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Chelan XC Classic
One pilot's perspective
 By Davis Straub

A detailed blow by blow account taken from postings that Davis made to the internet with some editing done to fit in the newsletter. -Ed

Day One

High pressure settled over eastern Washington as the 1996 Chelan Cross Country Classic got underway Saturday, July 6th. 55 pilots from the US and Canada were at the Butte waiting for someone else to launch first. Fortunately, the first few pilots to launch did hook into south side thermals, so most of us were soon climbing to the majestic height of 6500' MSL and wondering what to do next.

Next Meeting
August 26 7:30
Azteca
3040 148th ave

~~~~~  
 As we milled about in the 3-D waiting room over the Butte, one brave soul headed out east to the point where the Gorge and McNeal Canyon meet. As soon as he started turning at the point, a few more of us went out to join him. Starting from 1300' AGL at the rim, seven pilots worked the weak lift drifting south east onto the flats at the top of Farham

Canyon and then towards Jensen's farm. I hadn't seen such a mini-gaggle here before, just hanging on to whatever light lift they can find and getting in each other's way. Gaining a thousand feet in ten minutes and then losing 600' in a couple of minutes convinces me to head south east over the power lines to a spot in the middle of a baking barren field. At 600' AGL (3600'

MSL) I find scattered weak lift and begin working it out of desperation. After a few minutes I find some stronger cores and begin the slow trek to a more reasonable altitude. Finally this first gaggle was on the flats, in coherent lift and not in imminent danger of hitting the deck.

The first possible turnpoint is Withrow a few miles to the south east. My flying partners (Bob Reich and Wayne Lueth) and I had planned to make the turnpoint at Withrow or Farmer and then head back to Mansfield or Sims to the north. Bob Reich was with me north west of Withrow and Wayne had crossed

(Continued on page 2)

**Flying Into a Picnic**  
**Ain't No Picnic**  
 by Ken Seligman

Like most hang glider pilots, I usually fly only for myself. To me, it's a spiritual thing to fly a hang glider. Except for the other pilots in the LZ, I've never flown for an audience. So why I volunteered to fly into my company picnic I'll never fully understand. Perhaps after seventeen years of the "you must be crazy to fly a hang glider" reaction from my co-workers, I was feeling that it was high time to show them otherwise. It would be several weeks until the picnic at Mountain Meadows Farm in North Bend. I would be flying with veteran show pilots Steve Alford and Kerie and Aaron Swepston. The launch is on Mt. Si.

This picnic was a special event.....my company's 100th year in business. There were daily reminders at work about the upcoming festivities. After a few days of reminders, it suddenly dawned on me: What if I whack my landing?! Right there in front of two thousand of my co-workers. Yikes! As the day of the picnic drew near, I found out that another pilot, also flying in on his company picnic, had augured in and broken a downtube. In front of nearly ten thousand of his fellow employees. I was feeling really sick about this. Part of me said, "Bail Out, you've got nothing to gain and everything (ego) to lose." The better part of me said, "Oh, quit being such a chicken, you can do it."

So on a recent Saturday morning, the better part of me and several pilots found ourselves inching up the road to the Mt. Si

(Continued on page 6)

**NEW DATES**  
**FOR**  
**MOSQUITO**  
**BITE MEET**  
**AT DOG**  
**MT!!!**

*(Continued from page 1)*

the Gorge going south east to the power line junction and was out ahead of us near Withrow.

As we work our way to Withrow, our top altitudes get higher. Mike Daily, Bob and I get to Winthrow and climb to 8000' MSL or 5500' AGL. The day appears to be improving after the poor start. I think about going south the Farmer and climb out south of Winthrow to 8600' MSL as Mike and Bob turn north and head to Mansfield. Given the weak start Farmer is a question mark, and I change my mind and head north.

Lift continues to be moderate and I make it to Mansfield quickly with no low saves required. As I approach the turnpoint at the east end of town, I hear that Bob is below me climbing out from 1300' AGL. Our friendly driver also informs me that Wayne is at Sims Corner at 8000' MSL. Wayne tells me that it was tough getting to Sims. Time for a decision.

The way you win the Chelan Cross Country Classic is to go for the 1000 point days. That is a flight of over 100 miles, or a successful triangle over 63 miles. There is a 1.5 multiplier for triangles, and you get a 10 miles bonus for landing back at Chelan. You only count your four best days out of six, so you can do badly on one day and forget about it. You need to have the extreme days (at least four of them) to win the meet. Getting middle value days does you no good (unless all the days are weak), and the Withrow, Mansfield, Chelan triangle is definitely a middle value task. With Mike Daily (a former winner) and Bob probably making that task, and most likely other pilots as well, I realized that only by going to Sims, did I have a chance to win the day.

The day's started quite weak and now we've had the chance to be in stronger lift. I have to make an estimate of how long the day can last. In the Classic you want to make your flight as long as possible and use the whole day. Choose too short a task, and you miss out on miles. Looking at the clock it feels to me like the day has quite a few more flying hours left in it.

I turn and head toward Wayne. Indeed, the lift is weak as I join Ken Seligman on the south side of 172 heading toward the Pothills. I see Wayne on his way back from Sims just west of the Pothills and low. The wind is out of the northwest at about 5 and Wayne has flown too fast against it. He lands a mile west of the Pothills as I work weak lift to his south.

