

# **#7 SUMMARY FOR HUGO'S FLIGHTS IN NOVEMBER/DECEMBER, 2010**

Dear Soaring Friends

December, 2010

I have already reported on the first two flights in November in my previous summary (#6), because it looked very unlikely at that time that I would get another flight into November. A similar situation exists right now for December.

However, there is no doubt that this is **my last Summary for the year 2010**, even if I did get another flight in before the New Year, which is very unlikely considering the weather we are having right now.

In retrospect, this has been another wonderful soaring year with many great memories and lots of nice flights. Most were pretty low key but I enjoyed them all and I am very grateful to all my dear soaring colleagues old and new for the support and help they have given me throughout the year.

**Have a wonderful Holiday Season and the very best wishes for a Happy and Prosperous New Year,**

Hugo

## **Recent Flights**

### **November Flights: 3**

My most recent flight also falls into the category of uneventful (boring!) but at least I stayed up for almost four hours without the help of the engine. As a matter of fact the conditions did get much better just before 17:00, when the cloud base rose to almost 5000'. But because I had decided earlier to return to La Belle by around 5-o-clock to land I followed through on that.

## **1. November Flight #3**

### **1.1 Summary of flight 3 (#302), Monday, November 30<sup>th</sup>**

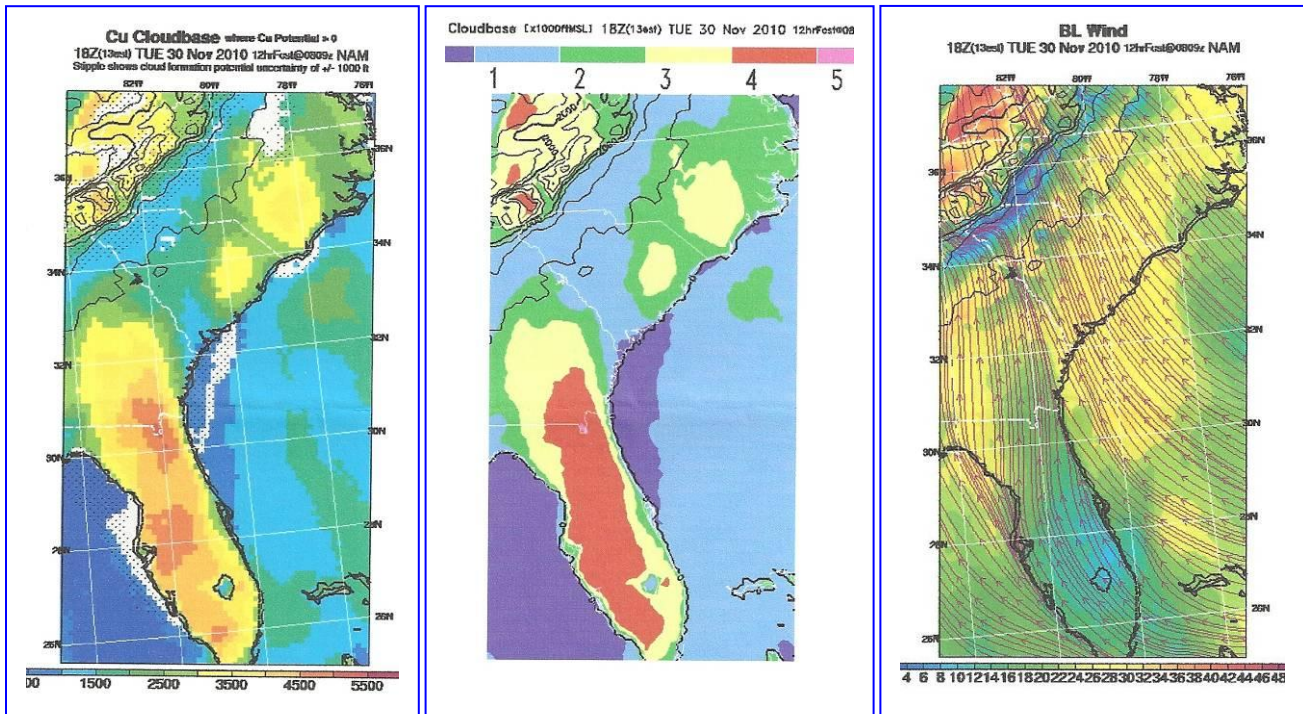
- **Soaring Conditions:** B
- **Route:** La Belle, Immokalee, La Belle and a few miles towards Lake Wales.
- **Take-Off:** 13:33
- **Landing:** 17:16
- **Duration:** 3hours, 44minutes, (3.7 h, including engine time)
- **Altitude Release:** ~3000'
- **Altitude Max:** ~4800'
- **Engine Restarts:** 0
- **Total engine time:** 6minutes
- **Total Fuel Consumption:** ~3 liters, <1 gallons
- **Airport:** L. B. Runway: 1-4 for T.O. and 1-4 for landing. OK landing and roll off South of the hangar exit.
- **Comments:** Unfortunately the strong wind and below 4k base for most of the afternoon prevented me from going further North as I had originally hoped for.

