

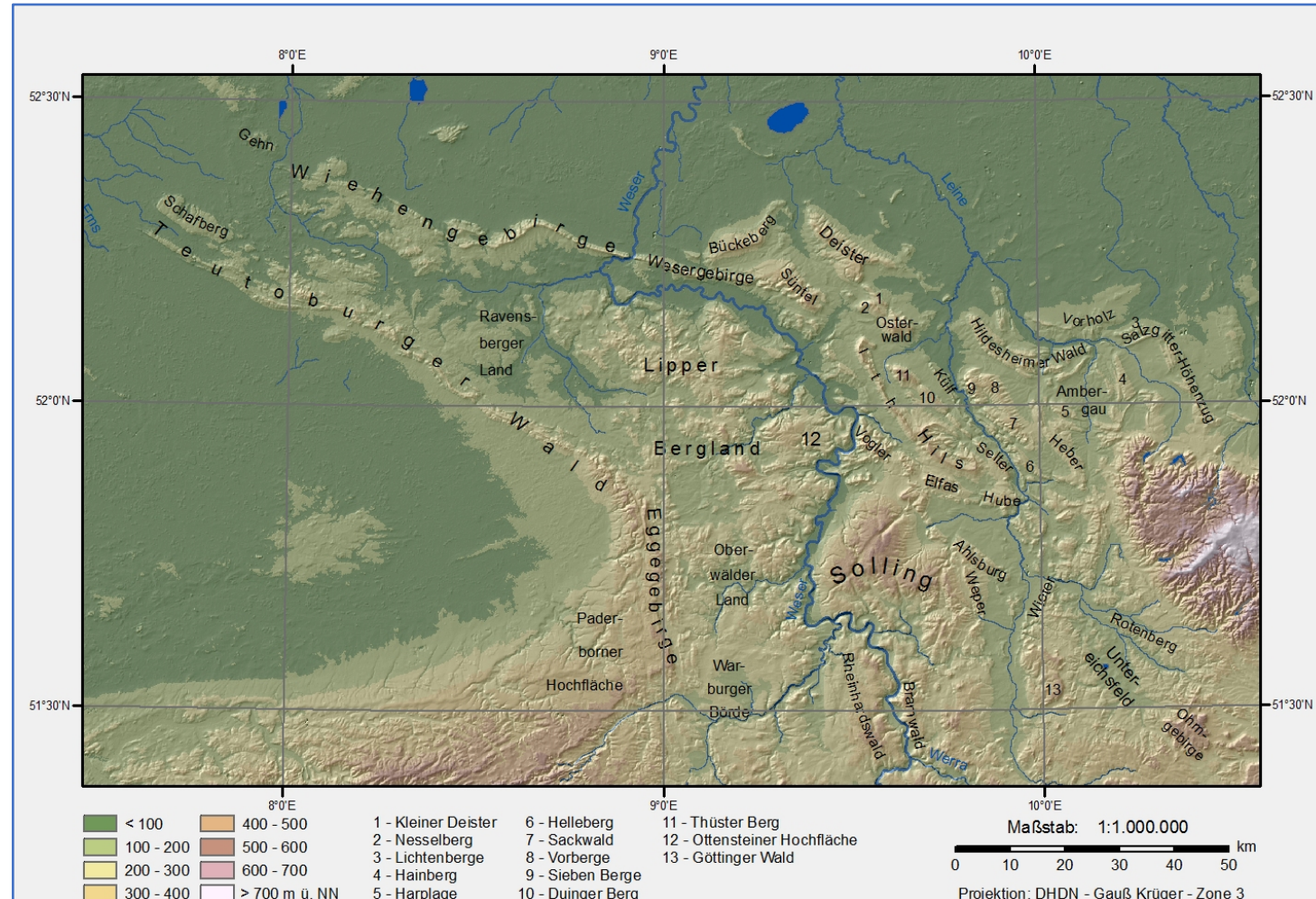
A funny  
thought: Will  
that hill  
work?



Schwerewelle, Hannover, 2024  
Tudor Văcărețu

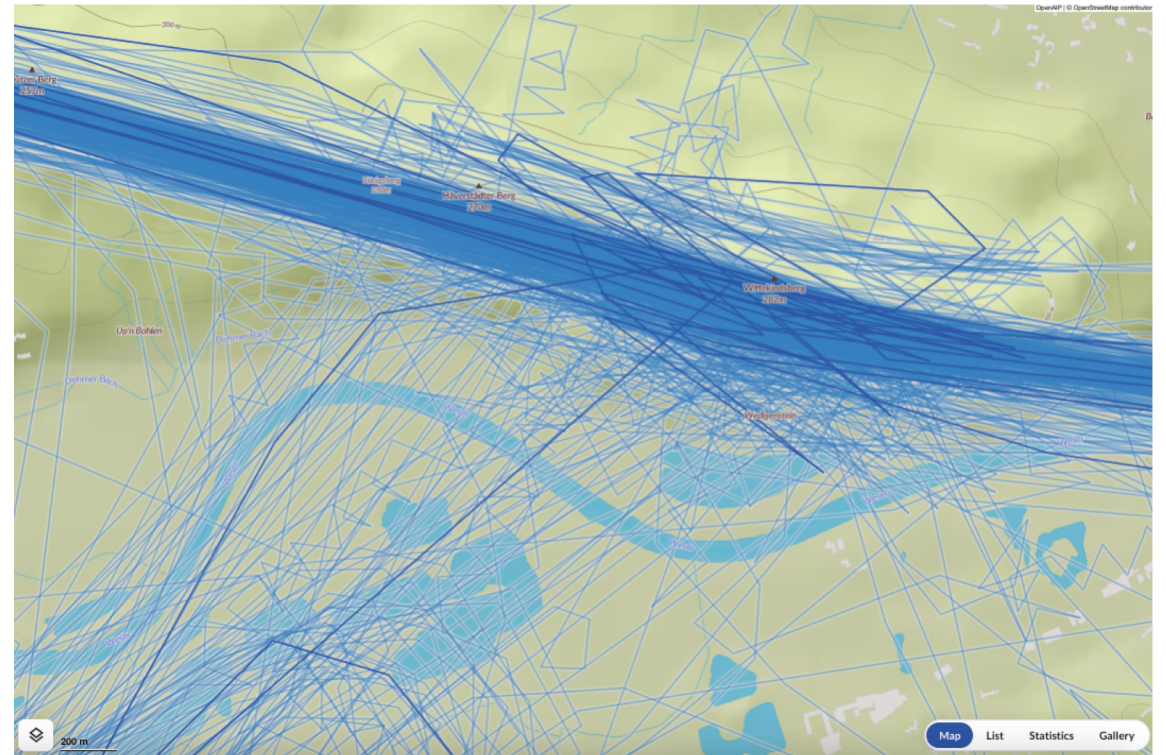


# Geography of the German Northern Hills



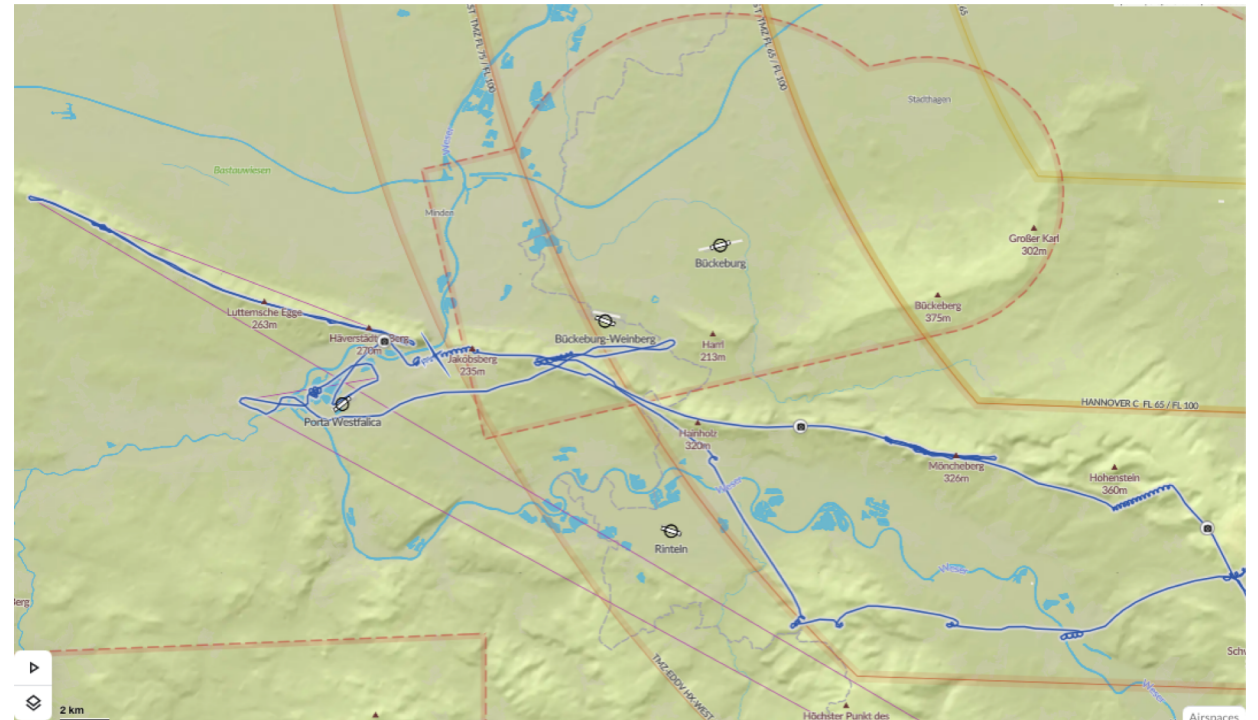
Source: [https://commons.wikimedia.org/wiki/File:Karte\\_Niedersaechsisches\\_Bergland.jpg](https://commons.wikimedia.org/wiki/File:Karte_Niedersaechsisches_Bergland.jpg)

# A bird's eye view of (my) activity at Porta






# Flight from 10 October 2020 (WSW wind)



# Spiel, Spaß, aber Spannung?

07.01.2023 (S Wind)



Christian Barton

07/01/2023 - LSV Bücke-Wienberg

Points	Distance	Speed	Status
401	378 km	82 km/h	<div> <div></div> <div></div> <div></div> </div>
Bücke-Wienberg		Bücke-Wienberg	
09:38	— 5h 23m →	15:01	

+




LS 1-f neo

D-3253 · 53






Index 101

Club

Glider

26

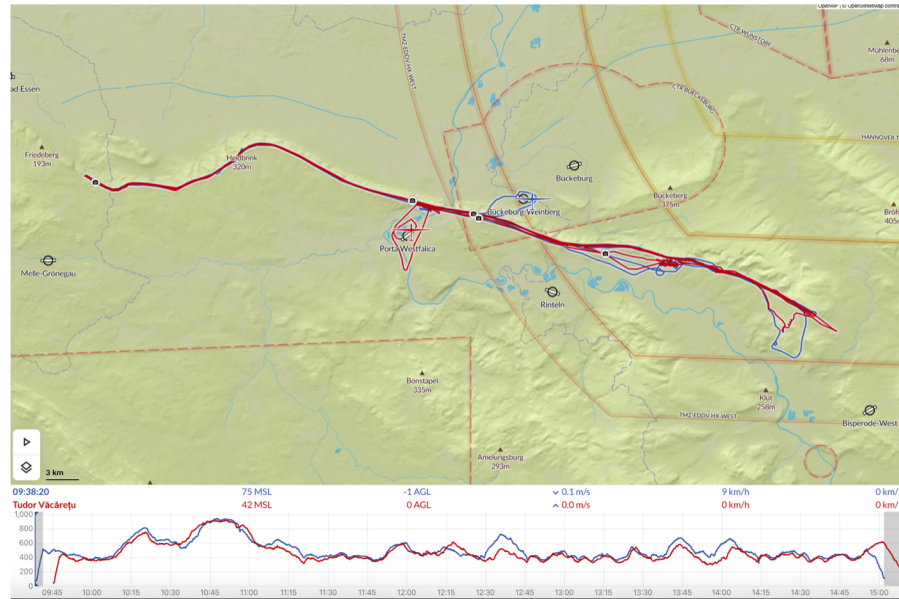






Spiel, Spaß aber Spannung hat heute gefehlt ;)

Netter interessanter Tag am Hang.

