

Low level long distance Streckensegelflug über Schottland und der Werra

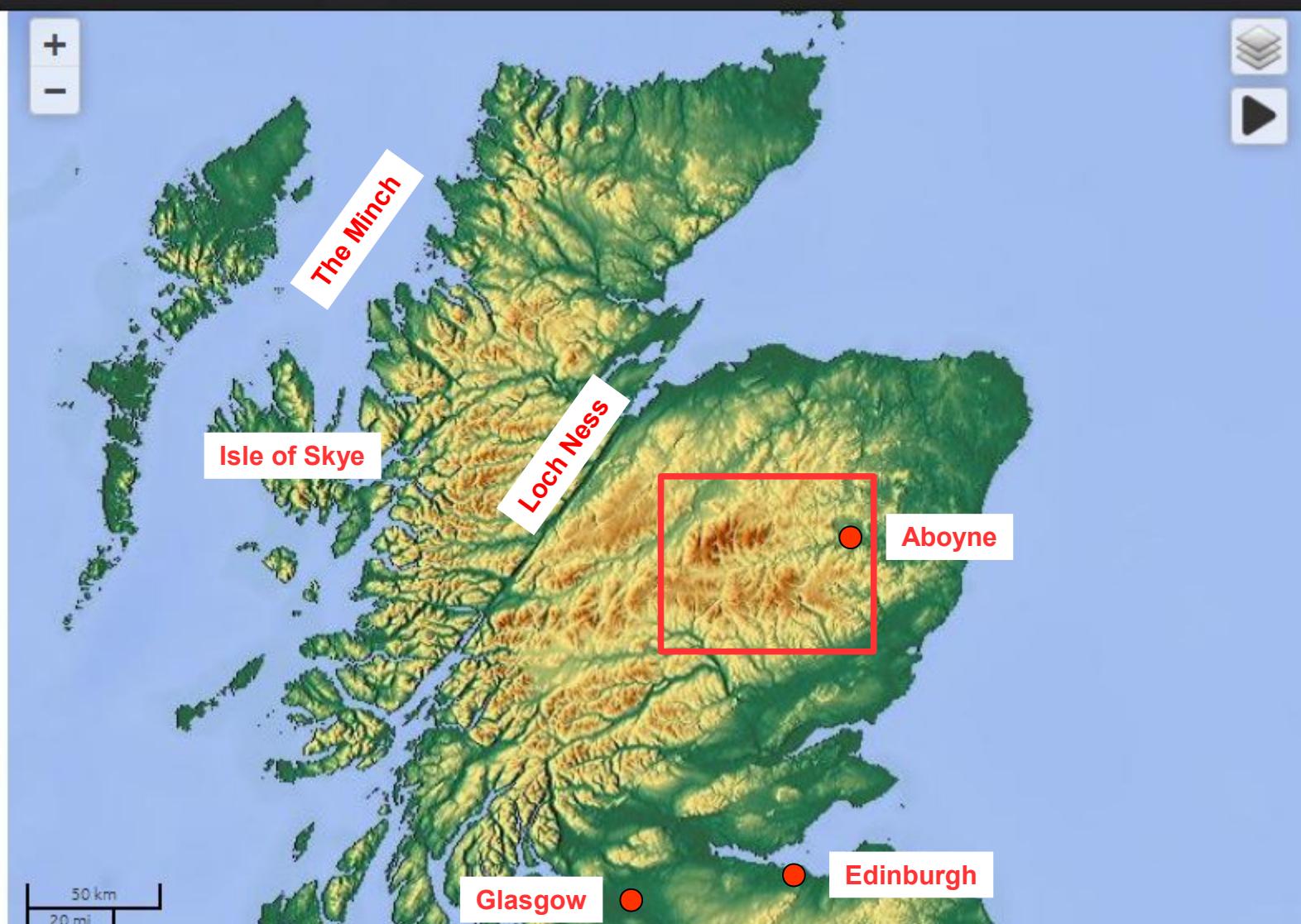


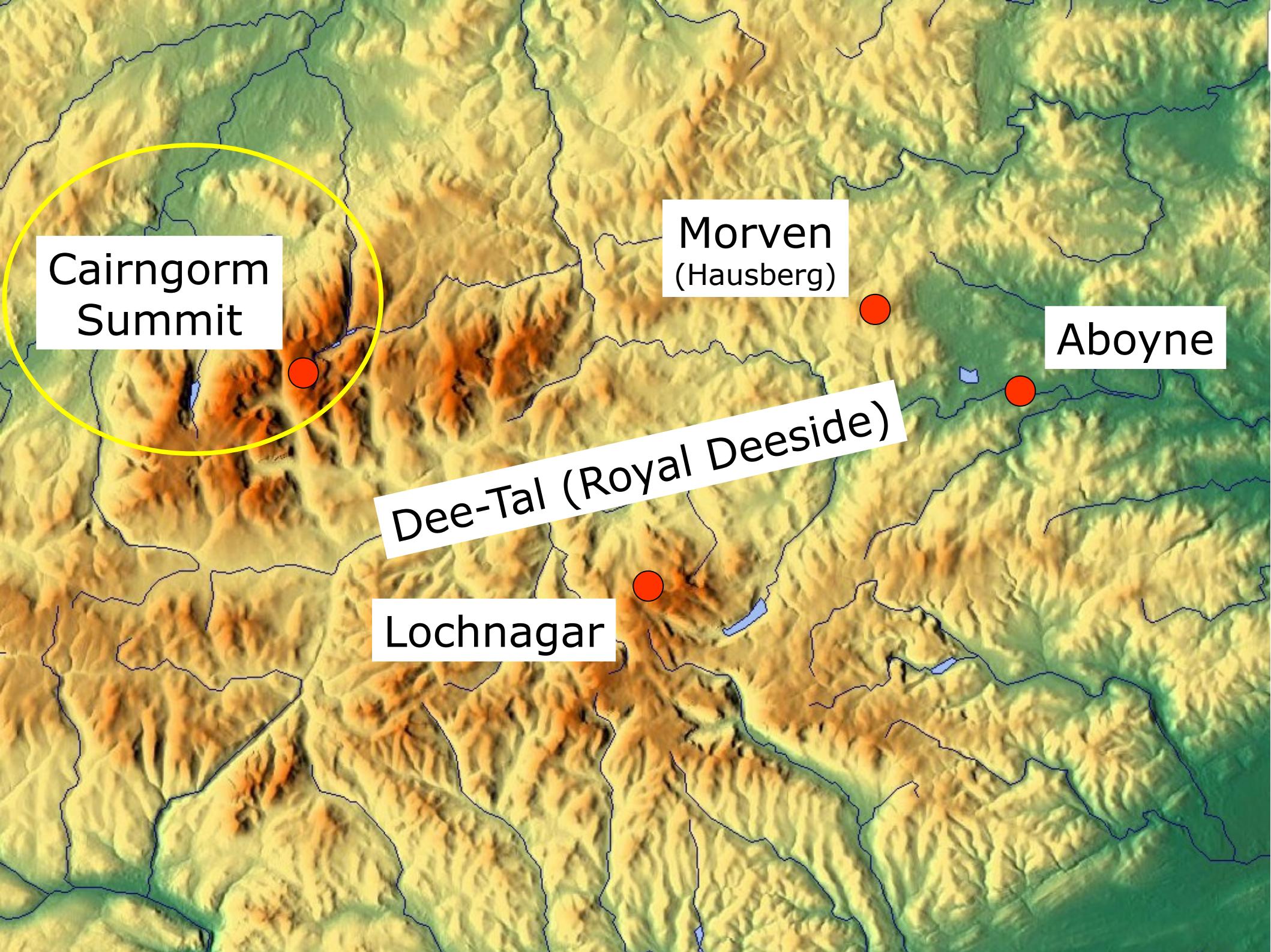
Mittelgebirgsleewellentreffen, 21.2.2015
Christof Maul, Akaflieg Frankfurt
Thomas Seiler, SFG Bremen

Foto: Thomas Seiler

I Geographisches







**Cairngorm
Summit**

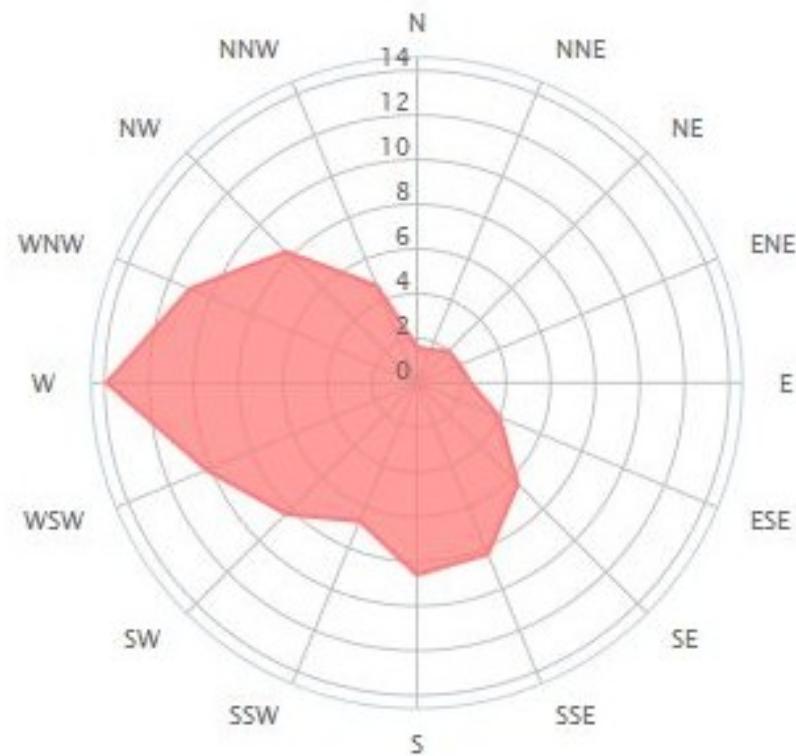
**Morven
(Hausberg)**

Aboyne

Dee-Tal (Royal Deeside)

Lochnagar

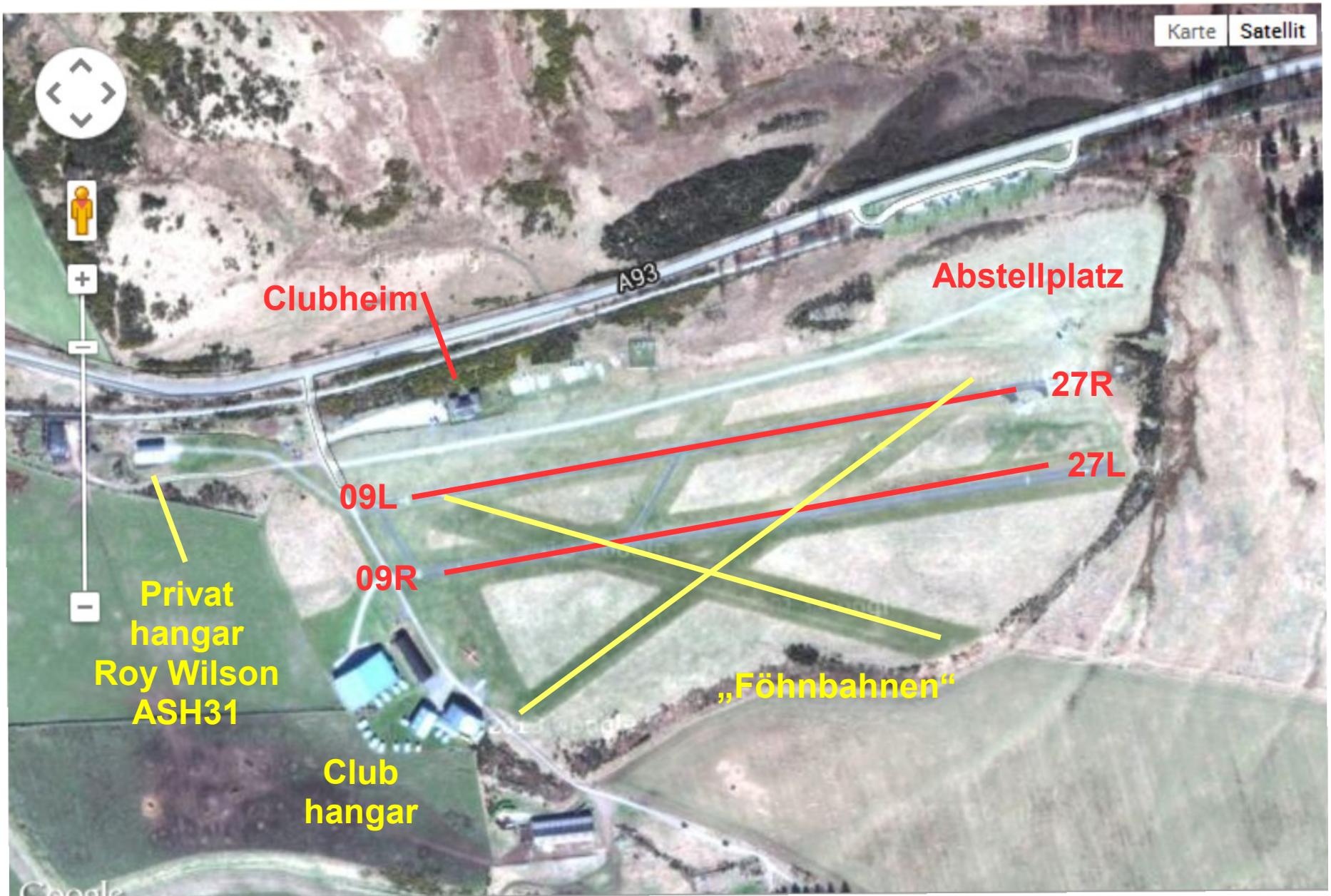
Cairngorm Summit Weather Station



Monat des Jahres	Jan	Feb	Mär	Apr	Mai	Jun	Jul	Aug	Sep	Okt	Nov	Dez	Jahr
	01	02	03	04	05	06	07	08	09	10	11	12	1-12
Vorherrschende Windrichtung	►↑	►	►↑	►	►	↑	►	►	►	►↑	↑	↑	►↑
Wind-Wahrscheinlichkeit ≥ 4 Beaufort (%)	78	76	88	85	85	71	75	83	86	90	76	74	80
Durchschnitt Windgeschwindigkeit (kts)	27	27	30	25	23	17	20	22	28	31	25	30	25
Durchschnittl. Lufttemp. (°C)	-3	-2	0	1	3	5	8	6	5	2	0	-3	2

Cairngorm - Wikipedia

The Cairngorms hold some of the longest-lying snow patches in Scotland. The area is sparsely populated due to the extreme nature of the climate. Snow patches can remain on the hills until August or September, while in the Garbh Coire Mòr of Braeriach the snow melted just five times in the last century. In the last few years, however, the quantity and longevity of Cairngorm snow patches has declined significantly. The lowest recorded temperature in the United Kingdom has twice been recorded in the Cairngorms, at Braemar, where a temperature of -27.2°C , was recorded on 11 February 1895 and 10 January 1982. The greatest British wind speed 150 knots (173 mph or 278 km/h) was recorded on Cairngorm Summit on 20 March 1986,^[2] where speeds of over 100 mph (160 km/h) are common.



- täglicher Flugbetrieb bis Ende Oktober
- September/Oktober ist Hochsaison
- 3 Schleppmschinen mit 2 polnischen Gastschlepppiloten (Piotr und Slawek)
- 30 bis 35 Segelflugzeuge, Großteil aus England (Höhendiamanten)
- etwas wirrer Startaufbau und -reihenfolge trotz Startleitung
- keine Flugleitung, Blindmeldung absetzen und lang landen



II Luftraum



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News

30/10/2014

AIP Supps and AICs updated

30/10/2014

Notification of Firework Displays in UK Airspace

16/10/2014

UK AIP updated

07/08/2014

Danger Area NOTAMS TrialYou are here > [Home](#)

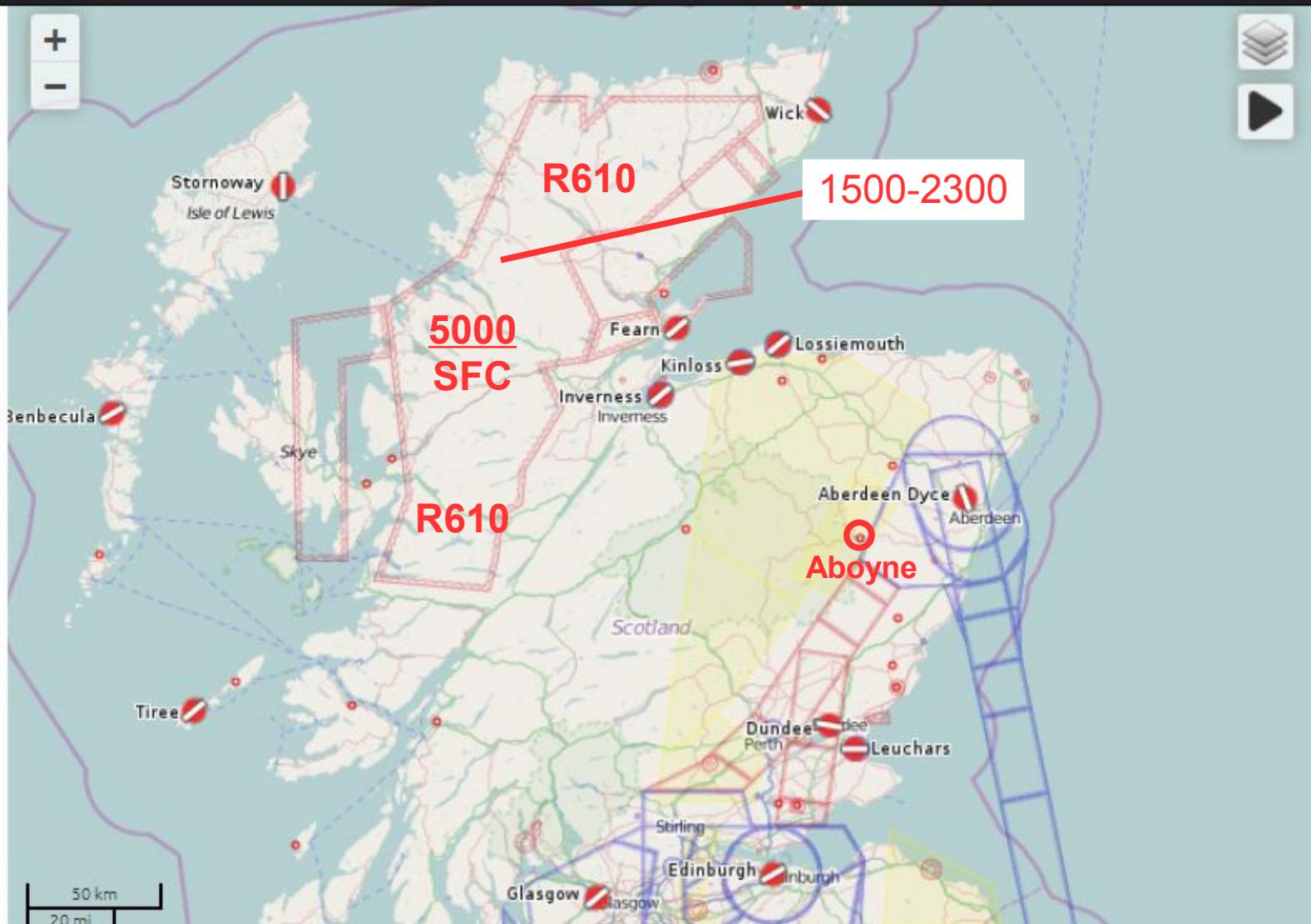
Welcome

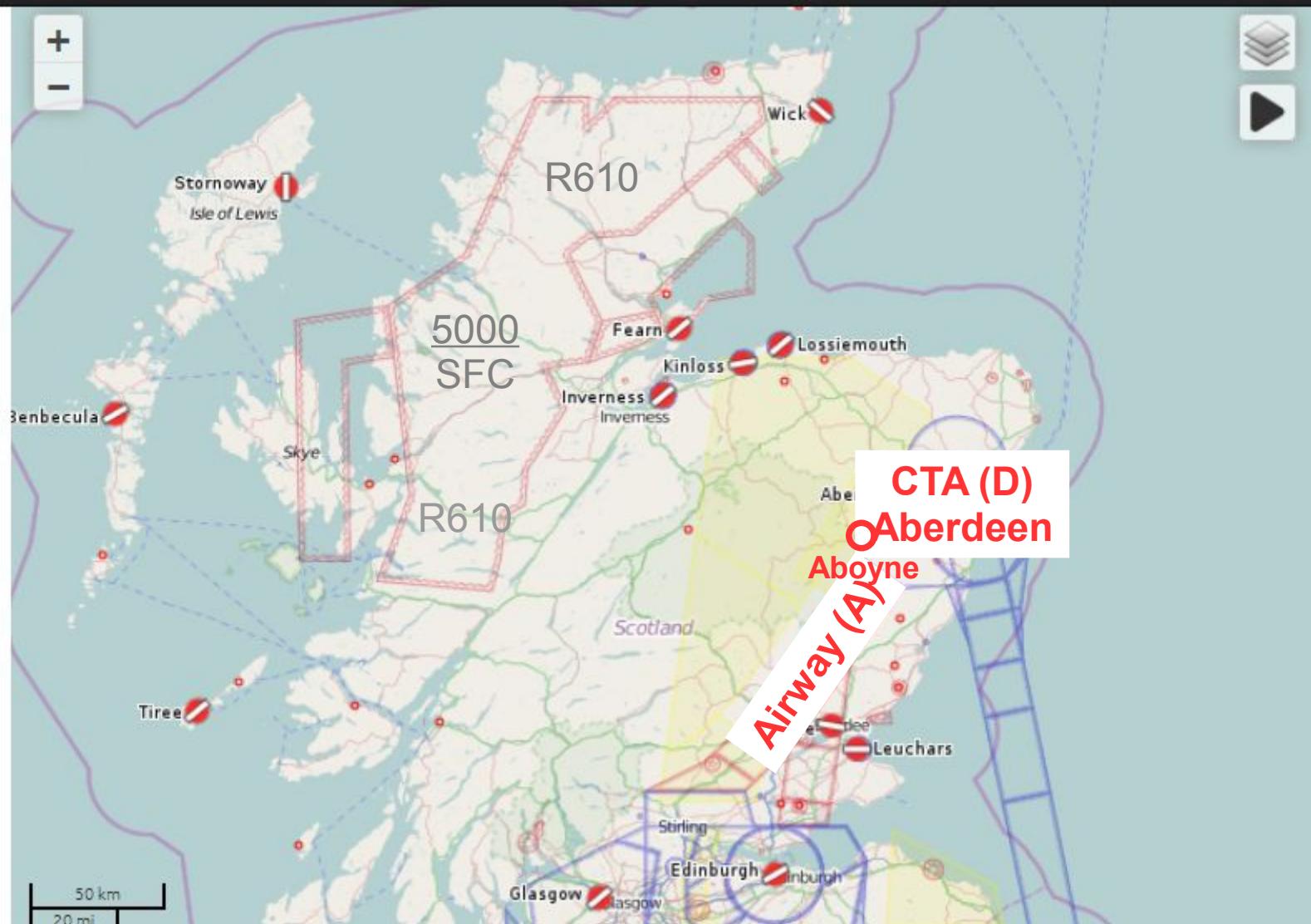
This web site provides **FREE access** to the following products (for guidance on computer software requirements please use 'Help' tab above):

- **JK Aeronautical Information Publication (AIP)**
Static information, updated every 28 days, containing information of lasting (permanent) character essential to air navigation.

