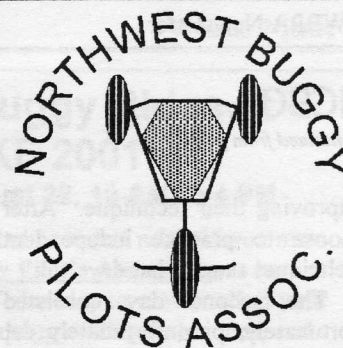


NWBPA News

Northwest Buggy Pilots Association Newsletter

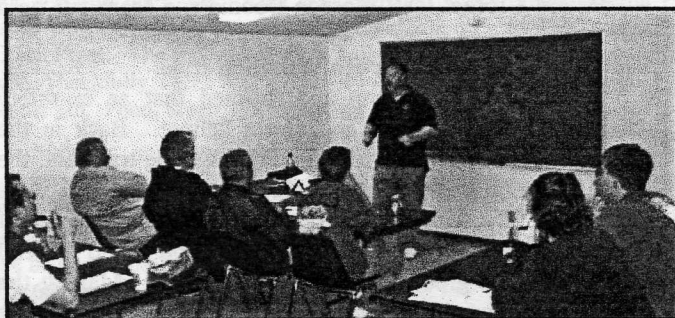
Summer 2001

Volume 7, Issue 2



North Coast Buggy Clinic – Postmortem

By Richard Ridgeway



Bison expanding on the finer points of riding techniques

Buggy pilots from all over the West Coast came to Seaside, Oregon, on June 16th and 17th 2001, to attend the first North Coast Buggy Clinic (NCBC). Seventeen Students attended class at the Carousel Mall – Conference room and Sunset Beach. With five instructors on hand everyone was able to work one on one with experienced pilots.

The Classroom portion of the clinic was held on Saturday Morning and spanned three hours. Literature provided for the class included a printed training manual, reference material, and other tidbits. Topics discussed included wind window, explanation of terms, safe conditions, kite and buggy control, first time in the buggy, turning techniques, advanced techniques, tricks, and racing. Needless to say everyone got something out of the classroom. The biggest hit was a simple model, suggested by Darwin Kjer, using foam core poster board and a kite spar. This model allowed me to show proper kite position and common errors. Many felt it was the most effective tool in illustrating kite technique.

After the classroom all students and instructors proceeded to Sunset Beach. Here the class split into three groups, two groups of beginners and one intermediate group. Unfortunately, one instructor was not available at the last minute and the student per instructor ratio became higher than I had wanted. I would like to extend my deepest thanks to Jon Ellis, Frank Keller, and Mark Thorn for handling the largest portion of the class. I took the intermediate group and moved up the beach away from the main group. We worked on several advanced techniques and eventually concentrated on upwind turns. This was assisted by two-way radios to talk to pilots while they were working on

Continued on Page 2

Ivanpah 2001

By Gorden Wensley

Wednesday, March 7th, 2001 7am ferry from Victoria to Vancouver. Too late for the baggage pick up so I had to drag my fully loaded Libre bag for a distance sufficient enough to rip the crap out of my newly acquired bag. Although the bags are quite durable the effect of dragging the heavy bag over checker plate steel and concrete severely damaged the bag. Down to the truck and I reassured the attendant that it didn't weigh more than 60 lbs. Either way he didn't have a choice. I picked up the other end and chucked it in the truck. Union or No Union it was getting on that truck!

Time to relax! One hour and forty-five minute trip allows for time to eat breakfast and rest a bit. David Stanek was to pick me up at the ferry terminal and in David fashion he was running a little bit late. Off to David's to finish loading up Mabel. Time to cross the boarder and make the long mecca to Ivanpah.

Along the way, we stopped every 250 miles to get gas since the gauge doesn't work. Outside of Bakersfield, Mabel came to an abrupt halt and promptly ran out of gas. The reserve can was used. We went to the next town to buy gas.