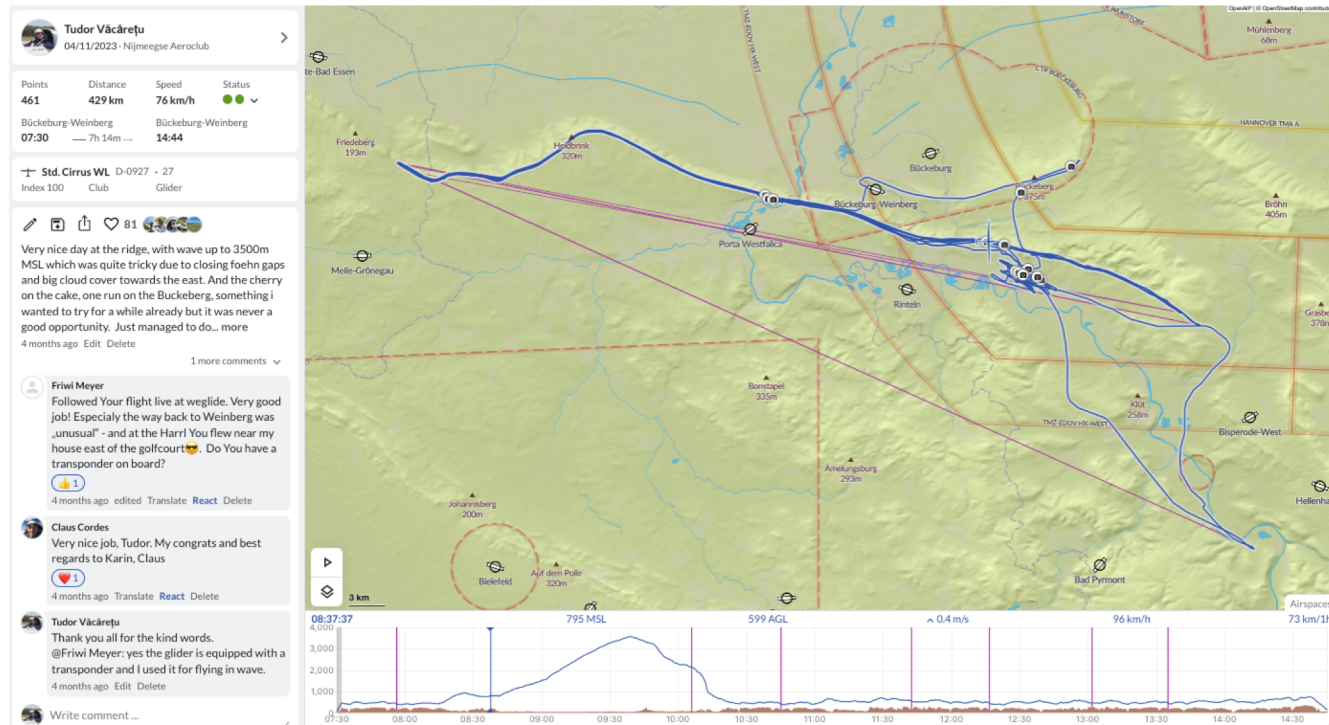
Gruß an Tudor. Nice Team flight

a year ago Translate





# 04 November 2023 (S Wind)





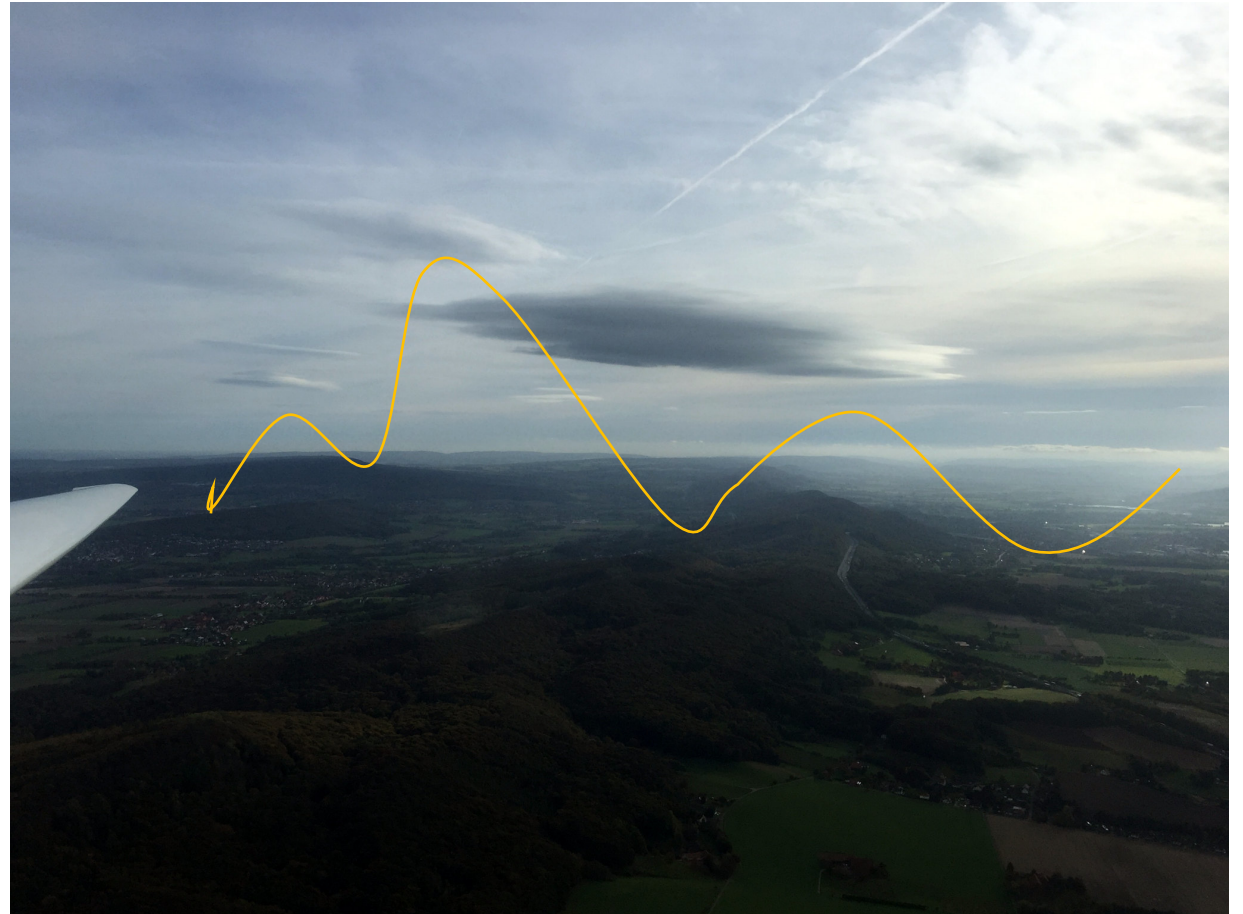
# 04 November 2024 – Ridge soaring on the Bückeberg





# Dreaming Further

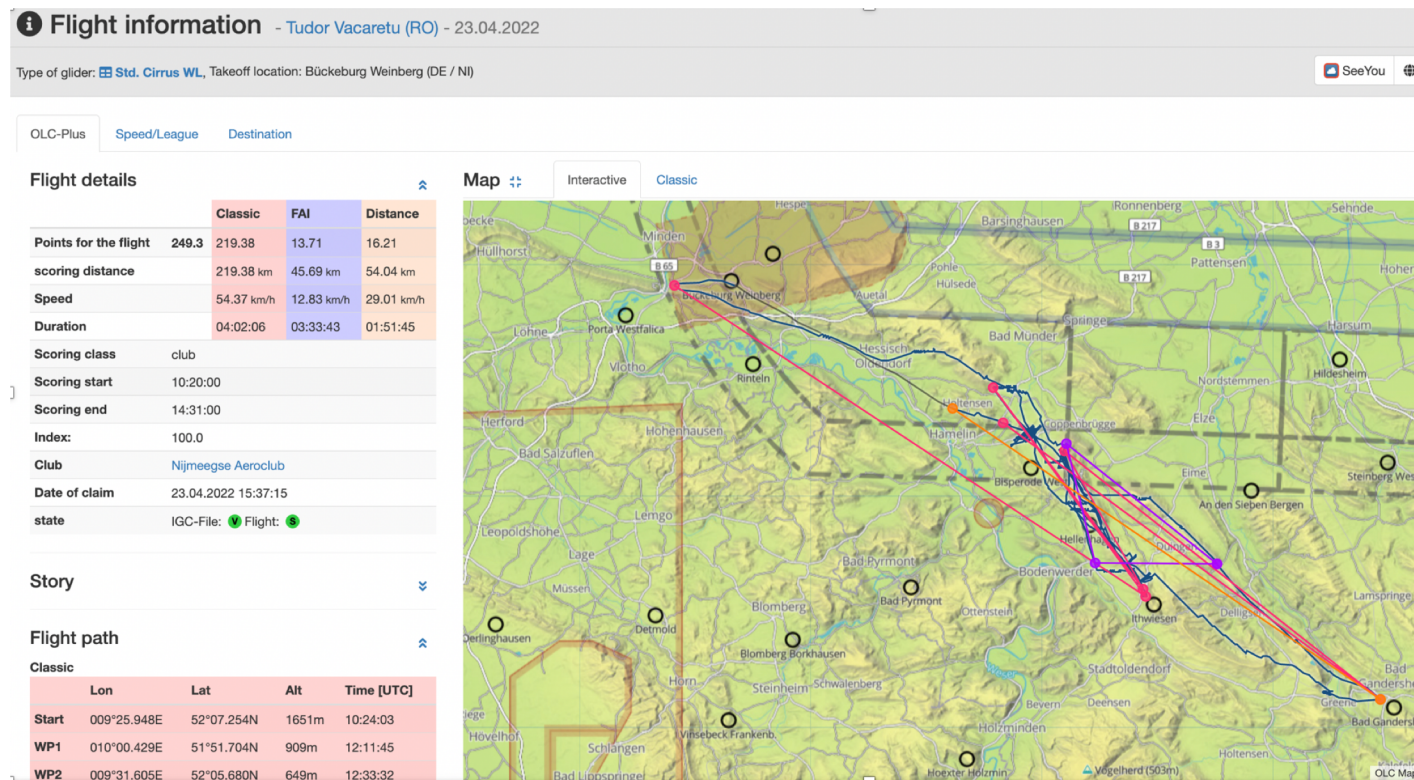
- Resonance effect on the Bückeberg?
- Hannover Airspace might be an issue
- Interesting for playing around, gliding is also about seeing new areas! (not necessarily for the kilometers, however, one might get creative with triangle flights in wave).



# Easterly wind on the Ith, Selter, Duinger, Thüster Slopes

station,valid,drct,sknt

- EDDV,2022-04-23 09:50,100.00,13.00
- EDDV,2022-04-23 10:20,90.00,20.00
- EDDV,2022-04-23 10:50,110.00,13.00
- EDDV,2022-04-23 11:20,100.00,18.00
- EDDV,2022-04-23 11:50,100.00,15.00
- EDDV,2022-04-23 12:20,100.00,17.00
- EDDV,2022-04-23 12:50,90.00,18.00
- EDDV,2022-04-23 13:20,100.00,12.00
- EDDV,2022-04-23 13:50,100.00,14.00
- EDDV,2022-04-23 14:20,120.00,12.00
- EDDV,2022-04-23 14:50,110.00,15.00
- EDDV,2022-04-23 15:20,100.00,16.00





# Easterly wind on the Ith, Selter, Duinger, Thüster Slopes

14.10.2006: Klaus Reimann, Lothar Geweke, Markus Pönicke.