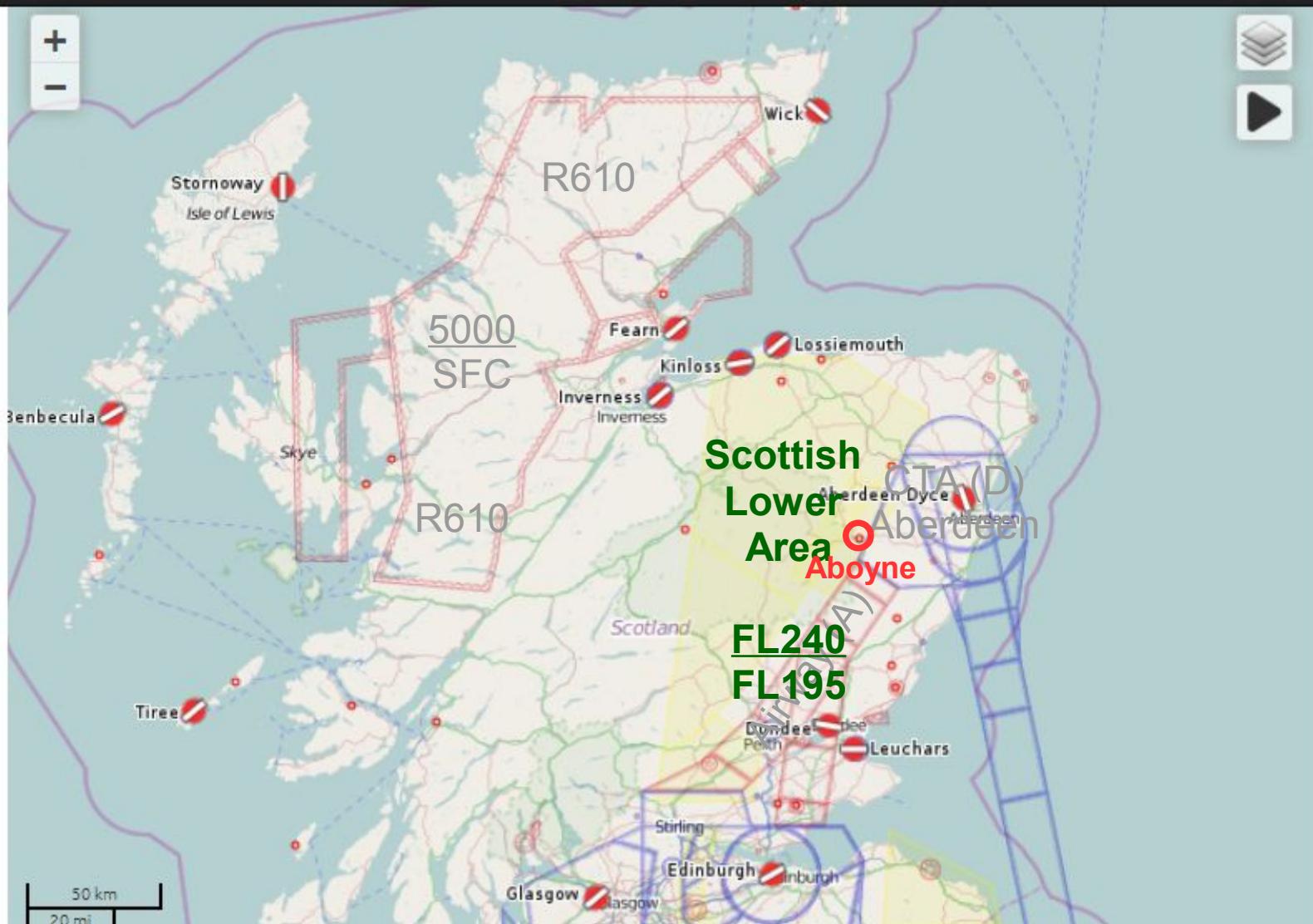
- **UK AIP Supplements (SUPs)**
Temporary changes to the AIP, usually of long duration, containing comprehensive text and/or graphics.

- Class A: Most airways up to FL 195...
 - Class B: Not used in the UK.
 - Class C: All UK airspace between FL 195 and FL 660.
 - Class D: CTRs and CTAs around the busier airports such as Stansted,...
 - Class E: Parts of the Belfast TMA and ATS routes in Scotland.
 - Class F: Not used in the UK.
- Class G: All remaining airspace, comprising by far the largest part of the airspace below FL 195.**

