

## Jody Lucas Picnic and Fly-In - by Ann Sasaki

The Jody Lucas fly-in and picnic will be held at Ed Levin on Saturday, April 10 this year. The picnic location is the same as last year in the gazebo by the pond, close to the LZ. BAPA will provide deli sandwich ingredients and some soft drinks. Members will please bring side dishes, salads, desserts or drinks (no alcohol per park regulations). Food will be served from 12:00 p.m. – 2:00 p.m. at the gazebo. Last year we had a wonderful array of food. We will have a prize for the longest flight of the day for those who are interested in participating. If you want to participate, please sign in with Chip Sheppard before you fly.

When you land, show your vario with your flight time to Chip and he will give the prize to the pilot with the longest flight. You will not

be part of the contest if you don't sign in. The prize is a \$25 gift certificate to either REI or Mojo's Gear. There will also be lots of door



"A large group of us gathered at Big Sur recently. This trip had a lot of momentum and a lot of dogs, but not enough hot air. It ended up a fog fest with some limited earlybird soaring at Sand Dollar" - photo by A. Stocker

## 2004 BAPA Dues are Due - by Ann Sasaki

If you have not yet renewed your membership for the year 2004, please do so by the end of this month, March 31.

Please renew online at [www.sfbapa.org](http://www.sfbapa.org) (click on "Application and Info" below the photo of red glider above green hill at Diablo). Or alternatively, you can print out an application form (on the [www.sfbapa.org](http://www.sfbapa.org) website, go to "JOIN BAPA" to find a printable form) and

mail a check for \$25 to BAPA, P.O. Box 1809, Pacifica, CA 94044.

Please also be sure to update any changed contact information, USHGA rating information, new HAM call signs, etc. when you renew. We try to keep our database up-to-date with current information for members.

Your membership in BAPA helps support our flying com-

munity and keeps you informed of club events, clinics, classes, and fly-ins via the BAPA email list. You also receive the monthly newsletter either electronically or in hardcopy.

Please renew by March 31 if you have not already done so.

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### Worth remembering :

- Next Club Meeting is Apr 7 @ 7:00 PM at Round Table Pizza on Gellert in the South San Francisco - Social Hour starts at 6:30
- April 3 – Wilderness First Aid Course
- April 10 – Jody Lucas Picnic and Fly-In
- April 17-18 – NorCal Competition
- April 24 – Ham Cram Class

# A Flight Director's Commentary - by Juan Laos

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This will be my last commentary as Flight Director for the Wings of Rogallo (WOR) club, as the newly elected take office very soon. Overall it has been a good flying year with many soarable days, some good XC flights, and some fun meetings. But, I am concerned that there have been too many incidents and accidents, the most serious of which took place quite recently. Over the past year, I have heard of a few too many incidents that were not reported; inadvertent out landings, tree landings, minor injuries and other things most likely caused by pilot error.

I cannot reiterate as to how important it is to report these incidents and share them so that we can all become safer pilots. Do it anonymously if you are embarrassed but share the knowledge you have gained through experience to help keep us all safer. No one likes an accident and we can only prevent them through care and knowledge.

By now everyone has heard about the mid air collision between a hangglider and a paraglider at Ed Levin on one of those great soarable days. The pilots are relatively lucky in that only the PG was physically injured and is now recovering. He should be back in the air in six to eight weeks.

I thought about how I should report the accident and thought that it would do everyone some good to hear what each pilot reported to me so that all will understand the mindsets of those involved.

Here is the PG pilot's account:

He was flying above the 1200 headed toward the lake/dam at around 5-600 above the 1200 (he was not sure of his height above terra firma). He was flying in a straight line toward another PG pilot a ways in front and above him as this pilot appeared to be climbing. He reported that the air was buoyant. He was flying directly into the wind. He noted the HG flying in a straight line

towards him from the direction of the golf course at the same level at approximately a 40-degree intersection. The HG's helmet was always in view and it appeared that they had visual contact.

When the HG got closer, however, it seemed that the HG was looking to the left a bit towards the LZ according to the PG. He did not take evasive action until he realized that he was going to be hit. He had until this point assumed that the HG pilot had seen him. Upon impact, the PG reported that his wing collapsed and he went into a clockwise spiral dive/spin. He threw his reserve but stayed in the spin until he impacted. He reports that he could not get up as he was in pain. Another pilot landed to assist. The PG pilot indicated that if he was to do anything different, he would have deployed sooner. I directly asked the PG pilot if he took any evasive action, he replied no, he did not have time.

