

Ridge Dancer

Dia de Quito - by Bob Ost (resubmitted by A. Sasaki)

Installment Number Three. Last month we read about the first part of Bob's flight from Mt. Pinchincha in Ecuador. Things were going well and Bob thought he was on glide to the LZ. As Bob flew over the city of Quito, conditions changed and his vario started chirping and then screaming. When last we left Bob, he was in cloud suck!

exaggerated S turns. There was a red bulls eye in the northern third of the park. Surrounding the bulls eye was a roped-off circle approximately one hundred feet in diameter. Around the roped-off area were several hundred cheering Ecuadorians! From the air, they collectively appeared as a big fuzzy donut. Complement-

started feeding an ugly and thirsty cloud. Sure enough, some 800 feet higher I found myself again pulling in my outer A's. As I again descended, this time in some smoother and less windy air, I was in the mood for something a little more sporty. Being 1500' over the big city, in control, I felt like a bird of

prey surveying his kingdom. I wished that I had some talons and the ability to dive down and snatch my lunch out of the air at 60 mph. Or maybe just a drink of water.

Then my mind flashed back to watching Superman on television every day after school back in Junior High School. As I seemed to remember, he used to patrol Metropolis from

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Oh shit! Instinctively I stood on the speed bar and pulled in some really big ears. I was going down but not all that fast. As is typical with Big Ears, as the increased sink rate and drag killed my performance, I began drifting with the prevailing wind, away from the LZ, but I still had good altitude. After dropping maybe a thousand feet, I eased off the speed bar and pumped the brakes to unfold my Big Ears. At this point I could once again relax and enjoy the breathtaking views above the city. I took some more pictures before settling into my harness once again, leisurely cruising toward Caroline.

As I flew closer to the LZ, its layout grew more apparent. I was descending at 200 ft/min as I made some fat and

ing the vocal crowd was some live music, which was coming from the north end of the park.

As I approached 1000' AGL, I entered a nice fat thermal going up at a very pleasant 500 ft/min. I rode it up for a while, planning to drop out if and when it

an altitude similar to mine, ear to the ground, eyes searching for trouble, waiting for someone to need his help. With all of his ground clearance, how come he never wanked it? I was now Superman, only I had some modern equipment

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Trips and Stuff - by Jerry Schimke

The Monster Mash at Hat Creek Rim on October 7-8 really turned on. During previous visits to Hat Creek I've enjoyed the evening glass-off and felt very enthusiastic about the quality of the flying. The locals always said something to the effect of "Huh! That was about a 2 or 3 on a scale of 10, for Hat Creek." Well, now I know! On Saturday the 7th, it was generally agreed that the glass-off was much closer to the high end (9-10) of the scale. With as many as 34 gliders in the air 500 to 1000 feet over the rim watching the sun go down behind Burney Mountain for an hour to an hour and a half.... You classify it if you want, but for my money, it was the best I've had the privilege to see at Hat Creek. Many thanks to Liz (Monster) Hern for all her work to ensure that the usual good time was had by all.

My Labor Day holiday was spent at the Pine Mountain paraglider fly-in at Doug and Frankie Watson's Flying Farm, east of Bend, Oregon. The Desert Air Riders out of Bend really do everything they can to make sure everyone enjoys themselves. Between kids and dogs and food and drink and shuttles to launch, all for the price of a contribution of your choice, you can't beat it. Turns out that this year's weather was something to be dealt with, but people flew every day, and there were some good XC flights as well. I particularly enjoyed my flight launched from 6100 feet in the SouthEast Bowl (one of something like 19 different launches on Pine Mt.). That flight started with a bad sinking feeling followed by a very low save in a thermal that took me up to 9200 feet on a northerly track up over the mountain (at times slightly above cloud base) and out to the highway landing 4.5 miles East of Milican. That was nothing compared to Rick Higgins' much longer XC flight during which he got sucked up into a

cloud and had to B-line to save his frozen hide. The flying and partying were really a great combination.

The rest of my September travels included three days flying Mt Baldy with Honza Rejmanek and Chuck Smith of Fly SunValley before heading on up to Philipsburg, Montana to do a couple of weeks of volunteer work with Project Vote Smart.

A little diversion from paragliding here:
Please get informed and do your duty as a US Citizen (if you are one) and VOTE. Check out <http://www.vote-smart.org>. This is an unbiased source of factual data about tens of thousands (I forgot whether it's 13,000 or 30,000) of candidates for political office ranging from the President down to state and in some cases local contests.