Flight information

-

Klaus Reimann (DE)

↻

-

14.10.2006

Type of glider: **Ventus 2cT/18m**, Takeoff location: Ithwiesen (DE / NI)

OLC-Classico

OLC-FAI

Classic

Flight details

Points for the flight

82.1

scoring distance

106.06 km

Speed

60.61 km/h

Duration

01:45:00

Scoring class

18m

Scoring start

11:37:35

Scoring end

13:22:35

Index:

120.0

Club

LSV Ithwiesen

Date of claim

15.10.2006 14:12:14

state

IGC-File: Flight:

Flight path

	Lon	Lat	Alt	Time [UTC]
Start	009°39.152E	51°58.039N	487m	11:37:35
WP1	009°33.066E	52°04.408N	483m	11:45:35
WP2	009°47.659E	51°57.768N	339m	12:31:47
WP3	009°39.874E	52°02.857N	342m	12:41:23

Map

Interactive

Classic

Classic

MSL: 628 m Vario: +0.1 m/s Speed: 121 km/h AGL: 331 m Time: 12:37:23

Flight information

-

Lothar Geweke (DE)

↻

-

14.10.2006

Type of glider: **LS 8T/18m**, Takeoff location: Ithwiesen (DE / NI)

OLC-Classico

OLC-FAI

Flight details

Points for the flight

97.1

scoring distance

110.97 km

Speed

64.23 km/h

Duration

01:43:40

Scoring class

18m

Scoring start

12:02:16

Scoring end

13:46:50

Index:

114.0

Club

LSV Ithwiesen

Date of claim

15.10.2006 11:13:01

state

IGC-File: Flight:

Flight path

	Lon	Lat	Alt	Time [UTC]
Start	009°38.820E	51°58.310N	411m	12:02:18
WP1	009°31.830E	52°06.090N	443m	12:12:05
WP2	009°55.430E	51°52.430N	345m	12:51:56

Map

Interactive

Classic

Classic

MSL: 534 m Vario: 0.0 m/s Speed: 81 km/h AGL: 341 m Time: 14:01:57

Flight information

-

Markus Pönicke (DE)

↻

-

14.10.2006

Type of glider: **L-Spatz**, Takeoff location: Hellenhagen (DE / NI)

OLC-Classico

OLC-FAI

Flight details

Points for the flight

107.99

scoring distance

93.45 km

Speed

47.99 km/h

Duration

01:56:50

Scoring class

club

Scoring start

10:47:08

Scoring end

14:36:31

Index:

78.0

Club

FSV Giessen

Date of claim

17.10.2006 19:00:15

state

IGC-File: Flight:

Flight path

	Lon	Lat	Alt	Time [UTC]
Start	009°38.025E	51°58.735N	336m	12:21:41
WP1	009°31.640E	52°05.835N	391m	12:33:01
WP2	009°38.245E	51°58.732N	341m	12:49:01

Map

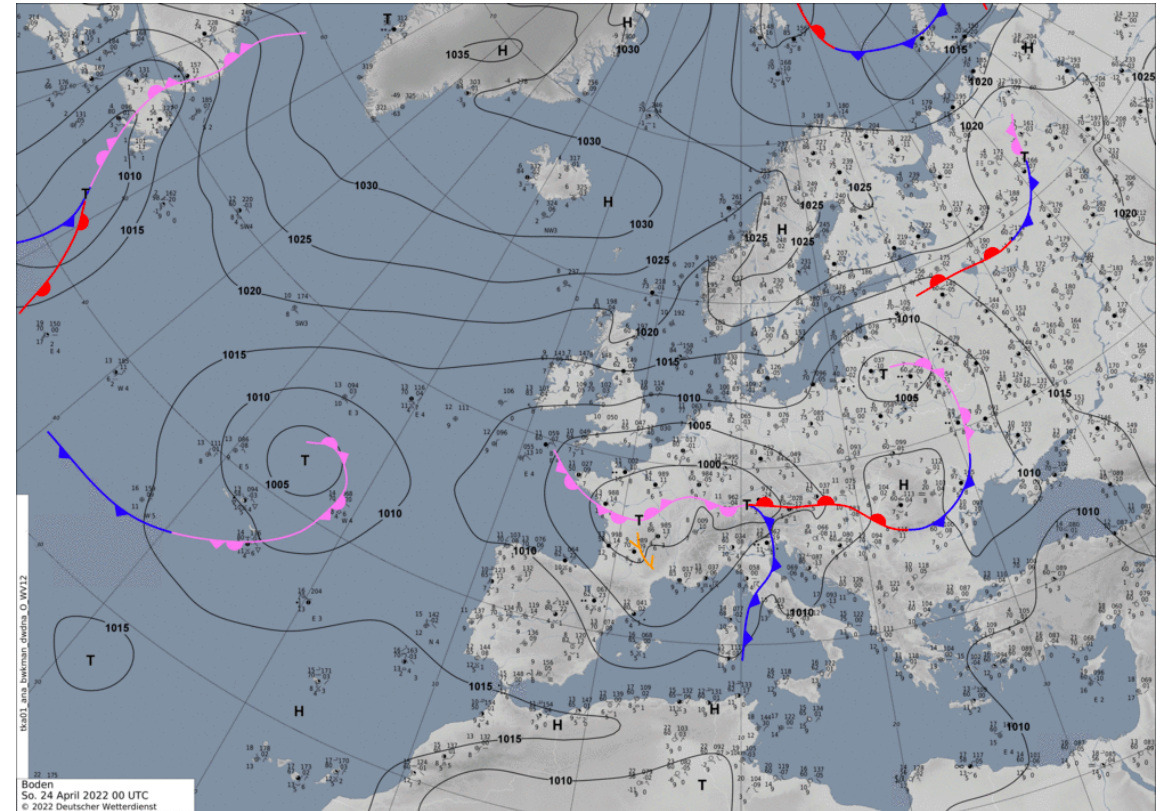
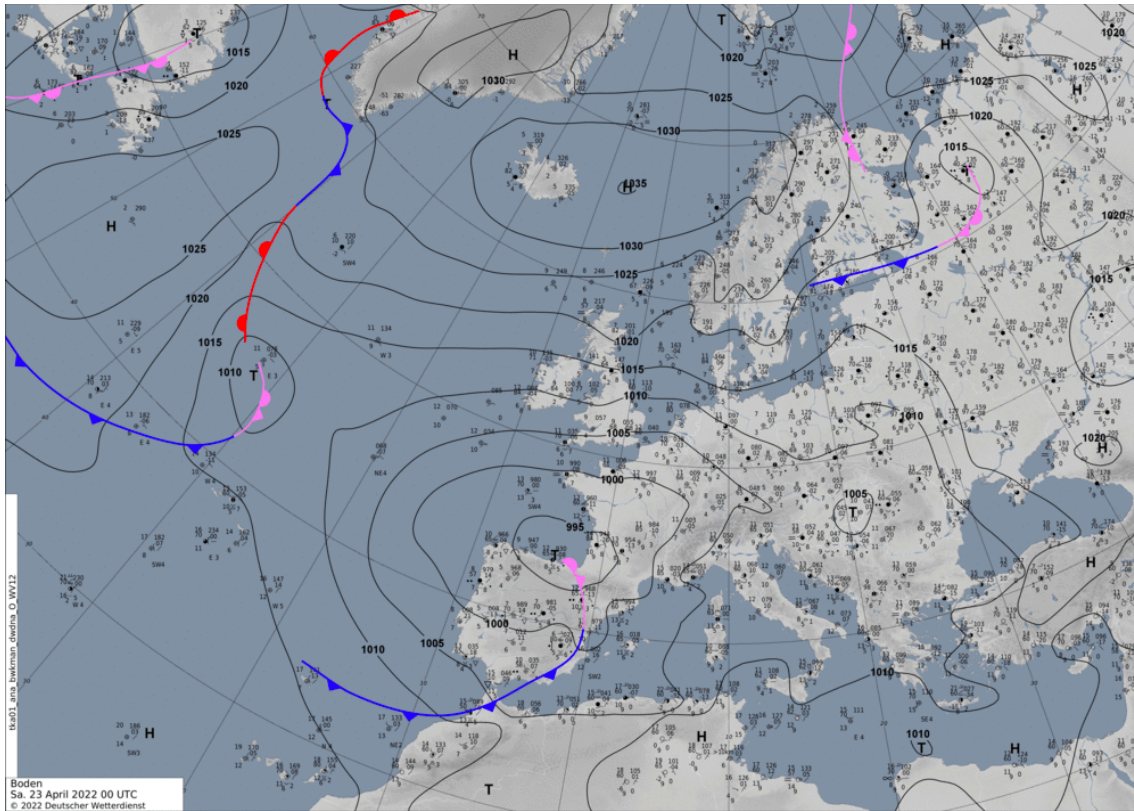
Interactive

Classic

Classic

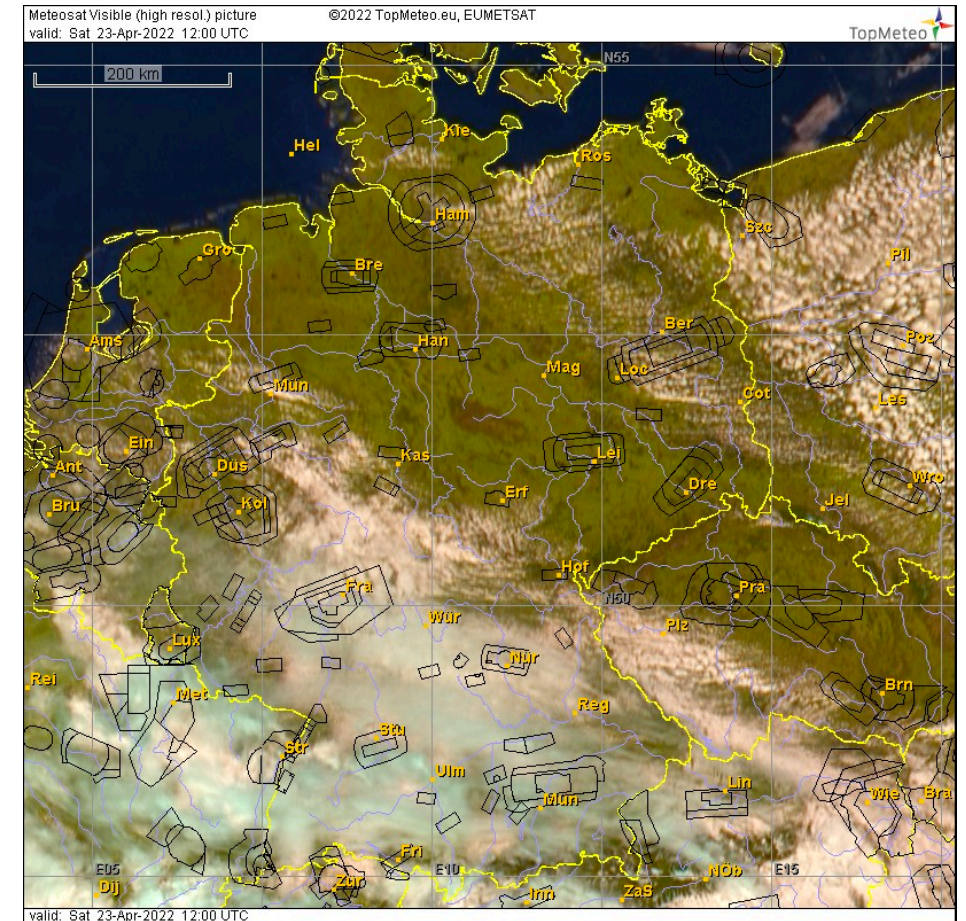
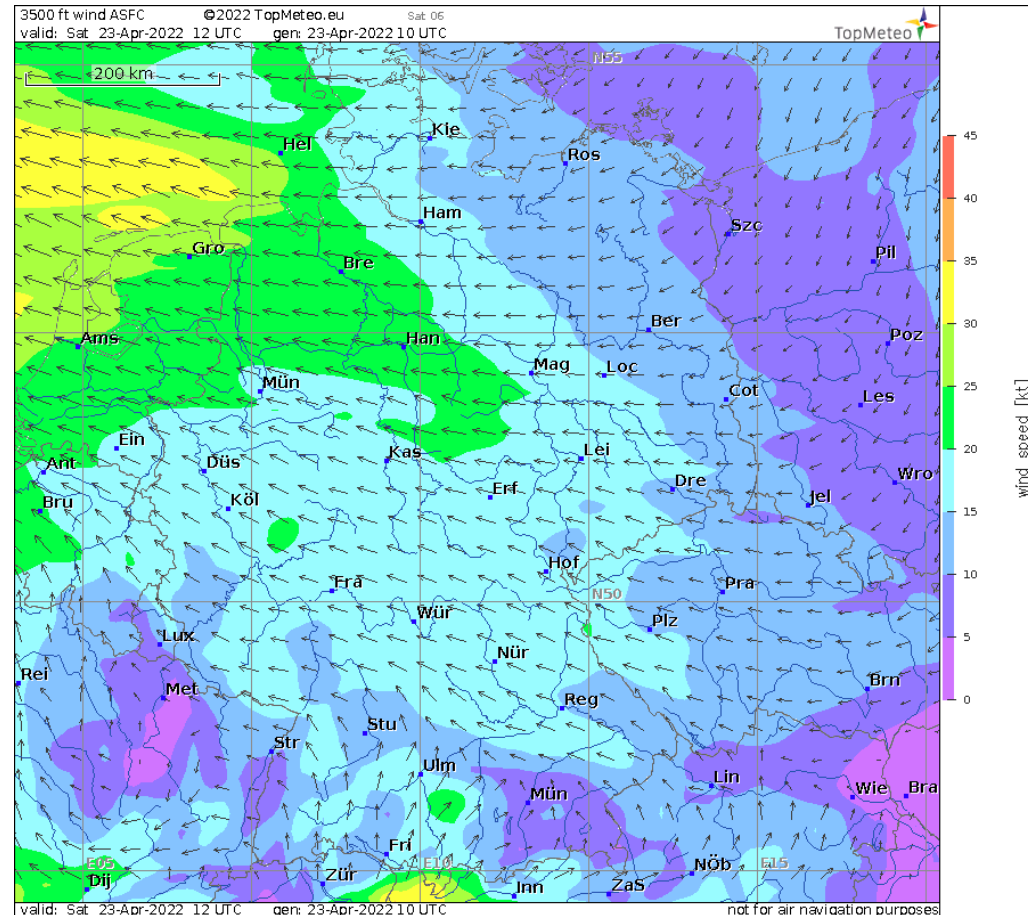
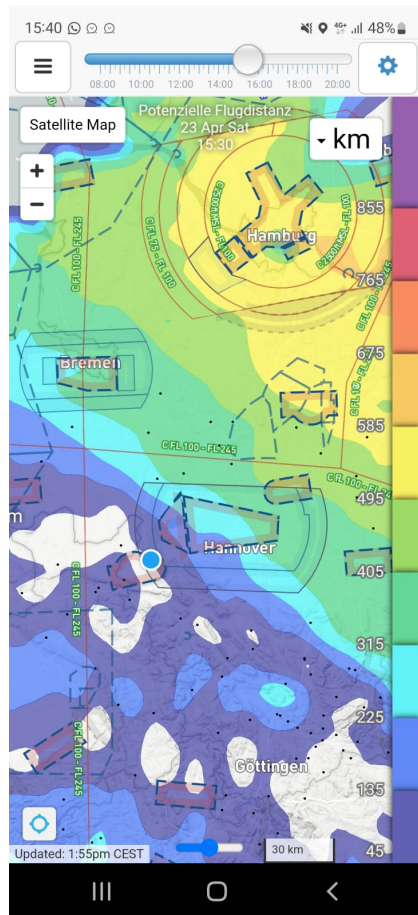
MSL: 0 m Vario: 0 m/s Speed: 0 km/h AGL: 0 m Time: 00:00:00

