

AIR TIMES

NEWSLETTER OF THE CLOUDBASE COUNTRY CLUB

May, 1997

Log Book

On 4/16 Kevin Cosley and Gordon Pollock flew at Ecola ST. Park at Cannon Beach Or. (200 miles from Seattle) This is a new site just opened by the efforts of Pat Erwin and the Oregon PG pilots. Ecola is a spectacularly scenic site but should be considered sensitive due to our newness and the large number of tourists that flock there. The top landing is small and overshooting would be catastrophic. Don't Try it if your not sure about it, Landing below on the beach means a hike up. (builds character) Call Kevin 206-391-3631 for details. 4/20 was a big West day at Blanchard. There were about 12 pilots flying together on the far side of Chuckanut. The comments on the Log Book web page just said "WOW!" On 4/21 Ken Merrill had one of the first good XC flights on the East side with a flight from Tekoa. He writes: Flew Northerly to north side of Spokane Valley and back to Lonnie's airstrip hoping for a ride from his lovely wife. Cored sink from 6,500 to get down. About 40 miles total. Out of shape and cold. On 4/27 Tom J. and Kevin C. cranked out 8 tandem instruction flights at Blanchard with NWIC students and Ray

Tiger XC Secrets part 2 by Ken Seligman

In our previous discussion we covered ideal weather conditions for going XC from Tiger Mountain. While the analysis dealt only with the conditions for going north or south, many pilots find that heading east or west can reap excellent XC flights, as well. In fact, in the last few years Mt. Si has been a favorite destination for a growing number of HG and PG pilots. When you're high over the Tiger peaks, Mt. Si is a very alluring sight. Usually most good north or south days at Tiger are also good days to fly out towards Mt. Si. As long as there isn't any east winds, flying towards North Bend can be a real fun XC flight and if you're soaring savvy you can actually thermal up on Si.

Some HG pilots, that want to add lots of miles to their logbook, actually avoid the east direction because of the relatively short distance and the fact that you really can't get much past Mt. Si unless it's a rare "awesome category" day. While it is possible to fly to Snoqualmie Pass and on to Eastern Washington, most pilots find the lack of landing fields to be too intimidating.

Secret: Have you seen the guy who frequently flies his R/C gliders at Tiger? His name is Harold Locke and he still owns the record for going east. Back in the early '80's he flew his hang glider from Tiger Mountain to the town of Easton. To date, Harold is the only

person to have flown a foot launch glider over the Cascades from Tiger.

Heading west is much more challenging than any other direction. There must be a total lack of west wind and you must have good altitude, as the possible landing fields are far apart. The inviting looking LZ's that you may see from the air are actually surrounded by power lines and criss-crossed with nearly invisible fences.

Going west is good with strong thermals and east winds. These are also the conditions that make it so difficult to climb out from the Tiger's launches. Keep in mind that our ceiling for Sea-Tac's airspace drops down to 3000 feet just on the other side of Squak Mountain and that the area north and west of Squak is pretty much what the FAA considers as a "congested area."

Launch Times

Launch timing is an art. Using our eyes and judging by past experiences far outweighs all the scientific data that we may use to determine the ideal launch times. In the Owens Valley, the soaring forecasts are heavily relied upon. Estimates of thermal strengths, cloudbase heights, and thermal trigger times are great for an area like the Owens where nearly identical XC conditions set up day after

(Continued on page 3)

ATTENTION!!

*The next meeting
will be on TUES*

May 27th

*The day after
Memorial day*

7:30 pm

Round Table

Pizza

*15025 NE 24th
Bellevue*

Can Your Remember?

By Ray Gach, Hang 2 (by the time you read this in the newsletter :-))

Can you remember your first altitude flight? How about the butterflies as you're setting up? Or how the wind felt on your face as you flew away from launch? Or the elation after touching down on Mother Earth again? Well, I just had mine and am going to try and relate my experience to you; to maybe bring back some of those memories that have faded away over the years.

