

The Sandia Classic

by Jim Steel

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Davis S's Dodge RAM performed flawlessly and achieved an astounding 10 miles/gal. Wayne L. and I helped share 28 hours straight of driving from Wash. St. to Albuquerque, NM. On arrival Davis knows of a good campsite and we set up tents for the duration of the competition. Other northwest participants fared less well on the drive down. David G's Explorer blew a

were light. I launched my X-C 155 in a light cycle and flew over to the shark's teeth above the upper tramway tower. I encountered the mother of all turbulence. On a scale of one to ten, Sandia Peak ranks a ten. I had flown in a turbulence factor of only seven or eight. I now know to fly ffffast and keep a good grip on the bar. And watch out for other pilots!

I climbed to 16,000+ feet when my oxygen nasal cannula began to pull back on my face. All attempts to

pull slack into the oxygen line failed. I pulled the cannula down

transmission seal in Moab, Utah. He rented a van.

'Challenging' is a good word to describe the conditions during the Sandia Classic hang gliding competition. Pilots who have participated in previous Sandias say it was the best flying in years. Most days were very turbulent near Sandia Peak. On Friday, the first practice day, conditions on launch

below my chin. It then acted like a way-too-tight necktie. My sun glasses were pulled to the side forcing me to look sideways to see where I was going. Deciding not to rip the cannula apart I had a long fly-down and landed in the "regular" L.Z.

The Sandia mountain range runs north/south and lies on the east edge of
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Misc. Email

Subject: Beyond My Wildest Dreams!!-First Flight(Long Story)

The editor has selected excerpts from this posting

HI THERE!!!

I finally understand why everyone is so enamored of this incredible sport called hang gliding. I got my first flight today. INCREDIBLE!! I am absolutely, no holds barred hooked on this sport. It is going to take weeks to wipe this silly grin off of my face. Thanks go out immediately to my husband Peter, for his love and support in this endeavor, and GIANT thanks go to Tim Shea. You made this experience something I will never forget.

~~~~~  
Tim wanted to get me up while the air was smooth. He got me rigged, all the while going over the procedures. We then practiced the launch run and protocol. Then he moved the glider to the launch, and hooked up both in. Then it was get position, are we ready, ready, steady and we were off!!!

It seemed like I only took 2-3 steps before the glider picked us up. I had about 5 seconds of "What the heck am I doing here!", then I

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*Sandia Classic*  
*cont.*

Albuquerque. It rises 4500+ feet AGL and 10,200+ feet MSL. Sandia has fault lines running through it that, along with erosion, create multiple 400 foot high craggy pillars and steep-sided spines on the launch(west) side. The pillars act like jagged shark's teeth, tearing apart the thermals. Sandia's back side is a gentle slope with foliage.

Each practice and competition day gliders are stacked on a flat-bed truck in the tramway parking lot and hauled up Sandia peak. Pilots and gear get free pass on the tramway, the longest in the world. On arrival at the top at 10,200+ feet pilots haul their gear off the tram and past the High Finance Restaurant to the setup area. The limited setup area is sloped and has a surface consisting of loose 2 to 20 inch dia. jagged rock and some shrubbery. Sandia launch is a somewhat shallow forty foot slope that drops to a cliff at the end with shrubbery on either side. It looks easy but looks are deceiving as 2 pilots blew launch during the event.

There were many new Ball Varios in use here. But, trust me, you need a lot of balls to fly here. Just as many Arai Tangents also.

Saturday, Davis and Wayne launched early. Later, as I was climbing into my harness, someone blew launch. The pilot is very lucky. They were balanced on a ledge 40 feet below launch. The next step is a rocky cliff. When the rescue was concluded the day was done.

The real competition began Sunday and conditions were spectacular. Magnificent cloud streets developed. Altitudes above 17,900 feet were the norm. Some pilots allegedly illegally

climbed above 20,000 feet. Race times-to-goal were equally impressive with ground speeds approaching 80mph. Mid to late afternoon over-development produced an array of good/bad factors including thunderheads, cloud-suck, lightning and gust/dust-fronts. On top of all this, there were military operations in effect some days. Pilots reportedly witnessed 2 stealth fighters. I heard only jet roar, or was it thunder?

On Thursday morning Sandia Peak was socked in. A decision was made in the tramway parking lot to cancel the day. This was not popular with some contestants who thought the decision should be made on top. Wayne and I used the free day to rent mountain bikes and ride along the Rio Grande River path.

Thursday night it rained torrentially at our campsite. I remember water dripping on my forehead forcing me to change the location of my bed in Wayne's 4-man tent. Wayne had to get up every 30 or so minutes to clear the gallons of water from the tent roof. And then there was the mud. Very sticky.

The rainy weather Friday prompted us to bag the remainder of the event. We drove north and met Jim R., Dave G. and Skip in Lakeview, OR. where some or all of us flew Daugherty Slide, Black Cap and Sugar hill. Thankfully, the Lakeview area has received a lot of precipitation. The lake levels are higher than I've ever seen. The area is carpeted in green. Wetlands, wildlife and mosquitoes abound.

I did not fare well the 4 competition days we flew. I twice sunk out and landed out front after taking my start clock photo. When I did manage to leave the hill I either sunk out after twenty miles, or couldn't find the goal L.Z. in Santa-Fe. My glider was blown over in the L.Z. on two separate days by rogue gusts(I was not attached). I thought I was being

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relaxed a bit. I could not believe the sensation. It was the most freedom I have ever felt in my entire life. The rush is incredible. I do admit, I let out a couple of whoops, I was so excited.

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We started making some passes with me on the controls, and Tim explaining how to handle to glider. It was so much fun. We would clear the turn, and go through the maneuver. It was easier than I expected. I needed some help getting around at times, since I am fairly small, but I actually got the sense of what it is like to steer and handle this ship. I was also blessed by having some of the smoothest air of the day. (I guess my offering of scotch to the wind goddess worked last night:-)

