

*Tandem Clinic With Tom Johns*  
*Kevin Cosley*

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: My feature article fell through so I'll just tell you about my weekend. If any of you would like :  
: to send in a story or an article that can be reprinted that would be great. Many thanks to Jim :  
: Reynolds, Ken Seligman, Davis Straub, and other regular contributors. Also huge thanks to :  
: Bill Bolosky for technical support.  
:.....

Tom Johns and Lori Lawson hosted a tandem clinic at their home over the weekend of the 12-13th. In attendance were Bill Avirett, Kevin Cosley, Larry Jorgenson, Grant Nelson, Johann Posch, and Bob Reich. I have always found clinics such as these to be extremely valuable as you generally have a lot of experience, ideas, and interesting personalities in the room together all at once. It's an adventure before you ever leave the house!

Eventually it started blowing over the back and we packed it up just in time before the rain.

Back at the house over dinner we reviewed the video Lori had taken of us and could clearly see some ways to improve our technique. We also watched video from a previous tandem clinic which included a classic shot of Dave Chadwick taking off

solo on a 220 Dream with out hooking in (intentionally) and jumping up to fly it standing in the control frame before jumping through the front at the end to turn around and stop the glider.

The ground school included a thorough discussion of all the

potential problems associated with tandem flying. You add a certain amount of complexity and difficulties, known and unknown when you fly tandem. Here's a list of cons which may interest you. Perhaps some of them will make you think about giving tandem gliders a little extra leeway while in the sky with them.

- Larger turning radius.
- Slower response time and roll rate
- Less roll authority due to less room in

*(Continued on page 4)*

If you ever feel like launching and landing have become too easy and you need some extra challenge and excitement in your life, then you gotta come to one of these clinics

On the first morning after the overview, we elected to go out to the training hill early to beat the forecasted rain. Our hill was a 60 foot grassy hill with a perfect slope, but the lack of wind and the cobblestone landing surface kept us on our toes. If you ever feel like launching and landing have become too easy and you need some extra challenge and excitement in your life then you gotta come to one of these clinics. A heavily loaded up single surface glider pulled in comes at the ground with what feels like a 3/1 glide sometimes. The round out and flare are similar to doing a fly on the wall landing, with little or no ground skim. Wait too long and it's similar to doing a fly on the windshield. On this day though, I'm happy to say we all had good flights despite of the lack of wind, and nothing hit the ground but our feet. There was lots to think about and improve in the way of procedures, instructions to the passenger, arrangement of bodies, equipment, etc.

**New Meeting Place again!!!  
El Torro's  
1245 se 38th  
Bellevue  
NW corner of Factoria Square Mall  
7:30  
OCT. 28th  
next month will be back at Roundtable**

# More on Tom Johns' Tandem Clinic

by Bob Reich

On the second day of the Tandem Clinic we found ourselves standing in the muddy savanna-like landing area of Blanchard Mountain. The tiny windsock atop of the abandoned telephone pole at the entrance to our field showed a strong easterly flow below some very heavy and foreboding clouds. A quick glance toward launch gave us a flicker of movement (or was it a hopeful illusion?) and a glimmer of hope between the white outs as clouds screamed through the slope.

There was someone else as optimistic as we and he was already up there. The weather forecast had not been encouraging, calling for a westerly flow in the mountains with gusts to 30 mph and heavy showers. Experience has taught us that at Blanchard, the forecasts mean little.

A few early morning calls to friends in Bellingham teased us to give it a try anyway. Besides, these were to be our check-out flights. Two days of classroom and several hours on the training hill had brought us this far, we weren't about to back down just at the crescendo! Our ever diligent instructor, Tom Johns was not going to quit here either. Larry and Grant had both driven a long way for the clinic and the check out flight was all they needed to begin teaching through tandem flights, so up the hill we went, most of us with a "let's give it a try anyway" attitude.

Once on top, We found one glider set up and a 20mph 90 degree cross. Yipes, no way were we going to fly!!! Four of the six students had significant tandem experience. Three were already instructors and two of us were novices in every sense of the word. Tom had taught us to treat all tandem conditions as a novice flight. These were NOT novice conditions.