Ken and I head east for the last barren field west of Sims Corner, hoping to catch lift there and drift toward Sims. I'd rather not catch lift on the other side of Sims and drift away from the return route. The lift is too weak in this last field and after thoroughly searching through it I head east the last half mile to Sims, and toward the asphalt piles just to its east. I get the turnpoint photo and come in over at piles at 1000' AGL. What do you know, strong lift to 8500' MSL.

With the winds light out of the northwest I turn back on course and head up the north side of the highway directly into the winds. Now the going is even slower as I work a thermal every mile or two. I'm constantly between 1500' AGL and 4000' AGL. As I pass over Wayne and our driver, they point out a dust devil to the west. Wayne is not happy about it, but he tells me anyway. The lift is consistent, and light. I make a goal at every thermal I enter to get to a certain height. I don't care about distance, I care about staying up and getting altitude. I hang with each thermal.

My flight lasted 5 and 1/2 hours. I was the only pilot to complete the task. Numerous pilots made the shorter triangle including Mike. Bob Reich landed at the power lines coming back from Mansfield. Tina landed there also. Most pilots were not able to make any of the triangles and had flights of less than 20 miles. I was able to win the day - the first day of the Chelan XC Classic and start off with 1031 points.

## Day Two

After a weak first day, day two at Chelan Butte looks similar. I've been in Chelan since June 28th and most days have been flyable, but no boomers. This time we wait on launch till later in the day (around 2 PM) before a few of us begin dribbling off the hill.

We are rewarded with better conditions and instead of 6500' MSL, we get to 7700' MSL over the Butte. Unfortunately, I often get in the situation at Chelan where I climb to the top of the stack and feel like I should get out on the flats, with no one else out there. This never happens at the Nationals or at Sandia, but it happens a lot at Chelan. Hell, I'm on top, and it therefore must be time to go. The first day most of the pilots were very cautious given our 6500' MSL altitude over the Butte, so 7700' MSL felt damn high. Besides there were dust devils continually breaking off just a couple of miles south east of the power line junction.

Just as pride goeth before the fall, I head out south east toward the power line junction with no one out in front, but a few trailing behind. I glide till I hit the ground north west of Lamoine. I did fly through the lightest of broken lift, much to my chagrin. Bob Reich, who was behind and below me, goes further east and finds light lift over the asphalt storage area. Later he goes down near Withrow. Mike Daily goes down a few minutes later near Lamoine. Half an hour after I land, a half dozen pilots are circling slowly over my head. Johann Posch, the meet director, is but 500' over me, but they all get up and out toward Withrow. Wayne Lueth is able to make Withrow, Mansfield and back to the soccer field. With better lift toward Withrow and Mansfield, a number of pilots are able to get between 600 and 700 points for the day. Kevin Cosley flies to Sims Corner and back in 5 hours for 995 points. Most pilots, again, go less than 20 miles.

## Day Three

Boy, these days sure look similar as day three of the Chelan Cross Country Classic looks a lot like the last two. High pressure, no clouds, light winds. It turns out that things continue to get better. This time we are able to climb to 8600' MSL over the Butte, giving us something of a comfort zone re gliding over the gorge and finding thermals on the flats.

Wayne and Rick Edris head out first south east toward the power line junction. They leave at 7500' MSL, but taking into account my experience from the day before, I wait to see what happens to them. I can talk with Wayne on the radio, so I would like to hear from him first. Just past the power lines, Wayne and Rick start turning and five of us head out to get in the thermal with them. It turns out that Rick is just off the ground and fighting to stay up, Wayne isn't doing much better.

When the platoon arrives, we find the core and start climbing out. Bob Reich climbs out fast and as soon as we move over to the next thermal a bit to the east, we are able to climb to 11,000' MSL right over the power line junction. This turns out to be the second best climb out of the Classic, and a precursor for the day.

Given our altitude, and the strong consistent lift, we head for Farmer. Bob is already there ahead of Wayne and me. Wayne decides to make the turnpoint at Farmer and head for Dry Falls (hoping for Dry Falls, Sims and back), Bob is uncertain of whether to head for Sims along the west side of Jameson Lake, or to go east with Wayne.

When I get to Farmer, I head east to see if Wayne is getting anything. Going east down Highway 2 feels like going into a head wind. I give up and turn north along the west side of Moses Coulee and head toward the east end of Mansfield. Bob is right behind me but a bit to the west. I'm down to 5000' AGL. Suddenly I fly into 1200 fpm sink. Out ahead I see two gliders circling two miles north east of Withrow. I pull in, go down and head toward the circling gliders. Bob, to the west of me, hits the same sink. By the time I get to the two gliders, the whole time in 1200 fpm sink, I'm down to

*(Continued on page 4)*

## T NEWS and VIEWS T

By Jim Reynolds

\* Kameron Blevens from Pacific Airwave a famous former Northwesterner was up here doing certification testing on the new EZ single surface fun and training glider. I flew the 172 and it was great, with light, easy handling and no surprises. Nice job Kameron and Pac Air. They have the "Concept" for recreational pilots in 149 and 159 about ready also.

