



Rainier Paragliding Club



3rd Quarter Newsletter 2010

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Remember When?



Mark Grant of Mark Grant Construction (Steel Building Contractor) plays around with a very old paragliding wing. One of the first style of wings that provided pilots with a fast—very fast—sled ride to the bottom of a hill. Photo by Chris King

Fort Flagler Official Signs Have Been Planted

By Chris King

Well it has finally happened! The official signs have been planted and an article published in the September 7, 2010 Port Townsend Leader. Several pilots showed up in representation of the club, digging holes, pouring cement, taking pictures, having a ball. Wayne Maxwell, James Bender, Doug Paeth, Steve Torgesen, Randy Sprague, Joel and Cindy Bedient, Chris and Gavin King, and Mike McIntyre as well as Mike Zimmerman. It's been a long road that hasn't had the final paving job done yet. The whole project will not be through for another year and a half.

The simple reminder is to be kind, thoughtful, tempers in control, and the like. (Perhaps we can get it finished 6 months early for good behavior!) All in all, let's be sure our examples become the standard that is looked towards for future positive comparisons.

Based on the article that was published in the Port Townsend Leader our demeanor as a group really played a huge roll in influencing a paradigm shift in attitudes and how our sport and its participants were perceived. What a fantastic, resounding applause rings out for our club and how our members represent themselves for our sport! Congratulations to all of you!



RPC members Randy Sprague, Gavin and Chris King, Doug Paeth, Mike McIntyre, and Steve Torgesen planted the new kiosks for the Fort Flagler flying areas. Ranger Mike Zimmerman and many other RPC members were also present, but are not in the photo.

Photo by Wendy Sprague

Forecasting For The Olympic Peninsula Paragliding Sites

Identifying locations, winds, and how to cross-reference for verification.

By Chris King

“How did you know it was going to do this? The forecasts said cross winds at 20 MPH, but obviously were going to fly!”

Ever hear anything like that before? It seems that the Olympic Peninsula forecasting is a mixture of pouring potions, peeking into dark mirrors, stirring tea leaves, and lots of prayer. However, there really are some reliable and even, predictable to the hour, methods and sites to cross reference with that can help local pilots determine “Weather, to fly!”

The following pages and website info should be helpful for pilots who really want to know the some of the best ways to forecast our areas weird weather.

Fly safe. Have fun!



Once pilots reach the Biz Portal web site simply click on winds. The program will load up 2 1/2 days of forecasts starting with the most current hour. Pilots can watch the time bar load up just below the picture of the Puget Sound region. To search out the winds for different hours during each day simply click on the time

you would like to investigate. The screen will change if there is any forecast changes for that hour. In this picture you can see that the current hour winds are pretty high over the water in the straights however, pilots can see that Flagler and Blyn are flyable even soarable!