Here is the HG pilot's account:

The HG was flying towards the LZ going north between the 1200 and the 600 coming from the golf course (the ridge behind the golf course south-facing slopes). He was flying straight and level checking the LZ for a pattern, as there were a lot of people coming in. The paraglider came suddenly from about 90 degrees from the right side. The HG's leading edge caught the middle of the cloth of the PG at an angle and it folded over a little and tilted the leading edge of the HG down and made the HG turn to the left a little. The paraglider did not tangle on the HG wires, slid off the leading edge, and the HG flew on.

The paraglider fully collapsed but re-inflated quickly except on the right side. The paraglider turned but the HG couldn't remember how much. Then the PG's reserve came out but looked really small and didn't seem to inflate all the way. The paraglider pilot hit the ground and rolled or slid. The HG continued

on to land. He remarked that it was very crowded that day and there were too many beginner pilots. He at one point remarked that he didn't see the PG and figures the PG didn't see him either.

Here is my analysis of what occurred based on the interviews:

Both pilots were flying straight and level, one towards lift, one towards a landing pattern. The HG pilot was focused on the LZ and did not see the PG. The PG assumed that the HG saw him and did not take evasive action. Their flight paths intersected, the leading edge of the HG caught the cloth of the PG, destroyed the airflow causing a full collapse, partial re-inflation and a spiral dive of the inflated portion of the canopy. The PG threw a reserve but the dive continued into the ground slowed by the reserve at the last minute.

What might have been done to prevent the accident? More observation and awareness by the HG and defensive flying and evasion by the PG would have prevented the collision. Hindsight is only a wonderful thing if we put what we have learned into practice.

Both pilots in this accident are very lucky, mid air collisions are usually much more serious as some of our local pilots can attest. We must at all times be aware of other pilots and be ready to alter our path and take evasive action. We especially have to be aware of the differences between our craft in terms of speed, and maneuverability. What might seem an easy out for you may not work for the opposite craft.

Paul Gazis offers the following very valid points:

- 1) Clear your turns. Always.
- 2) Do not soar the launch bowl. Ever.
- 3) If the air gets too crowded, leave. Even if this means you have to flush.

*(Continued on page 3)*

## New BAPA Site Directors - by Ann Sasaki

At the March BAPA meeting, Jeff Wishnie and Tom Mook were appointed BAPA Site Directors. Our elected Site Director, Eric Newman, plans to travel frequently this year. Eric did not feel he had the time to devote to being Site Director so he wanted to find someone to take his place.

Luckily for BAPA, we found not one, but two great candidates for the position. Tom and Jeff both have extensive flying experience and they are both interested in preserving our existing sites and investigating new ones.

If you have any ideas, suggestions, concerns or issues regarding BAPA sites or potential sites, or regional sites where we fly a lot, please contact Jeff Wishnie (fly@wishnie.org) or Tom Mook (tom@mdli.com).

### USHGA Region 2 Contacts

On the web at -  
[www.ushga.org](http://www.ushga.org)



#### Observers

The Dump	Phil Neri	650.737.7926	
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#### USHGA Regional Directors

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## A Flight Director's Report - by Juan Laos

(Continued from page 2)

4) Don't pin someone against the hill.

A few others, a bit more arbitrary, are:

5) If you are working the ridge and someone ahead of you is working a thermal, try not to cut through their circle if there is no need to do so. In fact, if they're climbing out, hey, why not join them?

6) Don't turn in lift if it will force someone else to maneuver to avoid you.

Along with Mark Mulholland's comment at the WOR meeting:

Most mid-air occur because one pilot doesn't see the other. If you see an air-

craft on a potential collision course with you and it is not already maneuvering to avoid you, the only reasonable assumption is that the other pilot does not see you. You are, therefore, the only one who can (and must!) take evasive action.

Mark knows first hand how horrible a mid air can be having been involved in one a few years ago at the world air games. It took him a number of years to recover and I'm sure he still has some aches and pains.

And Steve Pittman offers the following:

As a final remark, it might be appropriate to re-iterate the PG pilot's comment

that he should have deployed sooner. Every pilot should think through how they will react to a mid-air. One obvious conclusion to which everyone should come is that if one's glider is not flying after a mid-air, deploy a reserve first and ask questions later.