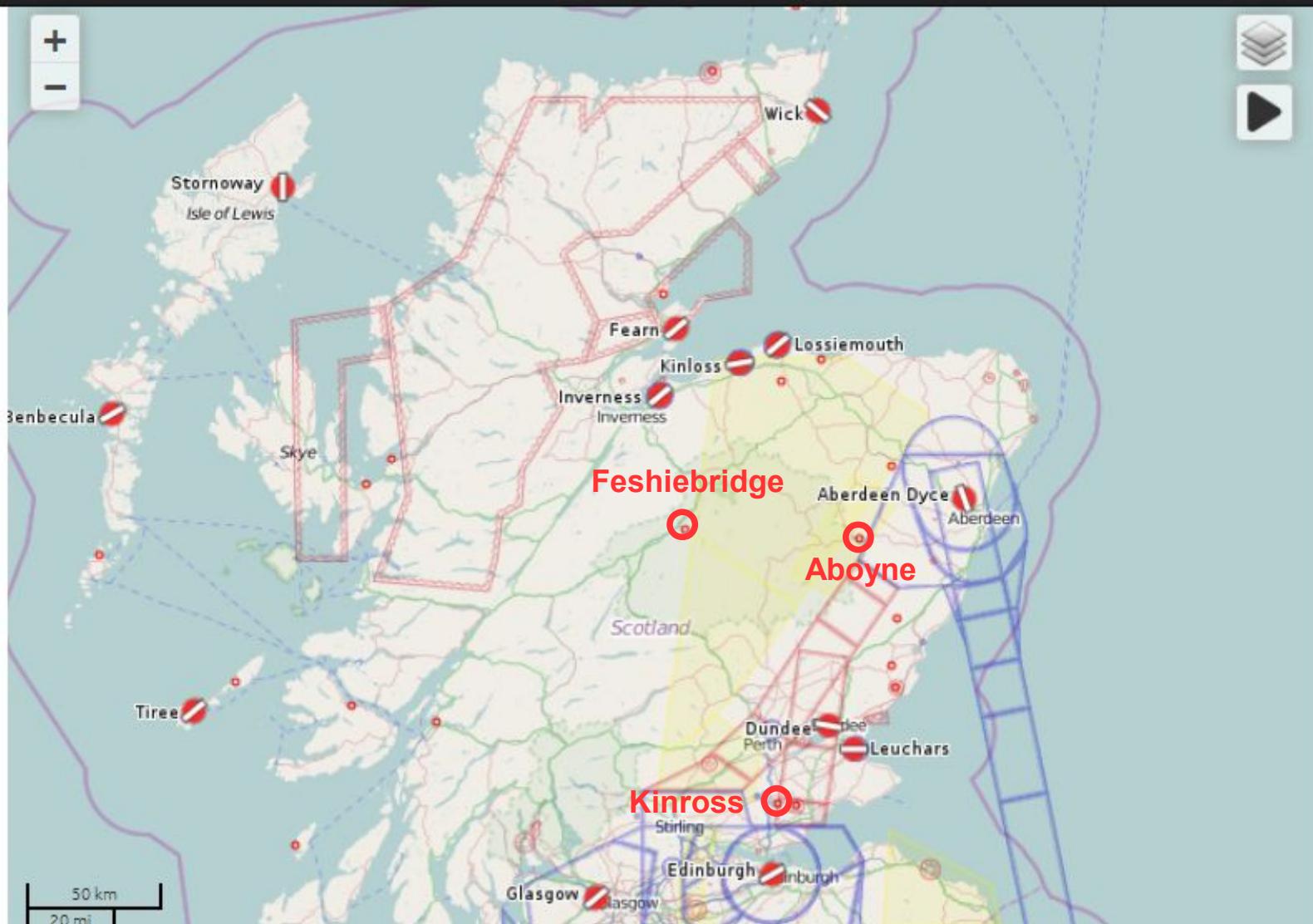




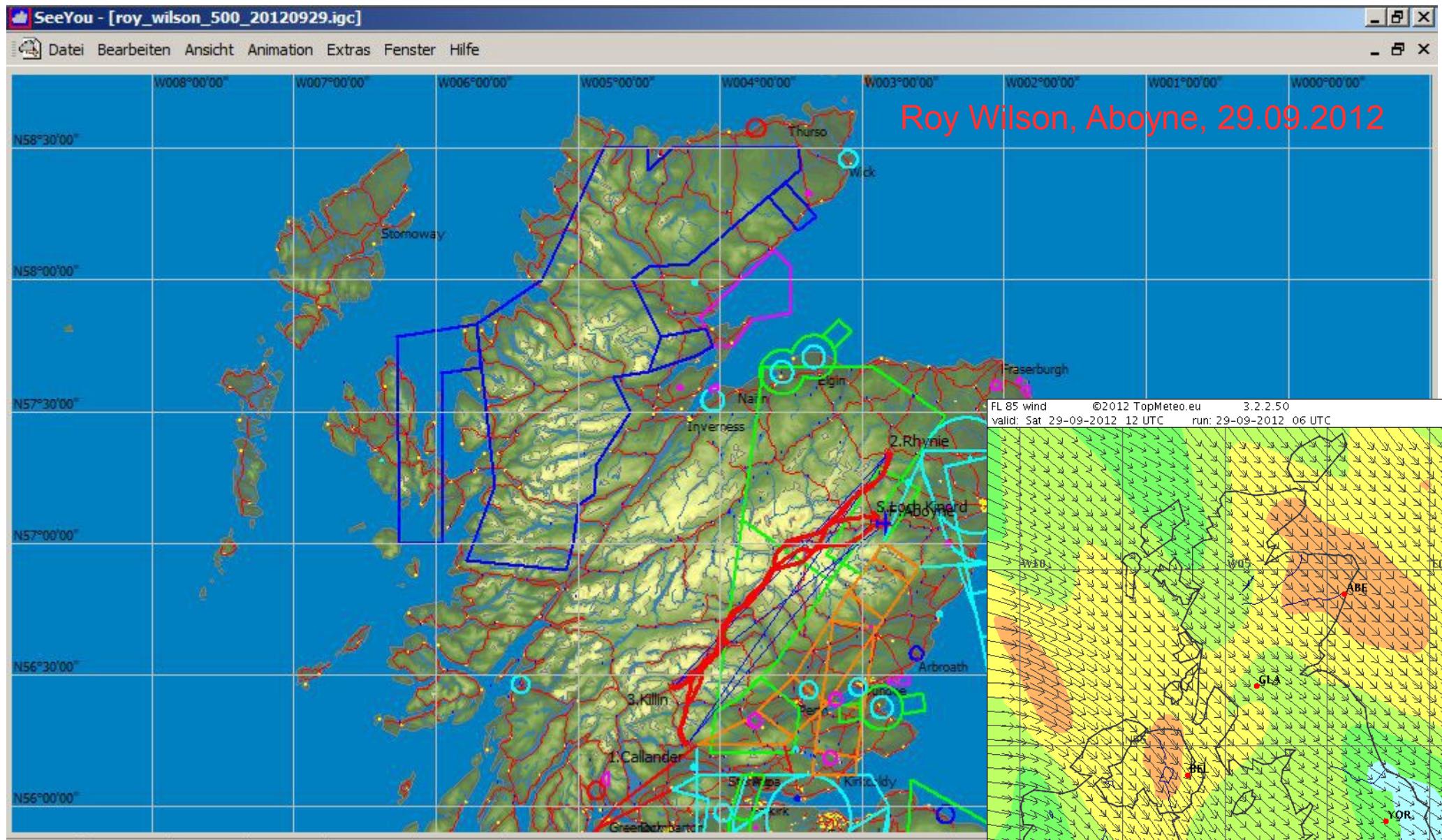


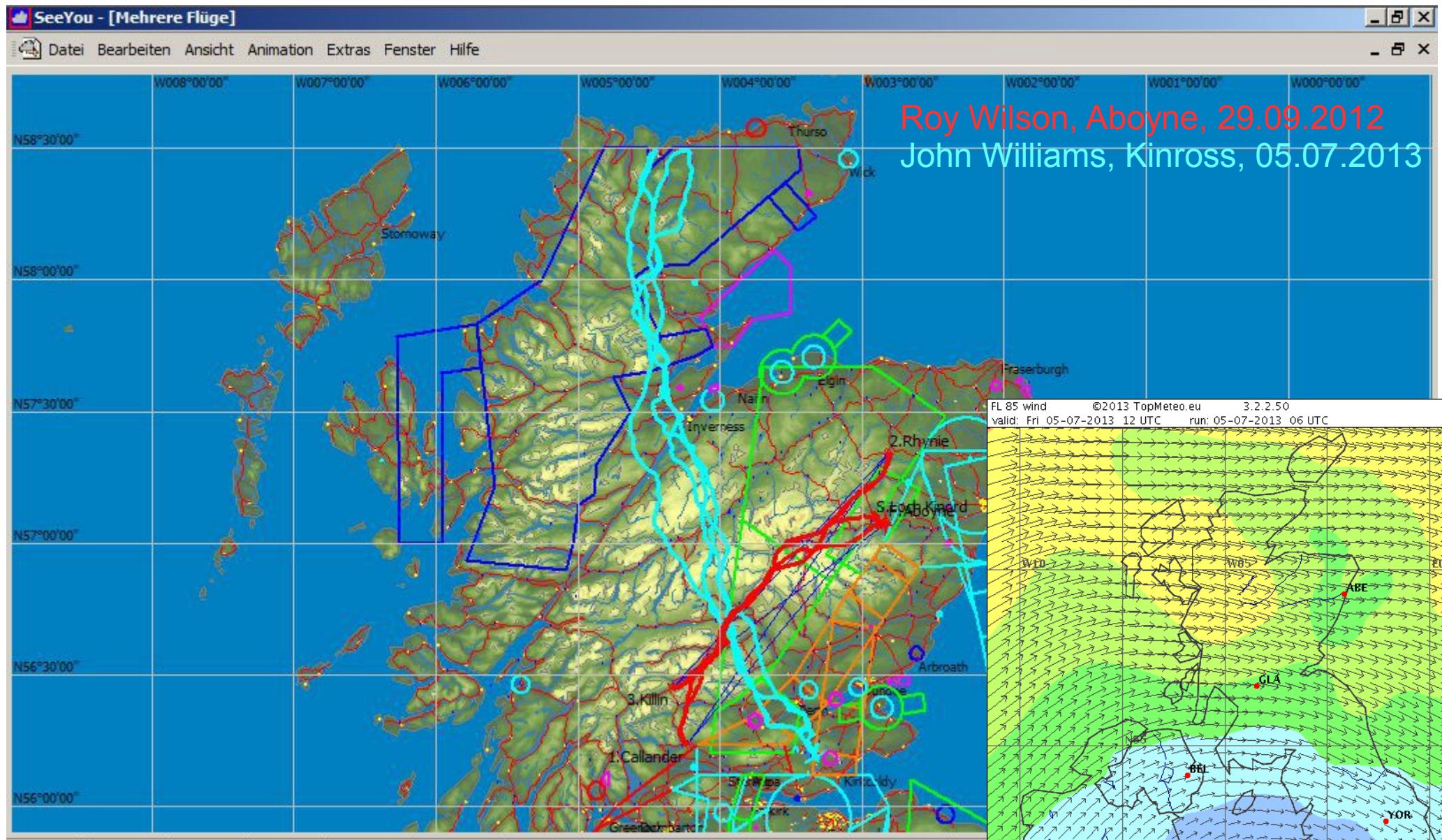


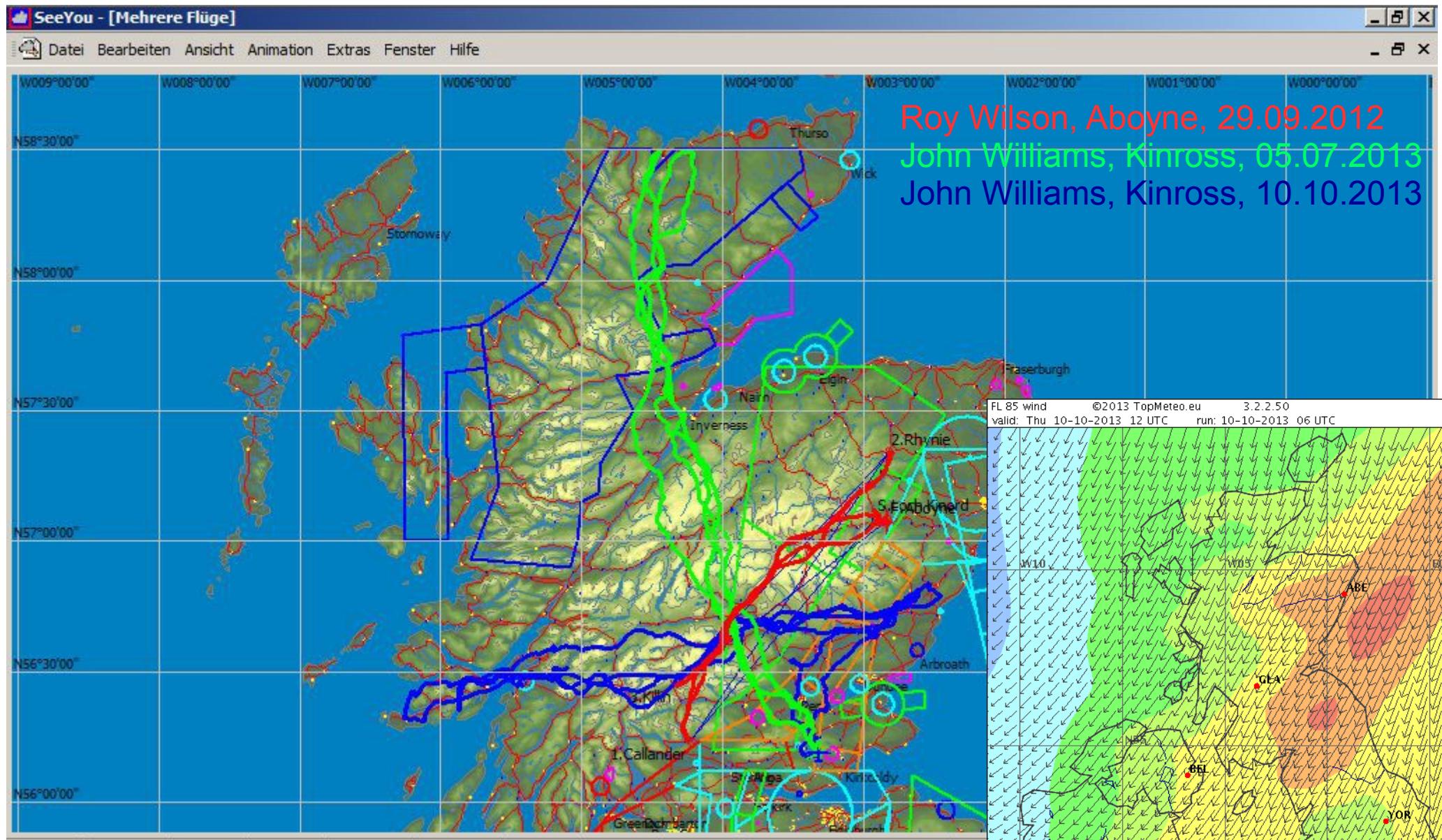


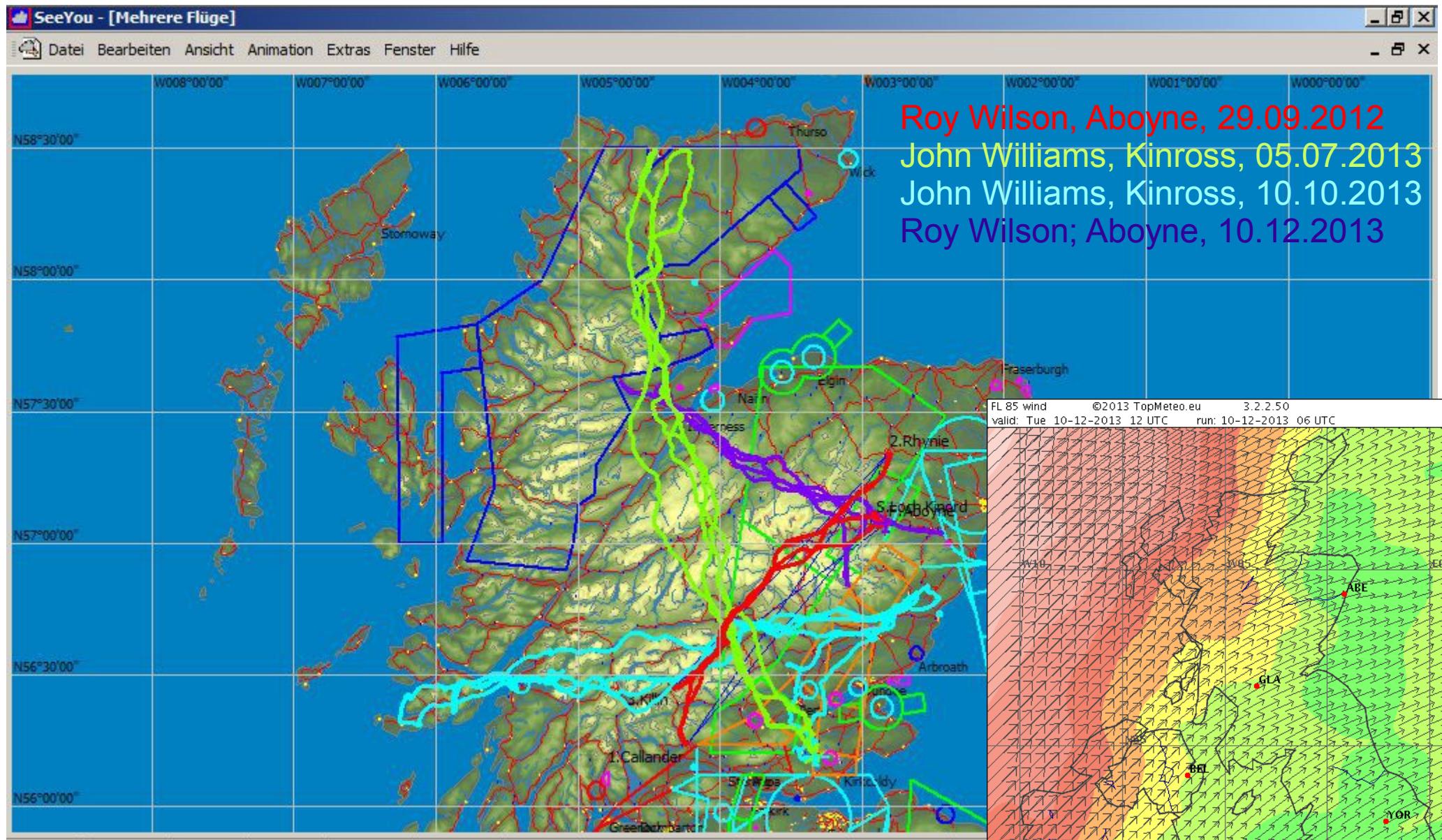


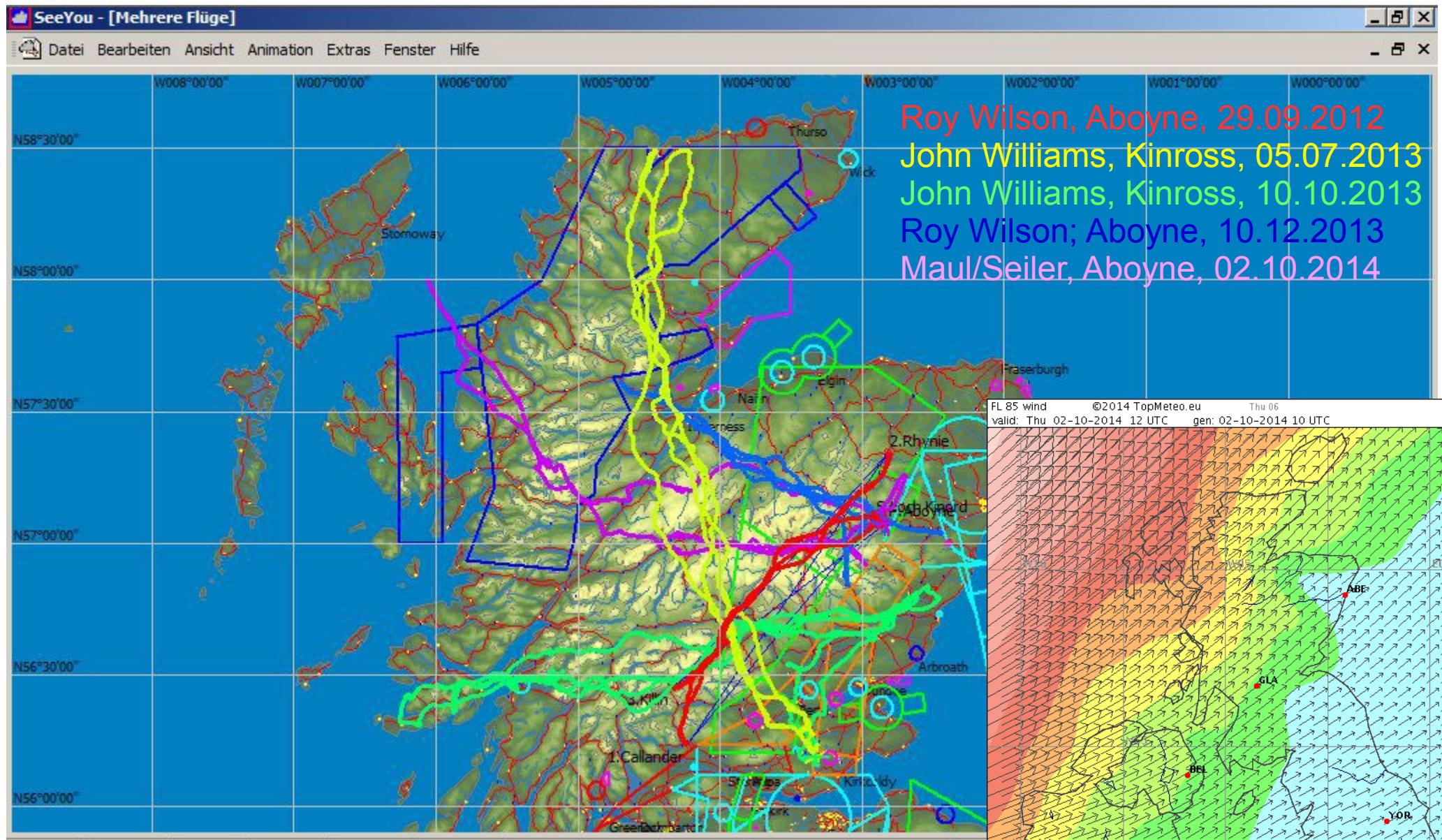
III schottische Wellenflüge

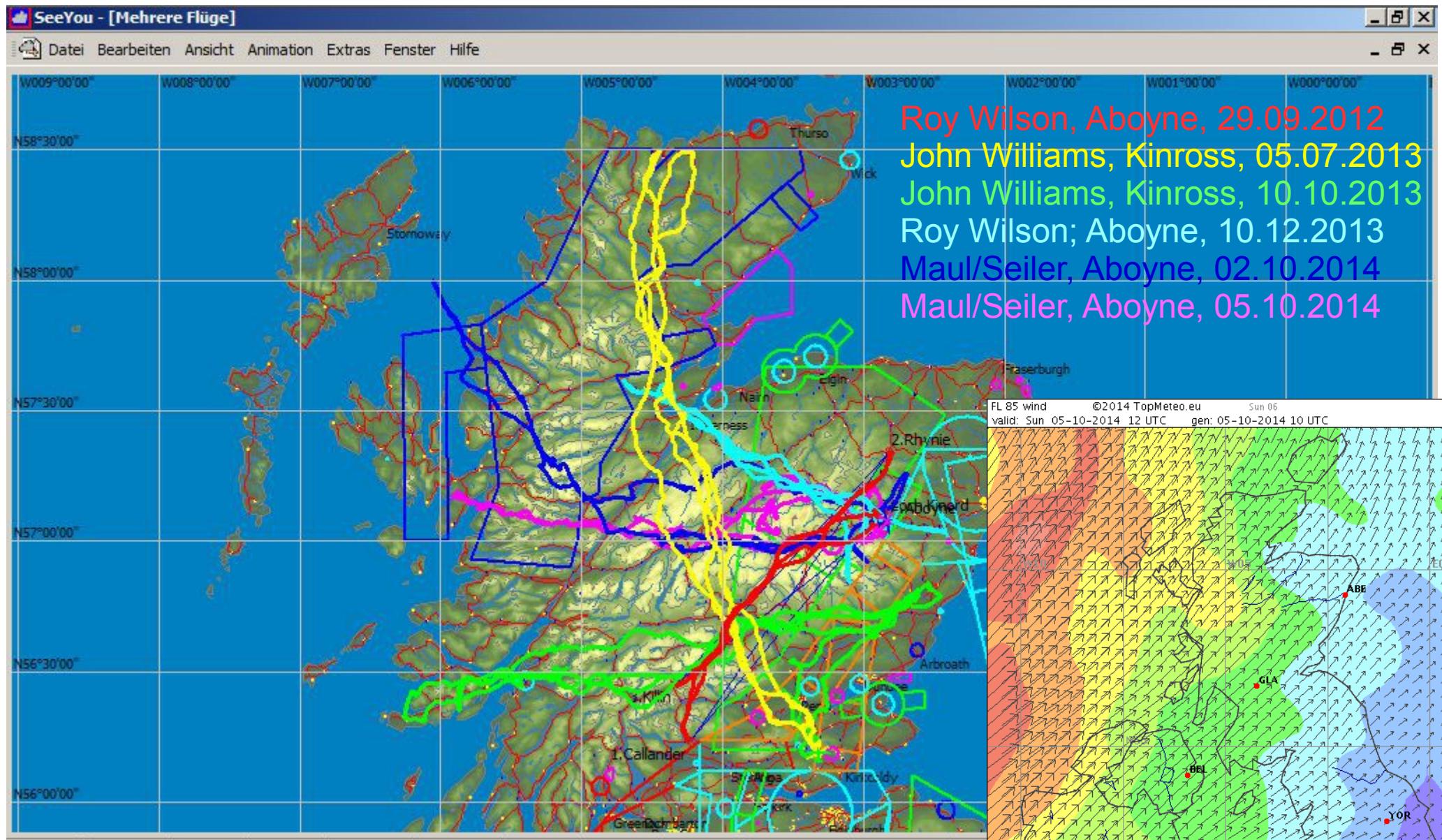


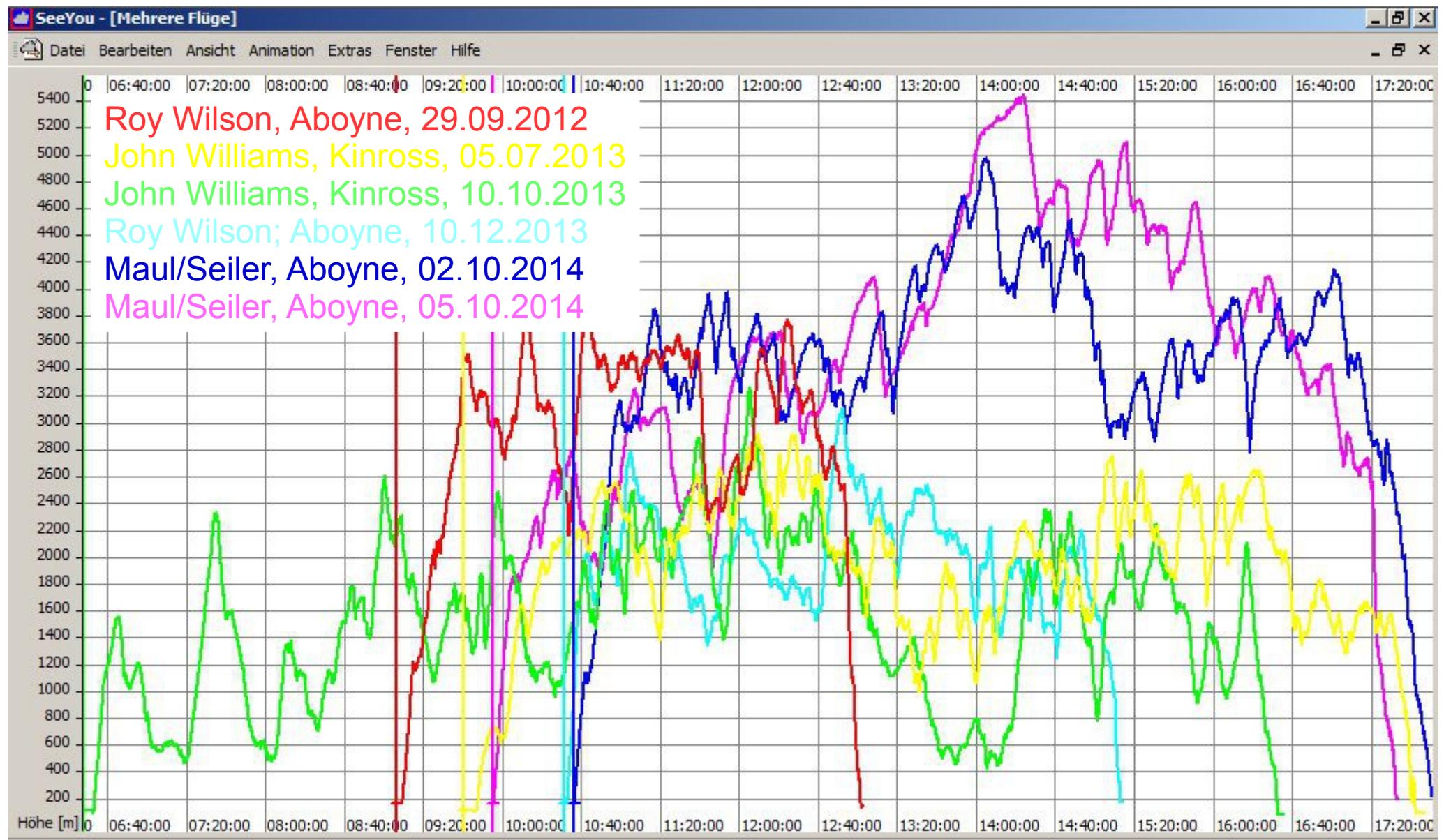








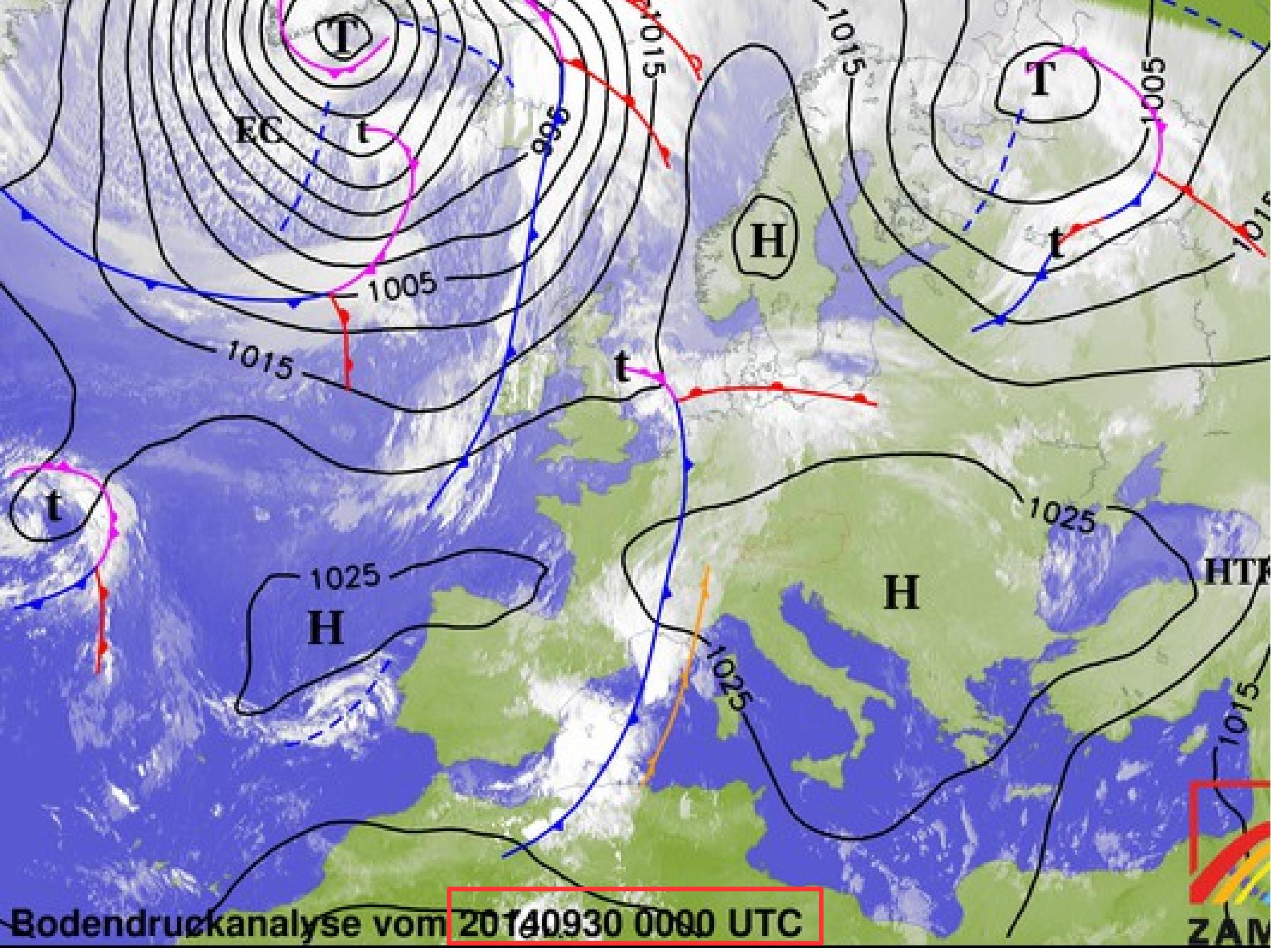




- Besonders im Herbst Häufung von wellenträchtigen Starkwindlagen
- Für jede Windrichtung gibts passende Berge
- 6000 m müssen nicht sein, 3000m bis 4000m reichen aus und machen schnell

