

IN THIS ISSUE

***TIGER PAWS by Ken Seligman***

- ◆ Tiger Paws
- ◆ General meeting
- ◆ Morning Glory
- ◆ News and Views
- ◆ Log Book
- ◆ Involvement
- ◆ Calendar of Events - Long range
- ◆ Voting

**Tiger Update**

Many things have happened at Tiger since the last Tiger update. The great L-Z project is nearly complete. With the new parking lot and the stream in place, the only project left is a bit of shrub planting along the north end of the field. When the weather is warmer in the spring, we will bring in some topsoil and plant grass to fill in the gaps.

We also have an official agreement with the DNR for the Tiger launches and access. This is real groundbreaking stuff for us and we will benefit at other DNR flying sites around the state from this agreement. We are now getting ready to work out an official agreement with King County Parks for the LZ.

Going to a key lock and dashboard permits have taken a lot of the stress out of managing Tiger. That combination lock and all the associated problems with unauthorized access through our lock was a real party killer. Key/permits are available to Hang 3 and higher CBCC members for a \$50 (refundable) deposit.

hiked up, not down. The DNR is cutting in several new sections for a more user friendly trail. Without a pack, you should be able to get to launch in under an hour on the new trail.

**1996 Flying Conditions**

This year's flying conditions were not normal. A surprise "awesome category" day on March 24<sup>th</sup> left dozens of pilots way high and very cold. Conditions were so good that even a paraglider pilot made it to Puyallup. March is quite early (though not unheard of) for going XC at Tiger. Then the reputed awesome week in August never materialized. The eight year trend of great XC in the third week in August was a Tiger favorite. Just to further confuse matters, a great XC day set up near the end of October, which is quite late for going XC at Tiger. As we are ten inches of rainfall ahead of normal, I think that its safe to assume that we are way outside of the El Nino type weather that has been around for the last decade. We are now seeing the flying conditions of the late 70's and the early 80's.

Mt. Si was a favorite goal from Tiger this year. Many pilots got to soar Si without the hassles of driving up Si. In fact, the soaring conditions were usually much better for the adventurous Tiger pilot at Mt. Si, than on the days that Si pilots launched off of Si. Go figure. Bob Reich made it to Mt. Si from Tiger on four out of five attempts. Davis Straub had similar success. Yours truly? Zippo, nada, zero. Go figure.

This year's longest XC flight was not as long as last year's longest flight. Though the Tiger XC contest goes through the end of November, the shorter days will not support any more long flights this year. The longest flight of 41 miles occurred on May 4<sup>th</sup>. That day wasn't an exceptional XC day, but pilot perseverance paid off with several low saves for a flight that ended

*(Continued on page 2)*

**Next Meeting**  
**Nov 25th**  
 \*\*\*\*\*  
**Round Table**  
**Pizza**  
 \*\*\*\*\*  
**15025 NE 24th**  
**Bellevue**  
 \*\*\*\*\*  
**Elections!!**  
 \*\*\*\*\*  
**No meeting**  
**or newsletter in**  
**December**

Our club and the paragliding club are splitting the \$400 cost for 16 new speed limit signs for the access road. This price includes installation. When the new signs are put up the speed limit will increase from the current 15 MPH to 20 MPH. Please drive the speed limit or slower and even slower yet near hikers, bikers, and horses. If you see a fellow pilot or their driver speeding, you owe it to yourself to tell them to slow down.

The DNR is currently working on the trail from the LZ to launch. Many paraglider pilots hike up to fly, instead of driving the road. Some of us who have used the trail for car retrieves know that hike as a real brutal climb. The trail is so steep that once you start the ascent, there's no turning back. This trail could only be

near McKenna (Near Roy.) And the winner of the 1996 Tiger XC Contest...(drum roll, please)...me. Thank you very much, thank you, thank you. You can sit down now, thank you. My reward for winning again this year will be a ten hour punishment session on my computer as I write a special series of articles called 'Tiger XC Secrets.' I will interview Tiger XC pilots, lay down flight paths, and essentially bare all the secrets of going XC from Tiger. Look for the series in upcoming 1997 newsletters.