It was particularly chilly on top of the mountain , wet ground, windy and heavy with moisture. The sky was gray and the exposed mud flats seemed muddier and darker than I remembered. All this and a few too many beers the night before played havoc with my stomach as I faced the prospect of making my first Tandem flight as pilot in control

Our dauntless leader told us all to set up our gliders and present our pre-flight instructions. We each took turns as PIC and walked each other through the procedures as we had been taught, particularly the instructions regarding the launch procedures. If nothing else, we could get a few dry runs, and Tom the eternal optimist kept telling us "You never know, conditions could change."

Bill Avirett and I were teamed up. Larry and Johann. Grant was paired with Tom in the event of a launch, this would be his check-out ride. Bill and I were set up first and nearest launch. By the time we had each done our student walk throughs, the wind began to shift from the hard east to a

hard Southwest. Blue sky was observed out over Whidbey island and the velocity was coming and going.

Richard \_\_\_\_\_, the brave soul who had beaten us to the top, took advantage of the much improved conditions and launched. He went up and up and up to cloud base in minutes. Bill and I didn't hesitate. We were both confident and comfortable with the situation. The wind was dead in and the occasional lull made for a beautiful launch. Bill commanded the launch, but by the time we were both prone, I commandeered the basetube.

I flew us out front then to the left , into the bowl where wispy cloudlets were ascending into the larger mosaic above. It was an active sky. There were patches of blue and clouds at various levels, and shades of light gray to dark purple. We could see the wind lines on the sound as they blew straight into the point of the mountain.

A turn right, we went up, a turn left, we went up, up over launch, a 360 here, a reverse the other way. The air was extremely smooth as Bill's new Fly 2 played chase with two mature eagles who were dancing with us over Blanchard Mountain. It wasn't long before Larry and Johann made their commitment at the slope. In just moments all of us were laughing and hooting with one another at cloud base. I was having too much fun, Bill took control again and flew formation with Larry and Johann.

We headed out over the sound. The lift was even smoother! We flew deep into the bowl where we joked about top landings. Occasionally, as Bill was flying, I would grab the uprights and slowly pull in. After the third time, Bill realized I was creating the input and we had a couple of good laughs. We were having the time of our lives.

About half an hour into our amusement, a low cloud bank swooped in from the south. Already at cloud base, we suddenly found ourselves flirting with a white out. Pulling the bar in, we flew out over the sound in hopes of finding a higher ceiling. Larry was just ahead of us and our four eyes were in constant measure of traffic and conditions. In no time, we began to here the ping, ping ping of sleet, then the splat of rain, then the bong of hail. The farther into it we got, the bigger the hail, and despite both our efforts to descend, we were going up! Despite the extra ice ballast Bill was wearing around his neck and on his harness, we climbed.

We kept good track of Larry and Richard as we skimmed the bottom of the squall. Still nothing but smooth lift, a little chilly, but smooth. After ten or twelve minutes of flying through four or five different forms of water, the cloud had passed and we endeavored to fly faster to make up

for the decreased performance of the wet sail and in hopes of drying it out a bit before we landed and prepared for the next round.

Almost an hour after launch, Bill decided he was cold enough and wanted go in. We could see another rain squall to the south and figured one was enough for today. Grant and Tom had just launched. I assume they had to let Grant's glider dry a bit before taking off.

Conditions were now even better. Larry and Johann were out over the landing field, pretty high. Bill was determined to put down, so we investigated the high speed range of his Fly II. Larry, seeing us beeline it for the LZ, yielded to our arrogance by simply pushing out and climbing back up.

The landing field at Blanchard is Big and hard to miss. With the altitude we had, this was not an issue. But a wet single surfaced glide with two pilots is a truck to drive. Bill managed a great approach and a strong flare which resulted in only a small boink in the high soggy grass in the LZ. Larry was right behind us and Grant followed shortly after, both with picture perfect landings.

We disassembled the gliders as quickly as we could between the story telling and jubilation over the skyout. While we were loading the truck for our second round, we noticed six or seven other gliders now soaring the west slope of the mountain. In less than two hours, the wind had gone from due east, to due west, a 180 degree shift!! Our biggest fear was that the air would continue to rotate and we would not get a second flight.

By the time we reached launch again, the airborne pilots were barely at launch level. Our wind was fading away. With a sense of determination, we each grabbed our gliders, harnesses and helmets and went to the task of preparing for launch. Tom had assigned specific tasks for each of us on the way up, so by the time we reached the west launch, we knew what to do and got with it. We were on a mission.

