

NWBPA News

December 1997

Volume 3, Issue 4



Labor Day At Alvord

by Dave Lord

I couldn't wait to get to Alvord. Carol and I left Westport, WA, on Thursday morning and after a leisurely 9 hour drive, we pulled in to Burns, OR. We had a nice dinner at the Pine Club and then it was early to bed.

An early start the next morning landed us at the Fields Station in Fields, OR, for one of their big breakfasts. We soon headed for the playa and were surprised to find only 3 or 4 land sailor folks at the south end of the lake. Our usual camping spot contained a single tent, complete with banner, so we headed on down the road to the hot springs.

Mike Eason was just getting out from his morning soak. He gave us the familiar "you should have been here yesterday". Seems there had been steady 12 to 16 mph winds all day. Mike headed into Fields for supplies and Carol and I went to set up camp by his tent.

As soon as our van was unloaded, we went to the south end of the lake to say hello to the land yacht folks. They went Mike one better and said that conditions had been perfect the previous two days. We went back to camp and still no wind.

Finally toward evening, the wind came up and there was some good buggying and land sailing. Later that evening George Cameron from Tracy, CA, and John Ellis from Woodland, WA, showed up. Sometime during the night, Scott Dyer from Las Vegas, NV, drove in and set up camp. Along with Steve Rezac, a banker, he brought his stepson Jason and Ben Ellingson and German Rugama, high school kids who demo kites for Scott.

While I was trying to eat breakfast, the kids were out in the sucker winds with their kites and buggys getting stranded.

On Saturday we were able to buggy for intervals of 20 minutes or so in between the calm conditions. Around dusk, the wind came up strong and steady and

everyone buggied till dark. After Scott and his crew left for the hot springs, the wind really picked up and blew a couple of Scott's kites away - the ones the kids foolishly left staked out.

Scott went for a drive on Sunday and was able to find both kites. Later, while sightseeing, he drove into the water that had drained down from the hot springs and got stuck. It wasn't long before vultures were circling overhead. They must have thought that Scott was in real trouble.

Mike Eason and a guy with a Toyota pick-up were able to pull Scott out. Mike hooked his 4x4 to Scott's truck and then the Toyota was hooked to Mike's truck and the combination did the trick.

The winds were better on Sunday afternoon. I was able to drive my land sailor to the south end of the lake a couple of times at speeds of around 35 mph. Back at camp, John Ellis, Mike, Scott and his crew were busy doing some high speed buggying.

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I was impressed by John Ellis and his ability to squeeze extra performance from his Sky Tiger kites - must be a result of all of his catamaran sailing experience. John was a much happier camper this time around because he now has a new motorhome instead of a tent.

After lots of bugging, most of us were content to sit under John's awning and drink beer, but the young folks never gave up, they kept bugging until dark. Scott brought a huge package of hamburgers, so we pooled our other food and had a barbecue.

Monday was getaway day. George Cameron left early to get back to Tracy and John Ellis was going to a ski area in Nevada to do some mountain biking. Scott had to wait for Karen Harris to come from Burns, OR, to pick up a Manta land yacht he had sold her over the phone from Las Vegas. By noon it was hot and there was still no wind so Carol and I said goodbye to everyone and hit the road.

All in all, it was a fun time with some good desert bugging and land sailing and I am already looking forward to next time. Scott Dyer liked Alvord very much and, despite practically living next door to Ivanpah, said he will be back.

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 101 Class

by Morrie Williams

A good-sized group of the party faithful showed up at the Long Beach Elementary School gymnasium on Saturday morning, October 11th. We met Kay Buesing of the World Kite Museum there at about 9:00am to open up the school. We dug out all of our kite bags and started laying out buggy "stuff" on the gym floor.

WOW! When we got through, we had around \$17,000 worth of buggies and kites and equipment on that gym floor. There were Force10's, Quadrifoils (standards, comps, and Q2000's), Quadtracs, Sky Tigers, Peels, and JoJo's.