Things to look forward to at Tiger in 1997 include:

A Tiger Fly-In and Spot Landing Contest in late winter. The WindTalker actually being installed. (You heard it here first!!)

Work parties in the LZ.  
And great flying!!

Some of the longer flights from Tiger this year:

41 miles on May 4<sup>th</sup> by Ken Seligman to near McKenna  
4 miles on June 13<sup>th</sup> by Dave Little to south of Tacoma  
5 miles on October 20<sup>th</sup> by Ken Seligman to Everett  
6 miles on March 24<sup>th</sup> by Dave Little to south of Tacoma  
31.5 miles on March 24<sup>th</sup> by Ken Seligman to south of Tacoma  
25 miles on April 20<sup>th</sup> by Ken Seligman to Monroe  
25 miles on September 1<sup>st</sup> by Ken Seligman to Orting  
24 miles on June 13<sup>th</sup> by Bob Reich to Sumner

Remember, if you see or hear of anything unusual at Tiger, please call to let me know. As the Tiger coordinator, I need to stay informed so that I can help keep Tiger a happy place to fly.

See you in the air!!

Ken Seligman  
206-746-9421

## T NEWS and VIEWS T

November  
By Jim Reynolds

\* Larry Tudor has left WILLS WING. he is moving to Flagstaff AZ. so his family can grow with less smog, traffic and crime. Larry will be working with ICARO hang gliders, more news to follow. Best of luck to Larry and his family. We already know he has the skill.

\* Wills Wing just finished vehicle testing their new Ultra Sport 147 recreational VG glider. The spec's are on the way and work continues on their TOPLESS. It looks like everyone in glider land is very active with the toplless concept and the Europeans are leading this one. The only problem I see so far is the costs of these babies. WW plans to continue making the XC as an affordable high performance glider.

\* Ralph Senter took 77th place at the Dog Mountain, U.S. Nationals in 1976 flying a Seagull 3. He beat Dick Boone who came in 77 flying a phoenix VI B.

\* Delta Wing tested their Droop Tip Topless glider with no wires in March 1977 at Fort Funston. So much for new concepts.

\* The 10 commandments of Hang Gliding by Gilbert and Ballard

1. Maintain thine airspeed lest the Earth rise up and smite thee.
2. Inspect thine glider before launch for it is surely the staff of life.
3. Be thou vigilant for turbulence or the earth shalt inherit thine machine.
4. Venture not into the cumulonimbus collection of the heavens lest they vex thine guardian angels.
5. Observe the birds of the kingdom, they do not fly when the winds are high.
6. Land not with the wind at thy back, for thou shalt surely dash thine kite against a stone.
7. Check the wear of thine heart bolt for you know not the hour disaster cometh.
8. Comply with the direction of the wind sock lest chaos and destruction reign in the landing area.
9. Sample not the fruit of the grape unless thine boots are firmly planted upon the earth or verily you will become planted into the earth.
10. Invoke not the wrath of the USHGA, for ye shall surely trod the face of the earth all the rest of thy days.

\* The 1997 USHGA Calendar features some famous people. Jade Swebston is on the back cover stuffing battens.

\* Thank You, Thank You!!!! That's for Kevin Cosley and Hasan Askay for putting out our NW News rags. Lots of work, little pay but thank you anyway.

\* Fly Wet, Fly Fast!!!! Park in the LZ at Hopkins along the fence when you leave a retrieval vehicle. Try not to tear up muddy/wet areas.

**SPECIAL THANKS!! TO PILOTS AND  
THEIR FAMILIES WHO  
SPONSORED TIGER MT. IN  
1996...YOUR SUPPORT MADE A  
DIFFERENCE!!!  
CONTRIBUTORS ON PAGE 6**

## General Meeting Notes : Oct 28th

### Sites ~

Bar Mt. - Brian Scott is still negotiating with the companies involved. Things don't look hopeless so keep your fingers crossed.

**Mt. Si** - Nov. 10th is the last day to fly at Si. The South launch was cleared of rubble and is a real nice launch now.