Bill was teamed with Grant this round. Again, Bill was pilot in control. I was partnered with Kevin Cosely. I was to be PIC at launch and he at landing.

The west side of Blanchard is a cliff launch, and coming from the east coast, cliff launches are not unfamiliar to me. We were anxious to get off before the wind blew down our backs at launch. Bill and Grant went first. There was little or no wind when they departed. Kevin and I, already hooked in, edged closer to the precipice to watch the two sink at an incredible rate.

Without hesitation, we marched our assemblage into launch position. Lori Lawson gave us wind sock input until we took advantage of a no down cycle and shot off

the edge for a perfect launch. We were flying again and it felt good, but this time we were not riding the elevator up, but rather it seemed down as quickly as forward. We got a close look at some ancient tall Firs at the edge of the clear-cut below the south launch, not scary, mind you, just closer than I have ever been at Blanchard.

Already Kevin and I are speaking of alternative landing spots. I'm looking at the dang restaurant below launch! After it was clear that we would clear all obstacles, we set to the tasks assigned to us. We took turns rotating up in our harnesses, but quickly became clear that we would not have sufficient altitude to each set up practice approaches as we had hoped. We were on a direct course for the LZ and keeping a close eye on power lines, antennas and alternative fields.

Bill and Grant were already down. It couldn't have been more than five minutes after launch. We were on our final almost from the moment of launch! Kevin guessed correctly that the air that the LZ had probably gone east or northeast again.

By that time we were on final, and had to take the down wind landing. There was little opportunity to make a one eighty and land head wind. We cleared the power lines with lots to spare, but I am not so sure about the TV antenna on the house at the north end of the LZ!

Knowing we were likely landing tail, we came in plenty hot and flaired with everything we had. For a split moment we thought it might be enough, but in a nanosecond, the tail wind and inertia caught up with us and pushed us both gently over the front. With one person in the ship, this would have been little more than comical for the spectators, but the weight of two pilots flaying on top of one another is going to take something out. Sure enough, once we picked ourselves off one another, we had taken out a down tube. Oh well, small price to pay for an exciting weekend.

Larry and Tom flew down some time later, once conditions allowed on top. These two being a little heavier did not make it to the LZ and had an uneventful landing out.

The day was done, at least for us. A few of us have some more work to do with Tom, but we could not have had more fun. After years of solo flying and a few tandem check out flights over the years, flying with another pilot will surely add a whole new dimension to soaring for me, and I hope to eventually share the fun with others.

(Continued from page 1)

the control frame with two bodies.

- Less predictable control in general due to the possibility for unexpected passenger induced turbulence.
- Reduced visibility on one side.
- Increased bar pressure.
- The potential for the passenger to fall to the low side of a turn in their direction causing a severe slip.
- Possible air sickness (look out below!)

These are some of the difficulties while just flying around the sky. Launching and landing have their own delightful lists. Tom stresses that when you do a tandem flight you should consider yourself a novice pilot in many ways and fly at novice sites in novice conditions. With the extra feeling of responsibility and perhaps a potential for lawsuits, you can imagine that you have a somewhat different feeling when getting ready to fly.

But really, it can be a blast as the pilots attending this clinic can tell you, all of them getting soaring tandem flights to cloudbase on day 2. All except me, that is. I was the odd man out on the first round and had to drive. It was odd standing on launch hearing all this conversation and laughing going on over your head.

Sharing the air in this way can be great if you go slowly and safely. It's an invaluable tool for instruction and to introduce people to hang gliding. Beyond that, getting together during classes like these and ICPs with other advanced pilots sharing knowledge and experience is an intense learning experience and a lot of fun. It's something I would do even if I didn't plan on teaching but just wanted to become the best pilot I could be.

We will be making  
nominations for elected  
positions at the next  
months meeting.

Elections will take place at

## T NEWS and VIEWS T

### October

By Jim Reynolds

\* Warning — 7075 tubing which is commonly used in most modern gliders is more susceptible to corrosion than other aluminum alloys such as 6061. It also is stronger, more brittle with a thinner wall. Water, especially SALT water, promotes corrosion. You must dry your glider thoroughly if exposed to water and complete disassembly including sleeves and bushings is essential if your glider has been submerged. Wills Wing treats the unanodized inside of the tube with LPS, most others do not. You should lube or relube before assembly.