\* Hg Magazine Nov 1982 had an article on George Worthington. George died 10 September 82 in an ultralight accident. He pioneered the "Search for World Records" setting 11 and holding both rigid and flex wing distance records at the same time. If you have the opportunity read his book "In Search of World Records" do so you will love it.

The B.F.G. was mentioned. It was built by Terry Sweeney in 78-79 with a wing area of 334 sq ft, span 45 ft, and nose angle of 140 degrees. It flew real slooow. Anyone out there fly it?? I wonder how it compares to the 225 Falcon. The Javelin by Flight Designs, the Delta Wing Streak, the Sonic by Spectra Aircraft, the WW Duck, and the Progressive Aircraft line, Proair, Prostar, and ProBreez by Dick Boone were the rage.

\* Although Aviation has made the World smaller it is still pretty hard to miss if you fall!

\* You can go anywhere you want while flying as long as you do not hit something!!

\* It is not the fall but the sudden stop!!

\* The ground is always unforgiving of error in pilot judgment!!

\* This is the season for lots of new Hang 2 pilots filling the air. Please take some time to help them out. Give them some extra room in the sky and keep your feedback simple and direct. Often showing them what you mean and setting the example works best. Thanks. One more note if you want to improve your flying skills. Don't just fly around avoiding people. Practice your skills!! Read about figure 8's, 360's, slipping turns, coring thermals, in your books then go out make

a plan and practice them. If you need help take a tandem flight with an experienced tandem rated pilot and have them show you then help you do it. There is no need to fly with fear or apprehension when a little practice will solve the problem. Judging conditions should be your biggest challenge, not flying skills. Have a fun time out there.

## T DOG BULL T

By Jim Reynolds

The Dog Mt. Committee met in the LZ after flying on 27 July. Bob McFee chaired the meeting with Barry Armstrong (Champion Corp) about logging the top. Bob and Ken explained the cost to us as leaseholders for the trees we have taken down and the proposed clearing. According to charts used by most tree growers we owe \$3250 per acre for the area we have kept cleared and any proposed cutting. These are one time cutting fees and increase with the age of the trees. It was not demanded that we pay for the present cleared area but we discussed the issue and decided to make an offer to clear this matter up. We also propose to clear the South thru North faces composed of approximately 1 1/4 acres. We will ask Champion to carry the loan for this prorated over a ten year period. The proposal will go to the CBCC executive committee shortly.

Dog Mt. still needs a site manager so someone jump on the hill. John Greenlaw is coordinating the Mosquito Bite Meet 14-15 September. He needs some help with key sales and judging. Please call him at 206-537-3283 and come out and fly!!!!

# AIR ZONE

|                                        |            |          |
|----------------------------------------|------------|----------|
| Moyes XS-142                           | Blue/Green | 1,300.00 |
| BRS side rocket                        |            | 50.00    |
| Airwave winglets / hard and soft cases |            | 225.00   |

Jeff Bowman 294 Sharpe Road Anacortes, Washington 98221  
PH (360) 293-3282 FAX (360) 293-7752

*(Continued from page 2)*

1500' AGL. Bob didn't start with as much altitude and didn't see the gliders. He headed to two dust devils, but they didn't give him any lift. He has to land.

Now there are lots of gliders in the air. I watch one to my left and another to the south. The guy on my left gets a little lift just before the Pothills and I join him. The guy on my right continues toward Sims, getting lower and lower. Later I see him land a mile short.

Wayne calls on the radio that he is just west of the Pothills, ready to land. I watch as he catches the thermal I am working and digs himself out of a hole. The thermals are getting more frequent and there are lots of gliders around. Six are coming back from Sims as we approach it about two miles out to the west. It turns out that these are pilots who headed straight to Sims from the Butte and are on their return legs. Most of them the Sky Dogs, including Dan and Gerry Uchytel and Lee Fisher.

I make Sims with 8000' MSL and am joined by Wayne, Mike Daily, Dave Lindberg and numerous other pilots. Some pilots have made Farmer and Mansfield and are 10 miles to the west of us headed back to the Butte. Flying together we are able to maintain good altitude as we head back west in little or no head wind.

As Wayne and I approach the Rim on the south side of McNeal Canyon at 7000' MSL, I tell Wayne that I'm thinking of going over to photograph the Butte Towers to get an extra 2.1 miles, and then turning east and going out again. It is possible to get extra points after a triangle by flying straight line distance after your triangle. You don't get the ten mile bonus that you would if you land back at the junk yard, airport or soccer field, but if you can go more than ten miles, you get extra points.

Wayne says that there is no way that he will go out again, but he thinks he can photograph the Butte Towers and land at the soccer field. It turns out he isn't high enough to photograph the towers.

As Wayne dives into the gorge, I continue to work light lift by Jensen's farm. I feel that 7000' MSL is not enough to get back out again and make more than 10 miles. I keep seeing dust devils break off in the field to the west of Jensen's farm house near the power lines and little cu's for the first time in three days are beginning to form at the rim. As I edge my way south, I get over a dust devil, and hit a strong core. Looking up I see other pilots higher. I take this thermal to 11,700' MSL.

It turns out that the pilots that I saw above me (Paul Gallagher and Kevin Cosley) were on their way back out from having already photographed the Butte Towers. They had already completed their smaller triangles.