My dream of flying started at the age of 10....you know, those wonderful flying dreams where you wake up the next morning, wishing that some miracle happened during the night and you've been somehow blessed with the ability to fly? Those dreams have been present throughout my life and it wasn't until I was about 11 or 12 that I heard about hang gliding. My father had seriously considered building a hang glider in the early 70's and I jumped at the chance to help him research the options available; catalogs, manufacturers, building plans etc. As fate would have it, it never came to pass and hang gliding faded away to dreams of becoming an astronaut (youthful embellishments;))

Twenty two years later, I happened to be browsing the web and found the Hang Gliding List and immediately subscribed. The next thing you know, I'm standing at the LZ at Blanchard talking with Kevin Cosley, my internet contact:-) To make this short, Kevin became my instructor and after 71 training hill flights (all under 40' high) and 5 tandems, I was ready to see my dreams come to life.

The night before my solo, I laid down to bed thinking of everything I learned; trying to put everything in perspective. I knew I was ready but there's always that doubt that sits way in the back of your mind.

The next morning I get the call I've been waiting for. My months of waiting are about to end! Kevin says Blanchard looks good and I'll get to do one more tandem and then my altitude solo. I call my flying bud Erick Johnson (already a Hang II) and we carpoled it to the Blanchard LZ. Erick and I walked the LZ; checking out any possible obstructions, noting where the wind indicators are, and finding it hard to believe that people have to be told NOT to hit the house that sits at the side of this huge LZ;-) Kevin and Tom Johns eventually meet us there, along with a couple of new students who will be doing some tandems. Erick and I toss our gear onto Tom's Suburban and all 8 of us head up to launch.

I new this was going to be my last tandem flight (instructional anyway), so I wanted to gain as much knowledge as possible. It's decided that the SW facing cliff launch is the preferred launch site and we all get set up. The wind is blowing in pretty steady and Kevin and I take off. Within 30 seconds, he turns the glider to me and I'm the PIC (Pilot in Control).

It gets a bit thermally and I'm constantly having to keep the

glider on course. I wanted to make it to the LZ with enough altitude to allow me to spend some time to prepare for my approach and landing. The approach was the only thing skill that I had any doubts about as you really can't practice approaches on a training hill. We made the LZ with plenty of altitude and I started my first landing pattern, your typical standard aircraft approach, landing to the NW. Everything went as planned, but the landing wasn't quite as perfect as I wanted. On my flare, I didn't have quite enough energy to pop us up, so we landed on our feet but dropped onto the wheels a second later. Not too shabby for a student, landing a tandem for the first time in light winds, if I have to say so myself;-)

I was now ready for my solo. I memorized everything that happened on that tandem, in particular the approach. I felt pretty confident after that flight. After everyone lands, we load up and head to the launch again..This time, the butterflies are starting to wake up;-)

I get to use Bill Bolosky's new Falcon 195 for my solo and feel quite comfortable setting it up, as that's the glider I used on most of my training hill flights (but I'll be using my own Vision Mk IV from now on)..I feel like I'm in my own world as I start to set up. Everyone is doing something else and they seem to be fading from my senses. Every part of the glider feels nice to the touch; very comfortable. I'm feeling like I belong with this glider....or it's becoming a part of me. It really hits home on my pre-flight. I start and the nose and work counter-clockwise..Slowly checking every bolt, screw, safety pin, tube...everything. I feel

like I'm absorbing the glider with every touch of my pre-flight. I'm kind of in a state of total contentment. Funny as it sounds, I FELT safe and totally at ease and very relaxed. For all I know, I could have been chanting some mantra under my breath;-)

I get my hang check done and head to launch. The wind has picked up a bit, maybe blowing near 15 mph. Tom Johns and a student are at the cliff ready to launch...with a wire crew. Yes, it was blowing in nice and strong. Of course, Kevin has to crack a joke with a yell to Tom, "Push!", meaning there's someone waiting to launch. Then my butterflies start to act up. Nothing serious, but I knew they were there. I kept saying to myself "Yep, this it. This is what you've been waiting for." I tell the butterflies to knock it off and go back to sleep;-)

