

Log Book

As early as 6/10 I started hearing ugly rumors that the paragliders have been flying at Rampart and getting good flights. (no the lake is not down yet) It just doesn't seem fair. Also on 6/10 Bob R, Kerie S, and Steve A took advantage of the long days and launched at 7:00 pm without instruments into a smooth wonderwind glass-off at Tiger. On 6/13 Tom J and Kevin C had a late launch in the first clearing at the end of a cloudy day and were able to get South to Enumclaw. Kein was flying solo on a big Falcon and never could quite catch Tom on an ultraSport. On 6/14 Bob R again soared Tiger for 2.5 hrs before deciding to head off XC to the fairgrounds at Enumclaw. Cloudbase was only 4,400. He reported much air traffic on Route. Over at Chelan on 6/14 Johann had a great 3.5 hr XC flight sans driver. On 6/22 Peter Grey and Jennifer Moon had a magical tandem flight at Blanchard getting up between the clouds in wide lift out over the flats. Though Peter has been living here a while now, he had not flown Blanchard until very recently. He's sold now! On 6/29 Werner Shnitzler had his first thermal soaring

After three good days of flying, those of us here at Chelan had three not so good days. Now the Classic has begun. 60 pilots have entered with lots of e-teamers, Canadians, Kiwi's, Boston, New York and Washington D.C. area pilots.

Everyone is in a great mood and the Butte is pumped on day one. Rick Edris is flying his Exxtacy and it looks great. So thin, so straight, and so long.

With high ice clouds pumping blobs from the north west the flying conditions don't look that great, but there is plenty of mixed wind and thermals coming from the southwest and sort of up the river. Dave Little gets off early and leaves the Butte at about 6000' MSL. No one else leaves with him.

Half an hour later (around 1 PM) there are 15 or 20 gliders working broken thermals on the river side and getting up at most 500' above the Butte. This goes on for an hour and fifteen minutes until a big enough thermal finally forms.

I'm lucky enough to find it first, but soon we are all in a bee hive shape climbing to 5400' AGL. That's it. A few of us head over the back even though we are way too low for getting up on the flats. John Pitt, Wayne Leuth and I are the first to get to the other side of the Columbia River. John works light lift before the rim and Wayne and I work Tom John's place right at the point (between Farnham and McNeel Canyons) at 3200' MSL. The wind is blasting up the river.

Mike Daily, Ryan Glover and Bruce Barmekian come in 200 or 300 feet over Wayne and I and we lose sight of John as he

drifts back slowly climbing on the south rim of McNeel Canyon. I work up a couple of hundred feet and go to the southwest facing hillside above Tom's place, and hook into a nice thermal. All five of us start working it and the top three make it out. Wayne and I have to go back to get another before we can work our way up onto the flats.

By the time I leave the thermal I'm only at 5400' and almost at the east end of McNeel. Mike, Ryan and Bruce our working low east of McNeel, but they seem to be getting up.

The clouds keep much of the flats dark, but there are some light spots. I go and join these three pilots, while Wayne continues to work our previous thermal.

All four of us continue a slow climb out on a day that is rapidly sending us to the north east toward Electric City. Wayne chooses to not join us and heads east toward Mansfield. A few minutes later we are crossing his

landing field north of the bump in the road at 6500' AGL.

No cues, lots of dark spots, but some dust devils, as we continue to work with each other. Bruce has dropped behind us, so it's just Mike, Ryan and I. We get higher with each thermal and are pushed quickly up to Leahy Junction. Mike and I leave Ryan behind.

A few miles northeast of the junction Mike leaves a thermal at 7000' and presses on ahead. I continue and actually work back as I get an improved climb rate. I notice a seagull low, but climbing fast even further back west and go join him/her. Ryan comes under me and we climb out to 8500'. We are soon flying

(Continued on page 3)

Chelan XC Classic Davis Straub
Taken from postings Davis made to te net

The next meeting

Mon July 28th

7:30 pm

Round Table

Pizza

15025 NE 24th

Bellevue

Chelan Notice

A reminder: DO NOT land at Beebe Campground or Park. Landing here could jeopardize our landing privileges at the soccer fields.