Only once before had a pilot tried to go back out and get the extra points. Randy Adams had tried a couple of years ago to go out and get the points, but he had been unable to make over ten miles. In fact, he landed in McNeal Canyon.

I glide to the Towers and back out again to the rim, but lose 6000' in the process. It is well after 6 PM, but the little cu's are still forming at the rim. I am now able to climb back out to 9000' and feel that I can make it at least ten miles out from the towers. Thermal bubbles keep me floating to the bump-in-the-road, where I add another 400' to my now 7000' MSL altitude. After that I don't find any rising air and I am on final glide to land 1.5 miles past Mansfield.

The pilots who went out earlier are able to make it five miles further to get almost to the Pothills. A total of four

pilots were able to go out and make the extra points that day. For the first time pilots at the Chelan Cross Country Classic were able to successfully get the straight line points after a triangle flight.

I win the day with over 1300 points. The total distance in the flight is 94.5 miles. Again, it takes 5 1/2 hours.

**To be continued~~~**

- Classifieds - Classifieds - classifieds - classifieds -

**Sport-Keller pod harness**, medium, with steel biner. **Odyssey 22 gore chute** with newer bridle and v-tabs. \$300. Don 206-367-7138 eves. or 3581695 days

PRICE REDUCED. **RamAIR 154**. Immaculate. Red LE, US, Black logo. \$2,200 Jim Steel (206) 272-4243

**WW Spectrum 165**. Brand new only one test flight by dealer. Orange/white. Speed bar, 11 inch wheels, owners manual. \$2,750. **High Energy harness, helmet, parachute** w/2 seasons- negotiable Call John (360) 378-6264

**Axis 15** Good Condition. Great glider for size large pilot. My longest flight was on this fine machine. \$600. **Eric Raymond Pod Harness**, fair condition \$100. 6'-6"2". Mike Daily 883-2165

**143 WW Super Sport**, blue LE, Magenta and yellow, sm control frame \$1,500 OBO **WW Z3 harness** Magenta & Yellow 5'1" - 5"5" pilot \$400 or Both \$1,700 Marilyn 509-682-2251 eve

**166 Magic III** red & White and **155 magic IV** red candy stripe \$500 ea or both \$800 Larry 509-682-3479

**Moyes Worldbeater 162**. Few hours in very best condition. \$1400 OBO. Call Christian at 206-432-8900

**Vision Pulse 10 meter**-exc. cond. Extra down tube. Perfect beg.-int.glider. \$2000. **BRS rocket 2/chute**. Good cond. inter. bag \$250. Want 2 meter radio & vario (Flytec pref.) Offer on all or part.

Found **watch** at Blanchard LZ. Call & identify. Call Greg at 360-293-2832 or 360 299-8925

**WW Z-3 Harness** Excellent Condition, with back pack \$200. Dave 360-794-9032

**WW HP II** Excellent performance value for \$1000. Call Paul at 503-848-9364

**167 Sport American** Excellent condition. \$800. Call Steve Dyer 206-756-0795 **Javelin with cocoon harness, parachute & Protec helmet**. All in excellent condition, Asking \$1000. Call Paul 503-848-9364

**HPAT 158** Reddish leading edge, orange undersurface panel. New wires last spring. \$1000. Call Raymond at 364-4794

**UP Gemini 164** Rainbow, Immaculate shape. \$450. Call Tryg 360-352-7875

Lost **Battens** (3) at Beach-in on 4 May. If you accidentally picked up extra battens

please contact Dean 360-697-5529 (home) 360-315-7681 (work)

**Pod Harness**. Delta. fits 5'5" to 5'11" Pod harness Wills Wing Z-2 fits 5'6" to 5'11" Each \$275 call Doug at 360-897-6463

**Vario-Flytec 3005** Like new! Includes mounting bracket. \$350 Call Doug at 360897-6463

**Attack Duck** for sale. \$350. Black leading edge, rainbow undersurface. A good glider for a beginning intermediate pilot. Call Raymond at 206-364-4794

**Sport 167** Good condition \$600. 935-7490 Home 649-3336 Work Jim

**Sport Keller pod harness**, medium, with steel biner. **Odyssey 22 gore chute** with newer bridle and V-tabs. \$300. Don 206 367-7138 eves. or 358-1695 days.