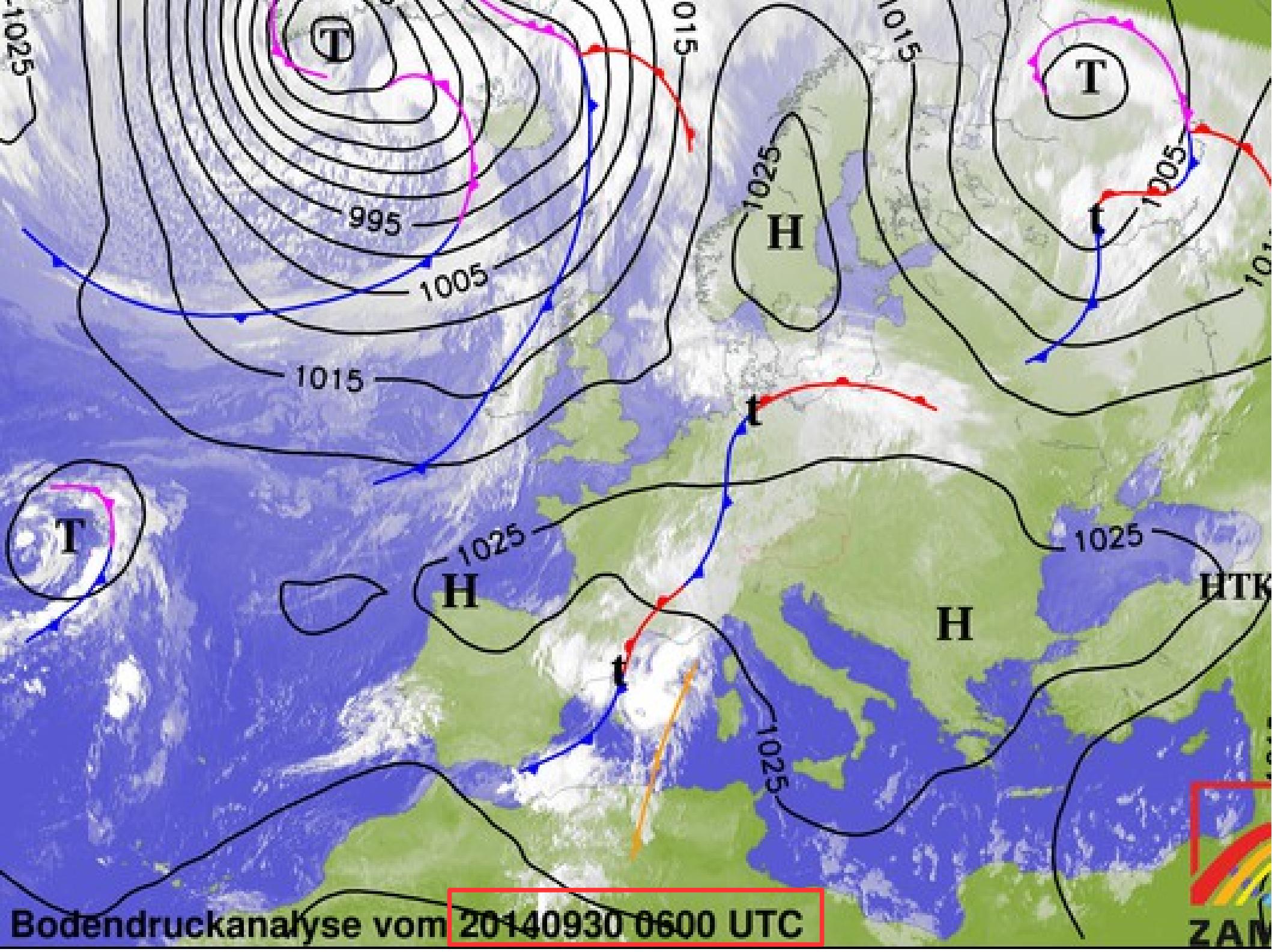
IVa Wind und Wetter

Oktober 2014



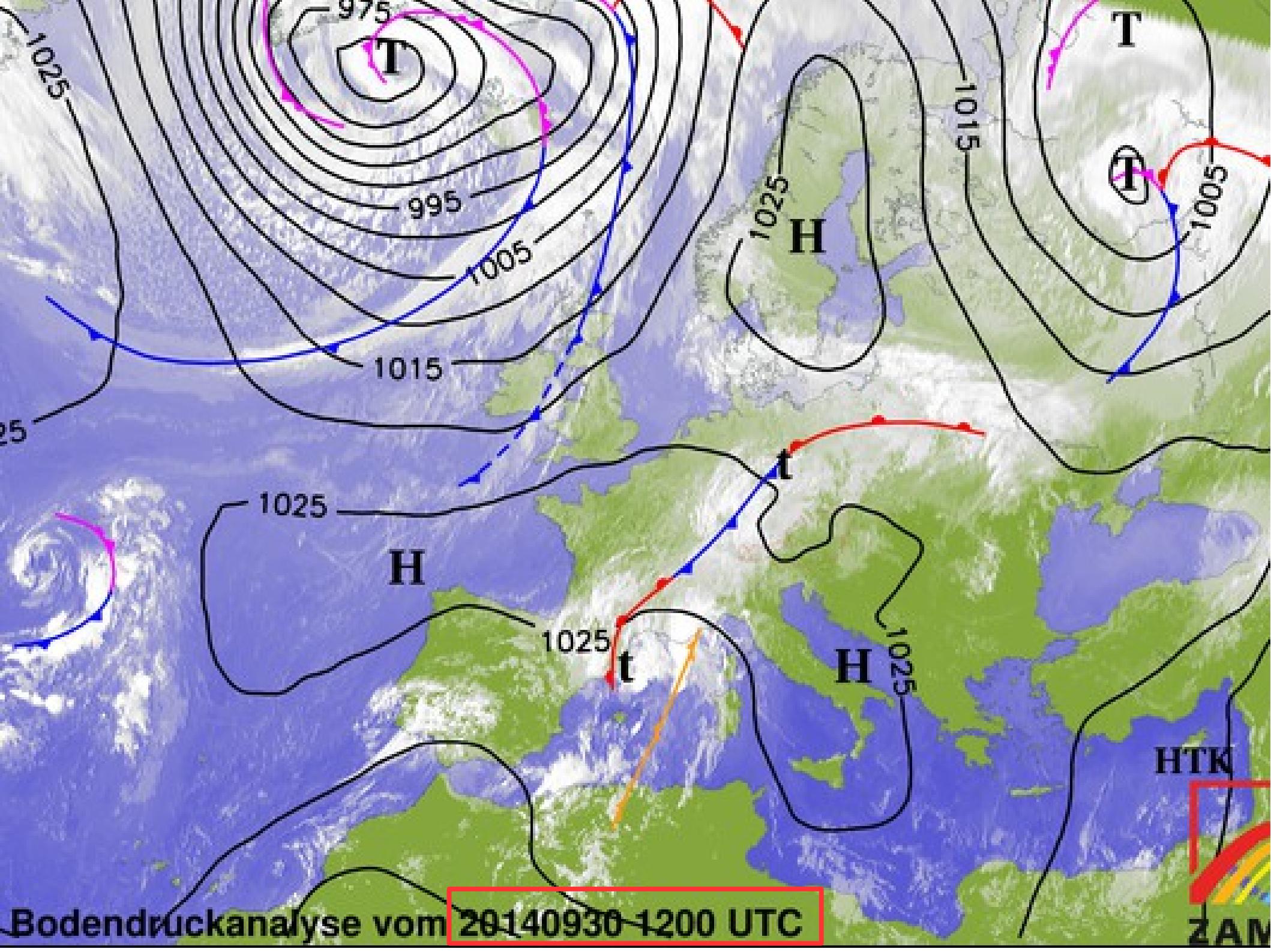
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ZAMM

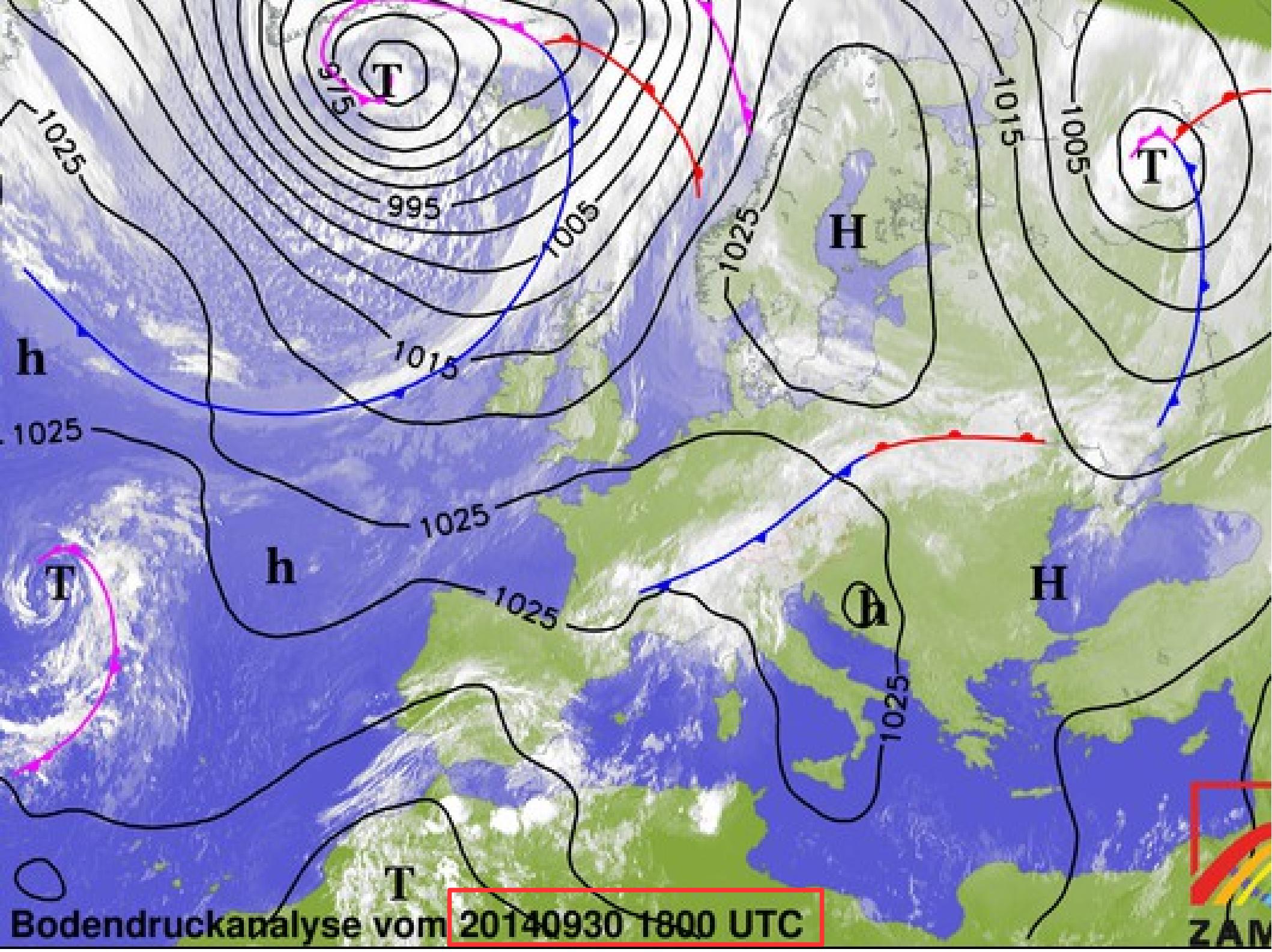


Bodendruckanalyse vom 20140930 0600 UTC

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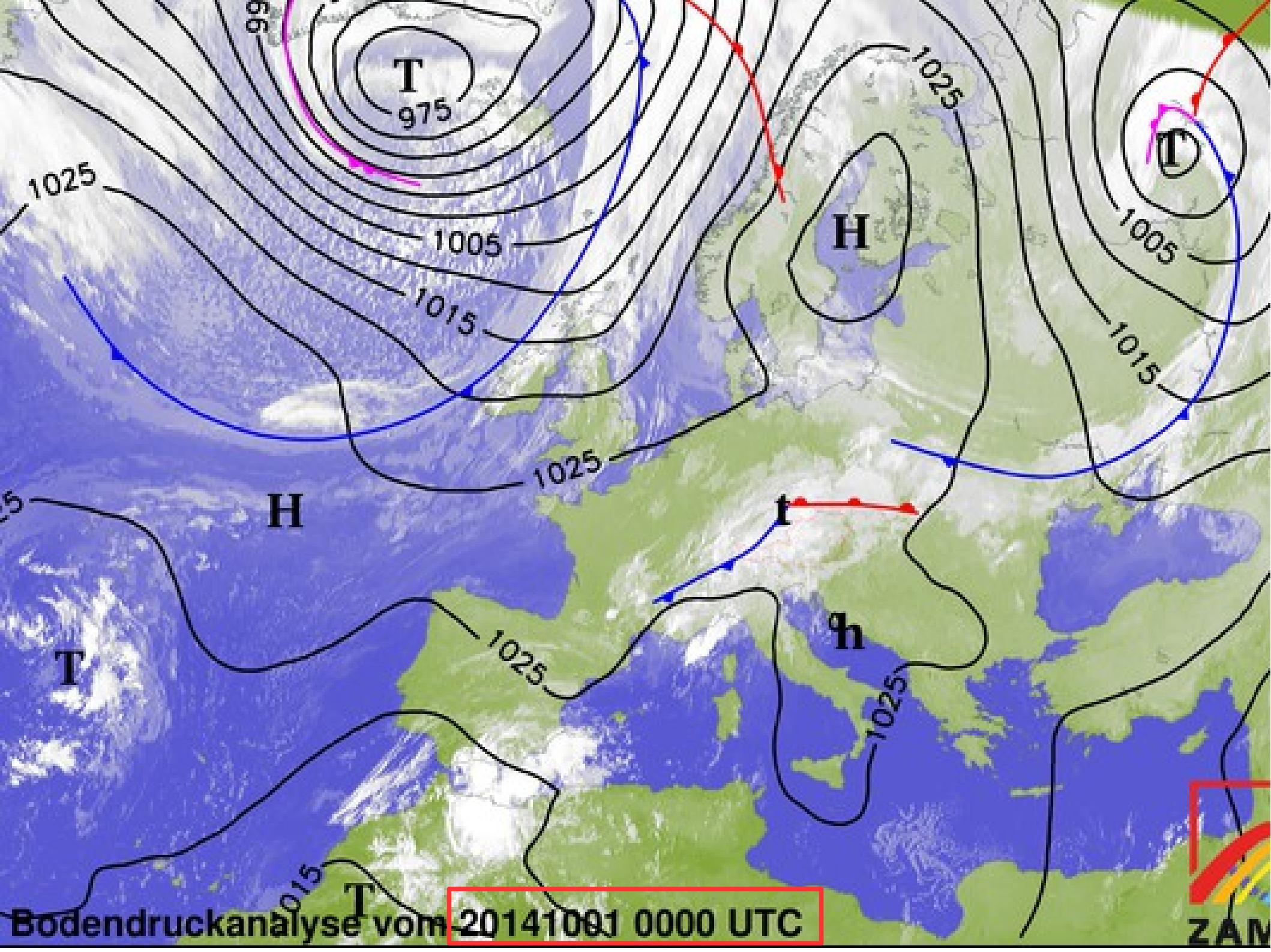


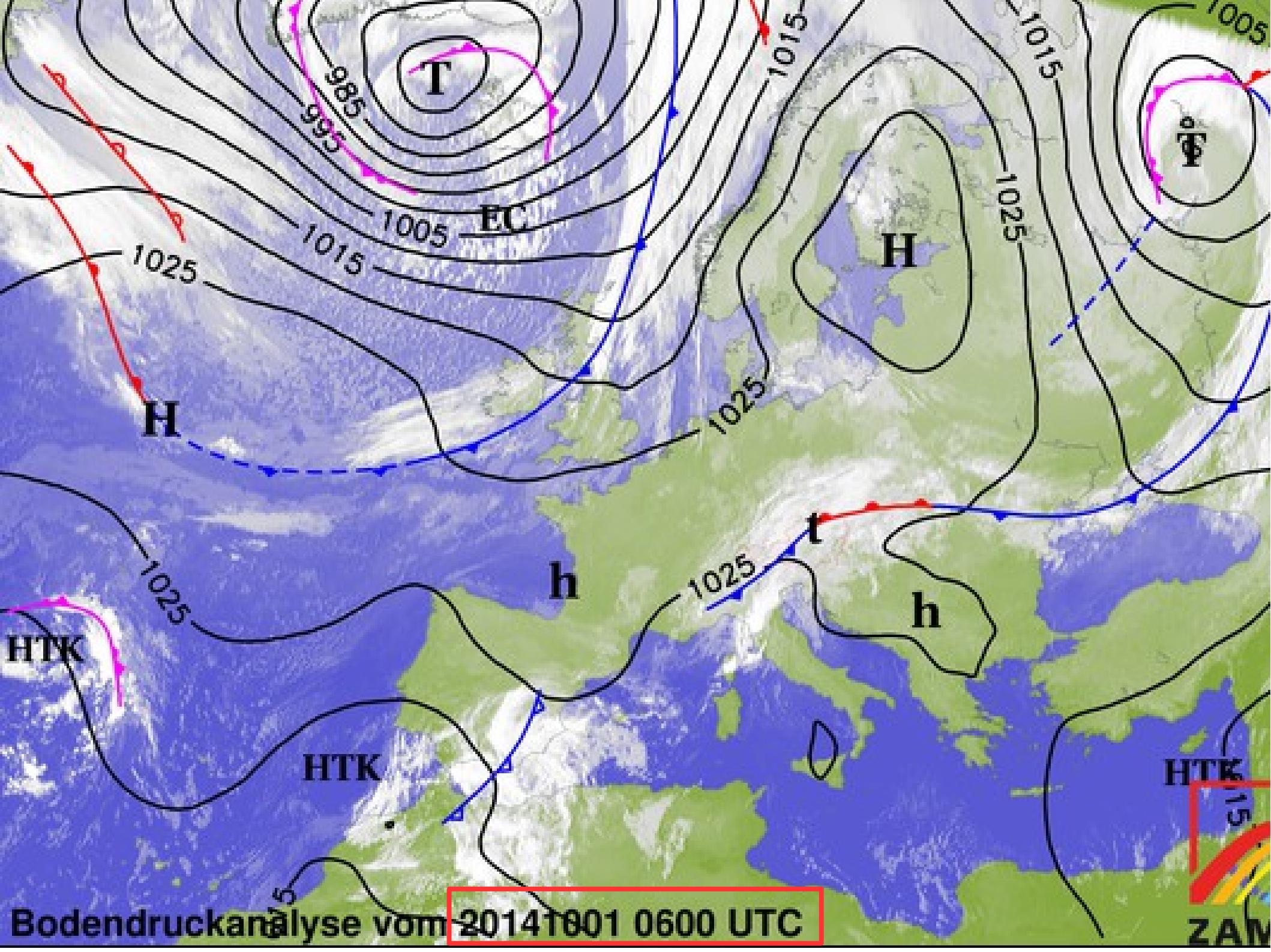
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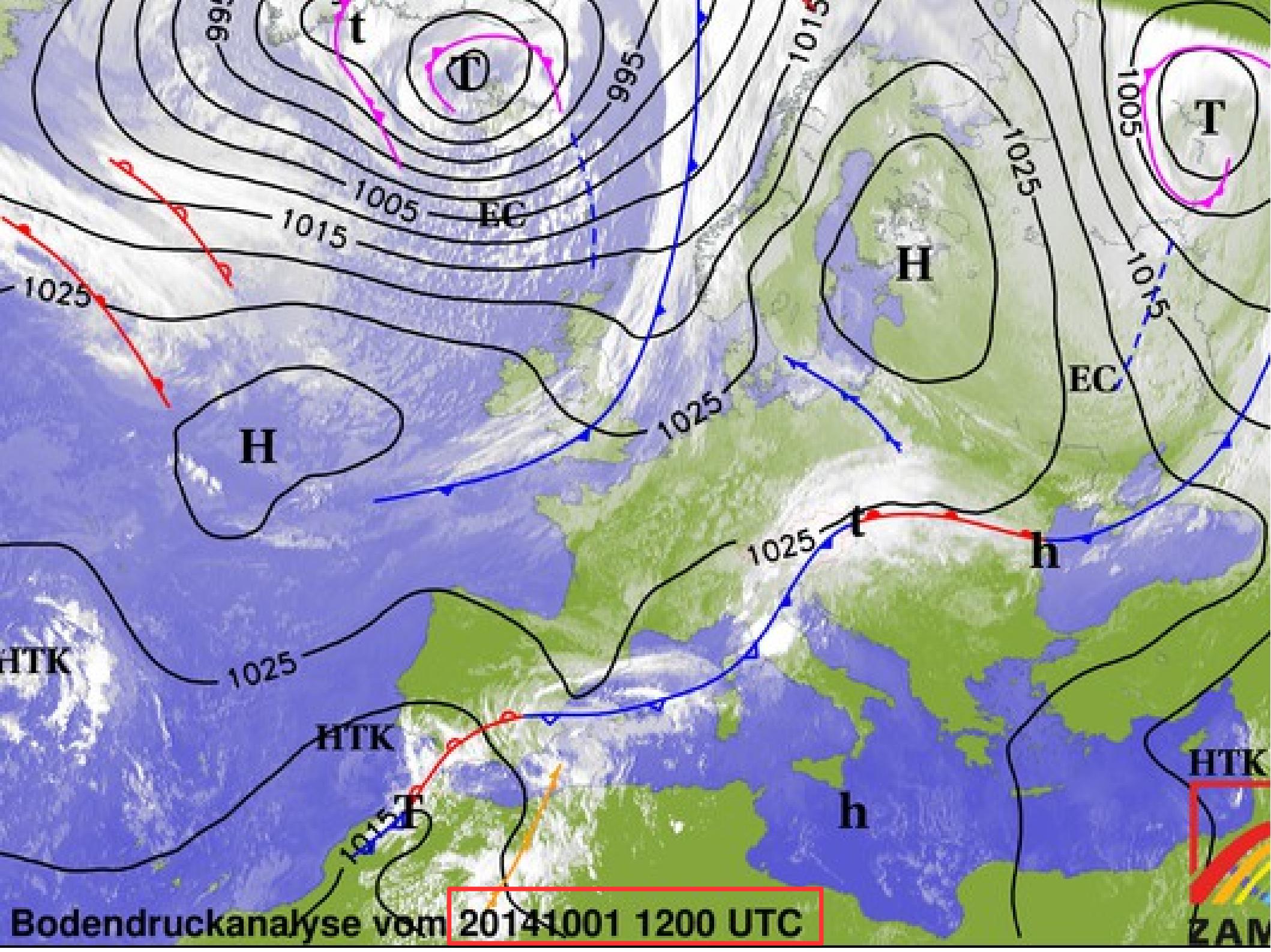
ZAM





