



# Air Times

THE NEWSLETTER OF CLOUDBASE COUNTRY CLUB January 2004

## Where Do You Look?

By Tom Pierce

To Get More Flying Time: Go to your favorite flying site more often. Set up your glider, stand on launch, when the streamer moves in your direction, walk, jog, run, fly...soon you will gain valuable insight on evaluating flying conditions. I really think some pilots look too hard for perfect flying conditions. Larry has always said "you never know 'til you go". He seems to get his share of flying, so I've kinda adopted that mindset.

Yes, I'm always checking my favorite weather sites on the web, but instead of waiting for everything to be perfect to decide to go, I tend to plan on going, and only decide not to go if the weather looks terrible.

Where To Go And What To Look For: 12 months of the year, if you just need some air, GO TO DOG. As long as it's not blowing like crazy, or pouring rain, you'll be able to fly. If the wind is from southwest to north, you can fly Dog. If it's northeast to southeast you can fly East Dog. If there is no wind, take a sledder off Dog, or grab Larry, Bobby, Kenny or Mike and get a tow out of Packwood.

I like to check the Western Washington Zone Forecast first for conditions: [http://www.atmos.washington.edu/data/zone\\_report.KSEW.html](http://www.atmos.washington.edu/data/zone_report.KSEW.html)

My suggestion is to put more value on the passes forecast than the forecast for the southwest interior. Any west in the passes usually means Dog will be flyable. East wind in the passes under 20 usually means East Dog will work. If the forecast is for east 20+, the mountain winds will chew you up and spit you out wherever they decide. For a little more detailed wind information check out the Surface obser-

vation at Kosmos: <http://nimbo.wrh.noaa.gov/cgi-bin/Missoula/msoobs?ite=KOSW1&type=2&src=rgl> This is a weather station just a few miles from Dog, at 2400 msl, so it gives a pretty true hour by hour indication of wind direction and velocity in the valley. I have found that during high pressure, when we get east winds, the winds through the Morton valley can be stronger than the Zone Forecast indicates. Also, when the Kosmos station indicated NE winds 15mph or better, you can count on some turbulence. East or SE winds are usually somewhat kinder. Unfortunately, once the snows come, the Kosmos station shuts down until about April. A third option is the King 5 schoolnet in Morton:

<http://ww2.instaweather.com/KING/default.asp?cid=67&Zip=98356>

This seems to be a reliable indicator of wind direction, but tends to read a little low, especially in east winds. I don't put a lot of value in the Soaring forecasts for the Morton area, since it is so far from Seattle or Ephrata, but the BlipMap forecast can be fun to look at (details later).

So, what about Chelan?... Just head over for the Beach'n and come back when the kids head back to school after summer vacation. When not to fly Chelan: If you need someone on each side wire as you walk from the setup area to the Green Monster, you might want to reconsider. I like to check the Zone Forecast for Eastern Washington first: [http://www.atmos.washington.edu/data/zone\\_report.KOTX.html](http://www.atmos.washington.edu/data/zone_report.KOTX.html)

I look at Moses Lake, and also Wenatchee for an indication of winds in Chelan. West 20+ and gusty are words that catch my attention. If the winds are in the west 10-20 range, I also like to check out the Spokane forecast, just in case I fly that direction. The Intellicast forecast for Chelan also is helpful for wind forecast:

<http://www.intellicast.com/Local/USLocalStd.asp?>

loc=uswact4573&seg= Local-  
Weather&prodgrp=Forecasts&product=Forecast&pr  
odnav=none&pid=none

There is also a King 5 Schoolnet site in Chelan:  
[http://www.instaweather.com/king/default.asp?  
cid=90&id=CHLAN&obs=full](http://www.instaweather.com/king/default.asp?cid=90&id=CHLAN&obs=full)

For me, Chelan means X/C, so I also like to look at  
the Soaring Forecast: [http://www.wrh.noaa.gov/  
spokane/soar.htm](http://www.wrh.noaa.gov/spokane/soar.htm)

Within the site, the "NWS Spokane" link will give a  
nice discussion of the weather in eastern Washing-  
ton. Also within the site are links to the "Soaring

Forecasts". I like to look at both Ephrata (EPH) and  
Spokane (GEG). These show the expected lift and  
winds at various altitudes.

Another excellent site for forecasting soaring and lift  
potential is Dr. Jack's BlipMaps site: [http://  
www.drjack.net/BLIPMAP/NW/index.html](http://www.drjack.net/BLIPMAP/NW/index.html) This  
visually displays maps of the state, indication how  
strong thermals will be, how high they will go, and  
the potential for cumulous clouds throughout the  
area. There are plenty of other good weather sites on  
the web, but if you spend all day evaluation the  
weather, you're will surely miss that epic flight. I  
think the best is just to show up, and launch when

---

## Yaesu Radio Repair

By Mark Forbes

I'm doing a bit of repair on some radios, and I'm seeing a consistent failure mode on  
the FT-411 by Yaesu. These are good, solid radios that have seen a lot of use over the  
years, and they eventually start to get intermittent and either stop transmitting or  
receiving, or maybe both.

