

Petersen's Forecast 02/01/06

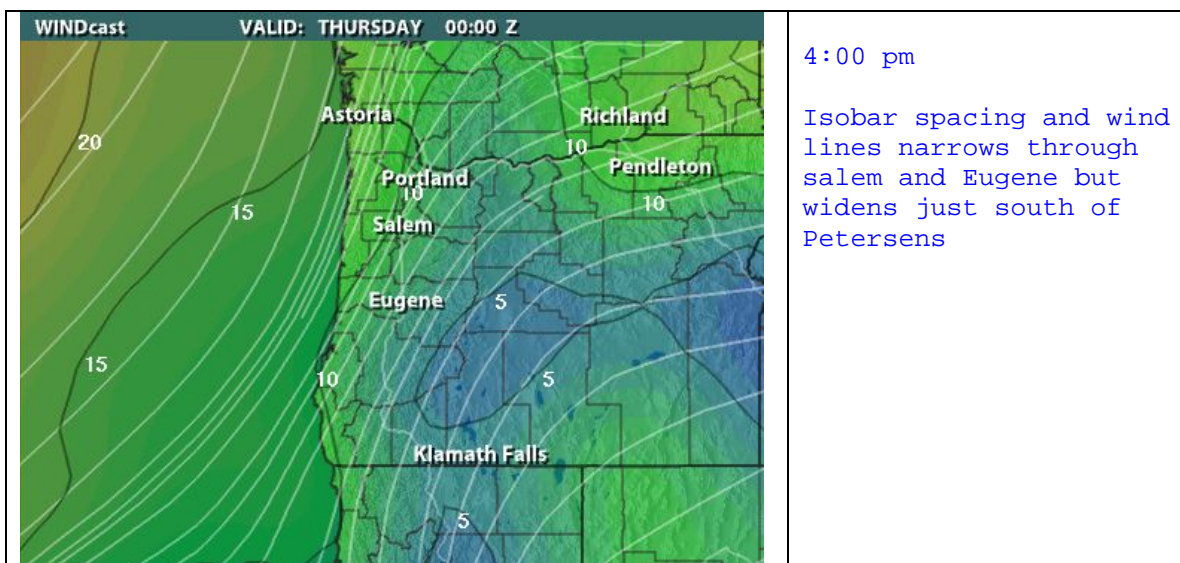
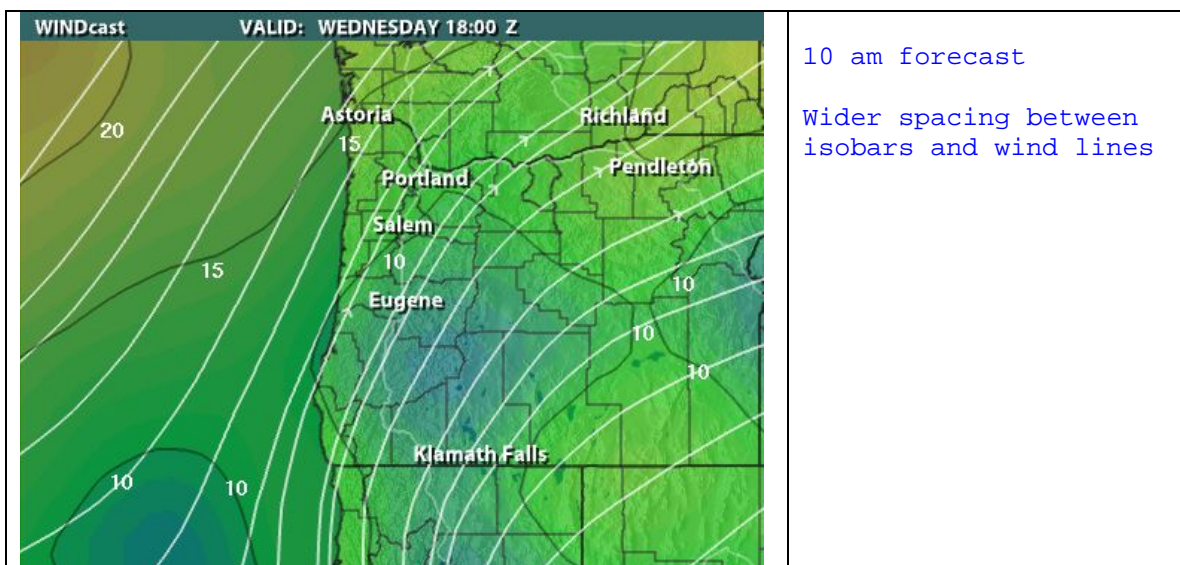
Today is a perfect example of a very promising hang gliding day that could be soar-able at Petersen's.