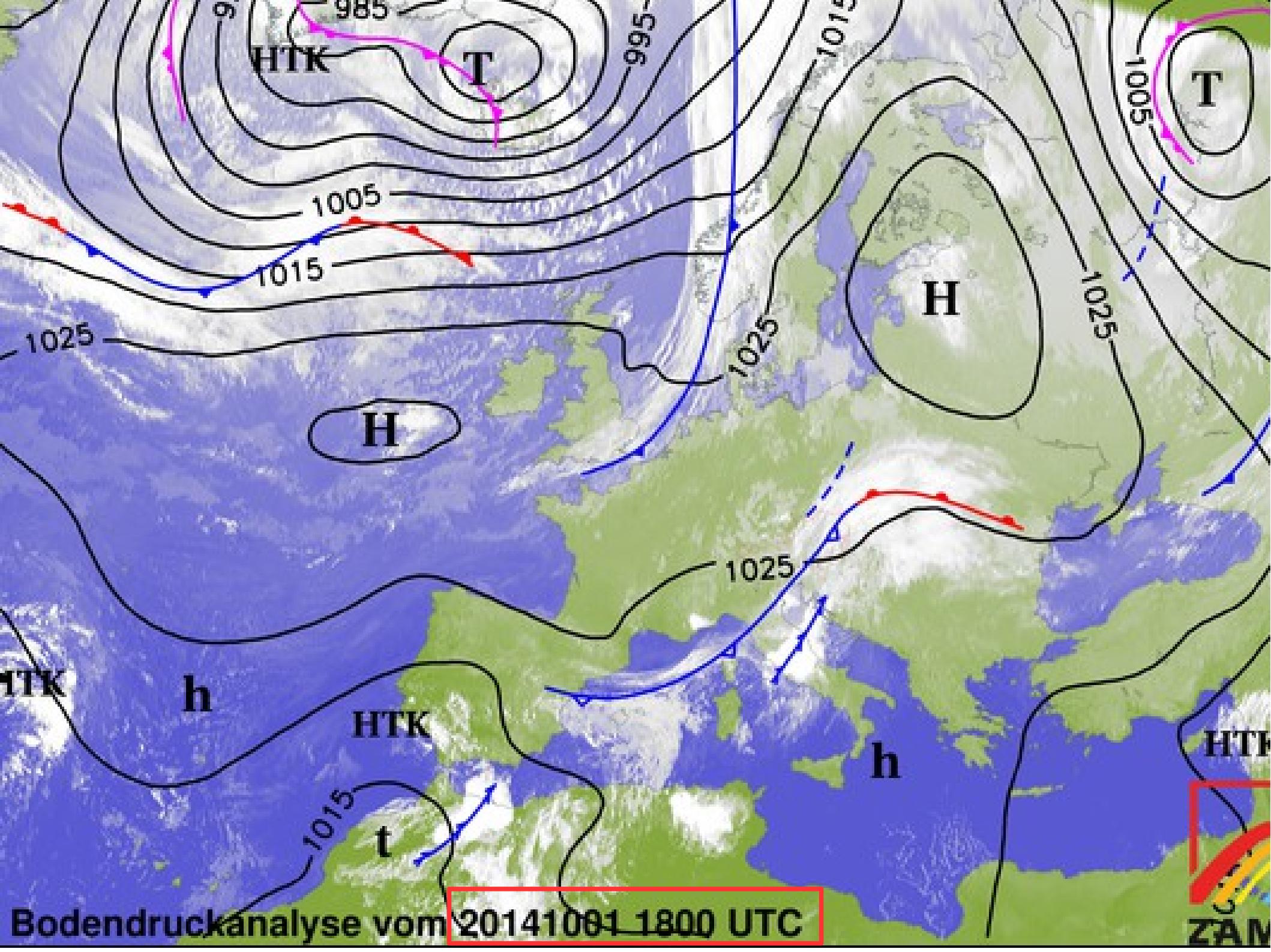
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ZAM



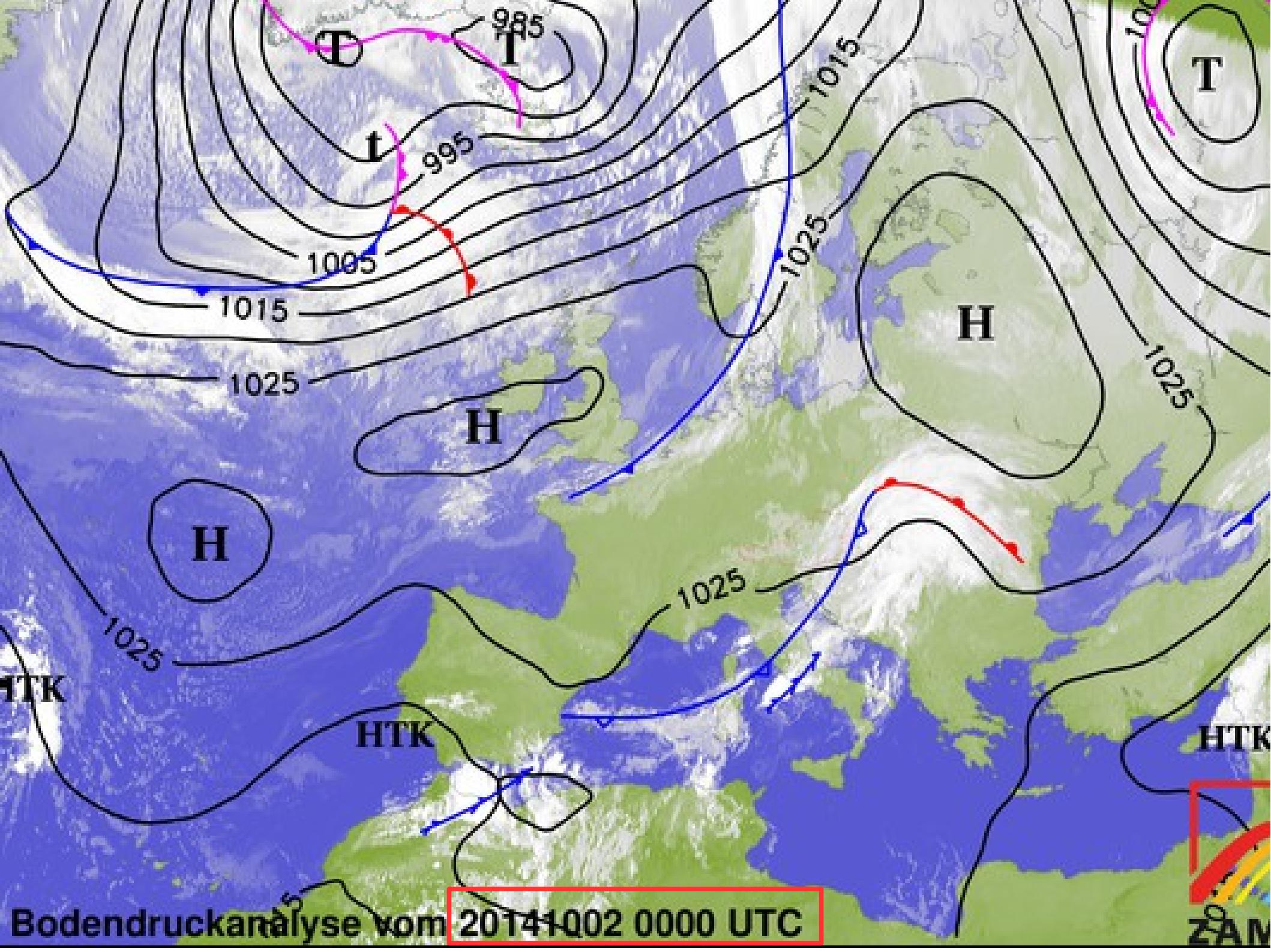
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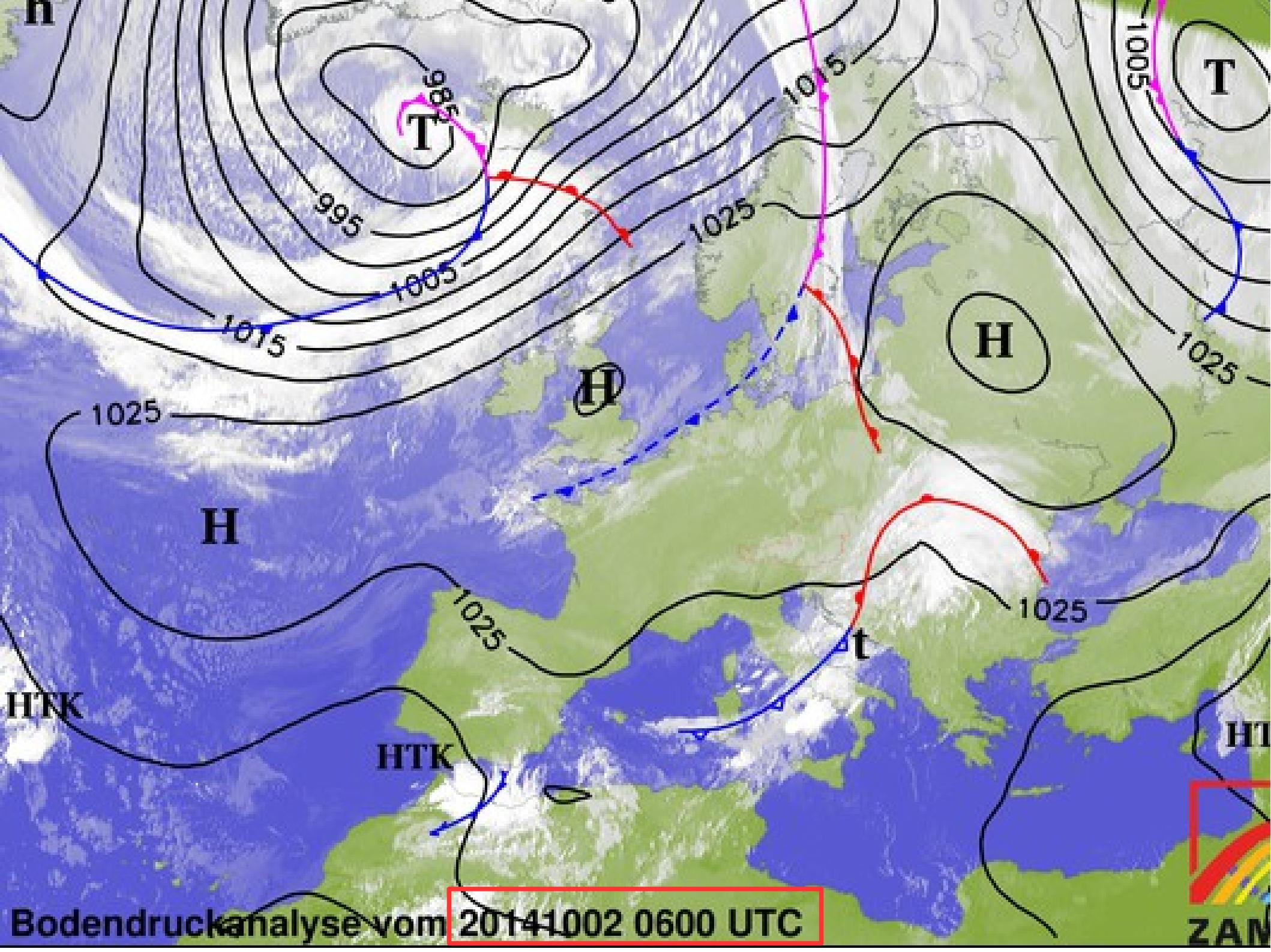
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Bodendruckanalyse vom 20141061 1800 UTC

ZAMM





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Bodendruckanalyse vom 20141002 0600 UTC