\* We discussed another common Northwest problem - sail mildew. To prevent it keep your sail dry and stored in a dry place. Each time I return with a wet glider I set it up on the control bar, open the leading edges about two feet and pull the sail over to the outside. I prop the LE tips up off the floor about a foot to aid in drying and leave it overnight. Before bagging it again I SILICONE the metal parts. It has worked well for me so far. To wash mildew I use warm water, a drop or two of Lysol and my bristle brush. I hate to say it but I haven't had much luck with bad cases. If any of you have some ideas please call and let me know. Thanks.

\* John Ryan wrote a great letter to the editor in this month's Hang Gliding Magazine. I happen to agree with him that helmets help but serious injuries will not be prevented by them, 'cause they don't cover the chest and neck. Good launch and landing skills will do the most good and many of you do not possess them. With all the ego involved, excuses are many and varied but the results are the same. If you can't figure a formula to rate yourself, how about if you whacked more than once in the last twenty flights you need some education and practice. The pilots who you see land well consistently know and have practiced some things you haven't. Wheels will also help smooth out the slam dunk on that rare base bar touch. Note, there are some schools who teach and re-teach these skills. It sure seems worth the price of a downtube or two.

\* Will Wing has delivered my new Z4+ harness. It incorporates a number of new features to the Z4. Larger side pockets with zippers at the top for easy in-flight access. Expandable backpack for more storage. Side pitch cleat and elimination of the front shoulder ropes. Lower mounting of the main strap to allow easier rotation for landing. More body support for comfort and a removable cover behind your neck to keep the air out. It just gets better. Call to see it.

# Membership Phone list



Please let Collette Kortlever know if your number is missing or wrong

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

Name \_\_\_\_\_

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

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Paul Baldyga	509-682-5743	Tryg Hoff	360-352-7875	Marilyn Raines	509-682-2251
Lenny Baron	206-742-7195	Marshall Hudson	206-737-0985	Scott Rauch	206-679-8933
Victoria Bartley	206-363-5258	Alan Jacobsen	206-246-7990	Dave Raybourn	503-223-7448
Laura Becker	206-471-9606	Greg Jensen	360-293-2832	James Reynolds	206-357-5203
Steve Becker	206-471-9606	Lori Johns	206-747-1647	Bob Reich	206-868-2016
Dan Bereczki	206-726-8181	Tom Johns	206-747-1647	Danny Rude	206-631-9018
Bill Bolosky	206-557-7981	Jeff Johnson	206-747-6105	Scott Rutledge	206-284-6147
Belinda Boulter	206-322-1184	Pete Johnson	206-355-8974	Share Rutledge	206-284-6147
Debbie Bowman	206-293-3282	Rob Johnson	206-782-2573	Dan Scherer	206-867-5561
Jeffrey Bowman	206-293-3282	Larry Jorgensen	206-847-4595	Mike Schildt	206-888-3140
Gary Braun	206-283-2185	Tina Jorgensen	206-847-4595	Sandi Schildt	206-888-3140
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Chris Christenson	206-659-6413	Joel Kolbo	206-483-9154	Dale Segle	509-784-2127
Jeff Clemenson	503-252-7589	Collette Kortlever	206-889-9528	Ken Seligman	206-746-9421
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Kevin Cosley	206-391-3631	John Kyte	206-222-6228	Gary Smith	206-937-6626
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Ken Godwin	206-842-4970	Roger Moeder	206-683-7342	Raymond Wolf	206-364-4794
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John Greenlaw	206-537-3283	Jacquelyn Muir	206-335-4697		
Steve Grossruck	206-392-0645	Stuart Munson	206-258-3383		
Darrell Hambley	206-338-9149	Grant Nelson	360-357-1460		
Earl Hanson	206-833-1579	Tracie Nystuen	360-757-3894		
Kurt Hartzog	206-485-9567	Erling Olson	206-863-6670		
		Mark Ostby	509-627-1384		

