

Ridge Dancer

Editor's Comments

I apologize for goofing on the Coast Guard cliff/sea rescue number for two issues running. I transposed two digits. The number on the front is correct. Thanks Paul for bringing this error to our attention.

This year's editorial policy is to publish all written contributions from members in their entirety. However, I reserve the right to edit content for format and space considerations, and in rare instances for liability and/or decency concerns. I'm happy to be the editor this year as long as everyone understands this.

I see three hang gliders over Funston. I'm oudda here...

Stables Work Party - April 4, 1998

by Dave Sondergeld

I would like to begin by thanking each of you who participated in the work party which was held on Saturday April 4th. The task was not an easy 'one. We moved at least a couple tons of sand. The problem at hand was that the front of launch duned up with sand while the main part sank due to the rain brought on by the evil El Nino. We shoveled and raked the sand both forward over the cliffs edge as well as back into the main launch area. There was also a four foot tall knob on the face of launch which Chris and team amputated. All in all it was hard work, moving a ton of sand, and the group did a great job!

We plan to have a second work party to put on the finishing touches. I would like to target for Saturday May 9, and will re-announce at the next club meeting.

Participants:

Jerry Schimke
Rebecca Northcutt
Paul Obester
Gene Pfeiffer
Kim Galvin
Mike Galvin
Chris Northcutt
Paul Names
Michael Collette
Gene Owens
Jack Hodges
David Sondergeld

Some of the comments mentioned by the team while working are as follows:

"Boy That's alot of sand"

"I never worked so hard in my life :)"



Several tons of sand later...

Where's the Doans"

"It's amazing what a dozen people can do in a few hours - great job"

"I'm ready for two advils and a beer"

"I'm ready for two beers and an advil"

"Later Rotor, ARRRRRRRR!"

Thanks again team!

To All BAPA Site Stickered Pilots:

If you hold a current BAPA site sticker for the Stables, Mt. Tam or Mt. Diablo, PLEASE send your name and sticker number (specify which sites) to Mike Galvin for entry into the BAPA member database. Sticker numbers have not been recently updated in the database and we would like to have accurate information so we know who is authorized to fly which sites.

So if you have a sticker and it is current (meaning that you have renewed for this year), then PLEASE email, phone or mail the information to Mike Galvin by April 30, 1998. Your assistance is appreciated.

How Wings are Tested and Rated at the Next BAPA Meeting

by Ann Sasaki

If you are looking for a new wing or have wondered what the various DHV, AFNOR, SHV and other ratings mean, come to the next BAPA meeting. Jody Lucas will give a short presentation on this very interesting and complicated subject. Jody will discuss how wings are tested and how the final ratings are determined. What makes a 2 versus a 2-3? How much importance should we place on these ratings and how equivalent are the

ratings from one organization to another? Does an AFNOR Standard equal a DHV 2? In addition, Jody will discuss other topics such as how scientific the specified weight ranges are why sometimes glide, speed and sink rate specs don't seem to be real life figures.

For future BAPA meetings, if you have a topic which interests you, or a site that you want to talk about, or some great flying video that you would like to show at a BAPA meeting, please contact Ann Sasaki. And, if you have a great 19" TV that you are dying to lug to the meetings when we show videos, also let me know. Until then, we will continue with the twin 13" TVs which test your eyesight. See you at the next meeting

CALENDAR OF EVENTS

- | | |
|-------------------|---|
| May 6 | Bapa Meeting 8pm Pacifica Round Table Pizza |
| June 23-28 | Open Nordic Championships 1998
Le Grand Bornand, France.
http://www.netconnection.se/airmail/sm or call Johan Martensson @ (650) 948 |

Diablo Daydreams

by Ann Sasaki

Mt. Diablo sits rather majestically in the East Bay, one of the most recognizable features of the area. It is only a 3849 foot mountain but its isolation makes it unique. Because you can see it from such a great distance, Diablo serves as an important landmark.

Mt. Diablo has been a hanggliding site for many years and it was the first official BAPA paragliding site in the Bay Area. Many local pilots have flown there and had flights to remember, some magical and some a bit unexpected. I think it's fair to say that Diablo is not your tame little hill with predictable conditions. It offers variety and challenge and it can be quite daunting. It should not be underestimated as a place to approach with caution in spite of your eagerness to launch and sky out.

There is a small group of Diablo paragliding devotees. These pilots have put many hours into the science and art of observing and interpreting the weather and flying conditions at Mr. Diablo. Here is what Bob Clem (who has 100 flying days at Diablo!) and Mahboud Zabetian, the Site Administrator, had to say about the site.