20141002 0600 UTC

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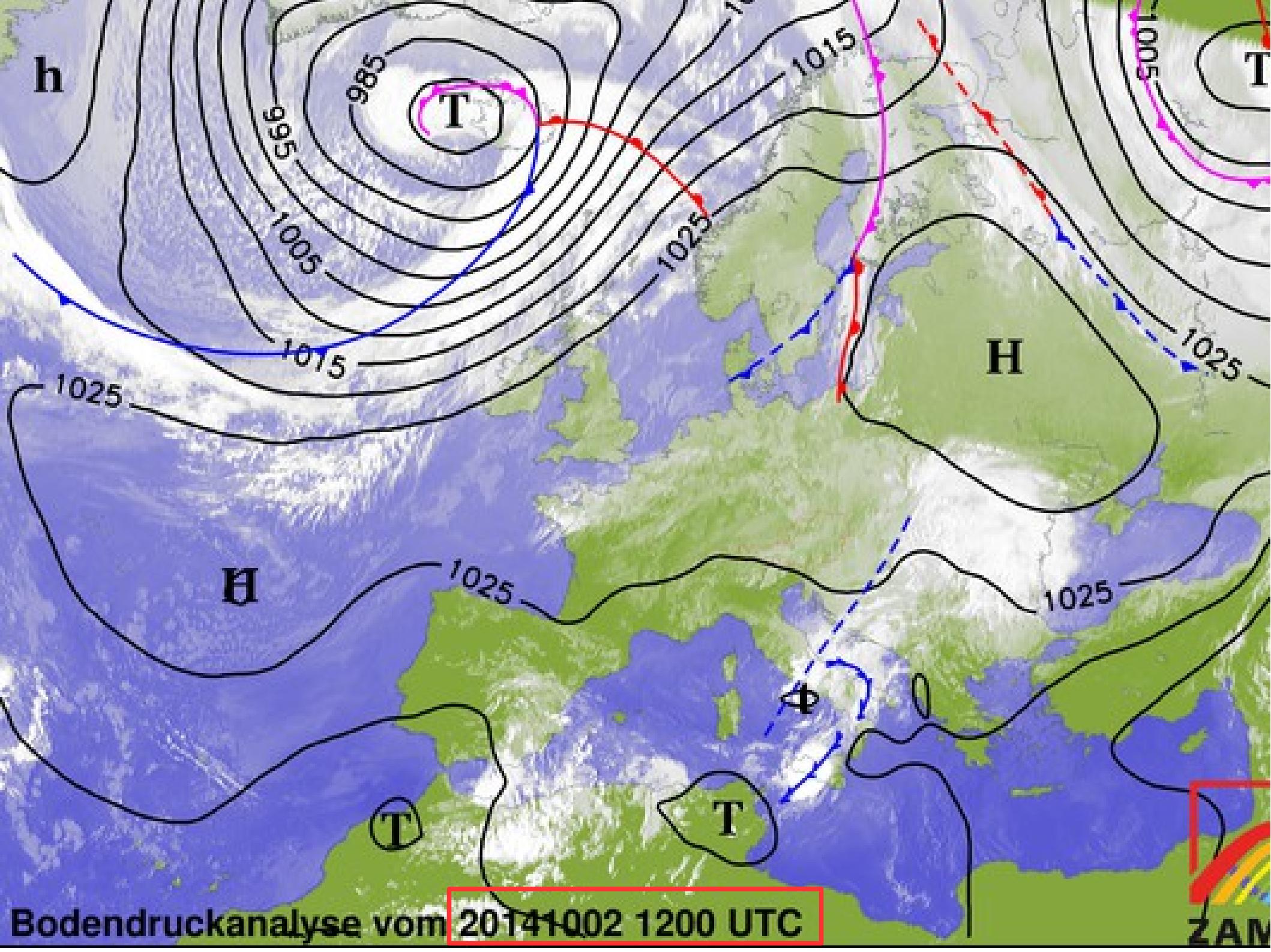
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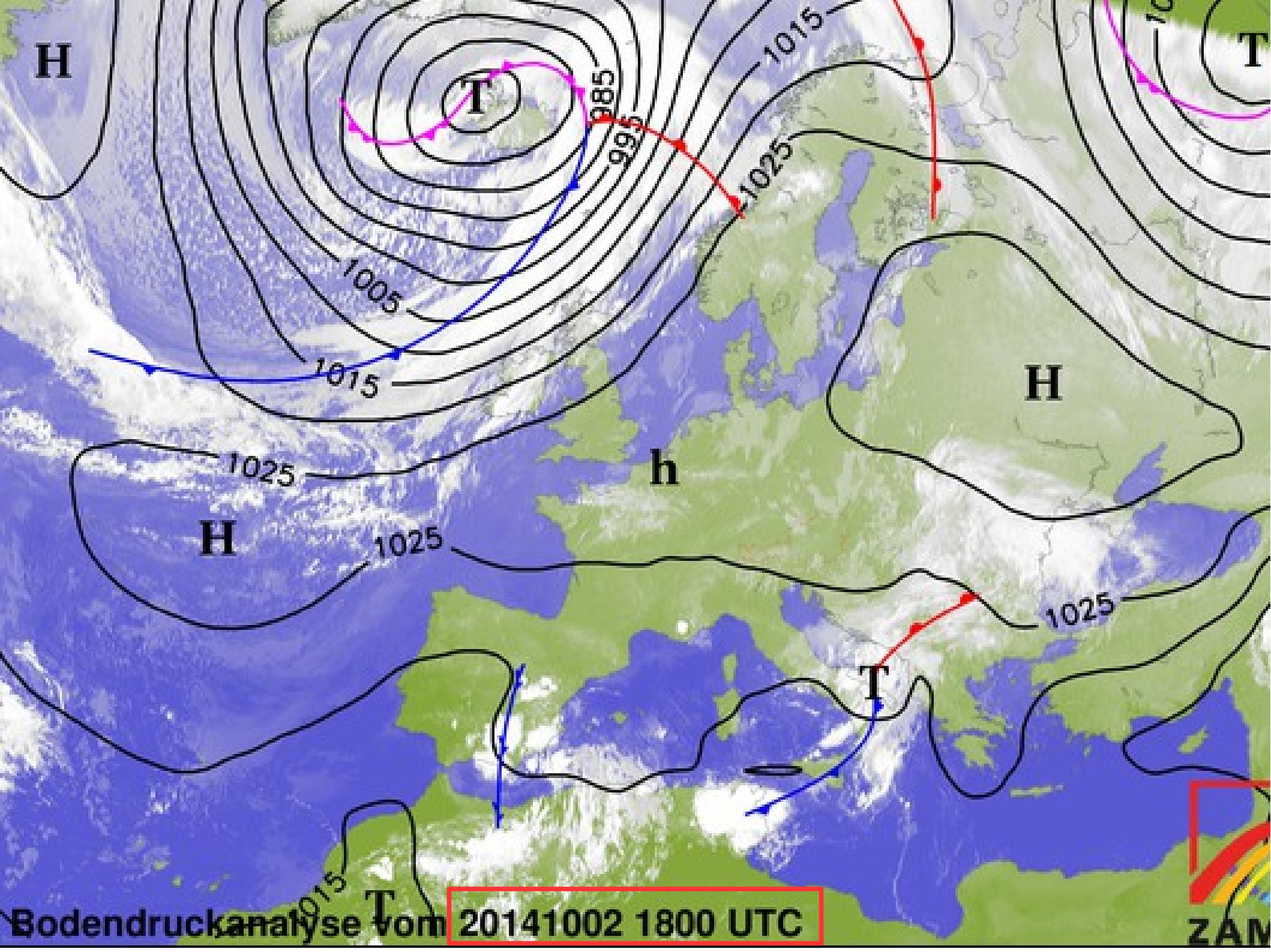
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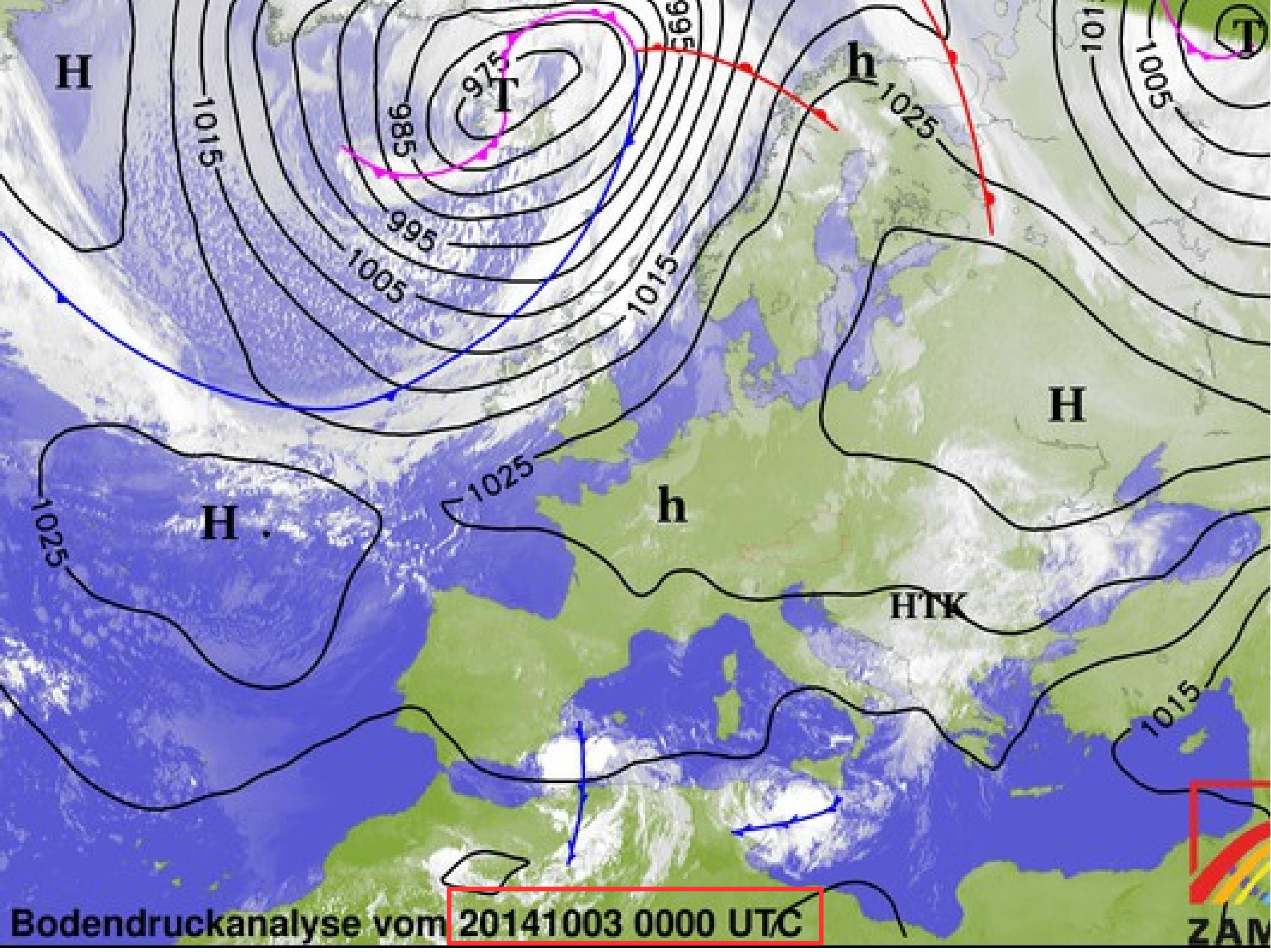
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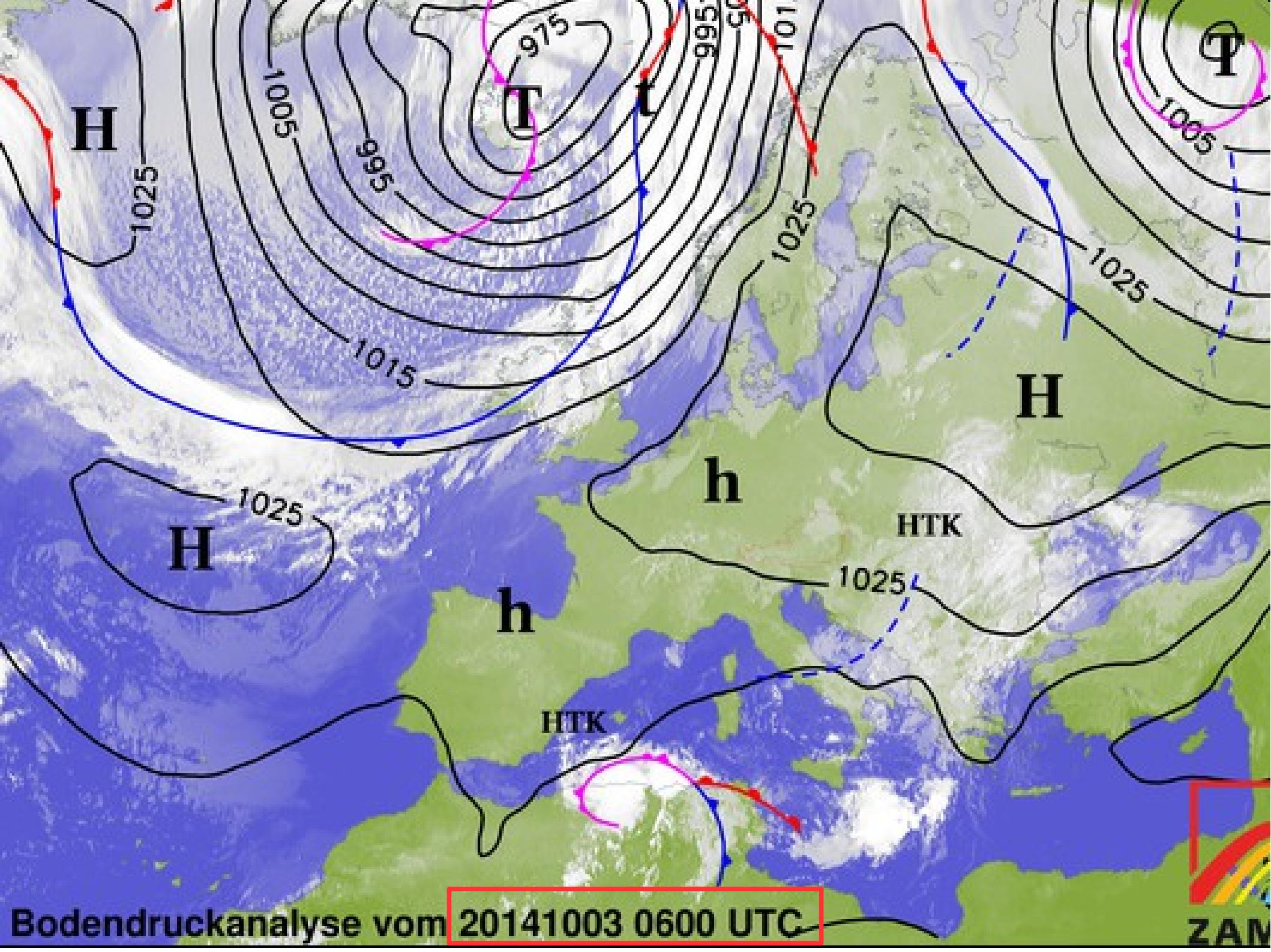
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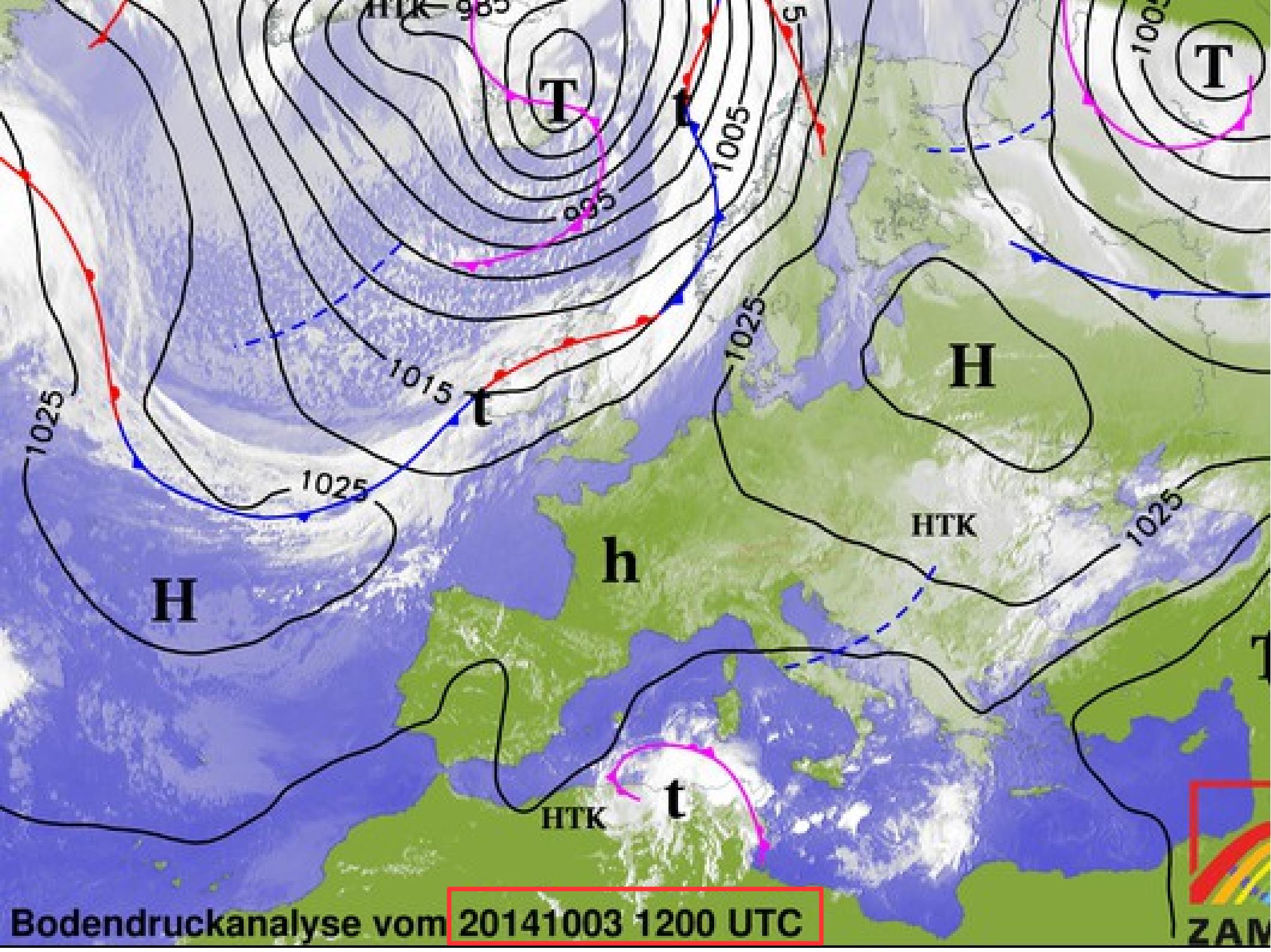