## Treasurer's Report by Bill Bolosky

Cloudbase Country Club's finances continue to be healthy. This year's Chelan XC classic turned a profit of \$1341, which is in the Competition fund awaiting some good use, for instance a launch or LZ that we can purchase. The competition fund balance is \$8400. The membership fund, which is funded through your dues and pays for printing and mailing the newsletter, maintaining the PO Box in Issaquah, paying for corporate registration fees, and the Christmas party, currently has \$1347.50, which is about \$75 more than we had last year at this time. The Mt. Si fund has \$156.76, which is about \$50 more than was in the fund before we paid site insurance; the fees paid by pilots flying Si have more than covered the cost of insuring the site. There's \$5 in the Saddle Mountain fund. We were only able to pay the Saddle mountain cost this year because we had a surplus in it last year. If we don't find some way of getting more cash into this fund, we won't be able to pay for the site next year, meaning that members will have to make individual arrangements to get helmet stickers. The Tiger fund has \$825.07, and seems to be doing pretty well using Ken Seligman's "voluntary contribution" method. We have \$1000 in the key escrow fund that's used to hold deposits for Tiger Mountain keys.

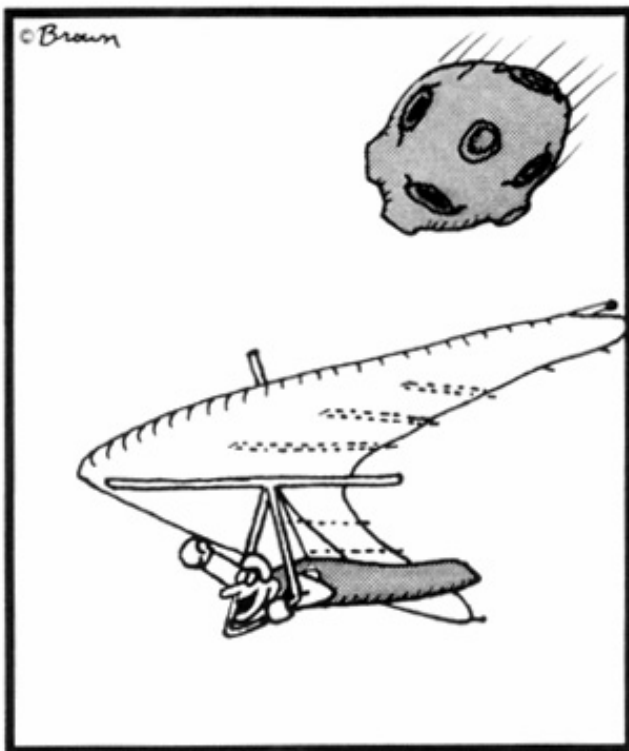
The Petty Cash fund has \$264.82. Petty cash is used for Barr mountain insurance (on years when Barr is open and insured, which it isn't this year) and sundry expenses that don't fit into any other categories, and is funded by interest on Cloudbase's other money. The \$145 cost of buying keys for Rampart ridge came out of Petty Cash. The plan is that key sales and money from the Northwest Paragliding club for their keys will cover this one-time expense. Remember that when the lock goes on Rampart, the 1995-1996 Dog Mountain key will open it. The key is stamped CBC-8. If you already have one of these keys, keep it. If you don't have one, see Gene Matthews to get one.

The site guide fund has \$344, which is used to print new site guides and is funded from site guide sales. The Western Washington XC fund has \$340. The Chelan LZ fund, which has money earmarked for acquiring a landing zone in Chelan has \$1000.

The Dog Mountain fund currently stands at \$3389.51, which is about \$850 less than we had last year at this time. Due to bad weather at Mosquito Bite, we didn't make enough money to cover the expenses of the meet, and haven't sold as many keys as we normally would have by now. The amount in the Dog fund includes the sale of 61 keys for the 96-97 flying year, all of which were sold at Mosquito Bite, or by Jim Reynolds or myself. Any keys sold by anyone else haven't yet been counted in the balance, because I haven't received the funds. The lease for Dog costs \$2050 per year, and is due on January first. We also need to pay about \$115 for site insurance, \$250 for locks and keys and \$515 for servicing the porta-potty on launch, for total yearly expenses of \$2930. Any money that we spend for tree cutting will be in addition to that.

Cloudbase's total balance as of October 15, 1996 is \$17,072.66. Of this amount, \$10,751.53 is in the checking account and \$6,321.13 is in a certificate of deposit that matures on July 31, 1997.

## Board Meeting, October 14th



"All right! ... 95 miles, 8000 feet and a tailwind  
... nothing can stop me this time!"

