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New Meeting Place!

Sept. 30th

Round Table Pizza 15025

NE

24th

Bellevue

See page 5 for directions

Chelan XC Classic

One pilots perspective

By Davis Straub

Continued from last months issue

(Day Four)

Clearly things have changed. The weather radio calls for northwest winds up to forty miles per hour. We go up the Butte anyway. Besides, we're staying at the Cloud Base House (Buck McMinn's old trailer, owned by John and Heidi Highly), which is right on the Butte road. John is a sail plane pilot with a nice motor glider that he keeps at the Chelan Airport.

As soon as the pilot meeting ends, Mike Dailey gets into the air off the green monster launch. He wants to get out before the winds over power any thermals. Its already too late.

Most pilots break down or choose not to fly. Those of us who do fly, find the launches at the Green Monster to be smooth into the 20 mph winds. The wind is coming right up the river, although it hasn't lowered down to the river's surface yet.

When the wind is up the river, the flying is quite smooth (if fact, too smooth) at the Butte. You can motor up wind to the hills to the west or flying in ridge lift right at the Butte.

I'm able to climb to 1000' over the Butte in the fast

drifting thermal, but that is as high as I can get. I go over and soar Farhnam Canyon (again, it is very smooth) after an hour and a half, but decide to land at the soccer field after a half hour of that. In spite of the high winds, it is smooth in the soccer field next to the Columbia River.

One pilot from the E-Team is able to climb to 6000' on a lee side thermal and make 14.7 miles. Mike and Wayne make it to Jensen's Farm - 6.7 miles.

This is a throw-a-way day.

(Day Five)

A small front came through with the winds on the previous day, and we're looking for a little instability to show up on day five of the Chelan Cross Country Classic. It's not to be.

Again we are only able to get to 6500' MSL at the Butte. We launched about 1:30 PM and it is early given our experience during the first three days of the meet. Two hang glider pilots and a paraglider pilot head east toward the south side of McNeel Canyon. We watch and wait for them to start turning.

As soon as they do, Wayne, Mike, I and a bit later a California pilot, Andrew Basis, head out. Mike and Wayne

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Misc. Email

This post by Ollie prompted some interesting discussion of Ken Browns flying skills.

Subject: Morningside Glide Contest Stories -Ollie McMahon

There was a lot of really good flying at the Morningside glide contest. Jon Szarek would pull on speed and get into ground effect with his control bar 4 inches off the deck, stay in his pod harness and at the very last second flair from the control bar and land on the boot of his pod. There were many interesting belly landings where pilots landed on their bellies with NO WHEELS. They didn't get hurt and they didn't bend down tubes. The wet grass probably help some. One pilot who was not in contention made a wheel landing.

In the afternoon some of the contestants were doing spot landings in the concentric circles in the LZ. Kenny Brown had one particularly impressive flight. He took off from the 250' launch and dove to follow the terrain. The hill is very steep there so he was going fast. He headed to the north then pulled up into a 45 degree banked 180 and again followed the terrain to the south over the pond. He turned over the pond with his wingtip about a foot above the water and went upright with his feet just above the ground as he reached the shore. The pond is about 40 feet higher than the actual LZ and the hill slopes gradually from there

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head into the Canyon low on the south rim toward the point where Farhnam and McNeel come together. I head for the paraglider pilot on the rim. He seems to be doing better than the hang glider pilots. Soon we are in each other's faces. Andrew joins us, just to make it real interesting.

We slowly climb from 1000' AGL as I keep a sharp eye on Wayne and Mike. They get a ways below us, but soon find some lift and begin climbing. Soon I can't take the paraglider and Andrew anymore and head for Wayne and Mike. Oh no, the paraglider and Andrew follow me.

The five of us are climbing to 2500' AGL. Wayne, on top, heads out south east to a dust devil two miles away south of Jensen's farm. Andrew on the bottom, heads east to the top of Mc Neel Canyon. Mike and I continue to work light lift at the McNeel Canon rim, trying to stay away from the paraglider.

Wayne hooks it and Mike and then I leave to join him in a thermal that gets us over 7500' MSL. Andrew finds lighter stuff to our north.

Mike and Wayne get higher than me in the thermal and move east. I fly over to Andrew and join him in a light thermal north of the Y (where the McNeel Canyon road meets 172). Now I'm about a mile behind Mike and Wayne.

Lift is plentiful and consistent, even if we don't get over 8500' MSL as we all head east toward Sims Corner. There is a slight wind out of the northwest, but dust devils determine the wind direction on the ground. We are thinking about Sims Corner, Dry Falls, and then back to the Butte. Triangles give you lots of points.