# Weather Situation 23&24 April 2022






# Forecasts & Satellite Image 23 April 2022







**Tudor Văcărețu**  
 23/04/2022 · Nijmeegse Aeroclub

Points	Distance	Speed	Status
238	219 km	54 km/h	●●▼
Bückeburg-Weinberg			
10:03	4h 27m →	14:30	

✈

**Std. Cirrus WL**
D-0927 · 27

Index 100

Club

Glider





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The wave in the morning was an unexpected surprise. The plan to connect on the ridges worked, but there was a lot of sink from the hills in front of the ridge sometimes. Nevertheless, a first for me to fly the ridge at Selter and to fly the lth ridge on the NE Side. The thermals were not round and they were broken by the wind and topography - but all in all a really interesting flight.


Many thanks to Christian Barton for the air-tow - it worked perfect; and many thanks to LSV Bückeburg-Weinberg for having us as guests.

2 years ago Edit Delete


Write comment ...


Satellite Images


Coach


Day Replay

Free

Sprint


Triangle

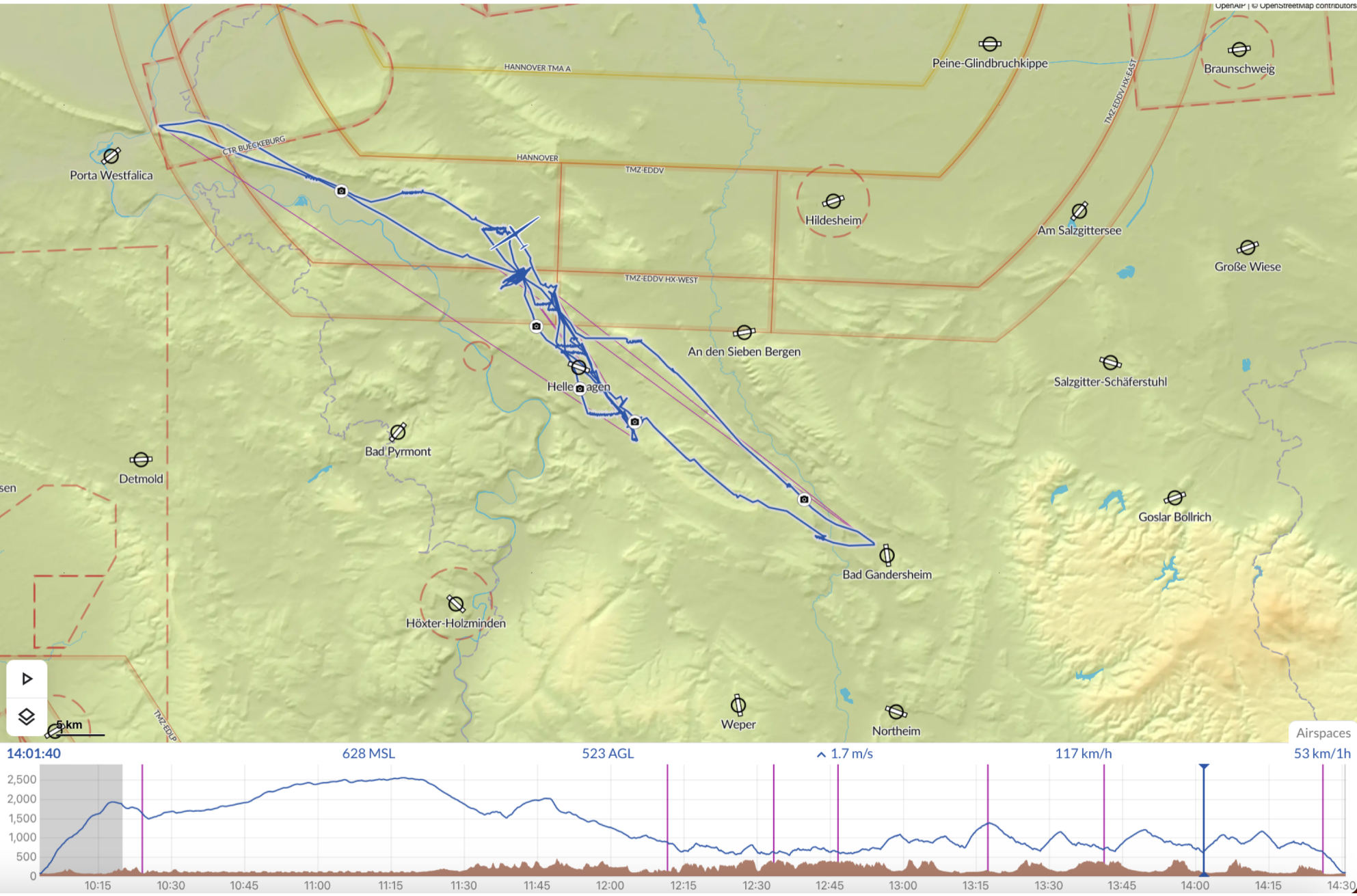
O&R

Points	Distance	Speed	Duration
238.7	219.3 km	54.3 km/h	4h 2m

Calculation  
**219.38 + 19.33**

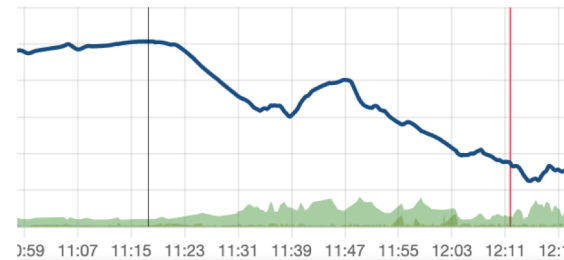
Out and Return


More statistics ▼



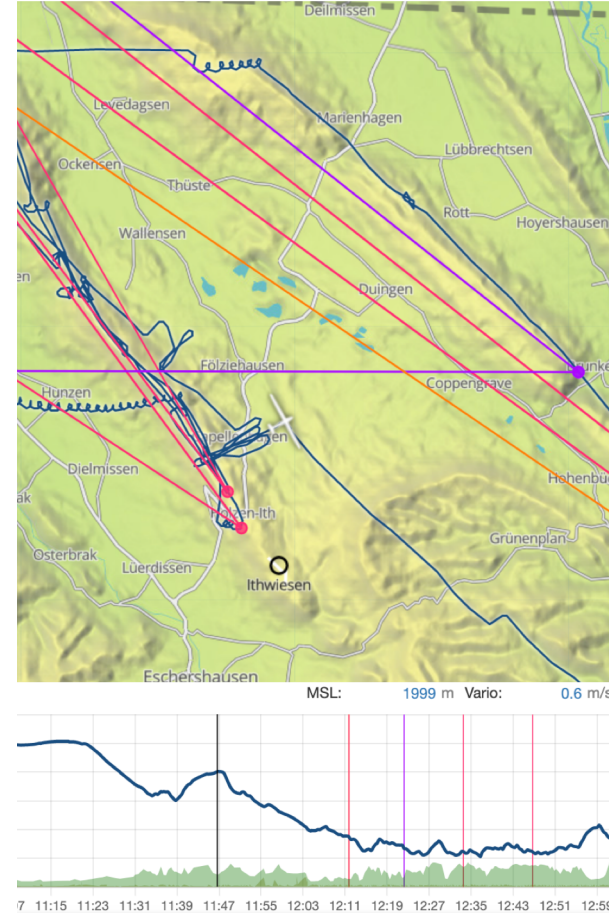


# E wind on the Ith, Selter, Duinger, Thüster Slopes - Highs



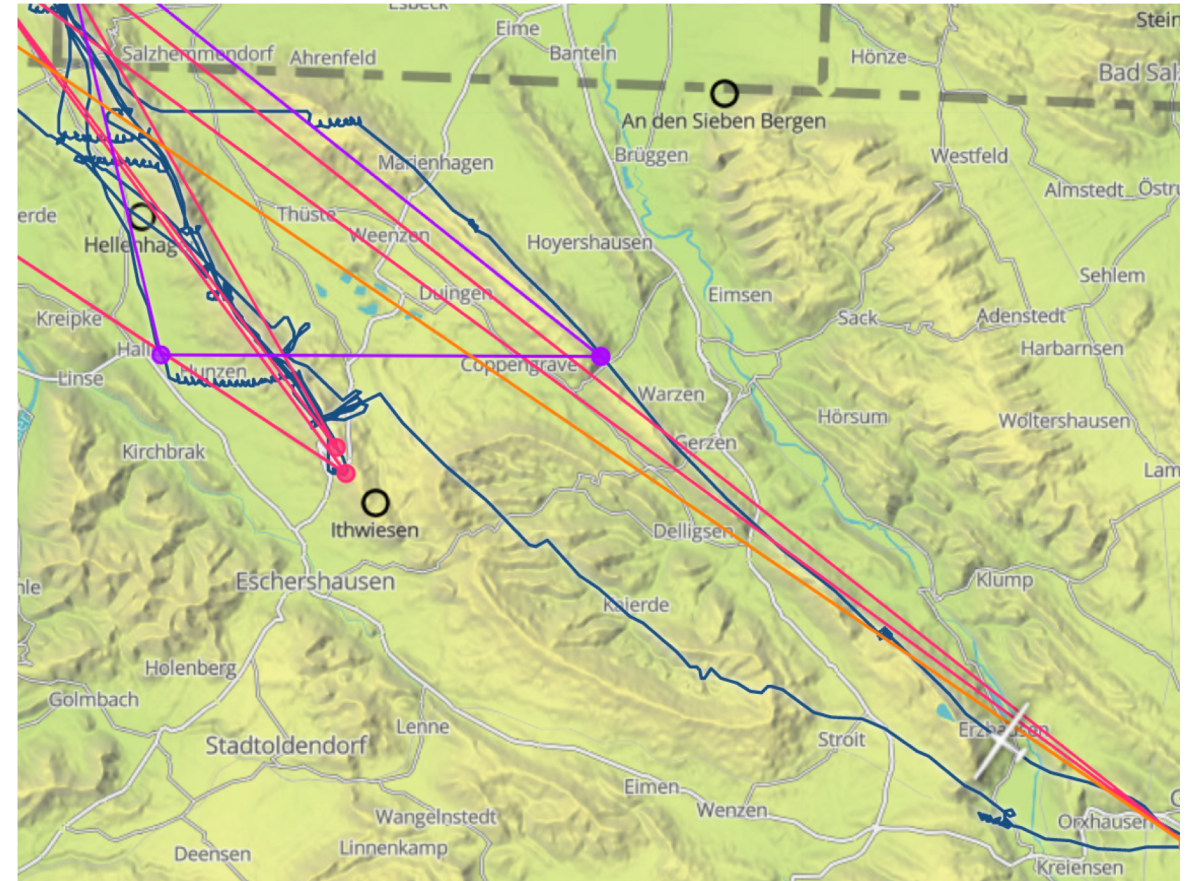


# E wind on the Ith, Selter, Duinger, Thüster Slopes – Highs



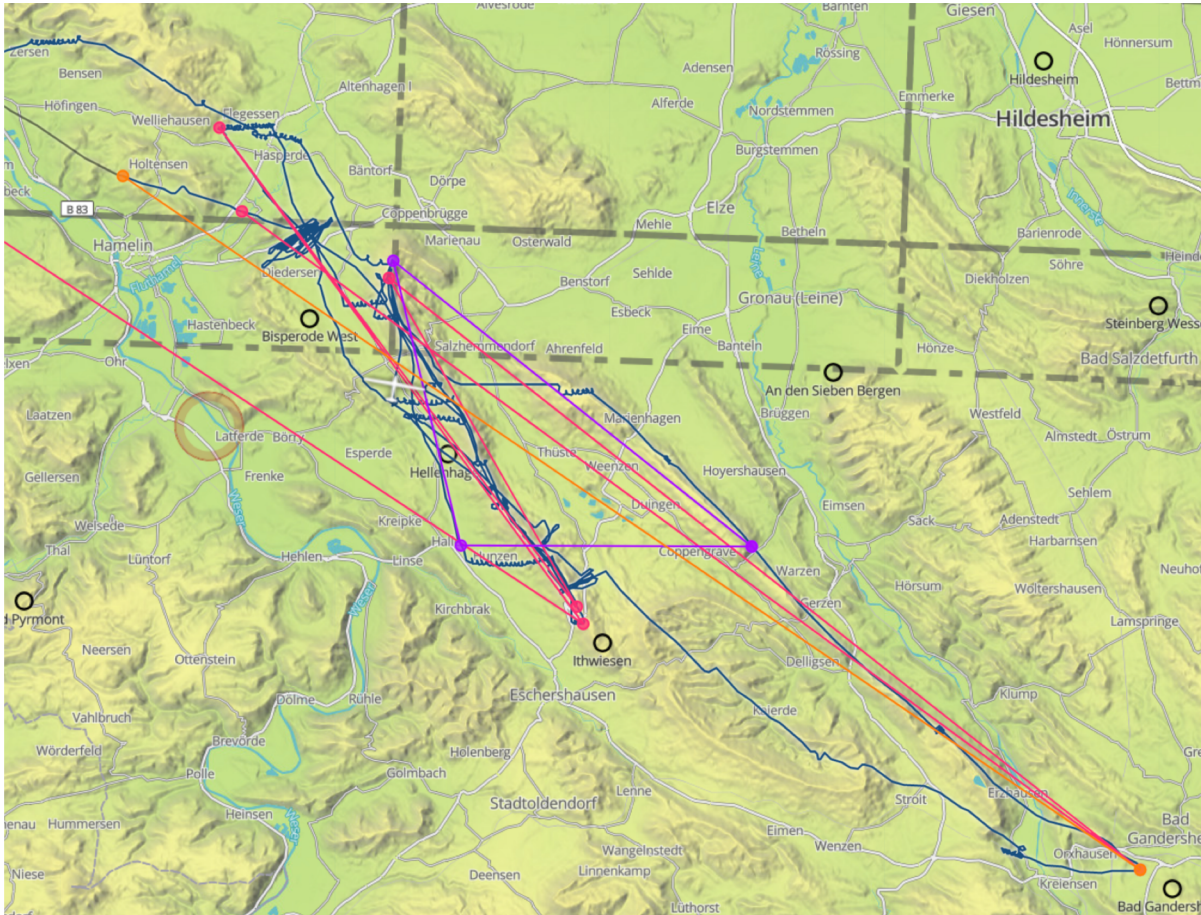


# E wind on the Ith, Selter, Duinger, Thüster Slopes - Lows



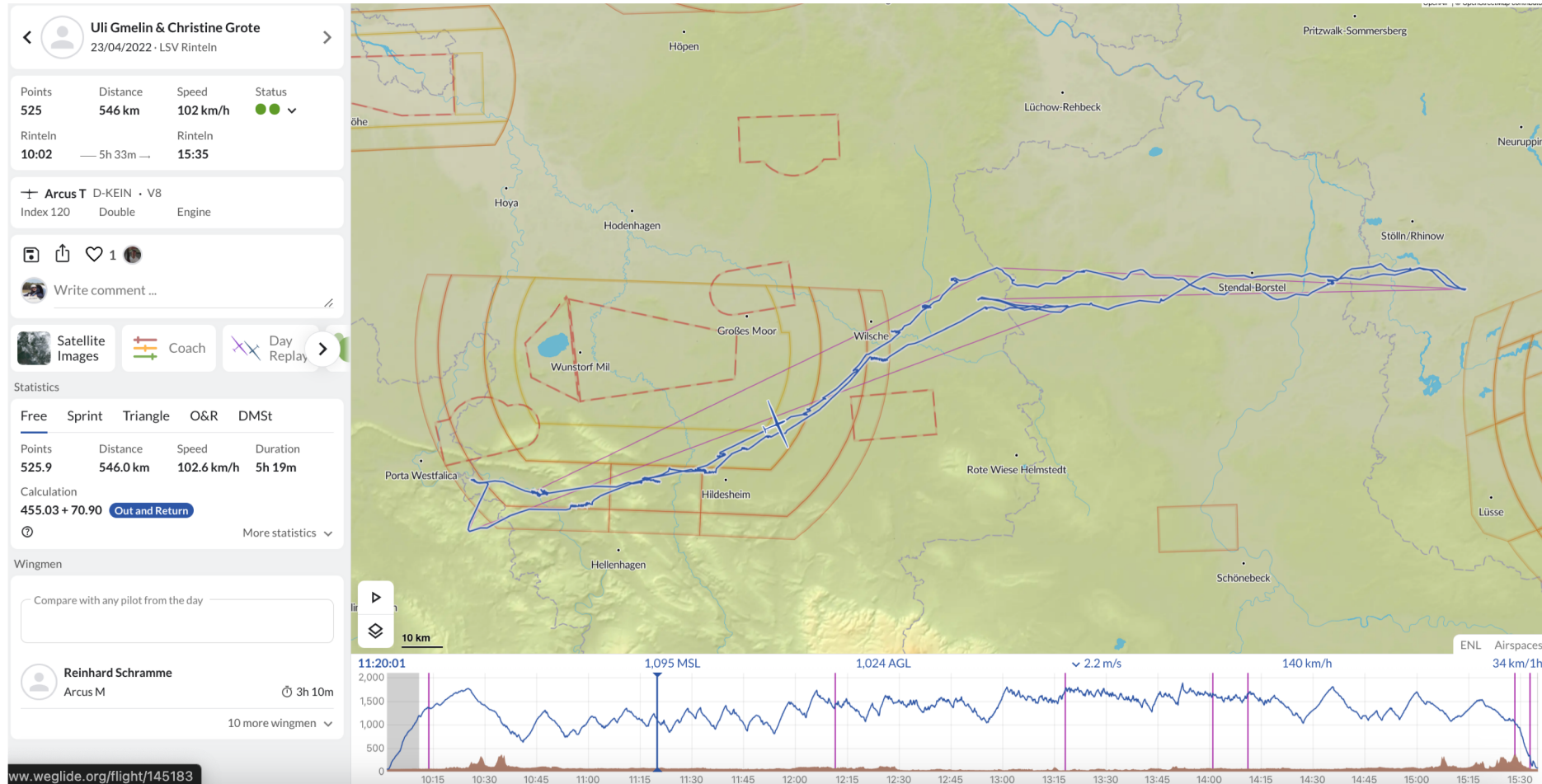


# E wind on the Ith, Selter, Duinger, Thüster Slopes - Highs





# Meanwhile from Rinteln



# Meanwhile from Rinteln

Uli Gmelin & Christine Grote

23/04/2022 · LSV Rinteln

Points

525

Distance

546 km

Speed

102 km/h

Status

Rinteln

10:02

5h 33m

Rinteln

15:35

✈️ Arcus T

D-KEIN · V8

Index 120

Double

Engine

📷

📶

📖 1

👤

👤

Write comment ...

🌐 Satellite Images

🏃 Coach

🕒 Day Replay

Statistics

Free Sprint Triangle O&R DMSt

Points

525.9

Distance

546.0 km

Speed

102.6 km/h

Duration

5h 19m

Calculation

455.03 + 70.90

Out and Return

📖

More statistics

Wingmen

Compare with any pilot from the day