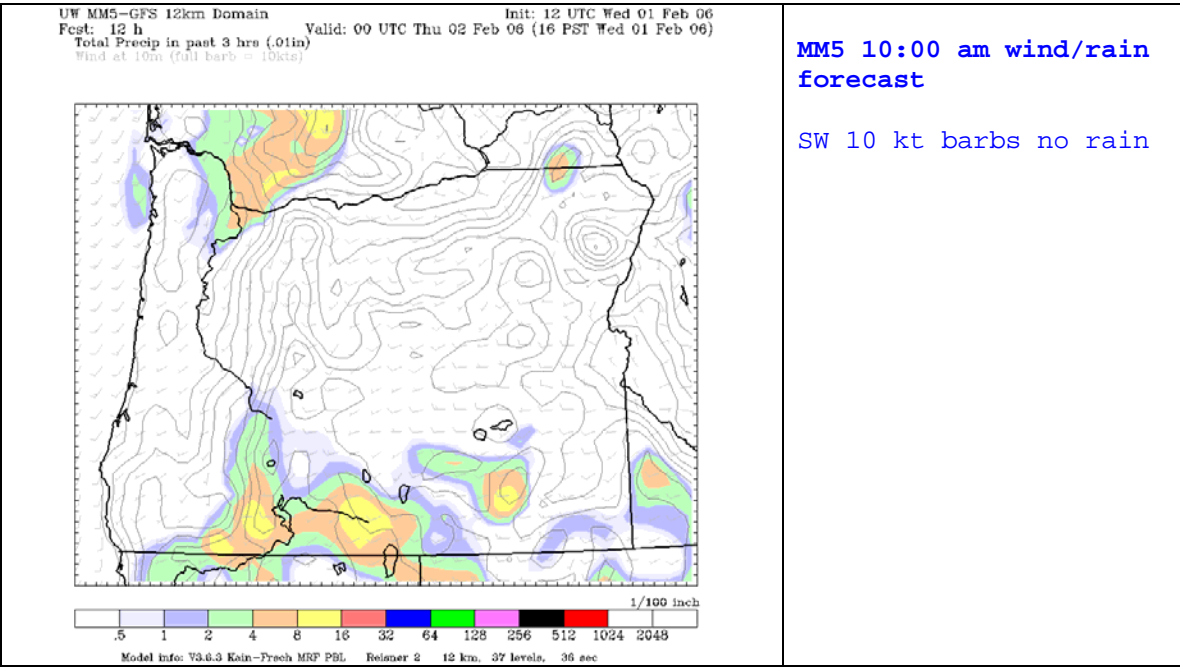
General advice: Look at the wider regional perspective and determine the complexity of the situation. Determine if a definite trend will occur. The simpler the system (less competing factors) the easier it should be to predict. Look at a forecast, if it is promising; corroborate that with real time observations.

Site Requirements for Petersen's

When there is a .03 pressure difference (.04 is too strong, .02 is too light) between Eugene and Salem and the wind is S-SW, and the Corvallis and Salem Airports are showing at least 7 kts but not more than 12 kts, and there are no major rain blobs on radar coming that way, then it will probably be soarable.