There were complaints of pilots littering or throwing litter from gliders. (?) Anyway make sure to pick up any trash you see lying around the landing area and try to hang on to your candy wrappers in flight.

Speaking of debris from above:

According to Reuters United Press Agency, the dazed crew of a Japanese trawler was picked out of the sea of Japan earlier this year clinging to the wreckage of their sunken ship. Their rescue was followed by immediate imprisonment once authorities questioned the sailors about their ship's loss.

To a man they claimed that a cow, falling out of a clear blue sky had struck the trawler amidships, shattering its hull and sinking the vessel within minutes.

They remained in prison for several weeks, until the Russian Air Force reluctantly informed Japanese authorities that the crew of one of its cargo planes had apparently stolen a cow wandering at the edge of a Siberian airfield, forced the cow into the plane's hold and hastily taken off for home. Unprepared for live cargo, the Russian crew was ill-equipped to manage a frightened cow rampaging within the hold. To save the aircraft and themselves, they shoved the animal out of the cargo hold as they crossed the sea of Japan at an altitude of 10,000 ft!

Reuters Press Agency

	TEST YOUR KNOWLEDGE	
☐	1: The airspeed at which a hang glider stalls will...	☐
☐	A. Increase as the CG is moved forward.	☐
☐	B. Increase as the gross weight increases.	☐
☐	C. Remain the same regardless of gross weight.	☐
☐	D. Decrease if the CG is moved back.	☐
☐	E. None of the above.	☐
☐	2: When forced to "land out" on a sloping field, such as at an unfamiliar place after a short XC flight, in a light (3-8 mph) wind, it is best (safest) to land	☐
☐	A. downhill and into the wind.	☐
☐	B. across the hill and cross wind.	☐
☐	C. uphill and downwind.	☐
☐	D. any direction; it doesn't matter.	☐
☐	Answers on page 4	☐

List of Mt. Si Stewards	
C.J. and George Sturtevant	206-888-3856
Aaron and Kerie Swepston	206-939-6248
Steve and Clarice Alford	206-788-0308
Ken and Donna Seligman	206-746-9421
Davis Straub and Belinda Boulter	206-322-1184
Tom Johns and Lori Lawson	206-747-1647

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



South Tiger approach

(Continued from page 1)
over Mike's landing field 42 miles from the Butte.

This turns out to be our last thermal. The strong west south west wind has turned into a strong south south east near Banks Lake. Ryan follows me as I turn north and running out of roads and into the Columbia River, we land north and west of Electric City at about 47 miles.

We find out later from Kelly of the E-team (found him north of Mansfield), that John had landed on the rim. Larry Jorgenson had seen Wayne and I struggling on the rim and had decided to go north. He made it to the Okanogan Airport. Dave Little landed up near Electric City.

Most people got zeros. Some made it to the rim and landed on the flats. Some went to the airport.

Day 2:

While it poured rain in Seattle (and local weatherman Steve Poole complained that the weather pattern resembled those that occur in March), Chelan experienced overcast skies and on and off light rain.

Very few pilots took the opportunity to go up the Butte when the thick clouds thinned out a bit in the late afternoon, but those that did had the opportunity for enjoyable semi soarable conditions. Three pilots even went up for a second flight, which was planned as a glide to the airport (6 miles away) to get the longest flights of the day. Most pilots who flew landed at the soccer field (2.3 miles).

The aforementioned three pilots glided downwind from the Butte, over the packing sheds on the east side of Chelan (the town), over Buck McMinn's new house until they came in below and in front of the airport at a south facing rim of the Columbia River. By soaring the rim for a few minutes and with just enough breeze coming up the river to get them up an additional 150', they were able to jump over the orchards at the top of the rim, cross alternate Highway 97 and land at the Chelan airport.

Their flights did turn out to be the longest flights of the day.

Day 3: Big Air, Big Day.