👤 Reinhard Schramme

Arcus M

🕒 3h 10m

10 more wingmen

The figure displays a flight track map and an altitude graph. The map shows a flight path starting from Rinteln, passing through the Weser river valley, and ending near Hameln. Key locations and elevations marked on the map include: Bückeburg (375m), Hainholz (320m), Möncheberg (326m), Hohenstein (360m), Schweineberg (280m), Hameln, Klüt (258m), Lauensteiner Kopf (439m), Bispede-West, Kanstein (441m), and the highest point of LK Schaumburg (378m). The flight path is marked with a blue line, and the altitude graph below shows the flight's profile over time, with a peak altitude of 150 km/h and a final speed of 106 km/h. The graph also indicates the flight's position relative to the 900 MSL and 701 AGL altitudes.

Altitude Graph Data:

Time	Altitude (MSL)	Altitude (AGL)	Speed (km/h)
10:15	~1000	~100	~100
11:00	~1200	~200	~100
12:00	~1400	~400	~100
13:00	~1600	~600	~100
14:00	~1800	~800	~100
15:00	~2000	~1000	~100
15:30	~2200	~1200	~106



# Meanwhile in Hoher Meißner

Sie sind hier: [Startseite](#) / [Berichte](#) / [2022](#) / 23.04.2022/ENE (Hoher Meißner)

## 23.04.2022/ENE (Hoher Meißner)

erstellt von [Jörg Dummann](#) — zuletzt verändert: 25.04.2022 17:02

Gert Bräutigam und ich starten in der eb28edition um 10.36 UTC vom Segelfluggelände Stauffenbühl in Eschwege im Eigenstart.

Wind ONO, böig mit etwa 25 km/h. Etwa 1 h zuvor war es aufgegangen und die Sonne schien. Südlich des Platzes standen etwa 2/8 Cumuli, nach Norden hin war alles (den kompletten Tag) blau.

Wir stellten den Motor in etwa 600m über Platz ab und flogen an den Osthang bei Kalla (nördlich Eschwege) an. In 900 m Höhe flogen wir zum Osthang des Hohen Meißner und nutzten Thermik (etwa 2m/s), um dann den Versuch zu starten im Lee des Berges die Welle zu finden. Keine Inversion vorausgesagt, einzig unserem Gefühl folgend, schon so oft bei solchem Wetter Wellen gefunden zu haben, flogen wir los. In etwa 900m NN ( Meißnerhöhe 750m NN) ging das Steigen direkt vor der Wolke im Blauen los. Die Steigwerte betrugen etwa bis 2m/s. Kam der Wind Anfangs aus etwa 90 Grad in dieser Höhe, drehte er oben bis auf 130 Grad und hatte in knapp 3000 m eine Stärke von 52 km/h.

