

Tumble in Mexico - Tim Martin

Some of you may have heard by now about my experience in Valle de Bravo, and I thought that in the interest of safety a first-hand account might be useful. First, the flying was fantastic with 12,000 to 13,000 ft. altitudes the norm. Conditions were moderate to strong most days. We went XC every day and the weather was great, as was the beer. To rave about the trip would take more room than we have here, however.

On the last day conditions were a little different than they had been, with a little more wind from the west. After scratching to 2500 ft. over launch I headed to the mesa to the north of El Pinon where I got low but scratched back up to 12K and headed for the standard thermal over a flamingo colored estate, about 5 miles downwind. I got back up to 12.5K or so and headed for the lake where I boated around at will for an hour or more. After I had taken pictures of the town and generally saw the sights it was time to head for the marina on the far side of the lake, where we had been landing every day and drinking our 3 peso Coronas as we broke down. Since this day was our last we were all going to gather there for the sunset and a nice end of trip finale.

Heading across the lake is pretty much done in sink but if you get there high enough there is a chance to make the ridge on the other side where you might find lift and back up to 12K you go, which I had done on two previous days. So, after leaving the last thermal at the south end of the lake I headed for a point on the ridge that had worked well for me before, about one mile from the Marina and a couple thousand feet above it. I arrived low about 200 ft. over the top after flying in sink the whole time. I figured I had about a minute or less to find something. Sure enough, right at the point where I hoped to encounter lift I entered a large area of rising air that was quite smooth. On my second circle to the left I hit a fairly strong core with my right wing that felt pretty good and was certainly no stronger than many we had encountered on the trip. I made a correction and came back around to enter the stronger area on my third pass. At this time I was about 450ft. AGL. As I approached the area this time I was ready (I thought) for what was to come.

However, events now unfolded much faster than I can tell about them and indeed much faster than I could even imagine they would. My right wing instantly went up in lift to give me an 80 degree left bank. The glider seemed to stabilize there and I remember thinking, "no big deal, I'll fly out of it". Then, in an instant I was violently pitched forward about the spanwise axis and immediately found myself in an inverted attitude at a high bank angle. There was no "over the falls" sensation. It was more like being slapped by a giant hand. With the change in angle of attack the wing stalled and entered an inverted spin. As I said, this all happened in an instant. I remember a second of disbelief. It takes a while to sink in. "This is really happening, and it's really happening to me!" At this point I remember looking up (down) at the nose of my glider with the rocks and trees in the background and thinking, "I don't want to land under a chute down there!" Despite that, I now grabbed my chute handle with my right hand and pulled, but the Velcro wouldn't separate. At the same time the nose of the glider pitched down and I remembered the stories about pilots flying out of some tumbles, so considering the difficulties I was having with the chute I grabbed the bar with both hands to try to get the glider flying again. That had absolutely no effect and I now know that the nose pitching

down was the result of the left leading edge failing from the high negative Gs. Now I'm definitely down to the chute but I'm probably five seconds into the spin and the ground is coming up fast. I grab the handle with both hands and pull harder and the Velcro releases. I throw the deployment bag with both hands into clear air but I'm down to 150 ft. or so and I know it's too late. Somehow through all the gyrations the glider comes through into a high left bank nose high upright tailspin (I think). I remember watching the ground come up from over my left shoulder.

The glider hit the ground left wing down which must have absorbed a great deal of the energy. The left control frame junction also took a lot of the shock. I impacted full length on my left side and forearms, still zipped in my harness. After a few moments of taking stock I began to realize that I didn't have any major injuries and was able to remove my helmet and get out of my harness. I was absolutely dumbstruck that I seemed to be OK. Of course I hurt all over, but I was intact. After I had rested a few minutes I felt that it was possible that the entire episode had gone unnoticed from the ground and that I would have to walk out. The adrenaline was still pumping hard and figured that if I was hurt I'd better get going before it wore off and shock set in. I had no way of knowing that the whole thing had been observed from the marina. So I packed my harness and chute into the bag, said goodbye to the sweetest glider I had ever flown, now totally destroyed, and hobbled down the hill. I managed to evade the official Mexican rescue forces (no Mexican hospital or bureaucracy for me, thanks), and make my way out to the marina. Meanwhile, everyone at the marina was running up the hill to look for me. I unintentionally evaded them too. I am happy to tell you that I had no broken bones and no cuts. My left side took quite a beating but some large deep bruises and some ribcage pain seem to be the only lasting effects.

As you might guess I have reflected considerably on the safety issues involved in this incident, as well as the more metaphysical ones. In the matter of safety issues I hold myself completely responsible. As for the other, I continue to wonder how I could be lucky enough to survive, let alone walk away. I have no explanation.

The first issue is the one of flying close to terrain and low saves. Low saves are one of the great thrills for me in hang gliding. I can't think of anything more gratifying in the sport. Flying low over terrain is common, even necessary by definition on every flight. You can't hang glide without doing it. What I realize now is that I had become complacent about it. Any altitude below 500ft and probably really 1000ft. is a dangerous place to be if you need to deploy your chute. I now think of a parachute as a medium to high altitude safety device. There is precious little time to react and take action fast enough for a successful chute deployment. I don't believe anything can really change that. However, just the awareness of that fact could reduce reaction time in the event of an emergency. If I could say two things to people flying close to terrain, especially in low save thermalling situations, they would be: "BE READY" and "DON'T GET DISTRACTED". The possibility of a chute deployment was the furthest thing from my mind. I had that great adrenaline rush and was thinking, "alright, this is my ticket out of here." After things got bad I was first distracted by my difficulties with the Velcro on my chute cover, which played into my flash of "I don't want to land there." Next I was distracted by the nose pitching down and the thought that I might be able to regain control. The likely consequence in the very slim chance of gaining control in that situation would have been to either fly the glider into the ground at a high rate of speed before recovery or overstress the glider at a lower altitude at a greater speed. I am certain either result would have been fatal. Of course I'm certain that failing to deploy the chute is fatal. There's always luck, or divine

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(Wrong Way Bob, continued from page 1)

day, along with Larry Jorgensen, I was teamed up with Wayne Leuth, Davis Straub, and Trig Hoff. It was a picture perfect Chelan Butte day. Little white cumulus clouds were developing over the butte and all over the plateau. We launched fairly early, climbed right up to 8,500 feet and jumped over the Columbia River with out much delay. The drift was taking us south to south

east from the Butte to territory I had not yet flown in. Larry and Wayne were way out in front of the pack giving us feed back on thermal locations and wind drift. Davis hung back with me for quite some time until he was sure I was high enough to follow the flight path set by our leaders. My inexperience at cross country flying held me back a little and I lost sight of the entire entourage somewhere between Mansfield and Withrow about ten or twelve miles out. Although I could not see the other pilots, we stayed in regular radio contact as we continued on course. I was instructed to follow a major power line to the south which would lead me to Coulee City where the gaggle seemed to be stuck at about ten thousand feet. By the time I had cleared Jameson Lake, Davis had caught up with the others to the south of Coulee City and joined the discussion as to which way they should proceed. I thought the delay was great. It gave me, a chance to catch up