So, there you have it. How are you going to fly next time you are in a soarable and crowded sky?

Thanks all, for allowing me to work with a great club and a great group of pilots over the past year.

Fly Safe

# Ridge, Windage, and Elevation - by Patric Townsend-Wells

For a banal bag bomber, windage MEANS elevation. The savvy sack soarer suspects it ain't so simple, stupid. Not only do we have all kinds of angles to play, but the wind plays all kinds of angles.

That graph below with all those tangled curvy lines is the bottom-line of this piece. Put that graph into practice, and you'll be a better pilot, that. or a Nobel candidate. Perhaps the compass rose will help to keep it all in perspective.

Read Dennis Pagen's *Understanding the Sky*, to find out a whole lot more about this kind of stuff.

## Lift vs. Wind and Ridge Angles

For any given ridge, usable lift pragmatically depends on wind angle horizontally to the ridge line, and vertical steepness of the ridge (if other factors such as ground resistance, temperature, humidity, barometric pressure, etc. are ignored). Pragmatic because wind angle and steepness are factors that can be semi-controlled by the pilot—who can choose what section of a varying ridge line to fly over. Pragmatism doesn't relate to wind speed, since we can't do anything about that. Fortunately, we don't have to. What we will consider holds for all wind speeds.

Even though steepness of a ridge is pretty much fixed, barring landslides, it has an impact on the vertical lift the ridge produces, not only by itself (Duh, steeper is better.), but it also affects how much vertical lift is produced when the wind angle to the ridge falls off the perpendicular to the ridge line. (For a sheer vertical face, wind 30 degrees off the perpendicular produces half the lift of perpendicular wind. For a gentle 15 degree bunny hill, the wind would have to move 60 degrees off the perpendicular to lose half its lift.)

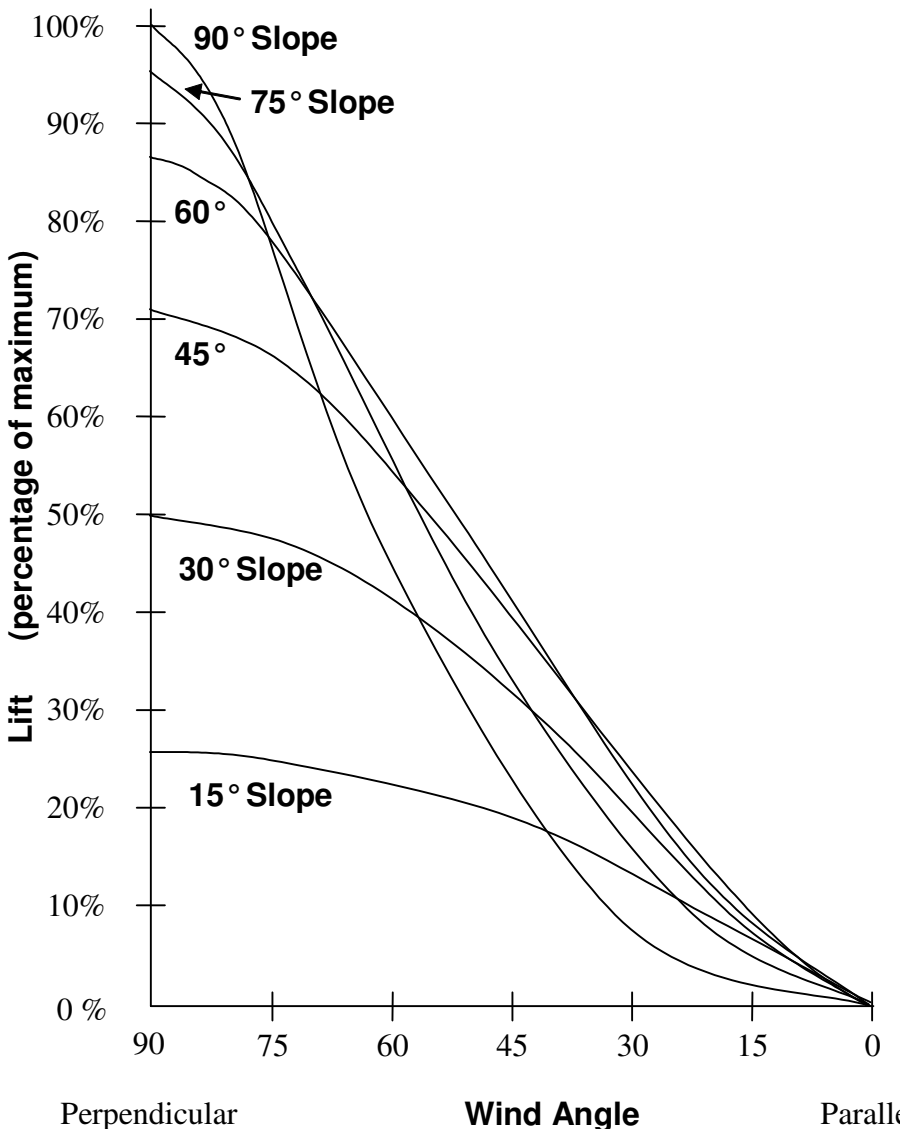
Those pragmatic factors are independent of each other. But here's the kicker: it is easy to overemphasize wind speed. We all KNOW the breeze in our hair is important. We all know nobody robs us going DOWN the mountain! However, an unsuspecting pilot can actually launch into gale-force winds and sink out! This is where trigonometry rears its ugly head. You knew that high school crap would bite back.