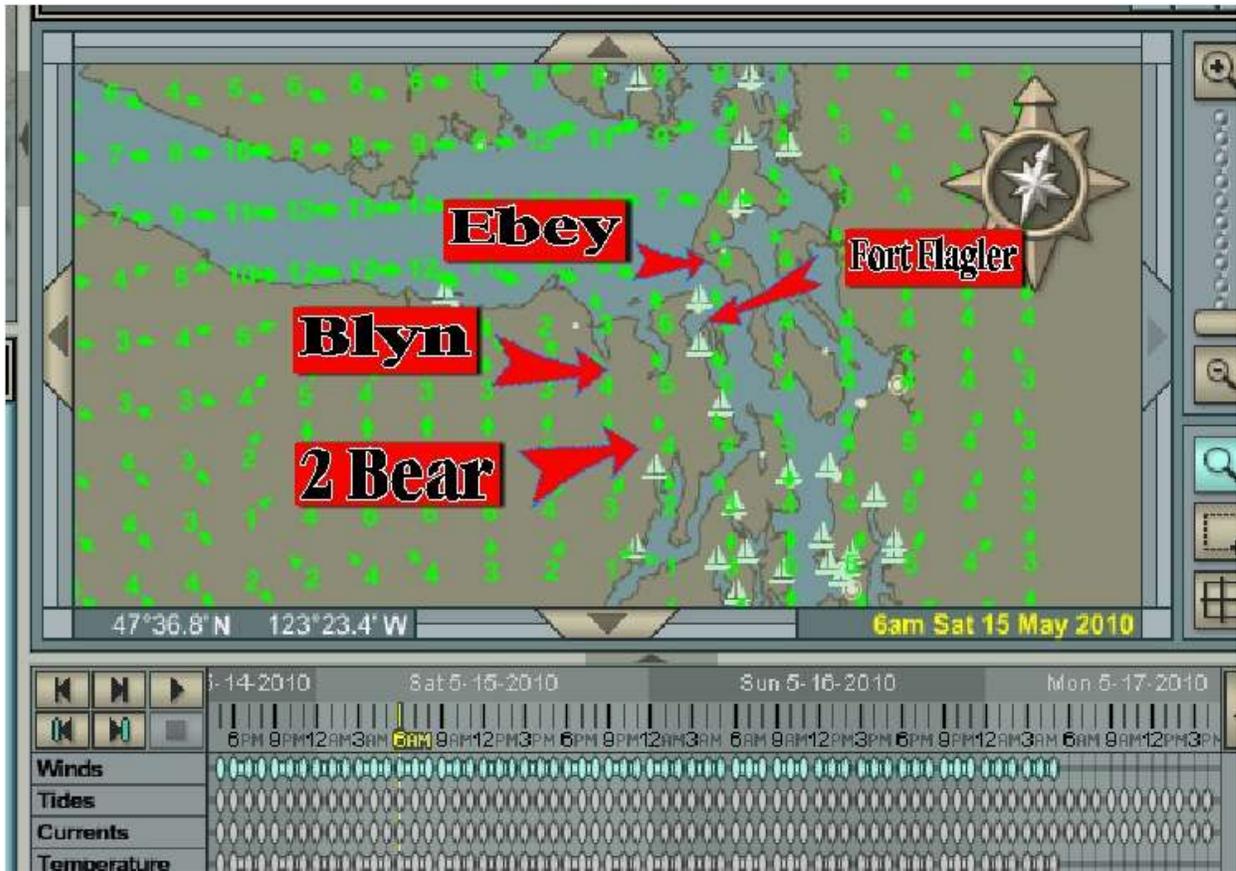
Mike M, Gavin, Griz and Chris at Ebey.

Nothing can be more frustrating than getting to a site only to have to wait and wait and wait. It can mean lots of visiting. But we are here to fly.



Get a good forecast and everyone is up in the air! Wayne at 2 bear

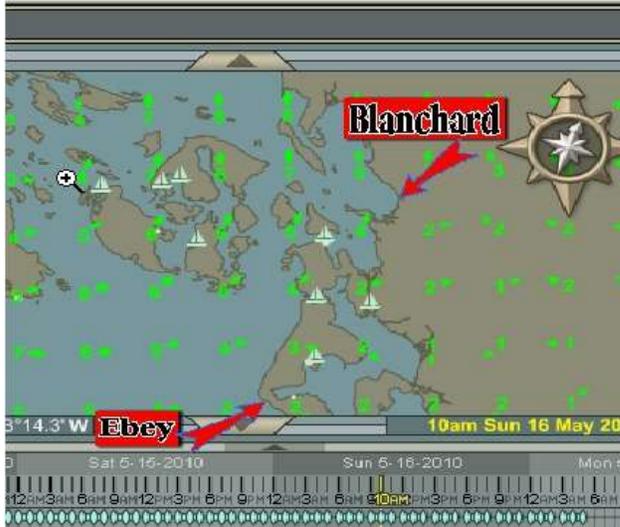
In order to know how the winds affect a pilot and where you will be flying lets identify where the sites are located on the weather map.



Fort Flagler, Blyn, and 2 Bear are all within a short drive of each other. Notice how the wind arrows also cover the direction of the winds at these sites as well. The winds are indicated in MPH.



Randy, Joe and Wayne. What a flight!