with the others and take advantage of their thermal spotting talents. I was having difficulty staying high as I approached the dam at Coulee City. A few miles out I was getting pretty low and radioed that I might have to land. One last, desperate attempt to stay aloft drew me to a small dust devil west of my path. I reached the lift pretty low and worked the perimeter slowly back up to ten thousand feet. By this time, the other

pilots had chosen a new course. The winds had changed direction and the drift was more southwesterly along the Grand Coulee. The new course was fine with me, my thermal drift had brought me to the northern edge of Park Lake and if I was lucky, I could intersect the rest of my group some place

west of Coulee City. As good a plan as it may have been, I never saw the guys in the air again. The other side of the Lower Grand Coulee had plenty of lift. Staying up was not an issue. Although I had ample radio contact with the group ahead of me, I didn't have a clue where I was or where I was going and since I couldn't identify my location, they got on with their flights. The scenery was beautiful. Plenty of lakes, and lots of green fields were an interesting contrast to the dry, brown fields on the side I just came from. Before too long I had given up hope of catching up with the others, and they were very preoccupied with the flight at hand, changing course as the winds dictated to them. I had resigned myself to

fly until I could fly no more and hopefully land near a house or store so that I could get a read on my whereabouts and call for a pick up. After flying along the south side of Blue Lake and Alkali Lake for some time, I spotted a little air strip that looked like a good bail out field. I caught a great thermal over a large plateau nearby which took me over 11,000 feet. From there I could see another large lake with a little town at

the

western shore. From what I had described over the radio, Wayne and Larry figured I had finally made it to Coulee City. I knew it wasn't so I figured it was Dry Falls, (it was actually the town of Soap Lake). Beyond the town, I could also make out another larger airport a few miles further to the west. This I failed to share with my friends. Being the safe pilot that I am, I figured the large airport was probably a good target for a bail out landing, should I need it, so from 11,000 feet, I headed west. A few minutes later, I was parallel with what I thought was Dry Falls when half a mile ahead of me I find myself staring at the nose of a 737 which had just popped out of a pretty little cummie!!! Luckily he was banking away and probably never saw me! I white knuckled my base tube, pulled in and waited for a tumble. Fortunately, I never felt a thing. I probably wasn't as close as I thought I was, but I swear I saw a pimple on the pilots chin!!! I got back on the radio to relay my experience to anyone listening so that someone might find my remains, wherever the heck I was! Davis responded to my excited message with an equally excited command to leave that airspace immediately for I was in the flight path of the very busy Grant County Airport at Moses Lake. Well, that was enough for me. I was mentally and physically ready to call it a day. I was above some pretty swampy area, but I spied a few nice green fields off to the south and made a bee line. Before I got too low, I communicated my location to the other pilots who were still in the air on their way to Ritzville. As I veered around the airport space, well out of harms way, I noticed huge jetliners shooting approaches and doing touch and goes. It turns out,

Moses Lake is a training facility for type rating commercial pilots. Well I got a lesson too! Know where you are and what you are heading into. When it was all over, I had flown 57 miles into what was, for me, uncharted lands. The rest of the crew had flown plus or minus 100 miles that day. Little did I know that this flight was only the preamble to a more rewarding experience the very next week.

The following Saturday I returned to the Butte for another shot at a one hundred mile flight. There were two days left of the competition and pilots were hot and heavy to pick up points. Since I wasn't in the competition, I assisted launches most of the morning and into the afternoon. The weather was perfect and a 75 mile triangle task had been called. The turn points were Dry Falls, Sims Corner and return to the Junkyard. This was certainly a doable task, but one that had not been accomplished during the Chelan Classic. Almost everyone declared that task, including me despite the fact that I wasn't competing. I finally launched around two thirty, rather late for such an XC attempt. Most of the experienced competitors had left the hill hours ago and were well along the triangle route. I reach 7500 feet at the Butte and headed out toward the same power lines that I had followed the week before. The lift was pretty good, but the drift was much more westerly than I had expected. This was not a problem, however, because I was heading for what I thought was Dry Falls. As I got out on the plateau, I spotted a few gliders here and there. Some were in the air and some were already on the ground. Following the drift took me far west of the power lines and south of Farmer. At Moses Coulee, I was plenty high and

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(Wrong Way Bob, continued from page 3)

knew that I was on to a good flight. After I crossed Moses Coulee, I could see the lakes at Lower Grand Coulee. Since I had been here just last week, the memories were fresh on my mind and I was sure that I was headed to Dry falls. By the time I reached the lakes, I could hear some chatter on my radio. It was Wayne Luthe talking to our driver who was headed back out after taking Davis up for a late re-launch. Wayne said he was at Dry Falls, trying to get high. There were a dozen or so other gliders stuck there with him. I told him I was slowly making my way to Dry Falls and would try to catch up with him. He said he would keep an eye out for me. Another thirty minutes or so and I was over my Dry Falls, (in actuality Soap Lake), looking for Wayne and his Gaggle. Wayne didn't see me either and couldn't figure it out. He had me explain to him in great detail what I could see. Finally, I told him it was not so far from the area where I had encountered the 737 the week before and that clinched it!!! Wayne figured it out! Wrong Way Bob had done it again, I was fifteen miles off course at Soap Lake. By this time Davis was well on his way to the real Dry Falls and he and Wayne directed me back to course and Coulee City. Needless to say, I felt a little silly, frustrated and anxious to get back with the others. I worked my way back to the real Dry Falls on the south side of the chain of lakes.

The winds were very accommodating until I crossed back over at Sun Lakes a few miles before the Dry Falls Junction. At this point I was really low and very tired. Wayne and his group had long left the area, But Davis was there and spotted me coming up the lake. He hung around for a while and spotted two good thermals for me which got me high enough to keep going. By this time I was already tired and running low on water. There were only a few other gliders out here and I dallied at the Dry Falls Junction so long that most had headed on. Before departing, Davis had directed me to follow the very discernible highway 17 to the next turn point at Sims' Corner. From there I knew my way home. As I headed east along 17, I was having a very hard time. Getting low and getting tired I radioed to Wayne, Davis and the Driver that I thought I would be going down soon along Highway 17. Twice I thought I would have to land, but managed to squeak back up. I kept radioing that I was still in the air, but did not get any confirmation that the messages had been received. I heard that Davis had gone down somewhere after Mansfield, and that Wayne was struggling at the Pot Hills and had been stuck there for

