

# Ozone – Open – Chelan 2020

## Pilot Handbook

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## **Headquarters**

Competition headquarters are located at 510 E Woodin Avenue in Chelan, Washington.

## **Schedule**

Saturday: Practice day

Saturday Evening: Registration and mandatory meeting

Sunday - Friday: Competition days

Friday Evening: Prize giving

## **Registration & Mandatory pilot meeting**

There will be a mandatory pilot meeting prior to the start of the competition. This will occur after registration at 7pm Saturday evening after registration at the Chelan Seniors Center 534 E Trow Ave, Chelan, Washington.

## **Site Protocol**

Use of launch area is by agreement with Washington State Department of Natural Resources (DNR) through a Land Use License with Lake Chelan Flyers (LCF). All pilots MUST be current USHPA members with minimum H3/P3 rating, or Novice rating with instructor supervision. Visiting international pilots with equivalent rating may obtain temporary membership at [USHPA.aero](http://USHPA.aero).

All pilot vehicles MUST carry both a shovel & 10/BC fire extinguisher. Absolutely no fires and no smoking. Do not drive off the road and absolutely do not park over vegetation as hot vehicles start fires fast! Please carpool to keep traffic on the road to a minimum.

Access from US97A / Woodin Ave in the Lakeside area of Chelan. Turn uphill at Millard Ave / Chelan Butte Road. Continue straight to top of butte. Lower portion is paved. **Upper portion** is unimproved dirt / gravel. 4wd recommended. Please drive slowly. Road is typically open mid-April through first snow of winter. Avoid road when wet. Intermittent road closures may occur during summer fire season.

Park vehicles in gravel or mowed areas behind setup / launch area. Do not block loop road. Parked vehicles require Washington State Discover Pass recreational area permit (available at local stores including Walmart and Kelly's Hardware).

## **LAUNCHES:**

All launches are on the south end of the butte at approx 3600ft MSL (see launch photo). None of the Chelan Butte launch sites are suitable for mini speed wings or other low-performance gliders due to the glide required to reach designated LZs.

Set up areas on both sides are equipped with tie-downs. HG pilots MUST tie down to cables. Never leave equipment unattended. Strong dust devils often occur.

Use extreme caution when launching in thermic conditions. Severe turbulence can occur during or immediately after launch.

### **Ants launch:**

Direction: SE

Glide to LZ: Approx 4.6:1 (to Chelan Falls Park)

Recommended winds: 2-12mph; gust factor 5

Notes: Use caution when wind is crossing from right.

### **Rocks launch:**

Direction: S

Glide to LZ: Approx 4.6:1 (to Chelan Falls Park)

Recommended winds: 5-12mph; gust factor 5

Notes: Shallow slope. Expect turbulence and wind shear during launch in thermic conditions. This tends to become more pronounced in lighter winds. HG pilots: Use aggressive flat-slope launch acceleration. Do not rely on headwind for airspeed.

### **Monster launch:**

Direction: SW

Glide to LZ: Approx 4.6:1 (to Chelan Falls Park)

Recommended winds: 5-12mph; gust factor 5

Notes: Becomes turbulent in stronger winds.

### **Lakeside launch:**

Direction: NW

Recommended winds: 0-15mph; gust factor 10

Glide to LZ: Approx 4.8:1 (to Gorge Road LZ)

Notes: Steeper slope, unobstructed launch. Best choice for light air and newer pilots.





(Lakeside Launch)

### **Primary Landing Zones:**

There are two primary LZs available through land use agreement with the Chelan County Public Utility District (PUD). All pilots **MUST** be current USHPA members with minimum H3/P3 rating, or Novice rating with instructor supervision. Visiting international pilots with equivalent rating may obtain temporary membership at [USHPA.aero](https://www.usHPA.aero). Do NOT land in locations other than designated LZs in the City of Chelan or proximity. XC pilots do NOT land in growing crops under any circumstance!

### **Gorge Road / Junkyard LZ:**

Elevation: 1,200' MSL

Access: From US97A/Webster Ave via S Farnham street next to high school. Follow main arterial to Gorge Road. LZ is on the right (butte side).

Obstructions: Power lines on E end of LZ. Can be very thermic. Expect **TURBULENCE** in the afternoon.

Absolutely do not drive on grass – hot cars start fires! Park carefully on side of road or across street in PUD trailhead parking lot to avoid obstructing through traffic. Type – Scrub / dirt field. Mowed annually.

Winds in are typically steady mornings and evenings, but can be very switchy in the afternoon. Mid-day thermals / dust devils are common. Terrain slopes up to the south.





### **Chelan Falls Park (Soccer Field) LZ**

Chelan Falls Park is a multi-use public park maintained by Chelan Count PUD. Pilots must check for conflicting use prior to landing (except in emergency). Prior to flying, visit [ChelanPUD.org/parks-and-recreation](https://ChelanPUD.org/parks-and-recreation) to check reservation status and inspect landing area for conflicting activity. In the event of conflicting activity at Chelan Falls Park, plan to land at Gorge Road (Junkyard) primary LZ.