AS: **What is the view like from the main launch?**

MZ: Beautiful. On a clear day you can see for miles. On the right you have the spine going

down to the LZ, on the left you have the ranches and a bowl.

AS: Where are the launches and what characteristics do they have?

MZ: The main launch called Juniper is at 2880 ft ASL. Nice launch, shallow drop, a lot of room for aborts. You don't have to worry about obstructions. You DO have to worry about spectators when launching and top-landing.

BC: The upper ridge behind Juniper can be used for launches both toward the LZ, and the other direction, toward the northeast. In the latter case, fliers should steer to the left along the ridge, then wrap around the gap, heading toward the LZ. There is not much run-out space on this northeast face. There are two legal launches just below the top of the mountain: the west-facing one has a couple of hazards (an immediately adjacent chain link fence with barbed wire on top, and very little run-out space on a shallow slope), and the south-facing one needs some foliage-removal before a wing can be laid out there without snagging.

AS: What are good flying conditions and wind directions for this site?

MZ: WNW, W, WSW, SW, SSW have been good for me. I generally don't like NW and NNW even though it is flyable.

BC: North winds can be great when they're in the 0-6 mph range, as that seems to result in good thermal cycles up the launch face.

AS: What are some tips on how to read the conditions at the site?

MZ: Cloud cover over Diablo can be a good indicator. If the clouds are slanted or moving fast, then conditions are too strong. The direction of the slant or movement will indicate wind direction. Overdevelopment of the clouds can indicate strong thermals.

If there are no hawks flying around, then it may mean that the conditions are too bumpy or strong. Sparrows can deal with stronger winds so they are not good indicators.

BC: There is a lot of vegetation all along the main ridge extending northwest from launch. Watching for its movement will usually give the location of the small thermals moving up the slope.

AS: What are good times of the year for this site?

MZ: The best flying days are usually in the spring. Summer can be quite scary. Fall is OK.

AS: What are good times of the day for this site?

MZ: Depending on the season. Usually after 11 a.m. during the spring and fall. In the summer the heat at noon may make the conditions too strong between 12 - 3 p.m.

AS: Where are the house thermals often found?

MZ: To the left of Juniper launch over Turtle Rock Ranch. To the right of launch over the bowl before the spine. Right over the LZ.

AS: How big is the LZ and what is the glide to get to it?

MZ: It's a large LZ but not flat. The lowest areas may be dangerous if winds are strong. The glide is long. It should be reachable by most gliders

unless too much altitude was lost trying to scratch. The best strategy for someone who does not have the best glide ratio is to fly straight to the LZ and try to find thermals there. If you get over the LZ with 1000 ft. to spare, then you may have a good chance of staying up or catching a thermal.

BC: I measured and calculated the glide to the LZ: 1.6 miles out with a 1900 foot vertical works out to a 4.45:1 glide.

AS: What are some of the site hazards to look out for?

MZ: First, the spine to the North of Juniper launch going all the way down to the LZ is a good place to find thermals, but since there is often a Northerly component to the wind, getting to the ridge can be bumpy.

Second, between that ridge and the launch is a bowl, the top of which is lower than the surrounding ridges. This creates a bit of a vortex or funnel, so air moves over it faster. You may launch in slightly strong conditions, penetrate with no trouble, yet when in this area, you will have problems penetrating due to the increased airspeed.

Third, on strong days with a Northerly component in the wind, landing at the alternate LZ near Turtle Rock ranch will potentially have you in the rotor of the aforementioned spine. Landing with Big Ears may be a good idea.

Fourth, landing at the main LZ may be dangerous if the pilot tries to set down closer to the road, as that part of the LZ is lower than the upwind side and could put you in a rotor.

Fifth, scratching on light days with a low glide-ratio glider may make it impossible to land at the main LZ. Watch out for trees.

Finally, at the LZ and most everywhere, beware of stepping into ground-squirrel holes.

BC: The hills northwest of the gap can have sustained sink in a north wind over about 8 mph. This will force a landing on the long ridge called Poker Table Flat, leading down to the main LZ. At its upper end there is a barbed wire fence to avoid.
AS: What is the skill level and rating required to fly this site?

MZ: P4 and thermal experience. Pilots should be prepared to deal with surges and collapses. Just letting go of brake pressure could be an invitation for trouble.

AS: How many pilots regularly fly at this site?

MZ: The site is used consistently by 3 - 5 pilots. Other faces are seen about once a month or even once a season.

AS: What is the condition of the road to launch?