~~~~~  
I got myself into position and were headed back. One last turn, a good final approach and in nothing flat we were in. Very smooth landing. I could not believe it. I was kind of saying to myself, "Did this really happen?"

~~~~~  
My biggest impressions were how incredible it was to be floating along on this smooth current of air. It is also a spectacular view. It was at once something to get my heart pumping and incredibly peaceful and spiritual. I actually got misty eyed a few times while we were up, and I am moved to tears as I am writing this. This is something incredibly special that we do, and it should never be taken for granted. I feel that I have danced with the gods on the winds this day.

Denise Lindquist

Subject: Safety: The buddy system

Hi, everyone. I published something about this around 5 years ago (I hope it was only that long - but the memory is the first to go...) in the magazine. If you remember it, well, let me repeat it. I think the lesson is useful to all of us, regardless of your experience level: This incident occurred at the Guadalupe flying site, near Carlsbad, New Mexico. I was setting up my UP Glidezilla. Part way through the process, I stopped to go watch a first altitude launch by one of our club's newest pilots. It went great! So I happily

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T NEWS and VIEWS T

By Jim Reynolds

LANDINGS 96

It is time again to talk about landings. I still see many pilots go upright too far and push their head back past their hands. This allows the gliders center of pressure to move in front of them, reduces their flair and a nose over "WACK" occurs. Watch the head and hand position of the pilots on the "WACK" tape. You will get the idea. Below are the five steps I teach listed and explained.

1. PREPARE TO LAND: Around 500 ft. I make a decision to land. My focus changes from trying to get up to making a good safe landing. I unzip my harness, put one foot in the zipper opening and pull the other clear. I slide down so my leg straps are tight and I can go upright in my harness. Any problems with zippers, etc. can be dealt with now.

2. LOSE ALTITUDE: I fly to the upwind part of my landing zone and begin to lose altitude with figure eights, checking my drift for penetration and watching all the wind indicators I can find for direction, velocity and consistency. If it's a regular LZ I check the windsock I placed there just upwind and off to one side of the spot I plan to land on. I also line up an unobstructed path just in case I go long or short.

3. DOWNWIND LEG/FINAL TURN: I combined these two because they are so connected. At about 150-200 ft. I make a long looping turn usually around to the right (I'm a lefty and turn best right) I move my right hand up to the downtube (steer with your dominant hand on the base tube) and pull in past best L/D to loose altitude. I focus hard on the spot where I want to land and use my peripheral vision for all else. (You go where you look.) I turn into the wind and crab across behind my target until I am lined up with the wind and at an altitude that I can get down to ground effect and have room left for final glide. If I am too high I crab across and S turn back then go in. If too low I do not crab just go in. With practice and good focus you will get close most every time. If you are too far away from your target you won't be able to judge the distance. If too close you will have little time on final.

4. FINAL: Your goal here is to get into ground effect (1/2 the wingspan of the glider) without turning. You loose altitude best by pulling in past best L/D. **KEEP STRAIGHT.** If you are pulled in and begin to yaw slow down, get control, then pull in again if needed. If you need to extend your glide fly best L/D and stay more prone. When you enter ground effect let the glider slow and round out with the base tube about 4 ft. off the ground. Since you came in with energy the glider will try to climb. Relax your grip and feel this pressure but hold the glider at 4 ft. When the pressure begins to diminish move your basetube hand up. If you do this with lots of pressure you will climb and get out of control. Your hands should be at shoulder/eye level with your head even or ahead of your hands. There is no need to turn on final. Land the glider when it is ready and if it is not directly into the wind that's OK too!

5.FLAIR: When the pitch pressure goes away flair. If you are at

4 ft. you can stand up so flair timing is not as critical as you think. Just crescendo your flair and step out. Keep moving as you finish the flair and concentrate on letting the control bar/keel junction come down on your shoulders. Move side to side if needed but stay under the glider and continue the flair. If you are cross wind, flair a little earlier and harder with the down wind side. The two-stage flair works well. Start your flair, step down and finish it with gusto. If you climb when you start to flair, wait till you climb out, then finish with gusto. (never pull in) In stronger winds leave out the gusto just step on the ground and walk. Never quit controlling your glider until you are unhooked and safe.