Elevation: 700' MSL

Type: Mowed grass field adjacent to Columbia river. Flag and permanent wind-sock at NE corner.

Obstructions: Narrow landing approach, with water, trees, buildings. Large power lines to the N. Parking lot adjacent to S end of LZ.

Land only in designated area. Do not land in soccer field to the north of the designated LZ. Do not land at Beebe Bridge park across the river. Plan for landings to N or S using rectangular approach with downwind leg on east side (see LZ photo). Land well clear of other park users.

Obstructions – Narrow landing approach, with water, trees, buildings. Large power lines to the N. Parking lot adjacent to S end of LZ.



### **Secondary / Cross-country LZ: Chelan Airport**

Elevation: 1,260' MSL

Access: From US97A via Apple Acres road

Type: Active municipal airport with sky-diving operation. LZ turbulent in wind

Approach & land in grass area on SE side of runway. Rectangular approach patterns are either directions on river side. WATCH FOR AIRCRAFT and SKY DIVERS.

Dust devils in the launch and setup area can be violent. Tie-downs are required for pilot and spectator safety. Never leave equipment unattended. Use extreme caution when launching in thermic conditions.



## Pilot requirements

All pilots are required to have the following:

- 1) USHPA membership (30 day temporary membership for non-U.S. pilots is available) 2) P3 or higher rating (foreign equivalent accepted.) P4 is recommended or a P3 with XC and SIV experience.

## Equipment

All competitors are required to have the following:

- 1) Certified glider (EN-C or lower)  
Switching gliders during the competition is allowed only if approved by the meet director.
- 2) Certified harness
- 3) GPS Flight Instrument
- 4) GPS tracker (Spot or Delorme)



- 5) 2m radio
- 6) Helmet
- 7) Reserve

## **Competitor Responsibilities**

### **Meeting and Rules**

Competitors are responsible for knowing and abiding by USHPA and local rules governing the event, attending daily pilot meetings, and staying up to date with schedule changes, course modifications, and rule amendments as announced during the course of the competition.

Failure to attend a mandatory pilot's meeting can result in disqualification.

### **FAR 103 and Cloud flying**

Pilots found to be flying in clouds will receive zero points for the day on the first infraction and will be disqualified in the event of a second infraction.

### **Right of way in midair collisions**

Pilots are expected to follow generally accepted right of way and thermal etiquette rules and to follow the turn direction specified for the day prior to the start of the race.

Midair collisions must be reported to the meet director and an incident report filed. Competitors must not continue their flight if the structural integrity of their glider is in doubt.

Pilots will be scored at the point of the collision. Severe penalties may be assessed at the meet director's discretion for failure to report a collision.

## **Launch procedures**

Procedures from the UHSPA Competition Rulebook will be followed.

## **Scoring**

Procedures from the UHSPA Competition Rulebook will be followed.

## **Pilot Retrieve**

Pilot retrieve is included in the registration fee.

Pilots are responsible for knowing the retrieve procedure and programming their satellite tracking devices correctly. Repeated problems by a pilot can cause delays in retrieving other pilots or search and rescue (SAR) activities. Pilots causing these problems will be subject to penalties at the discretion of the meet director.

It is not mandatory that pilots who make goal land at the goal LZ. However, flights that extend the travel distance of retrieve drivers may, at the discretion of the meet director, be penalized or required to pay an excessive distance retrieve fee.

## **Emergency assistance**

Good sportsmanship requires competitors to assist pilots who may be in trouble. Any pilot who lands and provides assistance in an emergency will have their track analyzed by the scorekeepers and meet director to determine "fair compensation" based on their position prior to landing. This could be based on their average position in other tasks, but is at the discretion of the scorekeepers and meet director.

Pilots who do not need assistance must rosette and then fold their glider immediately after landing. A wing lying open on the ground signals, "I need help!" In the event a rescue and/or evacuation is needed, all pilots will perform big ears to signal "clear the air," and will land immediately in the nearest suitable LZ.

## **XC Routes**

### **Introduction**

Chelan, Washington, known for its exceptional flats flying, actually has a wide variety of terrain to offer the XC pilot. The sections can be grouped into 4 areas:

- 1) Lake Chelan
- 2) The Flats
- 3) Columbia and Okanogan Rivers
- 4) Methow Valley

Top of lift, wind direction, and wind velocity are the three major factors taken into consideration when XC route planning in Chelan. Each region offers different terrain with different challenges and hazards. A single XC route could cross all these regions in a single flight, but for this document, they will be grouped by region and common hazards identified in each.

Each day's task will be selected by the task committee, only after current and forecast weather is reviewed and taken into consideration. The task committee's goal is to create a safe and valid task that is achievable of pilots of varying skill levels on different DHV certified gliders.

