

Friday!

Decided to be max-busy so went out to the gliderport, and going-in it was windy so I thought “bumpy” but hey I was there so... Untie that DG-505!



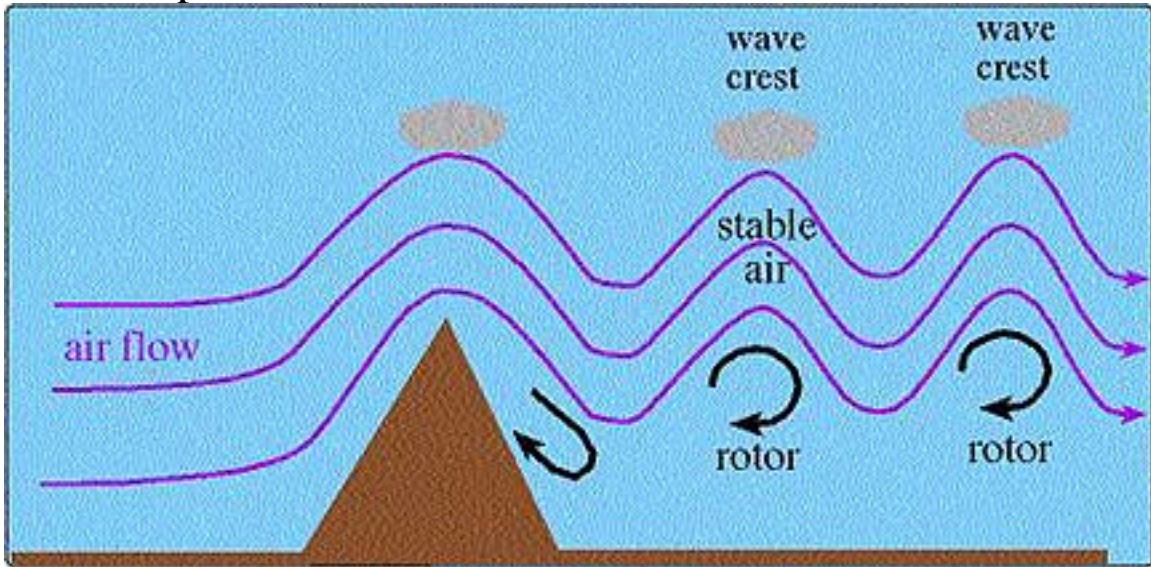
Still plenty of snow in the hills, and yes you can soar over the top of them. Our trusty tow plane...



Well it's been a month since my last flight, so I grabbed my instructor Patrick (he's from Montreal, one of my favorite cities –I used to work there-- and all through the flight we chat about “the good old days”). Here he is, and note the cloud above his head... **rotor** and so I knew this was going to be a wild ride (and so it was).



Here's a pictorial on how "rotor" and "wave" interact...



Well you do your control checks and the nice hook-up guy shows you the tow-line, and hooks you up...



Here's a close-up. See the "swirl"... That's the "rotor" part of the "wave" (which tells you there is going to be **huge lift** as well as ugh *huge sink*).



Well we towed-up and went after the rotor, looking for the wave...



Well we put in a hard day, the wave itself (really “secondary wave” because the primary wave was too-near the mountains and too-rough for us to get there) was very narrow and good to only 5kft agl (Why? Who knows?).

Earlier in the day the primary wave was working to 16kft at 10-knots-plus (that's over 1,000fpm for you airplane-types).

Heading home, I passed the advertising trailer. Doesn't every gliderport have one of these? Look at the rotor!



Later I stopped in at an apartment complex in Santa Clarita, very nice and handy to both the gliderport/skiing and the model flying park. My kind of pool! Approx 6 like this spread among the complex...



Each unit is 2 floors, with a 2-car direct-access garage (which is non-existent in L.A.). Awesome retirement place.

Well, time to rest. “Rest” because I have a busy Saturday planned... Stay tuned...

PP