At 8 AM it was quiet. A minute later a fifteen mph wind blew up the Columbia Gorge. We knew we were in for some rock and roll air Chelan style.

By the time the 60 pilots were up and half of them set up on top it was blowing up the green monster at 20 plus and the day was very unstable (at least out on the flats there were plenty of cues). Lots of local pilots declined the option to launch.

Having just returned from King Mountain, I would give the air a 1 on a scale of 1 - 10 King Mountain airs (10 being normal King Mountain). Heck, just gives us a chance to go far fast.

Unfortunately, Chelan Butte is surrounded by water and is actually something of a blue hole. We could take the plentiful thermals that came through the wind to 6-7,000' but after that they would just blow apart.

Conrad Lotten went sixty miles to Wilbur, Mike Barber went up to Nespelum at a little over 50 miles. A few folks made it to Sims Corner (33 miles), including Ryan Glover. Tish, the Flying Fish, had to find enough sink to circle down from 9,000' to land

near Ryan when she couldn't raise anyone on the radio.

The big blow up of the day was the reaction on the top of the Butte from a number of women after Tish went topless. The most hypocritical was from a very barely clothed female (who has for years worn far less than anyone on the Butte) who informed Tish that displaying her breasts was a felony. A bunch of the wives acted like "old ladies."

Day 4:

Did I say something about blowing? Geez wasn't it windy in Idaho, too?

As it was yesterday we had wind up the river right from the start. But lots of people were more than willing to ignore this threat to life and limb and began setting up with only a little prodding from the more competitive types.

We hit the Green Monster launch with straight in 20 plus winds all to the great joy of launch director Darren Fox. The thing about Green Monster is that a few seconds after your smooth launch you get rocketed up 300-400 feet in an instant. Quite a site.

Again the pilots couldn't get much over 5400' at the Butte working the thermals as they came through and many left the Butte with little more than 4000'. The normal advice is to get to at least 7000' MSL before heading out across the Columbia River. With all that wind, many pilots wound up soaring the rim at the point between McNeel and Farnham Canyons and getting up there.

I drifted back behind the towers with Mike Dailey in a light and smooth thermal to 5200'. In fact it was pretty smooth in front of launch and in the thermals.

I left Mike (big mistake) and headed into Farnham Canyon to get under a cloud. Got some good lift, but only high enough to get to Jensen's Farm (not very far). Mike was one of three folks to make it to Leahy (35 miles).

Larry Jorgenson soared the Butte for four hours (My God) before heading across and then didn't get as far at Withrow (12 miles). Dave Little soared the rim for two hours before getting up a little and landing not too far out on the flats.

Mike Barber skunked us all by going passed Creston (over 75 miles). Bruce Barmakian went north east again and got stopped by the forests probably at the 60 mile range.

Ryan Glover made it to Mansfield and our leader, Conrad Lotten, got within 3 miles of Mansfield.

Most pilots didn't get any further than McNeel Canyon (if they launched at all).

We went back for another try, but by 5:30 PM there were no more thermals, just a 30 mph wind. No problem flying it at the Butte, or on the rim til 7 PM. Easy to land at the soccer field as it wraps around the Butte and comes right up the river so smooth.

The forecast for tomorrow is good and improves through at least Monday. Looks like the Butte will be great the week after the Classic.

Day 5:

No wind (at first). Cues over the Butte before noon. I take off and am at cloud base in five minutes (8500'). Chelan is back to its normal self.

(Continued on page 7)

Meeting Notes: June 30th 1997

Erick Johnson

Intros: Kerie Swepton

Sites:

Blanchard: DNR has voiced appreciation for the cleaned area at launch site and LZ owner the same for the help in not blocking the driveway. The only complaint so far is that people are urinating in public. Please do not do this! Kudos to the new North End club for working to keep this site open.

Tiger: Be sure and latch the gate. Speed signs are Up. Ken Seligman has asked that any mishaps be reported directly to him to make us look more organized. If someone goes into the trees, for example, and is not injured, call 911 and ask for the Bellevue dispatch. Tell them the situation and advise them if no one is injured and they are not needed at the scene. This will eliminate confusion when neighbors or bystanders decide to call 911 themselves when they see something.