## Lake Chelan

Lower altitude top of lift makes flying the flats more difficult, but a circular route around Lake Chelan is quite possible. Staying local is common on days when the top of lift is low. It is a great area to fly with varied terrain and plenty of LZs within easy reach. While it is a reasonably friendly area to fly, pilots should consider some of these hazards:

- 1) Lakes: Lake Chelan is a very large body of water. If crossing the lake, pilots must have enough elevation to safely make the crossing.
- 2) Mountains: There are areas where suitable landing areas are quite limited. Side hill landing may be required. Pilots must maintain glide to an LZ that is appropriate for their skill level.
- 3) Valleys: These will contain rotor, strong winds, and limited LZs. It is best to fly out and land away from these terrain hazards, or if necessary, land at the top of valleys to avoid the strongest winds.
- 4) Vineyards and Orchards: Many of the hills around the lake have vineyards or orchards on them. Potential LZ's may look good from higher elevations but at lower elevations be quite difficult or impossible to use safely. Pilots should be very selective about the LZ they ultimately choose, and try to avoid 'tight' landing areas altogether.
- 5) Cities of Chelan and Manson: These two small cities are located on Lake Chelan. They contain both residential and business areas, and pilots should avoid landing in these more urban areas unless using an official LZ.
- 6) Parasailing: It is not uncommon to see parasailing on lake Chelan. They don't operate at very high altitude, but they may be in use close to shore and could interfere with a pilot landing at the lake's edge.

## The Flats

The flats across the Columbia River to the east of Chelan Butte are the primary destination for XC flying in Chelan. It's wide open terrain with a large number of LZ options and consistent thermals. The climbs are generally strong and can offer some of the best distance XC flying in North America. Hazards to take into consideration are:

- 1) Water: There are plenty of lakes and small rivers. Pilots should avoid landing in any kind of water (moving or standing).
- 1) Power Lines: Just over the rim of the Columbia River there are high tension power lines. These are a great thermal trigger, but pilots must maintain adequate clearance. A reserve deployment or low-altitude collapse could have fatal consequences. Pilots

should set themselves up downwind of these lines to limit their chances of being blown into them.

- 2) Dust Devils: While they are a source of strong lift, they can also be incredibly turbulent and difficult to fly in. Pilots should consider:
  - a) Only entering above the dirty section of the dust devil.
  - b) Turning the opposite way of the dust devil's rotation.
  - c) Making sure there is adequate clearance from the ground and other hazards.
  - d) Not flying into dust devils at all.
- 3) Gust fronts: If there is precipitation there may be an associated gust front. Gust fronts in eastern Washington can create winds well over 80mph. Pilots should pay attention and be ready to get out of the air when the conditions warrant.
- 4) LZ's: While there is plenty of space to land safely there is not necessarily an easy way to get to a pilot. Try and pay attention to highways and especially major roads. Try to land in a safe location near a major road if possible. A large amount of the flats is built on 1sq mile lots bordered by dirt or chip seal roads. Landing near highways is your best bet for a safe and easy retrieve.
- 5) Airspace: Entiat, Moses Lake, and Spokane have major airspace that pilots should be aware of and avoid when flying. Pilots should use an instrument loaded with these airspaces, and/or be well aware of their locations.
- 6) Cell service: Pilots are required to have a radio and satellite messenger. Cell service can be nonexistent on the flats.
- 7) Sun & heat: Pilots should carry adequate water, food, and sunscreen. There is very little shade on the flats, and retrieve can be lengthy.

## Columbia & Okanogan Rivers

The Columbia and Okanogan rivers separate the flats from the eastern side of the Cascade Mountains. It is common for XC flights to follow the river to the north on south wind days. In general, the larger towns are on the west side of the rivers, which means more roads, services, and suitable LZs. There are a few hazards that pilots should watch out for:

- 1) Rivers: Water of any kind is not friendly to paragliders, especially moving water. Pilots should maintain an adequate margin away from the river, and set up their final approach over land.
- 2) Power lines: The rivers have many hydroelectric dams on them. Do not land at or near any dam locations. Watch out for utility and power lines. Pilots should maintain an adequate distance when flying over or near power lines.
- 3) Wind: The rivers run in deep canyons and the Venturi effect will increase the wind velocity at lower elevations. Pilots should maintain awareness of wind and use dust, blowing leaves, whitecaps on the rivers, etc., to
- 4) LZs: Landing options can be limited along parts of the rivers. Pilots should keep more than one landing area within reach at all times.



## Methow Valley

South winds allow for task routes north to the Methow Valley. It is generally sparsely populated farm and ranch land that can be used for landing areas if the assigned LZ is not within reach.