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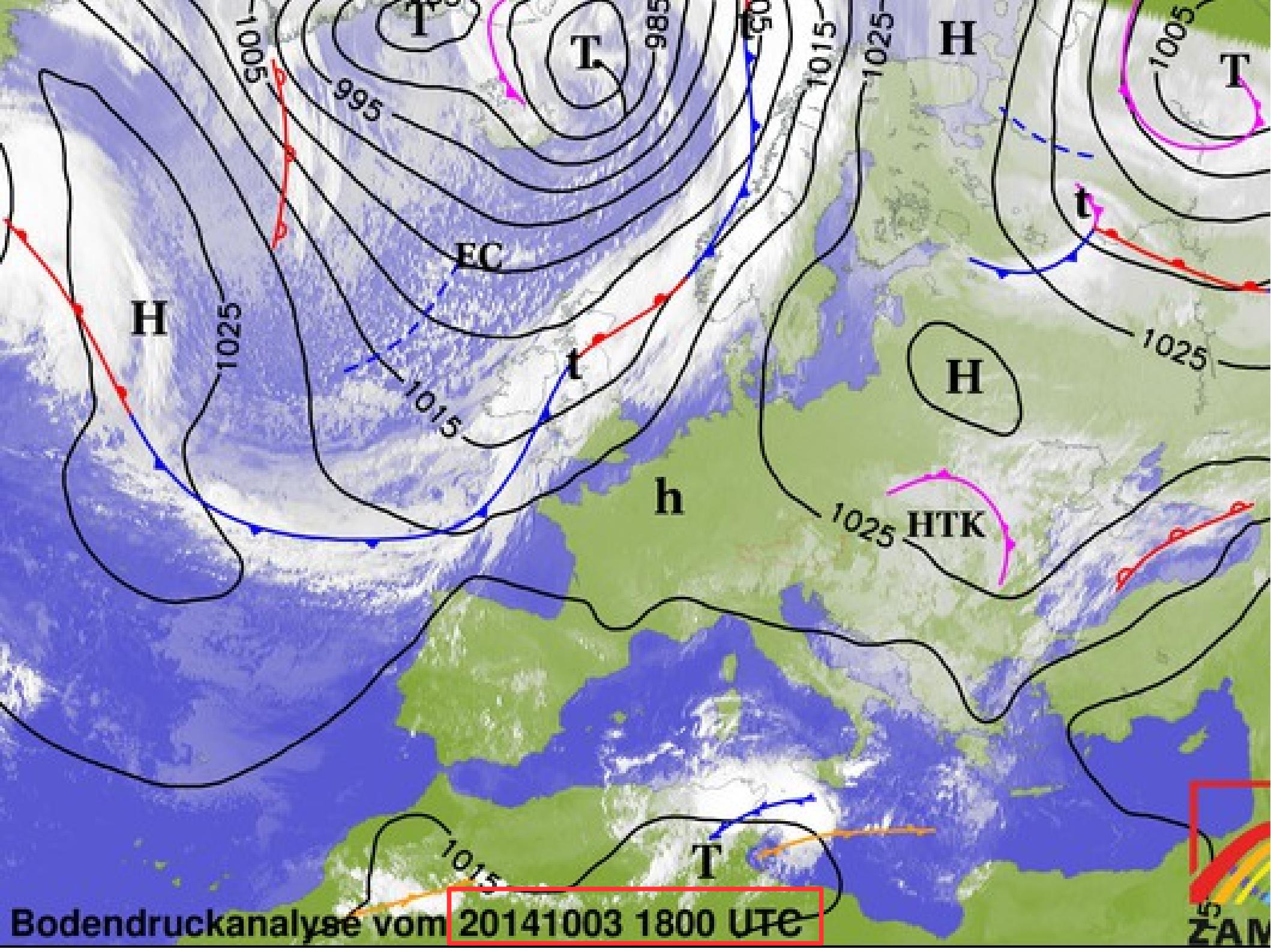
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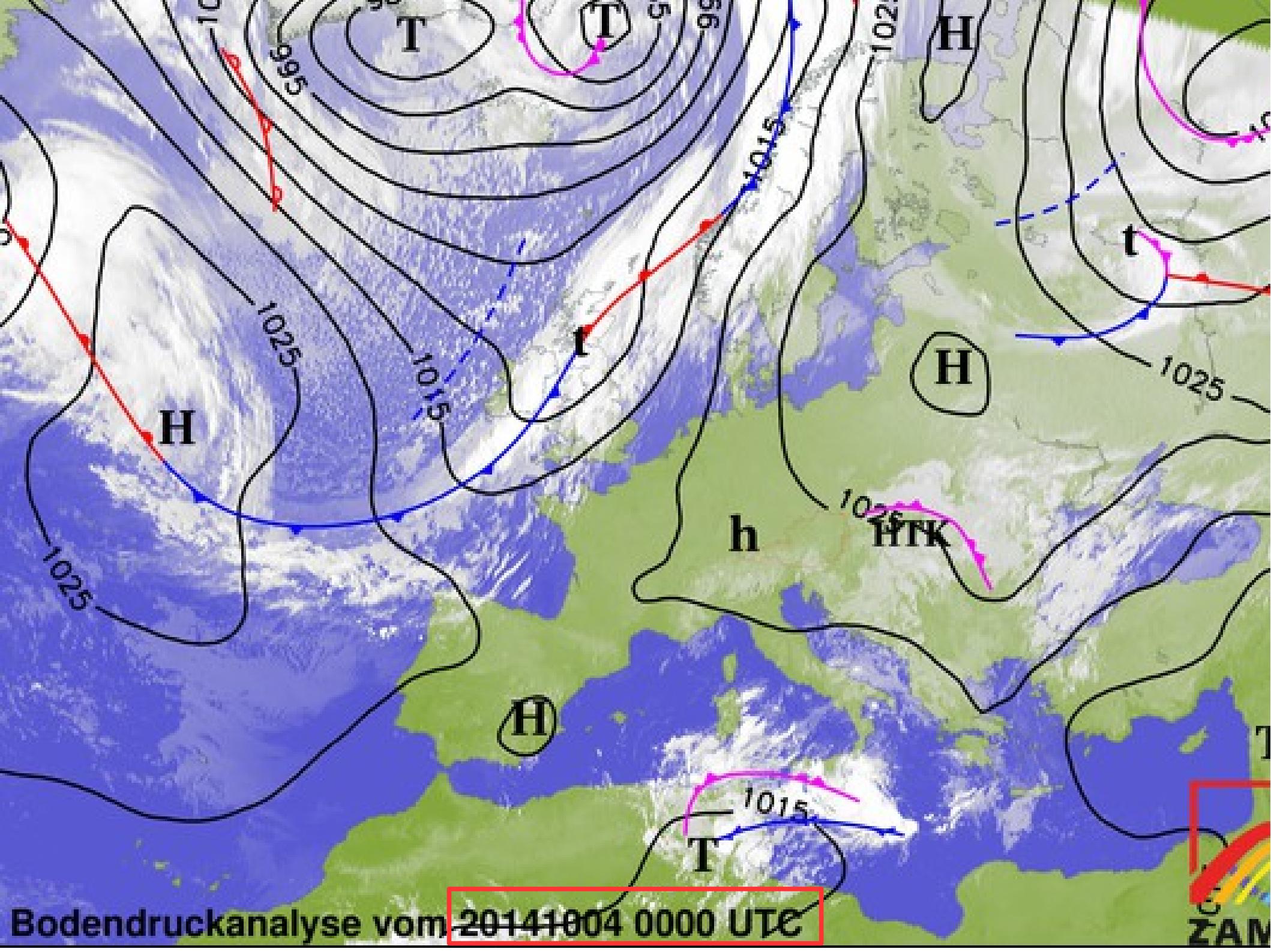
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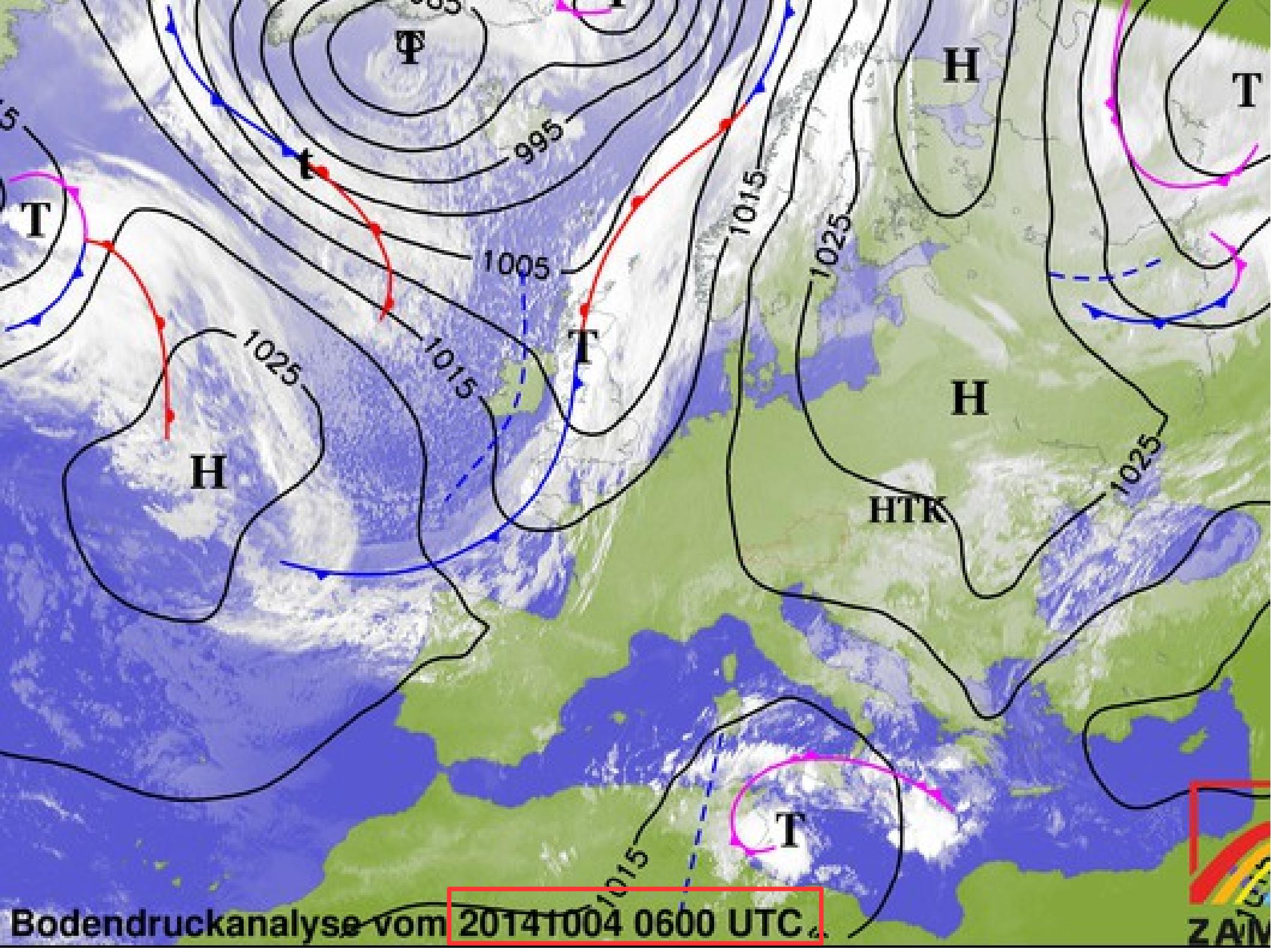
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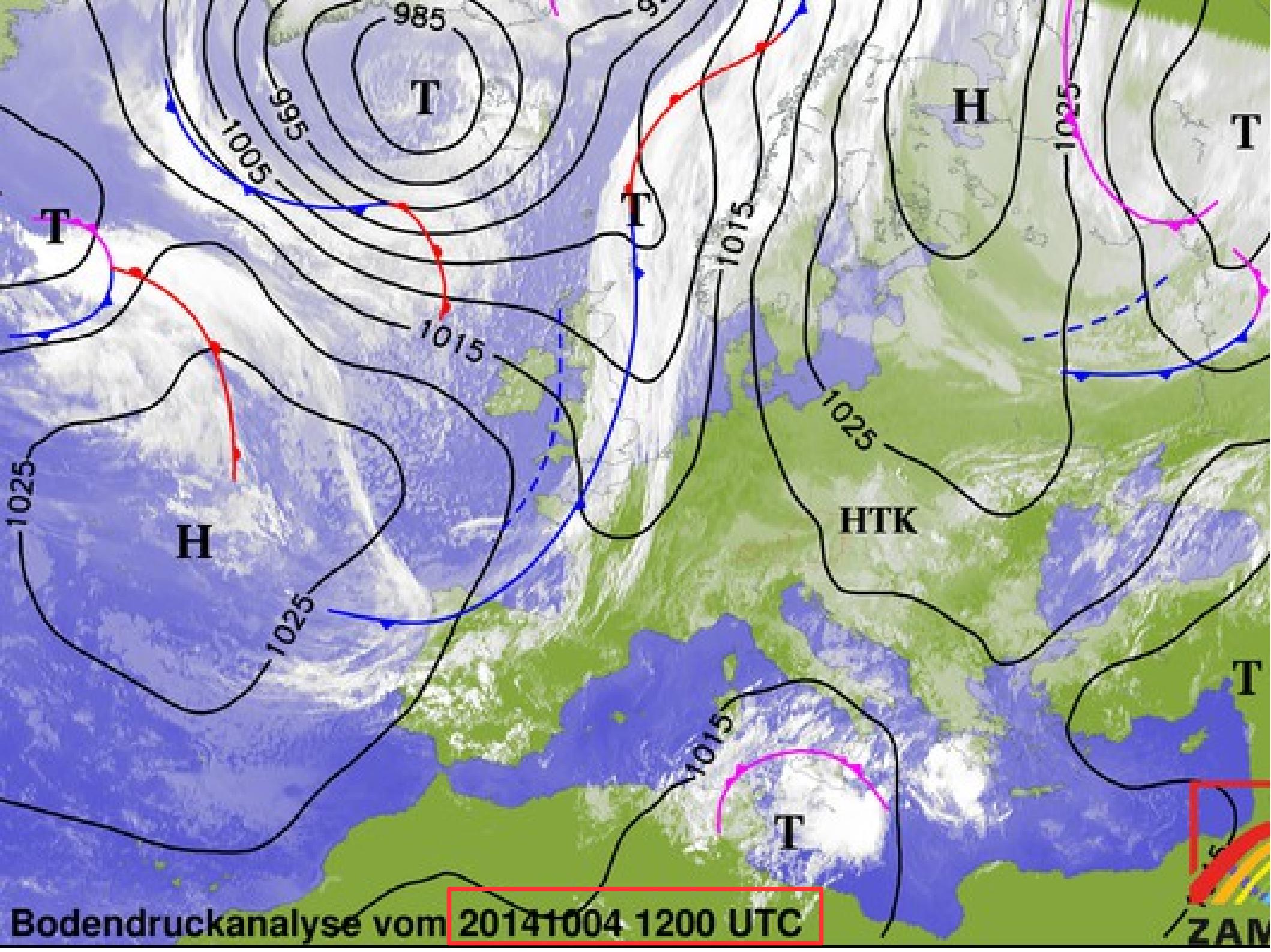
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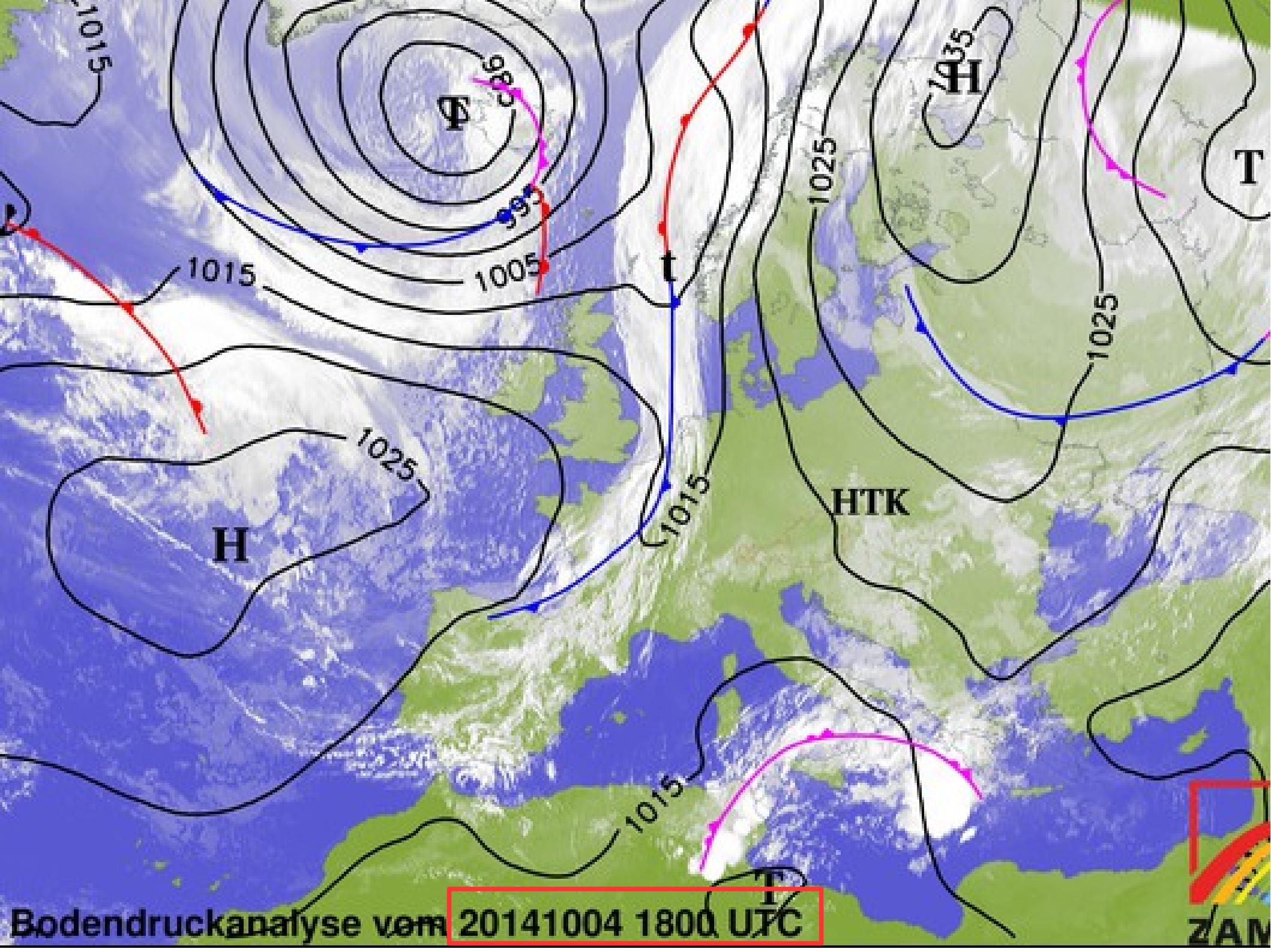
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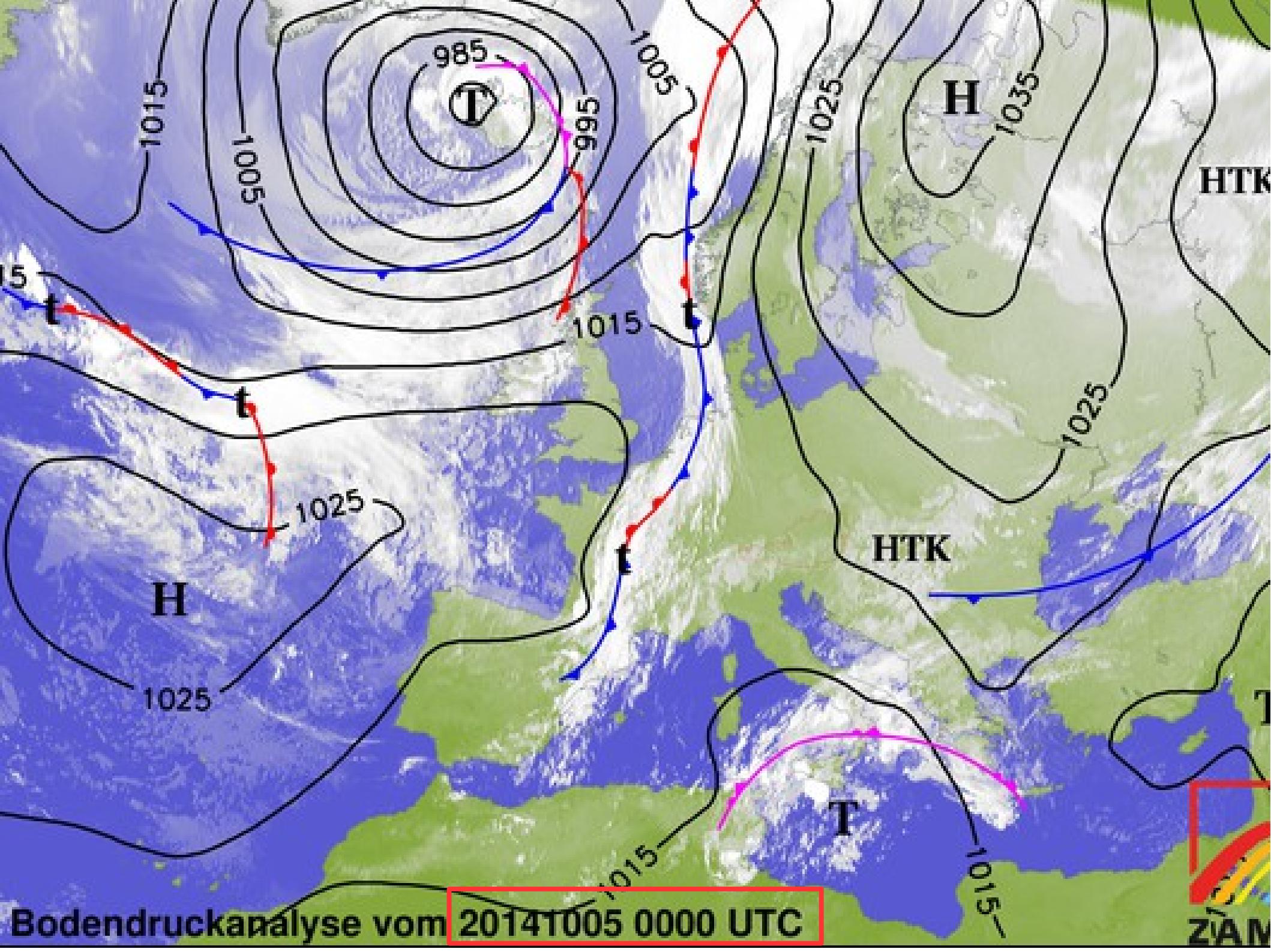
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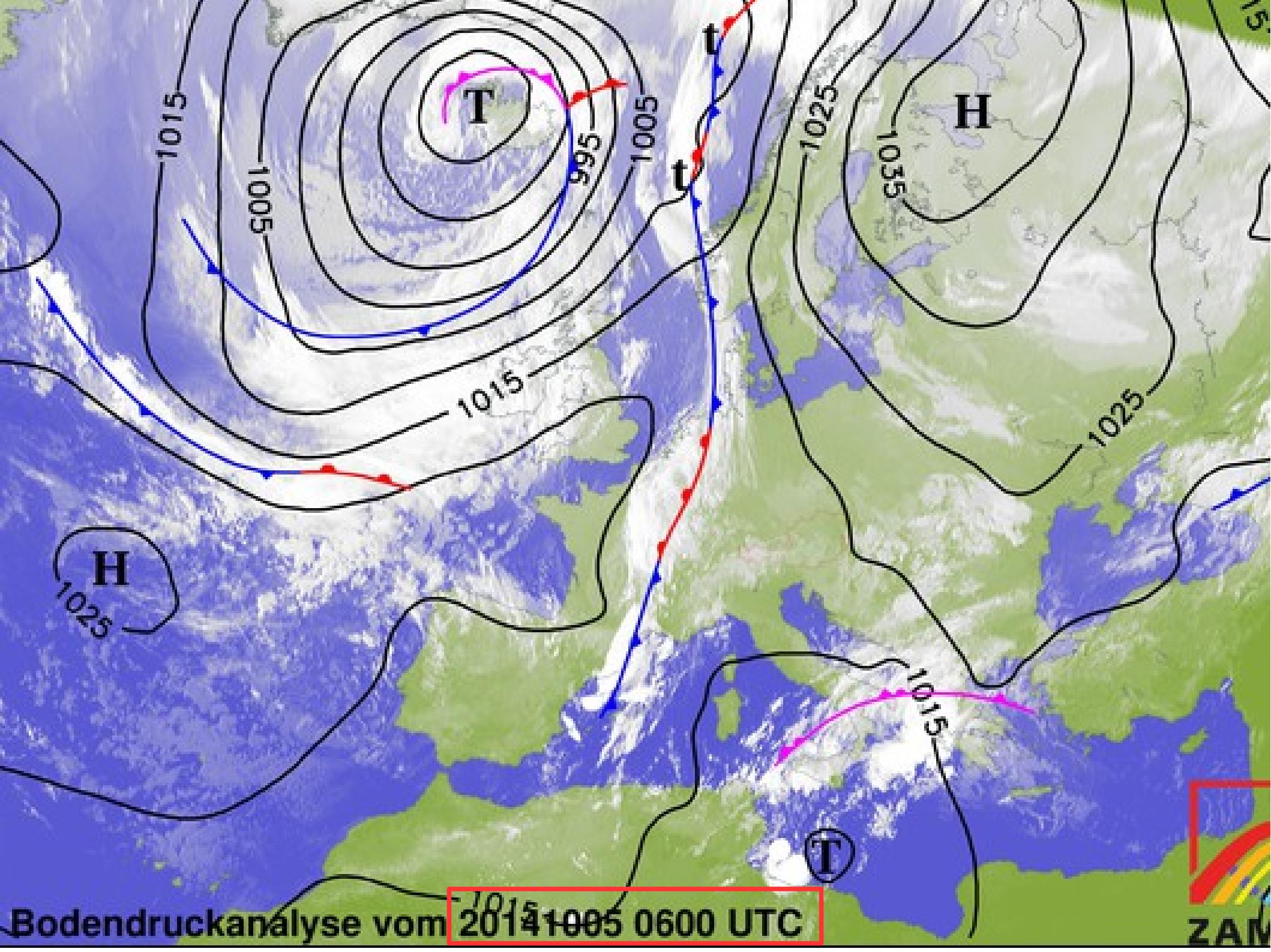
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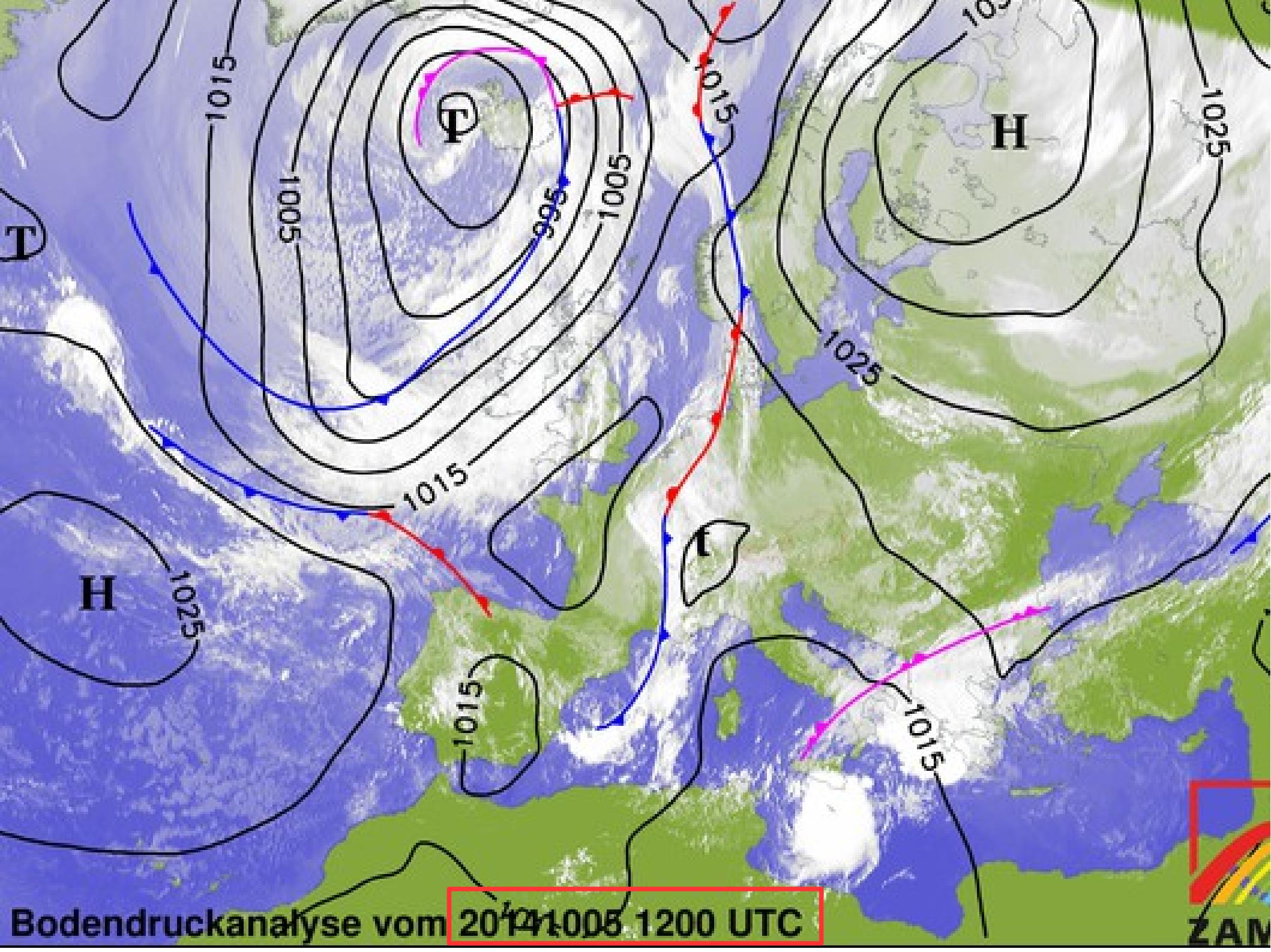