### **1.2 Details of the November 30<sup>th</sup> flight #302**

#### **1.2.1 The Weather**

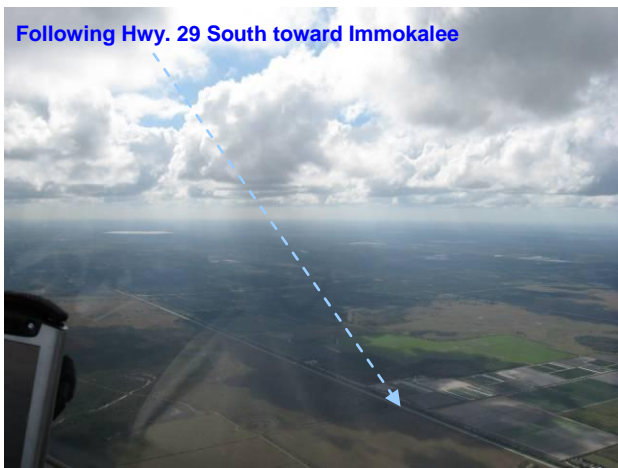
As shown in the graphs below, the forecast promised plenty of cumulus clouds over most of the Florida Peninsula and I was hopeful to do a 300 km triangle from La Belle to Immokalee and then to Lake

Wales and back. The cloud base looked promising (between 3500' and 4000'), but the wind from the SE was rather high with 18 to 20kts.



### 1.2.2 The Flight

I arrived at the airport early (~11:00) but I had to re-install some gadgets into the glider which had taken home for inspection after the previous flight. One was the power supply for the PDA-Moving- Map-Display, which had intermittently stopped working, and I suspected the cable connector to have gone bad. I also had received a new propeller position sensor from DG and tried to figure out if I could install it



before the flight? But looking at the many screws and clamps I would have to remove and put back to install it, I immediately decided against doing it.

This took me about an hour and the first cumuli started to appear at about 12:00 but they were low. Around 13:00 they looked better and I was ready to launch at 13:33 and climbed to 3000'.

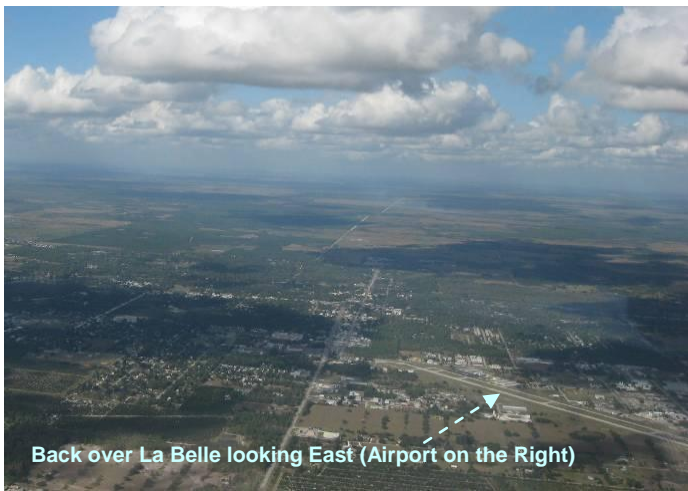
After checking out the “house” thermals for about 30 minutes, I realized that the cloud base was only slightly higher than 3000’ and I could not reach the base consistently under each cloud. I sensed that either I had to wait for the cloud base to rise further before venturing towards my first point (Immokalee). Or I could leave La Belle and very carefully select the clouds I would visit and then frugally use my altitude gains. I decided on the latter and cautiously followed Hwy. 29 South toward Immokalee.