### Old Business ~

**Dog Mt.** - The initial plan submitted by the Dog Committee was discussed and passed as is. The Board will continue to monitor this issue closely.

**Rampart** - The paragliders have been discussing making a new launch at Rampart. They plan to run their idea by Plum Creek (land owner) and see how they feel about the possibility of bringing a bulldozer up to create their launch. The chosen location is just above our current launch to the right where all the old trees and stumps have been pushed into a pile. The paragliders do not intend to touch our launch in any way.

**Tiger** - The stream has been moved and the culvert has been put under the road. If you haven't been out to the Tiger LZ in awhile you should stop by and take a look - it's quite different looking (for the better). The DNR has already put grass seed down on all the areas that they tore up when putting in all the drainage and moved the stream. They will also be planting bushes next to the stream soon (on the North side of the stream we think).

### New Business ~

**Treasury** - Bill suggested we invest some more of our money into a mutual fund or something similar to improve our rate of return. The Board approved.

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

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

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**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

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UP C2 185 great cond WW cocoon harness w/chute, vario \$850 Casey Young 360-856-0310  
UP Comet 135 Blue LE, rainbow New wires nice \$495 Frank 206-759-3317  
PA Pulse 11m 10 hrs, HE POD & 22 PDA chute \$2500 Mark 206-204-9752  
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Lt Dream 185 great Or/white \$1200 harness, helmet \$100 Mike 206-937-0843

### Wills Wing

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Super Sport 163 Pnk/pnk/yel HTP Ralph 206-788-4879 faired spdbr  
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2 143 Super Sports one small bar both nice call CJ 206-888-3856 or Kerrie 206-939-6248

### EQUIPMENT ONLY

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Z-3 Like new w/XC pouches Lrg + \$400 Johann 206-232-6839  
PDA 22 Free Flight chute New \$379 - call me  
24 gore 28 ft HE chute w/swivel BRS w/cont \$500 Gorden 503-436-2716  
Eric Raymond Blk/rainbow Lrg+ \$450 D. Burkhardt 503-788-1816  
DW Airstream POD 5'5 to 5'10 nice \$250 obo call Wendy 360-897-6463  
HOT DEAL TLS Tow system on trailer, lots of extras works great, HPAT  
158 POD Harness immediate \$2000 call Ken 206-746-9421  
WW Z4 Demo Red/blk/or all the goodies M+ \$575 - call me  
WW Z1 Or/yel/blk great all the goodies M+ \$495 - call me  
DW Airstream VIP nice M+ blue/stripes \$250 - call me

# General Meeting Notes : Sept. 30

## Eagle / Turkey of the Month ~

### Sites ~

**Rampart** - DONT FORGET: Keep last years Dog key as it is the key that will get you into Rampart. If you lose or have already tossed your Dog key and want to fly at Rampart, the new key will cost you \$5. The gate is not up yet but is expected to go up soon. The launch was much improved by Brian Scott recently. It is now self-launchable as the right side has been expanded so that the wind hits both wings at the same time. Thanks Brian!! :)

**Frailey** - The road has been ditched about half way up to launch. You MUST have a 4-wheel drive vehicle in order to get to the top.

**Eagle(s)** - Brian Scott (for improving the launch at Rampart), John Greenlaw & Frank and Jamie Erzar (for putting on a great Mosquito Bite), Keri Swepston (for her first aerotow last weekend), and Eric Johnson (for skyng out over his instructor at Blanchard - way to go Eric!!)

**Turkey** - Marc Chirico (he knows what for)

**Duck** - Ken Seligman (for his Olympic quality demonstration of underwater hockey while trying to land at Rampart)

~ Collette

### Committee Reports ~

**Treasury** - We made a bit over \$300 on our CD which matured last month.

**Safety** - While giving Kevin Cosley's glider a check-up, Jim Reynolds realized that the glider had been submerged in salt water some time ago and the previous owner had not taken it apart and cleaned it properly. There was so much rust and corrosion on the keel that they were able to poke a hole right through the metal. Please be sure to wash and dry your glider if it has come in contact with salt water. You will also want to spray the inside of the tubes with some sort of rust preventer. If the glider gets wet with fresh water you will also want to make sure it is completely dry before packing it up. Please see Jim Reynolds for more information on proper care of your glider's hardware to prevent corrosion.

