

PRESS RELEASE!
??TH ANNUAL
PARACHUTE
REPACKING
SEMINAR

sponsored by Wills Wing



Location: St. George School, 5117 13th Ave. S., Seattle (same old location)

How to get there: Exit I-5 at Columbian Way. Go East up the hill, at the 3rd light continue South on 15th Ave. In about 6 blocks turn right on Dawson. St. George School is on the corner of 13th and Dawson.

Date: Friday, February 21

Time: 4:30 until whenever the last 'chute is packed

Who should attend: All para and hang pilots who expect to soar during '97

Cost: \$30 if you pre-register before 2/19, \$40 at the door. Call C.J. or George, or leave a message with the bears, to pre-register. (206) 888-3856 or e-mail georges@nwlinc.com If you have never attended a 'chute deployment seminar before, be sure to mention that when you register or check in.

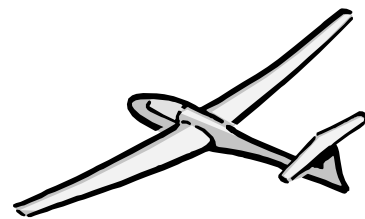
What to bring: your harness and parachute, and the packing instructions for your 'chute if you have that information. If you don't have a 'chute to toss, come anyhow. There's no cost if you don't get a repack, and someone may have an extra 'chute that they'll let you throw. Cookies or other treats are always welcome (to eat, not to toss!)

Rob Kells will have his usual assortment of videos and hot new items for show-and-tell hopefully including the new WW topless glider.

We'll have simulators for both hang and para pilots, and lots of packers. If you're having a problem with how your harness fits or feels, come with specific questions, and someone should be able to suggest/make the necessary adjustments.

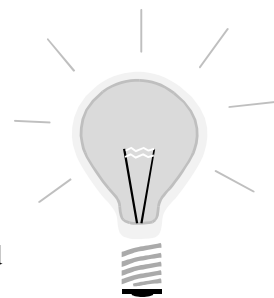
Be sure to check in and pay as soon as you arrive. We're trying a new system this year: You'll get a number when you check in, and the packers will call for the numbers in order. Hopefully this will mean less waiting time.

The annual
 Soaring Expo
 at the Museum
 of Flight



The Soaring Expo will be held Saturday and Sunday, March 1st and 2nd. Local sailplane clubs set up their gliders in the museum and many pilots are on hand with lots of info. It's a great chance to visit with some of the folks you've seen in the air over Eastern Washington! There's also a hang gliding static display and info table (courtesy of Cascade Soaring and the USHGA), and this year there will be a paragliding display (Bob Hannah?). Also, Paul Dees will be on hand with his Chanute glider replica. If it's not flyable that weekend, be sure to stop by the MOF (it's on the west side of Boeing Field). All the usual museum displays are there as well, including the old Boeing 707 Air Force One airplane which you can go inside! The usual museum admission applies (about \$6), but they will put your money to good use restoring old airplanes.

Ray Gach (our new safety director) has a tip for keeping track of when your hang loops need replacing.



When you install them, write the date on them with a permanent marker. Annual replacement is recommended but whenever you do it, at least you'll know how old they are.

**Tiger Mountain Adopt a Road
 Clean Up Program**

Sunday Feb 23rd 9:00 AM we will be meeting at the Tiger Mountain LZ to clean up our 2 mile stretch of road. Trash bags, vests, hard hats and gloves will be provided.

If it's a good flying day I'm sure we'll set some kind of speed record.

Call Mike Daily 883-2165
 or
 Ken Seligman 746-9421
 for details



hour, straight down the lane and its only a little hotter than the day before (89).

Still the day isn't without incident as a dust devil flips Len Paton's glider and his king post punches a hole in the glider next to it. Another glider with the same team is tied to a car and it smashes the car in the dust devil. The team almost breaks out in fist fights. Our team in contrast is full of giggles.

For the first time we have a start gate which consists of a homestead 10 kilometers to the north of the paddock. That combined with the light winds bunches the pilots up over the paddock waiting for the first person to take the start photo with their data back camera. Your time starts when you take the photo, but you don't want to be out in front.