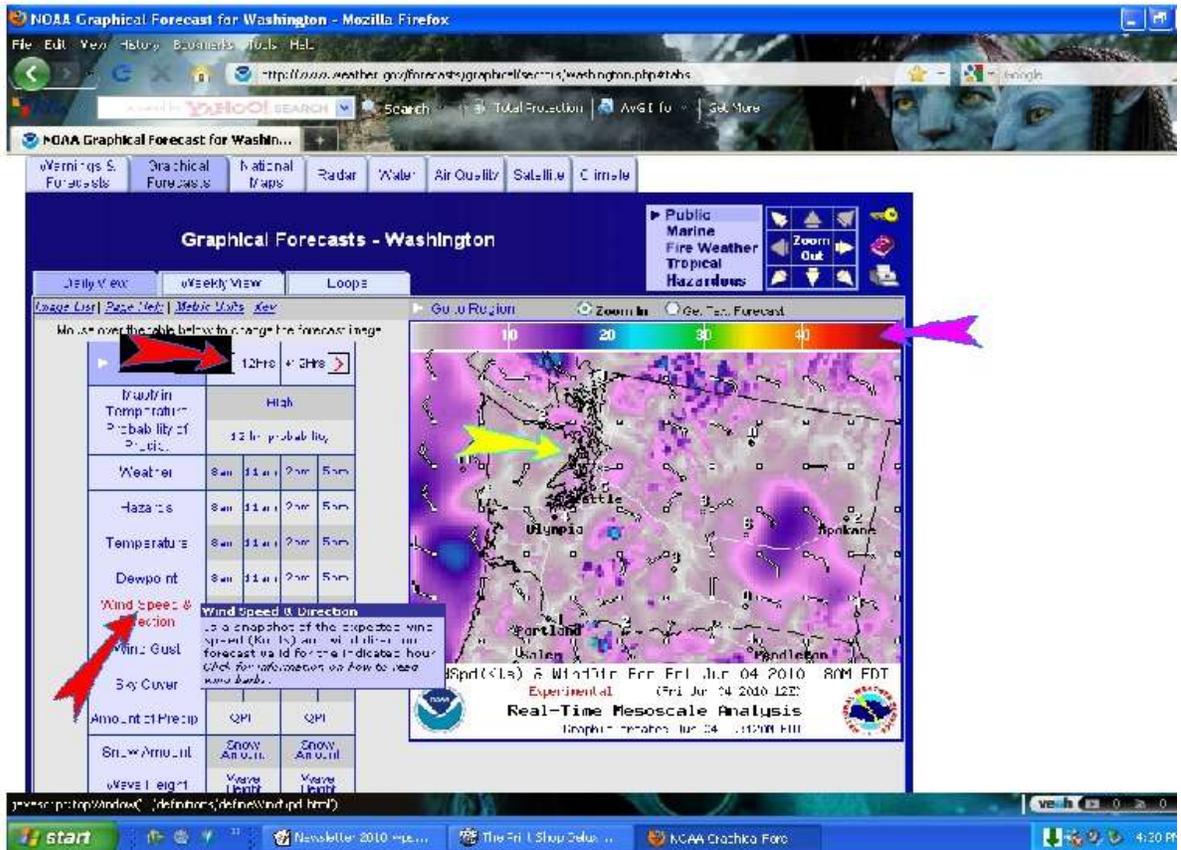


Blanchard is further North from the Peninsula. Notice the wind arrows do cover as far North as Blanchard.

Ebey is also noted. Ebey is right across the water from Port Townsend.



Joe at 2 bear. Lots of clouds but a lot of lift thanks to a great forecast



This page demonstrates Noah Graphical.

<http://www.weather.gov/forecasts/graphical/sectors/washington.php#abs>

The yellow arrow identifies 2 bear. Not the grayish pinkish color blend. The colors indicate the winds speeds. This site is very particular. If you look at the wind speed bar pointed out by the pink arrow you can see that the winds are light running about 4-5 MPH. The red arrow indicates the box and area for the time you want to see the forecast for. The red arrow in the black box shows the area pilots can advance to forecasts occurring later in the same day or even to the next few days ahead.

That's Noah spelled NOAA

One of the more common practices used to assure a more accurate assessment of the weather is to bring up several of the websites and view their forecast models. Even at that, remember changes and nuances exist that models cannot

predict. For instance: A forecast north day at Flagler has been known to be flyable on the east bluff as well. Why? A convergence has set up affecting the winds from the north and the south. The same configuration has occurred that has made it so neither area could be flown. Another example is at Two Bear. An up-valley wind may exist that allows you to fly the valley but not go cross country because a northern influence causes a wave that will take you gently to the valley floor if you venture to far out for a cross country to Brinnon. Be aware of what you look at so that you can fly safely.

Another great readable observation available is pilots can see where the convergence zone is setting up as the wind arrows show where the north and south winds meet together.

Once you have visited the sites for observations and forecasts, verifications can be observed from sites like Ferry Weather or even buoy marker readings.

All of these sites and more are available at the club's website: www.rainierparaglidingclub.org. They are all listed on the "helpful links" page.

Happy Flying!