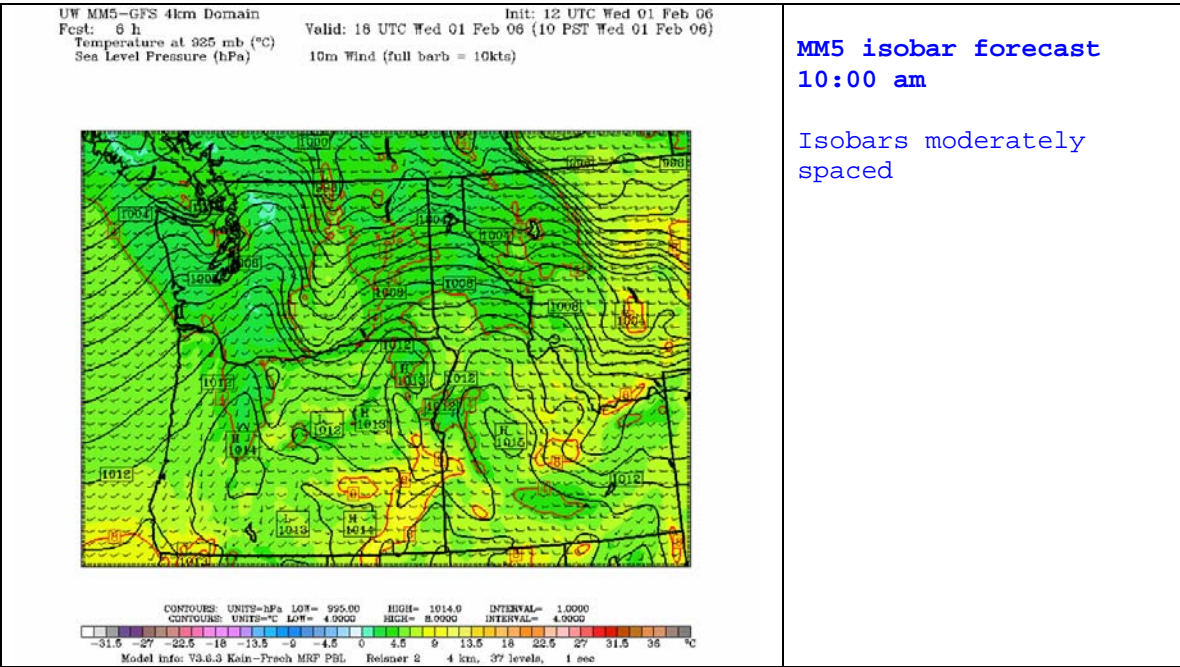
Here is the situation as of 10 am.





MM5 10:00 am wind/rain forecast

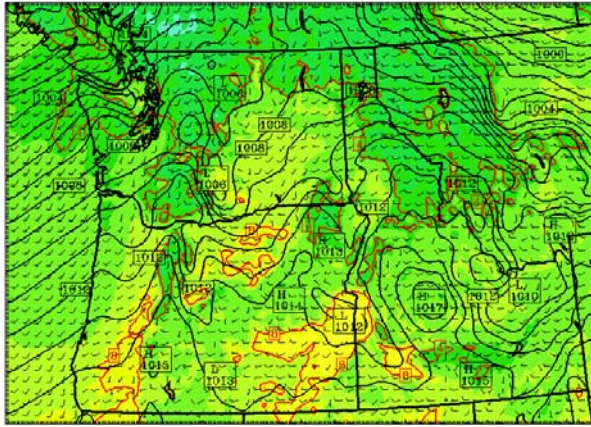
SW 10 kt barbs no rain



MM5 isobar forecast 10:00 am

Isobars moderately spaced

UW MM5-GFS 4km Domain Init: 12 UTC Wed 01 Feb 06
 Post: 12 h Valid: 00 UTC Thu 02 Feb 06 (16 PST Wed 01 Feb 06)
 Temperature at 825 mb (°C) 10m Wind (full barb = 16kts)
 Sea Level Pressure (hPa)



CONTOURS: UNITS=hPa LOW= 998.00 HIGH= 1018.0 INTERVAL= 1.0000
 CONTOURS: UNITS=°C LOW= 4.0000 HIGH= 8.0000 INTERVAL= 4.0000
 -31.5 -27 -22.5 -18 -13.5 -9 -4.5 0 4.5 9 13.5 18 22.5 27 31.5 36 °C
 Model Info: V3.6.3 Kain-Fraen MRP PBL Reisner 2 4 km, 37 levels, 1 sec

MM5 4:00 pm isobar forecast

Isobars slightly wider spaced. Rising pressures

NOAA Forecast

TODAY...MOSTLY CLOUDY WITH A CHANCE OF SHOWERS. HIGHS AROUND 55.
 SOUTH WIND 5 TO 15 MPH.
 .TONIGHT...A CHANCE OF SHOWERS IN THE EVENING...THEN SHOWERS LIKELY
 AFTER MIDNIGHT. LOWS AROUND 40. SOUTH WIND 5 TO 10 MPH.