I get off on the first tow right after Tim and there is a three person gaggle in the lane next to me as I tow up. It's easy to release and join them. We get to about 6,000' before getting to the start gate where we join forty other pilots. On all the other days I'm with only three or four other pilots at the start. No getting lost today.

The course line doesn't follow the Cobb highway. Within half an hour we are over the place that I landed the first day, when I towed out at 5 PM, and we are drifting back away from the road. I know that I'm going to have to go way off the road but there are plenty of thermal markers (other pilots) around and I've finally got good radio contact.

The gaggles spread out as we work our way north ten miles west of the Cobb highway. There are few landmarks other than dirt tracks and a sheep station every now and then. There are amazingly enough a fair number of streams and bogs. The streams here meander like crazy as there is no relief to tell them where the channel is.

Most pilots are staying high working between 7500 and 3500 feet. I always have three or four pilots in view. While I have a GPS I keep getting disoriented. You turn a few circles in a thermal and you have no idea what direction is what. I follow other pilots assuming that they know where they are going, but it feels like they are going in the wrong direction even when the GPS says they aren't.

At 120 kilometers along the course I see 30 pilots up in front of me. This turns out to be the lead gaggle. We had had high cirrus clouds come over and the ground started to get pretty dark. This hadn't effected the pilots around me, but it slowed down the lead gaggle. We join up and form a slow rising mass of 40 pilots. The sun comes out again.

As we approach goal the gaggle spreads out a little and we work scattered and light lift as the sun again goes behind a band of thick cirrus. We go on final glide from 5000 feet 10 miles from the Ivanhoe airport which is very distinct.

50 or 60 pilots make goal and we get back to town by 11 as

Sue is at the airport to greet us. My time to goal is less than four hours, far faster than I have ever flown 100 miles before. Neva and Tim land along the road having taken the long route. Neva's radio battery went flat as did Tim's vario. Neva lands about 2 miles from goal twenty minutes before sundown after flying for 5 hours. Mort (Mark Newland) makes it to goal with me in the first gaggle.

On the way home we see three emus and a few kangaroos. It is real impressive to see these giant birds that can survive out here. There is plenty of water in the streams as it isn't a drought year, but still they are so big. Most everyone here that travels a lot in the bush has a roo rack - a really massive bumper guard in the front of their truck. Lots of kangaroos get smacked on the highways and these western grays are big. You see them at twilight along the highway and wonder where they came from. We see some people out hunting for them as get near Hay.

We also see Pelicans (unbelievable), lots of Gallah's, and a massive wedge tail eagle. The pelicans hang in the fresh water ponds by the streams. It is hard to believe that there is any forward movement to the streams at all. Mort told us that last year he had landed near a small ditch and there we European carp in the ditch.

Rich, an American pilot, got lost on day four a long way from anything and had to sleep out in a field (paddock). His driver had to get him the next day after Rich got to a phone and he didn't get back to 1 PM on day five. The dutch pilot who was on the same team landed at sunset next to Neva on day five.

This meet is extremely well organized. They have a film developer on sight and enough computers to keep the scores coming pretty regularly. I don't hear many complaints.

They have ten FAI observers on site and have already filled out the paper work for you for the record attempt. All you have to do is photograph a specially set up chalk board. If you don't want to attempt a world record you photograph another chalk board.

The start gate is setup on the north west end of the paddock. The task is 62 kilometers to Booligol, 50 kilometers to south of Gunbar at the Five Oaks roads intersection with the mid western highway and back to the paddock. A total of 170 kilometers for a stated 150 kilometer triangle.

Tomas wins the day and sets the record. Nikki Hamilton wins for the women's record triangle distance and time. 30 people make goal.

With no wind, static towing without a dolly becomes a problem. You have to run fast and you don't get very high before the truck runs out of the field. Also the winds keep switching (they are light and variable) and we often have a tail wind - no good.

Also no wind means that the thermals in the center of the paddock suck the air from all side into the center causing

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everything side to have a tail wind. The thermals form in the center of the paddock because of all the tow vehicles stirring up the air. Before you would case the winds by moving from one side of the paddock to the other. Now they just tell you to stay put.