Da wir das Wellenfluggebiet nicht aktiviert hatten (die Welle wäre anscheinend auch nicht viel höher gegangen), sahen wir südöstlich, etwa 25 oder 30 km entfernt einige Lentis.

Wir näherten uns allmählich dem Wolkenniveau. Die Wolken wiesen fast komplett lenticulare Strukturen auf. Flog man vor diese, konnte man Steigen oder ohne Höhenverlust weiter fliegen.

Eigentliche Auslöser der Wellen waren nicht auszumachen. Wir folgten dann den Strukturen, die sich etwa an der südlichen Kante des Thüringer Waldes bildeten.

Die Landung erfolgte kurz nach 15 Uhr UTC. Der Wind wehte noch immer aus ONO mit 25-30 km/h, sehr böig.

Die Kameraden vom Dingel hatten vor einigen Monaten ebenfalls dieses Phänomen der häufig (fast überall) anzutreffenden Wellen bei Ostwetterlagen beschrieben. Daran mussten wir denken. Hat Spaß gemacht.

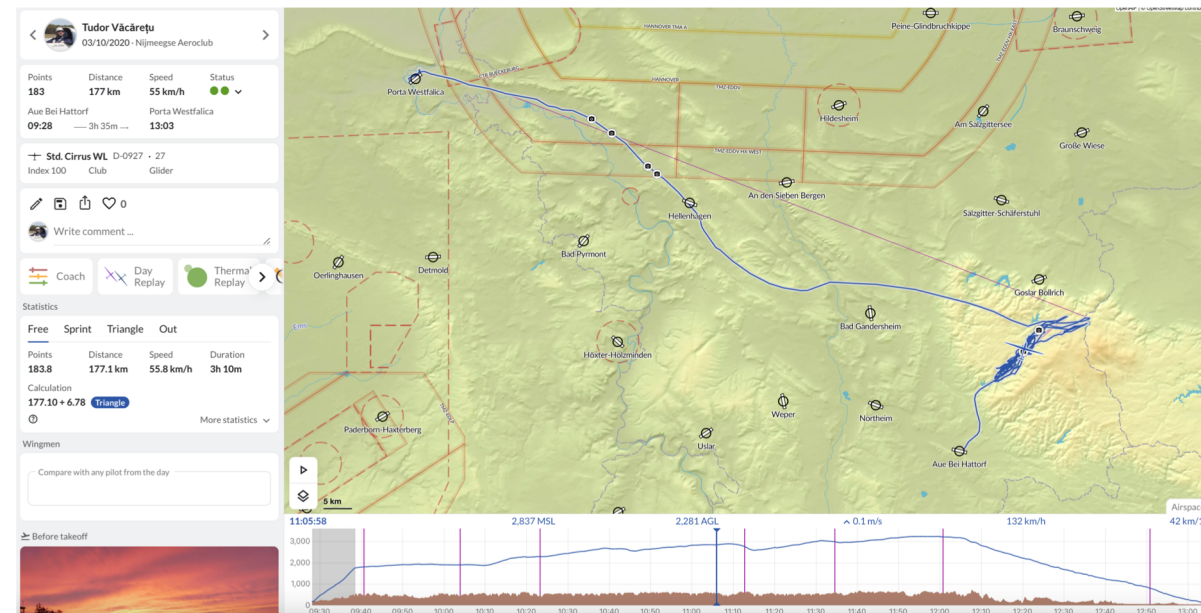
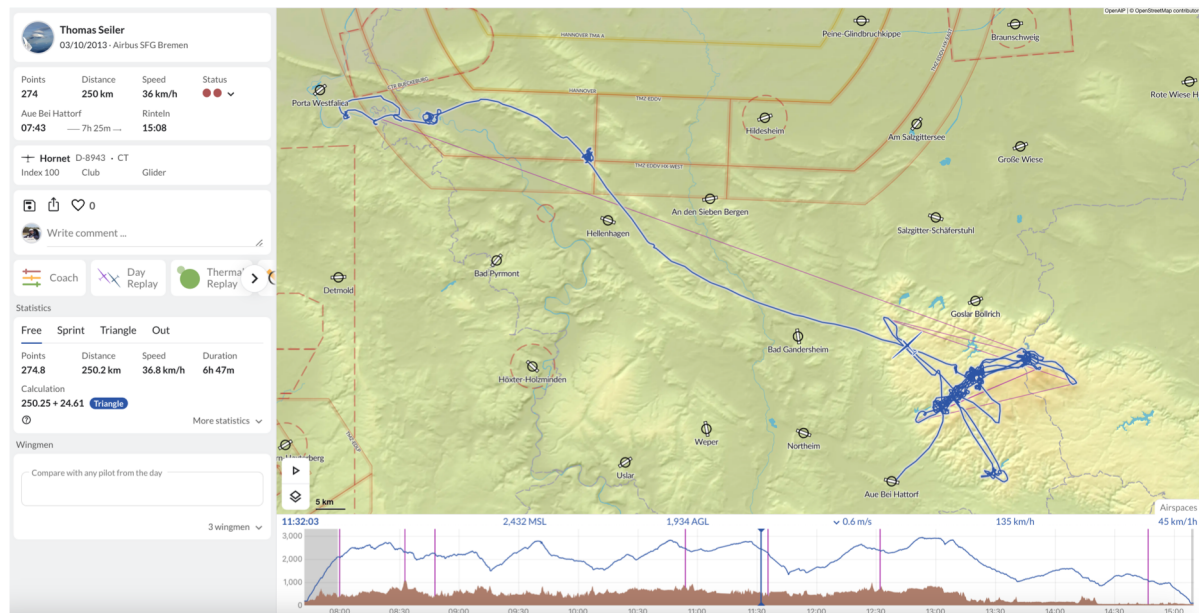
Während des Einräumens war alles blau geworden.

Auf der Linie, von Eschwege aus gesehen in südöstlicher Richtung, wo die Wolken den ganzen Nachmittag gestanden hatten, waren sie alle verschwunden. Nur genau über dieser Linie stand nun eine milchige Schicht, die das Wetter des kommenden Tages, wie prognostiziert, ankündigte.



