

NWBPA News

July 1997

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My Adventures in Africa

by Eli Anderson

A few months ago, I had the opportunity of a lifetime to go on a buggy excursion to Africa. While preparing for my trip I got a very clear picture of how the whole adventure would turn out. Vaccinations for Hepatitis A, B, Cholera, MMR, Tetanus, Yellow Fever - a total of ten shots were required. I had no idea what I was getting into. All I knew was that I was supposed to perform with Jeff Howard (from Oklahoma) for a camera crew. But after all the vaccinations, I had this funny feeling inside that maybe I wouldn't be coming back.



Eli Anderson and Peter Vanden Bussche relax in camp.

While I was in New York, I found out how inconsiderate people there can be. As if carrying three bags with a combined weight of 120lbs wasn't hard enough, I had to maneuver in and out of people who would just as soon run right through me. This made moving from terminal to terminal almost impossible. After I met Brian Smith of ACTIVE PEOPLE, my sponsor, we checked onto our flight. Once on the plane, I gave Brian my passport and proof of vaccination so that he could look after them for me. As the plane filled up, we realized how uncomfortable the flight would be. While kids cried and irate parents yelled back and forth about the noise they were making, Brian and I argued with a very large African lady who said we were kicking the back of her seat. What fun!

Once in Africa, we unloaded the plane, picked up all of our gear and proceeded through customs. Of course they wanted to see everything, wanted explanations, and didn't speak a word of English. Unfortunately, Brian and I only spoke a tiny bit of French, but we made it through. When we got to the terminal, we didn't have a clue as to where we should go. We finally saw an African boy with our names on a piece of cardboard. Next, a group of guys grabbed our bags and ran us out to a car that took us to a restaurant which boasted that it was located on the most western point in Africa. We ate a meal that had been paid for by Patrick of Team Fly Europe. Then we waited for hours for the car that was supposed to take us to our first stop - a small town (population 4 million) where we would catch up with the film crew at a spot they called the base camp.

It was pitch black and we were driving on the beach when our driver, who was drunk off his face, almost

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drove us off a small ledge into the sea. By the time we made it to camp, the engine was cooked and our knuckles white - Brian and I knew what was to come.



Brian Smith on the beach.

The next morning, Brian woke me up for an early breakfast of toast and jam and black coffee. After eating, we took out the bigfoot buggies and played on the beach. Later, everyone else showed up, as planned, *except* Jeff Howard. Brian and I went across the river to use a phone. We didn't understand why Jeff didn't show up. His flight was on time but nobody knew where he was. It turned out that he was so shocked by all of the people that he froze up like a little wiener and wouldn't go anywhere with the cab that was there to pick him up. Finally someone that knew his full name talked him into moving.

The first day of action took place on a bridge over the St. Louise river. We flew a Trilobite over the water, off the bridge. Jeff Howard and Eric Amsler scaled the bridge, and they held the kite in the air - they were crazy to do it. We then took the kite into town where we tried to launch it, but ended up crashing it onto the roof of some rickety old apartment building. Patrick started going off about how great the pictures would be while Brian dangled me from a brick chimney and I cut the bridle lines off of the broken chunks of roof.

The next morning at breakfast they handed us the contracts to sign our lives away and then it was time to perform. The first thing we did in front of the camera was to kite ski. We had the option of a pair of standard water skis or a thick foamcore wake board. The board was different. It's a whole new game on the water. If you crash on either the skis or the board, you can use the power of the kite to body surf to shore. Or, if your kite goes down, you just try to stay afloat until someone picks you up. Since the cameramen didn't want to wreck the film, they often left us in the water for a quite a while.

We also drove to the local dry lake beds for a little bugging. The trucks weren't the greatest, but when they didn't blow tires or run out of gas, they were great. The dry lake beds were cool. We would set up and make runs at the camera all at once with the kites near the ground. Then later we did synchronized tricks. The other buggiers who participated were Jason Furness, Peter Vanden Bussche, Pascal Babalone, Eric Amsler, Brian Smith, and Jeff Howard. Everyone ended up bloody at some point - my leg got infected with some African bug and I had to take antibiotics to cure the infection. Both Jeff and I caught an E-Coli bug. But after we took some pills that Patrick had and went through a hard day of puking we were cured.



