**Launch: Alternator**

Launch Coordinates: N 34.xxxxxx° W 119.xxxxxx°
Launch Altitude: 3,750 ft.

**Primary Landing Zone: The T**
Coordinates: N 34.456854° W 119.765784°
Altitude: 403 ft.
Vertical Distance From Alternator: 3,347 ft.
Horizontal Distance From Alternator: 3.78 Miles
Required Glide Ratio From Alternator: 5.9:1

**Secondary Landing Zone: Robin’s**
Coordinates: N 34.46636° W 119.72809°
Altitude: 950 ft.
Vertical Distance From Alternator: 2,800 ft.
Horizontal Distance From Alternator: 2.35 Miles
Required Glide Ratio From Alternator: 3.6:1

**Radio Frequencies** (Mandatory, ask before launching!)
146.460, 144.250

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**Acceptable Conditions**

When launching Alternator you should look for light winds from the East to South East. It will thermal block well and can be flyable on days with North to North East prevailing winds. The wind talker (Debbie) is a good source for current conditions on the ridge-top. Her phone number is (805) 963-4422. Thermal cycles and/or wind should be coming from the canyon to the left of launch. As the day progresses the Westerly ocean breeze will push through. You will start to see thermal cycles and/or wind from the canyon to the right of launch. While it may still be launchable your flight path will put you in rotor on the East side of West Bowl. It is usually best to drive down or move to Skyport. There is almost always a West wind at the landing zones but is of little concern as long as it is light.

**Flight Plan**

After launching you should head for the landslide just to the left of the peak and directly in front of you when looking straight out from launch. You may deviate to the right slightly on your way to the landslide if you have enough altitude. The landslide often produces lift and can be an opportunity to gain a few hundred feet. If you are too low to cross the landslide you should fall off to the left until you have sufficient altitude to cross the ridge. Once over the landslide you will be faced with another canyon, and a ridge on the far side. You should fly over the next ridge as high up the slope as possible. From here you can see all the landing zones. If you are at or below 2,700 ft. you should consider flying a straight line toward The T. Often the glide to the L.Z. can be into a headwind so be aware that your speed and glide ratio won’t be as good. Arrive high, then play.

**Do’s & Don’ts**

- Don’t fly up or down canyons. They are sink zones.
- Do fly a straight line to the landing zone. Wandering around is a great way to come up short.
- Don’t fly so close to the terrain that you risk running into it. The brush may look soft and fuzzy but it’s not.
- Do get ready to launch quickly. The last people off launch often have shorter flights and may risk launching into a West wind (see Acceptable Conditions).
- Don’t do your line check on launch. When you spread your glider out on launch you should be clipped in, helmet on, and preflight done. There are often lots of pilots at launch and space is limited.
- Don’t do 360s or other altitude wasting maneuvers on the way to the L.Z.
- Do carry lots of water, a radio with fresh batteries, a GPS unit, a cell phone and brush clippers.
- Do have a flight plan! There are lots of places to get trapped if you’re not paying attention.