**2 Bed Basement Apt** for Rent - \$350 a month Everett Area/Paine Field. Darren Fox 347-0362

**150 EuroSport** Great cond. Perfect for intermediate - advanced pilot. \$1000. Call Darren Fox 347-0362

**Looking to buy** Sport 167 or similar glider, pod harness for 5'11" pilot, parachute + helmet, roof rack for van. Call George Zatloka 206-827-1960

**Airstream pod harness** \$125 (dipole antenna

installed), **WW HPAT158** Good condition \$1099, Own your own flying site. **ATOL system** on trailer \$1975, includes your tow instruction and rating from Jim Reynolds. Ken 746-9421

**195 Falcon** 1,400. Call Kevin 391-3631

**Pulse 11M** < 10 hours, new condition. Glider, harness, parachute \$2,500. Call Mark Henderson 206-204-9752

## FAR UP HANG GLIDING

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### GLIDERS

|                          |                           |        |
|--------------------------|---------------------------|--------|
| XC 142                   | Demo P-2 teal/magenta     | \$3700 |
| XC 155                   | New PWhite/Oran           | \$3800 |
| XC 155                   | Used P2 magenta           | call   |
| Dream 220                | USED Blk/pnk/blu/white    | \$1100 |
| HP AT 158                | lots of airtime left      | \$1100 |
| FALCONS 195, 170, & 140  | call for deals and colors |        |
| UP AXIS 13               | OK                        | \$875  |
| 225 Falcon Tandem Glider | the best used             | \$1895 |

Reflex Helmets Full Face \$129-Bar Mitts \$35-Snap On Wheels \$40 Performance Flying Pagen Book \$28.00, Beginners USHGA Book \$28.00, Hook Knives \$14.50-HE 20 gore chute \$225-Second Chantz w/chute \$400. WW Z-4 POD M+ Demo \$495-FF PDA Chute Demo \$285-HE POD Like new M+ \$300 Airstream POD used SM+-Airstream Vip POD great M+- Laseur POD \$200. Knee hanger harnesses NEW w/chute cont and steel biner \$179.00 TLS Tow System, HPAT 158 w/pod sacrifice \$2,000 for all.

If you are looking for equipment or have some to sell please let know. I can beat any price on products I handle!!!!

Far Up Jim

*(Continued from page 1)*

launch. The numerous waterbars on the Mt. Si road are so deep and steep that you nearly lose sight of the horizon as you go into them. To make the ride tolerable, the passengers in the back of Steve's pickup truck have to stand up all the way up to launch. I felt as if I were riding in a boat in heavy seas, except that in the ocean there aren't any tree branches trying to knock you off. I get seasick real easy. It really felt like a boat in heaveeee seeeeas.....I told Aaron that I felt like I was going to throw up. This revelation did not go over very well with him and Kerie. There was this other feeling in the back of my mind, like the feeling you get when you start out on a roller coaster ride. Once the ride starts moving there's no getting off...whack, whack, whack.

Finally we got up to launch with two and a half hours to spare until our scheduled appearance. To pass the time before launching we withered in the extreme heat, drank up all the water in the first ten minutes, fought off huge (And I mean HUGE) horseflies, told crash and burn stories, and prayed to the Wind Gods for the wind to switch around so that we could launch. With so much fun going on, I barely had any time to worry about my upcoming landing. Steve hooked up a smoke flare at the end of my keel. All I needed to do was to pull on the string and I would be rewarded with three minutes of white smoke. Steve also instructed me to not throw my chute if the glider caught on fire until I had cut my hang loop and jumped out of the glider. I'm not sure if he was smiling or not because he turned and walked away before I had a chance to look up at him.

The wind finally started trickling up the hill and Steve was first to launch. Then Kerie and Aaron got off just before it turned downwind again. After what seemed to be an eternity, the wind came back around and I charged off. Several minutes later, I was circling over the picnic grounds. Steve had already landed and Kerie and Aaron were performing their routine below me. I could see Aaron doing a real low swoop and a major loop right over the spellbound crowd. He then came around on final for his landing... and then...and then...(I'm sorry Aaron, I hope this isn't too embarrassing for you)...and then...whack!! Aaron had just committed his first whack in over ten years. This didn't do much for my already fragile confidence level.

"My turn", I thought as I pulled the string to start the smoke. Right away the smoke started billowing out and then it dawned on me, "I don't have a routine. What am I supposed to do?" I fumbled out a couple of wimpy wingovers and some sharp turns. I couldn't do a spiral too long as the G-forces built up too fast. The smoke flare makes a hissing sound like a tire going flat. Sometimes the flare would sputter. I kept looking back to see if my keel was starting to melt. Then, what seemed like a good idea flashed on me: How about spelling out my company's name in smoke. Yeah, right! I got the "S" done nearly perfectly, but when I went real wide on my "e", I knew that I wouldn't be able to spell out "Seattle Times." Sky writing's a lot harder than it looks!

After several more minutes of faking a routine I came to the dreaded moment...the landing. At this point my fears of whacking just magically disappeared. My brain went on autopilot and the next thing I knew I was pushing out for a perfect no step landing! I could hear everybody clapping and cheering, but I was still having an out of body experience and couldn't really appreciate the moment for all its glory. I was in heaven!! I moved over to the takedown area and my wife, Donna, came up to me. She said, "I don't know if you really want to hear this but the announcer guy got mixed up on the landing order. Just as Aaron was coming in to land it was announced over all the loud speakers that "Ken Seligman, your fellow employee, is now landing!" I know my expression was

somewhere between disbelief and incomprehension because Donna then said, "That's right, everybody thinks you whacked your landing." I looked around at the now approaching co-workers. I could see the "See, I told you so" sadness in their eyes. I am a "crazy hang glider" pilot after all. I called my supervisor later that night and put in for a week vacation....starting immediately.