Pete Lehmann on the lane next to us is advocating the bungee start. Put twenty feet of slack in the rope, tell them to hit it, hold the glider back as long as you can and then run down the lane. Our truck is big and powerful and pops us up right away anyway.

I get off late on the third tow and work up from 400 feet. I'm getting an inkling of what you have to do to get up at the paddock when you don't just run into a thermal. I really search this thermal out. I follow the feel of the air till I get to it half way across the paddock. Even though I'm low (for me) I work it. Gives one good practice in getting up from low.

The course line is east of the Cobb Highway and the clouds (every one has a thermal under it) are even further east. It takes me almost three hours to get to Booligol for the first turn point. Nice to be able to get to 11,000' there after I almost go down.

Unlike the previous days there isn't lift everywhere. Only under the clouds and with lots of sink in between. Also today I am late and I am alone. Have to find the thermals on my own.

I make the turnpoint at 7 PM. Unbelievable that the lift is so good this late. I continue getting good lift as it takes only an hour and a half to make it to the next turnpoint. There is no paved road on the second leg, but our driver is under me. The two meter radios are working better than the UHF radios that the rest of the team has.

I go on final glide as the sun starts to set and glide for 15 kilometers to land at the second turnpoint. A really fun flight and it's great to be able to fly until sunset. The air is so smooth near sunset, actually through out the whole flight it is smooth.

Tomorrow they are calling for a pilots' meeting at 9:30 AM instead of eleven. They say they are going to call a three hundred kilometer task (longest ever in an Australian meet - 205 kilometers, and the longest tasks in the world are called in Australian meets). They want the meet tasks to average 100 miles a day (160 kilometers). And they want the cumulative distance flown (for the meet) to be greater than the circumference of the earth. Mad Dog and Tomas call a 236 kilometer (142 miles) task. The consensus here is that this is the longest task ever called in a HG meet. The goal is in Victoria (state to the south of New South Wales) and isn't on any of the maps that have been given to the pilots. At the pilots' meeting they tell us they will get us maps and GPS UTM coordinates out in the paddock. They want us there now so we can set up and be ready to go when the window opens at 1 PM.

It's blowing less than five out of the north switching from northeast to northwest as we set up. It is supposed to be above 100 today (as it turned out yesterday was), but we hear that we may be getting up to 14,000'. We are going to have to dress warmly.

They don't make enough maps, so all I get are GPS coordinates for goal. Never been this way before, just hope the GPS works. It's all flat and featureless anyway.

I'm the first one to tow up out of the paddock at 1:08. I don't get up, but ten minutes later I am up again and this time there is a thermal at the end of our lane. very convenient. Turns out everyone on the team needs two tows to get up today.

It's a slow climb out of the paddock and six other pilots come in below me as we work our way to 8,500'. We all meet up again 8 miles south and finally get a good thermal to could base at 10,400'. Cues had started to form just as I towed up the first time and now there are plenty of cues along the course.

We travel fast following the cloud streets. We only find lift under the clouds. Three pilots get away from me and the rest fall behind. For the first 50 kilometers I am able to keep the first three pilots in view and see where the next thermal is.

The wind is out of the northwest, but the goal is to the south west, so I continually work my way to the upwind cloud street. I fly most of the flight alone.

As I approach the Murray River (the state boundary) I have to work light lift to get up from 3000'. The Murray is a meandering river (aren't they all here) in a swath of Red Gum tress about two miles wide. No place to land. The widest spot is on the course line. I am able to climb to 11,000' just before the river and get across with 6,500'.

As one heads south there are actually irrigated fields and reasonable sized towns (even traffic on the "highways.") In fact, it is a mass of green fields on the south side of the Murray and I just hope there is lift.

I have to drift to the east toward the only cloud street, downwind, and off course line. I get down to 2000' before hitting the brown fields and 100 fpm up. Things become real slow as I am 5 hours into the flight, and it's now after 6 PM.