We stood around for a while, chatting, before the first interested people dropped by. At that point it became



Do I have a deal on some Buggy Stuff!

Photo by Mark

kind of a tag team discussion about buggies and kites that might be right for the 2 fellows who were sent by Shannon Barry to get a better idea of what they might be getting into.

A few more people dropped by to see what this was all about. There weren't large numbers, but the people that did stop in were genuinely interested in what we were doing.

The morning was taken up with discussions about kites and buggies and some real "touch and feel" of the equipment that buggiers acquire after a while.

At noon, we packed up all of the gear and headed out to the beach at the Tenth Street approach for some rides and lessons.

The wind was great, about 12-14 mph coming directly from the West. Perfect for some good bugging.

Sunset Beach-Bum Buggy Riders

by Kurt Anderson

This summer seemed to just FLY by, as it does when you are having too much fun. The weather patterns seemed to tend to light winds most of the time, so bigger was better. Those big kites sure seem to draw a crowd.

The big events were WSIKF and World Cup. Every year Long Beach seems to get better and better, as I hope all events do. Lots of stuff to do and lots of people to see.

The NWBPA bar-b-que held on Thursday during WSIKF was the best one yet. Forty-nine buggies on the beach and 65 or so people. Good food, good people, good weather, good Lord what a deal.

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World Cup kind of passed me by in a blur as I had to work. I put a few miles on the old wheels driving up every night to try to catch some riding, or just to party.

Jason Furness from England was fun to try to keep up with - he sure can party and buggy too. I think he got a thrill out of going to the south jetty for a day of full contact buggy tag. Fritz Gramkowski, Jeff Howard, my son Eli, and Peter Lynn seemed want to gang up on him, but he held them off until the incident with the rock wall, the pickup, and the water. Let your imagination roll, it wasn't pretty. Then there was the strength test of a classic buggy.

Upon returning to Sunset Beach, we were all treated to a demo of JoJo's, a new line of kites. It ain't over yet though. I've heard about 3 or 4 new foils and designs that should be out in the spring.

As for some racing stuff, on November 22nd and 23rd, the Sunset Beach Buggy Bums (SBBB) held a safety seminar and gave tips on buggy inspections and tune ups. We discussed course designs, racing rules, and participation requirements. After all of the hot air we got to play some.

The new season will start on January 3, 1998, New Years weekend, at Sunset Beach, weather permitting. We will try to set race dates to coincide with good tides.

FAIR BREEZES FRIENDS,
TBFG (alias Kurt Anderson)

Letter from the President

As I sit here at my keyboard, the rains are pounding on my window. Obviously it's the middle of winter in the northwest. This is really the first time in quite a while that we have had rain in the Westport area.

Even though we now live only 10 minutes from Washaway beach, our buggies haven't been used since Long Beach in early October. The winds, tides, and clam diggers have conspired to leave us buggyless in Westport.

One more year has gone by and it seems as though so many things that we wanted to do, didn't get accomplished. We still haven't gotten final word from the Parks Department on opening the beaches. The club pins have not gone into production yet. The newsletter is late. It must be something about this time of year.

In January, Kurt and Linda Anderson will start the buggy racing season at Sunset Beach, OR. It's hoped that this will be the first in a series of monthly races.

In this issue of the newsletter we're printing the membership list with name, address, phone, and e-mail. Please check your information for accuracy and let us know if there are any changes.

Just before Christmas we received the latest issue of Corey Jensen's *Buggy Newz*. The *Buggy Newz* has been on vacation for about the last year so it's great to see it back in production. Congratulations to Corey on the return of *Buggy Newz*!!

Classifieds

Peter Lynn Comp Buggy New - \$425.00
Skytiger 18 - AQ/PU/WH w/LaserPro Comp 75'
Quadlines(300/200) New - \$200.00
Quadrafoil Classic Q2 Ice Cream- (Turq/OR) w/Quad
59' Qline 285/165# New - \$165.00
Buyer pays shipping/COD.