On the way through Baker, containing the largest thermometer in the world, the ground and flora were unusually green for this part of the US. Indications led us to believe that our chosen destination could contain large quantities of an unwanted liquid substance. Leaving Baker for the long hill to the pass before Ivanpah. Ivanpah dry lake was indeed a LAKE with only three small patches of dry playa.

With five inches of rain two days before and as much as eleven in the hills the chances of the lake bed drying anytime soon were remote. Off to the Hanging Tree to see who was there, not that we really were interested in drinking.

Off to Roach Lake next day. Good winds and the top end of roach was dry but the bottom end was still wet. In true buggy spirit, power lines and water were not going to stop us.

Jon Ellis brought out the potato guns. A trip to the Portajohn was much more interesting with the addition of propelled vegetables. The six European guests took great interest in this vegetable propulsion tool. Consultation with local experts

Continued on Page 2

NCBC...

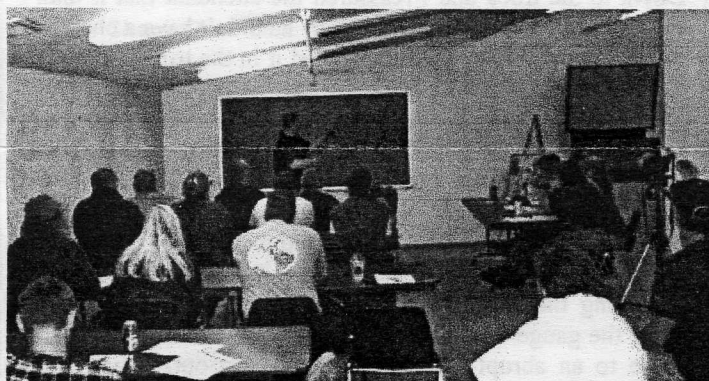
Continued from page 1

improving their technique. After a couple of hours many pilots choose to practice independently and continue to work on techniques taught that day.

The second day consisted of a drawing for prizes. Fortunately, or unfortunately depending on how you look at it some students were unable to attend the second day. Skyline Wings provided several prizes and with the reduced attendance everyone received a prize. Most students had decided to work on their own. Kurt Anderson and I were able to spend one on one time with those students who wanted more instruction or wanted to concentrate on specific techniques.

Overall, I received many thanks and compliments about the clinic. With student from as far south as Albuquerque, NM and as far north as Vancouver, BC I am very pleased at the turnout. Most if not all were very pleased at how the clinic was run and the information and training they took home with them.

I plan on doing it again next year and expanding it for several dates. Currently, I am planning a pre-nationals camp on Sept 15th and 16th. The North Coast Buggy CAMP will focus on racing only!



NWBPA Officers:

President - Mark Davis

1920 - 166th St, Ct E

Spanaway, WA 98387-5520

(253) 536-8564 or wndpilt@earthlink.net

Vice President - Mike Eason

10320 - 12th Pl, SE

Lake Stevens, WA 98258

(425) 334-0362 or kichiwa@eskimo.com

Secretary/Treasurer - Kelci Williams

P.O. Box 1358

Westport, WA 98595-1358

(360) 268-0318 or williams@techline.com

Newsletter Editor - Richard Ridgeway

822 Necanicum, Apt. 115

Seaside, OR 97138

(503) 738-9002 or bison@inetarena.com

Ivanpah...

Continued from page 1

resulted in a parts list for the plumbing store. The next day each person had there own. A trip too the porta john was taken at your own risk.

Eli and Luk had some sonic runs along the power lines single and tandem. Power lines were downwind and a significant hazard. With one kite lost and retrieved. The damage was kept to a minimum.

BBQ Texas style! No Plates, No cutlery! Assorted chicken, sausage, hamburger, eggplant and zucchini, corn on the cob, rolls. Enough for 20-30 people. Big Thanks to Mike from Texas. The tattooed barber.

Before I forget the Colorado Boomerang team put on a psychedelic night show.