Jibber Jabber

Unedited Notes from traveling pilots

Wow. Did you guys miss out. Randy and I got on top a little before noon, and two pilots (Preacher and Doc) were already in the air. They had launched not too much earlier, and went the entire length of the ridge and back. By the time they got back, the thermals were kicking. They boated around 4000 or so feet for awhile before doc landed and preacher went over the back to Mattawa.

OK. So for Randy and I, we did just as great for what we wanted to do. Randy got multiple hours of flying and I think, three top landings. I launched, flew and landed eight times, which is why I love to go to Saddle. The winds were not THAT high, but high enough to drag a couple of people a long way (not either one of us. We were only toppled on our backs, etc.) So, we got high wind practice kiting, launching, landing, etc. By the way, we also got to about 4000 feet or so.

It was the best day I have ever had at Saddle. We flew till 3 or a little later, met a couple of new pilot friends at a neat hamburger joint in vantage for small? snack, and drove home. A great day!

Steve

Howdy, all.

I flew Lookout Mtn., above Golden, Colorado today. gorgeous view of the valley and east to Denver. Met some great locals, and one brought out a brand spanking new ozone Mantra 10.2 (2 line) glider. very cool to see him on his 3rd flt. very fast. Weather should be better tomorrow, so I plan to head back there. Coors doesn't taste as good as I remember it from the ol college days in Boulder,,,,, but it gets the job done. (Mary and I here for a wedding, and I'm trying to sneak away as much as I possibly can). wish me luck! Jim H.

Yes, the conditions were pretty much perfect. (Flagler) For some reasons, there were a tremendous number of eagles out flying. At one time I spotted 12 of them in the air at once, and they were right there with me.

I chose to park at the campground and hike up from there. That way I could land by my car when I was ready to go. This works out very nicely, but it does mean I took off without saying goodbye. Sorry to be unsocial, but I had a commitment to be in Port Townsend in the afternoon. Here are some photos of Wade. He put on another great clinic by dancing all around the launch site with apparent ease. He sure is fun to watch!

Cheers, Randy

Well, South Mountain was what you might call a bust. It was the weirdest flight I have ever taken from that hill. I truly believe I launched in rotor, and found nothing but sink and a sloppy (pitchy, rolling, full, slack, etc.) wing all the way. The wing changed constantly for the entire flight. It was never stable for more than a few seconds at one time. I had at least two other landing areas picked out along the way where I thought I might survive if I had to land in them. For the first 4/5 of the flight, I thought for sure I would not make the lz. The strangest day ever!

Not fun. Six went. Two had quick flights. The other 4 wisely drove down. BTW, for the others: I stopped at school to see Carol for a few minutes, and when I looked back at the mountain it was wrapped in darkness and cloud covered with some of the deepest, darkest clouds ever, and 20 minutes after that, the west winds were SCREAMING through my trees.
Spring time in the mountains. Steve

Howdy, all.

So sorry that S.Mtn didn't give you its best yesterday. It's still early in the season. I had some great flying here in Colorado yesterday. I hiked up Lookout mtn twice, Flew 3 times, with one top landing. Only 20 -30 minute flights, but they were a lot of fun. Home pilots were very helpful. lift was scratchy, and very textured... not relaxing. I wasn't able to take any photos in the air. I'm here for a wedding (tonite) and feel that I've walked that knife edge between maximizing my flying experience and being a participative family member here at the homestead. Heading home tomorrow. Hope to fly with y'all soon. Jim H.

We decided to make a run to the mainland (we call it "going ashore") to see if Blanchard would be flyable (light westerlies were forecast). It was light and it was a bit more north west than expected, making for a cross component on the west launch. Murdoch and Jan Hughes (I think Wayne and Barb know them), were there. Jan was first off (Murdoch didn't fly) -- Sledder. I followed -- Sledder. Meanwhile three other pilots were arriving at launch. We watched from the LZ as the first one off managed to work the little thermals skillfully enough to get above launch where the lift was more abundant. The other two were soon on the LZ with the rest of us. The good guy was still in the air when some of us headed off to the Long Horn Saloon. Nice afternoon. Pete

I just returned from the SIV clinic at Lake Entiat that Doug is sponsoring... looks to me like Doug will be busy there all weekend as there is a second 3 day clinic that started today. Had a great time and learned a ton of things. I'm not sure if Denise has anything going at the ranch while Doug is away. The last weather forecast for over that side of the mountains was clear and warming up into the mid 80's or higher. It was 83 yesterday as I came through Wenatchee around 5:30PM. Bruce