**Tiger** - Bob Reich lost his wedding band either at launch or in the LZ - please keep your eye out for it **[it's been found since the meeting -ed]**. We are purchasing 16 speed limit signs (20 m.p.h.) and they will be going up soon. Please continue to drive 15 m.p.h. until the new signs are up. Salmon have been seen in the stream in the LZ. :)

**Hopkins** - The road has not been fixed yet. People continue to drive over the area that was washed out and it is getting VERY weak. Please be careful or just not drive over this area.

**Dog** - Bob McFee is towing almost every weekend. If you are interested in towing - please give him a call. In regards to the timber issue, the Dog committee has a number of ideas for fund-raisers to make sure that the money needed for the timber cutting and the general running of Dog is taken care of each year. The committee assured the club that the \$3600/year could be raised without any problems. Their proposal to have the timber cut and the loan taken out was voted on by the Board after the General Meeting and was passed.

### Nominations for the 1997 Board of Directors.....

Chairman - Johann Posch and Kerie Swepston  
 Vice Chairman - Russ Gelfan  
 Secretary - none  
 Treasury - Davis Straub  
 Directors at Large - Aaron Swepston and Steve Alford

Johann proposed a motion that we have an absentee ballot in our next newsletter so that the whole club would have the opportunity to vote on the nominees or write in a candidate of their choice. The motion was seconded, voted on, and passed. We are also going to let the club vote on the meeting location for next years General Meetings.

### Eagle / Turkey of the Month ~

**Eagle** - Ken S. for flying from Tiger to Everett. Tom D. for his remarkable launch at Dog (he slipped and fell while taking off on the North launch and still managed to keep the glider straight and get off the hill without crashing.)

**Turkey** - Greg Adler

Membership Application  
 send \$20 (\$59 for three years) to  
 Cloudbase Country Club  
 P.O. Box 629 Issaquah Wa 98027

Name \_\_\_\_\_

Address \_\_\_\_\_  
 \_\_\_\_\_

Phone \_\_\_\_\_ USHGA # \_\_\_\_\_ Rating \_\_\_\_\_

## 1997 CBCC Hang Gliding Calendar maintained by Davis Straub

Name	Dates	Contact
CBCC Christmas Party	12/11	NWPC
Australian Nationals	12/28-1/5	011 61-53-492-845
Bogong Cup	1/6-1/17	011 61-57-551-503
Forbes pre Worlds	1/21-31	011 61 7 55 964 394
Barr Glide Ratio Contest	January	Brian Scott, 827-9024
Tiger Mountain Fly-in	February?	Ken Seligman, 746-9421 thermalr@msn.com
Parachute Clinic	Spring?	C.J. Sturtevant 888-3856
Oceanside	early April?	OHGC?
Chelan Beach'n	April or May?	Marylin Raines, 509-682-2251
East Coast Challenge	?	?
Sandia Classic	early June?	?
Region 5 Regionals	June 28-30?	Frank Gillette?
Chelan XC Classic	July 8-?	Brian Scott, 827-9024
US Nationals	July 15-30?	?
Western Can. Champ.	early August?	?
Grouse Mt. Fly-in	late Aug/Sep?	?
Mosquito Bite	Aug/Sep?	Bob McFee, 360-494-2961
Cache Creek BC Fly-in	Lbr Day wknd	
Rampart Ridge Fly-in	Lbr Day wknd	Scott Rutledge, 284-6147
Can-Am	early Sept?	Canadians
Adopt-a-Highway @Tiger	Twice a year?	Collette Kortlever, 889-9528 a-collk@microsoft.com

This is the calendar for the coming flying year as far as we know it today. If you have additions, corrections, or can in any way provide better information regarding dates, person responsible, and their phone number and/or e-mail address, please send me an e-mail message at davis@halcyon.com.