There are some hazards to consider:

- 1) Limited LZs: In some areas LZs can be difficult to find. The Methow Valley is more treed than on the flats or along the rivers. Pilots should plan their flights accordingly.
- 2) Turbulence: Intersecting valley systems and mountainous terrain can contribute to increased turbulence. Pilots should consider allowing extra clearance on all terrain.
- 3) Remote: Some of the intersecting valleys have no roads and no landing areas. When low, pilots should keep an appropriate LZ or the main valley on glide.
- 4) Airport: The smokejumpers base is in the middle of the Methow Valley between Twisp and Winthrop. It is common to have training flights from the airport. Avoid flying over or near takeoff or landing patterns to the airport.
- 5) Water: Water of any kind is not friendly to paragliders, especially moving water. Pilots should maintain an adequate margin away from rivers, creeks, and lakes, and set up their final approach over land.

## Landing Zones

### Eastern Washington

Chelan and Eastern Washington offer fantastic flying. Strong conditions, thermals, and dust devils are welcomed by pilots when at elevation, but can be challenging and dangerous close to the ground. To minimize risk, pilots should consider the following:

- 1) Land near large bodies of water to help reduce the chance of dust devils. Pilots should set up in a position upwind and over land from their intended LZ, and use extra caution when flying over or near moving water (the Columbia River).
- 2) Land on green, grassy fields. Green grass will also help reduce the chance of dust devils and near-ground turbulence.
- 3) It is uncommon, but possible, to set off a dust devil when landing. Sheltered areas, such as large depressions in the ground (a dry pond or lake bed, for example) can be potential thermal mass collectors. Wind exposed rises and hills, even if only slight, are a safer choice when landing as these areas are less likely to provide conditions for dust devils to form.

Pilots will fly over rivers, lakes, agricultural land, sagebrush, forested areas, rocky terrain, highways, deep canyons, and other hazards. Pilots should always keep track of potential

landing options at all times during their flight, and set up their landing approach early to allow time to assess conditions and hazards.

Landing zones are divided into four categories: Athletic Fields, Farms, Airstrips, and Other. Each individual LZ will have its own unique hazards. Listed here are the common hazards a pilot could encounter at each type of LZ.

## Athletic Fields

These are common landing areas for competition flying. They offer open, flat land, even in populated areas, and frequently have good wind indicators (flags), and access to roads and potable water. They are generally benign, but can present challenges such as:

- 1) People: Pilots should not land in a field where there is not a safe amount of space to set up, approach, and land. If the field is in use, pilots should set up and land over an open portion of the field or choose a different location entirely. Pilots should NEVER endanger people on the ground.
- 2) Lighting: Some athletic fields have tall lighting structures. These can pose hazards on approach to the LZ.
- 3) Fences: Fences may be present around the perimeter of the field. Pilots should set up above or near the fence to allow for a safe final approach when landing..
- 4) Buildings: Many athletic fields have structures near or surrounding the fields. Pilots should stay out of the downwind area of these structures as they can generate turbulence
- 5) Sport structures: Fields may have upright goal posts, large soccer goals, fence backstops, or aluminum bleachers. Pilots should check for the presence of these structures and maintain adequate clearance during flight and/or landing.
- 6) Power/Utility Lines: Common around the perimeter of athletic fields or on streets approaching the fields, power lines are extremely dangerous. Pilots should remove sunglasses (especially if polarized), and carefully examine the area prior to setting up for landing. Looking for utility poles and their shadows is often helpful when identifying this type of hazard.

## Farms

This is the most common type of landing zone in Eastern Washington. It is common to see wheat, corn, and livestock in these fields. Pilots should take care to minimize their impact on growing crops and disturbance of livestock. Hazards can include:

- 1) Irrigation equipment: Some fields have irrigation equipment which ranges in size and configuration; pilots should be avoid flying near or landing around such equipment.

- 2) Fences: Barbed wire fences are common and can be very difficult to see while in flight. Pilots should avoid landing at the perimeter of fields to prevent collision or entanglement with fences.
- 3) Buildings: Structures can cause rotor and flying downwind of them should be avoided. In addition, landing approaches should be set up to avoid flying near or above buildings.
- 4) Farming equipment: Many fields are being actively farmed. Pilots should avoid flying near any stationary or moving farming equipment.
- 5) Livestock: Cattle and other livestock should be avoided. Pilots should land as far away from livestock as possible. If a pilot must land in a field where livestock is present, the pilot should ball up his glider and move out of the field as soon as possible.
- 6) Crops: Pilots should respect crops, and avoid landing in active fields whenever possible.

## Airstrips

There are many airstrips in Eastern Washington. When using the field during a competition the meet director will pre-arrange use of the airstrip or surrounding area for the day (or days); preparation will include issuance of a NOTAM for the airport and local area. Pilots should stay clear of takeoff and landing approaches for any airstrip not actively being used as a waypoint or LZ for the competition.

- 1) Aircraft: It is unlikely to have aviation interference, but it can occur. Pilots should be attentive when flying and/or landing at or near airstrips.
- 2) Buildings: While airstrips offer generally wide open spaces, some buildings may be present and can contribute to rotor downwind. Pilots should avoid being downwind behind structures.
- 3) Fences: Many airstrips have fences around the perimeter. Pilots should fly with adequate clearance to avoid injury or property damage.