Brian Smith tries one of the new Q2000's.

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The highlight of the trip was the five lakebed run. Five lakebeds, one right after another, all bigger than Ivanpah. It took all of five hours to cross the whole span. Mauritania was great. Riding straight downwind over forty and fifty foot dunes that were hard packed sand on one side and light packed on the backside made for great air and an exciting riding.

The trip was fun and something I'd definitely do again. We broke three 35mm film cameras, but luckily after the first, Patrick insured the rest of the gear the camera crew had. The kite flying we did was really intense. It seemed like everyone was competing for a spot in the film. The finest things we did, as a group of kitefliers, was the after hours stuff. We just sat around and talked or ate - it was cool to talk to people from other parts of the world. Pascal the buggier from France, showed me how to blow fire out of my mouth.

Buggy, Buggy, Buggy.

Sunset Beach Buggiers

by Kurt Anderson

Hi guys and gals. As is typical in Oregon, winter was really wet. But the wind gods were especially nice giving us southerly power and a clear day every now and then. Richard Ridgeway has progressed to advanced tricks due to winter practice.

I am really glad that summer has finally come. I'm even sporting a nice burn from the 4th of July, three day wipeout. But before I get to that, I must say how good it was to see Morrie and Kelci Williams, John Mattison, Mark Davis, Carol and Dave (the ancient one) Lord, and all of the other people from Washington who came down to Sunset Beach in the middle of May. Thanks for coming, it put a lot of zest in my old step. Linda sure didn't mean to hog Dave's landsailer, but caught that bug at Ivanpah this past Spring Break Buggy Blast and wants one now. New toy time!

The best weekend so far was July 4th - hot, with moderate to light winds. Ron from Victoria, B.C.; Richard R.; Phil and Ellen Thompson; Vincent, Bev, and Clover Desisto; and, last but not least, David Brittain got together for a good time.

Not only were there 3 days of most excellent beachbumming, buggy riding, sunsoaking, and talking, we came up with some pretty neat ideas too. Some were even about a buggy modification. I hope it works!!! I'll share more as progress permits.

Dave had just returned from a five year, world wide,

kite junket. His stories, pictures, and world famous performances were unbeatable. Unfortunately, he had previous commitments the following weekend and couldn't make it to the Westport festival. However, he will be around for WSIKF and the World Cup.

Now, on a more serious note, just a little reminder about kite buggy.. uh oh that "s-word".. SAFETY. On Thanksgiving weekend a few unnamed locos decided to do a buggy raid on Seaside. The wind was blowing 35 mph with gusts to 45mph. I watched as the first kite went up, a Q 2 meter. The pilot slid up to his buggy, landed in the seat, and was off. TFBG (the fat bald guy), that's me in disguise, launched a C1, slid over to the old cart, and was off! As soon as I made some apparent wind, the kite lifted me up approximately 6 feet. I looked down to see my buggy going the wrong way, and then made my landing after being dragged through various logs, some very large roots. I received no major injuries, just a scraped ankle and a little rattle to my brain. The moral of this story is "PLEASE always fly within your limits using the smallest kite that will slide you on the beach". This is a guide I have since adhered to.

My other concern is the mix of people, cars, horses, and buggys on these beautiful beaches. One incident involved a parked car and a buggy. Neither were injured and everything turned out OK, but that was this time. I believe buggys should probably yield to everything else. Have you ever thought - "Gee whiz, I should have tacked downwind of that"?

As always, FAIR BREEZES to all, and keep flyin'.

Kurt[TFBG], Linda, Eli, and Konrad
kitesnw@seasurf.com

Spring Buggy Blitz

by Morrie Williams

There was wind, ran, and sun. That's how to best describe the Spring Buggy Blitz held May 24th-26th, at Alvord Dry Lake. Normally the thing we worry about for this Memorial Day weekend outing is the possibility of the lake being covered by water after a winter full of snow and rain. This year was no exception, with many conflicting reports about the condition of the lakebed.