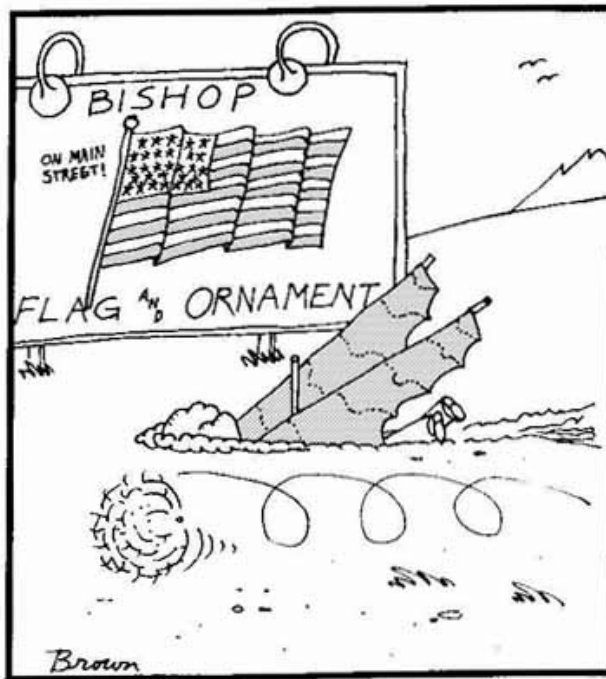
some time. I wasn't half way to Sims Corner when I teamed up with another Xtra Light glider piloted by an Australian named Warren. We latched on to each other like two castaways lost in the ocean. We cored a couple of big thermals together, then split up. He on one side of the road and I on the other. If one of us found lift, the other would join, all the while making our way to the turn point. Along the way, the ground was littered with downed gliders and retrieval vehicles. I could still hear Davis who was catching a ride back to town and Wayne who was still searching for lift. No one, it seemed could hear me, I listened helplessly as Wayne and Davis surmised that I went down off of seventeen and couldn't transmit through the hills. This went on and on as our driver scoured the highway for me and there was no way of telling anyone that I was still in play. By the time I had taken the picture of the Sims Corner turn point, Wayne had landed just before Mansfield. Warren and I were finding lift every where and having a grand old time. At

times we flew tip to tip and even thermalled in tight formation. It was so late in the day, after seven O'clock, that the ground was letting go of its heat and providing huge bands of smooth lift. Needless to say I was very tired after five hours of flying. My water was gone and I ached all over. I was at eleven thousand feet when I passed over Wayne and our driver who were headed back out to look for me. They ended up driving back and forth from Dry Falls to Sims four or five times. One heck of an impressive effort, and I came to learn that I had lost my antenna along the way which meant that I was high enough to receive, but could not send. Well after Mansfield we only hit one or two more thermals on our way to the Junk Yard.

Warren stopped off just before McNeil Canyon for one last climb

out. It was all I could do to keep flying straight and I certainly did not need the altitude, for I had reached the LZ with 7400 feet, in fact, it was quite an effort to get down. In the LZ I found several other pilots and their gliders who had completed the triangle. My landing was safe, but less than graceful. Once I had put the control bar down, I was incapable of carrying my glider off to the side. Kerie Swepston came to my rescue and walked it to the breakdown area. Warren landed a few moments later and we mustered a pretty lethargic celebration. I could barley stand, my eyes were out of focus and was I thirsty. The word spread pretty quickly that I had achieved a 100 mile plus Triangle. I couldn't wait to develop the pictures. I arrived back at the house we were staying at to receive a call from Wayne who was still on the road looking for me. He was glad to hear that I was safe and even happier to hear about my flight. I expressed my appreciation to Wayne and the pick up crew with dinner the next night.

It was a good thing for me that I got lost that day, otherwise I still would not have a hundred miler under my belt. I have a lot



General Meeting: 3/31

Sites:

Tiger - Big thanks to everyone who came out to help with the clean-up and REALLY big thanks to Collette and Mike Dailey for organizing it. The wind talker is up but we're waiting for the final connection.

Mt. Si - Contract starts April 15th but there's still a lot of snow up there still. Same restrictions as last year. The way it looks now this is our last year up this road.

Committee reports:

Treasurer - Davis Straub is out of town but is still available on-line.

Last treas. report:

Newsletter and Operating Accounts 2,014.20

Site Accounts

Dog Mtn. 1,797.18

Frailey (161.25)

Mt. Si (14.49)

Tiger 669.78

Competition Accounts 9,740.00

Tiger Key Escrow 1,350.00

Total Assets 15,395.42

Membership: Lots of people in arrears. Check your expiration date. Support the club that supports you and your sites.

Safety: get some warm up flights in bumpy spring air before going over to Chelan for the big stuff later.

North end club: had it's first meeting. 17 people showed up at the Alger Bar & grill.

Chelan XC Classic: Volunteers needed. Call Brian Scott 827-9024

USHGA Meeting: Regional director Bill Bolosky gave a report on the last board meeting. (See his report on this page)

New Business:

Kevin Cosley started a web page where pilots can go to report flights and to see where other people are flying. He also showed his new "Glider Buggy" which can be used to hike gliders and gear up to flying sites and then flying down with it. He and Tom Johns tested it by hiking their gliders up the Tiger road.

National Fly-in this year. May - Kitty Hawk

Eagle of the month: Madeline Gelfan and Willy Reich for get their first flights in an ultralight.



Turkey: Tom J. for being a "tree hugging top lander"

B.O.D. REPORT by Bill Bolosky

USHGA held the 1997 Spring Board of Directors meeting in Colorado Springs from March 21-23, 1997. Bill Bolosky, George and CJ Sturtevant, Gene Matthews and Paul Klemond attended from Region 1. The board took several actions, including modifying the waiver and changing the program for certifying instructors. This report represents my notes and memory and is doubtless biased by my personal perceptions. As such, you shouldn't consider it the official position of the BOD or USHGA, just one director's report.

There was recognition among the board members that there is a communication problem between the BOD and the general membership, and that the board needs to work harder to keep the members informed of what's going on. To that end, USHGA will be starting a web page that will contain a ton of information about the organization, and will endeavor to have a greater presence on the internet. We intend to wait a number of months between proposing major changes and implementing them so that the membership will have a chance to comment on the proposals before things happen.

At the fall board meeting, several pilots (Briggs Christie, John Hill, Frank Peel, Peter Lawrence, and Dutcher Sterling) attended and expressed their concerns with the waiver. They had had a lawyer look it over and were worried about some provisions in it. The board asked them to have their lawyer call Tim Herr, USHGA's general counsel, to discuss the matter. At the spring meeting, Tim suggested that we change the waiver by eliminating section "D", concerning the indemnification of landowners. It's Tim's opinion that removing that clause does not significantly weaken the waiver. Given the amount of uproar that it's caused among the pilots, the board concluded that it would be best to remove it. Effective April 1, 1997, all membership applications and rating forms will contain the new waiver. Any pilot who wishes to sign the new form (and thus invalidate the old one) should contact the USHGA office for details.

In other waiver related news, Tim mentioned that the current waiver may be ineffective for minors. He is proposing a modification that will require a parental signature, and will require the parents to indemnify the released parties in the case that the minor violates the waiver and sues. The text of this change has not yet been written or submitted to the board for approval. Presumably, Tim and the USHGA office will make it available to the general membership for comment before the BOD acts on it. Certainly nothing will happen until the fall BOD meeting in November.

At the fall '96 BOD meeting the board adopted a new program for certifying instructors (both paragliding and hang gliding). This program involved a 5 day instructor training phase, followed by an apprenticeship, followed by a three day instructor certification program. Only 5 people in each discipline would be authorized by the safety and training committee to run ICPs. This program was scheduled to take effect May 5, 1997. After lengthy discussion, the committee decided to cancel implementation of the program for a number of reasons. We felt that at a time of declining membership, making it harder to become an instructor was inappropriate. We were worried that we still hadn't seen all of the details of the new program. Some directors just thought that it was a bad idea overall. After several hours of discussion, the vote to cancel implementation was nearly unanimous.