Cindy and I were on our way to Redding so we stopped off at Woodrat. We stood on the top launch waiting for either north or west to be strong enough to launch. After a bit of praying to the author of wind we took off in very light thermals on the west launch. There were several locals flying yesterday(Thursday) and most reported personal bests, some over 9K. I was close to them but have no vario until mine arrives. About two hours of air time without a single collapse and big smiles for all who flew was great. I thanked the author of the wind. Took a 20 minute extended sledder this morning(Friday) at Woodrat and then onto Redding. - Joel Bedient

I came home this morning, long enough to shower, then meet Wayne at Flagler. strong winds from the SSE, provided a great learning experience for me. Wayne is still my hero, and gave me some great help. 2nd flight was great, swooping the edge, never more than 50 ft. over. landed on the beach once, then top landed after seeing how it's done again in high wind. Thanks, Wayne! Fort Flagler rocks! - Jim H.

Nancy and I camped at Ft. Ebey on Saturday night. . Several pilots launched but sank out PDQ as conditions lightened further and the cloud cover shaded the valley and hillside. The next time the sun broke through I launched and had a nice but short flight with one nice little thermal to extend the air time. This time I was the lucky guy. I was boating around at launch or above when two of the others landed and 20 minutes later ... - Pete

It was a nice day to practice pulling the wing up in high winds. It was a nice day to fly VERY slowly in one direction and about 50 mph in the other. It was a nice day to practice swooping, which Wayne does so much better than I do, and top landing. It was a great "hover" day. Wayne got three or four, plus a few dozen little ground hops. It was a perfect day to play. Lots of sun, wind, friends, and all. Thanks, Wayne and Barb. - Steve

I was a flyin solo at Tiger today. Quick hike up. Chirico was mowin' the LZ just for me. winds on south launch were light, and I had to time my launch between rain clouds. Extended sledder, but it felt good to work up a sweat. Home by 3:30. - Jim

Barb and I got out there about noon. Steve M. had just arrived, and said he had seen Derek flying. Well, Derek had just landed down below because it had become too strong. Soooo, Barb, Steve, Derek, Wade, Jenny, Cielo and another Steve hung out at the beach for an hour, Watching Wade and the other Steve kite. Steve M and I then went back up, as it seemed a little lighter.

I launched and went straight up. Had to use full speed bar just to get over the edge. I knew immediately that I wanted out of the air. Crabbed out to the north and landed near the outhouse. Steve M and I expect it to die off some this pm, and we'll be there for another go at it. Hope you'll be there too.

And, it did--back off. Just a little though. It was a nice day to practice pulling the wing up in high winds. It was a nice day to fly VERY slowly in one direction and about 50 mph in the other. It was a nice day to practice swooping, which Wayne does so much better than I do, and top landing. It was a great "hover" day. Went to Wayne and Barb's for about an hour. Got to see their garden, yard, new RV, and such. I got two flights in. Wayne got three or four, plus a few dozen little ground hops. It was a perfect day to play. Lots of sun, wind, friends, and all. Thanks, Wayne and Barb. Steve

Thanks Gris,

Considering the strong lapse rate and that south at tiger is usually less friendly, it was relatively smooth. Lots of shading that day mellowed it out. That gave me distinct sun spots to follow, although reports of big sink holes were correct. Although smooth, there was one wicked thermal I intentionally left behind after a collapse, the video cam catches me yelling, "I'm leaving, you bitch." Then just downwind off the same sunspot, "I like you, you're nicer than your sister." I'm putting together a video presentation for seattle para for saturday if you're interested. Latest story, the earthquake in Duvall was exactly 12 hours later, right under my final glide, I guess I did land a little hard. - Every Doug has his day!

Beautiful afternoon with Wayne, joe, and Wade. Launching through rotor in a north wind on coastal bluffs is humbling. Joe did a great job with a sidearm launch. Wade did his Obiwan thing.

I couldn't get it up until I did a forward, dragging my wing through the rotor. I launched, but my wing wasn't centered, and I ended up on the beach (one foot in the water, one foot out). The wing stayed dry, but my ego was bruised. Lesson learned: weak launch = weak flight. as always, the post-flight discussion and refreshments were valuable for me. Launches are optional..... kite it up, load it, then fly. thanks, Wayne, Joe, and Wade for a good day. - Jim H.