Pierre and Pat Langlois were our advance team, dropping there trailer at Carl Thomas' place on the way to Reno for Pat's bowling tournament. Pierre called to let us know that the lake was dry and ready for buggying.

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There was a fair turnout of the Northwest buggy kichi, including Pierre and Pat Langlois, Dave Patterson, Pat Osburn and son Jason, Dave and Carol Lord, Mike Eason, Jon Ellis, Morgan Zimmerman, and Morrie and Kelci Williams. A group from Idaho consisted of Al Worman, Kim Moon, and friends. Coming in from California were George Cameron and, in a surprise appearance, Fritz Gramkowski. Also, Dave Adsit drove all the way from Gillette, Wyoming to find out what kite buggies were all about.

Friday and Saturday were fraught with lots of wind and intermittent bursts of rain. Jon Ellis and Morgan Zimmerman arrived in the wee hours of Saturday morning. By 3:00 pm Saturday afternoon, after the high winds and ran squalls blew their tent over and drenched them, they decided to pack it in and leave. They got back home to Vancouver, WA, at about 11:30 pm that night - short trip. Both swore never to return to Alvord again unless one of them got a motorhome. Since then, Jon and his wife Charlotte became the proud owners of a new motorhome. Maybe they'll be back after all!!

During the downpours, there were several discussions with Dave Adsit about the "best" equipment to start bugging with. Also, Fritz told us all about his new job with Western Digital in San Jose, CA.

When one of the squalls came through, George Cameron got caught out on the lakebed by a gust of wind and was carried all the way over to the eastern shore. He had to go straight downwind, as it was blowing too hard to go crosswind. During this wild ride, he hit 48 mph just before he had to release his kite (a Skytiger 18) in order to avoid running into the brush on the shore. Then came the fun of hoofing it the six or so miles back to camp. But in recapping his exploits, he said that he would do it again if he could break the 50 mph barrier.

There are usually some types of problems related to the trips to Alvord, and this time was no exception. Dave Patterson, Pat Osburn, and Pat's son Jason drove down together in Pat's truck and camper. On the way down they had to spend a day in Burns, Or, while their trailer hitch got repaired. Then, on the way home, they had transmission problems which ended up taking over a week to get fixed, while they tried to amuse themselves in beautiful downtown Burns. When they asked one of the locals how he would describe the area, he said "Deliverance". Dave swears that Pat is bad luck and says that he's not allowed to come to Alvord again. We'll see!

Summer Buggy Blitz

by Morrie Williams

The weather was great, the tides okay, and the turnout tremendous! The second annual Summer Buggy Blitz brought 35 of the Northwest's finest buggers to Washaway Beach near Grayland, Wa, the weekend of July 11th-13th.

With a large Canadian contingent, it was a truly international gathering. Even the "Crazy Canuck" (Gordon Wensley) had a great time and without injury.

The days were sunny but the winds light so it was time for discussions of past buggy glories. Old friends got together again and we had the opportunity to introduce some new friends to the joys of bugging.

Saturday night we held a BBQ and potluck at Kenanna's RV Park, where hamburgers and hot-dogs were devoured by all. A big thanks goes to Carol Lord for all of her help preparing for and setting up the potluck and to Brett Kilekas for the use of his BBQ and help grilling the food. It was a great time, enjoyed by all, with many discussions of buggy construction, kite construction, and characteristics of the latest in buggy engines.

State Parks Status

by Kelci Williams

The wheels of the bureaucracy, as opposed to those on our buggys, are grinding ever so slowly. Due to other pressing matters, the vote as to whether to open certain Washington beaches to wind-powered vehicles has been postponed until October, 1997.

In the meantime, buggiers must continue to obtain permits from the Twin Harbors State Park rangers in order to buggy on Wash-away beach south of the 'no motor vehicles' signs. It is not legal to buggy on any other Washington beach unless by special permit such as we get for WSIKF and World Cup.