The villain in this piece is that ridge lift falls off as a function of both wind angle to the ridge (taking the god's eye view, from above) AND the vertical steepness of the ridge. Wind coming in at 90 degrees produces maximum lift. But once the wind or the ridge turns to some other angle relative to the other, the lift produced from the same wind falls off in a semi-complicated fashion.

The graph is a ROUGH representation of how WIND ANGLE to the ridge line (the horizontal scale) and the vertical steepness of the ridge (the various SLOPE lines plotted) affect what we are most interested in: LIFT (the vertical scale) as a percentage of the maximum (produced by a sheer vertical cliff that is perpendicular to the incoming wind.) These hold for all wind speeds.

An example just might help:

Say you're flying a section of fairly steep ridge (say the AVERAGE vertical



# Ridge, Windage, and Elevation - by Patric Townsend-Wells

slope of the section is 75 degrees), but the ridge line (looking down on it) angles back a good bit. So much so that, while the wind is straight in over the shore (perpendicular), the wind is crossing the section's ridge line at an AVERAGE of 45 degrees.

Guess what. You're only getting about 39 percent of the lift you would get if that ridge was a sheer wall perpendicular to the same wind. Reality bites, doesn't it?

## Compass Rose By Another Name

The compass rose below may just help visualize and translate angles and

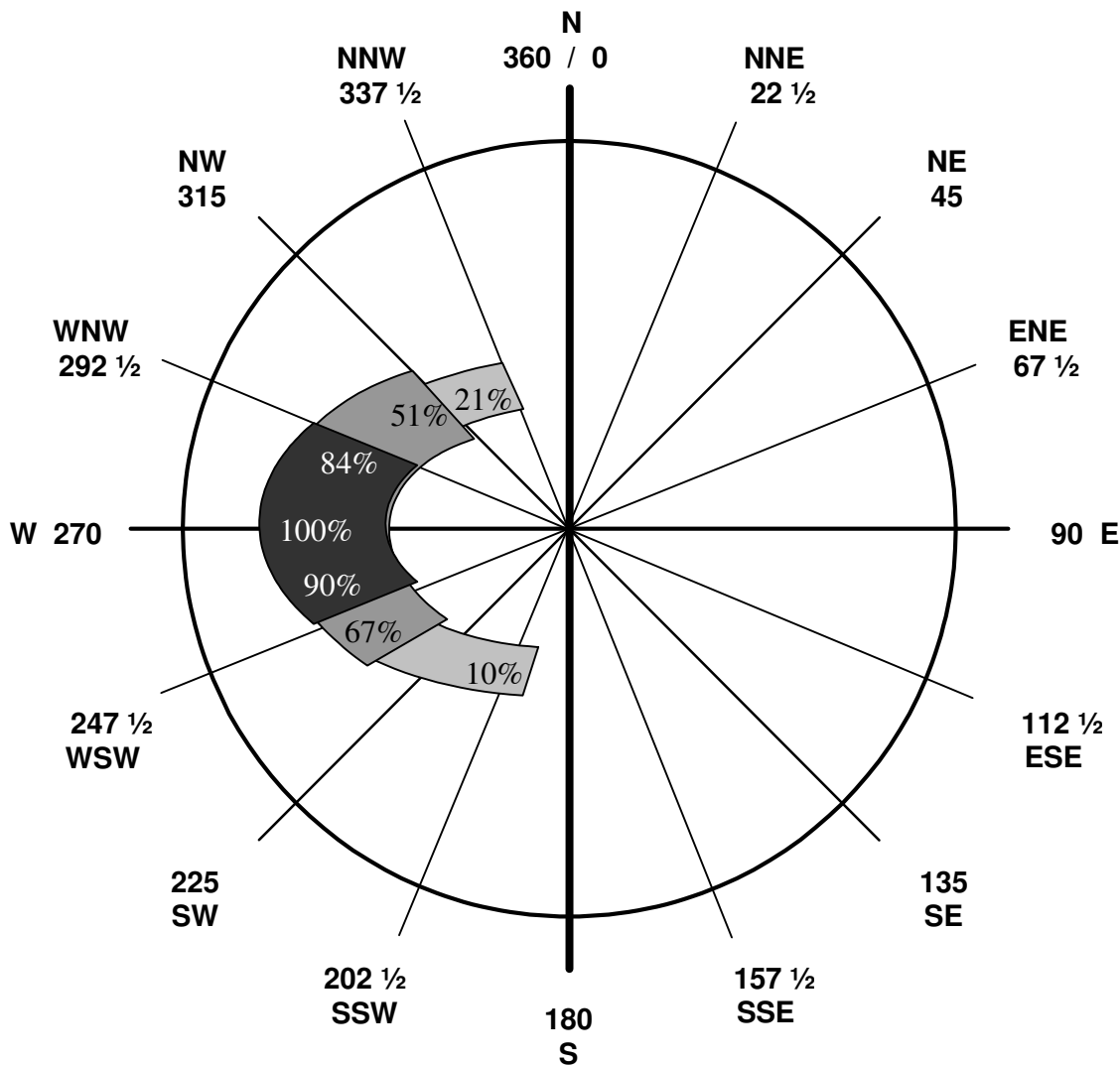
North-East-West-South wind directions. If this windtalker says NNW, and that windtalker says 135 degrees, the rose lets you see what you're faced with, and which way you're facing it.