We keep asking our driver about wind direction, trying to make a decision before we get to Sims. Wayne and Mike get there first and drift south east toward Banks Lake and some strong dust devils. I've raced ahead of Andrew and can't see him anymore. I join Mike and Wayne in the multiple dust devils south east of Sims, and continue to argue for Dry Falls, but Wayne wants to go east as does Mike. I give in.

As I top out at 9000' MSL a few miles west of banks lake, I see Andrew low coming south east from Sims, heading toward the fields that contain all the dust devils that I just got up in.

I cross Banks Lake high (9000' MSL) and head straight east toward Almira. I'm way north of Hartline. I can see Wayne and Mike just a half mile ahead, struggling in light lift. We continue east and work good lift just before Almira.

The usual route is to follow Highway 2 north east toward Wilbur and then Creston. The problem is that we've got a north west wind. Mike decides to head east south east from Almira and over Wayne protests heads out into territory over which none of us has flown. I call down to Belinda, who is driving for us today, to check out the maps, and to tell me what towns we can expect to see. I can make out the outlines of a town about 20 miles out, which turns out to be Harrington.

There are through roads, even if they aren't always paved, so I follow Mike and Wayne. Ten miles south of Wilbur, I catch up with them coming in 2000' over Wayne and just below Mike. Wayne has been complaining about going into no man's land low, and he is.

Mike and I work over a couple of small coulees and head

for a main road west of Harrington. We glide for four miles or more without hitting anything. After turning in some light stuff with Mike, I turn around and go back to an area that I had just flown through that seemed to promise more lift. Mike continues on and gets ever lower. Wayne joins me and we work up in light lift, but better than what I just had.

Turning east again, I glide for another four miles, getting lower as Wayne catches up with Mike who has found something strong. I begin working a tractor devil, in fairly strong west winds, but I'm only maintaining at 2000' AGL. Mike and Wayne are getting up to 4000' AGL to the east of me. I head toward them and lose altitude fast.

Two miles west of Harrington, I'm down to 600' AGL, when I find the lift that they are 10,000' MSL in. For a minute, I thought it was all over, five hours into the flight, with my buddies up high. I climb out to 10,500' MSL and head east toward Harrington and further on toward Sprague.

The day is getting late now, after six and Sprague is another 15 miles down the road, but the lift is still strong. Just before Sprague I join Mike and Wayne, once again. Mike radios that I want to land, and like gentleman we should all land together. I want to continue gliding and not land at the Sprague airport, but encourage Mike to lead us north east past Sprague. Wayne wants to get a couple of miles on me because he incorrectly believes that it will put him ahead of me.

We glide to about five miles north east of Sprague and I land first near a lake. Mike turns to land there, but Wayne continues on, and Mike seeing this unsportman's like behavior turns, to follow him. Mike lands 2 miles further and Wayne three. My flight is 108 miles.

Andrew Basis was able to go Dry Falls and make it back to the Butte Towers to win the day. Wayne was second, Mike third, and I was fourth. We flew for 6 hours. Andrew flew for seven and got 1200 points.

Most pilots made only a couple of miles that day having been flushed soon after they got over to the rim.

(Day Six)

The weather forecast calls for a moderate northeast wind turning to south east later in the day. Oops, just what we didn't need. Now we'll have to go into a head wind right from the start.

The day starts with Andrew in first place and I'm in second. Given the scoring system for the Classic, this actually means that Andrew has to beat me by 40 miles on the last day to win the meet. I get to drop a five mile day, while he has to drop a forty five mile day.

Lift is moderate to good at the Butte as we climb through various inversions to get to 7500' MSL. Wayne and I try to leave and head south east, but we encounter 1000 fpm sink for several minutes as we head toward the west bank of the Columbia. We turn around and come back in over the towers at about 200' AGL. Thankfully, there is plenty of lift on the north west side of the Butte, indicating that the north component is strong.

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With a number of pilots turning out by the power line junction to the south east, I head out as soon as I'm able to make 7500' MSL again. Wayne heads east and is soon down at Jensen's farm.

The winds are definitely out of the north. Lift is light and broken and about ten pilots search around by Lamoine for a coherent core. We are left to fly in anything that isn't going down. This continues for about twenty minutes and we're still at 4000' AGL.

We're heading a bit east toward Farmer, but the winds keep driving us toward Quincy. The lift gets stronger and more coherent and the pilots more spread out, which is appreciated. Heading south is not the normal route, and there is only one road over the Beezley Hills to Quincy. Most of the roads aren't paved south of Farmer. We keep trying to inch east to get up on the east side of Moses Coulee, but we run out of room as the coulee turns west.