## Other

The 'Other' category includes public lands, alpine meadows, and areas that fall outside of the LZ classifications listed above. These are usually natural, unimproved areas. Each LZ will have its own challenges and should be used with care.

## **LANDING ZONES (LZs)**

**Name:** AIRPRT

**Lat:** 47.865600

**Lon:** -119.944694

**Type:** Airstrip, Farm

**Notes:** Buildings and roads on all sides, traffic may be present on roadways



**Name:** ALMIRA

**Lat:** 47.707161

**Lon:** -118.943231

**Type:** Athletic Field

**Notes:** Buildings to N, E, and SSE





**Name:** BADGRN

**Lat:** 47.562361

**Lon:** -120.173161

**Type:** Other

**Notes:** Power lines to S



**Name:** BREWAP

**Lat:** 48.104150

**Lon:** -119.721919

**Type:** Airstrip

**Notes:** River to the S,  
road to N, traffic may be  
present on roadway



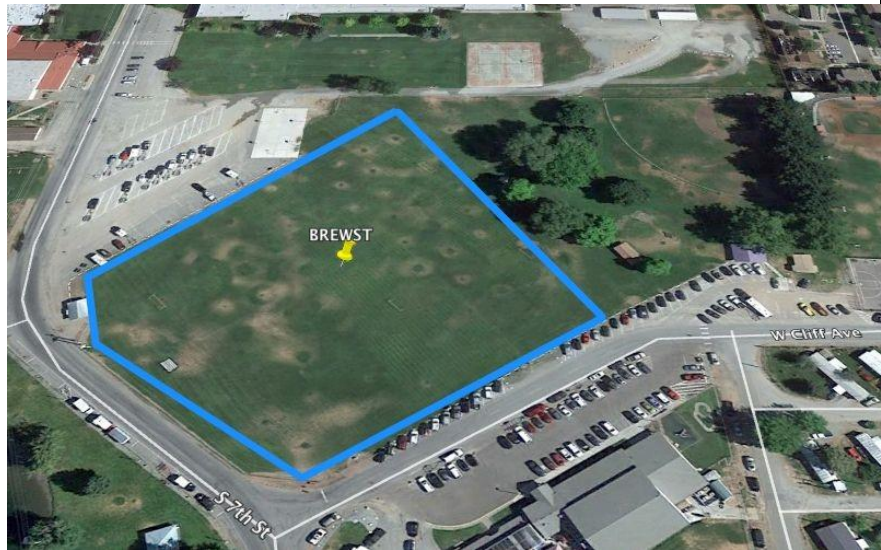
**Name:** BREWST

**Lat:** 48.092778

**Lon:** -119.785336

**Type:** Athletic Field

**Notes:** Power lines to the W, trees to the E



**Name:** BRIDPT

**Lat:** 48.002839

**Lon:** -119.651897

**Type:** Athletic Field

**Notes:** River to S, roads on N and W, traffic may be present on roadway





**Name:** CASHME

**Lat:** 47.513800

**Lon:** -120.476633

**Type:** Athletic Field

**Notes:** Urban area on all four sides



**Name:** COULEE

**Lat:** 47.613528

**Lon:** -119.249831

**Type:** Airstrip, Farm

**Notes:** Power lines along the main road S of LZ, traffic may be present on roadway



**Name:** CRESTN

**Lat:** 47.759603

**Lon:** -118.511817

**Type:** Farm

**Notes:** Hwy 2 in center, wet area to E, fence in wet area, traffic may be present on roadway



**Name:** DAVPRT

**Lat:** 47.654250

**Lon:** -118.166411

**Type:** Airstrip, Farm

**Notes:** Hwy 2 in center, power lines on S side of highway, buildings at airport, fence near buildings, traffic may be present on roadway



**Name:** DEARY

**Lat:** 46.797244

**Lon:** -116.557472

**Type:** Athletic Field

**Notes:** Field lighting





**Name:** DOUGLS

**Lat:** 47.623017

**Lon:** -120.008611

**Type:** Farm **Notes:**

Powerlines running N-S along E edge, power lines cross E-W just N of Hwy 2, traffic may be present on roadway



**Name:** DRYFAL

**Lat:** 47.626169

**Lon:** -119.332722 **Type**

: Other

**Notes:** Hwy 17 and 2 intersect, traffic may be present on roadway, power lines run N-S west of buildings



**Name:** FARMER

**Lat:** 47.612386

**Lon:** -119.813267

**Type:** Farm, Other

**Notes:** Hwy 2, traffic may be present on roadway, power lines run N-S on W side on Rd C SW, cross intersection, and continue N-S along W side Rd C NW, and grain silos



**Name:** HARRTN

**Lat:** 47.480264

**Lon:** -118.250661

**Type:** Athletic field,  
Farm

**Notes:** Road between athletic field and farmland may have traffic, ideal LZ indicated with arrow, athletic field is fenced, and lighting is present