Mt. Si: Open!

Dog: North field landing only.

Hopkins: Road is still out.

Mt. St. Helens: Road being developed to access LZ.

Baumgaard: Still closed.

Rattlesnake: SE Washington. Lease negotiated-Progress! Tricities club formed and active. Many good flying sites there.

Committee Reports: NONE!

Old Business: NW instructors Co-op has wound down for the flying season.

Program: Aaron S. presented simplified radio antenna. If interested, give him a call for the instructions. Thanks Aaron!!!

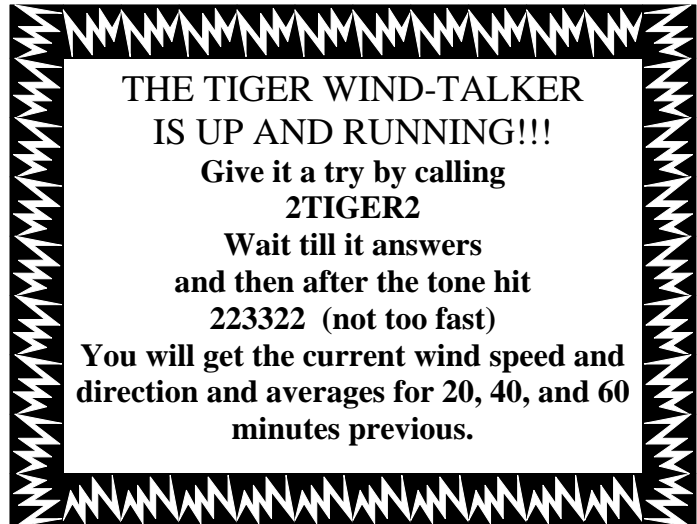
Eagle: Paul D. and Ken S. for talking to the parents of the two boys featured in the Seattle Times for designing their own hang glider. This was a chance for disaster that was diverted into good public relations by two quick thinking and concerned members. Great Job!

Turkey: Instructor who launched a new pilot with low airtime into high winds at Blanchard.

Bear of the Month: Frank Ursar for climbing a tree and

rescuing that new pilot. Need we say more?

Announcements: Chris Domini in town. Jim Reynolds is towing in Mansfield. Two slots open for students. Give him a call.



Skyyed out a few miles over the Butte :))

Answers to questions on page 2 B and C

EMERGENCY HELP

Using a ham radio repeater

George Sturtevant

[Author's note: When I was doing the research for this article, I contacted the owner of the local repeater with the widest range. While he agreed that "anything goes" in an emergency, he was unwilling to grant access to his repeater to non-hams. His reasoning is that the no-code Technician License is now so easy to obtain that ANYONE can pass the test (if they put in even a little study time). Whether you choose to take the test and get legal on the 2-meter band or not, the fact remains that you won't be able to access some repeaters without knowing the appropriate tone. So, much of the following information might be useless.]

Disclaimer: Ham radio is one way to get emergency help from a remote location, but most people are much more familiar with the telephone and would find a cellular phone to be the easiest and most reliable way to call for help.

To be reasonably sure that you can get hold of someone to help you in an emergency situation, you will probably want to access a ham radio repeater. When you use a repeater, your radio transmission goes into the receiver on one frequency and it is transmitted almost instantaneously out again on another frequency. The advantage of a repeater is that it is transmitting with much more power than your handheld portable radio and it is usually located at a much higher elevation. Therefore, if you can access a repeater, you can transmit a message a much greater distance than would be possible if you only had your personal radio.

