

Mid Air Collision:

Crowded Air space at Popular PG Training Site in light thermal conditions; Intermediate PG pilot with limited air time, looking over her shoulder to clear intended turn, flies into path of HG pilot coming out of backside of second turn in thermal. PG wing impacts with right leading edge of hang glider. PG experiences partial collapse and falls approximately 300' and recovers very near tree line. Since hang glider was banked in turn, there was little deviation to craft's flight path or oscillation. No reserves were deployed, both pilots continued to fly for another 45 minutes then met in the LZ to discuss the incident.

Conclusion: Both pilots were extremely lucky and both shared responsibility. Both were paying attention and had flown in same airspace on numerous occasions with out issue. Tiger Mountain has become a Paragliding training site and there are many novice and first altitude pilots in the airspace which often prevents the standard flight patterns from developing. Thermal flying in crowded conditions among craft with different airspeed is a challenge for both PGs and HGs of any skill level. It is often difficult to predict where a craft will be from moment to moment, particularly for the inexperienced pilot.

Lesson: When in doubt, yield, and find a less crowded area to work lift. " He who yields and flies away, lives to fly another day!"

July, 1997 CBCC meeting notes.

Intros: Kerie Swepston

Committee Reports: Christmas Party-Mike Daily is lining us a hall for a full fledged Party. We will vote on a budget, etc., at the August meeting.

Membership: Be sure you are paid up! Look at the expiration date on the label of your newsletter! Give Jeff a call at 702-8150 an see if you're behind.

Sites: Mt Si: Gene and company met with state senators to attach a rider to a bill to let vehicles involved in low impact sports access to Mt. Si and other areas. Great job Gene! To fly at Si call Steve Alford. He leaves at 9:30 am and sometimes he makes 2 flights a day. Grant, 271-7464, is available to drive mid-week but only with a steward on board.

Frailey: Access is currently denied.

Hopkins: Road is in and new. Work party needed-call Jim Reynolds.

Dog: Permission to cut trees for safety granted-Yea!

Black: Homesites being built in the area-be courteous. Stay out of the campsite area- meet by the little barn.

Tiger: 20mph signs in but its really 15mph. Tickets have been given to pilots. Please drive slowly. Dave little has verified a flight over the cascades. Wind talker-dial 2-tiger-2, then 223322. Try it a few times to make it work. After 2 seconds ring enter 223322 slowly. HG pilot and PG pilots involved in mid-air. PG pilot suffered a partial collapse, but thankfully no one was injured. Comments about this incident included: re-visit the 'rules of the ridge'; beware that paragliding thermal techniques are different including the technique of stopping in a thermal and floating up. HG pilot involved stated he would definitely evacuate the area if it's too crowded and locate another thermal. If he couldn't find another thermal he would land. Great attitude by one of our members. His quote, "Be safe to fly another day!!!"

Barr: Bill B. is still pursuing but.....

New Business: Russ Gelfan to go to world Air Games in Turkey. He will represent CBCC and the US-donations are appreciated. Classic Report: Conditions were tough: Top notch pilots from across the US came. Mike Barber took First place. The event raised \$2,000.00 for the site fund. Great work Brian Scott! Tom and Lori will be in charge next year.

Turkey of the Mo: Butthead who incited injurious incident at the classic.

Eagles of the Mo : Dave Little- Flight over the Cascades. Allan and wife- picking up the garbage at Blanchard. Kerie Swepston-Flying Great at the nationals.

Eaglet: Johann Pogh.

Immature Eagles:New Pilots doing First Altitudes: Ben Anford, Marcello D'Amedia, Greg Casey, Kevin Casey, Tom Abin, Bill ItoIcomb, and John Carlin.

Coming up: Can-Am. August 21-23.