**CHELAN NOTICE:** Don't land at Bebe park (across the river) or you will get an expensive ticket.

**General Meeting Notes : July 29**

\*Sites\*

Tiger Mt. ~ In 2 weeks the DNR will institute a key/permit system. See Ken S. for temporary permits. There is a \$50 fee for the key (this is refundable if/when you return your key) that will be put in a Tiger Fund reserve account. There are volunteers currently signed up with the DNR who will be monitoring the road for any speeders. If you (or your driver) are caught speeding, your permit will be taken away for a period of 60 days and you will be fined \$200 and your name and/or drivers name will be printed in the appropriate club's newsletter for all to see. Last but not least, to put an end to the rumors....street legal motorcycles are permitted up Tiger Mt.

Mt. Si ~ MT. SI IS NOW OPEN!!!!!! Contact one of the many stewards listed in last month's newsletter for a complete list of the rules and to arrange flights. Dog Mt. ~ There is going to be a bunch of tree cutting going on at launch soon. We will owe Champion for the loss of timber but the Dog committee is going to ask Champion to carry a 10 year loan with no interest. The loan payments will just be added to our usual yearly fee and hopefully this will help us stay at the sight - seeing as how we would owe them so much money.

Rampart ~ The gate will be installed at the end of the summer - probably won't be locked until this winter. CBCC and NW Paragliders have separate use permits. We will be using last years Dog Mt. key once the gate is locked.

*(Continued on page 8)*

## Chelan XC Classic Results

## Tiger Paws By Ken Seligman

| Pos. | Pilot Name         |
|------|--------------------|
| 1    | Bassis Andrew      |
| 2    | Straub Davis       |
| 3    | Daily Mike         |
| 4    | Lueth Wayne        |
| 5    | Harrington Mike    |
| 6    | Gallagher Paul     |
| 7    | Keen Dan           |
| 8    | Yanetz Ramy        |
| 9    | Baum Dan           |
| 10   | Johns Tom          |
| 11   | Harrison Kelly     |
| 12   | Lindberg David     |
| 13   | Simonsen Warren    |
| 14   | Fenison James      |
| 15   | Uchytel Jerry      |
| 16   | Bowman Jeff        |
| 17   | Troili Eric        |
| 18   | Cosley Kevin       |
| 19   | Wellbaum Rob       |
| 20   | Wolf Raymond       |
| 21   | Woiwode John       |
| 22   | Mazola Dave        |
| 23   | Fischer Lee        |
| 24   | Schmitt Clifford   |
| 25   | Martin Tim         |
| 26   | Beaman John        |
| 27   | Edris Rick         |
| 28   | Gelfan Russ        |
| 29   | DeBruin John       |
| 30   | Uchytel Dany       |
| 31   | Sarraille Mickey   |
| 32   | Soderquist Bill    |
| 33   | Posch Johann       |
| 34   | Scott Brian        |
| 35   | Schmitt Dean       |
| 36   | Best David         |
| 37   | Reich Bob          |
| 38   | Dominy Chris       |
| 39   | Erzar Frank        |
| 40   | Rozsahegyi Rita    |
| 41   | Kurp Conrad        |
| 42   | Eaton Sheff        |
| 43   | Majchrzak Larry    |
| 44   | Steel James        |
| 45   | Little Dave        |
| 46   | Gluzinski Joseph   |
| 47   | Fox Darren         |
| 48   | Johnson Joel       |
| 49   | Michaud Normand    |
| 50   | Raines Marilyn     |
| 51   | Weiss Wood         |
| 52   | Bolosky Bill       |
| 53   | Hoff Tryg          |
| 54   | Mather Gene        |
| 54   | Griffin-Bael Harry |

Hang Glider and Paraglider pilots should vote for Jennifer Belcher for Public Lands Commissioner:

At the last CBCC meeting, we voted to support Jennifer Belcher for her reelection to Public Lands Commissioner. CBCC donated \$200 to her campaign. This is a milestone for CBCC as we are now getting more proactive in site preservation. Jennifer Belcher manages the DNR which controls Tiger, Si, Frailey, Blanchard, and part of Chelan Butte. There are some other sites that the DNR owns as well.

On Saturday, August 3, 1996, Dave Little and I had the opportunity to talk with Jennifer Belcher at the annual King County Democrats' 'Eastside Dinner' in Bellevue. It was very comforting that she was quite conversant about our needs as HG and PG pilots. She seemed to know all the issues. She also spoke of setting up Blanchard as a permanent flying site, something that I don't think many of us know that is in the works. Anyone out there working with the DNR at Blanchard? I told her that between the PG club and CBCC, that we could get her 1000 votes. This seemed to go over very, very well with her. Between our combined membership, family, and friends this will be an easy number of votes for us to get. The nice thing about Jennifer is that she seems much more genuine than the rest of the fakey politicians that I've met. Please be sure that you are a registered voter. If you're currently not registered you still have time to sign up. I chided her a bit about the environmental PACS controlling her administrative policy, but she told me that the Republican candidate for the upcoming elections is anti recreation and will not budget a thing for our needs as pilots, whereas she has already allocated money for developing flying sites and the administration around it. My personal opinion about that: Yes, it seems that big time logging creates more site access, but these great sites have a habit of disappearing on us. Perhaps the DNR actually setting administrated sites is a better long term solution for site longevity. Her whole campaign is around the idea of a well balanced and carefully thought out long term usage of public lands, not just logging.

