



Air Times

THE NEWSLETTER OF CLODBASE COUNTRY CLUB January 2004

Express yourself

By Steve Kincaid

Do you miss flying? Are those long dark winter evenings getting to you? Me too. Feel free to use the following expressions to convey your situation to your fellow pilot.

The wind gods have spoken. It is time.
Dude, I'm Jones'n for a flydown.
I'm desperate to dangle in my diver.
I've got a woody for some little O's (referring to turning in lift).
I'm horny for some hang time.
I'm suffering from Hypoxic withdrawals
My L over D is dangerously lacking in D... and L for that matter.
I'm so air horny.
I'm in the midst of a flight plight.
I'm in need of a 12 step program that starts with; Step 1, run off a cliff.
Patience my precious, we're going to soar something we will. Stupid fat hobbit-ses don't know about soaring, do they? We'll show them we will... my preaaaaacious.
Times like this, I like to ask myself... what would Neo do? He'd do his 'superman thing,' that's what he'd do. Morpheus, take me to transmission depth.
I B cry'n fo some fly'n.
I need to take one small step for man, and one giant leap for mankind.
I think my logbook misses me.
So I'm just sit'n there think'n... do my taxes, or go for a fly-down in the rain... Where did I put that extension form?
Would you care to join me on a very long drive to a very short flight?
Then it hit me, cold air is denser. That's a good thing... right?
I've got a bad case of fly down fever.

This morning when I woke up, you know... in my harness... hanging in my garage. That's when I realized that I NEED to do this... you know? I need it for me.

It's time to caffeinate my driver and dust off my diver.

Canadian Nationals

Anyone interested in getting a taste of an x/c competition with a racing format should mark their calendars for the Canadian National's, June 13-19 in Lumby, BC. This is a beautiful area about 3 hours north of Chelan. All glider types and skill levels are welcome. Less turbulent than Chelan, and the courses generally follow the main roads, making for easy retrieves and plenty of time to relax and enjoy the evening festivities. Mark has put together a nice website with meet and local area information. This is definitely a meet not to miss! Tom

From Mark Dowsett

Sorry for such a boring announcement.... I am doing the Nationals again. Life has just been crazy busy to do all the bids and announcements formally. The Nationals are approved by the HPAC so it is official and it will be in Lumby again.

The dates are: PG June 6th - 12th and HG June 13th - 19th. I wanted to try it a bit later this year to get some warmer (and hopefully drier) weather. Also, it's centered around LUMBY DAYS! That should be a helluva weekend! This way it also keeps your May long weekend open for other flying events.

Supplemental Insurance

By Steve Wilson

If you are planning on flying outside of the US you might want to look at http://www.imglobal.com/coverage/patriot_extreme/ For \$100 you get \$50,000 in medical care coverage outside of the US for 1 month and it covers paragliding and other high-risk sports. The deductible is only \$250, and if you have seen what a medical evacuation from places like Mexico (+12K) or Brazil (+20K) can cost you realize what a good bargain this health care coverage is. DAN (Diver's Alert Network) insurance is another option, but it provides very little non-diving related accident coverage so I think Patriot Extreme may be a better way to go. Fly safely...

Speed Gliding Competition

APRIL 27 - MAY 1, 2004:

The Chelan Speed Gliding Championships/ USHGA Speed Gliding Nationals. Chelan WA. Entry fee \$150. Sport Class also available, entry fee \$50. Registration opens February 27th and closes April 27 8:00 AM. USHGA Intermediate rating or above. Site information is available online at www.cloudbase.org. Pilot meeting 7:30 AM in Lakeside Park, Chelan, Washington. Contact: Steve Alford (425) 788-0308, or (425) 445-0730 airczr@hotmail.com, or Aaron Swepston (253) 826-1112, or (206) 235-0773 ton-tar@mindspring.com

Laminar Update

This Year Manfred Ruhmer with his Laminar MR has won for the 3rd time in a row the Worlds Championship as well as the Pre-European Championship!

Since the first apparition of the Laminar in 1994, there have been **several evolution** grades, all wanted by our big Champion Manfred.