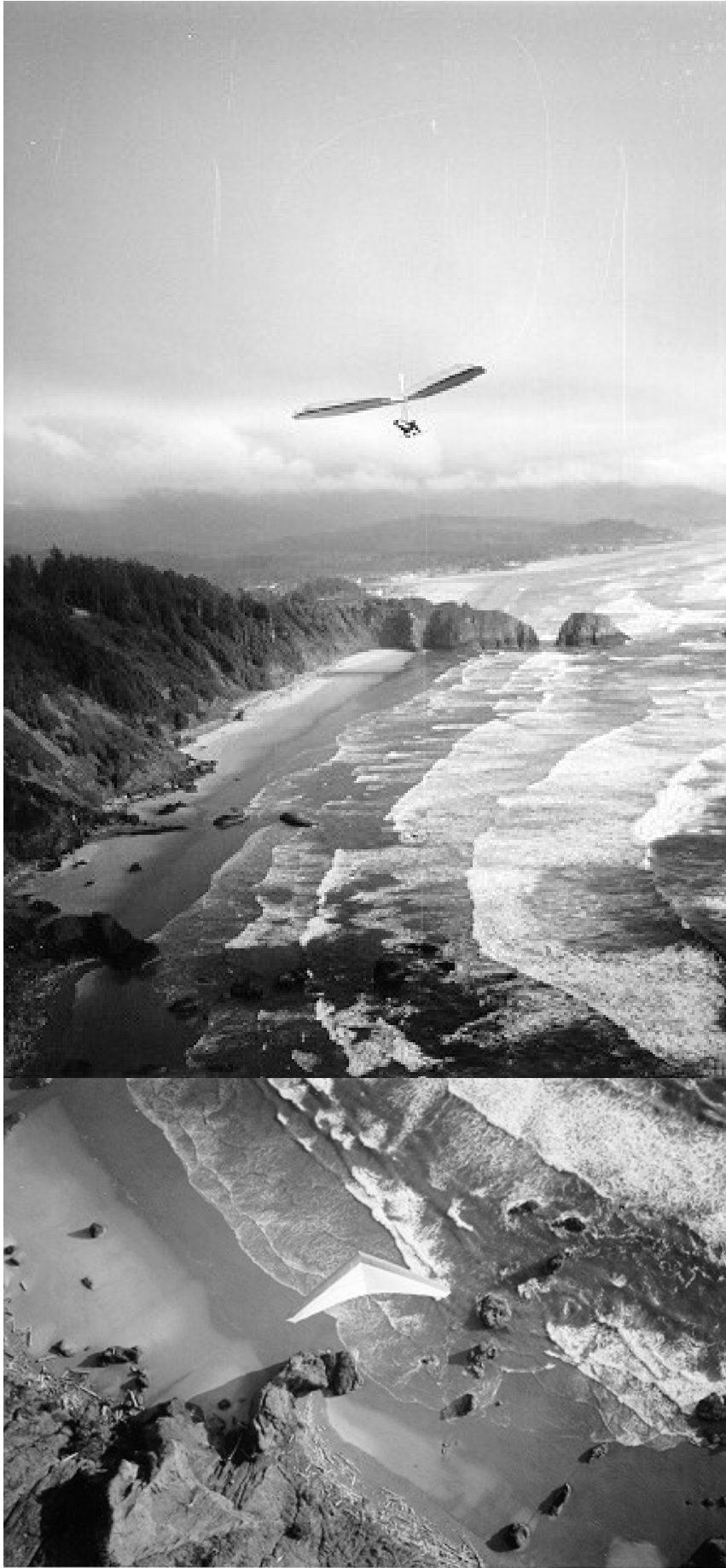
Ralph Senter opened up his wallet and bought the plywood.

John Greenlaw got his hammer and nails.

Now Dog Mt. has an improved and safer North ramp.

THANKS GUYS!!





Log Book

Those pictures to the left are me flying at Ecola State park in Cannon Beach Or. (That new site I was telling you about) Photos by Gordon Pollock. For info on flying this site call Pat Erwin @ 360-254-2160

Dave Duperon has been doing a great job hosting and improving the Log Book web page. He has recently added a page for buying and selling HG equipment. The URL is http://www.halcyon.com/synapse/hg_ads/welcome.htm

We instructors at NWIC have 3 students who are paraglider pilots and are now having a blast on their falcons. Here's an e-mail one of them sent to me.

"A few paragliding buddies and I went to Saddle Mt near Vantage last weekend. It was great! It was blowing about 15 and started out as a great ridge-soar and quickly turned into a mostly thermal flight. After the thermals started kicking all the PG's went and landed and left the whole place to me and my Falcon. I was 1000 over numerous times and flew for more than two hours. It was great thermal practice and I really tried to stay centered but still I was spit out numerous times. The PG's were taking collapses all the way to the LZ and I was totally comfortable in the mighty Falcon as I watched them all go down with speed bars and big ears. It was also fun to fly around with plenty of speed to spare while the PG's were parked. Anyway, that was my longest Falcon flight ever and I loved every minute of it!"

Probably the landmark flight of the month was by Dave Little who on 7/25 flew over the pass from Tiger Mt to land passed the Lake Ketchless dam. This is not a flight for the faint of heart! Perhaps I can

* NEWS and VIEWS *

August 1997

* WW Fusion 150 - Welp those of you who are interested in the hottest gliders have been following the rise of the Fusion. It has performed real well, has no suprizes and is made by Wills Wing with the greatest factory and dealer support. I still have a demo so call and try it out! I hate to admit but my recent sky out successes are probably due to the glider.

* I did some towing with Rodger Moeder in Chelan the 3rd and 4th of July and visited Jeff Kohler at his vista sail loft. Jeff does a super fine job of sewing most anything including sails. Call him if you need assistance. He promises a fast turn around too!
DOWNWIND 509-682-7116

* After the loss of Tom, Jeanie Sapienza is going through the task of selling the assets of Oregon Airtime. She has gliders, paragliders harnesses, chutes, parts and equipment to sell. Please call her if you are looking. 541-998-1220 please fair offers only.