Tom and his student take off and I work my way down to the cliff with Kevin on my nose, Erick Johnson on my right wing and Bill on my left. I had some concern as it was one of the windiest launches I've been at, let alone having to fly at. I've only done one assisted launch, and that was in a tandem at Rampart, so I wasn't totally in the dark about the launch technique. I think Kevin felt that too as he later mentioned that he knew I wouldn't have any trouble with it. The wind was blowing slightly cross from my left, and I angled my wing a bit to balance them out. Kevin left the nose wires and came up beside me. We quickly went over the launch procedure and wished me well. Bill and Erick kept giving feedback from my wires as I kept the glider from wanting to push me off (I guess there was a bit of a rotor hitting my tail). A minute or two pass and I finally get my wing properly set. I've confident and ready (as the butterflies are asleep again;-)) I heard voices from the left and right, "Neutral" and "No pressure here!". I said "I have it! CLEAR!!" and I took my first two steps into the sky!!!

I instinctively pulled in a bit to keep my speed up as I wanted to

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day. At Tiger, it's quite unheard of to have two good XC days in a row, let alone two XC days in a row that are exactly alike!

As we discussed in part one, launch times can be much earlier for south wind days. Typical post frontal south wind days show thermal lift as early as 10 A.M. Using Tiger as a thermal collector, one can soar on the hill quite early. Going XC to the north, though, is best done after 2 P.M. or so. Cloudbases will be higher and the thermals much better along the course. In the late Spring, with sunset after 8 P.M., many pilots have launched at 5 P.M. and made it to Monroe. On the same days, pilots who headed out at noon to 1 P.M. have made it only to Fall City or Carnation at best.

Going south from Tiger from the North launch definitely requires a later launch time. This is quite frustrating to the XC pilot who wants to launch early to tack on extra miles. Unfortunately, early launches can end up with a stressed out pilot making a mad dash back up the hill for a second flight. North wind days are usually a bit more stable than south wind days, therefore the ground needs to heat more up for good thermals. Also, the area in front of launch, where we depend upon for our first elevator ride up, doesn't see much sun until mid morning. Historically, the best launch times for heading south are from 2:30 to 3:30 P.M.

Many light north wind days appear to be soarable even as early as 11 A.M. This condition is the result of surface heating from the area fairly close to the launch. It's usually too light of lift to climb out in. There is often a lull in the thermal conditions at around 1 P.M. as the convection cycle floods the Issaquah valley with cool Lake Sammamish air. It takes at least an hour after the lull starts until the solar heating is strong enough to heat up the incoming lake air. Some pilots feel that the town of Issaquah needs to heat up enough to contain the convection cycle at the north end of the valley, thereby acting as a barrier to the cold lake air.

Hot Tip: Use your nose to determine if the air coming up launch is thermal air or lake air. Lake air smells like lake water. Sometimes you can even smell outboard boat motor exhaust. Lake air is usually cold even on hot days. Thermal air smells more "brushy" or dusty and may activate your sneeze reflex if you've got hay fever like me! While thermal air may feel cool, it's only an illusion of the wind chill. If you were waiting through the lull cycle, you would definitely feel the temperature difference of the warmer thermal air. Many successful competition pilots have written about using their noses to fly better. Whether you're in the air or on the ground, deciphering odors tells of the air's origin. You may have wondered about the phrase: "sniffing out a thermal." Well now you know!

Secret: Whenever possible let someone else be a "wind technician" (wind dummy.) If the wind technician cannot find lift in the usual spots, then you've just saved yourself a frustrating flydown. Sometimes it's difficult to get someone

else to launch first. To initiate the "lemming" effect for your benefit, try acting all excited that the conditions are looking great. Some pilots will get all suited up and pretend to busy themselves with last minute preparations in their attempts to fool a wind dummy into launching. This may sound comical, but it happens all the time...you may have been of victim of this fraud yourself at one time.