Knowing the above background info, you realize that you must have some way to transmit on one frequency and receive on another when you want to use a repeater. Your ham radio, of course provides that capability. The offset is typically 600 Herz between the transmit and receive frequencies (in the 2-meter band) and that is typically already programmed into your radio. Take a look at the repeater frequency that you want to use, 147.200.+ for example. In order to access this repeater, you would key in the digits 1 -4-7-2-0-0 and then find the key marked RPTR (on the Yaesu) and press it once or twice so that a "+" appears in the area above the frequency. Now when you press the push-to-talk button, you notice that the display indicates you are transmitting on 147.800 When you release the PTT, the display goes right back to 147.200. So, to access the repeater you must transmit on 147.800 and, to hear a transmission from the repeater, you must be on 147.200. Your radio takes care of this switching automatically if you set it to "+" or "-",

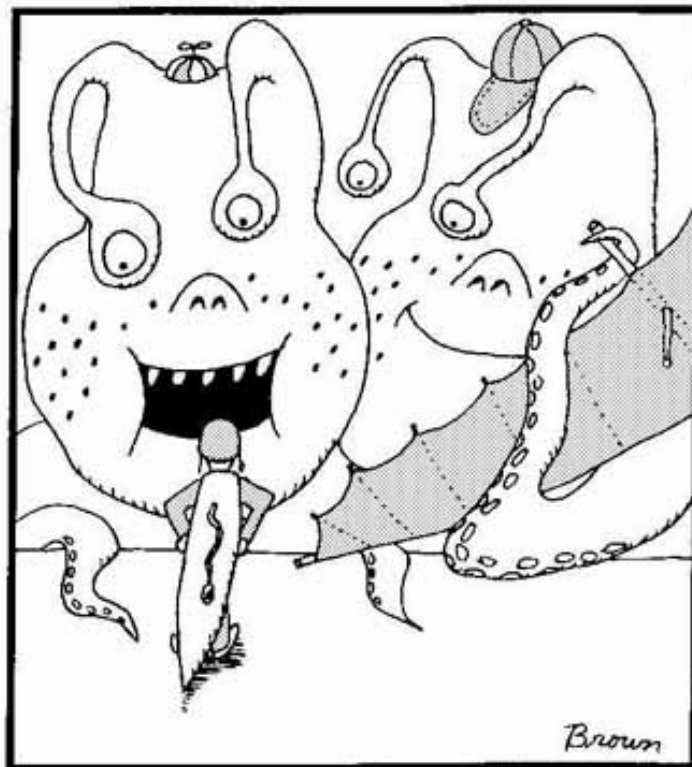
whatever the repeater designation calls for.

Now that you have your radio configured properly, how do you get help? Licensed amateur radio operators can skip this part because they already know how to use a repeater. [If you are not a ham, I recommend you study the no-code tech book and take your test as soon as possible so that you are able to use your 2-meter radio without worrying about that \$10,000 fine and/or confiscation of all equipment (car, radio, wing...). Remember that a USHGA authorization does not permit you to use a 2-meter radio, only a crystal controlled radio that can operate ONLY on the three assigned frequencies.]

In the event of an emergency, tune your radio to the recommended repeater frequency with the correct offset (+ or -) hold down your PTT, wait at least one second for the relays to click on and say , "This is an emergency. Is there a control operator who can call 911 for me. Over" If you get no response, it may be because everyone is waiting for a control operator to answer. Try again. This time ask for "any operator": (This is an emergency. Is there any operator who can call 911 for me? Over.) You may be asked for your call sign; if so, explain that this is an emergency situation and that the amateur radio is the only possible means of getting help to someone who is seriously injured. You may be asked several questions to ascertain that this is not a hoax. My personal bias is to avoid announcing over a radio that there has been a glider accident but I

would not try to hide the fact if I am asked. The ham operator will either initiate a phone patch directly to 911 or will go off the air to use a telephone. Continue to monitor the repeater frequency so that you are ready to describe the situation and give directions to

(Continued on page 6)



"Neato! You ripped its wings off and it still walks around!"

(Continued from page 5)

the accident location. Don't switch frequencies or shut the radio off; just like a 911 call -- stay on the line.

Sounds pretty complicated, huh? Just wait until you have to do it in an emergency! You would feel more confident if you had your ham license and had used a repeater before. Best bet: get your license or get a cell phone.