I was able to get a short 20 min flight in, though. The first time I brought my wing up, it came down in a mud puddle. So, now that it was wet, I just HAD to fly to dry it out. As I was flying, I noticed rain in three areas around me and some water spots on my instruments, so I attempted a top landing. Took two passes, the first way too high, the second about 10 feet too high. so, I took a third pass starting about 10 feet lower. Fell out of the lift band and could not get back in. Had to land in the field and hike. Nice day though, and got home about 5 minutes after Carol did.

See you all soon. I am not available this weekend--so I hope you all have a great one.

Steve

Wendy and I got to the Flagler east launch at noon. It was blowing in at 12 mph according to my wind gauge, but the white caps on the water made me apprehensive. I waited a bit and then launched just as Wayne arrived. I think the wind had subsided a bit because the conditions were absolutely perfect. I had plenty of lift with no penetration problems. Slowly, the wind diminished until it was no longer flyable. Wayne and I kited and skimmed along the ridge for a bit, but by the time Jim arrived about 1:15 it was too light to do much at all. By the time Jeff and Pam arrived it started to rain. Conditions were down right lousy so Wendy and I went into Port Hadlock for some terrific clams and halibut. When we got back to the launch, Jim, Wayne, Jeff and Pam were still para-waiting in the rain. Since my gear was already soaked, I got it out and did a few kiting/skimming runs down the ridge. Jim had given up and left and Wayne was just leaving when it turned back on around 4:00. The conditions cycled from perfect (if you ignore the rain) to just barely flyable for the next hour and 15 minutes. At 4:45 Wendy was ready to go, but I got permission for just one more flight. Fortunately, I was able to milk it for another 30 minute flight before I just couldn't quite survive that last light cycle.

As we drove away, I saw the seagulls hogging the air that had cycled back up to perfect conditions again. Oh well, that was the most fun I've had in soaking wet clothes in a long time! 7 great flights and 7 top landings with a whole bunch of skimmers along the ridge. It's good to know that my wing will still fly well even when totally saturated.

Cheers,

Randy

Noon at my usual launch site between the trees. Seemed to be comin in a little cross right at about 16 or 17. The gulls were really high.

Laid out on the west side of the road, a little north of the slot between the trees, and pulled up. At the middle of the road, I was picked up and started moving up and back.

I was a little slow gettin on the speed bar, and by the time I could use it, thought maybe I was too far back, too near the rotor, and too high, for it to be safe. I'm still going up and back, and

beginning to worry about the approaching buildings behind me.

About that time I began to settle down thru the rotor. Got tossed about a bit, and had a nice touch down, but the wing began to pull me backwards. Grabbed all the strings on one side, and began to haul in. That did it!! I was very lucky.

Lessons learned

To accurately assess conditions in strong ese or se winds, walk south to the paraglider sign for cleaner air. I think the trees reduced the apparent wind strength.

In those conditions, launch from further south near the paraglider sign for cleaner air. This also pretty much removes the buildings as a threat.

Hope this helps someone.

What a blast. Wind turned north just as I arrived at launch. Maybe 15 Pilots. Smooth air but kinda weak. Noone was gettin real high. I forgot my gloves so I came down after 45 minutes. Doug P. Was just loading into the 2:30 Shuttle. I decided to hike up again (44 minutes the 2nd time) and launched right behind Doug, the XC guru. I watched him get high over Issaquah high school, then lose it and head back. I was at 2000' near the kingdome watchuing him land a mile north of the LZ. Good landing but he wasn't moving as far as I could see. So I spiraled down to the LZ & jumped in my car. When I got to Doug he was smiling ear to ear because he'd flushed out a black bear as he landed! It scampered away.... but Doug didn't move after landing out of respect for ursa major! I gave him a lift back to the shuttle for his round two, then I headed to the ferry, thinking Tiger Mtn is a pretty cool place. Wish Joe had been there.... He'd tell the tale much better than I can.



Wayne Maxwell at 2-Bear June 2010. Mount Rainier in the background. Gotta love the beauty of this sport!

Photo By Jim Harmon.