Launching Late

There are times that you may find yourself just getting to launch, while some pilots are already at cloudbase and heading out. The key here is to not panic. Analyze the launch conditions for yourself. Many times there are temporary lulls in the thermal activity just after the first gaggle climbs out, but a few more minutes of patience may pay off with good timing for the next cycle. If you are too late arriving at launch, though, conditions may start stabilizing for the day. If you notice the cummies starting to dissipate fairly fast, then it's probably too late. If you are late to launch on a day with lots of overdevelopment, you may find it worthwhile to wait for conditions to open up. I have committed the crime of giving up too early and just flying down, only to see the sun come back out and gaggles of gliders skying out.

More Launch Timing Suggestions

Cummies, cummies, and cummies. As stated in part one, if it is a cummie day, then you need to fly under the cummies to get lift. This is also an important consideration for launch timing. On a South launch day, you will have much better luck getting up if you launch when there is a cummie directly overhead (and hopefully sun down below launch.) On a North launch day, watch for cummies to form to the north of launch out to the North spine. The North spine is the ridgeline that descends from the towers just north of the Kingdome.

After You Launch

This is a very critical time for the soaring pilot. You must get up high as fast as you can. Wasting time hanging around low just makes it easier for the sink monster to find you. And the sink monster loves to eat gliders!

Remember if there are cummies present, then you will usually only find lift under them and there can be sink everywhere else. If it's a blue thermal day, try to imagine where the cummies might be, as if it were cummie conditions, and fly out to those spots.

Thankfully, we do have two locations that will sustain soaring flights while waiting for a good thermal: The Kingdome on north days and the southwest spine on south days. While it's possible to climb out from many other locations, these two spots seem to always collect thermals and give the XC pilot better odds of getting up.

Time To Head Out – Going South

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When you reach cloudbase or have peaked out in a blue thermal, it will be time to make a course decision based upon your observation of wind drift. On a north wind day, your first stop should be at the landfill. Try to leave with at least 4000 feet AGL of altitude. If it's a cummie day, head for under the best, darkest looking cummie. Be sure there is sun on the ground upwind below the cummie.

Secret: At the northeast corner of the landfill, there is a set of big powerlines by some houses. There's usually a house thermal feeding the cummies from there.

Hot Tip: Look for seagulls marking the thermals over the landfill. There are hundreds, maybe thousands of these talented soaring birds at the landfill. You almost can't go wrong at the landfill, thermals are regular and strong here. The seagulls usually mark every thermal at the landfill!

Time To Head Out – Going North

There are two north paths to take. On a generally south wind day try to make it under the cummies that form along the middle of the Pine Lake Plateau. One good spot is the area around the gravel pit, just north of Issaquah. Try to have at least 4000 feet before leaving for the gravel pit as it can be a long glide out to a decent LZ. The other going north route is to fly over main Tiger (towers) to just west of the Preston area. Try to work cummies and make the jump over into the Snoqualmie Valley staying well west of Fall City. Fall City earns its name from the fact that you will fall out of the sky there...Fall City is big sinkhole.

And Finally...Going East

If there is too much west component in the wind it might be better to head east. Get high over main Tiger (towers) and drift back towards Preston and I-90. Get high at Preston before heading east again (5000 feet.) It's a long glide to good safe landing areas. If you see cummies ahead, aim for them even if you have to fly somewhat off course.

Please keep in mind that this series of articles deals with XC flying conditions that cover the typical situations in the broad sense that you may encounter at Tiger. There are many other possibilities of flying conditions that occur, so use your best judgement and learn from your mistakes. Next, in part three, we will discuss exact courses and secret landing fields for emergency bailouts. We will even cover landing fields that are best left alone. For example, near Kent there is a large inviting field that is home to a heavy drinker who has a shotgun by the door waiting for the next glider to land!