The safety and training committee did decide to change the way in which hang gliding ICP administrators are appointed. Effective January 1, 1998, administrators can only be appointed by the Safety & Training committee, not by the individual regional directors. This is

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intervention. I am confident that had I persisted with deploying my chute on the initial try I would have had a successful deployment. I had a timed fall to impact of 8 to 9 seconds. Any incident is going to require a certain reaction time and I think I did pretty well with it, maybe two seconds. I purposely bought what my research indicated was the fastest opening hand deployed chute I could. As for a rocket, who knows? It could easily have hit a wire or the sail upon firing. That's another debate.

That brings us to the harness. I purchased the harness new with a new chute two years ago. I figured, new chute, new harness, I can skip a year on the repack. It's a pain in the ass anyway. Well if you take a minute to think about it the Velcro holding the chute in is pretty important too. While you're thinking about that think about all those little hooks in the Velcro and how they just become more and more enmeshed as time, weight, packing and unpacking, etc. work on them. In fact, my main thought about the Velcro up till now is how to make sure it holds the chute in, not how easy it is to get the chute out. Damn stuff anyway! If you haven't done so lately, I'm asking everyone who reads this to go out and tear the chute cover off your harness. Yeah, the bungees come off and they're a pain to get back in those little grommets. Don't find out like I did when you're upside down spinning at the ground that "jeez, this is hard!" This is one area where I really think there has to be a better way. Using your triceps to pull down the handle strikes me as inadequate. They just aren't that strong in most of us. I've thought about having my harness modified so the handle is on my left side so I can pull to the right with my bicep. If that doesn't work there is quite a bit of power from the shoulder in pushing it open with the left hand if needed. Maybe someone can figure out a way to do all this without Velcro. Chute repack. By coincidence I returned from my trip on the day of the chute clinic. Of course I hadn't signed up. I definitely had a chute that needed it. I thought about stopping by but I wasn't walking too well. George and CJ and whoever else helps put these on do their fellow pilots a great service. In my case a chute repack a year ago might have made the chute cover easier to separate and it sure couldn't have hurt to fluff the chute itself a little. I recall going to a clinic a few years ago and doing a simulated deployment, where someone shakes you around in a control frame to simulate an emergency, which was great. However, there are two things I can think of about throwing your chute that can't be addressed in that or any other method of simulated deployment. The first is that you may have considerably less power to throw your chute than you might think. If you are in a freefall situation, you are essentially weightless in space. Good old Isaac Newton told us that for every action.... When you stand on the ground, or hang from a strap and throw something you are anchored and have something to work against. When you are in a free state the action of throwing the chute can only act against your own inertia. Throw the chute to the right, your body moves a little bit to the left. Throw it fast to the right and your body moves further and faster to the left, decreasing the force of your throw. I was appalled when I finally threw my chute with both hands as hard as I could, at how weak my throw was. Try jumping up in the air and throwing a ten pound weight and then try it standing on the ground. You'll get the idea. In short, **THROW HARD**. The second is that there is no way to simulate the actual motions and forces which you experience when falling through space through all three axis of motion. Our gliders fly, indeed all aircraft fly, in a state of balance, or within such a small deviation from that balance as to be almost negligible. The forces we deal with are monumental and elemental, and after a certain imbalance is reached our ability to influence bodies in motion or reacting to natural forces is insignificant. Try hanging onto a spinning glider in a dust devil on the launch at Chelan. Gravity, inertia, momentum, centrifugal forces, lift, drag. That's an unbalanced situation. If you could somehow get your harness and get in the most violent ride at an

amusement park to practice deploying your chute while getting slammed around, that would be a lot closer to the mark. No way to practice it-- just be aware that that's what it can get like in the blink of an eye.

So, that's the story, and that's what I have to contribute as far as lessons I learned. I sincerely hope nobody has occasion to use them. The opinions and observations are my own. I guess it's obvious that I have given these matters a little thought. My hope is that you, my friends, do too.

I would like to end this by saying that we really did have a great time and great flying in Valle de Bravo. The weather was perfect, the beer cheap and cold, and the company beyond compare. I'd like to especially thank everyone who ran up that damn hill at 6000ft. altitude to look for me while I was down in the LZ drinking the cold beer they left behind. Included, but not limited to; Jeff and Debbie Bowman, Joel Johnson and Tia, Air Thugs Paul Voight, Roger Baker, J.J., Pete and Bobo. Also Russ, Judy, and Brooks. When they got back to the Marina we had one happy reunion, with the most beautiful smiles I've ever seen. Thanks.

Good Flying, Tim Martin

HANG GLIDING CALENDAR PHOTOS WANTED

It's hard to believe, but it's calendar time already. The 1998 USHGA Calendar Committee is counting on you, our membership, for your generous photographic contributions to this worthy project. Setting up, launching, soaring, landing, **WHAT-EVER**-we want to see it all! It's the variety of hang gliding photos that makes the USHGA Calendar so popular, year after year. *If there's a hang glider in the photo, we want to see it!*

Send us your best images! Your photography will be treated with the utmost of respect and properly returned to you, upon selection, but the deadline is **MAY 31ST**, so please don't delay. Because of the fine-nature of our calendar, we prefer transparencies for the absolute best reproduction of your hang pix, but don't let that stop you from submitting a great photograph.

Send your photography to: USHGA Calendar Photo, Attn: Jeff Elgart, PO Box 1330, Colorado Springs CO 80901-1330. If you have any questions, please feel free to call me at (719) 632-8300 ushga@ushga.org Thanks!

PS: We'd also love to see some photos of hang gliders & paragliders in the sky together!

Thanks for your support. I appreciate it!

Blue Skies
Jeff Elgart
1998 Calendar Coordinator

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the system that is already in place for paragliding. Unlike the ITP/ICP program, there is no limit to the number of administrators that can be appointed. The committee called a one-time-only summit of potential ICP administrators for both hang gliding and paragliding to be held before the next board meeting in November at Kitty Hawk, NC. While attendance at this meeting is not mandatory in order to be appointed an ICP administrator, it is strongly encouraged. Details regarding the dates and times of the meeting will be mailed to all advanced instructors (and maybe to basic instructors, too) sometime in the next month or so.

Membership & Development decided that USHGA needs to tap into the marketing expertise of the membership to help devise a coherent marketing plan for the Association. Chris DuPaul and Paul Gazis should be writing to the magazine and the net (respectively) to solicit volunteer help. Matt Taber will handle the coordination.

The 1999 Word Hang Gliding Championship will be held in Italy, with a pre-world meet in 1998. CIVL approved GW Meadows' request to hold a pan-American games at Dinosaur in 2000, with a pre-meet in 1999, pending a final bid at the next CIVL meeting.

Mark Ferguson was appointed as the meet steward for Jan Stensavold's paragliding meet this summer at Aspen. There hasn't been enough response to the request to have pilots attend the World Air Games in Turkey, so the office will send out letters to the top 100 ranked pilots, as well as all ranked women pilots. Any unranked pilots who want to be on the US team will be accepted by the office on a first-come, first-served basis. Ranked pilots will be accepted onto the team in order of rank, and before any unranked pilots. Decisions on this have to happen pretty soon, so if you want to be on the team, call the office.