I arrived over the Immokalee airport at around 15:10 and circled under the cloud that casts a shadow onto the runway from 2200’ to 3500’. Then I headed back North toward La Belle and ultimately toward Lake Wales.



Immokalee Airport with a Cloud Shadow over the Runway

Unfortunately it took me way too long (1h and 20 minutes) to get to my first turn point (Immokalee) because of the strong (~20kts) headwind and the low cloud base (~3000’). However, it only took me 30 minutes from Immokalee back to La Belle, but I chickened out on going much further North, in particular because I did not get above 4000’ and I was afraid I would encounter an even stronger headwind on the way back. So I stayed in the vicinity of La Belle, hoping for the cloud base to rise. But I had no such luck until it was almost time to go home (17:00), when I finally got up to 4800 feet. It was nice but too little too late.



Back over La Belle looking East (Airport on the Right)

Because of the strong headwind (>20kts by then), I had to land on runway 1-4. I usually try to avoid landing on 1-4 whenever possible, for two reasons: First, if I want to land short enough to take the tarmac exit, (which is closest to the hangar), then I have to come in very low over the busy street (Cowboy Way) that runs perpendicular to the beginning of the runway. Since a glider has a relatively shallow decent slope, this could scare a car driver and cause him or her to break needlessly and create a traffic accident. Secondly, even when I land short on runway 1-4, I still have to break quite hard to catch the tarmac exit. This means unnecessary wear and tear on the glider and I try to avoid that.

The benefit of landing close to the tarmac exit is that I do not have to push the glider very far and therefore I do not have to start the engine to taxi to the hangar.



Later in the afternoon the base did rise above 4000’. Looking West from La Belle toward the Gulf of Mexico on the Horizon

When landing in the opposite direction runway (3-2), then it is relatively easy to stop at the tarmac exit because it is almost at the end of a one mile long runway, which provides ample space to land and roll with very little use of the wheel break. This is why I much prefer to land on runway 3-2 and mostly do even with a sizable tailwind. But this time the wind was too strong for that and I landed at 17:16 on runway 1-4 (against the wind). However, the headwind was not strong enough for letting me stop at the tarmac exit and so I rolled on to the next one (past the hangar). I barely had enough energy to clear the runway and to roll onto the taxi way, but it worked.