Getting low (3000' AGL) three miles south of Farmer, I join up with Tom Johns, who had been below the rest of us most of the way. We work light stuff and continue to drift toward un welcoming roadless areas of the fast approaching Moses Coulee to our south. I decide to cut south east to follow the main road in the Coulee and Tom goes back north to stay over the last cultivated fields, hoping for more altitude before venturing into the coulee.

I make the wrong choice, as I get only a little lift over the black rocks that make up the coulee. Soon I have to land on the east side of the coulee, but before the cultivate fields of the Beezley Hills. I'm 25 miles from the Butte.

Tom works low and light lift slowly up the eastern side of the coulee to my east and ends up going 68 miles. Andrew Basis is able to fly over 65 miles to win the meet by 5 miles. I come in second. Mike Dailey loses his driver and flies about 60 miles to come in third. Wayne is fourth in spite on landing very short on the last day.

Most pilots are able to have a reasonable last day of the Classic with flights from 20 to sixty miles. The north wind closes down the possibility of triangles.

Right after I land, I pack up my glider and head for the US Nats in Dinosaur, Colorado.

T NEWS and VIEWS T

August

By Jim Reynolds

I was standing in line working my way up to launch hoping I would get a good cycle. A big storm was moving in from the north with ugly dark clouds, turbulence, and even rain. All three pilots who just launched were tossed and turned making me wonder what I was doing there. My turn. Are they sure this is a lull? Lean, push with my shoulders, three steps and another uneventful escape, thank God! It was rowdy out front with real broken lift so I moved out farther and began to climb. I headed for the start photo about three miles out, climbed twice and took the photo at 14000 MSL about 4000 above launch. I was doing great all I had to do was go over the back past launch and head for the flats The goal was 46 miles due east. The black clouds of the storm were close so I pulled in and hit the lull before the storm. Why me? 1000+ down, I headed for a group of pilots on the hill. Since they were closer they were only going down about 500 fpm. I was now too low to make it over the back and stuck hanging on in the crags and spires below launch.

Getting desperate I watched other pilots going down and me getting lower and lower. The area in front of me became dark from the storm moving in so I went for that spot and began to climb 500 fpm, 1000 fpm, 1500+ fpm, up I rocketed. Staying in front of the storm I reached cloubase at 18,000 MSL and headed out racing around the faster moving clouds in strong lift with the bar stuffed. I went to the navigation screen on my new Ball Comp. and it flashed "Go To Final Glide". With only 40 miles to goal I knew it was screwed up and I needed to read my manual some more, oh well. With the "Speeds to Fly" screen on I raced along the edge of the storm and 30 miles later, without a turn, I was at 21,000 MSL. Hmmm, maybe the Ball Comp works after all.

This was awesome, then I realized the storm was cutting off my path with only 9 miles to go and the people at goal were reporting strong gusts to 30 mph. I became real apprehensive then called back to our driver and asked her to wait alongside the highway so I could fly back to her and land where it was safe. She said I couldn't because the winds were 40+.

With no choice I flew through the storm, crossed goal and landed just before another gust required helpers to hold my glider down Two other pilots were on final and came up short when the gusts blew them backwards with helpers running after them to grab their wires. Sandia again provides entertainment to last a lifetime.

- Classifieds - Classifieds - classifieds - classifieds -

I will keep your adds in for 4 issues and then delete them.

If you want them in beyond that let me know

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

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

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

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

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

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

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

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

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

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

195 Falcon 1,400. Call Kevin 391 3631

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

(Continued from page 1)

to the LZ. He flew really low with his legs curled up (so they
wouldn't touch the ground) and then he dragged his legs a
few times to slow the glider down. He flaired right smack in
the center of the smallest circle and made a no step landing!
He made it look so easy.

From: James r palmieri <skydog@juno.com>

Subject: Kenny Brown: My Hero

Three years ago I was helping with the KHK Spectacular. I
WAS the turn-around pylon. We were using the west side of
the Big Dune for the day's competition. It was hot and I had
my shoes off. Kenny Brown came flying by about 18 inches
off the sand with legs curled up on the rear flying wires and
maybe music playing on his Walkman when he reaches
down, grabs my running shoe and carries it down the dunes
about 500 feet away. Twenty minutes he does it again,
taking my second shoe and dropping it somewhere on the
spot. Damn, the sand was hot trying to retrieve my shoes.