Dave Adsit
307-682-5109

Quadtrac Pro Foil 5 meter - \$400
Quadtrac Standard 8 meter - \$400
Quadrifoil Competition 3 - \$475
Quadrifoil Competition 2 - \$365
Buggy tires, 4 ply tread and sidewall, smooth tread for desert or beach - \$18 each

Kurt Anderson
503-861-3833

Ivanpah Spill

by Morrie Williams

In the past several months we have received advisories on a toxic liquid spill on Ivanpah Dry Lake in 1996. Yes, in 1996! How's that for our government at work to protect us? Rather than paraphrase the information I'm printing it verbatim as I received it.

*

From: Paul Ackerman, US Manta Association
<slomo@qnet.com>

Date: Tue, 23 Sep 1997

It has been called to our attention that there has been a pipeline spill of Nuclear Waste on and around Ivanpah Lake in July and August of 1996. Tony Gross,

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the Environmental Compliance Officer for the Mojave National Preserve, pointed out the spill consisted of very hot particles of Thorium and Uranium. He said that they were over 100 times the toxic limits set by the EPA. The spill was caused by normal maintenance of the Molycorp company.

I thought you should be aware of this. At the present time the El Mirage Wind Wizards and the US Manta Association members are being encouraged not to go there until we get an all clear of the clean up. They are in the process of the clean up.

From: Dean Jordan <AhClem0013@aol.com>
Date: Thu, 25 Sep 1997

Las Vegas Review-Journal
Friday, April 25, 1997

Radioactive spill threatens water.

Hazardous waste spilled last summer from a mine's pipeline remains in the open.

Associated Press

Radioactive waste that spilled repeatedly from a ruptured pipeline at the Mountain Pass Mine last year is threatening drinking water serving the East Mojave National Reserve and three casinos and a golf course in Primm, state and federal officials said.

Authorities said about 300,000 gallons of waste repeatedly spilled in seven sites at the Mountain Pass Mine in the summer, contaminating public and private lands in the area about 15 miles southwest of the California and Nevada border. California officials issued a cleanup and abatement order Monday to the mine owner, Unocal subsidiary Molycorp. The cleanup must begin by May 15 and end by July 31.

People in San Bernardino County may have been exposed to the waste, which contaminated protected habitat critical to the desert tortoise, an endangered species, federal and state officials said.

Visitors to the new Mojave National Preserve and adjacent federal lands and nearby residents might be placed at increased risk of exposure to chemicals that may cause cancer, the National Park Service said. Particles from the area could become airborne and reach visitors to the park and area residents, said Tony Gross, the preserve's environmental compliance officer.

Gross said the toxic and radioactive materials could spread to drinking-water wells serving Primm and the Mojave park.

Molycorp offered in August to clean up the waste. The U.S. Bureau of Land Management, which owns most of the contaminated land, told the company to remove it by February. But it remains because the company and the government have been unable to agree on the details of the cleanup.

Molycorp is under investigation by a San Bernardino County environmental crimes task force and the state Department of Fish and Game, authorities said.

The mine near the Nevada border excavates rare earth metals used in color televisions, glassware, camera filters and catalytic converters. The spillage from the pipeline contains lead in toxic concentrations, radioactive uranium, barium, thorium and radium, according to a report by the California Environmental Protection Agency.

The pipeline carries waste water from the mine to Ivanpah Dry Lake beneath federal lands owned by the Bureau of Land Management and the National Park Service.

The spills occurred in July and August during maintenance that involved running foam plugs and large volumes of water through the pipeline to remove a buildup. High pressure ruptured the pipe seven times, spraying the water and hazardous materials into the soil, said Al Stein, BLM assistant district manager. "We do have a concern about the materials, primarily from the standpoint of having them out in the environment," said Bill Almas, Molycorp's manager of environmental affairs. "We have no reason to suspect a health risk to humans, but we would like to remove them and prevent them from migrating any further," he said.