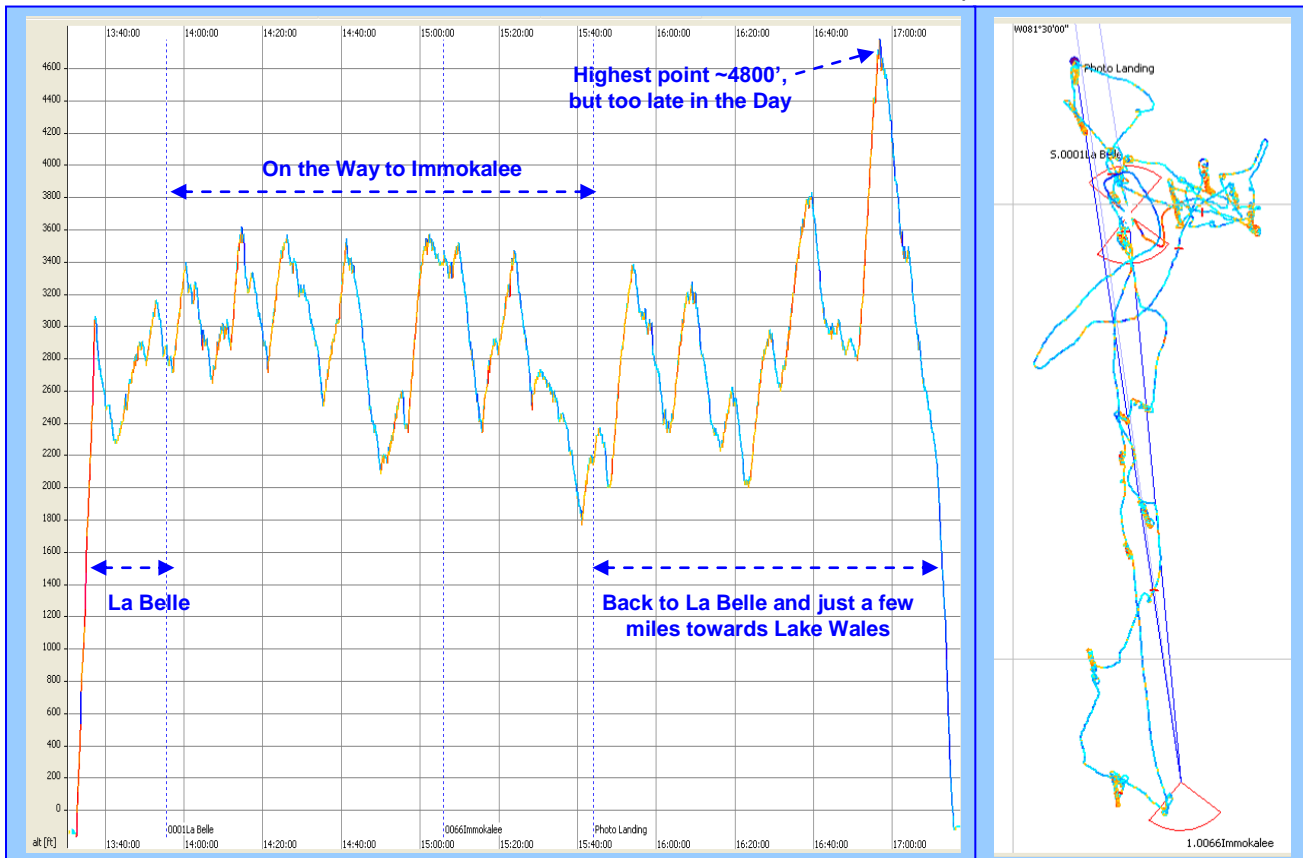


A gorgeous Florida Sunset from the Hangar at La Belle

When I was ready to drive back to Bonita Springs I saw a beautiful sunset Florida stile and I just had to add a picture of it for you all.

2.2.3 Charts: Altitude Profile:

GPS Trace: ~30 NM top to bottom



This concludes the summary of my most recent flight.

By the way, all the graphs and pictures can be viewed expanded by using the magnification on the Tool Bar, for example 200 or 500%.

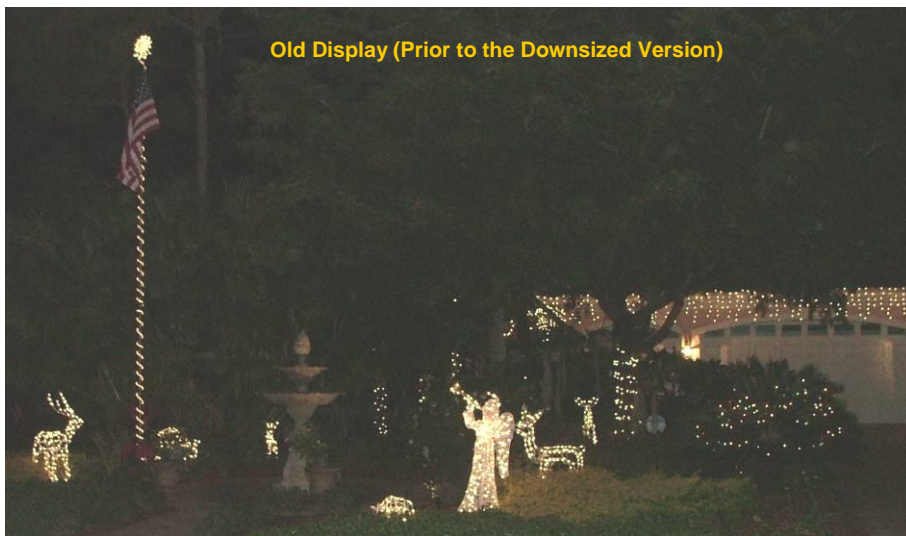
## **2. Outlook**

The Annual Inspection of the glider is the next major event on my soaring schedule. It will be quite involved this time because I have to have the starter flywheel removed and sent to the DG-Rep in Washington State. I also want to replace a few other parts as well, such as the coolant hoses, the propeller position sensor and some smaller items.

## **3. Other Activities**

### **3.1 Christmas Decoration**

The Christmas lights are up, but we downsized our display dramatically for this Holiday Season. We donated our herd of reindeer to a thrift store at a local church.