T DOG BULL T

Jim Reynolds

July: Bob McFee and Ken Richardson met with Barry Armstrong from Champion to discuss the tree cutting situation for launch maintenance. We have the go ahead with some considerations for cost. There will be a Dog Committee meeting Saturday 27 July 1996 at the North LZ around 6-7:00 after flying. All interested parties are encouraged to attend and participate. We will discuss the tree cutting issue and costs so we can proceed as soon as possible.

Dog Mountain still needs a manager to keep things coordinated. Anyone interested in these position please call.

I attended the Mossyrock Dam relicencing meetings and made out wishes known. We also made a site visit and now need to submit specific data on the Dogpatch Reclamation Project to the proper people. I will keep you posted on how we are doing.

Jim Reynolds 360-357-5203

Tiger Mt. Report

By Ken Seligman

After two punitive closures of the road up Tiger by the DNR in the last month, there's no doubt that the flying community needed to get together to formulate a comprehensive action plan. The reasons for the road closures were several cases of speeding (one pilot's driver was radared at 40 MPH—the speed limit is 15 MPH) and leaving the gate unlocked on two different occasions. The DNR wants us to know that we have the responsibility of securing the gate (there's logging equipment that needs protection from vandals) and obeying the speed limit (the hikers have priority at Tiger). Access up Tiger and flying Tiger is a privilege, not a right. After several hours of meetings with DNR officials, representatives from CBCC and the NW Paragliding Club have finally come up with a good plan.

Keep in mind that during the initial planning phase of the Tiger Mtn. State Forest, no one could predict that paragliding would grow to be such a large sport. In fact, when the State Forest plan was first conceived, paragliding hadn't even taken place at Tiger. To address the increased usage at Tiger by the flying community, we needed to devise a plan that would address the long term needs of all the users of Tiger (hikers, horses, loggers, etc.) At this point in time (mid-July) we have a preliminary plan that the DNR really likes. There will have been some more meetings, by the time you read this, to work out the final details. The tradeoff for devising such a strict plan is that the DNR has promised to seek out and punish the individual violators, not the whole flying community. When this plan goes into effect we shouldn't have any more road closures.

Here's a letter from the president of the paragliding club that outlines the preliminary plan as worked out so far:

To: All Pilots who fly Tiger Mountain
From: Marty Kaplan, president NWPC
Re: Tiger Mountain Access

As you know, a few violators of the site access rules at Tiger have forced a change in the access agreement and enforcement protocol with the Washington State Department of Natural Resources (DNR). Ken Seligman (representing Cloud Base Country Club), CC Cunningham, Gary Paulin, Don Marcy, Bob Hannah, and myself (representing Northwest Paragliding Club), and Marc Chirico have been working hard over the past several weeks to get the access open and secured. Through many meetings and hours on the telephone we have just arrived at point of solution. We have been working together to secure an enforceable agreement that is strictly monitored, club administered, individually punished, and DNR supported. DNR is looking to the clubs to control the

MAY : LOG BOOK

6/15 Erick Johnson has first soaring flight. 1.5 hours at Cape Kiwanda (way to go Erick!)

6/29-6/30 Brian Swenson, John Greenlaw, and Kevin Cosley get their tow rating from Jim Reynolds in Mansfield and decide towing is cool. How often could you launch from the Butte at 10:00 AM and sky out?

7/8 Davis Straub flies Farmer, Sims, back to the Butte and then back out to Mansfield

7/20 Mt. Si is open for flying again! A few pilots have so/so flights in very stable conditions, but the important thing is that this awesome mountain is open again. (with an encyclopedia full of conditions and

access, period. That is YOU and that is ME. We have been negotiating an agreement that penalizes the violator, and not the community. And I believe that we have done it. The fine points are still to be worked out and hopefully by tomorrow afternoon (the road was opened July 12th), the gate will once again be open to us and our actions will be under scrutiny as never before. Our agreement has been negotiated with the guaranty that we can control our community. **IF WE CANNOT PROVE IT, ROAD ACCESS WILL BE DENIED FOR ALL PILOTS. THIS IS SERIOUS, NEED I SAY MORE.**

