The Bay Area Paragliding Association (BAPA) is an organization of paragliding pilots and enthusiasts. The charter of the club is to promote and encourage the sport of paragliding. BAPA is a registered chapter of the United States Hang Gliding Association (PC006).

The material presented here is published as part of an information dissemination service for BAPA members.

BAPA makes no warranties or representations and assumes no liability concerning the validity of any advice, opinion or recommendations expressed in the material.

BAPA and the editors do not assume responsibility for the material or opinions of contributors.

RidgeDancer is published monthly. Material for publication should be sent to the Editor. Deadline is 15th of month. Submissions can be made in writing, by email to: [chrisn@a.crl.com](mailto:chrisn@a.crl.com)

Short classified advertisements are free for BAPA members. Send to address or fax listed above. Address changes should be sent to: BAPA Address Change, P.O. Box 1809, Pacifica, CA 94044-9998. Check our BAPA Phone Board for news and information: 415-864-6359 (To Go Fly!)

---



**Next Club Meeting  
Wednesday February 4th @ 7:00 pm  
Round Table Pizza  
Oceana at Manor Drive  
Pacifica**

---

**Bay Area Paragliding Association  
P.O. Box 1908  
Pacifica CA 94044-9998**