MZ: Excellent. Pilots are not supposed to park near the Juniper launch, but are supposed to park in the parking lot adjacent to the camp area and leave the parking spaces near launch for the campers.

BC: We can park at the launch parking spaces except on busy weekends when a sign may be posted indicating that Juniper parking is for overnight campers only.

AS: Are there any other important items regarding this site?

MZ: The rangers monitor the radio frequency that the hanggliders use - 144.415. In October there are many tarantulas running around the roads. It is best to avoid running over them. They are not aggressive. Finally, there is not much of a glass-off in the evenings.

BC: Other road animals besides tarantulas to steer clear of are the prairie dogs, snakes and occasional coyotes. Adhering to the 25 mph speed limit makes it fairly easy to avoid hitting these creatures.

So, thank you to Mahboud and Bob for providing this valuable site information on Mt. Diablo. I have just a few closing comments from my own flying at the site. If you haven't flown there frequently it IS hard to read the conditions. One day we checked the wind in the LZ (completely dead) and drove to the very top of the mountain (very light) to find out the true condition. Even so, we were fooled and there was a strong headwind once you were launched. I landed way up the Poker Table Flat, as Bob calls it, and got dragged on my back down the hill trying to deflate my wing. So be careful and always try to fly with those who fly the site all the time.

It is also hotter than hell at Diablo in the summertime. Be sure to bring lots of water, especially if you are hiking up to the upper launch. And don't get annoyed and throw your glider bag on the ground when you get up the steep hill - mine rolled all the way back down to the road when I did that. And it was about 100 degrees out, or at least it felt like it!

Weather conditions appear to change quickly and to be less consistent than at other sites. Of course no site provides guaranteed conditions of any sort, but certainly Diablo seems more variable than Ed Levin or Mission, two other East Bay sites. The topography and location seem to provide more complexity at Diablo. Use caution.

And finally, there are the days when there is smooth lift everywhere and even a weany like me thinks, "Boy, if I was ever going to go cross-country, today would be the day." Of course, all of you out there will actually GO. On those days Diablo is magical and breathtaking.

And I imagine that the Diablo regulars will tell you that there are enough of the magical days, and that the challenge of the mountain makes it their favorite site! Fly safely.

Collapse at the Dumps

by Gene Pfeiffer

I had my first major collapse on my Nova Philou DHV 1. It occurred at the Dumps in Pacifica, CA. In the past 5 months I have had only about 15 minutes of air time. I went to the BABA meeting early to fly at the dumps. I launched at Walkers with the wind NW at about 12 mph. I got some lift and headed north around the point (what's left of it after El Nino). I was about 50 feet above the ground and about 20 feet in front of Westlake cliffs. I lost all pressure on my outside brake. I shifted my weight to the flying side and kept about one-quarter brake pressure on the flying side. Usually the wing pops back out with a quick pump before I even have a chance to look at it, but this time it did not. I looked up and I had a 50 percent collapse. It took 3 or 4 big pumps before it re-inflated. I was now about 20 feet above the ground. The wind was cross, but I did not expect it happen in the area that I was flying.

I went on after it re-inflated and flew for an hour. The butterflies in my stomach settled down after about 20 minutes. I did not have any more problems. I now think that it was a rotor produced by a gap about 100 yards north. Be on the lookout for changed conditions at the Dumps.

CLASSIFIED ADS

Ridge Soaring Clinic. April and May. Contact Bob Ost of Black Wing Paragliding at 650 588-1975 for more info

Edel Saber. DHV II, AFNOR Performance. Medium 24.36 square meters. 60-80 kg (132 - 176 pounds) pilot weight, 75-95 kg (165 - 209 pounds) in flight weight. The 'experts' say Sabers like to be flown on the heavy side. Orange top, white under, pink bat. Less than 5 hours flight time. Last flown by Bill Anderson of Edel (Billy Bad Bones) in September, who can attest to its 'as new' condition. Comes with Edel backpack, new speedbar, manual, stuff sack. \$2000
Penguin - Gerald Myers (707) 923-3353, penguin@humboldt.net

Pro Design- Conquest / Freex Spear(L)
It's time I whittled down my growing collection of gliders.

1) Pro-Design Conquest (= "Contest" but made from high UV resistant Gelvinor fabric). 50 hours tops on this glider. Beautiful condition. Will have independent porosity test done for anyone interested. \$500. Experienced pilots only.

2) FreeX Spear (L) DHV 2 - Violet / White - almost new (less than 6 hours out of the bag) - I really want a white/black one which was not available when I bought this one for my Owens trip. Make me an offer - I am prepared to drop hundreds of dollars of the new price to get the color I want.