If we want to get the authorities to open up more areas, we have to abide by the rules. So get your permits and don't buggy where you're not supposed to.

Take note - to save time and some hassle, you may want to call the Twin Harbors State Park and see about registering by mail (phone: 360-268-9717).

Fall Buggy Blitz at Alvord

by Morrie Williams

It's time once again to take the long trek to Alvord Dry Lake in southeast Oregon. For those that got wet and muddy last time, there should be no problems with precipitation on this trip. In fact it will probably be very hot and dry, so bring lots of water and cool drinks.

If you've never made the trip to Alvord, don't believe all the bad press certain individuals have given it. We all know that there is always the chance that the wind won't blow or that the weather won't be as cooperative as we would like. Alvord is no exception.

The individuals that take-up the challenge to make the drive to Alvord, will be rewarded with an experience that is hard to compare. This is one of the largest dry lakes in the west (it's a backup landing sight for the space shuttle). The lake is so wide that you loose the far shore in the curvature of the earth. The scenery is awesome. And don't forget the hot springs. Ask Mike Eason about these, he usually spends all non-buggy time relaxing in the tubs that collect the outflow of the hot springs.

With a stead wind, you can buggy until you can't physically buggy any more. Head out from camp and you ride until you can no longer see the camp and you begin to worry, *can I find my way back?* This is our closest dry lake and not too daunting of a long weekend drive, about 10-12 hours.

If you haven't any plans for the Labor Day weekend, join the buggy ninnies at Alvord, you'll be glad you did!

Directions to Alvord

Directions from Everett, WA
to Alvord via Fields, OR:

Distance: 624.5 miles (603.6 miles from Seattle)
Beginning at Everett, WA

Go Southwest on I-5 for 10.6 miles to I-405
Go South on I-405 for 18.5 miles to I-90
Go East on I-90 for 99.4 miles to
I-82 (East of Ellensburg, WA)
Go Southeast on I-82 for 137.1 miles to
Oregon
Go Southeast on US 395 for 13.7 miles to
I-84 (Hermiston, OR - watch out for cop!)
Go East on I-84 for 21.1 miles to
US 395 (Pendleton, OR)
Go South on US 395 for 194.4 miles to
State Rte 78 (Burns, OR)

***See Note in next column**

Go East on State Rte 78 for 1.5 miles to
State Rte 205
Go South on State Rte 205 for 110.2 miles to
Fields, OR
Go North on County Rd for 18 miles to
Alvord Desert

Directions from Portland, OR
to Alvord via Fields, OR:

Distance: 429.1 miles
Beginning at Portland, OR

Go East on I-84 for 3.0 miles to I-205
Go South on I-205 for 2.1 miles to US 26
Go Southeast on US 26 for 111.6 miles to
US 97 (Madras, OR)
Go South on US 97 for 41 miles to
US 20 (Bend, OR)
Go East on US 20 for 141.7 miles to
State Rte 78 (Burns, OR) ***See Note Below**
Go East on State Rte 78 for 1.5 miles to
State Rte 205
Go South on State Rte 205 for 110.2 miles to
Fields, OR
Go North on County Rd for 18 miles to
Alvord Desert

***Note:** Burns is the last place to get gas before you get to Fields, so it is a good idea to fill up here - especially if you are driving at night. There is a 24 hour gas station just before you reach the Burns city limits.

This is also the last area to catch some shut-eye, since there are no road shoulders and few places to pull over once you leave Burns.

Directions from San Francisco, CA
to Alvord via Fields, OR

Distance: 520.5 miles
Beginning at San Francisco, CA

Go Northeast on I-80 for 203.3 miles to
Nevada (Reno, NV)
Go Northeast on I-80 for 177.4 miles to
US 95 (Winnemucca, NV)
Go North on US 95 for 32.2 miles to
State Rte 140
Go Northwest on State Rte 140 for 68.9 miles to
Oregon (Denio, NV)
Go North on local road for 20.7 miles to
Fields, OR
Go North on County Rd for 18 miles to
Alvord Desert

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There are three good access points along the western side of the dry lake, all within about a five mile stretch of road centering at the access at the steel-drum mailbox of Carl Thomas. This access is best for RVs and vehicles without high ground clearance. If we are not camped near Carl's place, we will leave directions at his mailbox or on the playa below his house. Just follow his driveway past the house and straight onto the clay, unless it looks wet. Some of us will be there as early as Friday morning to check things out.