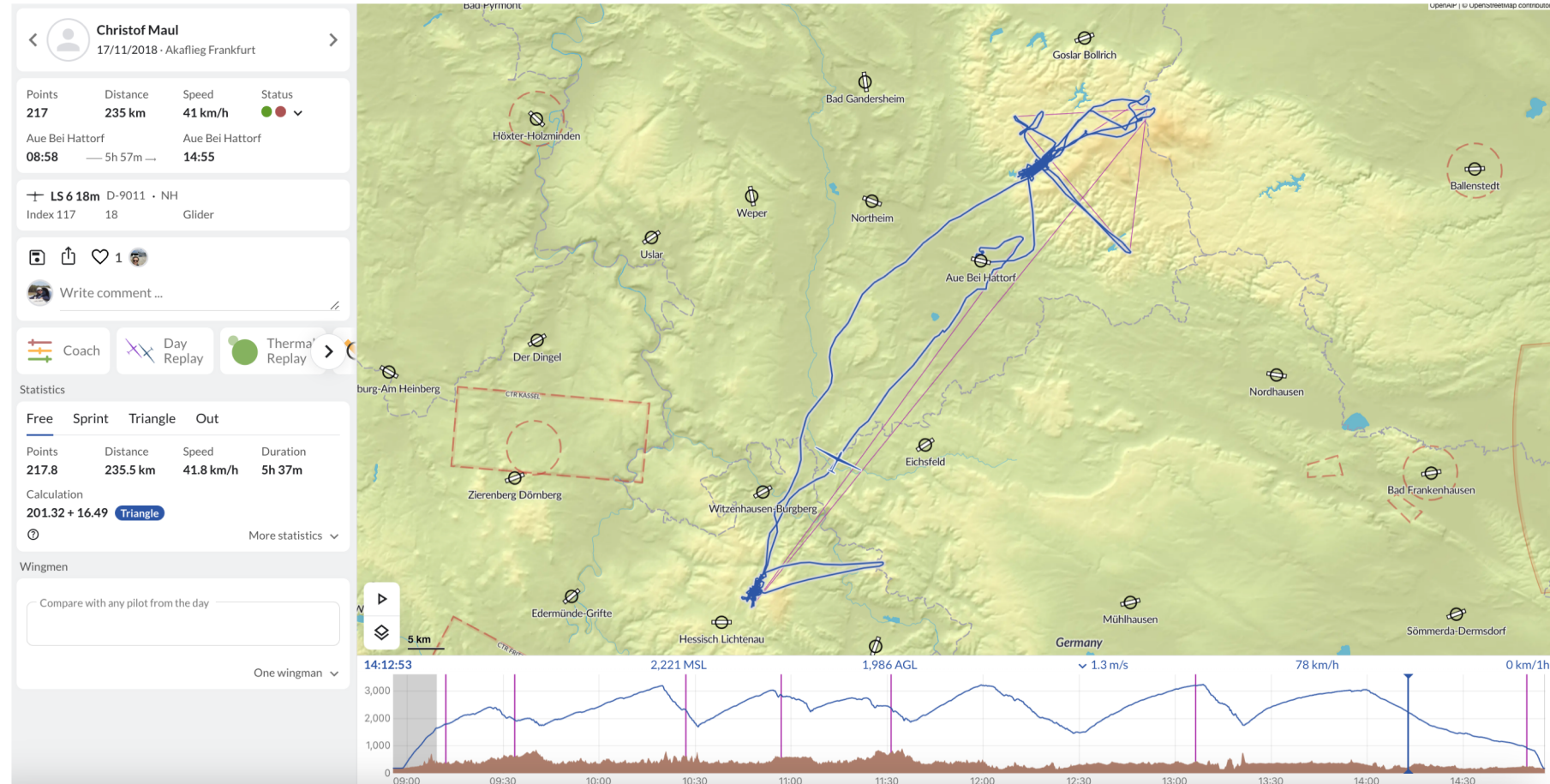
Source: schwerewelle.de

# So what? Dreaming Further!

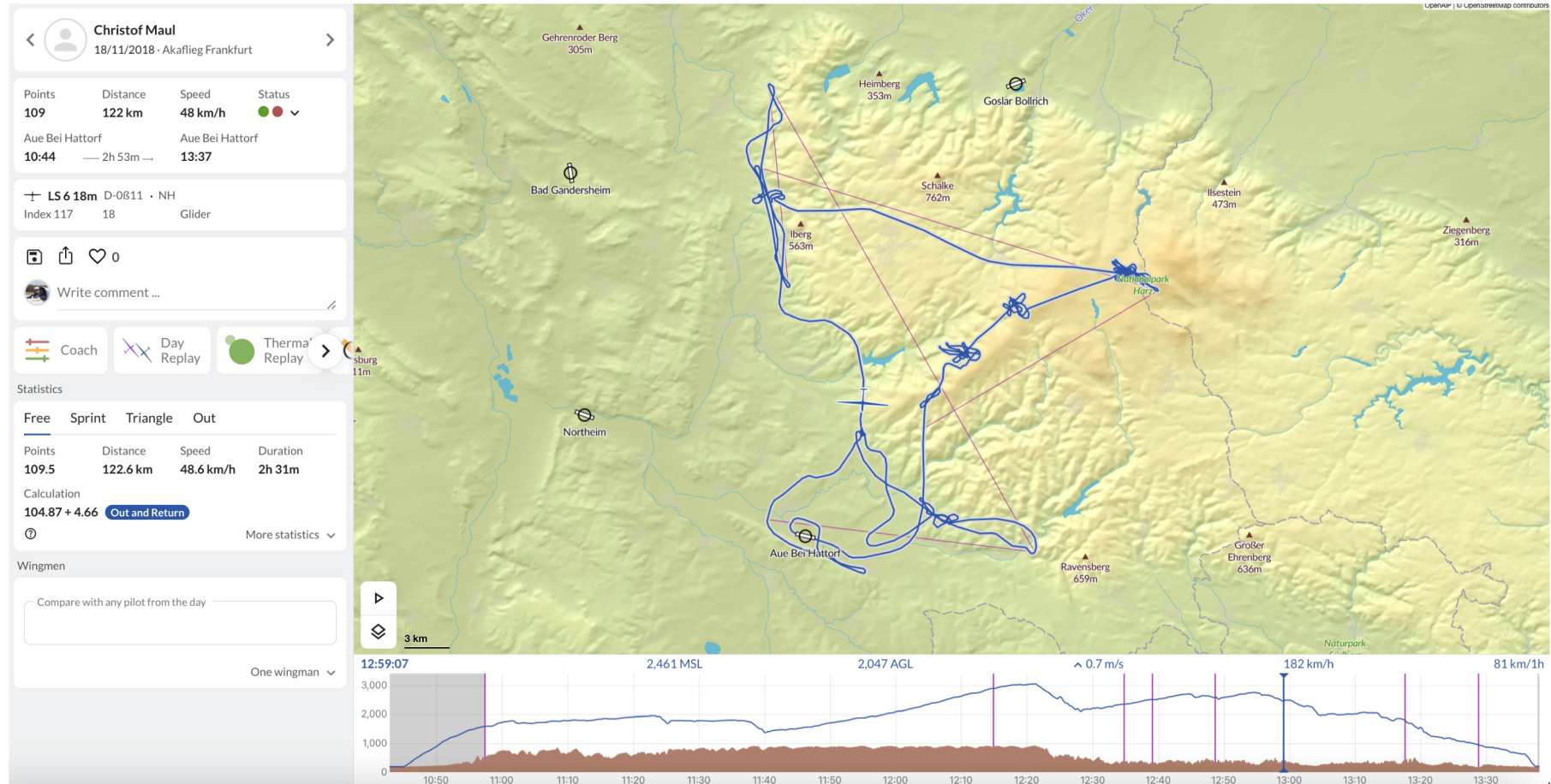




# ...and further – Christof Maul 17.11.2018

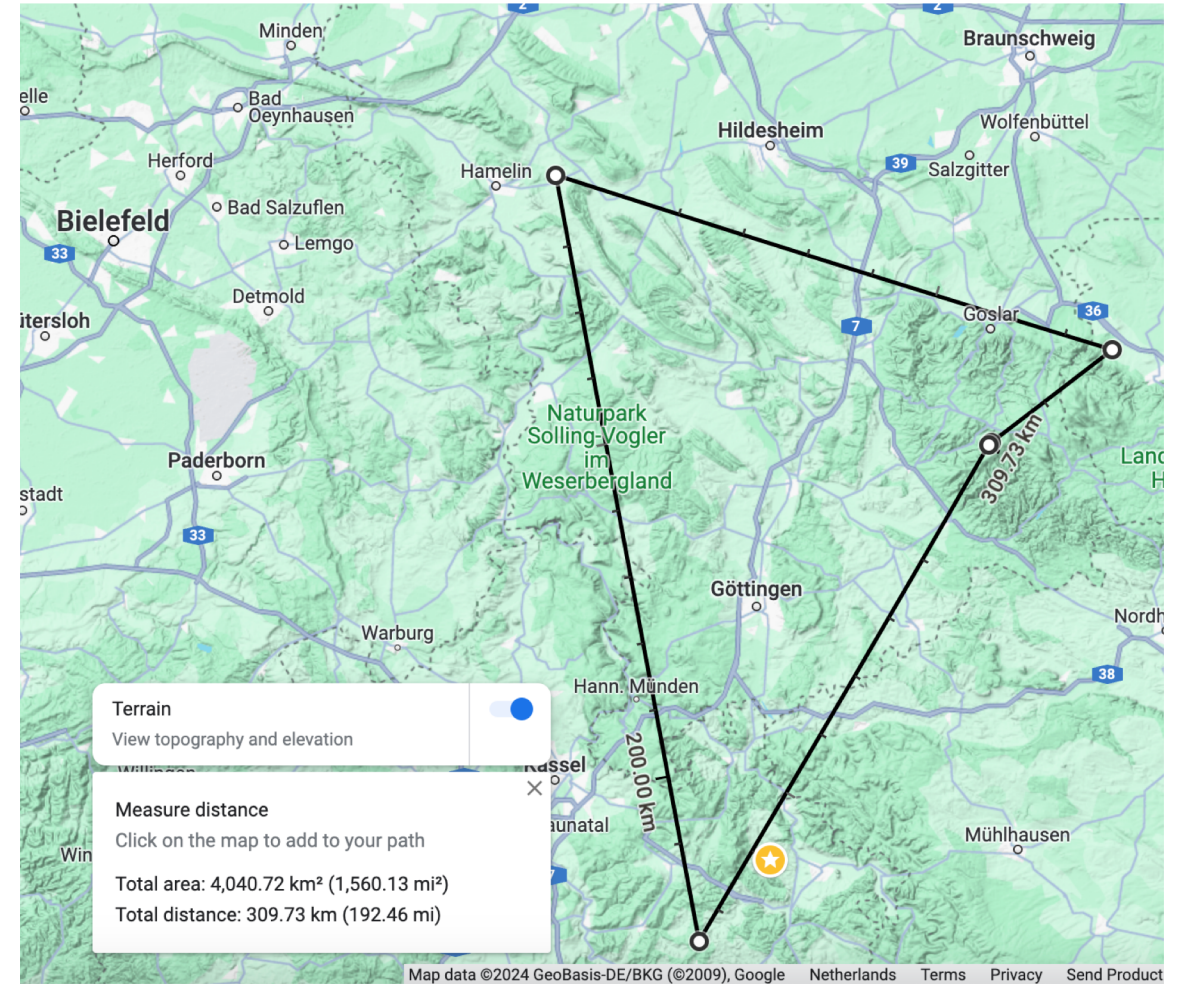
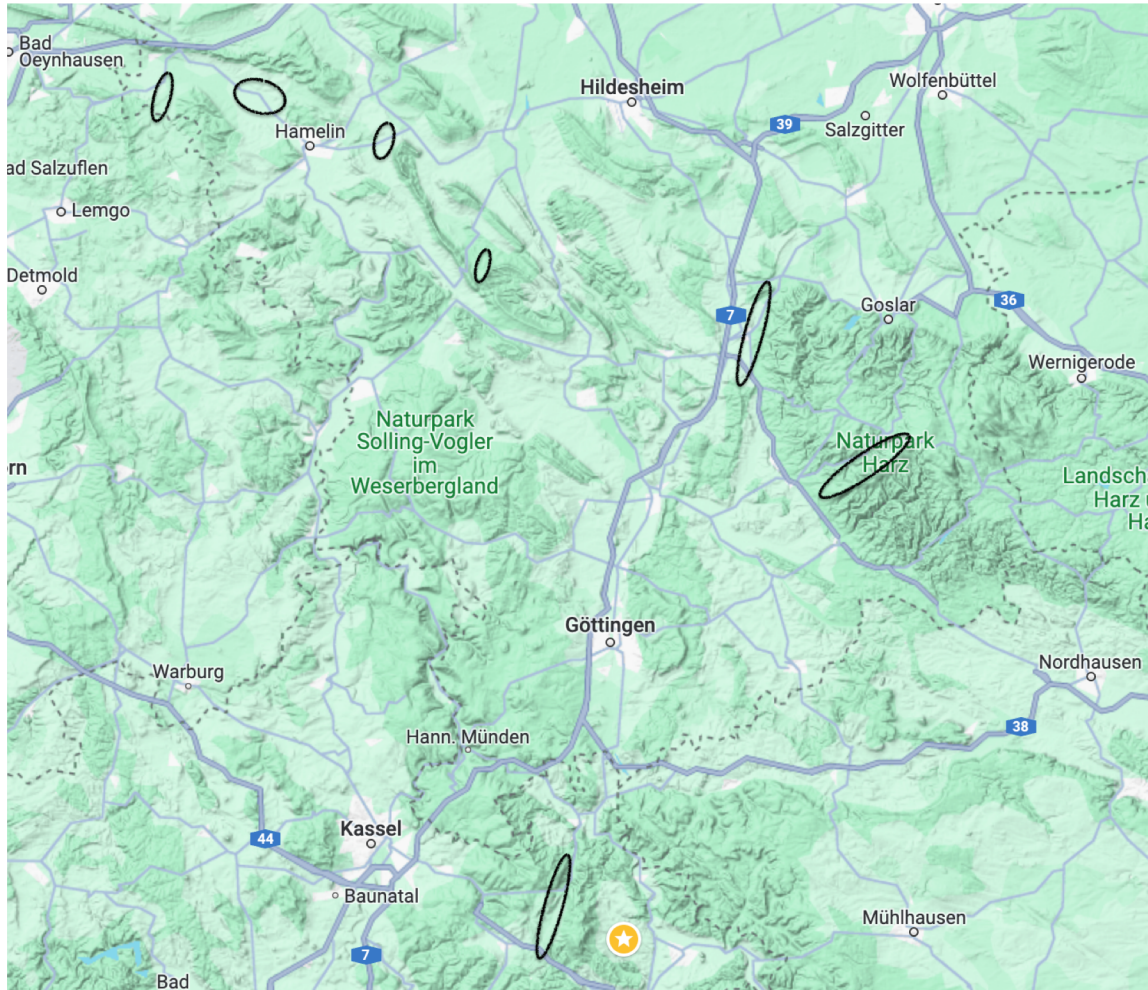