### Old Business ~

**Mosquito Bite** - IT RAINED!!!! There was poor attendance due to the weather but people flew anyway and a good time was had by all. The winner was Cameron Blevins.

**Round Table Pizza** has turned out to be a good place to meet so future meetings will continue to be held here.

### New Business ~

**Dog Mt.** - The Dog Committee has come up with a rough draft proposal to respond to Champion's recent request for payment of trees we have cut in the past and trees we intend to cut to keep the launch area safe. Paying for these trees is actually written into our lease, we have just avoided it until now. Possible solutions brought up so far to help with the new budget requirements for Dog are: increasing the cost of the Dog keys, additional fundraisers above and beyond the current Mosquito Bite and Frostbite, having individuals volunteer to help reduce some of the costs, etc. If you have any suggestions or comments, please contact a member of the Dog Committee.

## LOG BOOK

The weekend of **9 14/15** produces some good flights off Blanchard but then a week of rains threatens to cancel indian summer. Then on **9/22** Several sites produce good flights. **Brian Scott, Russ Gel fan** and **Chris Domlmy** wait out a snow squal l at Rampart and then have great flights over snow plastered cliffs, cloudbase flying from Panorama with 3 or 4 pilots flying to Packwood, and at Tiger **Tom Johns** manages to launch during the only 57 seconds of air that could get a pilot up and away that day. He flies to Ravensdale. The next week is sunny and high pressure with great fall flying at Dog Mt. and Rampart every day. On the **26th** there is a very cool total eclipse of the moon. This doesn't have much to do with flying but I just wanted to say to whoever that was making hand shadows on the side of the moon, you know it just takes one wise guy to spoil it for the whole world! The weekend of **28-29** looked like a fly-in at Rampart with all the gliders in the air. **Kevin Cosley** and **Ray Gach** do a 1:20 tandem. Late in the day the dry lake bed lets go and people boat around in the middle of the valley and over the lake. Also on this weekend **Kerie Swepston** does her first aerotowing down at Packwood. The nice weather continues through the 9th of Oct. That must be some kind of record. On the weekend of the **12-13th Tom Johns** gives a Tandem clinic. On the second day three of the tandem flights are great soaring flights at Blanchard, albeit soggy ones in rain and hail as the wind slowly clocks from SE - S - SW - W - NW - NE.

### CBCC Officers Board of Directors

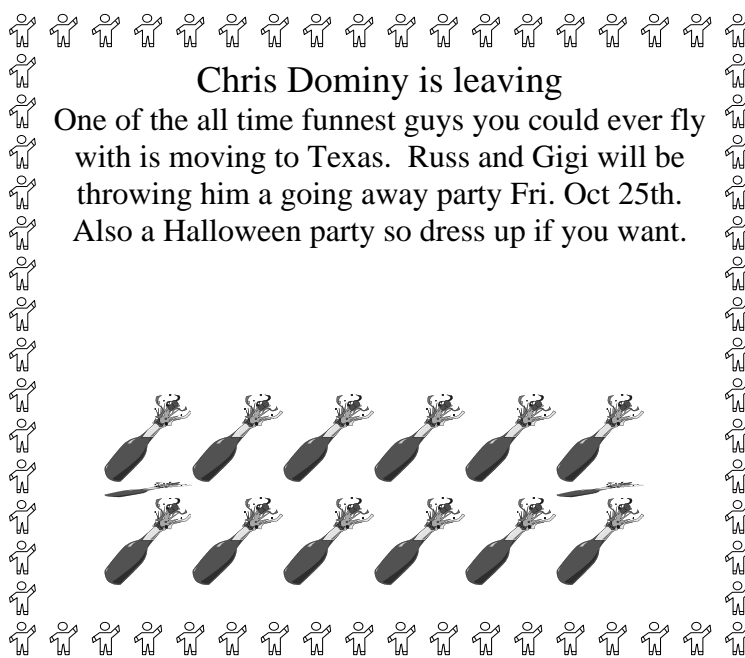
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Treasurer	Bill Bolosky	557-7981
Secretary	Collette Kortlever	889-9528
Directors at Large	Aaron Swebpston Greg Adler	939-6248 226-2457

### Committee Directors

Membership	Collette Kortlever	889-9528
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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

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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



