



*Klaus Ohlmann and Martin Just.*



flights in the area. With all of the oxygen and sensing equipment on board, the S10 frequently had to take off overweight. Ordinarily limited to 1,875 pounds, on some flights the aircraft weighed over 2,200 pounds at takeoff, and it still performed superbly. The group also used their downtime to tour the area by car, cataloging the landable sections of road and fields. Each day they anxiously awaited Heise's weather forecasts, hoping for the best.

Finally, on November 25, the wind began

to blow. Ohlmann and Meyn flew a 700-km out-and-return, but that was just a warm-up. On November 26, Ohlmann and Just got a late start, about 10:00 am. They planned a free out-and-return flight to the south. After a boost from the house rotor, they headed off along a weak rotor line. They made a dogleg around the Bariloche Airport approach zone that took them west, toward the Manzana mountains, then south, in the lee of the Sierra de la Ventana, where they encountered laminar lift up to 13,000'. Classic lenticulars lay ahead, and

they flew in a straight line for 150 km, reaching speeds of up to 135 knots. At this point, they had enough altitude to relax and look around. As Ohlmann wrote in his pilot report, "Wide brownish semi-wastelands yielded to green river valleys dotted with farmhouses – the few signs of human habitation in the unending expanse of Patagonia." As they continued south of the 44th parallel, their map showed a large white area with the legend "relief data unreliable," which they found sobering. The Chilean border shifts to the east in this area, so they crossed briefly into Chile, then back into Argentina again, making the turn toward home over Lake Fontana. With a southerly wind, they made good time, rarely dropping below a 107-knot ground speed. They landed at Chapelco at 8:00 pm, having completed the first 1000-km flight of the trip. It would not be the last.

The very next day, Ohlmann and Herold flew a 1,222-km free three-turnpoints distance flight. Thousand-kilometer flights were starting to look routine in Argentina. More measuring flights, flown in cross sections of wave, as well as more distance flights took place in subsequent days. Martin Just said of his flying experiences with the Mountain Wave Project, "The