I will outline below the main points of our agreement. We will be on a 30 day trial basis until 10 August 1996. The combination lock will remain in use during this time. The combo will be changed weekly. After 30 days, our formal agreement will be signed and our new lock/key system will be installed. In the meantime, you must obtain a **SPECIAL PERMIT** in order to access the road **NOW**. Permits can be immediately obtained from Ken Seligman, CC Cunningham, or Kim Smith. They are sequentially numbered and recorded with the clubs and DNR. In order to have access now, you must display the permit on your dashboard at all times when within the gate. All the new rules, outlined below, are currently in effect. **NO VEHICLE IS ALLOWED INSIDE THE GATE UNLESS THEY HAVE A PERMIT. IF YOU ARE CAUGHT WITH A FORGED PERMIT, YOU WILL BE FOREVER DENIED ACCESS.** Yikes.....

Points of the Agreement:

1. CBCC and NWPC will install a new keyed lock on the gate. The keys will be non-duplicable and sequentially numbered.
2. CBCC and NWPC will issue individual permits which will be vehicle passes.
One permit will be issued with one key to club members only.

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sandia cont.

vigilant. I suffered a broken batten on the second blow-over.

The Classic By Kevin Cosley

The sun was high and the temperature had risen as trucks drove up the Butte for the Chelan competition. The pilots' objective, their primary mission was to sky out, and have fun with no midair collisions. We watched Brian fly of his own volition down low to where landing meant certain perdition, but then with the skill of a true wind technician, he rose on a breath like a thermal magician. My first day required some scratchin and itchin but I managed to fly back to Frank's barbecue kitchen (this feast was a fun and delicious addition). One day was quite windy in spite of our wishin so most of us thought we'd be better off fishin, but on Monday the lift off the Butte had turned bitchin. The ground was as hot as if nuclear fission supplied the heat needed for thermal ignition. With the wind sock a switchin in such hot high conditions, between the rocks launch caused its usual attrition (but nothing requiring a licensed physician). I stand in position with face muscles twitchin. "Run like hell" was the launch monitors wise admonition. To launch with precision because slight indecision would mean somebody's stock in Alcoa had risen. Strong nerves for this contest are a precondition as one feels like the target of live ammunition.

Once up and on course we flew with ambition. To get high and go far was the main proposition, but when low to the Big Guy above we petitioned, making promises just like a true politician. Some flew with great skill and fine tuned intuition. Some used magic spells to bring lift to fruition. Some sank to the ground after one bad decision. Bad luck made a few of her own cruel divisions. In the end only Andrew * held the prized acquisition.

So that's my rendition of this fun competition carried on in the finest of XC traditions. Johann and Darren deserve recognition. Also Frank and some others (please excuse the omissions). Next year I'll be back for the next repetition. Let's hope it's as great as the '96 edition.

FAR UP HANG GLIDING

4945 140th Ave . SW
Rochester, WA 98579
360 357-5203

GLIDERS

WW XC 155 Pwhite, Orange stripe, Blk XC	
WW Sport American 167 orange, white, clothe LE	\$795
WW HP AT 145 PWhite Or/Blue Flies great	\$1100
WW HP AT 158 ok	call
WW FALCONS 195, 170, 140 in stock for sale and training call	
WW FALCON 225 ready for tandems used	\$2300
UP Axis 13 rnd D. tubes pilot ready	\$875
DW Dream 220 tandem glider good shape	\$1200
PacAir vision 19 good Blk le, speedbar	\$650
PacAir K2 142 great shape xc bag and winglets	\$1395

HARNESSES

WW Z-1 comp M+ or/yel kevlar mains	Demo	\$530
WW Z-4 M= Or/red/blk	Demo	\$600
DW Airstream M= VIP great		\$225
HE POD 5'6" to 5'9" nice radio holder		\$225
LASEUR POD Med to Lge Good		\$250
BLACKHAWK Kneehangers with chute const/steel biner new		\$179

PARACHUTES

The New FF LARA w/swivels	call for unexpected deals	
FREE FLIGHT PDA 22 w/swivel	Demo	\$375
FREE FLIGHT PDA 22	Demo	\$320
FREE FLIGHT PDA 20	Demo	\$285
ODYSSEY 18 conical for paragliding like new		\$195
SECOND CHANTZ chest mount/hand deploy rocket w/20 chute		\$400

MISC SPECIALS

WW WINGLETS will fit HPAT, RAM, XC	\$250
Reflex Helmets	\$129

Wills wing repair parts in stock!! And Lots More!

I've recently been having some fun and adventure learning to use Bob Hannah's scooter tow system. A system developed by Dave Broyles down in Allen Texas. Bob went down to Texas to learn how to build one and operate it and has been using it successfully for paragliding instruction. Paragliders tow up very nicely allowing his students to get many flights under their belts.

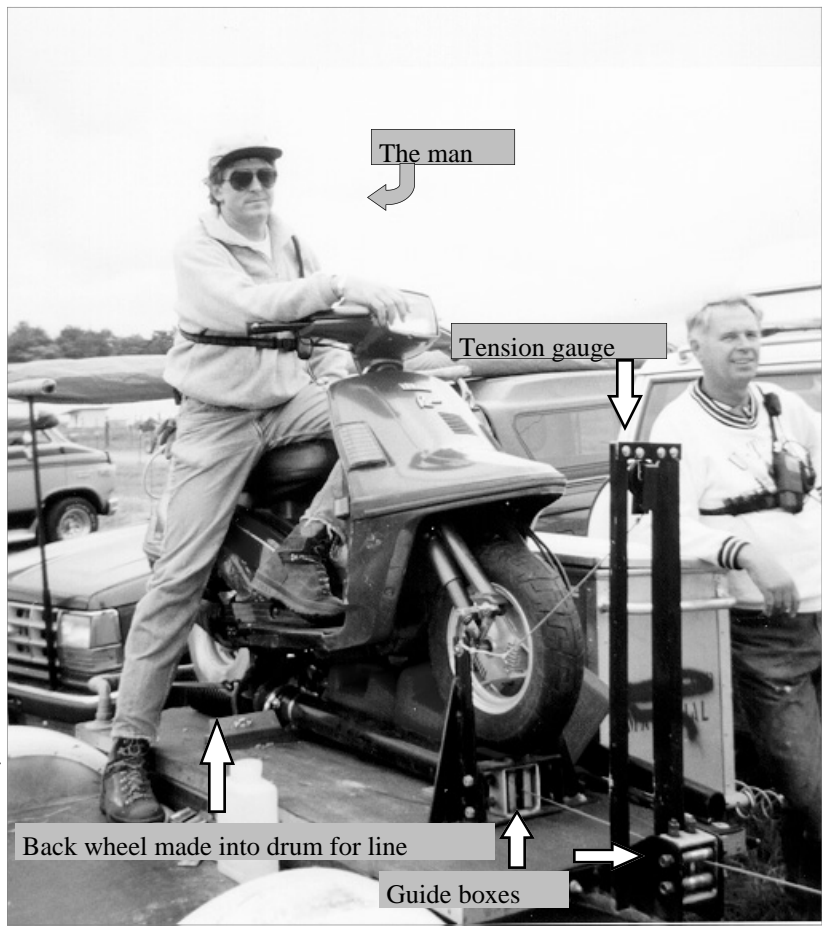