Pin Update

We're in the final stages, really. The design is done and the colors chosen. Now we just have to get the separations made and send it off to be produced.

We'll let you know when they are ready.

Buggy Familiarization Class

by Morrie Williams

On Saturday, October 11th, (Columbus Day weekend) there will be a buggy familiarization class sponsored by the World Kite Museum in Long Beach, WA. The purpose of this class will be to introduce people that are interested in finding out more about buggies and bugging to the equipment available and to the pleasures of bugging.

We hope to use the gym in the local grade school as our classroom. The plan is to setup several different styles of buggies and kites so people can get up close and personal. The morning will be devoted to indoor discussions and after lunch we'll reconvene on the beach for demos, rides, and lessons.

If you haven't had a chance to try bugging yet or you already buggy and would like to help people learn more about the sport, join us in Long Beach for the Saturday class. Sunday and Monday we plan to get together at Sunset Beach for some all out bugging!

Westport Happenings!

by Dave Lord

Ah! The summer season. Nice weather but poor wind direction and an ever degrading beach. Good summer weather means winds from the north nearly parallel to the shore, and for buggy pilots, endless tacking to get somewhere.

Also the minimal variation between low and high tide creates a narrow and steepened beach. In spite of these conditions, we have had good turnouts on the weekends including the Forth of July and the Westport Kite Festival weekends. During the three days of the Westport Festival, we had a visit from our esteemed members from Canada and Oregon. Gordon Wensley buggied for three days without losing one square inch of skin, a first for him.

There was also a good turnout of BOOBS, their numbers are growing.

At least 30 buggiers were on hand for a picnic held at the Kenanna RV park on Saturday night. There was lots of food and endless lies about buggy exploits. I wish I had obtained the recipe for the pasta salad with the sun dried tomatoes, it was delicious.

WSIKF will soon be here and I am looking forward to meeting at Sunset Beach on Thursday during the festival. And then on Labor Day weekend another trip to Alvord Dry Lake, I can hardly wait.

Fall is just around the corner and soon the 10 ft. high tides will reconstruct the beach and the winds will change around to the west and southwest and bugging will be great!

Dave Lord --- The Ancient
One, check out my web page for information on Kites, Kite Technology, Kite Bugging, and Land Yachting.
<http://www.techline.com/~lord>

WSIKF

by Morrie Williams

The third week of August is here and it's time for the Washington State International Kite Festival in Long Beach, WA. Once again we have the opportunity to demo our fledgling sport to the general public and to our kite flying brothers and sisters.

Monday, August 18th, is our day for demoing in the main festival area at the Bolstad approach. Everyone needs to register on the field. Safety is a big concern, as we are unable to completely close off the beach. So wear your safety gear and fly safely and responsibly around the ever present people on the beach.

Tuesday and Wednesday will be open bugging between Bolstad and Tenth.

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Thursday we will have another field trip to Sunset Beach in Oregon, for a full day of buggying, a BBQ, and a club meeting. Burgers and hot dogs will be provided by the club. Bring a salad or a desert to round out the BBQ.

Friday and Saturday we can buggie south of Tenth street in Long Beach.

Sunday is a NO buggie day in all areas of the festival due to the crowds expected.

DO NOT buggie in the main festival area (between Bolstad and Tenth) on Thursday, Friday, Saturday, or Sunday.

We'll see you at Long Beach!!

World Cup

by Morrie Williams

This year the World Cup of Sport Kiting will be held in Long Beach, WA, September 22-28. For the first time, buggie competitions will be included as an official event. Our club is in charge of seeing that there is a first class competition. To that end, we need people to volunteer to help during the event. It's planned to have the competition on Monday, Tuesday, and/or Wednesday (depending on wind and tides).