I did my part to help compile some of the data and enjoyed the beautiful country around the Project Headquarters only a few miles from the continental divide. The forest fires were out by the time I got there so it was great kicks watching the moose and deer and foxes and eagles, etc. I did manage to get flights at two different Montana sites, but none of them were anything to write home about. After finishing at Project Vote Smart I headed back to Sun Valley and teamed up with Honza and some of the other local pilots for a trip to King Mt., Idaho. That place has a lot of potential. Earlier, Honza flew 101 miles to the north, starting from there. The night I flew there conditions weren't great, but my flight still lasted more than one hour, so I couldn't complain.

For those of you who missed the traditional fall excursion to Elk Mt. on October 13-15, eat your hearts out. Conditions were great! Not only was the campfire of significant stature to fully maintain (and maybe extend a little bit) the tradition of truly noble conflagrations, but the people were great and the quality of food at the potluck was magnificent. Add to that the spectacular flying (many folks were 1000-2000 feet over launch with flights exceeding an hour) and you have a perfect weekend. Thanks to all who contributed food, firewood, fellowship and rides to launch.

Gene Pfeiffer confirms that the fall trip to Anderson Flat will be on November 4-5. In spite of the early winter storm that allowed the Boreal Ridge Ski area to open, Gene says that on the October 15, the snow level was about 8000 feet, so if the winter weather holds off for another three weeks, flying at Anderson Flat should be great. Needless to say, it's always great to spend a weekend headquartered out of Gene's cabin, rain or shine. Contact Gene at (408) 436-8523 for details.

And don't forget to set aside the evening of December 9 for the BAPA Holiday Party at Cheryl Cohen's house. Anyone who's been there knows what a grand time is had by all. Reserve the date.

If you have future flying events scheduled, or if you desire to have specific events put on the calendar, please let me know.

Have Fun. Fly Safe.

Bay Area Wind and Weather

Wind Talker Phone Numbers

Ed Levin	408.946.9516
Fort Funston	415.333.0100 or 415.584.9891
Mt. Diablo	925.838.9225
Mt. Tamalpais	415.381.9463
Stinson Beach	415.868.1922

Internet URL's

Funston Webcam – www.sirium.com/~mlbco/webcamx.html
Bay Area Wind Patterns – sports.wr.usgs.gov/wind/
BAPA – www.sfbapa.org

Accident Reporting Procedures

Paragliding is an evolving sport. Safety awareness and knowledge are vital components for avoiding accidents. If you sustain a paragliding injury, please help to raise the awareness of your fellow pilots by submitting an Accident Report to USHGA. If your accident occurs in the Bay Area, please also send a copy to :

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

Contact the BAPA Safety Director to Obtain an Accident Report form. Forms are also available online at : www.ushga.org/emailacc.htm.

BAPA PARAGLIDING CALENDAR, 2000

Updated October 17, 2000 by Jerry Schimke



OCTOBER

- 28-29 Shasta Lake Maneuvers Clinic
www.parasport.com or Contact Phil Hirst -- (775) 332-0487 (evenings are best)
(Rain Date Nov 4, 2000)
- 28-29 Women's Halloween Costume Fly-In, Chelan WA
Contact Marilyn Raines -- (509) 682-2251

NOVEMBER

- 4-5 Fall Anderson Flat fly in
Contact Gene Pfeiffer (408) 436-8523
- 13-15 Lake Havasu Maneuvers course sponsored by Pro Tow
Contact Enleau or Ann O'Conner -- (530) 472-1429

DECEMBER

- 9 BAPA Holiday Party at Cheryl's
Contact Cheryl Cohen for details (650) 593-7458

2001 Events

May

- 26-28 Starthistle Fly-In -- Woodrat Mountain, Ruch, Oregon
Contact Chris Wick -- wickz@uswest.net



OTHER CLUB MEETING INFORMATION

Wings of Rogallo meets every 3rd Tuesday of each month, but currently the traditional meeting place (Omega Restaurant in Milpitas.) is out of commission. Location to be determined. Social hour @ 7:00 pm, meeting starts at 8:00 pm.

Sonoma Wings Hang Gliding Club meets every 3rd Monday of the month at the Round Table Pizza, Hwy 12 and Stonypoint Rd. in Santa Rosa at 7:00pm.