The World Hang Gliding Series will have 5 meets this year, in Korea (\$26,000 in prizes) May 2-5, in Greece June 15-20, in Norway June 28-July 5, in France August 7-17 and in Telluride August 21-27. All of the meets will feature speed gliding and XC, except Telluride which will be speed gliding and freestyle. All directors have contact and entry info for these meets.

The Tandem Committee eliminated the requirement to hold a basic instructor rating to get a tandem instructor rating. Candidates for a T-3 rating still need to attend a tandem instructor clinic and complete all of the other requirements, but they no longer need to attend a basic ICP and be certified to do training hill instruction. Tandem instructors who are not also basic or advanced instructors will only be allowed to sign off student ratings, not Hang/Para 1 and 2.

USHGA changed its insurance carrier from Transamerica to Acordia. This resulted in a reduction of our insurance premium from \$133,298 for 1996 to \$103,147 for 1997. At least in part, this reduction in premium was due to the waiver. According to Phil Bachman, the first question that the Acordia agent asked was whether we had a national waiver program in place.

Expenses for the lawsuit filed by Dan Brown have already amounted to \$18,000 for 1997 (which is more than USHGA's total 1996 legal bill of \$16,000) and could climb as high as \$50,000. In 1996, USHGA ran a loss of \$28,693 on revenues

of \$1,014,344. Losses for 1997 are projected to be similar, but depend heavily on the lawsuit costs. As a result, USHGA will be asking members for a voluntary donation of funds to offset these legal expenses. Once the lawsuit is resolved, any leftover funds from the contributions will be placed in the site maintenance account.

At the general membership meeting prior to the BOD meeting, the proposals to change the membership classes were defeated. The BOD called another general membership meeting for the day prior to the next BOD meeting (Thursday, November 5, 1997) at Kitty Hawk, NC, for reconsideration of the same two measures. Unlike this time, the BOD and office will endeavor to give greater notice and opportunity for discussion of the proposals, and will make proxy ballots more readily available to the membership. The board passed a resolution saying "Resolved, that the board acknowledges that it has

(Continued on page 8)

1997 CBCC CALENDAR OF EVENTS
(as we know them so far)

April 19-26?? East Coast Challenge (Dunlap, TN)
May 2-3-4th Instructor Certification
Jim Reynolds 360-357-5203
May 16-17-18th Chelan Beach-in
Marilyn Raines, 509.682.2252
June 7-14 Sandia Classic (Alb, NM)
Mark Mocho 505-298-2922 mmocho@Rt66.com
June 21-28 King Mountain Meet (Makey, ID)
GW Meadows 919-480-3552 Fax 919-480-0117
June 29th-July 5th Canadian Nationals
Sun Peaks (NE of Kamloops)
Ian McArthur, 250.828.0174
Sun Peaks Speed Hang Gliding Championships
Same time and place as the Nationals
Ian McArthur, 250.828.0174 ianm@mail.netshop.net
June?? Region 5 Regionals (ID)
Frank Gillette?, ?, ?
July 2-6th Lakeview Fly-in
July 7-12th Chelan XC Classic
Brian Scott, 827.9024
July 19-26 US Nationals (Lakeview, OR)
GW Meadows 919-480-3552 Fax 919-480-0117
Ian McArthur, 250.828.0174 ianm@mail.netshop.net
late Aug/Sept?? Grouse Mountain Fly-in
August/September?? Mosquito Bite
Bob McFee, 360.494.2961
Labor Day wknd?? Cache Creek BC Fly-in
Labor Day wknd Rampart Ridge Fly-in
Scott Rutledge 284-6147
August 23-24th Can-Am
Frank Hollinson at 604-273-8498
Oct. or late Sept.? Chelan October Fly-in
Marilyn Raines
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 re dates, person responsible, and their phone number and/or e-mail address, please call 206-322-1184 or send me an e-mail message at davis@halcyon.com.

(USHGA BOD Report, continued from page 7)

done a poor job in the past of making the membership aware of significant changes to be made. In the future the board will give advance notice and solicit membership input before significant changes take place."

Tim Herr submitted a proposal for a complete rewrite of the USHGA bylaws, as well as a set of modifications to the standard operating procedures (SOPs) in order to bring them into conformance with California law. The board decided to make the proposed bylaws available to the general membership for comment before taking action on them at the fall BOD meeting. Look for them on the USHGA web page once it's up and running. The bylaw proposals are written assuming that the new membership classes will be enacted at the membership meeting.

The ARAC (FAA committee that's in charge of preparing a proposal to update FAR part 103, the law under which hang gliders and paragliders operate in the USA) has recognized that requiring certification of gliders and pilots for tandem operation is impractical. It is likely that the final report of the ARAC committee will propose keeping the system as it currently is, with a general prohibition against multi-place operation and aerotowing, and exemptions granted to USHGA (as well as to other organizations).

The BOD will be starting an "Issues" column in both magazines in which people from the BOD and office will answer questions posed by the membership. Bill Bryden will handle the first column, and others may handle future efforts, depending on how it works out.

The Publications Committee directed Gil Dodgen (the editor of Hang Gliding and Paragliding) to determine the financial effect of combining the two magazines into one. This proposal is being considered to address two different problems. The first is that paragliding members only get six magazines per year, while hang gliding members get twelve, which seems unfair. Also, there's a pretty good chance that we could save a bunch of money by doing a single, large print run. The economics of printing are such that there are very large economies of scale. The BOD is interested in comments from the membership about possibly merging the magazines.

The Safety & Training committee passed a plan to provide scholarships for women to attend ICPs. These scholarships would cover 50% of the fee for the clinic, and would require that for the next two years the woman receiving the scholarship participate in two events per year that promote USHGA activities. 5 scholarships per year are available. Contact the office for details.

The committee clarified the policy regarding USHGA ratings and IPPI cards (which are international rating cards). Foreign pilots with IPPI cards may fly at USHGA sites as if they have the equivalent of the rating needed for the site (and meet other local requirements), but will not automatically qualify for a USHGA rating card at the equivalent level. To get a card, the pilot will have to be signed off by a rating official (Examiner, Observer, Instructor). This does not affect the countries with which USHGA has reciprocal rating agreements.

The Accident Review committee removed Bob Hannah as the paragliding national accident review chair, and asked the President to appoint a new chair.

In the final General Session, Russ Locke stated that he is looking at proposals to radically alter the structure of the BOD in order to streamline operations and reduce costs for meetings. He will produce a proposal that he will circulate at upcoming meetings.

While the specifics of the proposal haven't yet been determined, it is likely that it will reduce the number of directors on the board and shift from two meetings per year to one.

The Spring BOD meeting is the occasion for presentation of awards. Region One pilots managed to garner a lion's share of the awards with Jim Donaldson of Cascade Lines winning the Newsletter of the Year Award, and C.J. Sturtevant, Lionel Space, and Pam Kleweno claiming Commendations. C.J. was recognized for her efforts to preserve Mt. Si for flying and for organizing the Women's World Team fundraising operation. Lionel received his award for his excellent competition scoring program used at many of the major meets. Pam has been active in the paragliding community as a social chairperson, newsletter editor and U.S. Paragliding Nationals staff member.