For who does not recall, **Manfred is not only the best pilot in the world but he also is the developer of ALL our ICARO hang glider models.**

The model 2004 is at its 7th evolution grade and therefore we decided to call this model the "Laminar ZERO-7".

On the sail there will be the logo: ZERO-7

We also decided to **change the initials** which characterize the size of our hang gliders MR.

The old numbering could only bring confusion to the wing size.

Therefore Manfred decided to coincide **the exact sail surface** with the new initials. This is the result:

The Laminar ZERO7 is available in 4 different sizes:

1. Laminar ZERO-7 **13.3** - which corresponds to the till now called MR12
 2. Laminar ZERO-7 **13.7** - which corresponds to the till now called MR13
 3. Laminar ZERO-7 **14.2** - which is the new size between the till now called MR13 and MR14. Till today we described this model as the MR 4.2
 4. Laminar ZERO-7 **14.8** - which corresponds to the till now called MR14 (the hang glider with which Manfred has won all 3 World Championships)
- Here follow the novelties of the 2004 model Laminar ZERO-7:

• New: Twist Tips

This new system allows the outer swivel tips (that support the battens nr. 10 and 11) to **move in contraposition**, also when the sail touches the tips, especially with ½ till full VG on.

Till now the construction did not allow the sail to move in this VG configuration.

Thanks to the new construction **the tips are now directly connected to each other** with a wire, and this allows the sail to move.

Of course the **handling is better** with the VG ½ or completely on.

The tip compensator remains the same.

• Sail tension

Some changes on the sail tension with different internal reinforcement and design of the leading edge tubes

• New x-bar/leading edge junction

The x-bar/leading edge junction is made in one piece (till now there were 2 plates).

This is aesthetically much nicer. But more important; it is **lighter** and gives a **better thin profile** at full VG on this part of the leading edge.

• Better VG

New lighter pulleys and one pulley more which make it **easier to pull the VG.**

In addition there is a special formed tube in the back part of the keel pocket which protects the VG.

With the Bainbridge sail, the VG range is a bit larger. This gives a better performance with VG completely on.

• New batten ends

The spring system that we used till now has been replaced by the **"click-system"** from Airborne.

Advantage of this new system: more comfortable, light weight and easier to tension the battens.

• New colour pattern

Seen that the colour pattern of the Laminar has been **copied by other hang glider brands**, we decided to change it again in order to **differentiate us** from the other hang gliders.

Our "Art Director" Ignazio has developed and chosen the 12 new colour combinations which are really nice

Some technical data:

	UoM		Laminar ZERO-7 13.3	Laminar ZERO-7 13.7	Laminar ZERO-7 14.2	Laminar ZERO-7 14.8
				143.81	13.77	
Sail surface	sqm	sq ft	13.36		148.22	14.24
				32.28	10.06	153.28
Wing spread	m	ft	9.84		33.00	10.33
					7.49	7.38
Aspect ratio			7.25		7.35	
				yes	yes	yes
Certification			In progress			

Realizing The Dream

By Raymond Wolf

I will never forget my first solo flight in a hang glider. On a beautiful spring day, I was standing on a foothill 1000 feet above the ground. Twenty feet of steep slope which would become my runway, dropped off to a treed cliff.

As I stood there, I was thinking about how many people had dreamed of being able to fly. Now I was about to join those who had dreamed the dream of human flight. I thought of Leonardo Da Vinci who was inspired by the flight of birds, and the flying machines he had designed in the hope of achieving what I was about to do. I thought of the thousands of people who had shared the dream and had given their time to realizing the vision of human flight.

I raised my glider, 160 square feet of Dacron given shape by aircraft aluminum and human ingenuity. Pressing my shoulders into the control frame, I rotated the glider to the proper angle of attack as my teacher had taught me, and I

started my run down the steep slope. Within a few steps, I felt what I would eventually come to know as the gentle lifting of the glider as it gained enough airspeed to fly, and the tightening of the hang strap which connected me to the glider. The ground fell away beneath my feet, my legs dangling in the air as if I were riding an invisible bicycle. They had lost their function, and the way I used to locomote upon the earth was not to be found.