Marin County Hang Gliding Association meets on the last Thursday of the month at 7:30 pm at the Round Table Pizza in Corte Madera. (Come early to start on your pizza)

BAPA Club Officers

President	Chris Northcutt	415.584.5610
V. President	Ann Sasaki	650.355.8888
Secretary	Cheryl Cohen	650.593.7458
Treasurer	Pam Brenner	415.883.4332
Site Director	Gene Pfeiffer	408.356.7782
Safety Dir.	Phil Neri	650.737.7926
Activities Dir.	Jerry Schimke	650.355.8888
Past Pres.	Mike Galvin	510.748.0451
Editor	Steven Pease	650.556.1978

BAPA Site Administrators

Stables	Dave Sondergeld	650.756.4530
Mt. Tam	Wally Anderson	415.456.3670
Mt. Diablo	Bob Clem	925.825.4979

USHGA Region 2 Examiners

Jack Hodges	650.728.0938
Ed Stein	650.367.9707
Kathy Wilde	650.556.1320

USHGA Region 2 Observers

Mt. Diablo	Eric Wilcox	415.474.8057
Stables	Dave Sondergeld	650.756.4530
Ed Levin	Dave Bingham	408.923.0394
Ed Levin	Claudia Lehman	510.893.4787
Ed Levin	John Wilde	650.556.1320

Ed Levin paragliding observation by appointment, contact :

Kathy Wilde	650.556.1320	wildeblu@aol.com
Kim Galvin	510.748.0451	kim_galvin@mpsh.com

The Bay Area Paragliding Association (BAPA) is an organization of paragliding 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 errors of fact to the Editor.

The Ridge Dancer is published monthly. Material for publication should be sent to the Editor and may be edited for format or space considerations only. Deadline for submissions is the 15th of each month. Submissions can be made via email to : spsease@interserv.com. Classified advertisements are free for BAPA members

Address changes should be sent to : BAPA Address Change, PO Box 1809, Pacifica CA 94044-9998. To receive the Ridge Dancer electronically (.PDF format) requests may be sent via email to Pam Brenner at jnpsf@mindspring.com.

BAPA Meeting Minutes of October 4, 2000 - by Cheryl Cohen

President Chris Northcutt called the meeting order at 8:00 pm. Sixteen members and one guest were present

Notable Flights

Jules had his first XC flight (7k to Butterfly Valley) in Turkey. Cheryl did Jocky Sanderson's SIV course in Turkey. Patricio and Mattie hiked up to the top of Mt. Shasta with their wings but were unable to launch due to weather. Jerry had a good time at the Pine Mt. Labor Day fly-in.

Officer Reports

Activities Director

Jerry reported that the Elk Mountain Fly-in will be the weekend of October 13-15. The Holiday Party will be at Cheryl's house on December 9th.

Site Director

Gene had no updates to report but Patricio reported that pilots were banditoning Mt. Tam.

Treasurer

Pam reports that there have been no changes in our finances.

Safety/Health Updates

The pilot who crashed into the cliff below Cheetah is still in the hospital suffering from head and other injuries. A pilot at The Dump misjudged the distance to the ground due to fog and broke his leg. Stu is walking with crutches and drove for pilots at Anderson Flat last weekend. Al's broken arm has healed and he is back in the air again.

Old Business

A quorum was not present at the last meeting and no minutes were taken. A

motion was passed to approve the minutes from the August meeting.

Jules is still working on the design for the T-shirts.

New Business

A motion was passed to change the time of the monthly meeting to 7:00 pm for the winter months.

Patricio suggested we have a swap meet for members to buy/sell equipment. Jules will look into coordinating with the Wings of Rogallo swap meet.

The meeting adjourned at 8:45.

Dia de Quito - by Bob Ost (resubmitted by A. Sasaki)

(Continued from page 1)

and Lois Lane was back home, not in need of my help.

I sat bold upright in my harness momentarily, checked for traffic, got my bearing, weight shifted right and pulled right brake down to my ass. Spiral dives over Metropolis! Between the G forces and spinning buildings below, I was soon too dizzy to do anything but ease up and wait for my head to clear. After recovering for a while, I was ready to spin the other way. For a few moments I did spins and wingovers and just plain enjoyed myself.

I was really happy with my flight so far, and for me that has always been a good enough reason to head in and land. I could have stayed up longer, but I knew that there was still that potential for a close encounter with one of the big jets that were still landing at the aeropuerto every few minutes.