Other awards were: Chapter of the Year: Northern California Foot-launched Pilots Association, also recipients of a special NAA commendation for their sponsorship of the annual Super Clinic. FAI Diploma: Dennis Pagen for years of service to the sport internationally. Presidential Citation: Dan Buchanan for his showcasing of hang gliding at air shows. Exceptional Service Award: Tim Herr, USHGA's volunteer attorney. Commendation: Bob Beck for his efforts in saving the Hyner View site in Pennsylvania. Special Commendation: Emma Jane Carbaugh, friendly owner of the landing zone for the past 20 years at the High Rock flying site in Maryland.

5th Annual Stanwood Challenge

Tim and Joy Martin invite all hang glider pilots to be the first person in 1997 to land at their house, near Stanwood, on a cross country flight. Launch must be from a mountain site (no tows). The Challenge went unclaimed in 1996. Jeff Bowman won it the previous 3 years. The prize will be a choice of \$100 cash or a "wild" dinner for you and your family at the Martin house, with a take-home pack of seafood from Tim's personal stash. Your choice of salmon, halibut, crab, venison, etc. Also Joy's garden veggies and salad. (Hint: if you like food take the dinner, ask Jeff).

In the interest of safety and navigation we ask all pilot unfamiliar with our area to call us and stop by to check on the location of the windsock, ditches, wires, etc, in addition to finding the place. Find a witness or take a picture of your glider in front of the barn for verification if we're not home. 15 acre LZ

Call Tim or Joy at 360-629-4357 or FAX 360-629-6594 for directions

Letter from Bill Bryden:

Response from USHGA President on the Dan Brown lawsuit

The USHGA office has received some inquiries concerning the recent lawsuit and postings to the internet discussion group. The office has received copies of several newsletters with published comments pertaining to the lawsuit or from the Plaintiffs. We have reviewed some of the net postings and information being disseminated as if it were fact. Much of it is erroneous or misleading. Unfortunately, a few club newsletter editors have reprinted some of this making no apparent effort to contact the USHGA or make other attempts to verify the veracity of the allegations. The record needs to be set straight.

The Lawsuit

Several postings have been made regarding the lawsuit and efforts by Mr. Brown et al. They have not been complete and consequently present a potentially distorted view of the litigant's progress. Here are the facts to date, all of which can be corroborated with court records or other documentation.

25 Nov 96, three days before Thanksgiving, Mr. Brown faxed a memo to USHGA headquarters stating that if the waiver requirements for membership were not removed by 1 December 96, the Monday after Thanksgiving, he would sue. No copy of any suit was provided. When asked to send a copy to USHGA directly, Mr. Brown refused. Mr. Brown has mailed or faxed various threats to sue the USHGA at least 6 times, dating back to 13 July 95, and not all related to the waiver.

27 and 28 Nov 96, Mr. Brown faxed to USHGA legal counsel, Steve Smith, drafts of a motion (not the lawsuit itself) he claimed would be filed. These faxes, received on Thanksgiving day and the day prior, again stated he would file suit the following Monday if the USHGA did not remove the waiver requirement by then.

9 Dec 96, Mr. Brown notified the USHGA that on 12 Dec 96 he would go to the Court Ex Parte and request that the Court issue an order to show cause (an order requiring USHGA prove to the Court) why a preliminary injunction should not be issued preventing the USHGA from requiring the signing of a waiver as a condition of membership pending the conclusion of his lawsuit.

12 Dec 96, Mr. Brown filed a lawsuit against the USHGA, requesting the Court to issue "a permanent injunction enjoining Defendant USHGA, its agents, servants, employees and all persons and organizations acting under, in concert with, or for them from requiring endorsement of a waiver as a condition of membership." The lawsuit also requests the Court to order USHGA to pay Mr. Brown's attorney fees for prosecuting the lawsuit.

12 Dec 96, as per the Court's records, the Court denied Mr. Brown's motion requesting an order for the USHGA to show cause. The judge did not hear arguments or even meet with counsel. The judge's clerk informed the parties that the requested order to show cause was inappropriate and the Judge denied it, and suggested the Plaintiffs get on the Court's calendar seeking an injunction if desired. A date of 27 Jan 97 was tentatively scheduled by Mr. Brown.

13 Dec 96, Mr. Brown attempts to serve Plaintiffs complaint on

USHGA by delivering a copy to the office of USHGA attorney Tim Herr. Service was defective under California Code of Civil Procedure Sections 416.10 and 415.20.

24 Dec 96, Christmas Eve, several discovery requests from Mr. Brown were left with the receptionist desk at the office of USHGA attorney Tim Herr. The discovery request was ignored by the USHGA and its counsel because there was no legal obligation to respond and there was no point to expend the dollars and effort doing so. California law requires at least 10 days after the service of a suit before discovery requests may be legally served. No suit had been served. Only threats and drafts, which differed from the suit actually filed, had been faxed.

10 Jan 97, Mr. Brown properly served legal notice of a lawsuit against the USHGA seeking a permanent injunction against requirement of a waiver as a condition of membership and legal fees for his efforts.

21 Jan 97, USHGA legal counsel acknowledged the lawsuit and served Mr. Brown with official objection to the "discovery" improperly served. Mr. Brown properly served the discovery in February.

27 Jan 97, no court appearance for a preliminary injunction occurred. Mr. Brown failed to file the notice of motion with the court formalizing the tentatively established date. On 29 Jan 97 Mr. Brown filed a notice of motion with the court for a 27 Feb hearing date on his motion for preliminary injunction.

27 Feb 97, the Court denied Plaintiffs' request for a temporary injunction prohibiting the USHGA from requiring a signed waiver as a condition of membership. To have obtained the order, the Plaintiffs needed to convince the Court they would likely succeed in a suit seeking a permanent injunction. They did not convince the Court.

Internet Postings by Plaintiffs

The Plaintiffs have posted comments to the hang gliding internet discussion group that are incorrect or seem to be contrary to their actions with respect to the lawsuit. I present these directly and the readers may draw their own conclusions regarding the motivations and truthfulness of the Plaintiffs.

Mr. Brown posted on 10 Dec 96, "The USHGA has been sued many times paying thousands to claimants always keeping the lawsuits secret fearful the members would learn about the misconduct and the people responsible." On Mar 10, he posted, "From what I have learned about the lawsuits against USHGA that it has kept secret, USHGA has been sued several times for damages caused by individuals operating for profit businesses." Mr. Brown was informed by USHGA legal counsel in a letter dated 31 May 96 that previous, yet similar claims of his were false. Since Plaintiff, Vic Powell was President, over 15 years ago, the USHGA has been sued exactly twice as a result of any injuries sustained by a pilot. One of these was a tandem accident Mr. Brown has cited on numerous occasions. Both cases were dismissed. In neither case did the USHGA pay out "thousands to the claimants." In fact, no money was paid by USHGA or on the behalf of the USHGA by any insurance company to either claimant. Mr. Brown was informed of this long ago. The current lawsuit filed by Mr. Brown is the third suit served against the USHGA in this period.