It's a good idea to lobby for special privileges from the DNR just before elections (as in right now) because the appreciation and attention level is a lot higher. If we've learned anything from the two Tiger closures, is that we need to be more proactive in site preservation. The timber industry and the environmental groups have lobbyists, so should HG and PG groups. It's how the system works.

The Keys/Permits access is delayed:

The local DNR office is awaiting approval from Olympia for the new access plan at Tiger. Your current pass is still good even though we have passed the expiration date. The combo changes every Monday until we go to keys. Feel free to call me to get the latest combo. Did we mention that the speed limit is 15 MPH going up Tiger?

The L-Z Project is Back On Schedule:

The weekend of August 10/11 saw the huge box culvert go into place. Now that the stream is effectively rerouted, the final cleanup and revegetation phase will begin. It will sure be nice to have our whole L-Z back! Expect heavy machinery to be in the area for the next month. It would be a good idea to check the L-Z out before being committed to landing there.

If things go as planned, the WindTalker should be up soon thanks to the innovative PG pilots who are in charge of the installation. All of the those pesky technical problems have finally been addressed.

Remember that we are the eyes and ears of the DNR at Tiger. If you see anything unusual at Tiger, please call me ASAP so that I can contact the DNR and take care of any problems that might arise.

See you flying!

Ken Seligman, your Tiger Representative. 206-746-9421

(Continued from page 6)

**\*Committee Reports\***

Treasury ~ Our account currently has about \$14,000. The Chelan XC Classic raised \$1450 - good job Johann!!

Membership ~ CBCC currently has 185 members.

Safety ~ Please remember to keep your nose down when you launch!!! There have been several accidents lately due primarily to pilots letting their nose pop up just before launching.

**\*Old Business\***

It was brought to our attention that the CanAm is the same weekend as the Mosquito Bite Festival at Dog Mt. (Sept. 7 & 8). However, we decided to not change the dates - Mosquito Bite is still on for the weekend of Sept. 7/8. **[After the meeting, the board decided to change Mosquito Bite to September 14-15 in order to not conflict with the Can-Am, and because the Mosquito Bite chairman requested it.]**

Adopt-a-Road/Highway Program ~ I called and got information from the state as well as the county on these two programs. There are several 2-mile stretches available to adopt - we would just need to choose one or more. The commitment is for 2 years and we must clean at least two times per year. The county/state will provide hard hats, reflective vests, "litter patrol ahead" signs, garbage bags, and a short training session. They will also install the sign which lets everyone know that CBCC is responsible for that area after our first clean-up. Most importantly - the Issaquah / Hobart Road is available. If there is enough interest in this program, I strongly suggest we adopt a piece of that road to show that community that we are involved and care about the area.

**\*Eagle / Turkey of the Month\***

Eagle ~ Johann and Margaret Posch for their excellent job running this year's Chelan XC Classic.  
(Honorable Mention - Dean Schmitt for flying Withrow to Mansfield and almost all of the way back (46 miles) in a Spectrum.)

Turkey ~ No turkey(s) for the month of July!!!! (that we know of anyway) :)

**\*New Business\***

Van Putten Hill (a.k.a. Marysville Training Hill) ~ Eberle is no longer leasing this sight and so we will have more access now. Tom Johns is going to work out some details with the owner but for now Mr. Neff (the owner) has put a collection box for donations for when pilots use the site.

There is currently a training hill/flight park being created on Camano Island. More details as we get them.....

There is a field near Jim Reynolds' house that is available for a group of people to run as a training ( tow? ) sight if interested. The cost would be approx. \$800 - 900/year. The owner would be willing to put in a road if desired.

Ken S. proposed that we take \$100 from the Tiger Fund ( he will match this with his own money - for a total of \$200 ) to present to Jennifer Belcher in an effort to sway her to be more helpful with our causes in the future. The proposal passed.



What's wrong with this picture? Ans. No helmet.

### Mosquito Bite Update

Because of the conflict caused by Mosquito bite and Can-AM being scheduled on the same dates, the dates for Mosquito Bite have been changed to September 14-15th. The Can-AM at Black Mt. is still scheduled for Sept. 7-8th.

Come to Mosquito bite, and maybe you'll meet the "mystery pilot" in the picture above!