* Hey a lot of folks have showed up with dents and dings in their leading edges and keels. Most have

been flown a few times until someone says you could die when they fail. Please check your gliders carefully then if your dingy get some help.

* We have a lot of new pilots out there. Please keep your eyes open and assist these folks. You all have survival skills you have developed so pass them on. One of course is to use hang 2s as wind dummies to check conditions for thermals, turbulence, LD to LZs, or shears. **NOT!**

* **RULES TO LIVE BY;** Preflight your glider and harness, Hook your harness in then climb in, do a laydown hang check at launch prior to entering the airflow. Push with your shoulders at proper angle of attack. If you are yawing around on launch your nose is likely too high. Keep a light grip. You go where you look so look where you want to go. Clear your turns. The lower pilot has the right of way. Enter a thermal in the direction of those in thermal and not on the downwind side. Turn away from the ridge. Pass on the right. Turn in lift. Make your intentions known. Ask the locals. Focus on your target. Keep your hands level with your shoulders and head in front till you flair. Fly your glider till you put it down. Never leave an untied glider on vehicle. Always carry a 1st aid kit, shovel, fire extinguisher, and communications equipment. The ground is always unforgiving of error in pilot judgement.

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USHGA Book \$28.00, Hook knives \$14.50-HE 20 gore chute \$225-Second Chantz rocket- 2 BRS rockets 4!00 ea -Knee

hanger harnesses like new w/chute cont \$90 w/o \$75. Training wheels \$38 pr- Droge chute - Thermal Snooper-

Want equipment of want to sell, let me know. I can beat any price on products I handle !!!! If you need something at a club meeting or on the hill call.

Far Up Jim

(Continued from page 1)

I can recommend. There is a huge gravel parking area just northeast of the truck stop, but at times there may be vehicles parked right in the middle of the area. Before you venture that far, get your driver to check it out. Past the truck stop are possible bailouts, but you need to see them for yourself first.

HOT TIP:

Just east of North Bend, before the truck stop, there is a large field on the north side of the old North Bend highway that runs back to North Bend. This is the road that parallels I-90 to the north. This field is right where the access road from I-90 does a tee. Don't land there! The landowner is really nasty and will call the police. Some refer to this field as the "horse pasture."

SECRET:

East of the truck stop is a fire fighting training center. There is a freeway exit to the training center. Check it out, it's not too bad looking for landing. The gate may be locked, so get your driver to check first. It's way too far to walk out for hang gliders if the gate is locked. You really need this field if you plan on flying to the Bandera Airport along I-90, deep in the pass.

Going North Towards Monroe

This is a very easy route to fly. The first stop is the hill to the northwest of Preston where cummies always form. The bailouts include the regular Preston LZs as well as the private airport that is along I-90 between Preston and Issaquah. When crossing over the hill that's north of Preston, try to stay as west as possible. The best route for lift is to fly from the towers at Tiger directly north to the forested hills by the Fall City golf course. Staying over the hills will provide you with better lift than the valley. There are LZs everywhere in the Snoqualmie Valley. The only things to watch out for are muddy fields and cow pies.

Going North Towards Bothell

On this route you need to be familiar with the FAA airspace restrictions. From the towers at Tiger the first

stop should be just downwind of the gravel pit in Issaquah. This puts you over the Pine Lake flats. The LZs are plentiful for paragliders, but sparse for hang gliders all the way to Redmond. There is a possible couple of LZs along 228th AVE SE, but I've never landed in them and they look to be fairly uneven terrain, though large enough. Most pilots flying this route head directly up to Redmond, where the LZs get really plentiful. If you can get high enough and there are good cummies out west, try crossing over Lake Sammamish towards Microsoft (high-rises and funny shaped buildings) where there are some large bailouts. The lift is usually good over the forested area between I-405 and the Redmond valley.



"What luck, Williams! We've stumbled on the sacred downtube burial grounds!"

Going North in General

Flying north out of Tiger in a south wind will present you with two unusual problems found only here in the Puget Sound area, the Puget Sound convergence and the wind switch just north of the convergence. On typically unstable south wind days, the convergence will start north of Everett early in the morning hitting Tiger by late in the afternoon. Pilots flying near the convergence may find rain, hail, lightning, turbulence, very strong cloud suck, and much lower cloudbases. Be careful while crossing under the convergence as the lift is so strong that you may get sucked up into the convergence if you're too near cloudbase. On the way out of the convergence get as high as possible before heading north as this will be the last lift you get.