Peter Lynn will be there with the Megabyte and his buggie. In addition, Jeff Howard from Oklahoma, Jason Furness from the UK (winner of the European championships with his Skytigers), as well as all of our local crazies, like Eli Anderson, will be making an appearance.

We plan to have a downwind race starting at Cranberry Road approximately 3.5 miles north of Long Beach, circuit racing (probably 3 heats), and pursuit racing (double elimination). Everything is dependent upon the wind and tides, as usual.

Please let me know if you will be able to help during this event. This is our chance to show the rest of the world what we can do!

The Weekend before World Cup, September 20-21, some of the attendees plan to go to Sunset Beach and Ft. Stevens State Park in Oregon for some buggie fun. Everyone is invited to join in the fun.

Letter from the President

Here it is time for WSIKF and another season of buggying is almost over. The last few months have been very hectic for Kelci and me due to the sale of my business, which was "in process" since January and *finally* concluded in July, the sale of our current home in Woodinville, the purchase of a new home in Westport, and the packing of all of our belongings to move to our new home.

Once we get our lives back to "normal", I hope to have more time to devote to our club and its members. We still have to finish getting the pins into production and prepare to put on a first class buggie event at World Cup.

Don't forget the field trip on Thursday, Aug 21st, to Sunset Beach during WSIKF. We will have a full day of buggying followed by a BBQ on the beach and a club meeting to elect officers for 1998. Bring any issues you would like to talk about to the meeting.

I would like to get volunteers from around the country to write a brief article telling us what's going on in their areas. People like John Smith or Fran Gramkowski in New Jersey, Dean Jordan in Florida, Scott Dyer in Nevada, and maybe Jeff Howard in Oklahoma or Keith Anderson in Texas. We have members in all parts of the country, not only those I mentioned. How about it guys?? *Ask not what your club can do for you, but what you can do for your club.*

After September 12th, please call or address all correspondence to:

NWBPA

c/o Morrie and Kelci Williams

P.O. Box 1358

Westport, WA. 98595-1358 Ph: 360-268-0318

Our e-mail address will remain morrie@eskimo.com through the end of October. After that, look for us on techline.com.

Classifieds

What are your thoughts on the classified section? So far we seem to have a rather lackluster use of the section. Unless we hear that people want to use this to buy and sell equipment, the section will be discontinued. This is *Your Newsletter!* How can we best serve the needs of the buggiers??? PLEASE let us know what you want.

Mark your calendars for these events:

Aug 18-24 - Washington State International Kite Festival, Long Beach, WA.

Aug 30-Sep 1 - Fall Buggy Blitz, Alvord Dry Lake, Or.

Sep 22-28 - World Cup, Long Beach, Wa.

Oct 11 - Buggy Familiarization Class, World Kite Museum, Long Beach, Wa.

For more information about any of these events, contact *Morrie or Kelci Williams* at: 425-788-6355 ** or morrie@eskimo.com.



BOOBS Banter

by Kelci Williams

Due to a heavy load carried by yours truly, not much progress has been made in bolstering BOOBS. So let me take this opportunity to make a plea to all of you who have had a secret yearning to let loose and fly free to bust the ties that bind and just do it. If we want to be taken seriously in this world of buggymania, we must stand up and be counted. You can help make BOOBS be a force to be reckoned with!

NWBPA Membership Application

NWBPA, c/o Kelci Williams, Treas., 18030 NE 155th Pl., Woodinville, WA, 98072 **

Name _____ Hm Ph. _____

Address _____ Wk Ph. _____

City _____ State _____ Zip _____ e-mail _____

Please Check One: New Renewal Date _____ **Method of Payment**

Please complete this form and mail it along with a check or money order for US\$10.00 to the above address.

NorthWest Buggy Pilots Association

c/o Morrie and Kelci Williams

18030 N.E. 155th Pl. **

Woodinville, WA 98072

Mailing
Address
Goes
Here