# Christof Maul – 18.11.2018



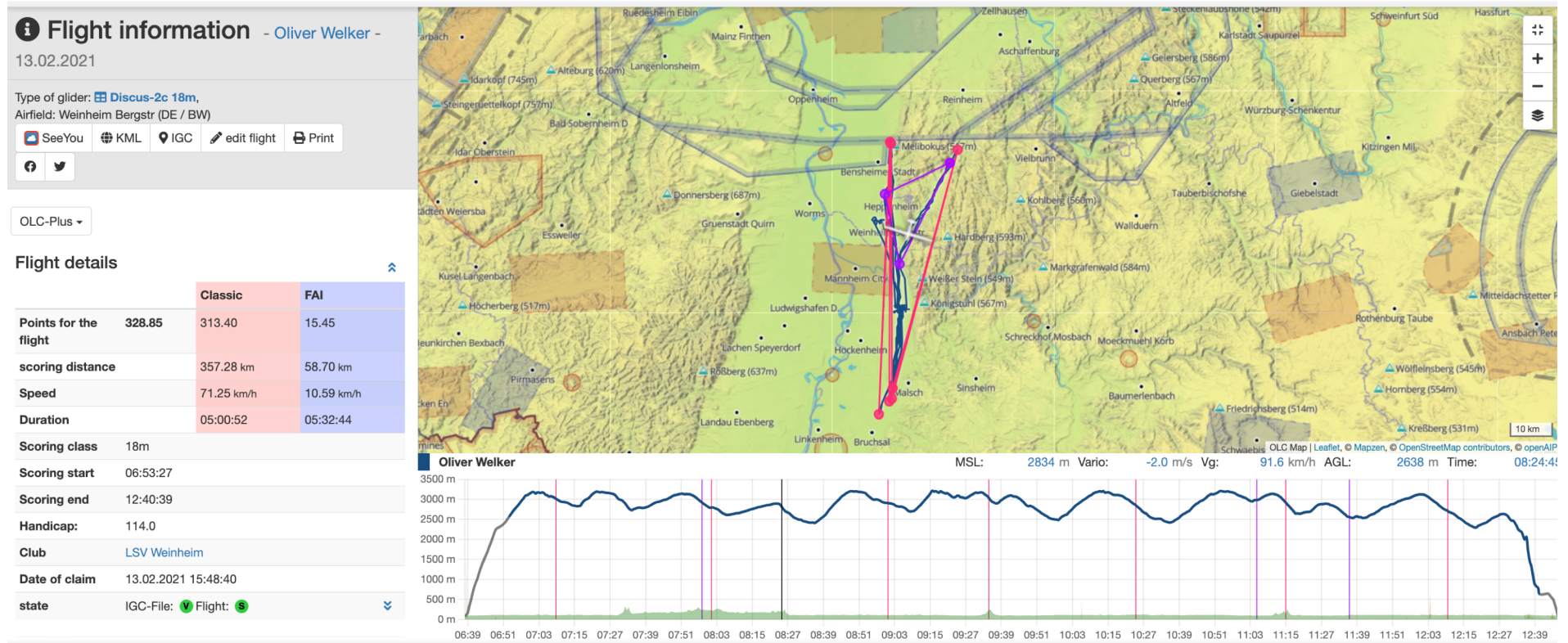


# Predeclared 300 km Triangle in Winter ?



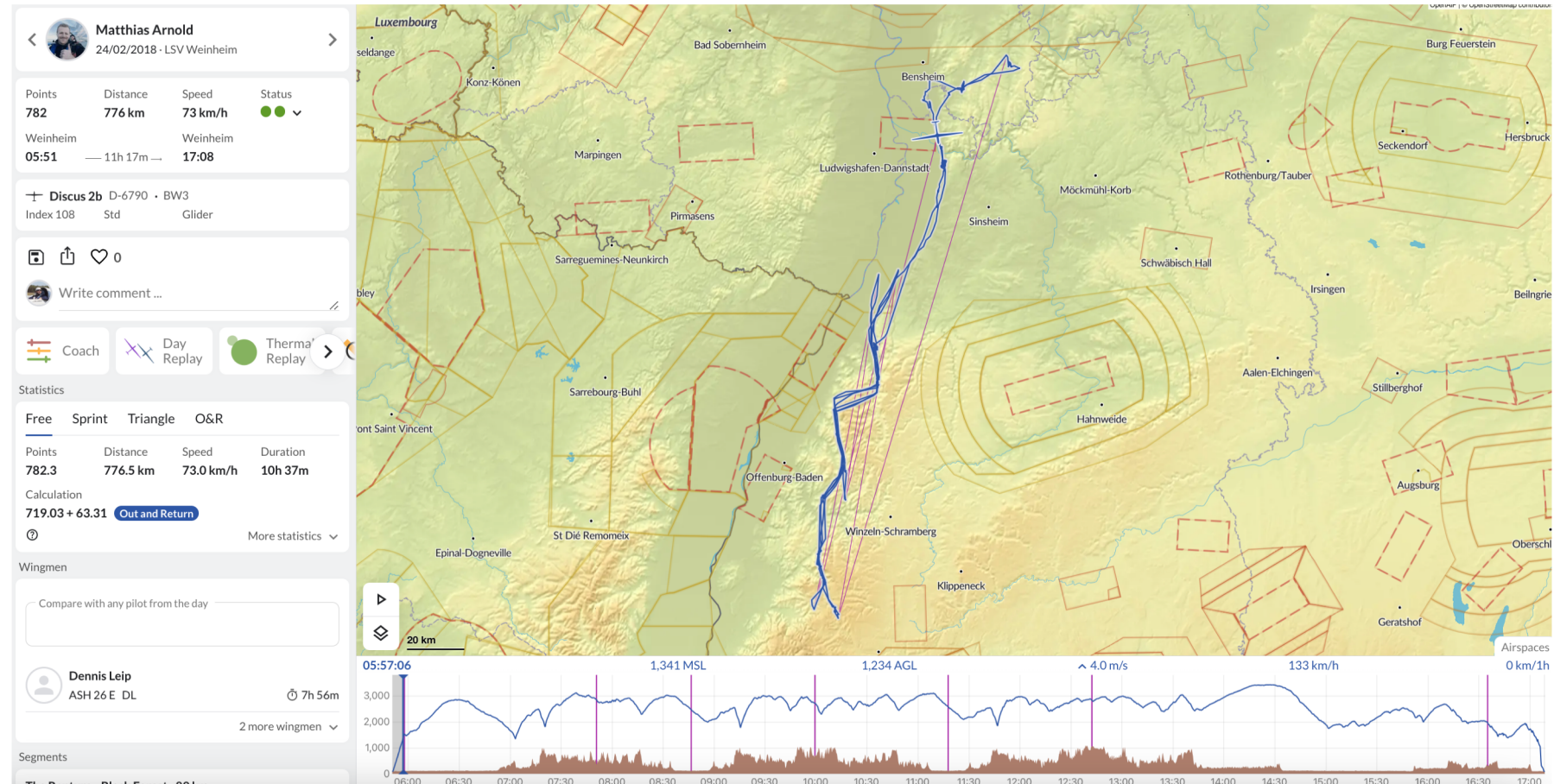


# Easterly Waves in the Odenwald & Schwarzwald



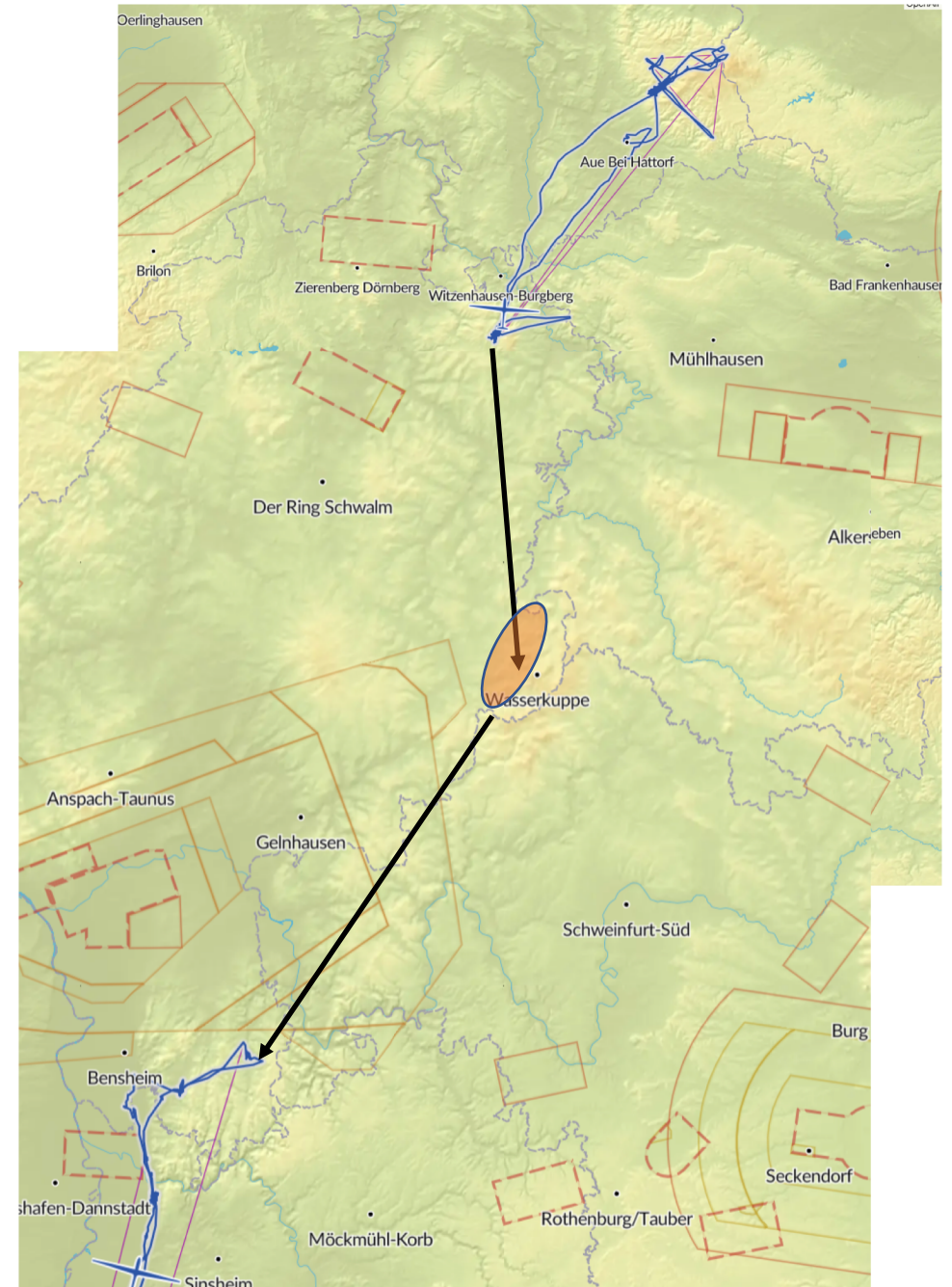


# Easterly Waves in the Odenwald & Schwarzwald



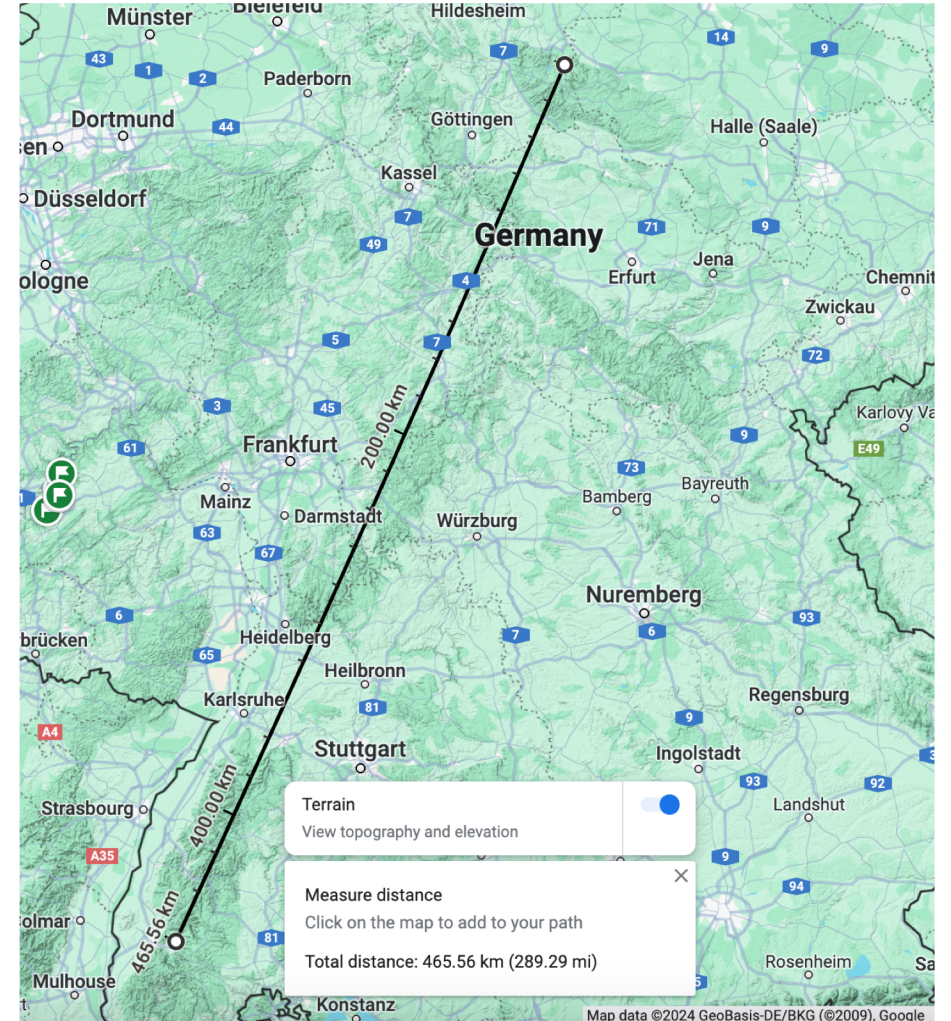
# The missing link

- These flights are from different dates, but serve a good purpose for imagining what would be possible.
- Is the weather system (low pressure big/wide enough for such a flight?)  
Harz – Meißner – Wasserkuppe – (Spessart?) - Odenwald – Schwarzwald.
- Frankfurt Airspace might be an issue.
- Early start, Big Wings/High Performance for the Long Jumps between the wave systems.





# Vision?



# Some Thoughts:

- Spiel, Spaß aber auch (positiv) Spannung!
- Funny thoughts, and small experiments are crucial for finding out the missing links.
- Importance of looking at a map, imagine airflows, think in terms of what is possible and put a plan together.
- Ith Slopes (and Niedersächsisches Bergland) proven to work with E and NE flows. Both in wave or ridge.
- Potential for early take-offs for long distance flights.
- Potential for “funny:/interesting flights (out of the ordinary) and interesting combinations. (Ridge, Thermals, Wave). Maybe even convergence?
- Still a lot to experiment, discover, refine, improve in future flights in the area.



# Questions/Discussions

