

The Rainier Paragliding Club Newsletter

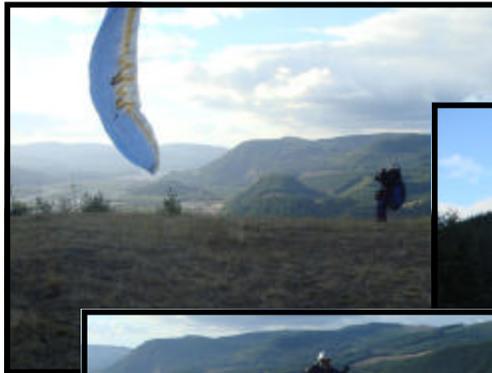
Serving the Paragliding Community of Western Washington, USA

WWW.RainierParaglidingClub.org

September 2007

Extra !! Extra !! Read all about it !
President Doug Etter caught doing an
unauthorized tandem flight!

See Page 3 for photo's and details



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The Northern Lite

By Mike McIntyre

The 2nd annual Northern Lite started on Friday afternoon with Chris and I heading up to Blyn, hopeful for a casual early start and a sledder. When we arrived at the LZ, we got a call from a visiting pilot (Don Daly from the Desert Soaring Club in the Tri-cities) saying that he was in the area and would be there in a couple of minutes. Oh boy! An extra rig and we can all fly--so that's what we did, into good launch conditions but not a lot of lift. So then back up the mountain where Don and Chris got another sledder



each and I'm getting ready to go fetch them when

George, C.J., and John show up right on launch. What a treat, and oh yeah, we can get some more flying. In lighter conditions I manage another sledder, but the conditions got too light to launch, so George, C.J., and John split up the driving and drove all the rigs down. Friday night saw a big campfire with lots of tents in the yard and dry but overcast conditions. On

Saturday morning an even dozen pilots with some family members went to 2bear to try our luck. Arriving at launch at around 1pm there was a pretty steady breeze up the front, but it seemed light and there was the very occasional gust from the back, which made me nervous. Ole flew his Alula radio controlled glider

several times and proved that there was lift around, but it was pretty light. Once he got pretty high. After some while, and some discussion of the conditions, C.C. showed

us how to forward launch and managed to stay up for almost half an hour, so C.J. also did a forward launch and stayed level for many sections, but not much up, then George and ditto, but he did catch a weak thermal patch and managed a couple of 360's. So how's your forward launch skills? Mine are pretty weak, but the above pilots made it look so doable, that I also got one for an extended sledder. By-the-way, most



all of us took advantage of several pilots holding up our leading edge, and I'm sure I wouldn't have made it without that,

so thanks again. In pretty quick suc-

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cession, then, Tim and Ole also got away with forward launches and extended sleds, and in ever lighter



and dodgy conditions, the rest elected to drive down.

The ones who flew thought later that it was very close to being soarable, and that it might

have been if we'd launched earlier. Saturday after flying we went to the Geoduck Tavern in Brinnon for burgers, where we were joined by Jerry and Terri Lynn, who arrived too late to hook up with the flying, and then wandered around the woods with an occasional glimpse of a glider in the air. I'm really sorry we couldn't hook up sooner. Anyway, after the Geoduck most of us came back to my place for another roaring campfire and some roasted marshmallows. On Sunday morning it was raining all over, so one by one everybody packed up and headed home. Attendees this year, in no particular order, were George and C.J. Sturtevant, Don Daly (Desert Soaring), John Erickson, Jim and Gail Baldo, Tim Walsh, Doug Etter, Jerry and Teri Lynn Devlin, Ole Kanestrom, Dave Griswold, Chris King, C.C. Cunningham, Mike McIntyre and Arliss Newcomb.

Extra!!