## Morning Glory by Al Giles

Reprinted from Skywings Magazine

*Al Giles reports on the first hang glider flights along the mother of all wave bars. After months of planning, four Australian pilots were able to tow up to it and knock off 100 miles before breakfast.*

September 29th, 1995. The sun rose under the Morning Glory wave cloud as it crossed the northern Australian coastline and moved inland towards the waiting hang gliders and trike. The ski-slope profile of the advancing edge showed it to be a strong Glory, its base about 1,000ft above the Burketown, Queensland salt flats and its top at over 5,000ft. The wave was traveling at about 50km/h as tug pilot Bolto (Chris Bolton) fired up the Rotax, ready to aerotow the gliders. As the instigator of this flight into the unknown, it was my dubious privilege to be the first to attempt to soar the Morning Glory in a hang glider. The shadow of the approaching wave cloud appeared, rapidly crossing the salt flats towards the kites. The cloud looked awesome; a mile high, two miles from leading to trailing edge and stretching over each horizon. Secondary waves followed the primary at regular intervals, but only the primary had the towering form of a traveling white mountain range.

At 6.20 am, I called 'Go, Go, Go!' over the radio and a hundred metres in front the Rotax roared. Seconds later my Blade lifted off the dolly into velvet-smooth air. Trike and glider climbed towards the leading edge of the wave at a steady 300ft per minute. When we reached 1,200ft a kilometre in front of the cloud, the climb rate suddenly improved to 7-up then 10-up. At 2,500ft I pulled the release and Bolto dived away to land and tow C-Mac (Chris MacDonald), who was waiting ready set up further inland on the salt flat. Within minutes he too was climbing in wave lift on the leading edge of a moving wall of cloud.

This moment was the product of months of planning, organizing, researching, experimenting and persuading. The southern coast of Australia's Gulf of Carpentaria is apparently the only place in the world where propagating wave clouds occur predictably. They appear in the morning around October, and satellite photos show them stretching many hundreds of kilometres across the Gulf and beyond. Sailplanes have been flying them since 1989 when Russell White made the first contact in a Grob 109 motorglider. No one had soared them in a hang glider before; it was always assumed that one would be too slow for the speed of the wave and that to be caught in it would mean being run down, chewed up and spat out in little pieces.

I didn't know this, however, and when an article on the Glory appeared in Australian Gliding magazine in May 1995 the idea of having a go was conceived. I caught C-Mac at an unguarded moment and asked him: "Do you want to try soaring these things?" "Ohhhhhhh... yeah!" he said. Billo (Bill Olive) and PK (Paul Kennedy) were quickly recruited and we set about enlisting the knowledge and services of

others. Rick Duncan at Airborne contributed equipment and advice, and suggested Chris Bolton as a trike pilot.

The terrain around the Gulf is notably flat and ideal for towing. Car towing however would be of limited use in catching a wave because of the precise timing required. Bolto likes a challenge and was only slightly intimidated at the thought of a mile-high traveling wave. So it was that he had the honour of being the first trike pilot to fly up to the Morning Glory. Sailplane pilot Russell White was cautiously encouraging, but emphasized the possible consequences of being forced to fly through the wave in an aircraft too slow to escape it. None of us had any intention of being caught in the rapidly rotating centre of the wave cloud.

After releasing, I climbed in icy-smooth linear lift to 5,000ft and explored the wave. The delight of flying free around a magical snowy range was overwhelming. I was high on pure sky and euphoric with "rapture of the heights" - and forgot Russell White's warning of exactly this danger. Within minutes I decided that this was not a tiger I held by the tail but a pussy cat by the scruff of the neck. As the sun rose between the cumuliform tops at the trailing edge of the cloud and I flew back towards them to take photos and revel in the moment... and the tiger caught me.

Turning back to face the direction of travel of the wave, I noticed the cloud rising towards me and realized that I was in horizontal air over the flat rear part of the cloud. Despite full VB and my speed bar to the knees, the cloud continued to rise against the horizon and, suddenly sober, I sealed all exits as Burketown disappeared from view at 2,500ft. It was a wild ride through the spinning air in the centre of the cloud, but the Blade and I popped out intact from its base ten minutes later. I landed uneventfully at Burketown airstrip for a quick change of underwear. The first hang glider flight on the Morning Glory had lasted just 30 minutes and provided some useful lessons.