**Name:** HARTLN

**Lat:** 47.686903

**Lon:** -119.109908

**Type:** Athletic field,  
Farm

**Notes:** Athletic field  
fenced, Rte 2 S of  
fields,



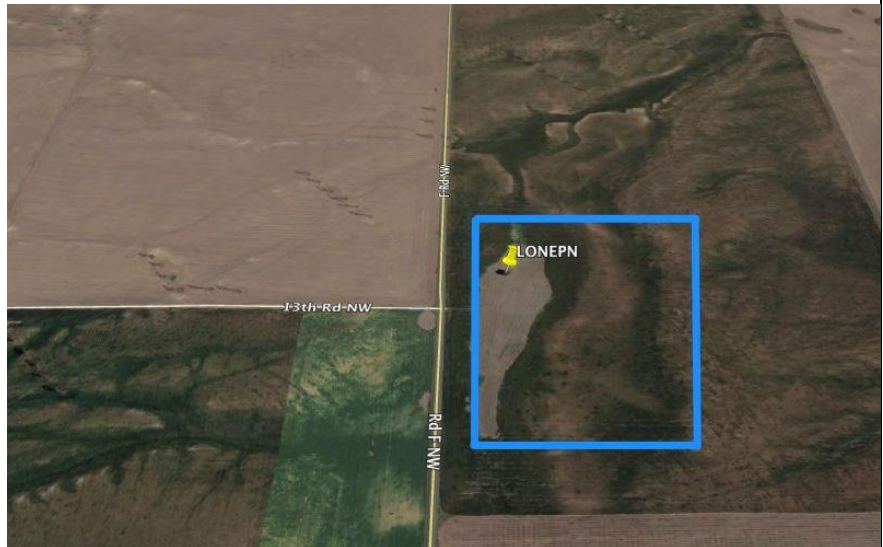
**Name:** LONEPN

**Lat:** 47.801850

**Lon:** -119.876261

**Type:** Farm

**Notes:** High tension  
power lines run  
ENE-WSW to the W,  
traffic may be present  
on roadway



**Name:** LVNWITH

**Lat:** 47.602311

**Lon:** -120.661200

**Type:** Athletic Field

**Notes:** Field is fenced,  
lighting present, heavy  
equipment storage yard  
directly S, slope  
between green and  
brown portions of field