(Continued on page 10)

(Letter from Bill Bryden continued from page 9)

Payment to third parties by our insurance carrier has occurred for injury and damage member pilots caused to non-participants. Most of these were minor claims, a few thousand dollars for damage done to cars or other property but a couple were significant personal injury claims. The member pilots would have been liable for these damages out of their own pockets had USHGA insurance not paid for them. There was also a libel suit with damages awarded against a hang gliding club that was a USHGA chapter. The suit was not against the USHGA though the insurance which protects members and chapters did cover the damages - USHGA's insurance now excludes coverage for libel suits against its members and chapters.

Mr. Brown posted to the net on 12 Dec 96, in response to criticisms on the internet about his collection of attorney fees, "I will agree in writing to waive attorney fees." On 6 Jan 97, he was sent and was asked to sign a written stipulation to that effect to be filed with the Court. Mr. Brown refused to sign it. He sent a response dated 9 Jan 97 stating that his offer to waive attorney fees was withdrawn because USHGA's legal counsel was making it difficult for him to prosecute his lawsuit. He did not post his refusal to the net. This was prior to his proper service of the lawsuit and his conformance with the law as to the service of discovery. On 31 Jan 97, Mr. Brown offered that if the USHGA would accept his improperly served discovery, he would reconsider his opposition to waiving his attorney fees. To comply with litigation procedural rules, USHGA's counsel suggested that Mr. Brown simply serve the discovery properly (all that was required at that point was for Mr. Brown to mail copies of the discovery to counsel's office).

Mr. Brown posted on 12 December, "The lawsuit does not challenge or contest the necessity of waivers to protect landowners from injuries caused by allowing hang gliding on their properties." On 23 July 96, he posted, "In principle I do not object to a waiver but the Termination provision appears on its face illegal serving no legitimate interest and it and the extra territoriality aspect, probably unintended, should be eliminated." On 12 April 96 he posted, "The revised waiver has validity and I am inclined to sign but not if its purpose is to prevent members from learning the full details about the woman's death." While Mr. Brown's postings indicate that Mr. Brown is not opposed to the concept of a waiver, the lawsuit indicates the contrary. In the lawsuit, the Plaintiffs are seeking a permanent injunction. The lawsuit attempts to forever prohibit the USHGA from requiring any kind of waiver as a condition of membership - "a permanent injunction enjoining Defendant USHGA, its agents, servants, employees and all persons and organizations acting under, in concert with, or for them from requiring endorsement of a waiver as a condition of membership."

Mr. Powell has posted repeatedly his views about USHGA provided insurance and the lack of need for it. "US Forest Service and BLM don't require liability insurance, waivers, or USHGA membership." "There are many places in the nation that do not require insurance, including the millions of acres of the US Forest Service and the additional millions of acres of the Bureau of Land Management." In the lawsuit filed against the USHGA and posted by Mr. Brown to the net, the Plaintiffs swear under penalty of perjury, "Plaintiff Vic Powell's membership expires March 31, 1997 and he will not renew his membership if he is required to endorse the Waiver. Without membership in Defendant USHGA and its insurance policy, Plaintiff Vic Powell will be unable to hang glide at flying sites near his residence." Interestingly, on 14 Mar 96, Mr. Powell posted to the internet,

"Get rid of the insurance program."

The suit states, "Without membership in Defendant USHGA and its insurance policy, Plaintiff Gene Hilborn will be unable to hang glide." Similar statements are presented for Plaintiffs, Michael Carlyle, Daniel H. Brown, and Thomas P. Carey. All four of these Plaintiffs also signed statements, under penalty of perjury, that they would not be able to fly hang gliders period, unless they were members of USHGA and had its insurance. Mr. Powell's signed affidavit stated he could not fly near his residence without USHGA membership and insurance.

Editorial Comments:

Clearly, as Mr. Powell himself stated, "there are many places [to fly] in the nation that do not require insurance" There are probably locations not unreasonably far from each of the Plaintiffs not requiring insurance. One might question which, if any, of the Plaintiffs intentionally committed perjury swearing they could not fly if without USHGA insurance, and could they be less than truthful when not subject to legal punishment?

It is unfortunate the Plaintiffs feel compelled to file a lawsuit against the USHGA. They are costing the USHGA money to defend this action and taking staff time away from other efforts that directly benefit the membership. Mr. Brown is compounding this by requesting information in his discovery irrelevant to the waiver. For example: "If membership in USHGA is required for certification of hang gliding records, summarize all complaints including but not limited to those made by Larry Tudor and Larry Strom to USHGA alleging failure by USHGA to timely process the records." This kind of request has nothing to do with the issue in the lawsuit. The USHGA is still legally obligated to respond and/or file motions with the Court objecting to these silly requests, either of which require time and money.

Mr. Brown professes knowledge about lawsuits against the USHGA and alleges secrecy and cover-up. He was informed long ago about deficiencies in his self proclaimed knowledge of the suits. Mr. Brown was asked to stop libeling the Association yet he persists in his attacks both on the net and in the lawsuit. It appears, further action may be warranted.

It is understood some pilots still agitated over the waiver will view this posting with skepticism and doubt. I cannot help that. To me, a thinking person should view comments from the Plaintiffs with a degree of skepticism, especially newsletter editors considering re-printing their comments.

Bill Bryden
President of USHGA

The annual Tiger Fly-In...

...was a great success this year! The flying conditions were great and everybody had fun. At one point I counted 120 people in the LZ (pilots and spectators.) We had 61 pilot entries and probably 25 more pilots as well. The public actually came into the LZ and were given a good chance to learn about our sport. Many pilots got high and went far. Lenny Baron made it over Mt. Si on his HG and CC Cunningham, on his PG, went past North Bend to land near the truck stop. This is the longest PG flight so far this season from Tiger.

Special thanks to Bob and Ruth Reich for the great spot landing contest. They came up with over \$1000 in prizes from the event sponsor, the Albas Marketing Group, a Sony distributor. The great food was prepared by Gigi Gelfan, who stayed up very late the night before so that we could have some great "home cook'n." Special appreciation thanks also go out to Bob Hannah, Steve Alford, Lisa Little, Gerri Baldwin, William Baldwin, Jim Reynolds, Kim Smith, and all the spot landing judges who helped make this event run so smoothly.

The \$600 Sony car stereo was won by the very lucky "Skyout" Kraske. The glorious "Whack!" award went to "Face Plant" Cummings. The HG first place Spot Lander was Aaron "Bullseye" Swepston and the PG first place Spot Lander was Mike "Hit the Spot" Green. The second

through fifth places were won by Avirett, Engles, Alford, Austin, Johns, Peter, Adler, and Poster.

One of the spectators came up to me and thanked us so much for helping his family have such a fun time. The next day, I ran into one of the LZ neighbors at the Safeway in Issaquah. She complimented us on how well we kept the parking situation under control and that she really enjoys watching us fly.

Hearing these types of comments from the general public is why we have the Fly-In. Good Public Relations goes a long way in keeping our flying site secure.