The Yamaha 200cc motor scooter is mounted on a trailer and used as a stationary winch. The back wheel is transformed into a drum to hold the tow line and the operator sits on it using the throttle to regulate tow line tension and towing forces. If the tow forces exceed a certain level the clutch will slip, turning it into a pay out winch, but the pressure can be immediately moderated by the operator idling back on the throttle the moment the glider gets too far off line or starts to lock out. Of course weak links are also used. The end of tow line is pulled out and run through a pulley at the far end of the field and then brought back to the launch site next to the scooter, although with a large enough field to use all the line you could skip the pulley and launch the glider at a distance from the scooter. The field we've been using in Carnation only allows us to get about 300 feet of altitude, but with a bigger field Bob figures we could get 1,500 to 1,800 feet.

The launch feels very natural to me. Just like a flat slope launch without any extreme angle of attack. The pilot gets ready and resists the pull as the scooter takes the slack out of the line. Then when he is ready he nods his head and the operator smoothly increases power. The pilot resists the pull for a moment and then takes a few running steps and is airborne. Once in the air the glider can be made to climb rapidly for a high performance tow or kept in a very mellow climb by the operator adjusting the throttle according to the pilots instructions. Towing with a 195 Wills Wing Falcon felt very easy at trim speed and tracked very well with very little input needed to keep it on line even in a cross wind.

The first couple of times I went out with Bob I was the only Hang pilot that he had towed up. I've been evaluating it for possible use as an instructional tool, influenced partly by our lack of good training hills in this area, so I was glad when Jim Reynolds (our towing administrator and advanced instructor) wanted to come and check it out.

Dave Broyles recommends launching with the tow line over the base tube for students. Doing it this way allows for an easier launch but one must be careful to release before the towline starts pushing down on the base tube. Jim volunteered to try launching with the line under base tube. Routing it this way (at least with the bridle attachment points we were using) causes the tow line to pull up on the base tube making launching trickier. Once in the air this is no longer the case and

Adventures in Scooter Towing by Kevin Cosley



this routing allows for higher angle of attack, steeper climbs, and longer and higher tows. We also tried various tows at different speeds and altitudes. We learned a lot on this particular day but all the changing of techniques and trying new things without an established routine procedure and checklist for hang gliders caught up with us on this day. Jim managed to start his launch unhooked with another instructor (me) standing there helping him do it, proving that master pilots with vast experience can fall victim to disorganized procedures. I also had a student there who had flown several successful solo altitude flights and I decided it would be fine for him to try. He had three good tows but a line break on the fourth one seemed to rattle him and although he was off line and flying fine, he ended up fixated on some small swampy trees which we subsequently had to extract him from. No damage to pilot or glider. I think towing just added a little too much going on causing brain overload so I am cooled off on the concept of using this for instruction, at least at this site or until I can establish a nice safe, slow method. Our little circus was no reflection on Bob who was not there at the time.

Anyway I really like this method of getting in the air and if we can get access to a large field in North Bend that we are trying for, we may be able to get pilots up on Mt. Si. When that happens I've told Bob he'll have a line around the block. It's also a great way to sharpen your spot landing skills. It feels more mellow than truck towing to me, almost like a no brainer but as we discovered it's good to bring your brain along just in case.



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

The pilot/member will register for the permit/key by signing a document that acknowledges receipt and acceptance of ALL the conditions of use. Each permit/key will cost club members \$50. This \$50 will be a deposit that is refundable at any time if the member turns in the permit/key and the member has not violated the access rules.

3. The DNR will continue to monitor the gate and road. Anyone caught violating the rules will lose the privilege of access for a period of one year. They will also lose the \$50 permit/key deposit. And after one year, if they want another permit/key, it will cost them \$200. In addition, DNR may write a Negligent Driving "2" ticket. That's a \$250 ticket. The driver of the vehicle will be responsible for the loss of the permit/key. Therefore, if you have someone else drive your vehicle, then remember that they will be 100% responsible for YOUR PERMIT/KEY. The Negligent Driving ticket will be theirs, of course.