From: Frank Peel <72610.1161@CompuServe.COM>

Subject: Re: Kenny Brown: My Hero

Watched him do something similar at Marina Beach one
day. The school there puts down those wire stemmed/plastic
flags to outline the training area. Ken spent considerable time
swooping down, grabbing a flag (they're only ~6 inches
high), carrying it to a particular spot and planting it with the
rest of them, then getting back up, swooping down and doing
it all over again. He collected all 50 or so flags and had them
planted in a circle maybe a foot in diameter.

You may have found the sand to be hot. *I* find Mr.
Brown to be, too. He truly is the BEST beach pilot alive.

LOG BOOK

Most of August was high pressure. The wimpy
fronts that came through did little to lower
the very high freezing levels. But things got
better on **Sept/1 Ken Seligman** flies from
Tiger to Orting. Other pilots also have cloud
base flights **Tom Johns** and **Kevin Cosley** fly
to North Bend. Meanwhile conditions have
also improved over in Chelan with **Johann
Posch** getting off a flight to Bridgeport.
Paul Gallagher, Dave Lindberg and **Dennis
Scott** discover that Lake Ketchless has
gone down enough to expose a nifty landing
field at it's North end. You can't see it from
the road and you have to bushwack a little to
get your glider out but it means that Rampart
is finally open. **Way to go Brian!** A few of us
had great flights there on 9/7 This is
probably Brian's favorite site on this side so I
know where he'll be till the snow starts

Dog Mountain Keys

**To get your Dog Mt. keys see one these
guys or come to the next meeting.**

Kenny Richardson	498-5264
Wayne Leuth	289-3387
Bob Mcfee	494-2966
Larry Jorgenson	847-4595
Bill Bolosky	557-7981
Jim Reynolds	357-5203
Ray Berger	
Herb Ostler	
Jim Speering	

Dog Mt. Needs your support so get a key

Directions to new Round Table Pizza : The new meeting place

(just a few blocks from the Azteca)

- ◆ From 520 take the southbound 148th exit
- ◆ Go south to the first intersection which is NE 24th and take a left.
- ◆ Go the 2 1/2 long blocks until you see an Arbys on your right. Turn in there
- ◆ You will see Round Table in the same complex.
- ◆ 15025 NE 24th Phone 644-7117
- ◆ We'll have our own room with a VCR and the pizza there is the best.
- ◆ There will be Dog Mt. keys and sweatshirts, and the new Tiger Mt. keys available here

FAR UP HANG GLIDING

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Rochester, WA 98579
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UP Axis 13 OK shape \$795 call me
UP Comet 135 OK< HE POD 5'6 to 5'8 Keven Saasen 206-941-2473
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
PA Classic Ex shape Yel/red/yel sacrifice \$2500 Butch 360-352-9234
Lt Dream 185 great Or/white \$1200 harness, helmet \$100 Mike 206-937-0843

Wills Wing

XC 155 new Pwhite/or/blk logo, lets make a great deal - call me
XC 155 like new P2 Magenta Blk logo \$3600 obo no tax - call me
WW Ram Air 154 EX cond. lets deal Jim Steel 206-272 4243
HP AT 158 POr, LE new side wires, inspected nice - call me \$1200 obo
145 HP AT Pyel/Magenta/yel brkdwn bar Jason 360-533-8635
Super Sport 163 Pnk/pnk/yel HTP Ralph 206-788-4879 faired spdbr
146 Ram Air Arimid P2, magenta ex R. Williams \$2500 537-2908
Falcons 140, 170, 195, and 225 New/Used call for colors - me
2 143 Super Sports one small bar both nice call CJ 206-888-3856 or
Kerrie 206-939-6248

EQUIPMENT ONLY

Parasail 18 gore chute new dbag, bridle ex(paragliders) \$195 - Me
HE POD Med + New Cond Radio holder Brown/stripes \$295 - Me
Laseur custom POD Med to Lrg Good \$250 - Me
Second Chantz Pocket Rocket W/ 20' chute \$400 - Me
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

9/16/96

Present: Gene Matthews, Bill Bolosky, Belinda Boulter, Davis Straub

1. Dog Report

Bill reported that 30-40 people attended Mosquito Bite in spite of the bad weather, and there were no injuries. We lost \$300 on the dinner. In the future we need to price the dinner to break even at a lower-than-expected turnout (the food was excellent, thanks to Frank Erzar). \$91 was collected to pay for the new rescue box, which John Greenlaw is organizing. We're not quite at the break-even point on shirts, but Bill will sell them at the next meeting. John Greenlaw did a good job organizing the event.