No change in wind speed here

10am		Mostly Cloudy 49°F	46°F	10%	44°F	86%	From SSW 8 mph
11am		Mostly Cloudy 50°F	46°F	0%	44°F	83%	From SSW 9 mph
12pm		Mostly Cloudy 50°F	46°F	10%	45°F	83%	From SSW 9 mph
1pm		Mostly Cloudy 51°F	47°F	10%	44°F	80%	From SSW 10 mph
2pm		Mostly Cloudy 52°F	49°F	10%	44°F	77%	From SSW 9 mph
3pm		Mostly Cloudy 52°F	49°F	10%	44°F	77%	From SSW 9 mph

Small but insignificant change in wind strength here

900 AM PST WED FEB 01 2006

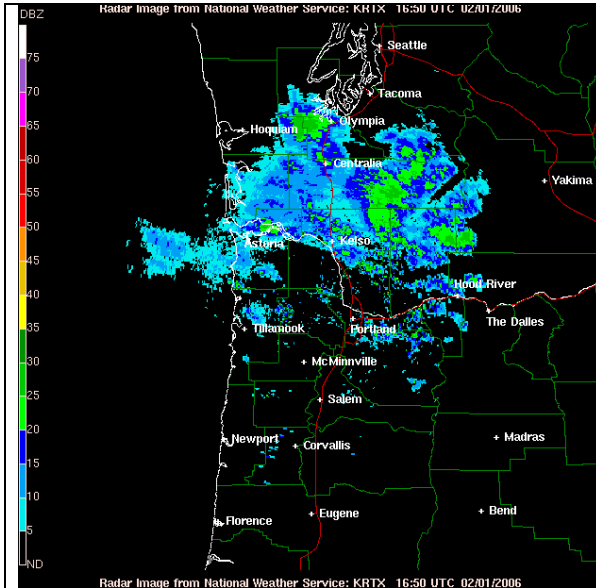
NOTE: "FAIR" INDICATES FEW OR NO CLOUDS BELOW 12,000 FEET WITH NO SIGNIFICANT WEATHER AND/OR OBSTRUCTIONS TO VISIBILITY.

ORZ001>013-011800-
NORTHWEST OREGON

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
ASTORIA	CLOUDY	48	43	82	S14G22	29.82R	HAZE
NEWPORT	CLOUDY	50	45	81	S8	29.93R	FOG
PORTLAND	PTSUNNY	49	43	80	S14	29.88R	
VANCOUVER WA	CLOUDY	49	42	77	S8	29.88R	
SCAPPOOSE	CLOUDY	38	37	97	CALM	29.87R	

HILLSBORO	MOSUNNY	45	41	86	S8	29.87R
AURORA	PTSUNNY	48	44	86	S9	29.89R
MCMINNVILLE	MOSUNNY	48	43	81	S7	29.90R
SALEM	PTSUNNY	48	43	82	S13	29.90R
CORVALLIS	MOSUNNY	50	43	76	S9	29.91R
EUGENE	CLOUDY	48	42	80	SE9	29.93R
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.03 difference between Eugene and Corvallis - its perfect, but pressures rising and isobars widening..... ..it may lighten up later



Radar reflections show no precipitation south of Portland...hallelujah. We usually expect scattered showers south of Petersens



Good looking sky to the south. Its actually mostly light blue but the sun is glaring into the camera.

Weather Conditions for:
Corvallis, Corvallis Municipal Airport, OR (KCVO)
 Elev: 246 ft; Latitude: 44.5; Longitude: -123.28333

Current time: Wed, 01 Feb 9:52 am (PST)
 Most Recent Observation: Wed, (PST)

KCVO 011735Z AUTO 19008KT 10SM BKN037 11/07 A2992 AO1

Wind at 190 (SW) at 8 kts (remember petersen's is at 400 feet where winds are higher)

Decision – 10:30 am

Everything looks like it will be a good Petersen's day. Rising pressures could mean a decrease in wind later, but all airports have a simultaneous rising pressure trend so the wind shouldn't just drop to zero and the isobars are not widening that much during the day.