4. Your permit must be displayed prominently on the dashboard at all times within the gate. If a vehicle is found to be within the gate, on the road, or on launch without displaying the permit, the vehicle will be impounded by DNR. Club members must help enforce this condition. A complacent community attitude will be viewed by DNR as non-supportive of DNR and our agreement. And it will soon lead to road access closure!!!!

5. There will be new signs added to the gate area, road, and launch. There will be speed signs, caution signs, and access rules. They must be strictly adhered to.

6. DNR will use radar and personal observation to determine violations. There will be no appeals.

That's it in a nutshell. The determined time difference from bottom to top, traveling 40 mph instead of the posted 15, is about 15 minutes. Many areas of the road are crowded with hikers, bikers, horses, and vehicles traveling in opposite directions. If you really need that 15 minutes to catch the lift, then protect your community by leaving the LZ earlier. Your entire community is counting on you. While DNR has agreed to punish individual offenders and not penalize the entire community, they have made it very clear that if the level of offenses continues at its past pace, then the access will be closed to all. Come-on everyone, don't let it happen!!!!

On behalf of Ken, CC, Marc, and myself,
Thanks for your continued support,
Marty Kaplan, pres
Northwest Paragliding Club

Let's address some of the points of the plan:

#2 The key/permit deposit should be refunded within 30 days. The deposit will be held in a reserve account within the Tiger Mtn. Fund. Having to be a club member is probably not as important as being a member of the USHGA, we're still working on that issue. While the PG club is charging it's members an additional \$5 key fee, your annual \$10 Tiger contribution to the CBCC will fund the lock/key expenses. In our last meeting with the DNR, it was decided that hang gliders would have to get their key/pass from CBCC and paragliders would have to get their key/pass from NWPC. The DNR realizes that each type of flying has it's own certain requirements that each club needs to control. Since it's CBCC policy that Tiger is a Hang 3 or higher site, the key/pass can only be issued to Hang 3 or higher rated pilots. Experienced Hang 2 pilots can fly under the direct supervision of their instructor. The instructor who must be on site for the landing of the Hang 2 pilot is completely responsible for the actions of his/her student. This requirement comes about because of the severely restricted L-Z (powerlines, highway, tall trees, narrow field, unpredictable low level winds, drainage ditches and pipes across mid-field, and heavy machinery at the construction site.)

The DNR may also require proof of auto liability insurance. Since this is already a state law, this issue is still under consideration. There was also discussion of some kind of liability waiver that protects the DNR and the State of Washington. More on that as we get more info.

#3 We negotiated the one year key loss period down to 60 days in our last meeting with the DNR. But 60 days is still a long time...in fact 60 days can be the best part of the flying season. The DNR wants violator's names to be published in both clubs' newsletters.

#4 Actually the DNR can issue criminal trespassing charges if the permit is not properly displayed.

#5 We also negotiated that the speed limit be increased from 15 MPH to 20 MPH. This goes into effect ONLY WHEN YOU SEE THE NEWLY POSTED SIGNS. The speed limit is 15 MPH until then. The DNR emphasized that the speed limit when passing horses and hikers is something much closer to zero MPH.

#6 After a 6 month test period, we will evaluate the program and determine what changes we need to make. The DNR has two volunteer watchdogs at Tiger who are also authorized to pull keys/passes. At this point these are mystery people (probably hikers), so watch out!

Also, to assess and justify taxpayer's dollars on Tiger, every group of pilots reaching the launch will need to fill out a very quick and simple DNR usage survey (date, number of pilots, etc.) This is not a request, but a requirement. Just think of it as free money going for hang gliding!

This is all about the road access. During the upcoming winter, the DNR wants to set up meetings to discuss site protocols at launch...mainly for safety and liability concerns. While all these new changes may feel overwhelming, it's not all that different from flying at Dog Mtn. Just be sure the gate is locked and drive

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Tiger, continued from page 8

the speed limit and we will have relatively free use of tens of thousands of acres of prime recreational land and miles of decent forest roads. Keep in mind that the general public does not have this great access at Tiger, we are really fortunate!!

THE BIG L-Z CONSTRUCTION PROJECT