I work the cloud street heading south east getting further east of goal. At 7:15 PM I'm 30 kilometers due east of goal and ready to go on final glide into a big blue hole toward goal. The winds have died down to a 5 mph Northeast flow, so I should be OK.

The air is quite buoyant and I hit a small thermal at 20 kilometers out that gives me an extra thousand feet. The Ball Comp tells me to keep it at minimum sink (about 27 mph) and the GPS keeps telling me the direction to goal, which, of course, I can't see and have no idea what it looks like.

The late air is great. It's so cool just gliding and gliding and not worrying

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too much as I get down to 2500. A mile out I spot the goal with some gliders next to it. It's right where they and the GPS said it would be. I pull in and still make goal with a thousand feet.

Forty pilots make goal today. Unbelievable given the task. Tomas beats the next best time by an hour. Neva lands 32 kilometers short. Mort is there as is Steve Moyes, Mike Barber, Jon Durand, and David Adams.

The cumulative distance flown was twice the circumference of the earth. The average task was over 100 miles.

On day eight (the 236 kilometer task) Niki Hamilton set the world distance record for Women to declared goal. That is four world records are set during the meet.

The meet is the best organized meet that I have been to. Apparently this wasn't the case last year and they took all their lessons to heart. Mad Dog (Mike Slade) was the perfect personality for a meet director. He kept the complaining to a minimum.

GENERAL MEETING NOTES JANUARY 27TH

KERIE SWEPSTON CHAIRED MEETING

SITES:

NORTHEAST: Training hill at Marysville could be opened in a few weeks. Kevin Cosley is currently researching this possibility.

TIGER: The road washed out due to the snow-flood-snow but the LZ is holding its own due to the recent work on the drainage problem. The closed sign is N/A to us. Continue to use your Key with permit. The PG club cut down some of the blown over trees to keep the road clear-THANKS!

MT. SI: Gene Mathews and Leland (PG pilot) have been "getting noticed" by the state legislators-Jennifer Belcher specifically. They are working for interim site access. Hopefully it will turn into a long-term agreement. Buying an old gold mine to use for a launch site might be an answer (really).

CHELAN: Gene also working with the Airforce. The good news- 48 C-17's coming to McChord-yikes! This would mean 16,000 fewer takeoffs however. The bad news- 35,000 flights from the airport. The Airforce is aware of us and will post their routes with FAA flight watch service.

SOUTHEAST: Road to Hopkins: New grating the road but it's very "iffy". Consider it closed until further notice. Check with Jim Reynolds. Peterman & Dog roads have snow but they are passable. Limited access to Big South being explored.

BARR: Very bad news- Closed permanently. Thanks to new owners-John Hancock Insurance Company.

COMMITTEE REPORTS:

MEMBERSHIP: Jeff Johnson is the man. Check your name on

the newsletter and write your USHGA # on your check to help update the database.

SAFETY: Ray Gach taking the helm (I meant bar). If your not flying, check out your glider: wires hang loops, parachutes, etc. He also pointed out the cover of the recent magazine. The pilot's hang loop is draped over the carabiner closing clip-ZOWIE! Good job Ray.

Dog Mt.: Proposal sent in with figures for treecutting but no response yet.

Competition: Gigi Gelfan suggested making a living Chia Pet memorial trophy to honor the late Richard Beckett. The BOD consensus was that the general meetings need some more interesting ideas to keep attendance up and to put some more focus on the newer pilots and visitors. Examples included a BS competition, videos playing at the meetings, more great slide shows like the one Aaron Swepton presented, etc. Any other ideas welcome-call Russ G.

OLD BUSINESS: Cleanup day to be rescheduled for Sunday the 23rd-call Collette for details. Ken Seligman accepted his unique flying thermal locator from last year's party.

NEW BUSINESS: It's CBCC's turn to do the joint Christmas party for '97. Ideas needed and committee is forming. Call Kerie Swepton if interested. Regarding Chelan, a letter from the DNR stating special use permits will only be granted to another governmental agency. Looking for a sponsor short term. Larry? is trying to get a lease for the top of the Butte. This is for organized events only-not for personal flying, eg. The Classic, Regionals, Nationals, Beach-in, etc.