How to dodge pucker brush Windhog style.

Started out from camp and realized that as ex-safety chairman I should return and don a helmet. Back in the buggy and off on a reach to slalom through the trails and the brush. Several previous passes through the same area were uneventful. This pass would prove to be much different. I decided to take a slightly different route and found the end of the trail at a greater than acceptable speed. Making the split second decision to attempt an emergency stop or just power through the offending weed yielded a new sense of sudden deceleration and an increase in altitude. Over the brush and several bounces later I congratulated myself on adhering to safety precautions. After struggling with the kite, lines and that damn brush. Kurt arrived on his go-ped to assist. A few minutes later I am back in the air and on my way.

Interesting to see Fran Gramkoski on a brand new Libre VMAX, Black and Red with Scott Skinner in the wings eyeing my buggy in his colors.

Lots of new faces. A large Canadian contingent. And don't forget the many that have been before. People you only get to see once or twice a year. Don't forget our guests from South America.

Hope to see ya next year!

Keep your snout clean and your tail curly!

Regards and Best wishes, Windhog

See ya at Long Beach and don't forget to bring your

The Long Beach Trip

By Gordon Wensley

April 13th, 2001 left for Long Beach, Vancouver Island, Canada. Victoria to Nanaimo North on Hwy 1, then west to Port Alberni. Pass the lovely community of Coombs. Don't forget to see the roof-grazing goats! Out side of Coombs about a mile is a cheap gas station. Turn northwest towards Ucluelet/Tofino Turn right or north to Tofino. 8 miles on the left and you will find Long Beach. Continue North to Chesterman's Beach in Cox Bay. Camp at Long Beach golf club campground. Private camp sites and an Airport to boot.

Chesterman Beach connects to the beach on Cox Bay and on a

Continued on Page 3

A Message from the Editor

Membership is down and submissions are rare. I need stories and pictures to put in the newsletter. What are you doing in your area? Write about it and send it to me. Talk about whatever you want as long as it has something to do about bugging then send it on.

Long Beach... Continued from Page 2

sufficiently low tide you can buggy out to the island. (Ed Note: I had planned to have a map here but my scanner died at the last minute.)

Friday, Thora dropped me off for a downwind run from the north end of the beach to Green Pt., approximately five miles. Wind was about 45 degrees to the beach at 12-15mph. Using an RS3500 I was reaching 35mph. Since it was so much fun I tacked back to the north end and the tide was still quite low. After a second and greedy downwind run I was faced with the task of dragging buggy and kite back to the campground at Green Point. The trail is approx. a mile with switch backs to the top of the hill. Thankfully Thora met me halfway down and help me pull the buggy up the hill. Food, Sleep, Coffee, Beach.

Saturday, on Chesterman Beach at 10am. Wind is 15+ out the southwest. Which is right onshore for the Cox Bay part of the beach. A really nice downwind run on Chesterman but the wind gets lumpy if you get too far inland. Flew around for a while and then Gary Diamond came. We had lunch the wind dropped a little and the bigger kites came out. JoJo Rm 6.0, lighter winds and the tide was oh so low. The beach was totally flat. Long Reaches about a mile. Speeds around 30. With lots of beach to play on allowed you to pick your line much like being on the dry lakebed. Later the wind changed direction out of the west and the Chesterman run the place to be. Back to the campsite at night and ate, slept, and back to the beach in the morning. Nuclear winds and lots of beach, small kites where the choice of the day. Gary and I bugged all day till dark around 5pm. We brought out the BBQ and feasted!

Monday. Rain! And Time to go home.

A few words about Long Beach and Canada. The beaches are very similar to the northwest US beaches. For those looking for an inexpensive trip from the US to Canada. This is the place to buggy. April/May is a good time with decent weather and good winds Spring and fall are great times. Watch the weather and the tides. So plan a long weekend to visit the British Columbia. Check out the scenery and the great exchange rate.