One federal document said Molycorp reported that the pipe residue contains radioactivity as much as 100 times background levels. Stein said the contamination levels are not extremely high, but high enough to require special handling and disposal at dumps for toxic and radioactive wastes. The mine complex encompasses 900 acres and ranks among California's largest sources of hazardous waste.

*From: Fran Gramkowski <frang@voicenet.com>
Date: Tue, 7 Oct 1997

The pipeline leaks that were underground are being cleaned up at this time. The cleanup should be completed in December. Fritz and I are in contact with the BLM and even have the cell phone number of the on-site staff, to check on the cleanup.

The Spring Break Buggy Blast is still being planned for March 11th - 16th, 1998. If the cleanup is not completed by Jan.15th, we will cancel the event.

*From: Paul Ackerman, US Manta Association
<slomo@qnet.com>
Date: Tue, 7 Oct 1997

According to Edgar Bailey, Chief of Radiology, Calif. Health Service the lake is clear, he said he would put this in writing and send it to us. We'll see!

*
From: Paul Ackermann <slomo@qnet.com>
Date: Tue, 4 Nov 1997

A lot of conflicting info has been floating around on the Molycorp (Div of Unical) at Ivanpah. The BLM and the Chief of California Health has said that there is no danger to our health. The chief of health was the one that was to put it in writing. To date this has not been received. I'm not satisfied with the reply.

A soil sample is being taken by my friend an engineer the weekend of Nov.17th. The radiation detector looks like a Geiger counter. The equipment available is able to detect gamma radiation. An outside company will verify whether or not alpha particles of the type carried in dust is present and the quantity is where the outside company comes in.

Results will not be received in time for the Thanksgiving weekend. At this time, with little knowledge of the situation, I do not feel comfortable about going. Check the web for The Ivanpah News dated 9/6/97 and the Las Vegas Review Journal dated 7/12/97 More information can be found under Molycorp cleanup.

My Thanksgiving landsailing will be at El Mirage.

The condition of El Mirage Dry Lake as of last weekend is dry and in good shape. We have not received much rain in the Antelope Valley to date.

From: Paul Ackerman, US Manta Association
<slomo@qnet.com>
Date: Sat, 22 Nov 1997 14:53:04 -0800
I received this from Lincoln Baird today. It sounds good.

Paul A.
US Manta Assn.

RADIOLOGIC HEALTH BRANCH
STATE OF CALIFORNIA
HEALTH AND WELFARE AGENCY
DEPARTMENT OF HEALTH SERVICES
714/744 P Street
P.O .Box 942732
SACRAMENTO, CA 94234-7320

November 19, 1997

Lincoln Baird, President
Wind Wizards
3482 Moore Street
Los Angeles, CA 90066

Dear Mr. Baird:

Thank you, for your letter of September 23, 1997, regarding the use of the Ivanpah Dry Lake for landsailing and the concerns of the members of your organization about the potential hazards from radioactive materials present on the dry lake and surrounding area. I apologize for taking so long to answer your letter.

As you mentioned in your letter and we have discussed on the telephone, reports of spills from the pipelines operated by the Molycorp, Inc. had indicated that the spills included some radioactive materials. In the past, pipelines carrying waste water to evaporation ponds in the Ivanpah Valley and the pipelines carrying water (groundwater) from water wells to the Molycorp, Inc. rare earth processing facility at Mountain Pass have broken and produced spills. Scale which had built up on the inside of these pipes was released along with the liquids. This scale material, which resembles the scale that builds up in the home water pipes and hot water heaters, contains elevated levels of naturally occurring radioactive materials.

Radiological surveys of the areas affected by the spills have been conducted, and the areas with the radiation levels above the natural background levels have been marked and cordoned off. Most of these areas are higher elevation than the lake bed and are located up in the areas where vegetation occurs. All of them are located between Mountain Pass and the Molycorp evaporation ponds near the dry lake bed and none are between the lake bed and the Nevada state line.

