

WELCOME TO TIGER MOUNTAIN!

Northwest Paragliding Club: www.nwparagliding.com (for paragliding)

Cloudbase Country Club: www.cloudbase.org (for hang gliding)

United States Hang Gliding & Paragliding Association: www.ushpa.com

Online Newsgroup: Subscribe by contacting nwparagliding-subscribe@yahoogroups.com

Tiger Mountain Radio Frequencies: 151.955 MHz (If you use Tone Squelch the sub-carrier frequency is 146.2 MHz.)

Wind Talker on Tiger north launch: 206 730 2550

Tiger Shuttle: Current schedule and pricing at www.tigershuttle.com. The "Blue Van" leaves the LZ promptly, with shuttle run times varying according to the seasons. Or supply your own transportation to the Cut-Run area (for drop-off only).

The Northwest Paragliding Club is proud to support Tiger Mountain as one of its premier Washington flying sites. Here's what we do for this site:

- Provide site insurance.
- Sponsor the annual Tiger Mountain Fly-In every summer.
- Pay for mowing the LZ lawn.
- Provide the first aid kit.
- Pay for the sani-can rental in the LZ.
- Maintain the North Tiger launch restroom.
- Arrange windsock installation.
- Manage Tiger Mountain Road pass keys.
- Contribute to the Tiger Shuttle service.
- Represent the flying community by interfacing with the Department of Natural Resources (DNR), King County, the public and media.

Pilots volunteer to help maintain the site, organize road cleanup and repair crews, provide materials, trail maintenance, and create safe and approved turn-arounds for vehicles.

EMERGENCY: Dial 911

- In the case of emergency, please dial 911.
- **Directions to Tiger Landing Zone (LZ):**
Located on the Issaquah-Hobart Road, about 3 miles south of the city of Issaquah.
- **Directions to Tiger Launch:**
For emergency purposes, the Tiger Launch is accessed via the gated road at the Tiger Mountain Summit, on the NW side of Route 18.
- Rescue equipment is available on site.
- Immediate access to the rescue equipment or through the gate may be gained through:
Marc Chirico 206 387 3477, Mike Miller 206 715 1687
- **First Aid Kit at North Tiger Launch**
Enter room under the restroom. Includes splints, ropes, stretcher.

Guidelines for Flying at Tiger Mountain

- It is a requirement of USHPA site insurance and the Northwest Paragliding Club that all pilots using the Tiger LZ are current USHPA members (prepared to present proof of current membership) and wear a helmet.
- Conditions at Tiger Mountain can be unpredictable and change rapidly. A site briefing is advised for newer pilots. All pilots are encouraged to fly with a buddy.
- Use extreme caution when East winds are present or possible.
- Pilots should follow all USHPA rules when flying at Tiger Mountain, including utilization of proper safety equipment (reserve parachute, radio, boots, back protection, speed bar, etc).
- All pilots are required to follow USHPA right-of-way rules and to maintain adequate separation from other pilots.
- Set up/pre-flight wings at side or rear of launch area. Keep the area cleared for top-landings. Only top land when the launch is clear, yielding to traffic.
- Motorized paragliders and motorized hang gliders are not permitted in the LZ.
- The minimum rating for hang pilots is H2 with instructor or H3 without.
- Top landings or launches from the upper north launch are prohibited when there are horses present.
- **The maximum legal altitude for flying over Tiger Mountain is 6,000 feet MSL.**
- Above this is TCA airspace that is strictly off-limits to VFR flight. **This ceiling drops to 3,000 feet MSL west of Squak Mountain**, and rises to 8,000 feet east of Preston. Please consult a sectional map of the area for more detailed information.
- All pilots must follow all FAA rules which include VFR separation from clouds. For more information, see *Aeronautical Information Manual* at www.faa.gov.

Below 10,000 feet you should maintain:

- 500 feet clearance below cloud.
- 2,000 feet horizontal clearance from clouds

Above 10,000 feet you should maintain:

- 2,000 feet clearance below cloud
- 1 mile horizontal clearance from clouds

- **Violation of these rules can result in the loss of our privilege to fly at Tiger Mountain.**

Landing Approach Recommendations

- Use of Aircraft Approach for landing is recommended:
Downwind / Base / Final.
- Paraglider pilots, do not fly low over the road or along/near the adjacent power lines. Minimize the distraction to motorists.
- Paraglider pilots should fly the downwind leg of their approach on the east, "tree line" side of the LZ, unless safety concerns dictate otherwise.
- Hang glider pilots should fly the downwind leg of their approach on the power line side of the LZ, unless safety concerns dictate otherwise.
- When several pilots must land at the same time, it is advised that pilots make their final approach as straight as possible. If all pilots avoid erratic turns, many gliders may safely land "in formation".
- Clear landing area immediately. Be aware of other gliders on final approach.