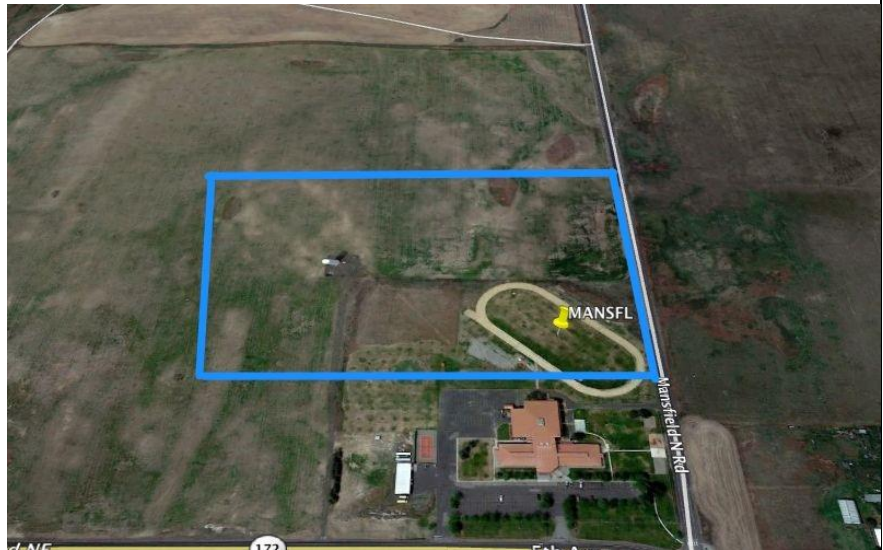
**Name:** MANSFL

**Lat:** 47.817689

**Lon:** -119.643411

**Type:** Athletic field,  
Farm

**Notes:** Satellite dish to  
NW of athletic field





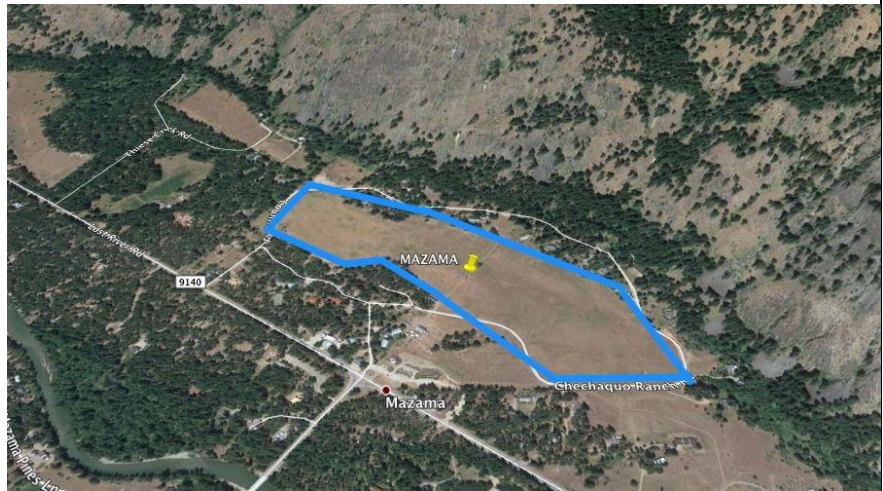
**Name:** MAZAMA

**Lat:** 48.595108

**Lon:** -120.401839

**Type:** Farm **Notes**

:



**Name:** METHOW

**Lat:** 48.130089

**Lon:** -120.003067 **Type**

: Farm

**Notes:** River to E and  
WSW, town/buildings N



**Name:** ODESSA

**Lat:** 47.329858°

**Lon:** -118.698694

**Type:** Athletic Field

**Notes:** Road runs between the two fields, town/roads to N, E, S, and W, athletic field lighting present, traffic may be present on roadways



**Name:** OKANGN

**Lat:** 48.369800

**Lon:** -119.564275

**Type:** Athletic Field

**Notes:** Some fencing present, buildings at center of fields, river to NNW





**Name:** OMAK

**Lat:** 48.409289

**Lon:** -119.519469

**Type:** Athletic Field

**Notes:** Some fencing present, road runs between the two fields, river to N, some lighting present



**Name:** ORONDO

**Lat:** 47.622639

**Lon:** -120.226611

**Type:** Farm, Other **Notes** : River, and road, and power lines to W, road to E, traffic may be present on roadways, buildings N and S, orchard S



