BELGICA II

VAARTVERSLAGEN VANAF 2008 D-OCOX



3 - 2010

Vaartverslag	Ballon D-OCOX			Vaart Nr. 72	
Datum	04-06-2010	Inhoud 1000 m3	M3 vulling	g Waterstof Gas	
Startplaats	Gladbeck - Wittringen		Volgers Leon 8	k Anita	
Ballonmeister	S. Eimers		Starter Sebas	tian Eimers	
Pilot	CIERS Gino	vaart Nr. 19	3. Pax	vaart Nr.	
1. Co-pilot	Dobbelaere Jürgen	vaart Nr. 11	4. Pax	Vaart Nr.	
2. Pax		vaart Nr.			
Starttijd 4/6 00:30 h	Landing 4/6 20:40 h	Vaartijd 20:10 h	Vogelvl. 229 km	Vaartlijn 308 km	
Soort vaart	Gasballondauerwettfahrt				
	Friedrich Thode Wanderpreis				
Snelheid Ø 15 Km/h	Topsnelheid 39 km/h	Hoogste punt 1651 m	Ballast 45 S	Verbraucht: 39 Sack	
Landingsplaats	OPHASSELT Belgium		Beschrijving Landing on hayfield, car there		
Boordboek:					

Weer Tijd Hoogte **Ballast Plaats** Richt. Km/h Bemerkingen 01:00 3610 ft 45 Oberhausen 242 10 Cavok Night start 02:10 3040 ft 45 10NM -N of EDDL 217 12 0/8 Dark and stable All systems OK 03:00 2300 44 Krefeld 250 15 0/8 Transponder OK 2 NM – NW EDLK 03:10 2200 44 255 18 0/8 Radar contact 133.77 05:30 44 Near Dutch border 1360 276 18,2 0/8 Weert 06:15 1320 43 10 NM - W of Venlo NL 270 0/8 Everything OK and working 20 07:30 600 43 10 NM - N EBBL 262 30 0/8 Radar contact FIC 126.90 07:50 700 42 270 30 2/8 Belgium border 08:50 1050 39 Turnhout B 296 13 2/8 Need to stay low for direction. 10:00 1100 38 278 12 2/8 Slow and low, not much Rijkevorsel B thermic yet but warming up 2150 286 10:50 38 Antwerp + Doel in sight 2/8 8 Thermic starts 1220 Brasschaat, very slow and severe 12:00 33 235 0/8 Contact airfield Antwerp 4 thermic now 135.20 12:45 800 30 Nearly still, due to harbor Antwerp? 326 3 0/8 Warm, thermic and wrong direction 2500 Finally above Kennedy tunnel 0/8 Above Scheldt we're happy 15:00 28 238 7 10 15:40 3500 25 **Direction VOR Nicky** 229 0/8 Authorization to fly in Brussels TMA avoiding thermals 126.625 17:00 1600 22 Waasmunster We see Bob's house 207 0/8 Hot and very slow.. 4 19 4300 Still "hanging", no wind 10 0/8 Cleared FL50 from Brussels 18:00 320 Departure but very difficult to maintain altitudes 19:00 1400 17 Overmere Donk...finally 18 1/8 210 Inversion layer + more wind 20:00 1500 15 1/8 The lower we get, the more Lede, preparing basket for landing 220 14 wind.. 20:40 0 8 Landing after 2 missed fields 222 22 1/8 Not expected, more than 10 kts wind at landing, needed trail rope..

Landing position

N 50°49'46.18" E 003°54' 59.44"

Remarks:

Gino: Our goal was to try to fly back home... we predicted our landing between Gent and Kortrijk in Belgium. Following hysplits this should be possible. Due to heavy thermals near Antwerp we nearly went to the sea and we lost all our speed. Luckily we could fly higher then and direction was improving. Direction and goal were good until Overmere where we had to fly lower and direction shifted southwards.

We had 1000 chances to make a landing with 8-10 km/h but we wanted to wait to avoid the thermals. Suddenly a lot more wind and another direction, 2 missed landings but final landing with 12 knots was not so bad for "starters". Car was there + some spotters, so everything OK. Tired but very happy we could drive home in 35 minutes... What a flight!

<u>Jurgen:</u> Great flight! A flight perfectly according to our strategy..getting back home as close as possible to our homes. All systems tested and working fine. In the afternoon some challenges due to thermals..which was again a good learning experience for both of us. Bad direction overhead Antwerp..after some hours situation improved and we were back on track! Good cooperation with ATC which helped us to 'steer' towards our goal. Good landing! (Any *Landing* You Can *Walk Away* From is a *Good* One ©).

30 minutes drive and a quick stop in the local McD, the perfect way to close the day!

Glück ab zur nächsten Fahrt