Steve Thorpe -
thorpes@arklogic.com
408 467 9760 (w)
408 260 7029 (h)

Practical Nits and Grits About BAPA

by Ann Sasaki

Blue skies and smooth lift! Epic flights that leave you breathless! For those of you who don't know, here is some information about who does what at BAPA and when things need to be done by. Not exactly as riveting as flying in the Alps and being rendered speechless by the grandeur of the scenery, but oh well.

1. About the Newsletter: Articles are due by the 15th of each month to Chris Northcutt at chrism@a.crl.com if you want your article to appear in the current month's issue (*Ed. Note: call me if you're running late*). Articles, announcements of events, photos, classified ads and paid ads are welcome. Share your flying experiences and describe sites you've visited.

The newsletter will contain a BAPA membership application form each month for new pilots who want to join BAPA.

2. About Membership Dues: The BAPA fiscal year has traditionally started in October but we plan to change to the calendar year this year. This means that the next BAPA year will start on January 1, 1999. Your membership dues will be

due on January 1, 1999. In order to receive the newsletter, you must pay your \$25 yearly dues.

Membership dues pay for the printing and mailing of the newsletter (more than 50% of your dues goes to this), insuring the three BAPA flying sites, site maintenance and improvements, special mailings and BAPA sponsored events.

3. To Advertise in the Ridge Dancer: Send your ad and a check payable to BAPA to BAPA, P.O. Box 1809, Pacifica, CA 94044. A one-page ad costs \$50, one-half page costs \$30 and one-quarter page costs \$20. If you are in a rush to get your ad in, please also contact Ann Sasaki at Ann_Sasaki@forecross.com. Normally I check the BAPA mailbox only once every few weeks so your ad might sit there for a bit unless you alert me, or send it directly to me.

4. The BAPA website and Bayinsider Paragliding website: The BAPA website is maintained by Gaspo and the address is <http://www.igi.org/bapa>. Detailed information on BAPA events, contact information and articles from recent issues of the Ridge Dancer are available on the BAPA website. Soon to come, a paragliding website which is part of a larger sports and recreational website called Bayinsider.com. The paragliding website will show a brief history of paragliding, photos, a calendar of upcoming events (likely to be the same as the BAPA calendar) and other paragliding information. There will, of course, be links to the BAPA website. Jules Brenner is setting up the Bayinsider website and will maintain it on a monthly basis. Please contact Jules at jnpsf@ix.netcom.com with items to submit and any questions.

5. For information or suggestions on Upcoming Activities: Dave Lee is the BAPA Activities Director and has information on events in the works. He will also accept suggestions for events or activities that members would like to help organize.

6. To submit an Accident Report: Ken Davis is the BAPA Safety Director. Ken (or USHGA) can provide you with an Accident Report form. Also, Gaspo is planning to develop an online form which can be filled out online and emailed to Ken Davis. Please submit accident and incident reports if you are an eye witness or if you are the pilot involved. The reports can be anonymous and the data is used so that everyone can learn something about the conditions and events that led up to an incident. Without reports pilots are more likely to repeat history. Accident Reports can be mailed to Ken Davis at 15 Seaview Drive, Daly City, CA 94015. Ken's email address is paraken@aol.com.

7. For BAPA Site Regulations and Site Introduction information: Contact either Kathy Wilde, the Site Director (email - Wildebli@aol.com, tel - (510) 489-2320) or the appropriate Site Administrator. Dave Sondergeld is the Stables administrator (dave_sondergeld@gap.com, (650) 756-4530). Wally Anderson is the Tam administrator (tipvortx@nbn.com, (415) 456-3670). Mahboud Zabetian is the Diablo administrator (mahboud@aggroup.com, (510) 933-9045).

8. Regarding the Mussel Rock Open Space Preservation Effort - Ann Sasaki is heading up this organization trying to prevent the Mussel

Rock area (a.k.a. the Dump) from becoming a golf course. (Of course this winter's weather may have provided more assistance than any human efforts at discouraging development.) For questions or suggestions contact Ann at Ann_Sasaki@forecross.com or (650) 355-8888.

9. To volunteer to do a BAPA Meeting Song and Dance: Contact Ann Sasaki if you would like to do a short presentation on any topic of flying interest. Or if you simply want to show a good flying video, that is welcome also. Contact Ann at Ann_Sasaki@forecross.com or (650) 355-8888.