I was airborne! I oscillated between joy and amazement as my heart wandered around in my body looking for its familiar home in my chest. I could hear my teacher's voice somewhere behind me triumphantly yelling at my accomplishment. I had launched. I was flying! I gazed out to the farm fields below, enjoying the view that only birds and fellow pilots knew. An easy glide, but in what would be all too short a time, I would be facing my next major task as a new born fledgling: landing.

We had practiced this moment many times, but now I wasn't tandem with my instructor, and this wasn't a

- CLASSIFIEDS - CLASSIFIEDS - CLASSIFIEDS - CLASSIFIEDS -

Classified ads – submissions or changes to current ads may be sent to:
Bill Shepherd, 10408 7th Ave SE Everett, WA 98208 hgpilot2000@yahoo.com 425-353-2531

Saturn 167 VG with Custom Sail. [10/9/2003]

Contact: Bill Shaw E-Mail: bill@hi-impact.com Phone: (360) 576-5184
Saturn 167 VG with Custom Sail. Excellent "Like New" condition with just 46 hours during only 31 flights. Great all round glider. Easy to fly, high performing, double surface glider with VG. Great cross country machine yet very easy to land. A perfect glider for the recreational pilot. Furthermore, with a skill range from Hang II to IV, a newer pilot will be able to grow into the glider's VG performance for years of service - instead of quickly outgrowing the performance limitations of most novice gliders. price was \$4,295 Asking \$2,750. Bill Shaw (360) 576-5184.

Axis [11/2/2003]

Contact: Michael Kee E-Mail: night-hawksport@yahoo.com Phone: (360) 651-8694 Axis 149 Good shape \$400.00 OBO

Laminar 14MR[11/2/2003]

Contact: Kamron E-Mail: katam@northwing.com Phone: 509-682-9090 Dacron sail, maybe 40 hrs on this wing, really clean condition. Rated for 220 to 300 lb. Selling to get smaller wing. Possible trade for 03 - 04 Talon 150. \$4300.00 obo

Wills Wing Ultra Sport 147

[11/03]
3 years old. Only approximately 100 hrs of UV exposure. White upper, red and blue undersurface (see picture). Lower flying wires new last year. Spare set of down tubes, exterior (to base bar) pneumatic wheels, folding base bar, owner's manual. More Information Price: \$1,600.00 OBO
John Matylonek
541 913 1339

Wanted PDA Chute [11/03]

I just bought a powered harness and am looking for a PDA chute to go with it. Would prefer a quantum 330. Any used chutes out there? David Frazer Roseburg, OR 541-672-0015

Airborne Blade 141[10/03]

Excellent handling, good glide, very good condition. Glider was top of the line before the topless came out. Contact Dave Duperon Phone: 425-338-2089 E-mail: daved@guipilot.com

Stealth 142 [10/03]

Blue and white, contact Darren Fox 425/422-8868

Moyes SX149 [9/03]

The glider has about 10 hours of air-time. White leading edge, purple wedge on the undersurface, springtip battens. The glider is in excellent shape. Comes with a CS all weather and XC bag, and a Sentek vario. Appropriate for intermediate and advance pilots. Winter discount price, \$2400. Contact Raymond @ <raymond@jetcity.com> or 206.364.4794.

Fusion 141 [9/03]

for sale \$1200 obo. Low hours. This glider must go to make room for new one. Dave Duperon daved@guipilot.com 425-338-2089
Only picture I have of it: http://www.guipilot.com/hg/blanch_launch.jpg

Multiple Gliders for Sale [9/03]

WW U2 160, WW U2 145, WW Falcon 2 Tandem, WW Falcon 2 170, Aeros Target 13, Flight Designs Javlin 208 w/4 flights only \$350. If you want a great deal E or call me 360-357-5203. Far Up Jim

Ultrasport 147[9/12/03]

It's 4 years old but probably doesn't have more than 100 hours in the sunlight. It has one year old flying wires, 2 spare downtubes, and exterior WillsWing wheels. There is a tiny hole on the undersurface where the crossbar wore on the sail before I padded it. the keel has the stabilizer holes predrilled. Folding base bar.