Meanwhile, after being warned over the radio not to slip back over the rear half of the cloud, C-Mac had climbed to 7,500ft. To avoid any risk of being caught by the cloud he pointed his glider perpendicular to the wave and headed straight out over the tree bush. "It's all right," he said on the radio, "there's a clearing about 40k ahead!" At three hours and twenty minutes he landed at Adel's Grove airstrip, having flown a distance of 165km without turning, and had to burn altitude to get down as the serious tiger country started.

The day's thermals were just beginning as the cloud evaporated. It was celebration time, and Bolto and I breakfasted on VB beer at the Burketown pub as Billo and PK started the long retrieval drive.

Next day, Billo, PK and I were set up on the salt flats at dawn. The Morning Glory rolled in right on time and Bolto towed PK out over the Gulf to meet the wave. He found the lift band to be narrow and bumpy at release height, but it soon smoothed out as he climbed in steady lift at around 5-up. Billo was set up

about 10km further inland and had an easier ride up as PK watched from above. Then PK saw the trike appear from under the cloud with the third glider on tow from 10km further inland again. The tug had to fly out from beneath the Glory as it was already overhead when I was picked up.

This cloud was not a strong one like the previous day's but a regular Glory, shaped like a kilometre-high cylinder with a flat base, stretching from horizon to horizon and with half a dozen secondary waves following the primary at intervals of a few km. Cloud was being formed on the leading edge of the wave, moving up over the top and disappearing as it descended the trailing edge, so that the Glory appeared to be rolling backwards as it advanced over the landscape.

The three Blades climbed to 5,000ft and cruised effortlessly in smooth air at a little faster than best glide speed. The shadow of the Glory was thrown ahead and appeared to be engulfing the landscape as the wave advanced. There are not many roads around Burketown (population 230 on a good day - next town 200 corrugated kilometres away), but there is a road running south-south-west to Camooweal. Since the Morning Glory appears from the north-east and travels to the south-west this is a good road to follow, but you wouldn't want to get lost in the bush around Burketown as you could stay lost for a long time.

A little traversing along the face of the cloud kept us within easy reach of the road. Billo and PK raced around the cloud, playing games and whooping it up. There is something about the wave which turns hardened old sky surfers into delighted kids.

Two hours into the flight, at about 100km. we noticed the cloud shadow becoming thinner and gaps started to appear in it. The secondaries too started to disappear. Ten minutes later the cloud evaporated into haze and light turbulence. The cloud is composed of trapped, recirculating moisture picked up by the wave from the Gulf of Carpentaria, but as it travels inland over the dry terrain moisture is lost and the cloud eventually vanishes.

The wave continued inland like a clear air sea-breeze front, but without the visible reference of the Glory we could not track the lift. Just before it vanished, however, the cloud increased its speed and the lift improved so that in ten minutes we climbed from 4,300ft to 5,500ft with the rope full on and the bar to the waist.

Gregory Downs with its pub and swimming hole lay just 10km away, an easy glide with the persisting tail-wind. Billo and PK landed in front of the pub to discover that, after their longest ever flights, the pub was not yet open. They had covered 120km in 2 hrs 20 mins without turning (other than circling down to land).

Meanwhile, I flew on past Gregory by switching to thermal lift, and in plentiful light cores triggered by the wave continued to the edge of the Barkly table-land. Here the

Savannah grassland and light scrub become a little more "tigerous," and I landed on the edge of the red-soiled Barkly for 150km in three hours. There was a steady 20kt north-easterly blowing to show that the wave had arrived. Cumulus clouds started to pop as I packed up by the road, with C-Mac in close pursuit with the 4WD.

On the following day the Morning Glory appeared again at sunrise, but it was a dry day and the clouds evaporated as they crossed the coastline. Bolto towed us up to where we thought the waves might be but we could not track the invisible linear lift for more than a few minutes. We left Burketown later that day for the bumpy 1,000km trip back to Cairns.