If you have any questions or comments feel free to e-mail: THERMALR@MSN.COM



Stuart finally sees his big chance.



TEST YOUR KNOWLEDGE

- 1. At the scene of an accident which of the following should you NOT do immediately?
- A. Stop, think and asses the situation.
- B. Secure glider if necessary.
- C. Check for breathing, pulse and bleeding.
- D. Remove the pilots helmet.
- E. Call for assistance
- 2. What is the basic rule of thumb for speed to fly to aid in handling a wind gradient?

(Continued from page 2)

head out, away from the mountain before I turned ...in any direction. I did my first real 90 degree turn to the left and then went prone. Earlier, I told Kevin that I was going to be FLYING the glider first before I was going to worry about going prone...no use in trying to do too many things at once. But now I was flying, just like in my dreams!

I flew along the south side of the mountain and glanced around for the first time. I was in heaven! The views DO look different when you're by yourself as opposed to a tandem (it wasn't until I landed that I found out that I actually got ABOVE launch on that flight). After a few minutes, I really was starting to enjoy the flight. Sure it was a bit thermally, but nothing I couldn't easily handle. The wind was there...I mean I could FEEL it. I could hear it, smell it; and it felt, heard and smelled GOOD!

I flew for a good 10 minutes and after eavesdropping over some gorgeous house with a gazebo, I turned S to the LZ. I noticed a couple of vehicles there and made a pass right over the field. I said to myself "Yes! I AM a pilot now! And yes, that's me that you're seeing up here!". Now it was time to check the flag and plan my approach. I quickly noticed the flag, right where it was supposed to be, and saw it was blowing out of the SW. The wind had shifted 90 degrees from my tandem flight, but I knew exactly what to do. Everything I've learned came in to play instinctively. I passed the flag and turned to the right, heading NE on my downwind leg. I was constantly checking my altitude and then turned right again above the railroad tracks. I turned onto final and realized I was a bit high. So I just did a couple of S turns and then pulled the bar in for some speed. It was at that moment of my roundout that I realized "Hey, this is just like the training hill!". I went into ground effect, felt for the flare cues, and pulled off a real nice no-stepper!

Only then did I let out a whoop of joy!! I ran/flew the glider to the breakdown area and was smiling the whole way!! I talked to some of the pilots already at the LZ and none even realized this was my first flight until I mentioned it to them. I guess that means my approach and landing were up to snuff:-)

The rest of the guys FINALLY landed as some had flights over 45 minutes. I got another flight in that day, and again, it was picture perfect. That time the wind shifted to the SE and I had to do my final over the road and power lines, but it was a piece a cake and I landed even closer and better than my first flight.

After everyone landed, the hang glider pilots preferred drink, beer, was brought out. Beer, chips, peanuts and good talk was had by all...Oh, and I can't forget the sardines too! We all had a great time at the LZ and by the time I called my wife to say that I was going to be late getting home, I was already near 4 hours late;-). Thanks goodness she's very understanding...and a dozen roses

in hand didn't hurt either ;-)

If asked how my first altitude solo was, I was told to say "It was like losing my virginity, only better prepared";-) I WAS totally prepared for this flight and can honestly sit back and relax, knowing that the new students will be just as prepared as I was. We have some excellent instructors in the area and hope that they continue to bring in and teach these new pilots how to enjoy this unique sport. Without them, this memory of mine would not have existed. It may take a while, but you can be sure that as soon as I'm able, I'll get certified to instruct.

I hope that this brought back some memories for everyone. For what it's worth, I'm going to keep this attached to my log book. Maybe 10 or 15 years from now, I'll pull it out and refresh MY memories on that spectacular day.