I stood on my speed bar with my tips in, making small corrections in my direction by weight shifting. As I settled earthward, the beat of the music and the noise from the crowd in the LZ got my adrenaline pumping again. I figured that if I blew my spot landing I could possibly knock down a lot of people. There could be panic, and stampeding and death by asphyxiation. This would not give the locals a good impression of the North American pilots!

I started to weight shift to the right, figuring that landing just outside of the circle would be a safe alternative. But then I thought to myself, "If I can't hit this target, should I just turn in my rating?" Besides, what the hell was the bulls eye for? As I came in on final, there was a collective scream beneath me. I flared and landed, smiling from ear to ear. Balling up my canopy, I walked across the grass circle to where Karen and Josh were. We were all jubilant. More pilots, Ecuadorian and otherwise, landed. High fives were flying everywhere. Ecuadorians

were waving pencils and paper, requesting autographs, especially from Karen.

The last of the team came in just short on final. The crowd, sensing this, shrieked and parted like the Red Sea. He landed in them anyway, his wing crashing down upon a dozen of their heads, resulting in a tangled mess of mammoth proportions. My earlier visions of stampeding spectators and blood-spattered nylon never materialized. Dave pulled his wing out of the crowd and sheepishly walked over to our group, bearhugging a big tangled nylon mess, his face red from more than just the Equatorial sun.

We all had a beer and then drove back to the hotel to pack our things and drive across Ecuador to the beach, where we enjoyed another week of flying, but that is another story.

...

Thanks Bob.

That has to be one of the best paragliding articles ever written and of course, Bob lives on in our memories, still making us laugh. - Ann



"A Loser
On
Paragliding
Survivor"

- photo
By
A. Gentles

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Bay Area Paragliding Association
Membership Application & Renewal Form



Instructions : Complete and mail this form, along with your payment, to : BAPA, PO Box 1809, Pacifica, CA 94044-9998. Forms may also be given directly to the Treasurer at the monthly BAPA meetings. Make your check payable to: "Bay Area Paragliding Association".

Member Information :

Name _____ Street Address _____
 Home Phone _____ City, State, Zip _____
 Work Phone _____ Email Address _____
 FAX _____ HAM Call Sign _____
 USHGA Number _____ USHGA Rating _____ Expiration date _____
 First Aid Rating(s) _____
 Other interests _____

- * Check here if you do not wish this information to be published to other club members []
- * Check here if the information above has changed since your last renewal []
- * Check here to reduce club costs by electing to receive our monthly newsletter, "**The Ridge Dancer**", by e-mail (.PDF format) []

Membership dues (based on a calendar year) :

	Dues Renewal - \$25.00 per year	\$ _____
	New Members - \$2.00 per month	\$ _____
	from application date until end of year	
	Club Donations	\$ _____
	Total Enclosed	\$ _____

Site Sticker Information :

To obtain a sticker to fly a BAPA administered site, you must apply in person at :

Mission Soaring
 1116 Wrigley Way
 Milpitas, CA
 408.262.1055

You may also obtain stickers, as well as additional site information, by contacting the following Site Administrators :

The Stables Dave Sondergeld 650.756.5430 dsonder@slip.net	Mt. Diablo Bob Clem 925.825.4979	Mt. Tamalpais Wallace Anderson 415.456.3670 tipvortx@thegrid.net
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Site Sticker Renewal :

To request a sticker renewal for the current year, please send BAPA a photocopy of your current USHGA membership card, write your sticker number on the photocopy and include a self-addressed, stamped envelope. Mail to: BAPA, PO Box 1809, Pacifica, CA 94044 9998. Please indicate which site(s) you wish to renew your sticker(s) for :

The Stables [] Mt. Diablo [] Mt. Tamalpais []

Your donation will help to defray site maintenance, insurance and sticker costs - ENCLOSED \$ _____

Additional Site Information :

Ed Levin & Mission Ridge Point Reyes	Stickers and info available by contacting Wings of Rogallo, PO Box 361885, Milpitas, CA 95036-1885.
Pacifica Dump	Permits are available at the Bear Valley dispatch office on weekdays between 8:00 A.M. and 4:30 P.M. Flying without a permit is a \$200 fine. The dump is an unregulated site. BAPA recommends that you speak with an experienced local pilot for a site intro. prior to flying this site.

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