Publishing Policies -

The purpose of this publication is to inform the members of the NWBPA about what is happening in the world of bugging. We consider all submissions to the newsletter based solely on their relevance in this regard. We neither endorse nor condemn the opinions of any individuals or groups; we simply publish the information so that our members are aware of what is happening.

Newsletter publication dates are the 1st of February, May, August, and November. Articles, calendar information, and classified ads should be submitted by the 1st of the month prior to the publication dates (i.e. the 1st of January, April, July, and October).

For submissions or questions contact:

Richard Ridgeway Phone: 503-738-9002
822 Necanicum #115
Seaside, OR 97138 bison@inetarena.com

Free Kite Buggy Rides at WSIKF 2001

Wednesday, August 22, 10 AM to 4 PM

"What's a Kite Buggy and how do I ride it?" you may ask. The Northwest Buggy Pilot's Association is here at Long Beach in force this Wednesday to answer all of your questions, demonstrate kite buggy riding techniques, and even offer a free ride!

Kite Buggies are small, usually three-wheeled carts with fat tires suitable for the hard-packed sand just above the surf. The buggy pilot uses a large parafoil type kite with either two or four control lines to power the buggy and steer the kite much the same as a sailboat uses a sail but with much faster response. Think of it as a small sailboat on wheels with a remotely controlled sail. But instead of using a rudder the pilot steers the front wheel with his or her feet on two pegs extending from the front axle. Fun? You bet! It's great just gliding along with only the power of the wind and the sound of 'zinging' lines!

"But, how do we get back?" Never fear, kite buggies can travel across the wind, what we call a 'reach', but can also 'luff' downwind or 'tack' upwind to get back to where we started. Kite buggies perform best in winds of about eight MPH or more but we can move with very large kites in as little as six MPH.

So come on down and check out this relatively new aspect of kiting. You can find us just a hundred feet South of the very end of the Bolstad access, down near the surf on the hard sand. We'll have several 'tandem buggies'; two buggies hooked together with one as a trailer for free rides with an experienced pilot. Riders will also get a special pin to wear, proving bragging rights that "I rode a kite buggie with the NWBPA."

Classifieds

Classified Ad Policy -

The editors must receive newsletter ads by the 1st of January, April, July, and October for publication in the following month's issues. Ads will only be printed

Get Your NWBPA Pins Now!

1 1/2" gold metal in three color combinations
Teal background w/magenta buggy seat
Green background w/fuchsia buggy seat
Purple background w/yellow buggy seat
\$4.00 each (\$12.00 set) for current NWBPA members

\$5.00 each (\$15.00 set) for all others

To purchase, contact Kelci Williams at 360-268-0318 or williams@techline.com

Mark your calendars for these events:

August 20th – 26th, 2001 Washington State International Kite Festival

Long Beach, Wa. Contact Mike Eason, 425-334-0362 or via email kichiwa@eskimo.com

September 1st - 3rd, 2001 Fall Buggy Blitz

Lake Alvord, Fields, Or. Contact Morrie or Kelci Williams at 360-268-0318 or via email williams@techline.com

September 8th and 9th, 2001 Lewis and Clark Kite Festival Buggy and Boarding activities

Seaside, OR Contact Richard Ridgeway at 503-738-9002 or via email bison@inetarena.com

October 1 – 6, 2001 ,24th Annual AKA Convention
Amend Park, Billings, Montana

AKA Traction Committee News

Have you thought about racing at Nationals? Jon Ellis is working behind the scenes attempting to secure a large area of the flying field for several days of the convention. At the time of publication the issues concerning buggy races at nationals have not been resolved. Contact Jon Ellis at 360-225-7272 or trijon@pacifier.net for updated information.

The flying field is a soccer complex with eight full size soccer fields. Jon is trying to get two adjoining fields for the races.

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 Kelci Williams

P.O. Box 1358

Westport, WA 98595-1358

Mailing
Address
Goes
Here

**Are you due to renew?
Check the expiration date on your label!**