--Ray Gach, Hang Glider Pilot, Vision Mark IV Driver
Bothell, WA, USA, Earth, Solar System, Milky Way, Known Universe

Ray Gach on his first solo flight at Blanchard

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: Instructors note: Ray makes conditions sound a little strong. I :
: would just like to say that the wind was a smooth 10 mph and :
: that we made him control the glider in the breeze without help :
: from us before letting him launch. Both his flights were flawless :
: with nothing to give away the fact that these were his first flights :
: (except the big goofy grin on his face). :
: :
: Ray is the first of a solid group of new flying buddies that is :
: coming your way this year. I hope you'll take some time to get to :
: know them and share your knowledge and experience. :
: :
:.....



This was posted on the internet by Rob McKenzie and is a possible cause of the recent accident in Oregon. Well worth a look.



1997 CBCC CALENDAR OF EVENTS (as we know them so far)	
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-July5th 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)J	Frank Gillette?,?,?
July 2-6th Lakeveiw 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	Marylin Raines

Answers to questions on page 4.

1. D
2. Fly best L/D plus 1/2 the wind speed

MORE SIGNS YOU ARE A HARD CORE PILOT

(Selections form the internet)

You talk about airtime like drugs.

Have you got any lately?

No, have you?

No, but I heard Fred got some.

Really? Where? I really need some. It's been too long.

Your nickname at work is WingNut.

You incorporate HG jargon into everyday speech.

Your driving becomes erratic.

- Looking for roads up them thar' hills.

- Watching clouds develop

- Watching thermalling birds...

Car prices seem like altitudes to you (\$17,999).

You've taught your dog to kick up dust on command.

You call in sick to work with a "soarable" throat.

You start pushing out when your alarm clock beeps.

You have a HG calendar at work AND at home.

You hang in your harness when you read or watch TV.

When your 4-year old's teacher asks you why she yells "Clear" before she jumps off the monkey bars.

When you hear a radio announcer say "Big Sale", and it makes you think about your wing loading instead of bargain hunting.

Any outdoor photo, show, movie, you check out the conditions first.

You change words in songs to: soaring, flying, gliding, etc...

You own more than one good camelback, just in case.

You checkout any new house with a tape measure first.

You possess a large number of photographs of your feet.

You try to make all your doctor or dentist appts as early in the morning as possible.

You'll watch an hour long crummy show because there's a 10 sec. shot of a hang glider in it.

April 28th Meeting Notes:

Erick Johnson

Sites:

Blanchard: Be aware of the LZ owner's new dog. Their other dog was killed on the road (not by a pilot). Please chase the new dog back to the house if it gets out.

Tiger: Fly-in was a great success thanks to Gigi for great home cookin' and Bob Reich for the organizing.

Mt. Si: We now have our permit to fly. Talk to the stewards to arrange for flying days. Contact CG Sturdavant for the waiver.

Dog Mt.: Clean-up in the rain. Lots of garbage. Please keep it clean. Watch where you drive in the Dog Patch LZ. You might get a ticket or the wrath of Jim Reynolds if you're in the wrong spot.

Hopkins: Still closed due to road politics.

Elk: New launch built. Land at Dog Patch.

Chelan: Open to all. The Beach in is coming up.

Mattawa: Great flying if you can do the time. 2:30 drive time. Best on north days.

Committee Reports:

Membership: See Jeff Johnson.

Newsletter: Kudos to Kevin C. for the great job.

Safety: Discussed recent fatality in Oregon. Pilot possibly hooked into a faulty extension assembly and fell from his glider.

New Business:

Classic: Brian Scott needs some bodies for back-up help.

Dog: has rescue equipment and a first aid kit. There is also one at **Tiger** underneath the outhouse. Dial in F-L-Y to the combination lock.

Idea of possible radio training brought up. Also old cell phones can still dial 911 if there is an emergency. Stay tuned for a radio update from George Sturdavant.

Oceanside meet: "Oregon Trail Sites" on channel 9 to show the flying at Oceanside. Filming by Jim Reynolds. Stay tuned for the date it will be shown.

Eagle of the month: Ray Gach for his first solo at Blanchard.

Turkey: Yours truly for fibbing to wife about what time I was returning from flying. Or lying to a potential driver as someone else put it. Uff-Da!