North of the convergence the wind will have switched to north and the ground will be wet from precipitation. Unless you want to fly back with the convergence, you will be on final glide as you head north. On exceptional south wind days (usually more SE winds) there will be no convergence to deal with. This type of condition is more conducive for longer flights to the north.

In the next installment of Tiger X-C Secrets we will discuss the X-C routes to the south. Tiger's longest X-C flights have been in that direction. We will also interview some Tiger X-C regulars for some insight on X-C flying at Tiger.

Happy Flying!

-Ken Seligman

- CLASSIFIEDS - CLASSIFIEDS - CLASSIFIEDS -

HP AT - Excellent condition w/ spare down tube, \$900. Litek vario, \$100. Full face kevlar helmet (large), \$75. Delta Airstream pod harness w/ parachute, \$200. Contact Jim Gallant at: Home: 206 935-7490 (Seattle) Work: 425 649-3336 (Bellevue) e-mail: jimg@corbis.com

Spectrum 144 immaculate cond. Folding speedbar and extra downtubes. (lands so good I never needed them) \$1,995. call Wendy or Doug at 360-897-6463

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Wills Wing Spectrum 165, 7:1 aspect ratio, nov. - int. glider, faired dt's, speed bar, used good condition, great flyer, \$1400. Willy, 360 730-0840, airhead@whidbey.com

Moyes Xtralite 147 Blue LE violet/red,

mint condition, 50 hours ball bearing VG, xc & weather-proof bags, \$2500.00/ OBO **Garmin GPS 45** for \$200.00. Cory @ (253) 770-0713 or Cory@foxcomm.net

Looking to buy: Harness for 5'11" 195lb pilot. Also a radio and vario. Call George 206-827-1960

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Vision Pulse 11m. Like new (2 hrs), beautiful custom sail: \$1,700. Matching-color pod harness (reversible back-pack, inside bags. ect.), like new: \$250. New res. chute: \$200. Sacrifice ALL for \$1,950 (cost me almost \$4,000) Call Byron at (360)396-4115 days

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Klassic 144 w/winglets Red/blue u-surface w/white eagle separating the two colors. No dings, no scratches, no UV, no dirt. immaculate. \$3,200. Jeff or Debbie 360-293-3282



Russ Gelfan says a big thank you to everyone at the last meeting who raised \$130 on the spot to help him with expenses on his upcoming trip to the World Air Games in Turkey.

Over 3000 pilots of all kinds from many countries will be competing.

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Steve and Clarice Alford	206-788-0308
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Observers

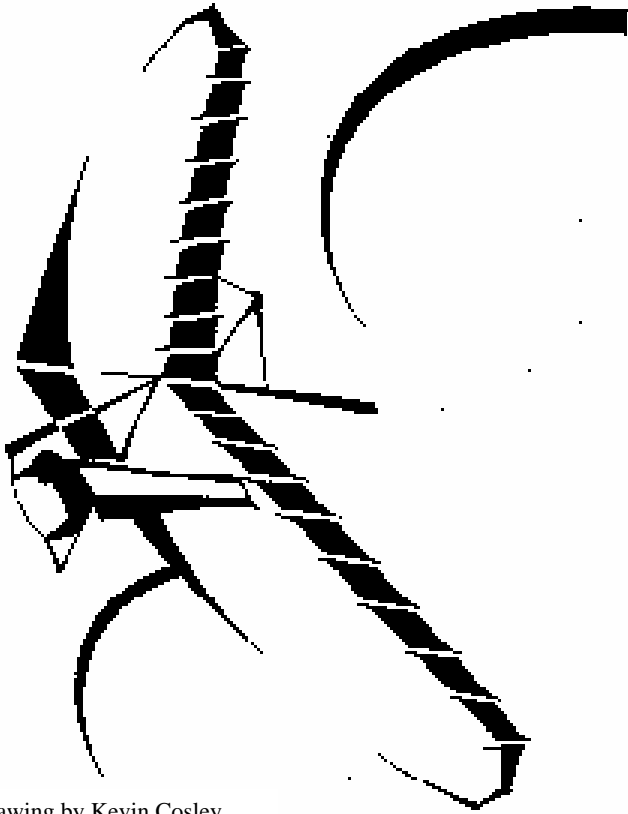
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Oregon Instructors

David Raybourne	503-524-7709
Stephen Sauerwein	503-520-1567



Drawing by Kevin Cosley

**1997 CBCC CALENDAR OF
EVENTS**

(as we know them so far)

Sept 13-14 Mosquito Bite

Bob McFee 360-494-2966

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

Marylin Raines

Halloween Party! the theme is

Gratefully Dead. Oct 31st at the

Gelfans

Time - Dark:30

206-367-8963

**Send articles, ads, pictures, info to Kevin Cosley 25124 SE 23rd Issaquah, Wa. 98029
ph 206-391-3631 E-mail - cosley@eskimo.com**



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