The grayscale bands (wind arcs) help make flying sense of what you're faced with. Those bands represent the impact the wind angle has on lift.

The wind arcs illustrate ridge lift as it relates to wind angle for just ONE of the ridge slopes plotted in the graph: a somewhat typical ridge with an average vertical steepness of 60 degrees. The arcs do NOT actually relate to points on the compass; they relate to angles to the

ridge line. On the compass rose, imagine that a ridge runs straight north and south. Perpendicular wind is then coming out of the West.

The rose percentages are based on the maximum lift produced by that 60 degree slope hill. The graph curves say that wind perpendicular to our 60 degree slope is about 87 percent of the maximum for a sheer vertical wall in those conditions. The wind arcs adjust that to 100%. (Perpendicular is the maximum you're going to get for ANY slope, so that 60 degree slope is now the reference.) Other rose percentages are based on the 60 degree slope's maximum.



So, when a north-west wind (315 degrees) hits that north-south ridge, you will get about 51% of the lift if the wind had hit it straight on.

Watch out. Keep your mind's eye open. The world is a lot trickier than it first appears.

John Wayne, that silver screen hero with a yellow-streak up his back, once bellowed, "Windage and elevation Miss Scott, windage and elevation!" The Duke ducked his manly duties in WW2, but managed to get it right here.

For ridge pilots, it's largely a matter of windage and elevation (angle).