10. Who checks the BAPA Mailbox? Ann Sasaki checks the BAPA mailbox about twice per month. It's not inconvenient, but I'm usually speeding by to the Dump so I don't have time to stop. So, if you have mailed something to BAPA at P.O. Box 1809, Pacifica, CA 94044, please don't expect instantaneous response. If you need quick response on something, contact one of the officers directly, or let Ann know that you've mailed something to BAPA that needs immediate pickup.

11. Last, but not least, the phone board. (Groan.) Well, the phone board was instituted about three years ago before everyone started using email so frequently. So, while it was a decent idea at the time, it is now time to modify the structure. I plan to turn the phone board into an information only phone number for BAPA. This will allow visiting pilots (who don't have a laptop with them) to call a number to get contact information. Also, those in outlying areas who don't use the Internet constantly (do such places still exist?), may take advantage of an information phone number.

Thus, the new BAPA phone board will give you information on how to contact site administrators to arrange a site intro, how to contact BAPA and what the upcoming events are in the near future. And that will be it. No current info that is outdated within minutes of recording it.

So there it is. The Nits and Grits you always wondered about.

BAPA is a volunteer recreational organization. We need your participation and enthusiasm so we can do great things. We welcome suggestions for events, projects and activities. Please feel free to volunteer for any committee or activity that interests you. The strength of BAPA comes from its individual members and the efforts we put in.

HANG/PARAGLIDING CALENDAR PHOTOS NEEDED!

By Jeff Elgart - USHGA

The USHGA Hang Gliding/Paragliding Calendar relies heavily on our esteemed membership for photo contributions to this wonderful project. If you have some hot flying photography, send it to us and send it today! Launching, landing, set-up, breakdown, truck/aero/boat/dogsled towing, whatever. Deadline is May 31st!

Send your photography (slides preferred) to: USHGA Calendar, PO Box 1330, Colorado Springs CO 80901. All photography will be treated with the utmost respect and properly returned. Any questions, please call Jeff Elgart at (719) 632-8300 or email jjelgart@ushga.org

BAPA Meeting Minutes

by Cheryl Cohen

Ann Sasaki called the meeting to order at 7:14 pm. Twenty six members were present.

Notable Flights

Dave saw a pilot flying at Alpine – it turned out to be Ed Stein.

Jody flew cross country from Ed Levin last week.

Officers Reports

Treasurer

Kim reported that we have about \$3,600 in the bank.

Secretary

Cheryl reported that she has received the Region II membership list from USHGA and will begin sending out the BAPA member recruitment letters.

Site Director

Dave reported that there will be a work party at the Stables on Saturday April 4.

President

Ann is working on a paragliding page for the Bay Insider website with Jules, Julie, and Gever. She is also working with site administrators to put together a new site guide.

The monthly BAPA meeting time will be moved back to 8:00 pm starting with the May meeting.

T-shirt designs were passed around for comments.

Old Business

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

New Business

Dave Sondergeld volunteered his house as a site for the web cam.

Any corrections in the membership list should be given to Mike Galvin.

Jody is putting together flying trips to France in June and September. Contact him for more details.

Gaspo reported on the USHGA Board of Directors meeting.

Larry Friend showed videos and gave valuable site information about Whaleback and Herd Peak.

BAPA Club Officers

President Ann Sasaki (650) 355-8888

Vice President Mike Galvin (510) 748-0451

Secretary Cheryl Cohen (650) 593-7458

Treasurer Kim Galvin (510) 748-0451

Safety Director Ken Davis (415) 756-7560

Activities Director Dave Lee (408) 356-5985

Past President Anne Huffington (415) 459-2952

Editor Chris Northcutt (415) 584-5610

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

(415) 584-9891

Mt. Diablo (510) 838-9225

Mt. Tamalpais (415) 381-9463

Stinson 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.imail.com/aircal_adventure/

New England Paragliding Club:

<http://www.tiac.net/users/dsharpe/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. Readers are encouraged to report typos and other errors of fact to the Editor

BAPA and the Editor do not assume responsibility for the material or opinions of contributors. This year's editorial policy is to publish all written contributions, and to edit only for format and space considerations. Any exceptions to this policy, including publishing articles in part or not at all, is at the sole discretion of the Editor.

RidgeDancer is published monthly. Material for publication should be sent to the Editor. Deadline is 15th of month. Submissions can be made by email to: chrisn@a.crl.com, or make other arrangements by fax (415) 585 9051 or phone (415) 584 5610.

Short classified advertisements are free for BAPA members.

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!)



CORRECTION TO CLIFF/SEA RESCUE NUMBER !! IT IS (415) 331 8247 !

**Next Club Meeting
Wednesday May 6th @ 8:00 pm
Round Table Pizza
Oceana at Manor Drive
Pacifica**

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