### Chris Dominy is leaving

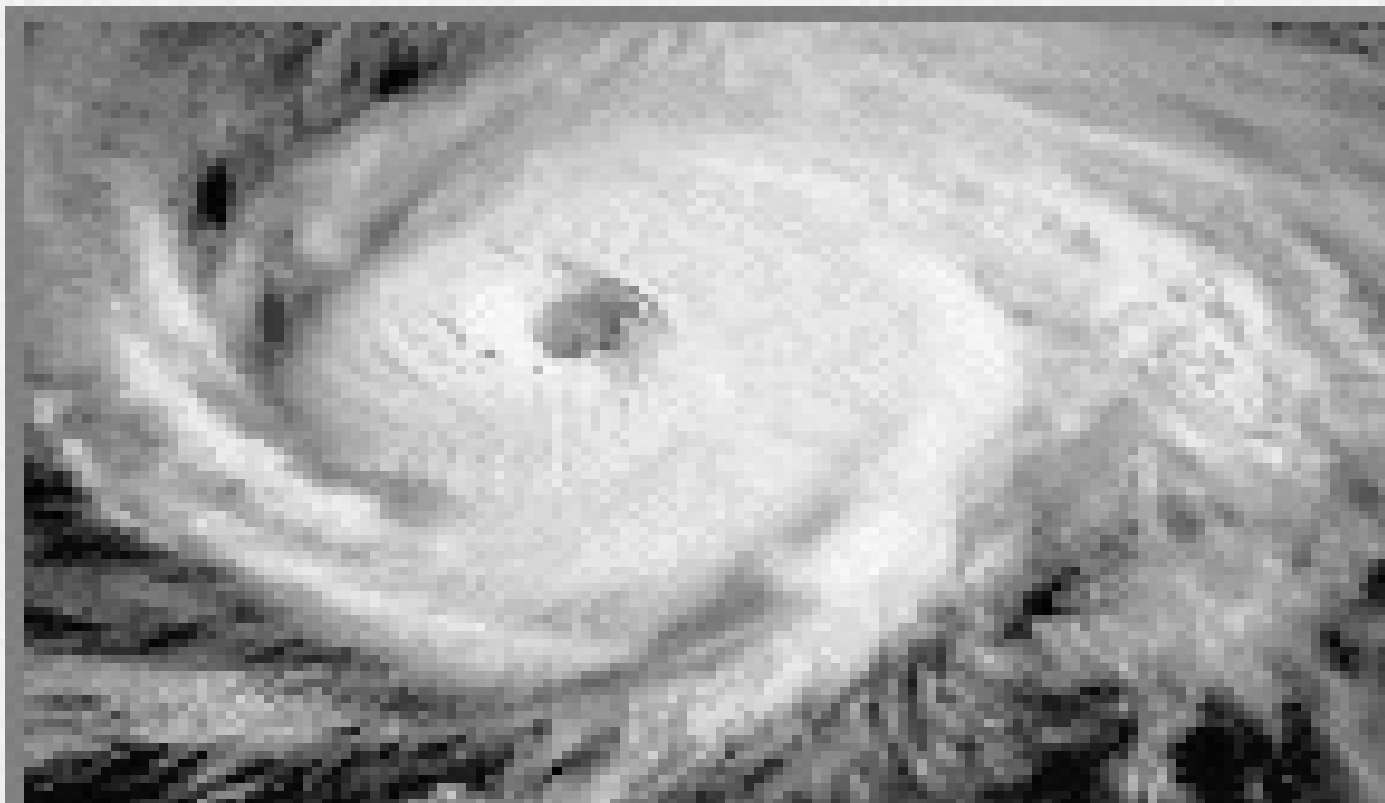
One of the all time funnest guys you could ever fly with is moving to Texas. Russ and Gigi will be throwing him a going away party Fri. Oct 25th. Also a Halloween party so dress up if you want.

### Regional Officers

Director	Gene Matthews	488-1443
	George Sturtevant	888-3856
Examiner N.	Jeff Bowman	360-293-3282
Examiner S.	Aaron Swebpston	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
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Ken Seligman	(206) 746-9421
Lionel Space	(360) 599-2360
Davis Straub	(206) 322-1184
C.J. Sturtevant	(206) 888-3856
Aaron Swebpston	(206) 939-6248



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)

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