Good of the Order: Halloween Party getting close. Gigi Gelfan looking ahead.

- CLASSIFIEDS - CLASSIFIEDS - CLASSIFIEDS -

HPAT 158 Reddish leading edge, orange undersurface panel. In good shape. \$800 Call Raymond at 364-4794.

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.

153 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 till yr 2,000. \$ 895. **Litek Vario** \$125. 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

Got any old knee hangers or other training harnesses in your garage that you would like to sell? How about those big plastic wheels you don't use anymore. NW Instructors Co-op is interested. Call Tom at 206-747-1647 or bring them to the meeting and we may be able to help you

(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

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 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. Flys 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. ect.), like new: \$350. New res. chute: \$300. Sacrifice ALL for \$2400 (cost me almost \$4,000) Call Byron at 800-562-3301 days

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*** NEWS and VIEWS ***

May 1997

By Jim Reynolds

* The Fusion 152 has been released. It has a totally new sail cut, more double surface, higher aspect ratio, wider mylar pocket and a slower stall speed than an XC. It outclimbs and outsinks every conventional glider it has flown against. The specs: area 150^2, span 34.1, AR 7.7 weight 76, nose angle 128-132, 88% double surface, weight range 150-275. I will have one around the 19th or so if you're shopping and don't believe, come fly it.

* The tandem committee just removed the requirement to be a USHGA certified instructor in order to hold a Tandem Instructor Rating. Instead they concluded the Tandem Instructor Clinic would cover us in relations to our FAA exemption. The exemption #4721 line 3 states "both occupants on all two-place training flights must possess a current pilot rating issued by the USHGA and at least one occupant must possess a current instructor rating." Keep in mind two place flights without the exemption are illegal. They are going to allow those tandem instructor pilots to issue student ratings only so they can fly any one off the street. Looking at this like I do one would surmise no course of instruction is taking place just a bunch of dudes changing the program so they could make some money giving rides. That would be exactly

what the FAA would be trying to prevent. I want to see this change formally presented to the FAA for their blessing so when we have an incident we do not lose our exemption and cripple hang gliding instruction in the U.S.

* Gradients exist where ever a surface slows the windspeed due to friction. Pay close attention when scratching close to the hill. The glider may tend to roll toward the hill as the airspeed is decreased due to the gradient. Keep your speed up and be prepared to make quick corrections. When turning close to the ground the lower wing will be in slower moving air and tend to let the faster wing fly past it and increase your bank with whacking results. Keep your speed up and avoid low turns if possible.

* Spiral stability refers to the way a glider stays at a set bank angle or tend to return to level flight without control input. This is a good characteristic for the average pilot. If you bank your glider and it increases the roll without input it is spirally unstable as long as it does this in both directions. If you experience this in one direction only you have a turn. The slower wing could be speeded up by lowering the washout. Having your glider test flown occasionally is a good idea so you can compare your experiences and don't spend time fighting a tuning

*** Dog**



Still no word yet on the tree cutting proposal. Champion International Corporation is looking it over. They have a new person in the position who will make the decision and he has other priorities at present. The eagle agreement is in effect. Please observe the no fly area and do not get low on the north side. The eagles are back and have been seen in the nesting tree. The lake is rising so landing in Dog Patch is getting small and may be gone by the first week in May. Please get your keys and stickers and encourage those who don't have them to do so. We need all the money we can get to cut the trees.

The first aid and rescue equipment will be put in a 55 gallon drum under the north ramp. We have a backboard also just in case the need arises. We need to get all the people who use the area to form together and push the plan for a permanent above water recreation area at Dog Patch. Still lots of time but lots of effort. If anyone wants to help call me. Finally, under the leadership of Bob McFee the LZ parking area and road were cleaned up. Great job to all who helped. Too bad the trash is back already.

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- Knee Hanger Harnesses like new with chute cont. \$95 w/o \$75

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Ray Gach at Blanchard. Story page 2. Photo by Werner Schnitzler

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