### MOUNT Si Stewards

|                                                                    |          |
|--------------------------------------------------------------------|----------|
| <b>C.J. and George Sturtevant</b><br>georges@nmlink.com            | 888-3856 |
| <b>Aaron and Kerie Swepston</b><br>KerieS@aol.com,tontarl@aol.com  | 939-6248 |
| <b>Tom and Lori (Lawson) Johns</b>                                 | 747-1647 |
| <b>Davis and Belinda (Boulter) Straub</b><br>web_davis@halcyon.com | 322-1184 |
| <b>Bill Bolosky</b><br>bolosky@microsoft.com                       | 557-7981 |
| <b>Mike and April Daily</b><br>MDaily6567@aol.com                  | 883-2165 |
| <b>Ken and Donna Seligman</b><br>thermalr@msn.com                  | 746-9421 |
| <b>Steve and Clarice Alford</b>                                    | 788-0308 |
| <b>Dan and Loni Uchtyl</b>                                         | 440-0998 |
| <b>Paul and Rachelle Gallagher</b><br>gal1gagher@aol.com           | 557-3724 |

**CBCC Officers  
Board of Directors**

|                       |                              |                      |
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| Chairman              | Kerie Swepston               | 939-6248             |
| Vice Chair            | Belinda Boulter              | 860-8810             |
| Treasurer             | Bill Bolosky                 | 557-7981             |
| Secretary             | Collette Kortlever           | 362-5762             |
| Directors<br>at Large | Aaron Swepston<br>Greg Adler | 939-6248<br>226-2457 |

**Committee Directors**

|             |                    |              |
|-------------|--------------------|--------------|
| Membership  | Collette Kortlever | 362-5762     |
| Safety      | Greg Adler         | 226-2457     |
| Competition | Davis Straub       | 322-1184     |
| Tiger Mt.   | Ken Seligman       | 746-9421     |
| Dog Mt.     | Bob McFee          | 360-494-2966 |
| Newsletter  | Kevin Cosley       | 391-3631     |

**JULY : LOG BOOK**

**7/27** Chris Dominy gets to 14,000 feet over the Chelan flats

**7/27** Several pilots discover severe turbulence while trying out an alternate LZ for flying Rampart. The Hyak ski area parking lot is not recommended.

**8/11** Kevin Cosley gets to soar with one of his students (Eric Johnson) for the first time in a Blanchard glass off

**Summer/96** James Feiser towing people up to 3K! on boat tow over beautiful Lake Whatcom

**Regional Officers**

|             |                   |              |
|-------------|-------------------|--------------|
| Director    | Gene Mathews      | 488-1443     |
|             | George Sturtevant | 888-3856     |
| Examiner N. | Jeff Bowman       | 360-293-3282 |
| Examiner S. | Aaron Swepston    | 939-6248     |
| Tand. Admin | Tom Johns         | 747-1647     |
| Tow Admin.  | Jim Reynolds      | 360-357-5203 |

**Northwest Instructors**

|                 |            |              |
|-----------------|------------|--------------|
| Bill Avirett    | Seattle    | 723-9295     |
| Chris Blackwell | Puyallup   | 841-7020     |
| Bill Bolosky    | Issaquah   | 557-7981     |
| Doug Campbell   | Sumner     | 897-6463     |
| Dave Chadwick   | Newcastle  | 524-6866     |
| Kevin Cosley    | Issaquah   | 391-3631     |
| James Fieser    | Bellingham | 671-3037     |
| Russ Gelfan     | Seattle    | 367-8963     |
| Orv Haugen      | Richland   | 509-628-2134 |
| Tom Johns       | Issaquah   | 747-1647     |
| Larry Jorgenson | Spanaway   | 206-847-4595 |
| Konrad Kurp     | Anacortes  | 293-7109     |
| Lori Lawson     | Issaquah   | 747-1647     |
| Wayne Leuth     | Vancouver  | 360-354-7758 |
| Mike Lipscomb   | Bellingham | 360-671-4080 |
| Larry Majchrzak | Chelan     | 509-682-3479 |
| Grant Nelson    | Tumwater   | 360-357-1460 |
| Jim Reynolds    | Rochester  | 360-357-5203 |
| Lionel Space    | Glacier    | 360-599-2360 |
| Larry Strom     | Spokane    | 509-458-4444 |
| Robbie Wellbaum | Tacoma     | 206-539-3813 |

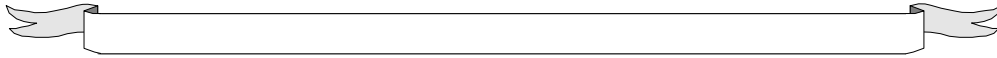
**Observers**

|                  |                |
|------------------|----------------|
| Greg Adler       | (206) 226-2457 |
| Len Baron        | (206) 742-7195 |
| Bill Bolosky     | (206) 557-7981 |
| Jeff Bowman      | (206) 293-3282 |
| Mike Daily       | (206) 883-2165 |
| Darren Fox       | (206) 347-0362 |
| Larry Jorgensen  | (206) 847-4595 |
| Stewart Labrasca | (206) 262-0964 |
| Doug Lange       | (206) 256-7935 |
| Dave Lindberg    | (206) 794-9032 |
| Dave Little      | (206) 746-6744 |
| Buck Mc Minn     | (509) 682-5204 |
| Pete Rogers      | (206) 679-1547 |
| Ken Seligman     | (206) 746-9421 |
| Lionel Space     | (360) 599-2360 |
| Davis Straub     | (206) 322-1184 |
| C.J. Sturtevant  | (206) 888-3856 |
| Aaron Swepston   | (206) 939-6248 |



## Calendar of events

|                                                    |               |
|----------------------------------------------------|---------------|
| 3rd Annual Rampart Fly-in                          | Aug 31-Sept 2 |
| Can-Am                                             | Sept. 7-8     |
| Mosquito Bite                                      | Sept 14-15    |
| Joint X-mas Party With<br>PG Club - Salty's (alki) | Dec 11        |



T Send pictures, articles, ads etc. to -  
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T Email -Cosley@eskimo.com or detlorj@belnet.bellevue.k12.wa.us  
T Phone-206-391-3631 or 206-557-8434

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