# 2004 BAPA Calendar

Updated March 24th

## APRIL

- 3 Wilderness First Aid Class at 8:00 am. **Chip Sheppard's house in Berkeley**. One-day Wilderness First Aid class - please see article in the February Ridge Dancer with details on this class.
- 7 BAPA Meeting in SSF at 7:00 pm. **Round Table Pizza, 2227 Gellert Blvd.** Social half hour starts at 6:30 p.m. Entertainment will be a presentation on flying and fun in Valle de Bravo by Tom Moock. There will be slides and a short video.
- 10 Jody Lucas Picnic and Fly-in. **Ed Levin Park**. Come to the second annual Jody Lucas Picnic and Fly-in at the gazebo near the pond at Ed Levin. Last year we had a big turnout of pilots and the flying conditions were great! The picnic is potluck - BAPA provides deli sandwiches, members provide side dishes, chips, drinks, dessert. More details will be upcoming in the March Ridge Dancer.
- 17 - 18 NorCal Social XC League. **TBD**. Second two-day comp in the Social XC League organized by Jug Aggarwal. More details forthcoming.
- 24 Ham Cram Class at 8:00 am. **College of San Mateo**. One-day class from 8:00 a.m. to 5:00 p.m. to prepare you for the Ham License test. This class is offered by the Bay Area Educational Amateur Radio Society. After a study session, you will take the Ham test and if you pass, you'll receive a call sign by the end of the day. To register for the class or if you have any questions, please contact Ross Peterson at wb6zbu@arrl.net or (650) 349-5349.

## MAY

- 5 BAPA Meeting in SSF at 7:00 pm. **Round Table Pizza, 2227 Gellert Blvd.** Social half hour starts at 6:30 p.m. Entertainment will be a great video on XC flying in New Zealand.
- TBD Anderson Flat Spring Fly-in. **Anderson Flat**. The tentative dates for a Spring Anderson Flat fly-in are May 15-16. Gene Pfeiffer will provide more details later. Come fly this scenic site close to Yosemite. If you get to 7000' you can see Half Dome.

## JUNE

- TBD Mountain Flying clinic. **Potato Hill**. The tentative dates for the fourth annual Mountain Flying clinic are June 5-6 at Potato Hill. Tom Moock will provide more details later. This clinic is an enjoyable weekend of talking about thermal flying, meeting other pilots who want to develop their mountain flying skills, and going flying. The clinic is limited to 8 pilots.

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## OTHER CLUB MEETING INFORMATION

**Wings of Rogallo** meets every 3<sup>rd</sup> Tuesday of each month, at the Summit Pointe Golf Club in Milpitas. Food/social hour at 7:00 pm, meeting starts at 8:00 pm.

**Sonoma Wings Hang Gliding Club** meets every 4<sup>th</sup> Thursday of the month at the Round Table Pizza, Hwy 12 and Stonypoint Rd. in Santa Rosa at 7:00 pm.

**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 Meeting Minutes – by Pete Norlander

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The March meeting was conducted by President, Ann Sasaki. Officers present were Rolf Bienert; Vice-President, Stephan Schulz; Treasurer, New Co-Site-Directors; Tom Moock and Jeff Wishnie, Chip Sheppard; Activities Director and Pete Norlander; Secretary. A total of 23 club members were present

## New Members/Visitors

It was a pleasure to have USHGA Region 2 Directors Paul Gazis and Urs Kellenberger join us at the March meeting. Paul, Urs, thank you for allowing the BAPA membership to meet our USHGA representatives. We extend a welcome to you to join us at future meetings anytime your schedule permits.

## Officers' Report

President – Meeting called to order by Ann Sasaki. Ann reported on the recent closure of Tollhouse and Dunlap to paragliding and hang gliding and efforts underway to determine the reasons and what steps may be taken to address the issues.

Vice-President – Rolf Bienert reported progress on creating a procedure for visiting pilots with foreign ratings to fly at the three BAPA sites. The procedure will be described on the BAPA websites as well as in the individual site regulation documents.

Treasurer - Stefan Schulz reported three new members joined BAPA in February bringing total club membership to 160. A total of \$5,066.00 is currently in the BAPA account. Stefan reminded everyone that the deadline for membership dues is March 31. Persons who have not renewed by then will be removed from the membership.

Site Director – Due to extensive travel planned for the upcoming year Eric Newman requested that he be excused from the duties of Site-director. Ann Sasaki appointed Jeff Wishnie and Tom Moock to fill out the remainder of Eric's term. The members present at the meeting approved the appointment. The closure of Tollhouse and Dunlap were discussed. Tom and Jeff will try to find out more information and see if BAPA can help in any way. Thank you Tom and Jeff for your future help in that eternal and elusive quest for – n e w f l y i n g s i t e s !

Activities Director - Chip Sheppard reviewed the upcoming calendar of events and activities. Potato Hill will see the first NorCal Social XC League competition March 14-15. The Elk Mountain fly-in is scheduled for the last weekend in March, Friday the 26<sup>th</sup> thru Sunday the 28<sup>th</sup>. The second annual Judy Lucas fly-in will be held April 10 at Ed Levin County Park. A 'Ham Cram' will be offered Saturday, April 24. Upcoming events, dates to be announced; kiting and high wind launch clinic by Tim Kuenster, a mountain thermal clinic by Tom Moock.