**Name:** OROVIL

**Lat:** 48.933603

**Lon:** -119.440503

**Type:** Athletic Field

**Notes:** River to the W,  
buildings to the E



**Name:** PALOUS

**Lat:** 46.915103

**Lon:** -117.070956

**Type:** Athletic Field

**Notes:** Power lines and  
road to E





**Name:** PATERO

**Lat:** 48.062117

**Lon:** -119.885433

**Type:** Athletic Field

**Notes:** River on SW edge, Hwy 97 N, industrial building W



**Name:** SMOKEJ

**Lat:** 48.350475

**Lon:** -120.094433

**Type:** Airstrip

**Notes:** : Ideal landing area at SW corner indicated by arrow



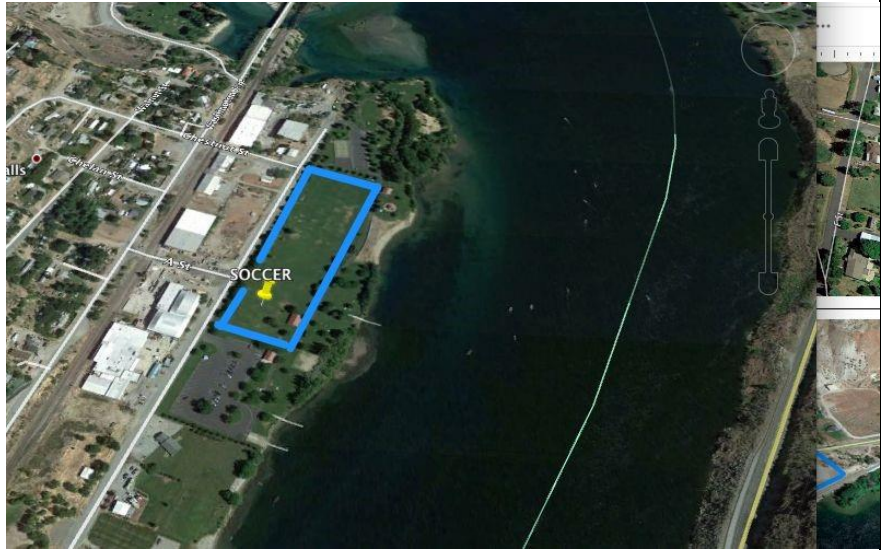
**Name:** SOCCER

**Lat:** 47.798661

**Lon:** -119.985039

**Type:** Athletic Field

**Notes:** Trees on N, S,  
E, W, fencing present,  
river to E



**Name:** STJOHN

**Lat:** 47.087875

**Lon:** -117.587806

**Type:** Athletic Field

**Notes:** Athletic field  
lighting on E and W,  
road to E, traffic may be  
present on roadway





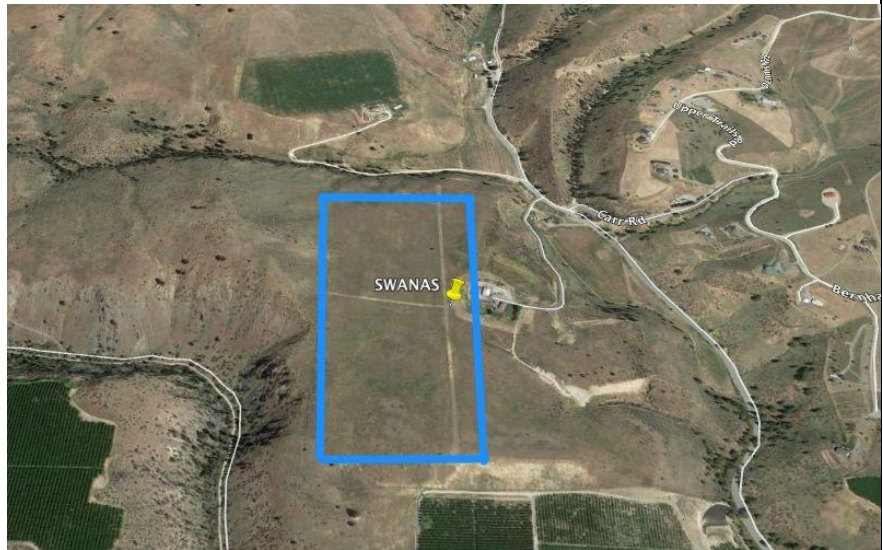
**Name:** SWANAS

**Lat:** 47.912622

**Lon:** -120.092544

**Type:** Airstrip **Notes**

:



**Name:** TONAAP

**Lat:** 48.726369

**Lon:** -119.465411

**Type:** Airstrip

**Notes:** Ideal landing  
area at SE end of  
airstrip



**Name:** WINTHR

**Lat:** 48.473906

**Lon:** -120.180814

**Type:** Farm

**Notes:** Irrigation booms present in active fields, small river to the N



**Name:** WATERV

**Lat:** 47.655739

**Lon:** -120.059569

**Type:** Airstrip

**Notes:** Buildings to S, road to N, traffic may be present on roadway





**Name:** WILBUR

**Lat:** 47.757386

**Lon:** -118.740314

**Type:** Airstrip

**Notes:** Buildings on NW edge

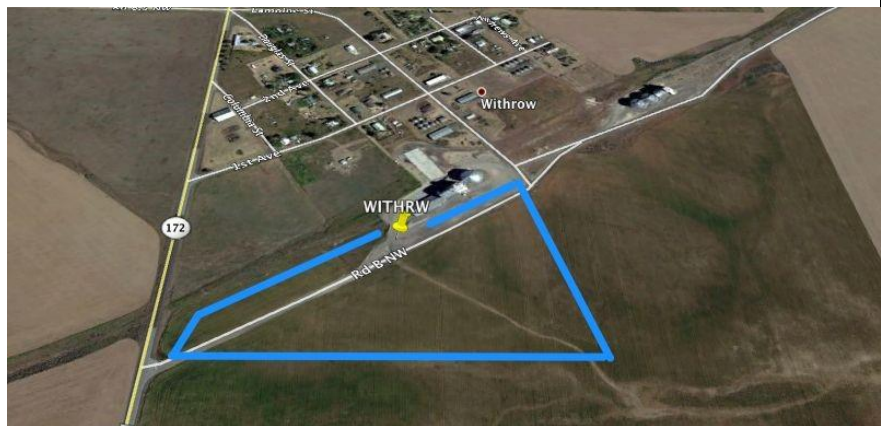



**Name:** WITHRW

**Lat:** 47.702489

**Lon:** -119.810139 **Type**  
: Farm

**Notes:** Buildings to N  
with power lines at NE  
end of buildings, traffic  
may be present in  
roadway



<p><b>Name:</b> WAPASS</p> <p><b>Lat:</b> 48.525661</p> <p><b>Lon:</b> -120.657572 <b>Type</b></p> <p>: Other</p> <p><b>Notes:</b> High altitude, small, may be wet (swamp) area</p>	
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## Appendix F: Overflow Camping

**Location:** 47.836289, -120.009631

The City of Chelan has offered to let us use the ballfields in town for overflow camping the first weekend of the competition only (for the nights of July 10th, 11th, and 12th). Due to the weekend Beebe Bridge campground is expected to be full. Campers should attempt to claim a site at Beebe Bridge the morning of Monday, July 13th.

1. All tents shall be set up within the fenced area of the Utility Field (see highlighted area on map below).
2. No open flame, fire or smoking.
3. No drugs or alcohol.
4. Please follow all posted rules.
5. Campers shall check in at the registration booth or administration building at Don Morse Park before claiming a site or setting up their camping equipment to obtain a parking pass for their vehicle.
6. All vehicles parking at or near the ballfields must have a parking pass, to be obtained at the registration booth or administration building on check in.
7. Water and bathrooms are available onsite. Showers are available at the Chelan Falls LZ and Beebe Bridge Campground.

Please be a good representative of the sport and do what you can to keep noise down and respect the neighbors.



Please contact Matt Senior or Owen Shoemaker with any questions.