Sidebar for _Emergency Help_ article

Want to take your HAM EXAM?

Here is a list of ARRL Volunteer Exam Coordinators within 20 miles of Seattle listed by date of exam session.

This page will help you find a US amateur license exam session near you. (find this info on the Web at www.arrl.org/arrlvec/)

07/26/97
Walt Winters AA7TL
360-692-8326
VEC: ARRL/VEC
Bremerton, WA 98310

08/02/97
Bert Mendez KB7ZCW
206-824-2785
VEC: ARRL/VEC
Kent, Wa 98032

08/09/97
Mary E Lewis
206-523-9117
VEC: ARRL/VEC
Tukwila, WA 98125

08/13/97
Stephen M Butler
206-351-9939
VEC: AARL/VEC
Auburn, WA 98022

08/23/97
Walt Winters AA7TL
360-692-8326
VEC: ARRL/VEC
Bremerton, WA 98310

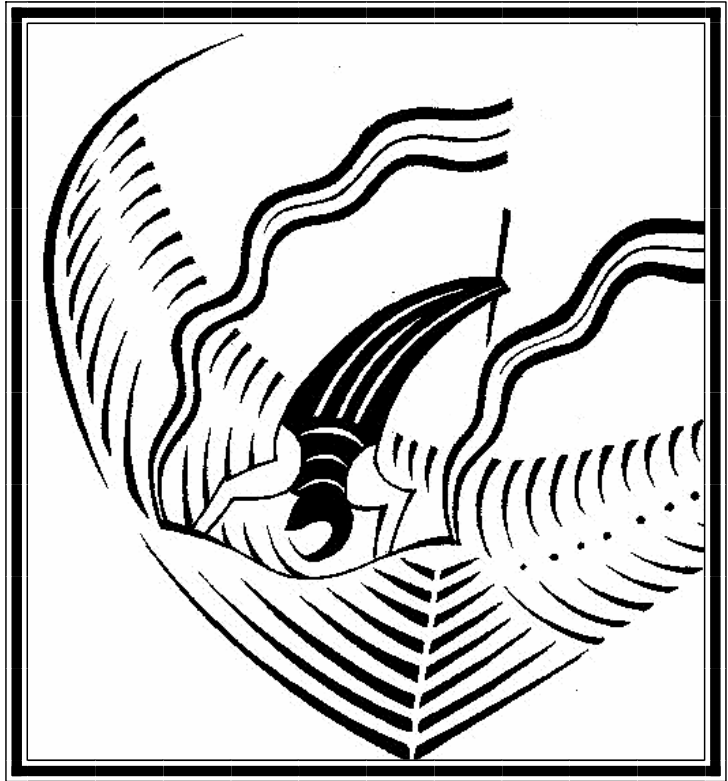
09/06/97
Bert Mendez KB7ZCW
206-824-2785
VEC:AARL/VEC
Kent, WA 98032

09/10/97
Stephen M Butler
206-351-9939
VEC: ARRL/VEC
Auburn, WA 98002

09/13/97
Mary Lewis
206-523-9117
VEC:ARRL/VEC
Tukwila, WA 98125

09/27/97
Walt Winters AA7TL
360-692-8326
VEC: ARRL/VEC
Bremerton, WA 98310

An exam could cost as much as \$6.25 but your license is good for ten years before you have to renew it.



A study of Aaron Swepston looping by Kevin Cosley

.....
Family Radio Service
Another Alternative?
Kevin Cosley

.....
The FCC has set aside a new set of 14 radio frequencies (462 - 468 MHz) specifically for family use. Family Radio Service radios are inexpensive (about \$120 - \$170) and require **NO LICENSE**. They were designed for short range simplex operation but I've heard a claim of 130 miles on palm size 1/2 watt units which sounds more than adequate for hang gliding, especially with our air to air, and air to ground communications. Many models have full encode and decode CTCSS 38 tones so the privacy is there too. Kenwood as a FRS LF-14 which includes digital scrambling.