Wayne, Wade, Barb and I drove on down to Brinnon and met up with Jim. With high hopes and key in hand we headed up the hill. The road is actually better down below because of the logging but where it comes to an end, it's the same old alders in your face. Met with several obstacles in the form of two trees across the road and numerous rockslides, but we managed to clear the road and finally pulled into that familiar spot. It looks more like a garden every time with the rhodies in bloom and the paintbrush playing counterpart. And what a day. Jim replaced the weather whipped remnants of last years wind tape and we were back in business. Very light cycles at first so we ate some lunch then all headed up to the top launch. Wayne drew the short straw and went first where he found the light but right stuff over to the left. Then Jim, Wade, and finally me launched out into the beautiful day. We flew and flew and the cycles picked up and gave us a taste of the 2bear rodeo but, really, it was just smooth and gentle for the most part. None of us could get up to Wayne; all that winter thermal practice is really paying off. Getting up over launch you could look north thru the gun sight notch and see Mt. Baker just as clear as you please with Rainier across the sound and lots of snow still on Jupiter. After a goodly dose of the 2bear cleansing regime we all went out to land and throw down some acro moves (not me, W & W.) Barb saw a big black bear while driving down to get us. Thanks again Barb for all you bring to the outing. So the road is clear, the place is golden, and we have the whole season in front of us. Yahoo!! As the Barb said, "You shoulda been there!"

Powered Paragliding

By Steve Messman



I should have dumped the sand out! Randy Launching. Photo by Steve Messman

June 4th, 5th, and 6th, 2010. The dates will remain locked inside my head for some time to come. It was the first weekend that I had ever been anywhere near or around powered paragliders. Our RPC event, a combination of both the Northern Lights and a first-ever power get together, took place at Saddle Mountain, selected by our own Randy Sprague for its spacious landscape and forgiving sand. And a fun weekend it was! Randy made some great contacts with other clubs and so we had in attendance

moving air lift us up and swing us like little kids at the local park. Later, we were supposed to actually fly the wings, but both of us chose not to do so for a couple of reasons.



I didn't expect this much power! John Erickson and Bruce Burreis. Photo by Steve Messman

But everyone else flew—multiple times. That was the cool thing I learned about using a motor. You don't need a hill, and you don't even need much of a flat spot, to be truthful. Those who flew motors simply woke me up at 6:00 AM with a roar, and they took off. Then, they did it again in the evening when the winds had calmed. They flew for hours if they wanted to, and they flew as high and as far as they wanted. For sure, I could see how having a motor would definitely increase your air time.

Those of us who either did not fly motors, or those who flew both, headed for the top of Saddle Mountain on Saturday afternoon. From our perch in the trees at the

campground, the winds just looked too good to turn down, even though they were forecast to be 180° out. We drove to the top, compliments of a member of the NWPC who was there only to try motors, and we had wonderful flights to around a thousand over and as long as we desired to stay up.



So... How many fingers exactly are you missing? Steve T. and Randy

Photo by Steve Messman

I will probably never buy a motor, but I learned a lot. I had fun. And, as always in this sport, I met some new and fun people. It was a great weekend that I look forward to for next year—if we do it near a flyable hill.

The End!?

41.5 MILES AT LAKEVIEW

By Paul Kunzl as told to Mike McIntyre (Intro and recap by Mike McIntyre)

This last July at Lakeview, Oregon, Paul Kunzl won 1st place in the paraglider distance contest, competing against roughly 50 other pilots from all over the northwest. He did this by flying 41.5 miles by straight line GPS co-ordinates, and in the process set an all time RPC distance record for a current member, as well as getting a personal best. In recognition of this achievement, and out of curiosity, I asked Paul for a blow-by-blow description, and what follows is a synopsis of that interview. Anything that sounds silly is likely due my interpretation. Everything in parentheses is mine to help the reader visualize the locations.

Mike: To try to get a feel for how competitive the event was, how many bagmen do you think were competing?

Paul: Well, it was definitely a real competition and there could have been roughly about 50 paraglider pilots competing, but for me it was more of a personal competition with myself.

Mike: There were slightly different conditions on different days, and I was wondering which day you made this flight.

Paul: It was the second day of the competition, and there were clouds that day, whereas the other days were largely clear. I remember that the first day of the competition I landed at Paisley (about 5 miles down range from launch) and surveyed the topography. I noticed by my own flight and others that due to the front ridge turning more north/south, and the steady north wind, that going out in front would take you out of the best lift. Even though there were good pilots getting high out in the valley, it wasn't very consistent and they couldn't really go anywhere (down range) very easily.

Mike: I happen to know already that you had been to Lakeview in previous years. Was that a factor in making this flight? Could you have done something like it on your very first visit for instance?