EAGLE OF THE MONTH: Davis Straub for flying down under and reporting back.

TURKEY OF THE MONTH: Davis Straub for writing such looong envy producing reports for us to drool about.

ANNOUNCEMENTS: Chute clinic on Friday, 2/21. Call CJ for details. Jim Reynolds leaving for Calif-Mexico for one week. Cost is \$250.00. Soaring Expo March 1-2 at the Museum of Flight.

SPECIAL THANKS: Aaron Swepton for a mind-boggling slide show.

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.

BOD MEETING MINUTES 1/13/97

Present:

Bill Bolosky, Ray Gach (substituting for Eric Johnson),
Russ Gelfan, Aaron Swepston, Kerie Swepston

1) DNR Special Use Permit Policy for 1997 and 1998.

We've been informed that the DNR is only going to give out Special Use Permits to official government agencies in the 1997 year, and will have to be leased in the 1998 year. Since CBCC can not get a Special Use Permit on our own, we're hoping that the City of Chelan will come through and purchase these permits for our use. This means that for any events such as the Chelan Nationals or the Beach-in during the 1997 year, we will have to ask the city of Chelan to help us out. Come 1998, these permits will have to be purchased

as a long term lease by a government agency, and not purchased on an individual event basis. We're going to see in the City of Chelan will help us out with these leased permits too. There is a meeting on 1/30/97 in Chelan concerning these issues. Brian Scott is hoping to attend, and possibly Bill or Gene Matthews.

2) We're all under the opinion that the HG community could use some more positive exposure and has determined that some good PR work is a start. Russ Gelfan has volunteered to spearhead the PR campaign and could really use some help with this. So any volunteers would be greatly appreciated.

3) The topic of an area site guide was mentioned and we figured that it would be a good idea to get on that. Dan Buretsky (sp?) has volunteered to look into this.

4) The consensus was that the general meetings need some more interesting ideas to keep attendance up and to put some more focus on the newer pilots and visitors (those who are interested in HG, but not yet committed). Some of the ideas were: - to keep the videos going during the meeting (fun to watch during any boring portions of the meeting) - have some more slide presentations - have extra newsletters set aside at the entrance of the meeting place for visitors - maybe have a BS competition, where a select few

persons would tell a glorified HG story and it'd be up to the listeners as to whether is BS or not. It's been done in the past and has been quite a lot of fun. - have a topic brought to each meeting to discuss or present info on. How in depth the issue is presented is of some concern too, but that can be relatively determined as the topic is presented. Some topics that were mentioned were:

- weather
- safety
- going XC
- basic preparations for flying after a hiatus
- thermalling
- to bring the northern Washington and southern Washington pilots of the state together, maybe we can have one of our general meetings up in Everett and one down in Tacoma.

5) Ray Gach has been volunteered to be appointed as the Safety

Director. Even though he has no idea what this position might entail, as a brand new pilot, "safety" is first thing on his mind. So we feel this is an appropriate appointment. A short article will appear in the monthly newsletter concerning a safety issue or a safety item that's of interest to the HG community. Any ideas are welcome.