-Ken Seligman,
Your Tiger Mtn. Representative,
CloudBase Country Club

- CLASSIFIEDS - CLASSIFIEDS - CLASSIFIEDS -

147 WW Super Sport, Extra D-tubes, Blue and White. \$1,200 Must sell do to injury. 509-682-3479

Wills Wing Falcon 195 - Low airtime, excellent condition Wills Wing Knee-hanger harness w/22 Gore PDA Reserve. The wing is Magenta/White/Yellow. The harness is blue w/black webbing. I'll take offers on both. I'd prefer to sell as a package or I'll sell the gear separately. Dan (206) 806-9633 H (206) 882-8080 x53104 W

WW 165 Spectrum (1994) Dbl. surface, folding speed bar. Spare D.tube and trng. wheels included. Used only one season 54 hrs. Comes with batten chart and manual. White top w/blue leading edge and blue/bright yellow-green under surface. This is a great glider to learn on. Immaculate condition and very well cared for. \$2000. - Ken 206-746-0234

WW Z3 Harness with extra XC pouches for taller pilot 5.8 - 6.2. Mint condition. \$350.- Will also sell **large chute**. Call Johann @ 206-232-6839 or e-mail: JohannP@microsoft.com

Hang Gliding Magazines, Over 10 years worth, some months have more than one copy, Complete your collection, \$35,

Big Faired Comet Down tubes, these are the big ones (about 6" deep), got any use for them? \$50 Paul (206) 557-3724

145 WW AT in very excellent condition, 71

hrs on new sail and never a hard landing. Blue undersurface w/rainbow nose triangle, lime LE and LL upper surface. Flies great \$1500. 155 Magic IV, red candy striped \$500. Larry Majchrzak 509-682-3479 skydog@televar.com

1984 Holiday Rambler Aluma-Lite Travel Trailer 34', AC, excellent condition. Forced to sell because of back injury \$5700. See in Chelan, call 509-682-3479 for information and appointment.

Vision MK4 Eclipse 17 Exc. cond. \$995. call Rob 206-862-0358

Vision Pulse 11m. Like new (2 hrs), beautiful custom sail: \$1850. Matching-color pod harness (reversible back-pack, inside bags. etc.), like new: \$350. New res. chute: \$300. Sacrifice ALL for \$2400 (cost me almost \$4,000) Call Byron at 800-562-3301 days

Ramair 154 - Blue leading edge. Near primo condition. \$1500. davis@halcyon.com. 206-322-1184

XC 155 - Asymmetric red/blue with new white leading edge. Primo condition. \$2500. davis@halcyon.com. 206-322-1184

92 Super Sport <50 hrs Pro blue LE, blue, lime, Grey, white under. Exc. cond. \$1,995.

High Energy Pod Grey w/blk stripe, Free Flight 22 gore PDA chute, BRS rocket - good

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153 Super Sport Int. glider, Red, White, and Blue. Extremely good cond. \$1,750

165 Dream Good trng. glider. Maroon, Max hookin -140lbs. Extremely good cond. \$750 Ben - 360-299-0415

High Energy Tracer harness, blue, excellent condition. For pilot 5' 8"- 6', 160-180 lbs. \$250. 360-293-3282.

Deluxe and triple stout hang gliding rack system for small pickup truck. This handicrafted, over-cab design has four bars, all padded and includes the removable front bumper rack. Your glider will be transported in luxurious comfort down the highway and up the most rugged mountain. All welded steel construction. It worked on my '87 Toyota and would work on your rig too!!! You will not find a nicer rack (well maybe at Hooters) \$250 OBO, \$200 if you give me a ride up SI. Lenny Baron 206-742-7195

WW X-C with winglets, fanatical care ; not a mark anywhere. I'm only selling this wing because it has a kingpost, will deliver. \$2600 Larry (509) 458-4444 lstrom@comtch.iea.com

Airwave K2, excellent condition. Green & Black. 2 bags (Heavy duty & XC), winglets. \$1550. 299-8925, 293-2011.

T NEWS and VIEWS T

April 1997

* I had another California trip with a lot more airtime than the last. I did however manage to return with the flu - ug Calif. style. I did not get to fly the Fusion again as the only ones available were shipped to Europe. Production starts now so we will see them soon. The 147 Ultrasport has proven to be a class act. Climbs well, turns easy and lands easy. Not quite the high speed LD as the XC but no slouch either. I skied the masses at Marshall one day and flew everywhere getting to 8200 MSL. For about \$800 cheaper than an XC, I'm sold.

* Far Up Hang Gliding will begin instruction April 18th. WEATHER permitting. As we did the last few years we will start locally, then head for Cape Kawada and Dog Mt.

* On a sad note Tom Sapienza of Airtime Oregon in Eugene, a long, long time and instructor was killed Friday, April 4 in a hang gliding accident. He left his mark in the hang gliding community and will be missed by many.

* Say you are on final and looking at a fence in your path that seems to be right where you are going to land. What now? The best method to deal with this situation is to pull in and aim at the top of the object (fence) in the way. When you get close if you are still pulled in ease out on the bar and fly over it and flair. If your bar pressure is almost gone then flair real hard early and drop down in front. You must not flair sorta hard or the glider will climb and you flair soon enough so the momentum won't carry you into the object.

* "Once you have flown you will walk the earth with your eyes turned skyward, for there you have been and there you long to return." L da Vinci

* When landing your glider it is critical to make sure your glider has it's wings level before you flair. A common mistake is to make corrections into the wind right before it is time to flair. Pushing out with the wings banked is a TURN and will result in an unusual impact attitude. The best you can do is make minor corrections on final, stay level and flair harder with the downwind side. If you have already done the deed then move to the high side, ease out slightly and run out the landing. Avoid trying to flair as it will increase your bank and potential for catching a leading edge.

* We have lots of beautiful trees here in the Northwest so thus lots of potential to land in one. If a tree landing seems very likely it is best to make the decision, pick a good tree and go for it. Many serious accidents have occurred by catching a wingtip trying to avoid a tree and spinning into the ground. Make a good flair into your tree just below the top and grab all the branches you can. Use the rope you carry with you or your chute bridle to secure yourself, then unhook and climb down your chute lines. Good Luck.

* When air laying over a sun warmed patch of earth becomes warmer and less dense than the surrounding air it rises upward - a thermal is born.

SIGNS YOU ARE A HARD CORE PILOT

(Selections form the internet)

- Your nickname at work is WingNut.
- You root for any thermalling bird.
- Your favorite radio station is NOAA.
- You only work to support your hang gliding.
- Your glider is worth more than your car.
- Your arms and shoulders are always sore.
- You walk around all day with a camelback.
- You coach paper bags you see in thermals.
- You own at least 3 hang gliding T-shirts.
- You own only hang gliding T-shirts.
- You drive six hours for a one hour flight.
- Non flying friends have forgotten your name.
- You have only \$300 in savings and you think GPS.
- You forget what non-soaring friends look like.
- People no longer ask if you saw the game.
- When you're not flying you're reading the magazine.
- Sex is something you do when it's not soarable.
- You know what a Turkey Vulture really looks like.
- You start pushing out when your alarm clock beeps.
- You sneak a vario onto an elevator for a quick fix.
- Your furniture is made from broken hang glider parts.

**CBCC Officers
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Larry Jorgenson	Spanaway	206-847-4595
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Dan Harding ready to launch at Andersons Butte
Photo by Dave Duperon



**Send articles, ads, pictures, info to Kevin Cosley 25124 SE 23rd Issaquah, Wa. 98029
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