.....
I haven't heard of any pilots using these yet as it is a very new option, but they could be a great affordable alternative to the overcrowded business bands (and your kids will have fun talking to you in the air too).
.....

(Continued from page 3)

A few folks attempt triangles but lots of cirrus comes over and shuts down the way back. After getting Withrow and Leahy, we (Conrad, Ryan and I) turn around and head east toward Creston.

Open distance wins the day with Mike Barber going 99 miles, Dave Little 94, Larry Jorgenson 88, John Pitt 88, Mike Dailey with an imcompleted triangle for 81 mile equivalent.

Day 6:

God it was intense. I know some of these reports can sound like a laundry list of people's names who you never heard of, but not today.

(The following 2 paragraphs have been edited for the newsletter)

First, yesterday ended on a real sour note when an Australia free

flyer was taken to jail in Wenatchee by the Chelan County Sheriff. He's there till at least Monday. The Australian pilot, who lives in Canada, allegedly head butted Johann Posch in the soccer field after Johann landed.

The Austrailian was upset (and probably scared) about a flying incident.He launched toward and close to Johann who was circling below launch at the Green Monster in light to poor conditions around 2 PM. Most of us had left the Butte and were out on course by then. First the Austrailian sank out and then Johann. He was cursing in the soccer field (a very big no-no here in Chelan) and waiting for Johann to land.

After Johann landed the Australian allegedly cursed him and Johann asked him to leave him alone and walked away. The next moment Johann was allegedly on the ground dazed and not knowing what had happened. Other pilots pulled the Australian away and called the police. Five minutes later they arrived and the Australian was arrested. Johann went to the doctor for stitches to his lip and a broken tooth. \$250,000 bail until the judge sees him.

So now for the good news.

Today was high pressure and blue (mostly). Belinda and I got off the Ants-in-the-Pants launch shortly after noon and found that the top of the lift was 6000' MSL or about 2250' over the top of the Butte. We were soon joined by 50 other pilots who reported the same phenomena. Too low, too early to head to the flats in no wind, blue, high pressure conditions.

After 20 minutes or so, some of us found a thermal breaking through the inversion and got to 7000'. A few folks headed south east toward Withrow, and I thanked them for that. We waited to see if they would start circling. We lost 800' waiting.

Ten minutes later we get back to 6500' and Ryan Glover takes off even though I tell him it's too early. Five minutes later we get to 7200' and ten of us go over. Ryan is below us bombing out in Farnham Canyon.

As we head toward La Moine and the power lines, we see Wayne Leuth circling at about 1000' AGL with two guys underneath him, one at about 100' AGL. There are already gliders on the ground on the flats. Mike Barber makes a right turn in front of us to the south before we get to the power lines and Patty Cameron follows him. He'll get up from 200' AGL

and she'll sink out. He told me later that he saw a little puff in a triangle shaped field and went for it.

Larry Jorgenson, John Pitt and I get to the broken thermal that Wayne is in. Wayne promptly leaves and we are struggling. Hang gliders are dropping like flies all around us. Fifteen pilots end up landing in the field below

us as we work in zero to 50 fpm to stay up. I've never seen such carnage. Mike Dailey goes down. Bruce Barmakian hits the deck. It's ugly and we just try to save our sorry butts.

The thermal isn't well formed and I keep moving away from John and Larry to find better bits of it. We slowly work our way away from the killing field and up to 8500' drifting south east toward Withrow. We've been watching a pilot to our east working stuff low and when I top out I head over to find Johann working reasonable lift. This is his twentieth XC flight.

John, Larry, Johann and I split up after hitting 8500' again, and with dust devils working toward Mansfield I go north to the hot fields. On the previous day Conrad, Ryan and I had been working lift east of Mansfield when I saw what looked like a bird coming straight at us. After a second look I notice that it was an A10 military fighter right at our altitude. It must have seen us (we were circling after all), because I next got to see it's belly and two second later it went directly over us by 200 yards. Conrad said that his whole glider was shaking from the vibrations given off by the jet's engine. Pretty cool and it lasted only about 5 seconds.