On Site – 11:15 am

Blue sky and some cumulus clouds with a 18 mph WSW wind. Just a little gusty and bumpy due to the instability. The launch hill worked better on the WSW side, but the air was buoyant. Making a direct line for the bark-less tree, some efficient flying near terrain was needed, but not difficult with someone with some basic strategic skill. Everyone soars for hours. Flex wings get to 1800 feet. Rigids to 2200. It so consistent that multiple landings and re-launching are possible. Later, a moderately high strato-cumulus cloud front moves in. I land to fix a boot zipper. As the cloud deck moves overhead, launch winds get noticeably stronger and gustier. I wait 15 minutes launch to let the cloud front go by. Behind it are mostly stratus clouds. The wind gets smooth and consistent. I launch. It's a little lighter but much smoother air then the first flight. Even the cooper hawks and eagles like it better. It lightens up on landing at 4:00 pm but it's still soarable.



Light thermals and WSW winds



Approaching Strato-Cumulus



Our Illustrious Photographer

Here are the conditions when we left:



OREGON REGIONAL WEATHER ROUNDUP
NATIONAL WEATHER SERVICE PORTLAND OR
400 PM PST WED FEB 01 2006

NOTE: "FAIR" INDICATES FEW OR NO CLOUDS BELOW 12,000 FEET WITH

NO SIGNIFICANT WEATHER AND/OR OBSTRUCTIONS TO VISIBILITY.

ORZ001>013-020100-
NORTHWEST OREGON

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
SALEM	CLOUDY	54	39	57	S13	29.86S	
6HR MIN TEMP: 50; 6HR MAX TEMP: 56;							
CORVALLIS	MOSUNNY	54	43	66	S8	29.87F	
EUGENE	CLOUDY	53	43	68	S10	29.89S	
6HR MIN TEMP: 51; 6HR MAX TEMP: 54;							

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Still a .03 difference in pressure.

And here are the conditions now - almost 5:00 pm and some historical wind data from the time I left for Petersens.

Weather Conditions for:

Corvallis, Corvallis Municipal Airport, OR (KCVO)

Elev: 246 ft; Latitude: 44.5; Longitude: -123.28333

Current time: Wed, 01 Feb 16:47 pm (PST)

Most Recent Observation: Wed, (PST)

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KCVO 020035Z AUTO 21007KT 8SM BKN035 BKN042 12/06 A2987 AO1
KCVO 020015Z AUTO 20007KT 8SM BKN039 12/06 A2987 AO1
KCVO 012355Z AUTO 20007KT 10SM SCT043 12/06 A2987 AO1 10150 20110 401500060 57010
KCVO 012335Z AUTO 21006KT 10SM FEW043 12/05 A2987 AO1
KCVO 012315Z AUTO 20007KT 10SM CLR 14/06 A2988 AO1
KCVO 012255Z AUTO 20007KT 10SM CLR 13/06 A2987 AO1
KCVO 012235Z AUTO 21009KT 10SM CLR 13/05 A2987 AO1
KCVO 012215Z AUTO 24010KT 10SM CLR 13/04 A2988 AO1
KCVO 012155Z AUTO 24007KT 10SM CLR 14/06 A2989 AO1
KCVO 012135Z AUTO 20004KT 10SM FEW035 14/06 A2989 AO1
KCVO 012115Z AUTO 24006KT 10SM BKN035 14/06 A2988 AO1
KCVO 012055Z AUTO 18012KT 10SM BKN033 BKN042 14/06 A2990 AO1 57010
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Conclusion

The light thermals and the initial wind direction (240 degrees) would not have been ideal for the pilot unaccustomed to flying Petersens. The bouncy air may have rattled a fresh novice. Later, when the mini-front?? moved through, the wind changed direction slightly and lightened up some (right at 2215 Z above). That would have been the time for a fresh novice to get some passes on the launch hill – and who knows? – may have benched up to the main butte.