These affected areas do [not] present any hazard to individuals outside the marked and restricted areas. Likewise, dust being blown across the dry lake bed does not represent a radiological hazard to persons on the lake bed. If there is blowing dust, many people will feel more comfortable wearing goggles and dust masks. These measures are solely for protection from

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the dust itself and its irritating and abrasive effects on the eyes and breathing passages.

I hope that I have adequately addressed your concerns and those of your organization's members. I wish you great success with you events over the holidays.

Sincerely,

Edgar D. Bailey, C.H.P. Chief
Radiologic Health Branch

This is the current status as we put the newsletter together in late December. It "appears" as though the spill has been dealt with. It's up to each of you as to whether or not you'll go to Ivanpah this year, but for me, I'll be there!!

World Cup Buggy Madness

by Steve Irby

This year World Cup VIII was held in Long Beach, WA, on September 22-28, 1997. This was the first time that buggies were included as part of the World Cup competitions.

On the weekend prior to World Cup, September 19 - 21, Jeff Howard of Precision Kites in Oklahoma, and maker of the Precisionist and Indoor Wren kites, put together a buggy thing at Sunset Beach in Oregon, where Eli, Kurt and Linda Anderson of Kites Northwest, call home.

Fritz Gramkowski came up to play for the weekend. Also attending were Jason Furness of the UK, the current European buggy champion; Peter Lynn of New Zealand, the well known kite maker and buggy builder/racer; David Brittain from Portland, OR, with his big bag of tricks; and about thirty others from around the northwest and beyond.

Light winds on Friday and Saturday brought out the big kites. We were able to buggy quite a while until the tide came in. Much time was spent sitting in the sun improving our summer tans.

Excellent winds on Sunday led to some serious buggy tag between Jeff and the above mentioned buggiers. We were on the Columbia river beach in Fort Stevens State Park, next to a huge rock jetty which claimed Jason's Sky Tiger in a mad crunch of buggies and buggiers. Man do these guys play for keeps or what? That must be where the "Madness" comes from.

But rest assured, most of us bugged at a more moderate pace, and stayed away from the tag team match

to enjoy the ride on a sunny, breezy day with the view across the Columbia river to Cape Disappointment as a backdrop.

Monday the racing began in Long Beach, Washington, as part of the World Cup competitions. The first race of the series was a three mile downwind race. The light wind conditions favored the competitors with the largest kites. The race was won by Jason Furness, with Peter Lynn second, Jeff Howard third, Georg Stetler from Germany who flies for JOJO (can you say "yo-yo"?) fourth, and Eli Anderson fifth.

Jason flew a Sky Tiger Hi-100, Peter had a big black 10m Peel, and Jeff stayed right on their heels with his Quadrifoil Comp C-3 - it was quite a close race.

The finishing order for the circuit race held on Monday was Jason - 1st, Jeff - 2nd, David Brittain -3rd, Peter - 4th, Scott Skinner - 5th, and Eli - 6th.

Tuesday began with fog and no wind so Peter Lynn gave a short talk on the evolving development of traction kites. Then, Jason Furness discussed the European circuit racing course layouts and rules. This was followed by Jeff Howard explaining our course layout. At that point the wind picked up and it was time to resume racing.

Jason took another first in the second circuit race, followed in order by Jeff, and Peter. Jeff just beat Peter by about 8" in a strong finish. He was flying his C-3, small in comparison to the big kites flown by Jason and Peter. It made his day.

That was it for the racing, as tide and winds conspired to limit the competitions to one downwind race and two circuit races. The points were totaled and, to no ones surprise, the overall winner was Jason Furness of the UK, who took home a nice silver trophy cup as the first winner of the World Cup Buggy Race. Jeff Howard took second place, Peter Lynn third, David Brittain fourth, and Scott Skinner fifth.

Buggy Boogie Thang 98

by Corey Jenson

Buggy Boogie Thang has become something of a celebration. Sort of a *Rolling Man* festival of wind-powered craft. Centered around the kite buggy and their associated *engines* (mostly ram-air inflated foils) this every-other-year event is happening January 11-16, 1998 at El Mirage Dry Lake in California.