6) Event and possible events for 1997

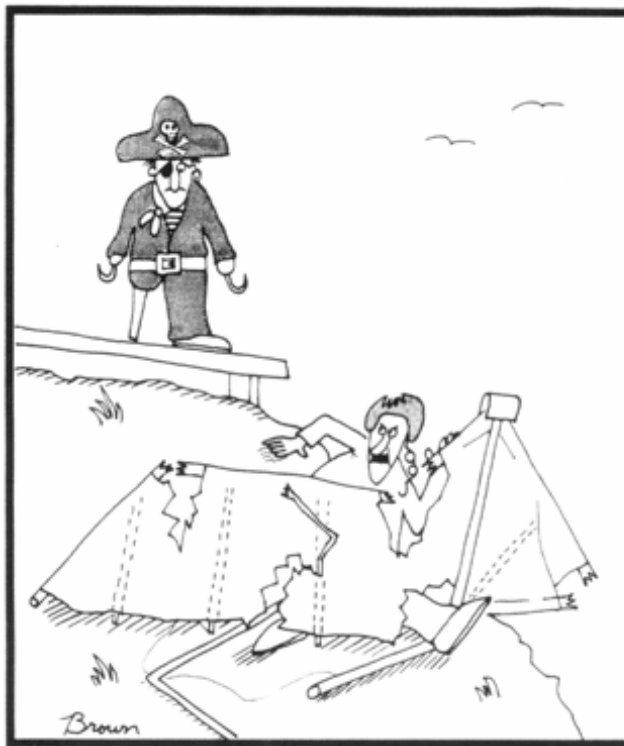
- the DNR Appreciation Fly-in - Tiger Mountain Fly-in with the possibility of including a swap meet at the LZ. As many pilots have a lot of gear and equipment that are sitting in their garages, some may have years of use left in them. This would be a way for pilots to get rid of garage cluttering stuff, and for many of the newer pilots and/or pilots on a budget, to get an idea as to what's available from Puget Sound area pilots. All at the convenience of having it at one

event :).

- Here's the reminder that there is a chute clinic on February 21st.

7) 1997 Holiday Party Site

Kerie has volunteered to look into a party site that is more "neutral" so that both, paraglider pilots and hang gliders pilots can feel more at ease. Some differences in tastes and opinions arose at last years event, and it was felt that REI might be a good compromise for this years party.



"That's the last time you wire launch me, Captain!"

- CLASSIFIEDS - CLASSIFIEDS - CLASSIFIEDS -

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 handcrafted, 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.ia.com

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

Looking to buy Vario, radio and pod harness for a 5'11" pilot. Call George Zatloka 206-827-1960

FOR SALE: Airstream pod harness \$125 (dipole antenna installed), WW HPAT158 Good condition \$1099, Own your own flying site....ATOL system on trailer \$1975, includes your tow instruction and rating from Jim Reynolds. Ken 746-9421

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

143 WW Super Sport, blue LE,

Magenta and yellow, sm control frame \$1,500 OBO **WW Z3 harness** Magenta & Yellow 5'1" - 5'5" pilot \$400 or Both \$1,700 Marilyn 509-682-2251 eve

166 Magic III red & White and 155 magic IV red candy stripe \$500 ea or both \$800 Larry 509-682-3479

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

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

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

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|-----------------------|---------------------------|--------|
| XC 142 | Demo p-2 teal/magenta | \$2900 |
| XC 155 | Used P2 Magenta | \$3100 |
| HP AT 158 | Lots of airtime left | \$1000 |
| FALCONS 195,170 & 140 | call for deals and colors | |
| UP AXIS 13 | OK | \$795 |
| Supersport 163 | Excellent shape, speedbar | \$1700 |
| WW Harrier 187 | OK ready to train | \$495 |

Reflex Helmets Full Face \$129-Bar Mitts \$42-Snap On Wheels \$40,
 Performance Flying Pagen Book \$28.00, Beginners USHGA Book \$28.00,
 Hook Knives \$14.50-HE 20 gore chute \$225-Second Chantz W/chute \$300
 WW Z-4 POD M+ DEMO \$495-ff PDA22 Chute w/swivel \$420-HE POD like new M+
 \$300- Airstream POD used SM+-Airstream Vip POD great M+- Knee hanger
 harnesses NEW w/chute cont and steel biner \$179.00

If you are looking for equipment or have some to sell please let me know. I an beat any price on products I handle!!!! If you need something at a club meeting or on the hill call.

Far Up Jim

T NEWS and VIEWS T

February 1997

By Jim Reynolds

* Hey don't forget a big thank you when you see Gene Matthews our outgoing Region 1 Director. He put alot of time, money and effort into the job which at times has few rewards. Welcome Bill Bolosky. What have you gotten yourself into? Let's not forget George Sturtevant even though he is a little far right when it comes to bi-wingwal. We have good people working for us so please help em out when you can.

* Hopkins, our awesome East site is now blocked off from access because the road is unsafe. We will keep in touch with the owners in hopes the road will be repaired soon, probably this summer.