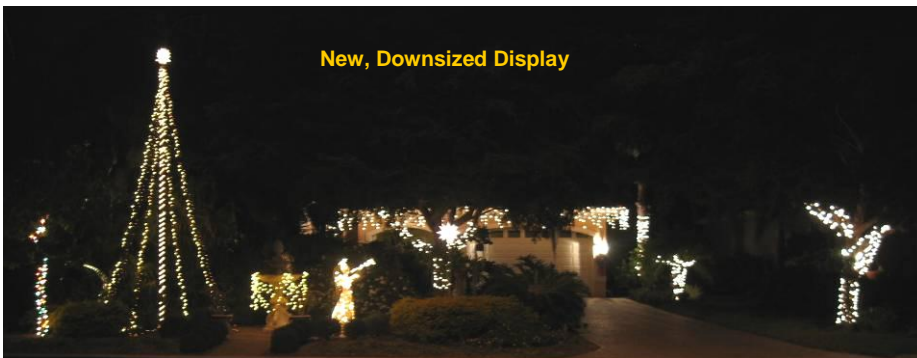
Old Display (Prior to the Downsized Version)

By the way, the reindeer, with their bright lights and moving antlers, did a great job attracting people from the neighborhood (but mainly dogs) in the past. But, as I explained to the Thrift store attendant, the reindeer were just too costly to feed all year for having them only displayed for a few weeks around Christmas.

The real reason was that Cornelia wanted to simplify our decoration and we did: We replaced the white angel

with the horn (which also went to the drift store) with a golden one. And we replaced the small colorful Christmas tree with many single colored (golden) strands of lights, hanging from the flag pole.

And instead of birds hanging from the trees, we hung up a nice star.



New, Downsized Display

As you can see from the pictures, the downsized display looks pretty and definitely different than what we had for the past few years.

### **3.2 New Years Resolutions**

Unfortunately I have not been able to do any of that yet, but I will publish them in the January 2011 report. Most likely I will try to fly more than I have this year...

## 4. 2010 Flight Summary

### November / December Month-to-Date:

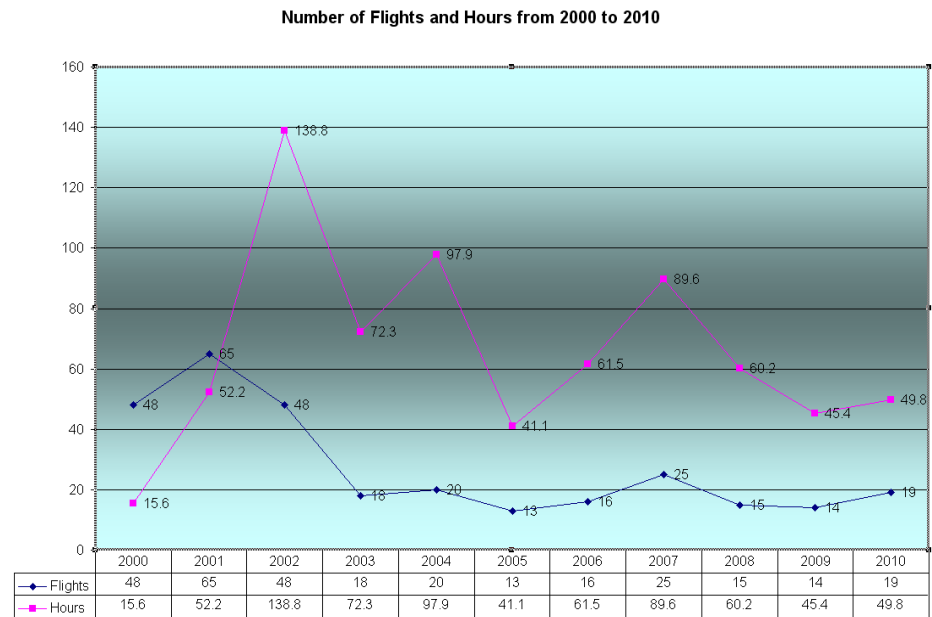
- Number of Flights: 3
- Flight Hours: 9.7h

### 2010 Year-to-Date:

- Number of Flights: 19
- Flight Hours: 49.8 h

### 2009 Year-to-Date:

- Number of Flights: 14
- Flight Hours: 45.4 h



The slight upwards trend in number of flights and hours in 2010 is encouraging, however, I expected to do more soaring than I did. Hopefully I can improve this next year.

**Merry Christmas and a very happy New Year 2011!**

**Hugo and Cornelia Vifian**

-----END OF THE #7 SOARING REPORT (November / December 2010) -----