## Old Business

A motion was made to approve the minutes from the February meeting as published in the Ridge Dancer. The motion was approved and carried by the membership present.

## New Business

Ann Sasaki noted that an 'area closed' sign was recently posted at the Dumps by a GGNRA ranger. The ranger said that it was being done primarily for liability reasons.

He said that people entering the Dump are using the area at their own risk.

Three motorized hang gliders were observed launching at the Dumps on a recent day. The question was raised as to whether it is appropriate to fly motorized aircraft at the Dumps. It was noted that motorized *vehicles* are *not* permitted at the Dumps. The City of Daly City will re-post the "No Motorized Vehicles" sign soon.

Efforts are underway to get Mori Point approved as a flying site. It is the first point of land south of the Pacifica Pier. Mori Point is administered by the GGNRA (Golden Gate National Recreation Area.) The area is home to an endangered species; the San Francisco Garter Snake. It was initially thought that permission to fly there would be denied because of the areas status as an endangered species habitat. A respected expert on the ecology of the area noted that in his opinion paragliding would present no more impact than hikers and dogs, which are permitted.

Two motions were approved for the expenditure of club funds in April. BAPA will subsidize 50% of the cost of the Wilderness First Aid clinic. The club expenditure for the clinic will be \$250.00 (10 x \$25.00.) An amount not to exceed \$575 was allocated for the Jody Lucas fly-in. This includes the cost of the gazebo rental at Ed Levin County Park (\$131.00,) Food costs (estimated at \$8.00 per person x 50 people) and a door prize (\$50.00.)

Summit Pointe Country Club, the location in Milpitas of our club

*(Continued on page 8)*

# Bay Area Paragliding Contacts



On the web at -  
[www.sfbapa.org](http://www.sfbapa.org)

## BAPA Club Officers

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## S.F. Bay Area Site Administrators

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## Ridge Dancer

is published monthly to benefit the members of the Bay Area Paragliding Association (BAPA). 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).

Neither BAPA nor its officers makes any warranties or representations and they assume no liability concerning the validity of any advice, opinion or recommendations expressed in this material. Readers, please report errors of fact to the Editor.

Material for publication should be sent to the Editor and may be edited for format or space considerations. Deadline for submissions is the 15th of each month. Submissions can be made via email to [ptownsen@slip.net](mailto:ptownsen@slip.net). Classified advertisements are free for BAPA members. This newsletter is available on paper or in electronic (.PDF) formats – requests sent to the BAPA Treasurer.

# BAPA Meeting Minutes – by Pete Norlander

(Continued from page 7)

meeting every third month, has informed us of their intention to begin charging BAPA for the use of the meeting room. The cost for the room will be \$90.00 in the winter months and \$25.00 in the summer. The management asked for a one year commitment, to help offset their costs to schedule personnel to stay later than usual. The Winter rate is higher because it gets dark earlier. Golfers, their regular customers leave at sunset. Several members will investigate alternative locations and an online ballot will be presented to members before June's meeting, to decide where we meet in the East Bay .

Richi Mantilla of Vuelo Libre announced that he now has a 10 person van operational with which he will be conducting weekend flying trips. Save the headaches of driving yourself and enjoy the camaraderie of fellow pilots. Let the folks at Vuelo Libre do the driving! Contact Richi at [www.eparaglide.com](http://www.eparaglide.com) for rates and trip schedules.

Jeff Wishnie and Tim Kuenster announced the formation of a new paragliding school; Pacific Skyways. Instruction will initially focus on P1 and P2 pilots. Per Jeff, "the goal will be to create well rounded pilots, experienced in coastal and mountain conditions." Jeff and Tim bring many years and a wide range of flying experience to their new endeavor. Pacific Skyways will host a "launch party" picnic at the Dump, April 3.

The flying community is invited. Congratulations Jeff and Tim!

## Entertainment

An informational talk was given by Alec Chattaway on the use of hand held portable HAM radios and other aspects of HAM radio use, operation and etiquette. Alec demonstrated various models of radios and antennae popular with the PG community. Thank you Alec.