Paul: Well, I tried for distance in previous years, but most always out in front. The farthest I ever got was to the intersection south of Paisley (about 12 miles down range from launch). So all of that helped me decide to get on the back ridge and take my chances. If it meant a hike out, I was prepared to hike.

Milke: You once taught me that choosing the best time to launch is critical to having the best flight of the day. How did you choose your launch time this day?

Paul: On that day both Kim Smith and Jim Baldo (really, really good pilots) launched kinda early and struggled for a long time. Others launched as well, and as the lift here generally gets a little better as the day progresses, I waited till there were a few getting above launch, and then launched myself. I've really no idea what time it was, but

maybe around one or two.

Mike: So what was in your mind as to the first thing to do after launching?

Paul: Just to stay in the launch area and fly to where I had seen others getting above launch, waiting for something strong enough to get me established on the back ridge, to the right and directly behind launch. I waited and searched in that area for maybe half an hour before getting a thermal strong enough to get me up and back. As I went back I was careful to continue only in lift, instead of just flying back to the ridge and hoping something was there.

Mike: Did the clouds start figuring in yet?

Paul: Not yet, really. There were clouds forming along the ridge to the south, but at this point I was over the canyon (about 2 or 3 miles south of launch) leading to Paisley. In that area there are some big bowls that are kind of protected from the wind by the ridge out front. Without wind they can collect a lot of heat and when that releases it is very good stuff. So I used that, got established between 7k and 9k asl (about 2500' to 4000' agl) and crossed the canyon by Paisley, flying towards a large peak with a cloud forming up over it just south of town, but always tending towards the valley for safety. There was also a hang glider already under it so I knew it was lifty. Having reached the peak with enough altitude I was able to hook the thermal & ride it to cloud base and head south along more ridge. It was about here that the cloud street started to figure in more prominently, as I'd get to cloud base at around 9k and then arrive at the next cloud at around 7k and do it all over again. It wasn't just cloud flying though, more a kind of mix of cloud and terrain flying. Even though I had accepted that I might have to hike out, I didn't really want to, so I was always keeping the road and the valley within glide. The farther south I went (about 15-20 miles down range by now), the peaks were getting farther apart and I started to think from time to time maybe that's it, but then I'd go a little farther back and find a little wispy just forming on top of another peak, ride it back to cloud base, and then head south on a 45 degree heading back to the valley. So I guess you could say I flew a zig-zag pattern for a lot of this stretch. Now this valley starts to close up at the south end (about 30 miles downrange) and there are some low hills to cross, and I was again thinking it was over but noticed another hang over a small lake and got enough there to get past the hills into the Lakeview valley. This was probably my "biggest save" as I'd got down to below 1k agl, and had picked out my landing field before I connected with the thermal. Once past the hills I was in familiar territory and knew where to go for a little lift.....a couple of circle farms and a rock quarry for instance, and by this time there are landing zones everywhere. I got over to Black Cap (about 35 miles down range) and thought about landing at the campground, but instead just went on glide to wring out as much as possible.

Mike: Just a couple more questions Please. Did you use speed bar on this flight?

Paul: Yes, a lot. As a kind of general rule, if I was sinking less than about 200fpm I'd stay away from it, but much over that I was probably thinking about getting on it.

Mike: I know that you've flown a number of other gliders in your long career, and I'd like to ask if any of your other gliders could have done it.

Paul: Well, my other Aspen (dhv2) would have done it, and the old Quarx might have been able to do it except it was a size too small for me. I'm currently in the upper range on this large Aspen 3(dhv2), but well under the recommended maximum.

Mike: Are there other things we haven't mentioned that also contributed this epic flight?

Paul: I did a lot of turning. I'd turn one way for a while, get tired of it and turn the other way for a while. I exercised a lot of patience and perseverance. The last few miles I just spent on glide. The wind was blowing pretty good by that time, and I landed standing on my speed bar and barely penetrating. I already knew it was blowing pretty hard so when I picked out my lz I sure didn't fly past it. I was also in pretty constant contact with other pilots by radio, though nobody from the RPC, and as soon as I landed I called in right away. I had been in the air for a long time & wanted everybody to know I was down safe.

Post Script by Mike:

Paul, Congratulations again on your 41.5 mile, 3.5 hours epic flight and RPC distance record.....and thanks for sharing it with us complete with tips that we might be using ourselves.



Paul and Bruce on top of Hadley Butte waiting for a good launch time.

Photo by Steve Messman