\$1,500.00 OBO. David Frazer Roseburg, OR 541-672-0015 after 6pm 541-440-1268 between 6am and 4:30pm

Pulse 11m with Harness, Helmet, Wheels [8/2003]

Contact: rcman_1998@yahoo.com Phone: 509-308-1161
Pulse 11m blue and white in color, techma harness, brand new deployment bag never used, brand new Charlie Insider helmet (XL), new side wires, speed bar and 12" training wheels. No dents or dings in the LE or tubes, the baton pockets are in great shape without any rips or tears. SThe LE was replace with mylars right before I bought it. I have about 2 hours on it and decided that HG isn't for me. The Techma harness is excellent (it's made in France and extrememly comfortable and easy to rock up in) and was Rick Edris' harness and the helmet is brand new. I think I have a pic or two somewhere. The hook in weight goes up to 250 or 280 I can't remember. I'm 220lb and was with range. I haven't ever damaged the wing and had it checked over by my instructor throughly before flying it. There are a couple patches on the LE but they were done with the sticky fabric style patch stuff and they blend very well. The only thing that needs some work is the bag, it's in ok shape, but I have new pulls for the zipper and a patch here or there and it would be just fine. Thanks \$1300.00 plus shipping with all the goodies.

Moyes SX4 [8/2003]

A Fantastic glider!! This glider took me over 100 miles during the Chelan Classic. Moyes SuperXtralite 4, Purple and white undersurface, speed bar, PowerRib trailing edge, springtip battens. This ship is in great condition, two minor rust spots on undersurface near wing tips. Sail is clean and still crisp. Let's start dickering at \$2300. Call me during the day on cp @ 253-861-3838 or evenings at 253-846-6270.

**CBCC
Board of Directors**

Chairman	Steve Kincaid	425-703-2382
Vice Chair	Bill Jensen	425-348-6259
Treasurer	Ajay Kalhan	425-702-8475
Secretary	Vince Collins	425-466-1096
Directors	Mike Daily	425-334-9775
at Large	Mike Kiel	206-763-7116

Committee Directors

Membership	Ajay	253-826-1112
Dog Mt.	Larry Jorgenson	253-973-8778
		253-847-4595
Newsletter	Bill Shepherd	425-353-2531
	10408 7th Ave SE	
	Everett, WA 98208	
	hgpilot2000@yahoo.com	
Web Page	Johann Posch	206-232-6839

Membership Application

send \$20 or \$59 for three years to
Cloudbase Country Club
P.O. Box 629 Issaquah Wa 98027

Name _____

Address _____

Phone _____

E-mail _____

USHGA# _____

Regional Officers

Directors	Bill Bolosky	425-557-7981
	Steve Roti	
Examiner	Aaron Swepston	253-826-1112
Tand. Admin	Tom Johns	425-747-1647
Tow Admin.	Jim Reynolds	360-357-5203

Observers

Len Baron	(425) 742-7195
Bill Bolosky	(425) 557-7981
Doug Campbell	(360) 897-6463
Mike Daily	(425) 883-2165
Darren Fox	(425) 347-0362
Larry Jorgensen	(253) 847-4595
Dave Lindberg	(360) 794-9032
Dave Little	(425) 746-6744
Buck Mc Minn	(509) 682-5204
Ken Seligman	(425) 746-9421
Lionel Space	(509) 682-4218
C.J. Sturtevant	(425) 888-3856
Aaron Swepston	(253) 826-1112
Kerie Swepston	(253) 826-1112

Northwest Instructors

Russ Gelfen	206-367-8963	Seattle
John Matylonek	541-753-1465	Oregon
James Faiser	360-671-3037	Bellingham

Aero Tow/Tandem

Larry Jorgensen	253-973-8778	Graham
	253-847-4595	

NORTHWEST MENTORS

Bill Shepherd	425-353-2531	Everett
Travis Brown	206-795-9092	Everett
Russ Gelfan	206-367-8963	
Joel Johnson	360-391-0601	Mt. Vernon
Tom Pierce	253-312-5510	Graham
Steve Kincaid	206-790-7440	Redmond

This month's meeting is Feb 23.

Over Dog looking down on the LZ and lake.

Photo by Marty Michelson

2/4/04



**Cloud Base Country Club
P.O. Box 629
Issaquah, Wa. 98027**

Expired on ↓