This expedition would not have happened without the assistance of many people and organizations. Three however really stand out. Russell White, the Sydney sailplane pilot who had been the first to soar the Morning Glory, provided comprehensive information, firsthand knowledge and many useful suggestions. Airborne provided a dolly, a ballistic chute for the trike and sensible advice based on long experience. And trike pilot Chris Bolton was the man for the job, undaunted by the prospect of flying towards an unknown situation that any sane pilot would want to fly far away from. Thanks guys!



### TIGER MOUNTAIN CONTRIBUTORS

Steve and Clarice Alford (\$20), 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), Kevin Cosley, Mike Daily (\$15), Ken Dickenson, Chris Dominy, Dave Duperon, Rick Edris (\$35!), Arthur Fleming, 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, 8<sup>th</sup> district (\$20), Tim Martin, Gene Matthews (\$25!), Don McGinnis (\$15), Arthur Miller (\$15), Steve Moody (\$20), Ray Moore (\$15), Johann Posch, 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 (\$110), Ralph Senter (\$25!), Gary Smith (\$20), Lionel Space, Jim Steel, **Davis Straub (\$100!!)**, George and CJ Sturtevant (\$20)

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

I'll be saving room for some op/ed pieces and/or letters to the editor. There are several issues being debated out there lately. If you have a view you wish to express, please get it to me by the 10th of the month. Nothing too incendiary or personal please. Here's Bill with the first one.

### INVOLVEMENT by Bill Bolosky

Hang gliding is among the most individual of all sports. Flying thousands of feet above the ground and many miles away from the launch site, a pilot is about as alone as anyone can be. The tinny voices of other pilots and drivers coming over the radio only serves to emphasize the distance. Any good hang gliding training program emphasizes the fact that the pilot bears sole responsibility for his actions and his craft; when flying, you're really on your own. So, hang gliding attracts people who value peace, solitude and personal responsibility above group interactions.

Unfortunately, before experiencing the grace of flight, every pilot needs proper training, equipment and access to places to take off and land. All of these things, to some extent or another, require dealing with (often less than friendly) people

and just plain hard work. For the most part, this work has to be done by volunteers or people who could make much more money doing something else with their time. Worse still, it can cut into flying time: rare is the pilot who can enjoy teaching on the training hill or supervising sledders at Barr Mountain on an XC day. There is always the temptation to just be a pilot, and not to help out with anything else. After all, someone else will take care of securing the sites, training the new pilots, serving on the board of directors, running the meets and putting out the newsletter.

While there are many pilots who put in the extra effort to make it possible for everyone to fly in the Northwest, there is at least as large a group who do nothing. You should take a moment and think about what you've done in the past few years to help out the sport. If you find that the best answer you come up with is "I'm a really hot pilot who hang 2's can learn from by watching my godlike flying and listening to my boasting in the LZ," then it's time to consider what else you can do. Different people have different skills, but each and every one of us can do something. Are you good at building things? You can help out with maintaining launches, sign boards, first aid boxes, etc. at the sites. Do you write well? You could do a column in the newsletter. Are you a good organizer? You could volunteer to run a meet. Can you take notes? Then you could be the CBCC secretary. Are you a good negotiator? Then you could deal with site landowners. Are you patient and good at explaining things? Then you could be an instructor. Do you have any special flying experiences, insights or knowledge, or just know a lot of history? You could give a presentation at a club meeting. Can you push a lawnmower? You could help to maintain an LZ.

Being new to the sport is no reason for not helping out. Being a hot shot pilot has nothing to do with almost any of the jobs I mentioned in the last paragraph; conversely, flying for years is unlikely to improve your negotiating, note-taking or ramp-building skills. New pilots are more likely to have fresh approaches to problems than 20-year skydogs do, and very often radical new ideas can solve our problems where the tried-and-true methods are doomed to failure.

The November meeting is the annual election for the CBCC Board of Directors. Aside from chairman, all of the races are uncontested, and no one at all is running for secretary. Can you come to two meetings per month, take notes and send them in to the newsletter? Then you can be CBCC secretary just by asking for the job. There's no better way to be in on the latest gossip than to go to the BOD meetings, and as a director you get a voice in and a vote on nearly every issue that confronts hang gliding in the Pacific Northwest.