## Accident Reporting Procedures

Paragliding is a dynamic and evolving activity with inherent risks. Safety awareness and knowledge are vital to reducing these risks. If you sustain a paragliding injury, you may help others learn from your first-hand experience by submitting an accident report to the U.S. Hang Gliding Association. Contact the BAPA Safety Director to obtain an accident report form. Forms are also available online at :

[www.ushga.org/emilacc.asp](http://www.ushga.org/emilacc.asp)

If your accident occurs in the S.F. Bay Area, please also send a copy to:

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

## Bay Area Paragliding Association Membership Application & Renewal Form



**Instructions:** Complete and mail this form, and 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 \_\_\_\_\_ Home Phone \_\_\_\_\_  
 Street Address \_\_\_\_\_ Work Phone \_\_\_\_\_  
 City, State, Zip \_\_\_\_\_ FAX \_\_\_\_\_  
 Email Address \_\_\_\_\_ Ham Call Sign \_\_\_\_\_  
 USHGA Number \_\_\_\_\_ USHGA Rating \_\_\_\_\_ Expiration Date \_\_\_\_\_  
 First Aid Ratings \_\_\_\_\_  
 Emergency Contact Name and Phone Number \_\_\_\_\_

- Check here if you do not want 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 receiving our award-winning monthly newsletter, *Ridge Dancer*, online (.PDF format).

<b>Membership Dues:</b> (based on a calendar year)	Renewal - \$25.00 per year	\$ _____
	New Members - \$2.00 per month from application date to year's end	\$ _____
	Club Donation	\$ _____
	Total Enclosed	\$ _____

**Site Sticker Information:**

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

The Stables  
 Dave Sondergeld  
 650.756.5430  
 csonder@mindspring.com

Mt. Diablo  
 Bob Clem  
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Mt. Tamalpais  
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 tipvortx@thegrid.net

**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 sites you wish to renew your stickers for:

- The Stables                       Mt. Diablo                       Mt. Tamalpais

Your donation will help defray site maintenance, insurance, and sticker costs – ENCLOSED                      \$ \_\_\_\_\_

**Additional Site Information:**

- Ed Levin & Mission Ridge**      Stickers and info available by contacting Wings of Rogallo, PO Box 361885, Milpitas, CA 95036-1885
- Point Reyes**                      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.
- Pacifica Dump**                    The Dump is an unregulated site. BAPA recommends that you speak with an experienced local pilot for a site introduction prior to flying this site.

*FOR BAPA USE*

Date of receipt \_\_\_\_\_ Payment received \_\_\_\_\_  
 Date in database \_\_\_\_\_ Payment method \_\_\_\_\_

## For Sale - by Flyers Like You

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Kenneth Alfheim is selling the following. He can be reached at (510) 331-1216

Nova X-Ray medium, ca 50 hours, with a Sup'Air Evolution harness without reserve. Total price \$1350, obo.

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Gary Satterfield is selling a complete Top Shelf entry level paraglider package in excellent condition – only \$2500. He can be reached at (925) 698-1515.

Swing Arcus – large – serial #56004 – blue with red. Great DHV 1 entry through intermediate wing with less than 25 total hours and only one hour since factory annual inspection. Brauniger IQ – Basis II vario/altimeter, serial #0999-30040, like new. Sup'Air ProFeel harness and Sup'Air Free-style reserve chute with two-stage speedbar. Charlie Insider large helmet (black). Sup'Air flight suit XL (red).

John and Kathy Wilde are selling the following. They can be reached at (650) 556-1320 or wildebly@attbi.com

ProDesign RELAX (medium) DHV 1/2, approximately 80 hours. Good entry through intermediate wing. \$1000 obo.

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Kim Galvin is selling the following. She can be reached at (510) 748-0451 or kim@flyzephyr.com

New Advance Epsilon 4 – \$2500

This popular DHV 1/2 glider retails for \$3200. The weight range (pilot, wing, equipment) is 70-90 kg. The color scheme is the attractive “Ride” combo of royal blue with bright red/yellow trim (see [www.advance-paragliders.com](http://www.advance-paragliders.com)). This glider is new – it's never been flown and it's priced to sell! The above price includes shipping within the U.S. Please contact me for more information.

Kristy Hardy is selling the following. She can be reached at (510) 848-5695 or kristymaja@yahoo.com

ProDesign Jam harness (teal/black), and Quantum 330 reserve parachute. Prime condition, flown 15 times. Total price \$850