El Mirage is located in the Mojave Desert about 40 miles east of Palmdale and about 20 miles west of Victorville. More specific directions may be acquired through various web sites, or directly from Corey Jenson 208 8th St. Pacific Grove, CA 93950, or phone/fax: 408/372-7922.

A full slate of race events including pursuit races and endurance runs are being run by Dean Jordan and Andrew Beattie. Fun-oriented challenges like a relay race with 3 flyers and 1 buggy are also scheduled.

There is no entry-fee at Buggy Boogie Thang. All activities are the responsibility of the participants. Hope to see everyone on the dry lake in January.

P.S. I have *Buggy Boogie Thang 98* window decals available for \$3. Buy 2 for \$5 or 3 for \$7

Aoxomoxoa coreykite@aol.com

State Parks Update

by Kelci Williams

Well, we're one step closer to having our request heard/discussed by the powers that be. When I last checked, the package had been submitted and hopefully (keep your fingers crossed) should be discussed at their January mid-month meeting. We'll let you know when we've heard anything.

NWBPA Annual Meeting - 1997

by Kelci Williams

The annual buggy-all-day-belt-some-beers-BBQ-and-social (aka meeting) was held at Sunset Beach in Oregon on Thursday, August 21, 1997. To start the meeting, Gordon Wensley was elected Safety Monitor for the club - we figured he made a good test dummy to determine what buggiers should not do - i.e. watch Gordy and do the opposite. He read his safety creed and then proposed that we choose an annual candidate to roast (ridicule, pick on, etc.). That idea was tabled for now. Morrie then talked about the buggy races to be held at



Hail, hail, the gang's all here!

Photo by Kelci

the upcoming World Cup competition in Long Beach. He recruited some volunteers to help run the races as well as some hot shots to join in the fray.

Next it was time for the nomination and election of officers for the next term. Gordon made a motion to vote in the current slate as is and it was seconded. A vote was taken and it was unanimously in favor - Morrie Williams, President; Steve Millspaugh, Vice President; Kelci Williams, Secretary/Treasurer.

Morrie gave an update on the club pin status and then there was a discussion about whether to continue the classifieds in the newsletter. The majority felt that the section should be kept.

The upcoming Labor Day weekend trip to Alvord was mentioned along with El Mirage in January and Ivanpah in March. Communications problems while on the desert were discussed. We need to come up with a system that everyone understands and uses.

There were some dues paid, a request for buggy plans to be published in the newsletter and then the meeting was adjourned.

Building Soft Power Foils

Mike Eason will be teaching a class at Fort Worden this year on power foils. Learn the steps involved in making soft power kites for buggying and traction kiting by building a 1.7 sq. meter "Krypton-S" from the book *Stunt Kites II*. Differences between designs, advanced construction techniques and short cuts, tuning, arch and cross bridling, quad-lining, profile shapes, and aspect ratios will be discussed. Contact Bob Alford for registration information (425)888-2812.

Mark your calendars for these events:

- Jan 3 - 4** - Buggy Racing, Sunset Beach, OR.
- Jan 11-16** - Buggy Boogie Thang III, El Mirage Dry Lake, Adelanto, CA.
- Mar 6 - 8** - Ft. Worden Kitemakers Conference, Pt. Townsend, WA - re: Mike Eason's class.
- Mar 11-16** - Spring Break Buggy Blast, Ivanpah Dry Lake, Primm, NV (near Las Vegas).

For more information about any of these events, contact *Morrie or Kelci Williams* at: 360-268-0318 or williams@techline.com.



**BOOBS
Banter**

by Kelci Williams

I hope that all of you **BOOBS** supporters had an uplifting holiday season and are ready to fly high and buggy till you drop (or not) in 1998.

Keep in touch and let us know about your **BOOBS** exploits.

NWBPA Membership Application

NWBPA, c/o Kelci Williams, Treas., P.O. Box 1358, Westport, WA, 98595-1358

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
P.O. Box 1358
Westport, WA 98595-1358

Mailing
Address
Goes
Here