As reported by Kim Smith

The President of RPC has been caught doing tandems at Toutle. Yes, Doug Etter was doing a tandem without a tandem wing, no tandem reserve, no tandem rating and his passenger was



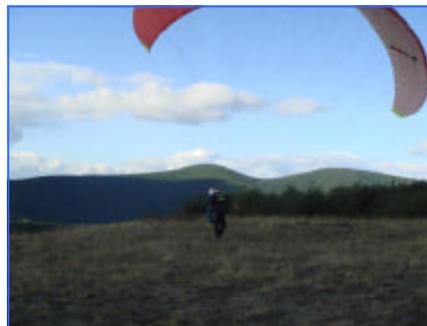
not in an approved harness. It was not Doug's fault, the passenger hopped on board just as Doug was launching. It is sur-

prising that he hung on for the entire ride. The passenger had to wait for just the right moment to hop on and hang on without detection. Heck, Doug did not even know until I pointed the

hitchhiker out to him after he top landed. He was surprised about the little



guy that landed on his helmet before launching, and was still there after he flew for 20 minutes and then top landed. It



was a nice day for a ride at Toutle.

The View from My Window

By Jim Baldo

Can you remember your first flight? I can remember mine. My instructor discussed the flight plan and calmly maintained radio contact from launch through



landing. As my skill level increased, the discussions became shorter, the radio chatter more sparse, and the flights longer. When I was finally signed off as a P2 pilot, the communications were over and it was time for me to enjoy the peacefulness and solitude of flight. But although the flights were solitary, there was always that advice from my instructor to never fly alone.

This advice always seemed to me to be a dichotomy of our sport. Unless you're flying tandem, you're always flying alone. The real message is to always have someone available to help you if you were injured.

As pilot in command, we accept the responsibility of all aspects of our flight. This responsibility should never be taken lightly. We are taught the most important part of flight happens in one's head. The decision of when not to fly is probably the biggest factor in keeping us safe. It's our own decision making that goes most of the way in keeping us out of trouble.

And making our own decisions is the most difficult aspect of the sport. In reality, meeting your buddies on the hill for a day of flying is not the safest way to enjoy the sport. How many times have you stood, observing the conditions

and not launched until another pilot led the way? The "lemming" effect is strong in our sport and marginal conditions become acceptable once one pilot shows us the way.

I actually contend that it is safer to fly alone, something I have done on many occasions. On each flight, the decisions were harder to make and the flights were typically more stressful as my risk tolerance went way down, my bump tolerance decreased, and my flight times shortened.

It is interesting to note, that the phenomena of being safer alone is not just confined to our sport. Studies have proven that policeman who patrol in pairs are at more risk than those patrolling alone and police agencies are therefore reverting back to singly manned cruisers. Having a partner does provide some security but also affects decision making resulting in more chances being taken.

I'm not advocating flying alone but flying alone is an important progression in the sport. If your aspiration is to fly cross country, you'll be thrust into a situation where you will be flying alone. And once away from your familiar air space, the flying becomes even more complex as you now need to make the decision of where to fly as you'll be exploring new and unfamiliar territories.

The social aspects of our sport do indeed make flying more enjoyable. Sharing the sky with your friends is much more fun than being alone. Strive to make your decisions as if you were alone and get the most that this sport has to offer.

Application to join the Rainier Paragliding Club

Name: _____ Date: _____

Address: _____

City: _____ State: _____ Zip _____

Home phone: _____ Cell phone: _____

E-mail: _____

USHPA #: _____ Rating: _____ Exp. Date _____

Emergency Contact: _____ Phone: _____

Annual dues are from July 1st to June 30th of each year.

\$24 for Individual membership

\$36 for Family membership living at the same address.

Send completed application and payment (payable to Rainier Paragliding Club) to:

Kathy Smith

P.O. Box 13

Cinebar, WA 98533

2007 Club Officers

<i>President</i>	<i>Doug Etter</i>
<i>Vice President</i>	<i>Mike McIntyre</i>
<i>Secretary</i>	<i>Kathy Smith</i>
<i>Treasurer</i>	<i>Kathy Smith</i>
<i>Director</i>	<i>Steve Messman</i>
<i>Director</i>	<i>Scot Lamb</i>
<i>Newsletter</i>	<i>Kim Smith</i>

Calendar 2007

Oct 16	Club Mtg, 7PM, Nickelby's
Oct 19-21	*Saddle Soar Campout
Oct 27-28	Chelan Women's Fly-In
Nov 20	Club Mtg and officer elections
Dec 1st	*Year End Awards Banquet

(*) denotes RPC sponsored activity

Nominations for club officers are being accepted at this time. Names can be submitted to Kathy Smith or Doug Etter. Deadline for nominations is October 16th.