Make sure that we'll still be flying here in thirty years. Make sure that there are sites, new pilots, meets, newsletters, equipment and everything else that makes flying possible for everyone. Get involved, volunteer now. You'll be glad you did.

**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

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

**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

**155 XS3** Excellent shape. Red/purple undersurface, white upper. \$1,400. firm Wayne 360-883-9413

**Delta pod harness**, excellent condition. Fits 5'4" to 5'10". \$200 obo. Call Doug or Wendy at 360-897-6463.

**HPAT 158** Reddish leading edge, orange undersurface panel. New wires last spring. \$900 or BO. Call Raymond at 206 364-4794

**Steel Glider Rack** and front bumper rack for Grand Wagoneer or full size Cherokee. Call and make offer Bob Reich 206-868-2016

## FAR UP HANG GLIDING

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

### EQUIPMENT FOR SALE

#### HARNESSES

- WW Z-1** 1996 (demo), med+ & kevlar mains, HD bag, all options, yellow/or wedge and chute cont, black WW logo 475
- WW Z-4**, 1996 (demo), med+, all options, XC bag, 575 orange/red wedge w/black chute container & blk Z-4 logo
- Delta Wing Airstream pod**, 5'6" +- 2", black with pink and purple 250 stripe and carry bag, nice condition 250
- Delta Wing Airstream pod** dark blue with rainbow stripe 225 5'6" +- 2, brown carry bag, biner, hook knife, radio holder, dipole antenna, good condition, tow loops and purple 250 stripe and carry bag, nice condition, tow loops
- Delta Wing Airstream V.I.P.** blue with rainbow stripe, 250 5'10" +- 2", biner, tow loops, carry bag, (real good)
- High Energy pod**, (5 years old, not used), 5'10" +- 2", 295 brown with rainbow stripe, carry bag, biner, radio holder, skid plate, bridle cover

#### GLIDERS

- Falcons 140-170-195**, some used/some new call  
**HP AT 158**, orange LE, still good/great value 1,000  
**UP AXIS 13**, fair condition, new wires (still hot) pink LE 795  
black UP logo, VG/speed bar/WW faired down tubes  
**WW 167 Sport Euro**, Orange/tri LE, speedbar, OK condition 550  
**WW XC 155**, P. white LE, orange stripe, black XC logo, new sacrifice 3,600  
**WW XC 142**, demo, aramid PZ LE, magenta/white XC/teal, perfect condition 3,395  
**Falcon 225**, all set up for tandem, faired/speedbar/wheels, teal/black/white, 5 flights 2,280

I have lots more new and used items, please call. FAR UP, Jim

**CBCC ELECTIONS** by Bill Bolosky

The November meeting is Cloudbase Country Club's annual meeting, where we elect officers, pass amendments to the by-laws and handle any other business that requires a vote of the membership. Any CBCC member may run for any office, and doesn't need to be nominated ahead of time. In other words, if you're interested in an office, all you have to do is to show up at the meeting and run. Currently, the following people have been nominated for office:

- Chair:**            **Johann Posch**  
                          **Kerie Swepston**
- Vice Chair:**    **Russ Gelfan**
- Treasurer:**    **Davis Straub**
- Secretary:**     **no nominee**
- Directors At Large (2 positions):**  
                          **Steve Alford**  
                          **Aaron Swepston**

You can vote for any member for any office, not just the ones who have been nominated. There are no proposed by-law amendments or other issues that I'm aware of at this time, but they can still be introduced and voted on at the meeting without prior notice.

We don't have a candidate for secretary at this time, and I encourage anyone who might be interested in the job to run for it. The secretary's duties are to take notes at the general and board of directors' meetings, and publish these notes in the newsletter. It's really not that much work, it's a great way to keep up with everything that's going on in the local hang gliding scene, and it's also a great way to have your voice heard.

