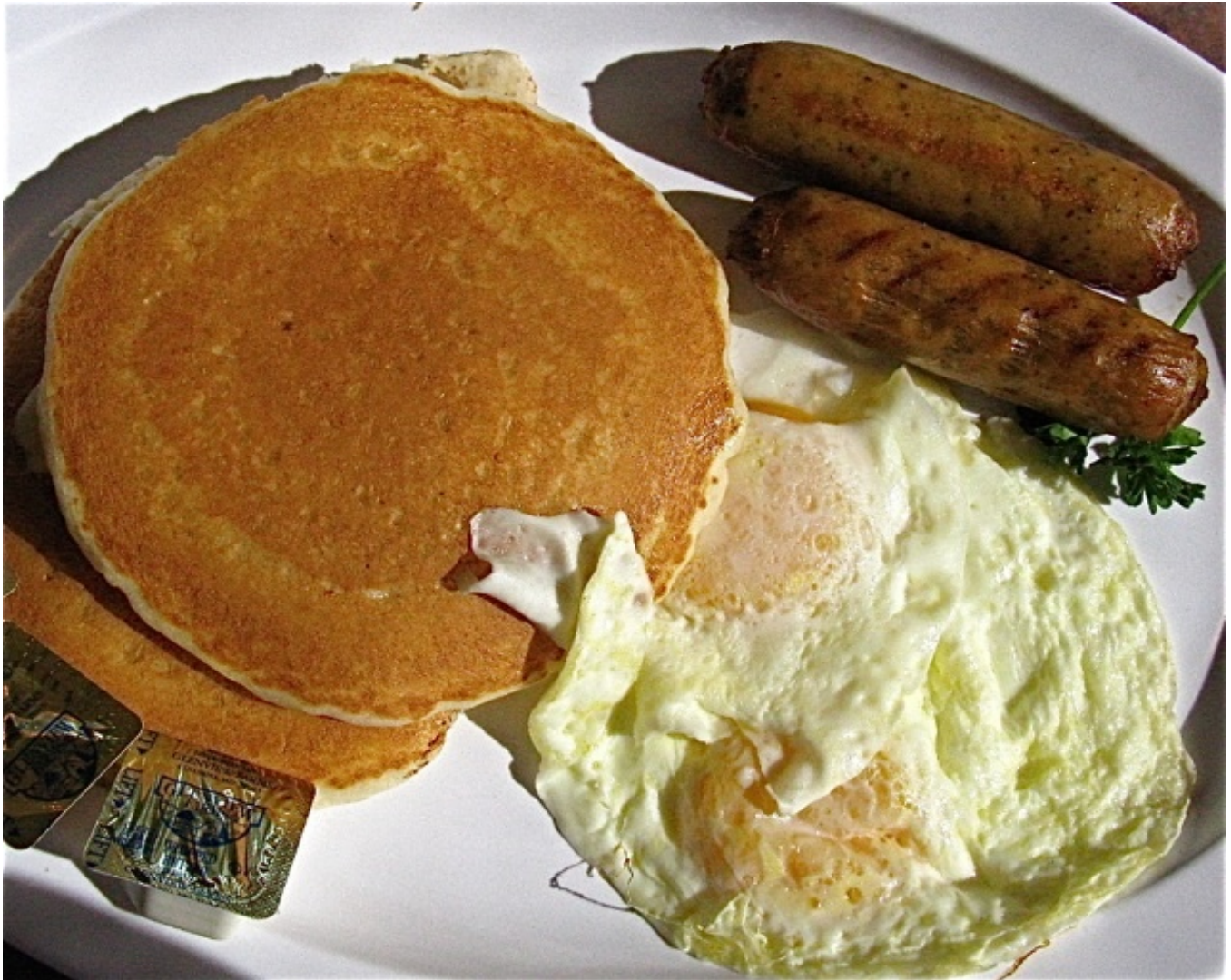


Adventurers! Blanik **336 Bravo Alpha** is rigged! Hmmm... What is "rigged"?

This means "put it together". Gliders are not like airplanes. Gliders come in a box, must be assembled (like "erector set" or lego's") before you fly them.

I knew today was going to be tough. Mega-tough. So I stopped on the way to Truckee @ (honest, I'm not making this up) Terrible Herbst breakfast joint (and casino). This is what I got for (tax incl) \$2.33 woohoo...



Yum-mee!

Now, as a Blanik owner, I was dreading this "rigging" thing. Because my glider is big. And heavy. And I'd never done this before. The key then, was to assemble a "cast of helpers" and here-they-are...



These guys are tough. And strong. And knowledgeable. So (in fairness, and appreciation of their skills) I "put in the pins" while they did the heavy lifting.

The glider came out of the box in the background. After an hour, we had the wings on...



Five ("5") hours later, it was fully-assembled (putting the tail on was harder than you'd think)...



I love the below head-on view...



With a little luck, I'll get many flights this season, before I have to take the glider apart and put it back in the box...



Also note my glider, a 1998 Blanik L-13AC to be exact, is a 2-seater. So I expect to "give a lot of rides" this season (ends mid-September).



The ski area in the above pic is **Northstar**...

<http://www.northstaratahoe.com/>

In tying-down my glider, I ran out of rope (and I needed to tie-down my trailer too). So, I went to the h/w store, which is next to the market, which had strawberries on sale...



..and I ate an entire quart of strawberries. This, I think, "healthy".
In total, 7 hours to rig the glider, including details like the canopy-cover...



...and the rudder-brace...



Sadly, I got quite sun-burned (back-of-neck) so I'm aloe-vera-ing tonight :-)

Also, since glider pilots are tough/tough/tough, I am investing in myself via "healthy eating". Below my (awesomely-good) apple-on 9-grain-bread sandwich...



De-lish!

Monday I'll head back up to Truckee (not too early, I'm way-tired). After another thorough pre-flight ("going through the aircraft manual") I'll do a radio-check. No doubt other details need to be attended to also.

Therefore, I'd guess I'll fly Wednesday, then fly-fly-fly all summer.

My primary goal is 100 flight-hours; secondary goal is 100 flights.

Right now (Sunday night) I'm composing from the Nugget Casino. On Thursday, I move to my tent at the gliderport. The view from my campsite...



Thanks for reading-along!

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