Key sellers for Dog include Jim Steel, Jim Reynolds, Bill Bolosky, Kenny Richardson, Ray Berger, Herb Ostler, Jim Speering and Wayne Leuth. Jim Steel will make sure those who don't yet have keys get them. Names will be published in the CBCC newsletter, and Jim S. will talk to Hassan about the OHGA newsletter.

Kerie has received the report from the Dog Committee on how to finance the tree cutting we want to do. Since she was still out of town, the issue was tabled.

2. Events

Lake Chelan Flyers and NWPG will host a fly-in at Chelan on Oct. 12-13.

3. Officers

We need to appoint a new Tiger Mtn. site manager when Ken Seligman retires on Dec. 1. Bob Reich has volunteered to do it if he doesn't move away.

Bill Bolosky is so far unopposed for Regional Director.

BOD nominations will be held at the Oct. general meeting. Davis has agreed to run for Treasurer. We discussed ways to encourage newer members to run for office.

4. Calendar

We decided to compile a master events calendar to minimize scheduling conflicts such as those with Mosquito Bite. We brainstormed a list of regional events. Bill will e-mail the list to Davis, and he will research contacts and dates. We hope the list will be published regularly in the newsletter, to encourage people planning events to add them to the calendar.

5. Meeting Site

The next general meeting will be at Round Table Pizza in Bellevue, next to Sears. The reservations have been made. Gene proposed we investigate the auditorium at the new REI store for possible future meetings.

Sites ~

Gold Mt. - Eric Trioli has is going to work on getting the west side open for launching. Currently you must launch off the east side which is downwind and hope to make it to the other side to soar.

Fraleley - Please be sure to give Eric Trioli money (donation) when you fly at Fraleley to help pay for the insurance. Road is much improved. Site is only open on weekends due to logging. Contact Dave Lindberg for more information on this site.

Tiger Mt. - Key lock starts next week. Key is \$50 - see Ken Seligman for more details. Current permits are still valid until the laminated version is finished and distributed.

Dog Mt. - Dog Patch is mowed and landable. Parking lot is being put in. Toilets should be put in within the next 15 days.

Mt. St. Helens - They are considering putting in a road for visitors to reach the lower area (right where our LZ is located) so we may have better access next year.

Rampart - The Rampart Fly-In was canceled due to the lake still being to high. Lake is going down but it will still be another few weeks before it is landable due to the mud.

Committee Reports ~

Safety - Bob McFee is doing fine - he was walking around and talking to everyone at Dog a few weekends ago. Zadinka recently got out of rehab -she is in a wheelchair until her legs regain their strength. She is talking and getting around very well. She came out to Grouse Mt. to visit with everyone a few weekends ago.

Competition - Nationals are in Australia this December. Brian Scott has volunteered to run the next Chelan XC Classic.

Old Business ~

Mosquito Bite - The dates have been changed to accommodate the CanAm. It will be held the weekend of September 14th and 15th.

New Business ~

Rampart - We found that insurance is not necessary but permit says that we are liable for any damage. Because USHGA has site insurance, Gene has suggested that we make USHGA membership a requirement at this site. The hang gliding and paragliding clubs have separate use permits. **Motion was passed to require USHGA membership for hang glider pilots at this site.

Eagle / Turkey of the month ~

Eagle - Chris Dominy for winning the Grouse Mt. Fly-In.

Turkey - Mark Cherico for handwriting a permit for a hang glider pilot to fly at Tiger. (If the pilot had been caught with this permit he/she would have been fined and had their future access denied)

~ Collette

**CBCC Officers
Board of Directors**

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

Committee Directors

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

Membership Application

send \$20.00 to
Cloudbase Country Club
P.O. Box 629
Issaquah Wa 98027

Name _____

Address _____

Phone _____ USHGA Number _____ Rating _____

Regional Officers

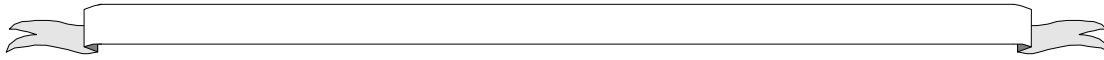
Director	Gene Mathews	488-1443
	George Sturtevant	888-3856
Examiner N.	Jeff Bowman	360-293-3282
Examiner S.	Aaron Swepston	939-6248
Tand. Admin	Tom Johns	747-1647
Tow Admin.	Jim Reynolds	360-357-5203

Northwest Instructors

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

Observers

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



Events

Chelan Fly-in Oct. 12-13
Put on by Chelan Flyers and the NW paragliding club
Joint X-mas Party With PG Club - Salty's (Alki) Dec 11



T Send pictures, articles, ads 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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