I continue working alone in front toward Sims Corner and find that I wasn't alone after all. Wayne had gone south and taken a photo from Withrow and was now at Sims. He got up quickly while we were holding on to our weak lift. Conrad came a few minutes behind me to Sims and Mike Barber got there too. No one could decide whether to continue east or turn around and go back. Finally we sort of decided to go back to the Butte for an out and return (Mike had photographed Withrow also, so his task was a triangle). Conrad went to Leahy to try to get a longer out and return.

Mike and I flew together back toward Mansfield. Larry got to Sims a bit later and decided to go straight out as his camera had died. He ended up near Electric City.

Just west of Mansfield there was a convergence line. The south wind on the east side converged with the west wind (a head wind for us) on the west. Mike and I were able to climb up into the cloud at 9700'.

Unfortunately, that was our last lift. Mike and I landed together in the same field at the same time at the very top of McNeel Canyon. 500' more feet of altitude and we would have been able to glide to the airport.

Mike won the day with a triangle task and he got the multiplier of 1.5 for making it back over 50% of the last leg. I got an out and return with the multiplier. Wayne landed a few miles behind us and got the multiplier. Conrad was also a few miles behind us and got the multiplier for an out and return to Leahy. Johann was second for the day.

The final results of the meet:

Mike Barber	Dave Little	Paul Gallagher
Bruce Barmakian	Johann Posch	Jeff Bowman
John Pitt	Rodger Nelson	Cliff Schmitt
Larry Jorgenson	Tom Johns	JJ Lamarche
Conrad Lotten	Dave Lindberg	Ken Seligman
Kelley Harrison	Bill Soderquist	James Steel
Davis Straub	Doug Campbell	Patricia Cameron

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Pac Air Formula 154, Orange LE gold/orange 100 hours, good condition \$900.00/OBO **Moyes Xtralite 147** Blue LE violet/red, mint condition, 50 hours ball bearing VG, xc & weather-proof bags, \$2500.00/OBO 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

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

91 K2 Blk + Green. Exc cond. No problems. \$1,300 OBO Woody 360-299-8925

Awesome payout tow unit designed and built by Jim Reynolds. Own your own mountain! \$1975 includes tow lessons and rating from Jim Reynolds. Ken Seligman 425-746-9421

LaMouette "Topless" If you've wanted

one of the hot new ships, this is it! Why pay \$5,500 when you can have one for only \$4,000 (less than 20 flights!) Not enough cash? Pick up the best **RAM-AIR 154** ever made for \$2,000. Both gliders look great and fly great, but I only need one! Greg Adler, 277-8118.

Full-face Kevlar Uvex helmet (medium) with built-in radio headset and PTT \$199, **Litek Vario** \$139, **sturdy aluminum 3-glider rack** \$99 **Snap-on wheels** \$35 Call Rich 360-866-1415

Spectrum 144 Great cond. \$1400.

High Energy Cocoon harness. Folds into backpack \$90. call Kurt

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

Radios -- Maxon SP-2200. 6 USHGA channels(3 W/tone), 3 weather, quick charge, antenna. Rugged. New in box. \$150 (cost \$350) Maxon CP-0510. 3 USHGA channels. Charger, ant. Rugged. Smaller than SP-2200. New in box. \$150 (cost \$325).

Jim (206)272-4243 jsteel@wa.net

RamAir 154 -- Immaculate. About 35 hours. Red LE, Red US with black logo. \$1500. Jim (206)272-4243 jsteel@wa.net

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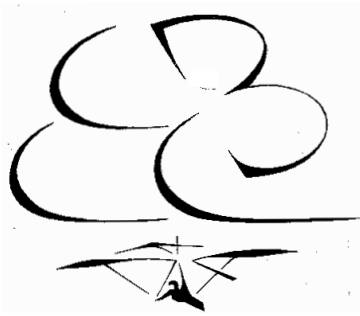
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Peter Grey doing a tandem in Rio

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