* I have been getting a lot of gliders in for inspections which is great! What I have been finding isn't. On a Spec 165 I found a LE with three dings in it. One was substantial and serious. On a Ram Air 146 I found a left front flying wire with at least 4 strands broke, scary! Please take the time, use your manual and go over your glider completely.

* Any one with a Ball Graphics Comp. call Ken Seligman about the '97 update. If you want a great toy the '97 Comp has the bugs worked out and will give you lots of information and fun in the air. You can buy three versions now and upgrade it to your budget and flying needs. The M19 will have airspeed soon and still is a great value.

* It was the fall of '74 as I set up my Manta SK2 (short keel 2 ft.) Standard where the Military road crests the top of the 3000 ft ridge surrounding Chinhae on the South coast of Korea. Again the Dwyer Liar Airspeed indicator jumped right up to 30 mph. I now had to debate about following the books rules on flying in winds over 20 mph. The last five times here I waited for the winds to die and only flew for about 15 minutes. I took awhile but I finally convinced my wife it was safe since the wind was so steady. Sure wish there was other pilots so they could go first. Ha. I climbed into my Sears swingseat, hooked in and had Cathy hold the nose wires so we could get to launch. It was strong but steady so I yelled clear, pulled in and ran (praying it was ok). Up on the ridge, it was smooth, felt ok but I was too nervous and awed to turn back. I climbed now to about 1000' above and remembered to stay out front and not go over the back in the killer rotor. Down the ridge I went till I realized I was a little far away and places to land looked habitated. There was a lone tree sticking up way down there so I made my turn around it and headed back. When I got back I turned again. This was great stuff just like in the "Ground Skimmers" magazine. On the second pass I continued the other way and had a great view of a Buddhist monastery tucked into the side of the mountain. I got out a little too far from the hill started getting lower so I headed out to find a place to land. the hills were terraced with rice paddies so I sorta L/ded my way down till I couldn't clear any more. I swooped over an old lady working the paddies and

landed next to her almost giving her heart failure. Other people working the fields saw this manbird and came running. They looked me over as I was standing knee deep in mud then gave me a cheer and someone brought me Coke. I'm sure these people who live in huts, use oxen and homemade tools still remember that day. I flew for 1 hr 45 min and made a 7 1/2 mile out and return, what a day!

FAR UP HANG GLIDING
4945 140TH AVE. SW, Rochester, WA
98579

(360) 357-5203

WHAT: USHGA Basic and Advanced Instructors Certification/Recertification Course.

WHEN: Friday, Saturday, & Sunday, 2-3-4 May 1997

WHERE: At FAR UP Hang Gliding and the Maytown training hill.

COST: \$115 + a \$10 USHGA fee to be sent in by you. All training equipment and study material will be provided.

REQUIREMENTS: Candidates must hold a USHGA intermediate rating or above; must complete a Red Cross standard first aid course (CPR recommended) ; and conduct ten (10) student lessons with a USHGA instructor.

Regional Director's approval to attend the clinic is required. The form will be included in your packet.

All requirements need to be completed prior to the clinic except the student lessons. Student lessons must be completed within a 90 day period or another ICP must be attended.

The clinic will be a group teaching/testing format with candidates required to perform student flight skills, teaching demonstration, present a class, and pass the written exam.

If you wish to attend, send a \$25 non-refundable deposit to the above address and a packet will be sent to you. If you have questions or concerns about facilities, etc. please call.

Jim Reynolds

**CBCC Officers
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Membership Application
send \$20 or \$59 for three years to
Cloudbase Country Club
P.O. Box 629 Issaquah Wa 98027

Name _____

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Regional Officers

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| Directors | Bill Bolosky | 206-557-7981 |
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| David Raybourne | 503-524-7709 |
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| Len Baron | (206) 742-7195 |
| Bill Bolosky | (206)557-7981 |
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| Davis Straub | (206) 322-1184 |
| C.J. Sturtevant | (206) 888-3856 |
| Aaron Swepston | (206) 939-6248 |



Larry Strom flying at Tekoe
Photo by David Masuda

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

Cloud Base Country
Club
P.O. Box 629

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