The problem relates to mechanical fatigue of the solder joints on the front-side cir-  
cuit board, particularly at the connector where the PTT switch joins up, and on the  
speaker and microphone sockets. You'll also find that a support bracket soldered across  
the top edge of the board has fractured away from the board, through the solder joints.

The fix is simple; the radio is disassembled, the PCB is pulled out of the front case,  
and the joints are re-soldered. While you're in there, it's a good idea to clean the  
keyboard contacts and do a careful inspection for any other fatigue damage. It takes me  
about an hour, now that I've done a few.

If you've got one that quit working, that's probably the reason. Once the solder joints  
are re-flowed, the radio's good for another ten years or so. It's not a job for the  
ham-fisted, but if you're dexterous and careful, and have a temperature controlled sol-  
dering iron, it's possible to do this on the kitchen table. You'll need a couple of  
philips screwdrivers, some swabs and alcohol for cleaning, some good rosin-core solder  
(Kester 44, in the smallest size) and an adjustable iron like a Weller. If you lack  
these supplies contact your local radio geek, who may be able to help.

---

## RC Planes

By Steve Kincaid

Some of you know that I've been getting into building electric RC planes using housing  
insulation. I'm having a blast and it puts aviation back into my free time during the  
dark days of winter. I've finished my third blue foam plane, a high performance aero-  
batic model, and I'm making plans for a new plane I plan to call the "Silly Slow Flyer"  
that I hope will be able to fly under 3 mph with possibly a 3-4 foot wingspan.  
I know some of you are into RC (and some are just annoyed by it). I thought you might  
like to know about the NW model expo. I've never been so I cannot say if it's good or  
bad.

<http://www.nwmodelexpo.com/> on 1/31/04 - 2/01/04 (Sat and Sun) in Puyallup. I may only  
attend on Saturday (not sure yet).

# Weather Forecast for Oregon

By John Matylonek

Its possible to "predict" windows of opportunity between fronts for south-southwest and northwest flying in Western Oregon. This information is especially useful for Newberg (S-SW), Sollie (SW)(N), Oceanside(SW), Cape Lookout (NW), Kiwanda Ridge/Tierra Del Mar (W) and Petersens (S-SW), Yaquina Head (N), Seal Lion Caves (SW, W, NW). In the winter and spring, you have to really analyze satellite images and extrapolate when squall lines will arrive, what their spacing is and forecasted wind direction and strength. Also, whether ceilings will be low or high. For the coast, you also have factor in the tides (especially at Cape Lookout, I use the Garibaldi forecast). A quarter inch space of "clear" space between precipitation fronts on the 12 KM 3 hour precip MM5 model translates into a four hour window. Corroborate that with real satellite IR, Visible and water vapor images and radar. Radar shows the real rain, but is only available above the state. If radar is showing up rain under a given type of satellite image, you can extrapolate that to sea under a similar satellite image. I use the fade view satellite product at: <http://www.wrh.noaa.gov/satellite/fadeviw.htm> to delineate whether its going to just high clouds, dumping rain, or scattered showers. I start depending on view cams to observe the sky in almost real time on the day of flying (you won't have this possibility unless you have a wireless modem laptop computer). Washington visitors would have to see larger windows of opportunity then four hours of course. Newberg works in a little lighter SW winds then Petersens since launch is higher. If the forecast is for 5-15 SW, that is the more probable then petersens. Oceanside works best at a true 15 SW. Petersens is best in S-SW winds with scattered showers or post-frontal conditions with predicted surface windspeed of 10 kts. NOAA often reports this as 10-20 knots. Its much less likely to happen at Petersen's when NOAA forecasts 5-15 knots. Post-frontal winds typically have the best longevity and character for all of these sites I believe. Of course, NW winds with no rain is the best because Cape Lookout is working. If you think you can time a trip to coincide with that condition then you will have a spectacular coastal flying experience.

---

## Flare Dynamics

By Aaron Swepton

It all depends on the type of harness being used. This type of scenario is totally possible with a cocoon, for example, but not quite as extreme with a pod harness, and even less likely with a single point suspension harness. I've seen numerous guys with cocoons, the older days when they were the prominent harness, get too upright prior to flare, then when flaring push their heads and shoulders back through the harness mains. Even in knee hangers, getting too upright so that when they push out the hang strap and carabiner is hitting the back of the helmet. With the newer sliding point pods, it's much harder to hike yourself up this far, but it is still possible to get to the point where the hands are too high, the head is too high, resulting in the upper body being pushed backwards while the greater bulk of the pilot weight does nothing, seriously reducing the true weight shift to less than the movement of the shoulders. A lot of effort for not a lot of reaction. This sort of thing has resulted in the idea that some gliders just don't flare very well, all the result of the pilots flying those gliders having a poor flare technique. All that being said, the basic premise is that it is possible to be pushing the shoulders and upper body back, seeming to push out really hard, but not to get much actual weight shift therefore not getting a decent flare. Suffice it to say that if your head is anywhere near the hangstrap when you are trying to flare, then you are probably not getting anywhere near the return from your efforts. Like the graphic shows and Tryg said, keep your head forward of the downtubes until you flare (a rough and simple guideline) and you will be better off than if you get upright behind the downtubes.

# - 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](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  
Jan 26.***

Rampart from Alta Mt.  
Picture by Kevin Cosley



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

Expired on ↓