All current, paid-in-full members are eligible to vote. If your membership isn't paid up (you can check by looking at the mailing label on this newsletter) then now would be a good time to renew. You can vote by coming to the meeting, by mail, or by telling your vote to any current board of directors member before the meeting. If you chose to vote without coming to the meeting, your vote must be received before the meeting. I'll pick up the mail at the PO box on the morning of Monday, November 25; any ballots arriving after that will \*not\* count. If you want to send in your ballot by fax, you can send it to me at (206)936-7329. This is the fax number for all of Microsoft, so you need to mark it "Attention Bill Bolosky" on the cover sheet, or it will not get to me and will not count. Also, faxes can take several hours to arrive through the Microsoft system, so send it before lunchtime on Monday at the latest. I'll check my answering machine at home, (206)

557-7981, for any last minute phone in votes. If you vote by mail or fax, you need to write your name on the ballot or accompanying material, so that we can tell that you vote only once. Your vote will be kept strictly confidential, I promise.

<b>BALLOT</b>		
<b>CHAIR -</b>	<b>Johann Posch</b>	<b>X</b>
	<b>Kerie Swepston</b>	_____
	_____	_____
<b>VICE CHAIR</b>	<b>Russ Gelfan</b>	_____
	_____	_____
<b>TREASURER</b>	<b>Davis Straub</b>	_____
	_____	_____
<b>SECRETARY</b>	<b>No Nominee</b>	_____
	_____	_____
<b>DIRECTORS AT LARGE 2 POSITIONS</b>	<b>Steve Alford</b>	_____
	<b>Aaron Swepston</b>	_____
	_____	_____
<b>Send ballot to CBCC/PO Box 629/Issaquah, WA 98027, fax to 206-936-7329 marked ATTN: Bill Bolosky, or phone in your vote to 206-557-7981. Votes must be RECEIVED by 11/25 to count.</b>		
<b>Your name:</b> _____		

### LOG BOOK

The weekend of Oct 19-20 had some great unstable spring-like flying weather. On Sat. pilots at Tiger were thermaling up in snow squalls. Down at Dog Mt. Jim Reynolds had to fly down to warm up. Then on the 20th Ken Seligman and Davis Straub go XC from Tiger. Davis made it to Woodinville and Ken made it to Everett! Pretty darn good for this time of year. There is plenty of rain for the next couple weeks but it clears up enough to fly on the weekends. Some ridge soaring at Mt. Erie on Oct 27. Nov 2 despite all the snow they had in the pass, Tom Johns is still able to fly off the lower launch at Rampart. Nov 3 at Dog was interesting with seemingly plenty of wind but no lift. It would switch and lull and push you around.

### CBCC Officers Board of Directors

Chairman	Kerie Swepston	939-6248
Vice Chair	Belinda Boulter	860-8810
Treasurer	Bill Bolosky	557-7981
Secretary	Collette Kortlever	889-9528
Directors at Large	Aaron Swepston Greg Adler	939-6248 226-2457

### Committee Directors

Membership	Collette Kortlever	889-9528
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

### 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
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

## USHGA Elections

You should have received your annual USHGA survey and regional director ballot with your November *Hang Gliding* magazine. Be sure to fill out the survey and vote for a candidate for director. The information about pilots, gliders and accidents is very valuable to USHGA when they try to understand who pilots are and what they want, as well as keeping track of how accident rates change over the years. If you haven't filled yours out yet, there's still time, USHGA will accept votes for director up until December 15th, and probably would be happy to take the surveys after that.

The semi-annual USHGA Board of Directors meeting is being held in San Diego on November 22-24. Gene Matthews, George and CJ Sturtevant and Bill Bolosky will be attending. If you have any issues you'd like to have brought up at the board meeting, contact one of them before they leave.

### 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

### 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

“Morning Glory” see article on page 4. That little speck below is a hang glider.



**Send articles, ads, pictures, info to Kevin Cosley 25124 SE 23rd Issaquah, Wa. 98029  
ph 206-391-3631 Email - [cosley@eskimo.com](mailto:cosley@eskimo.com)**

**Cloud Base Country  
Club  
P.O. Box 629**

**Bulk Rate  
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Bellevue, WA  
Permit # 777**