If you haven't seen the L-Z lately, you're in for a big shock! There's been a lot of changes to the L-Z and to the parking situation. Beware of the drainage ditch and the raised pipe that runs across the L-Z from the NW corner to the SE corner. Also be careful of the heavy machinery that is in the L-Z.

The Issaquah-Hobart Road will be closed either the weekend of July 27/28 or some weekend shortly thereafter for the installation of the big box culvert. The L-Z will not be closed but the access from the north will be cutoff. After that project is complete, we will be in the final phase of the L-Z/stream project. During the final phase, we will have to decide on the new parking layout and possibly help with the planting along the stream's edge. The big pipe across the field may be removed as early as the end of August.

Whew!! I thought we'd never get through all of this! For those of you who have made it this far, I would like to thank you in advance for your support in keeping the Tiger access open. If you have any comments or suggestions, feel free to call me or see me at the upcoming CBCC meeting. I can also be reached on email at: THERMALR@MSN.COM

Your Faithful Tiger Representative,
Ken Seligman ph. 206-746-9421

SPECIAL THANKS!! TO ALL THOSE WHO HAVE CONTRIBUTED TO THE TIGER FUND SO FAR:

Len Baron (\$15), Steve and Laura Becker (\$50!!), Bill Bolosky (\$40!!), Gary and Beth Braun (\$15), Dave Carlock (\$20), Patricia and Dave Chadwick, Vince Collins (\$20)

Mike Daily (\$15), Rick Edris (\$35!), Mark and Mary Fredrickson (\$20), Paul Gallagher (\$30!), Russ and Gigi Gelfan (\$15), Dave Gerdes (\$30!), Peter Gray (\$20)

Darrell Hambley (\$20), Earl Hanson (\$20), Tom and Lori Johns (\$25!), Pete Johnson (\$15), Rob Johnson (\$20), Paul Lapwood, Dave Lindberg, Dr. Dave Little for US Congress, 8th district (\$20)

Tim Martin, Gene Matthews (\$25!), Don McGinnis (\$15), Arthur Miller (\$15), Steve Moody (\$20), Ray

Moore (\$15), Scott and Diana Rauch (\$20), Bob and Ruth Reich (Lifetime Donation!!!!)

Ed Schacker, Mike Schildt (\$40!!), Cliff Schmitt, Brian Scott (Secret Amount!!), Dave Schy, Ken Seligman, Ralph Senter (\$25!), Gary Smith (\$20), Lionel Space, Jim Steel, Davis Straub (\$100!!!)

Dave Thoreson (\$15), Kim Trinkl (donation of awesome Tiger graphic as well!), Eric Troili, Dan Uchtyl (\$20), Kathy and Rich Williams (\$40!!), Ray Wolf.

Notes from the general meeting June 24th

Misc. Email cont.

SITES ~

Mt. Si - Here are just a few of the limitations we will have to follow in order to fly Mt. Si: flying days will be limited to 15 days per month, road access is limited to driver and pilots (no friends, relatives, etc.), 5 vehicles/20 pilots per day, parking is in designated spots only, pilots must have a steward with them, pilot must be a USHGA member, dogs must be on leashes at all times, no commercial events are to take place at the site, and site is limited to daylight hours only. There are more rules that pilots will need to familiarize themselves with before flying this site - please see CJ for this information.

Frale - Combo lock has been removed because pilots were seen using the road to launch mid-week while they were logging.

Dog Mt. - Trees are being cut down around the LZ. Licensing meeting is going to happen the first week of July. They will be discussing the possibility of getting Dog Patch improved so that it will be a permanently dry area.

Tiger - Due to speeding and the lock on the gate not being locked after use, Tiger was closed for a few days. CBCCC needs to come up with some proposals to present to the DNR on ways we can improve the current situation. The lock combination will now change the first and third Monday of each month.

NEW BUSINESS ~

** The proposal to have pilots disqualified from any competition were they break an FAA regulation was voted on and passed as written.

** It was suggested that the club become more involved in the community's that we fly in. One suggestion was the "Adopt-a-Highway" and "Adopt-a-Road" programs. Collette is to follow up on getting more info. on these programs and the info is to be presented at the next

See Ken Seligman's article in this issue for the latest update on the Tiger Mt. situation

General Meeting.

** Keri Swepston is the organizer for the demo flights being conducted at Mt. Si for various company picnics. Contact her if you are interested.

EAGLE/TURKEY OF THE MONTH ~

Eagle: CJ for all of her work done to get us back in Mt. Si.

Turkey: Whomever is responsible for the missing lock at Tiger which caused the first lock-out.

~ Collette Kortlever, CBCCC Secretary

went back to setting up my hang glider, got my hang check, and had a great, 2-hour flight. I had a fine landing, too. And when I started taking down the glider, I got the shakes. The apex of the control bar on UP Comets and GZ's fits into a bracket, and is secured there with a pin. THAT PIN WAS HANGING ON ITS WIRE, COMPLETELY UNINSERTED. The only thing that kept me alive that day was tension in the wings holding the apex in that bracket. If I had hit anything radical, or had done any aerobatics, the glider would have folded up instantly, as the apex slipped out. I still have nightmares, thinking about it.

