

Pilot Report : Worldrecord up to 3 declared TP 28.12.2009

It's the third day the alarmclock wakes us at 3:30 am. A short look at satellite photos, a banana , some tea. The logger was programmed the evening before. It looks like one of the great wave days with these unbelievable distances you can fly. Mountain-wave-project-Forecast looks great. Logger, clothing, Sandwiches, water, nothing forgotten?..go

Arriving on the airfield, once again little raindrops are transported with the wind

from the other side of Chapelco mountain. Some stars in the darkness, no doubt, we have to fly.

Everything is ready, I drive the car back to the parking. This time we took our bicycle to come back to the glider along the long runway. At 6:03 am we are airborne, it looks similar than two days before, but this time, the wet lennie in the east of the airfield receives us with a large 2 m lift. Chapelco mountain is up to 5 m/s, looks promising. A short time later I find only 2 m in the lee of Manzanas north of Bariloche. Stay patient, the big hole in the Cordillere represented by the lake of Nahuel Huapi needs some extraheight. Once crossed this big gap it looks encouraging. Bariloche airport is open now and we file our flightplan. 50 km south of Esquel, northwest of Malargue, back to Esquel, then after a last turnpoint, back to Malargue. Do they realise that we will try a declared 3080 km flight with a glider? certainly not...

Concentration on the best alignment, suddenly the Flarm gives an alert, another glider. Soon we see the Stemme from Pierre Alan Desmeuilles with highspeed cruising to the north, perhaps thirty meters higher. The only two gliders in the air of Argentina could have a collision. Thanks for the Flarm conceptors for this wonderful invention.

Down to Esquel everything is working very well, then the incoming front shuts down the foehngaps. Carefully we follow the small rests of these holes, and ouff... fifty km south of the airport the turnpoint is in the box. Once again speed is increasing. With comfortable height we can easily cross the Bariloche hole and have more or less direct access to the Catanlil-mountains. Very good alignments, the big wavelength is responsible for easy access to Cordillere de Viento.

Domuyo and north of it are some good looking rotorclouds. I decide to stay in the high mountains, but...deception. Difficult, turbulent lifts, would have been much better to pass in the east. Finally we can jump in the eastern Rio Grande, where a very long Lennie waits for us.

This time Malargue allows us immediately to FL 250 but only to an airway west of the airport. We have to sink to FL 175. Once again the turnpoint is not at all at the place I wish. We have to go trough heavy sinkrates and now we are in a gusty thermal layer in the lee of mountains higher than 5000 m.

It seems like an eternity, but finally we reach the turnpoint in 3500 m. Back to the wave, good luck. After a short rotor episode we find a 7 m/s laminar lift north of



Malargue, once again FL 175. In the south we can climb to our 7500 m , hurry up... The coldfront, the motor of this mighty prefrontal wave system is in front of the door, go..go...Arriving at Bariloche it seems the end of the flight to the south, but asking the weather conditions for Esquel, it seems not so bad. After climbing a little bit, we can see a big foehn gap to El Maiten. But a large rainshower cloud seems to close the gap, hurry up...Just after the passage of a tunnel like gap, surprise.. Full sunshine in the lee of the Cordon d'Esquel. It looks as we can continue without any problem to Perito Moreno. But our finish is in the north! So, back to the darkness.. At first , things looks not so bad, but soon we can hear about IFR conditions in the airport of Bariloche. Going too far to the east, where are still large holes between the clouds will say as well, being far in the Pampa and accept the small emergency field of Piedra de l' Aquila ,not really my first choiche. So I try to cross near Bariloche between very big and dark cloudmasses. We are very happy, when we find finally some dark holes with some lifts, allowing us to flee in northeast. Checking the time, we realise that there is still something better to do, than land in Chapelco. So we continue to Zapala and finish our flight after 2.643 km on a stormy airfield.

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