So what am I proposing? The Buddy System. Anybody who comes to our Dry Canyon Fly-In finds this policy in force. After you have set up your glider, and preflight checked it, HAVE SOMEONE ELSE CHECK IT, TOO!

At the Fly-In, launch assistants supply this service, and the questions. It does not take long - 30 seconds to a minute, generally. But if someone had done that for me at the Guadalupes, it would have been absolutely obvious that my pin was just dangling there. Here is how conversation goes, at our launch sites on a typical flying day:

"Have you done your preflight yet?"

"Yeah, I just finished."

"Can I have a look at it, too?"

"Sure!"

"Would you take a look at my glider while I'm at it? Thanks a lot!"

I then inspect it.

"OK, all pins are in place, all safeties... All wires are straight... Luff lines aren't caught on anything, all washout tubes are clear... Let's thump the sail trailing edge, yeah, that was fine... Kingpost fastened? Good... OK, it looks ready to fly. How's mine look? OK? Great! Thanks!"

The entire conversation & inspection is done within two minutes. The peace of mind I get from it lasts the entire flight. About one time in ten I will find something I think needs looking into (e.g., No safety pin on a bolt). I've never had anyone at our sites refuse. So keep the process in mind, wherever and whatever you fly. It can only improve your odds in flight. Blue skies to all of you, and soar safe.

- Robin Hastings, Las Cruces, New Mexico

CBCC Officers Board of Directors

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Treasurer	Bill Bolosky	557-7981
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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

Mt. Si Road Open for Limited Access

An agreement has been signed with the DNR permitting limited access to the Mt. Si road. The short form is: we are allowed 1) 15 flying days per month 2) five vehicles and 20 people per flying day. All vehicles must go up and return together in one or two groups. A Mt. Si Steward must accompany the vehicles. All pilots must be USHGA members and sign a CBCC waiver. The Stewards will explain other requirements. The following are named as Stewards in the agreement but not all may have completed the paperwork to receive their key and vehicle pass at this time.

C.J. and George Sturtevant	888-3856	georges@nwlink.com
Aaron and Kerie Swepston	939-6248	
KerieS@aol.com, tontar1@aol.com		
Tom and Lori (Lawson) Johns	747-1647	
Davis and Belinda (Boulter) Straub	322-1184	
web_davis@halcyon.com		
Bill Bolosky	557-7981	bolosky@microsoft.com
Mike and April Daily	883-2165	MDaily6567@aol.com
Ken and Donna Seligman	746-9421	
thermalr@msn.com		
Steve and Clarice Alford	788-0308	
Dan and Loni Uchtyl	440-0998	
Paul and Rachelle Gallagher	557-3724	gal1agher@aol.com
(those are 'one's')		

Northwest Instructors

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
Tom Johns	Issaquah	747-1647
Konrad Kurp	Anacortes	293-7109
Lori Lawson	Issaquah	747-1647
Mike Lipscomb	Bellingham	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

Calendar of events

U.S. Paraglider Nats at Chelan	July 24-Aug 4
Golden Invitational XC Contest	July 28-Aug-4
Hobbs Tow Meet	Aug 3-10
3#rd Annual Rampart Fly-in	Aug 31-Sept 2
Mosquito Bite	Sept 7-8
Can-Am	Sept. 7-8
Joint X-mas Party With PG Club - Salty's (alki)	Dec 11

Mosquito Bite

John Greenlaw is in charge of the Dog meat (make that **meet**) this time around. He needs volunteers for judging and registration. If you would like to help or have any questions call him at 206-537-3283. He is also one of those in charge of setting up the rescue box at Dog Mt. He would like to thank Earl Hanson for the generous \$100.00 donation to this cause. Thanks also to Kevin Cosley for the 150' climbing rope. Still needed are a backboard, first aid kit, etc.

Regional Officers

Director	Gene Matthews	488-1443
Examiner N.	Jeff Bowman	360-293-3282
Examiner S.	Aaron Swepston	939-6248

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

Buying a powered sailplane must sell other toys. Paraglider, Flight design A-4-28. High definition harness and reserve, like new \$300. Para-plane, 175 pilot weight, 5 hours on a newly rebuilt 440 Kawasaki, 3 blade prop, multi-colored 9 cell wing. Fits into the trunk of a car or can be UPS anywhere. \$5,500 (\$8,000 new). John 509-682-2349

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

Spot 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

FOR SALE: 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

T Send pictures, articles, adds etc. to -

T Airtimes c/o Kevin Cosley 25124 se 23 rd Issaquah Wa 98029

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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