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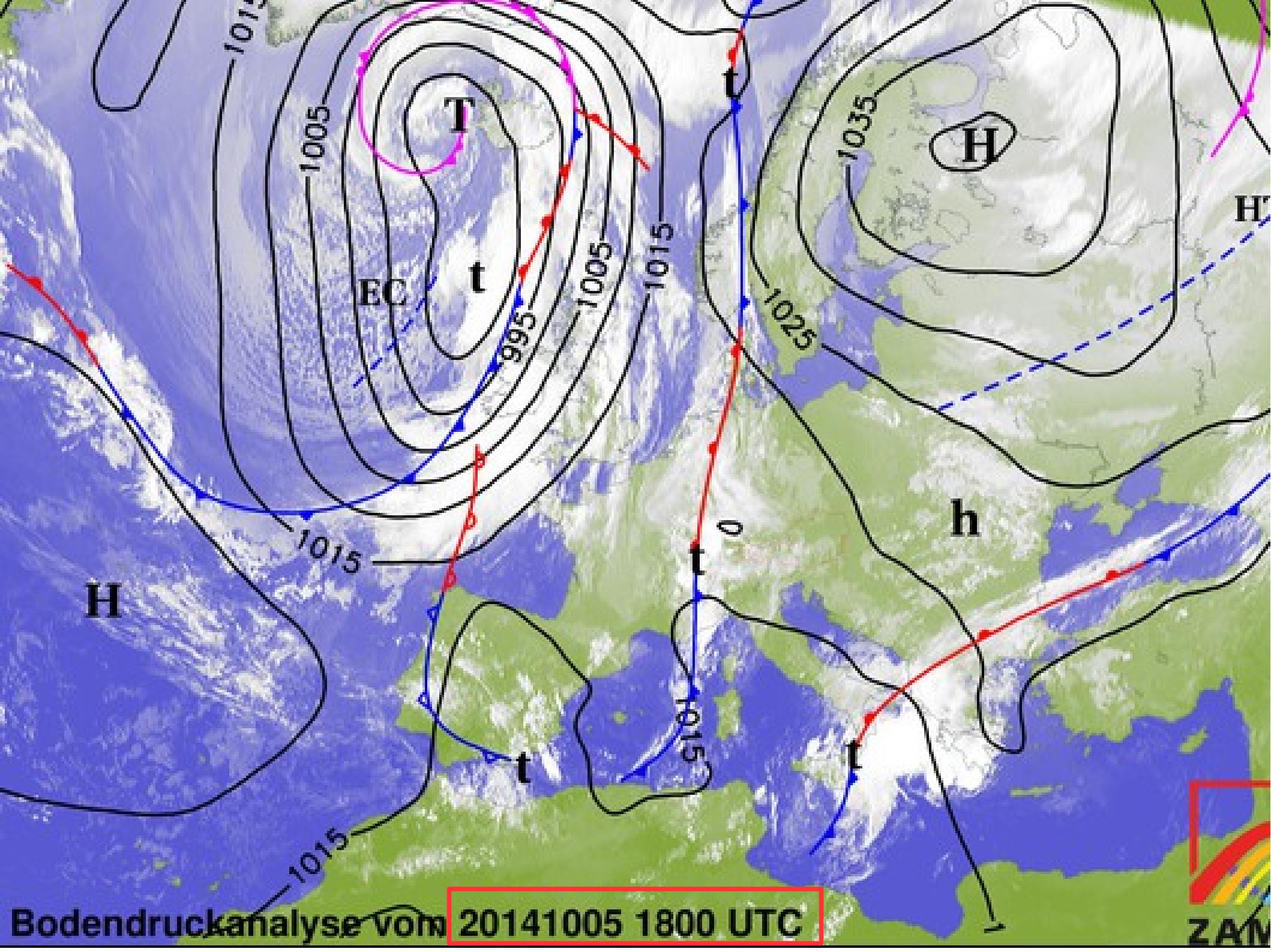
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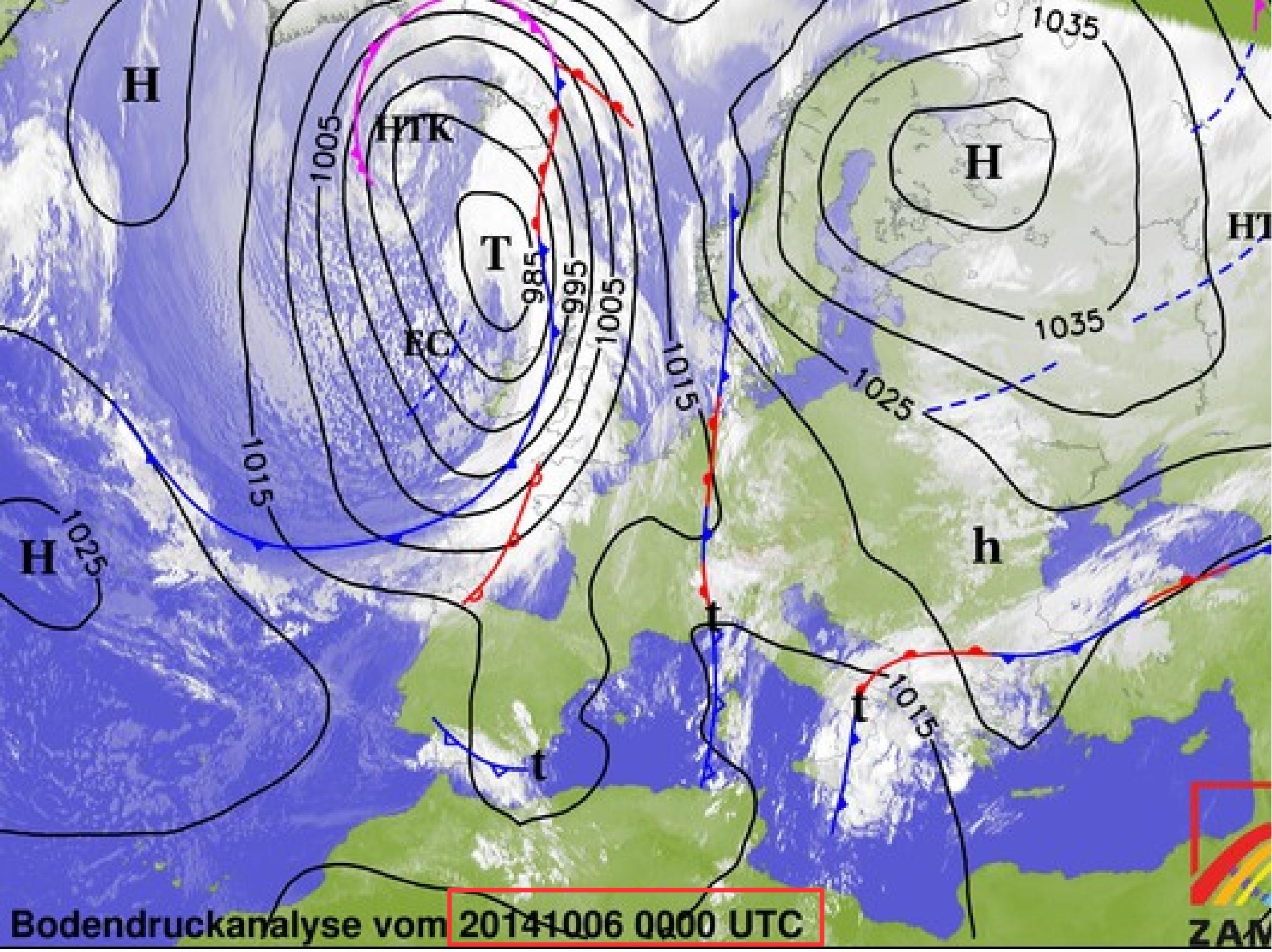
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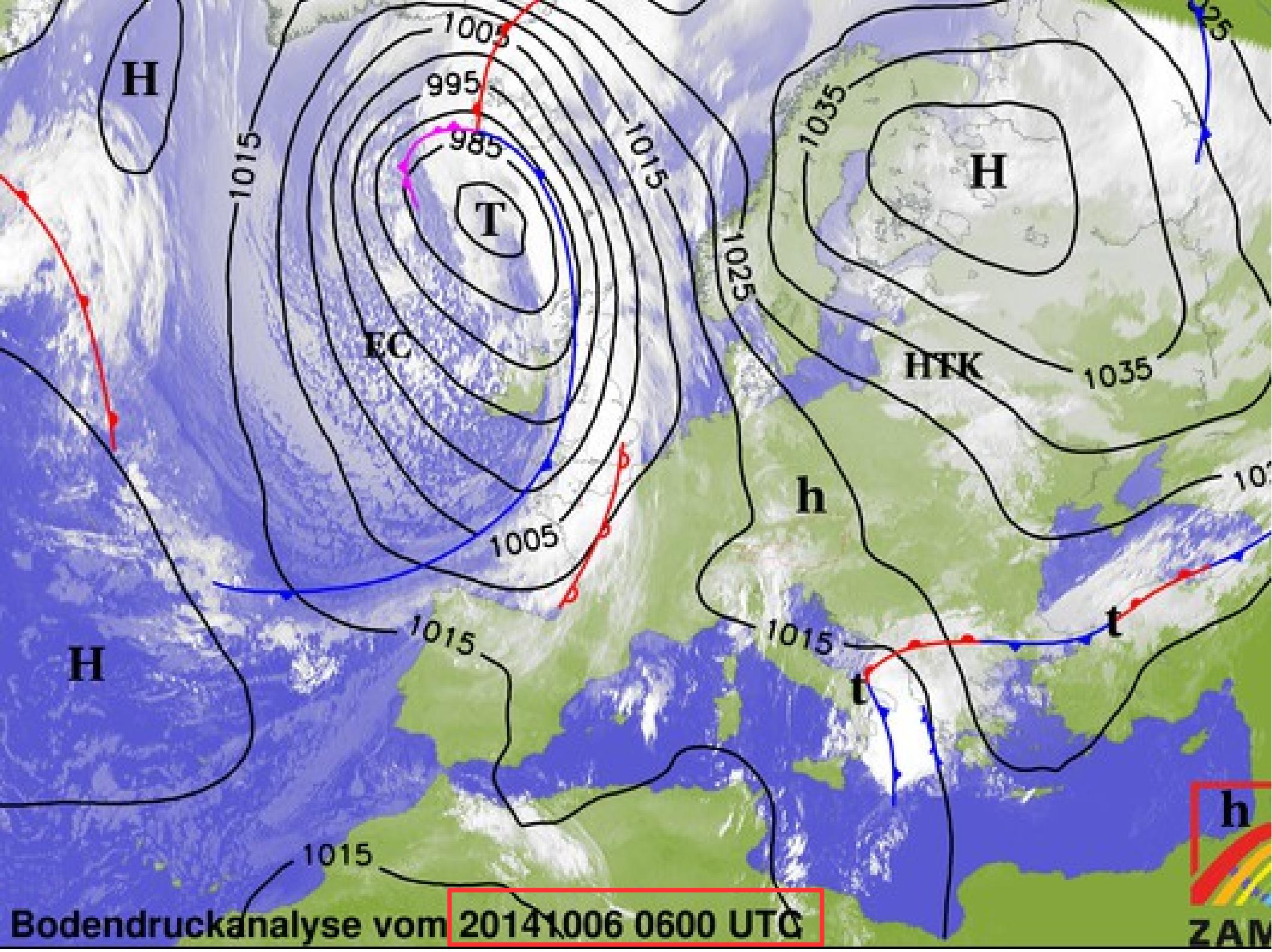


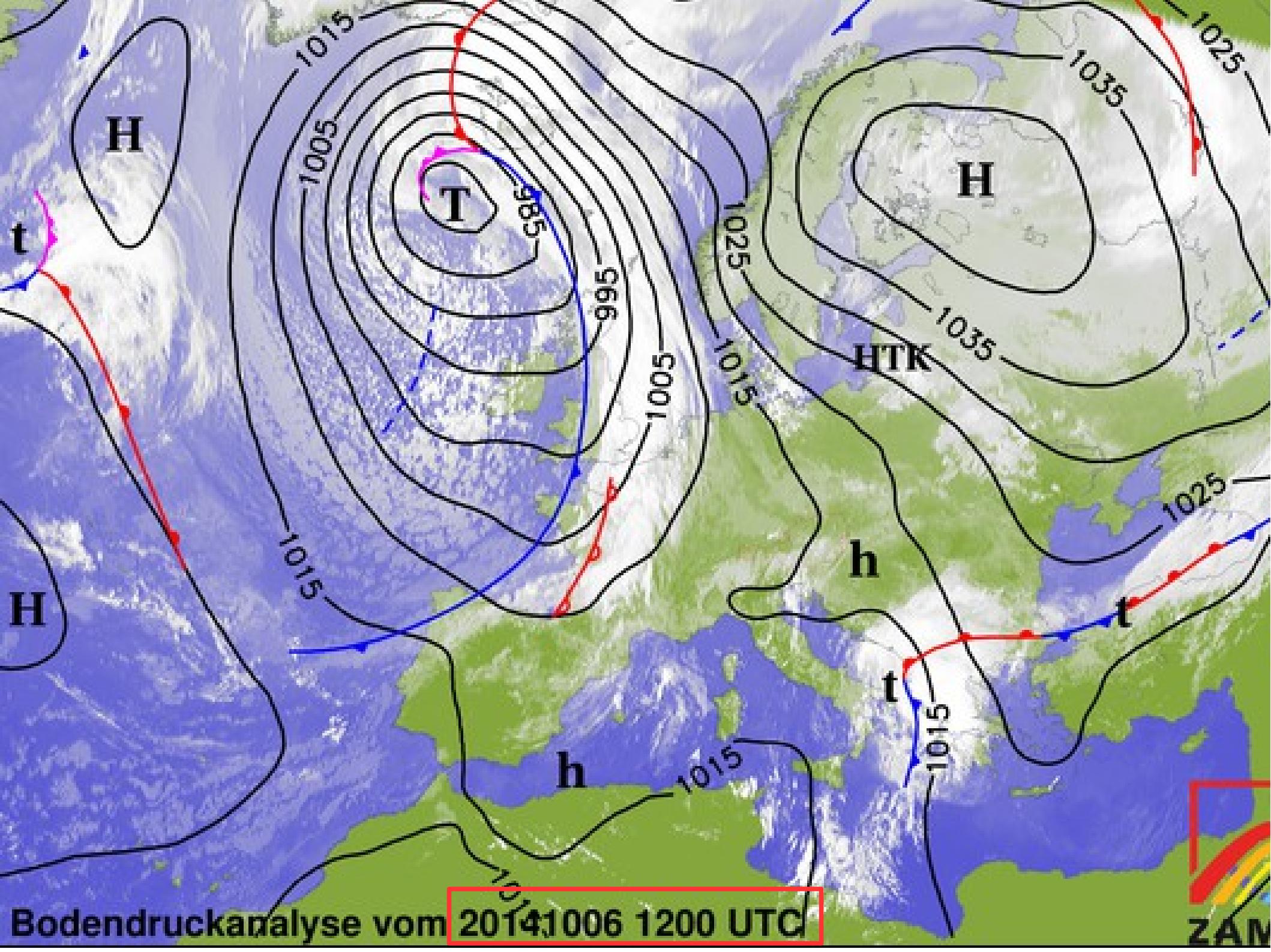
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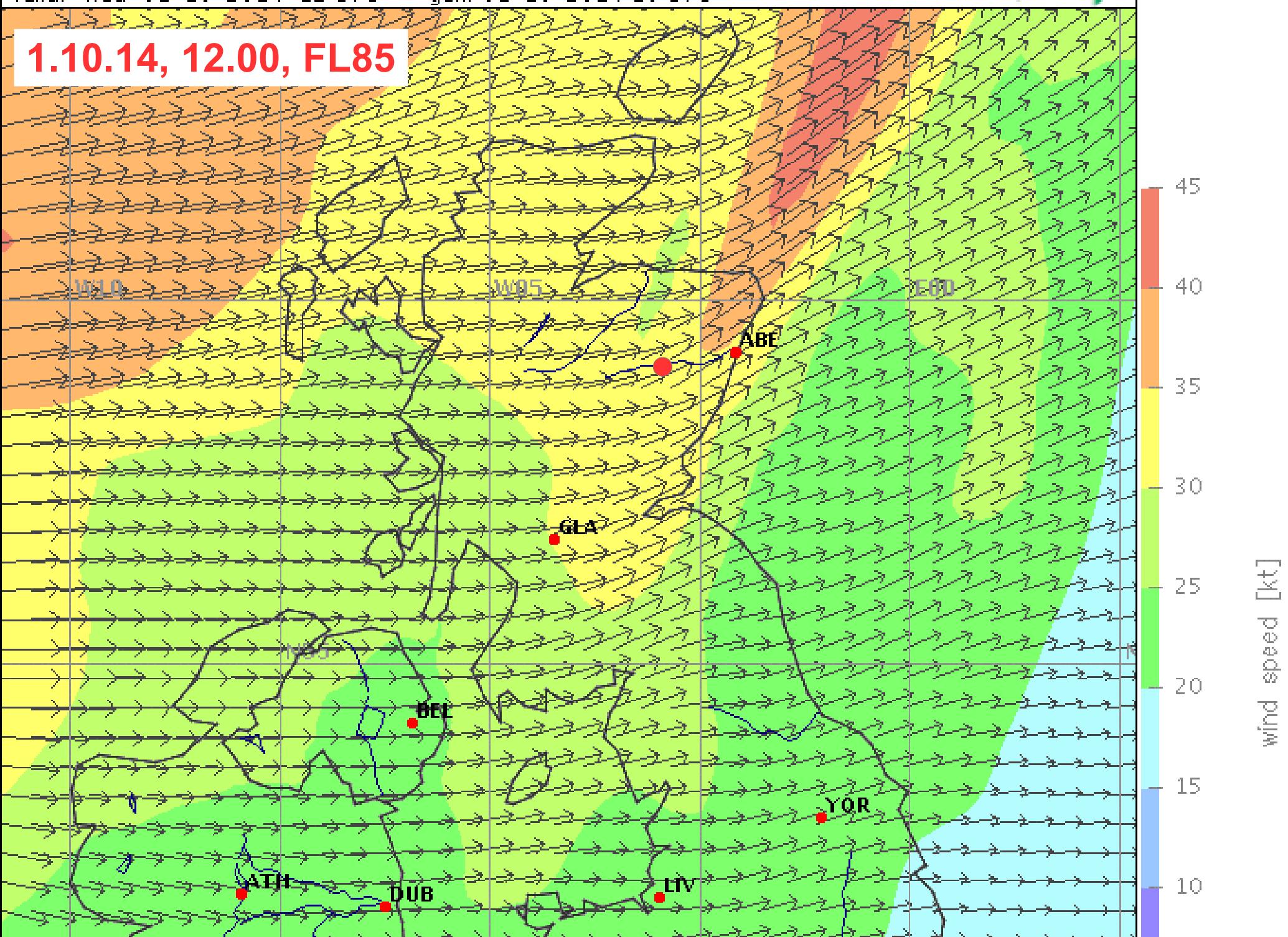


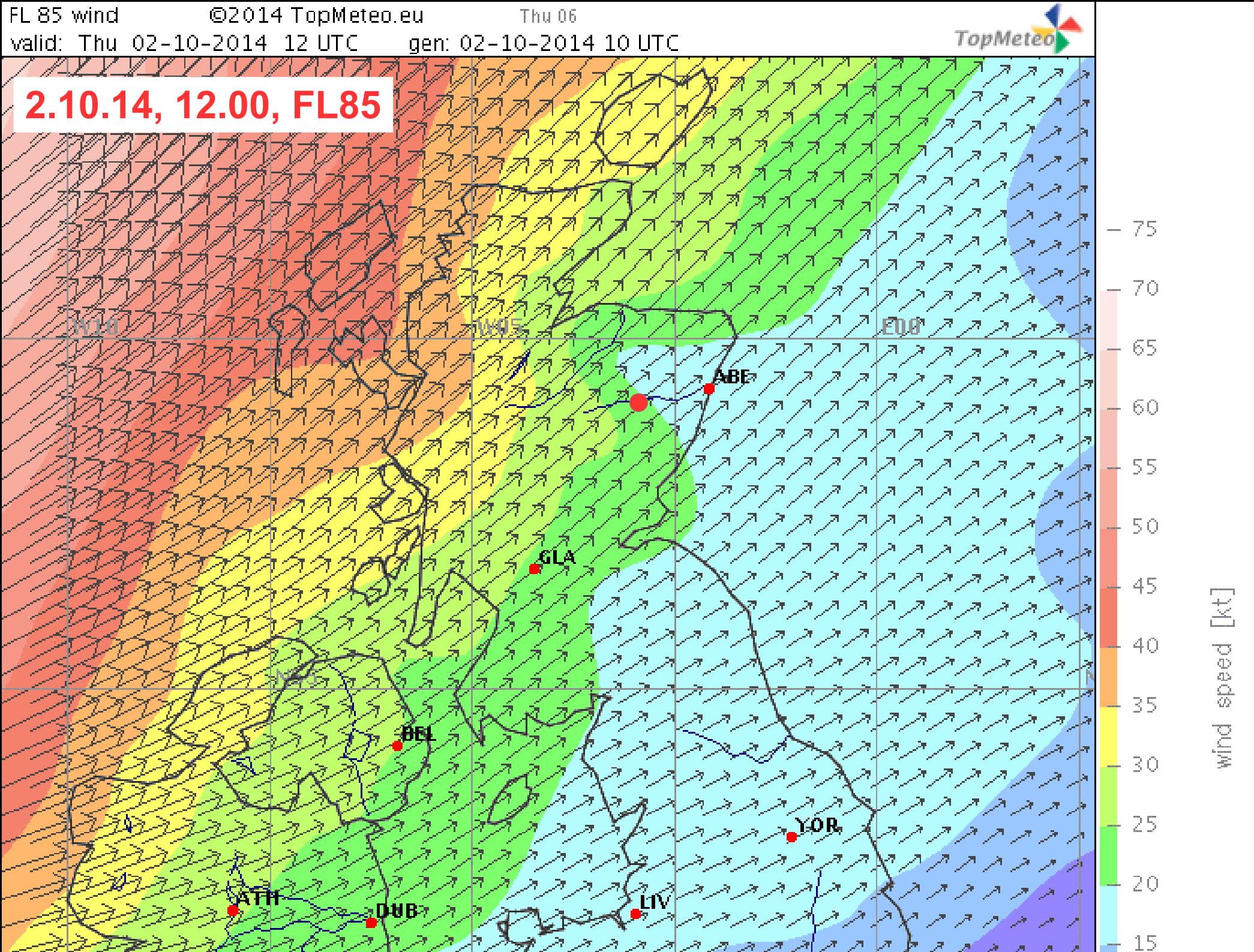
Bodendruckanalyse vom 20141006 1200 UTC

ZAM

IVb Wind und Wetter

Oktober 2014

1.10.14, 12.00, FL85



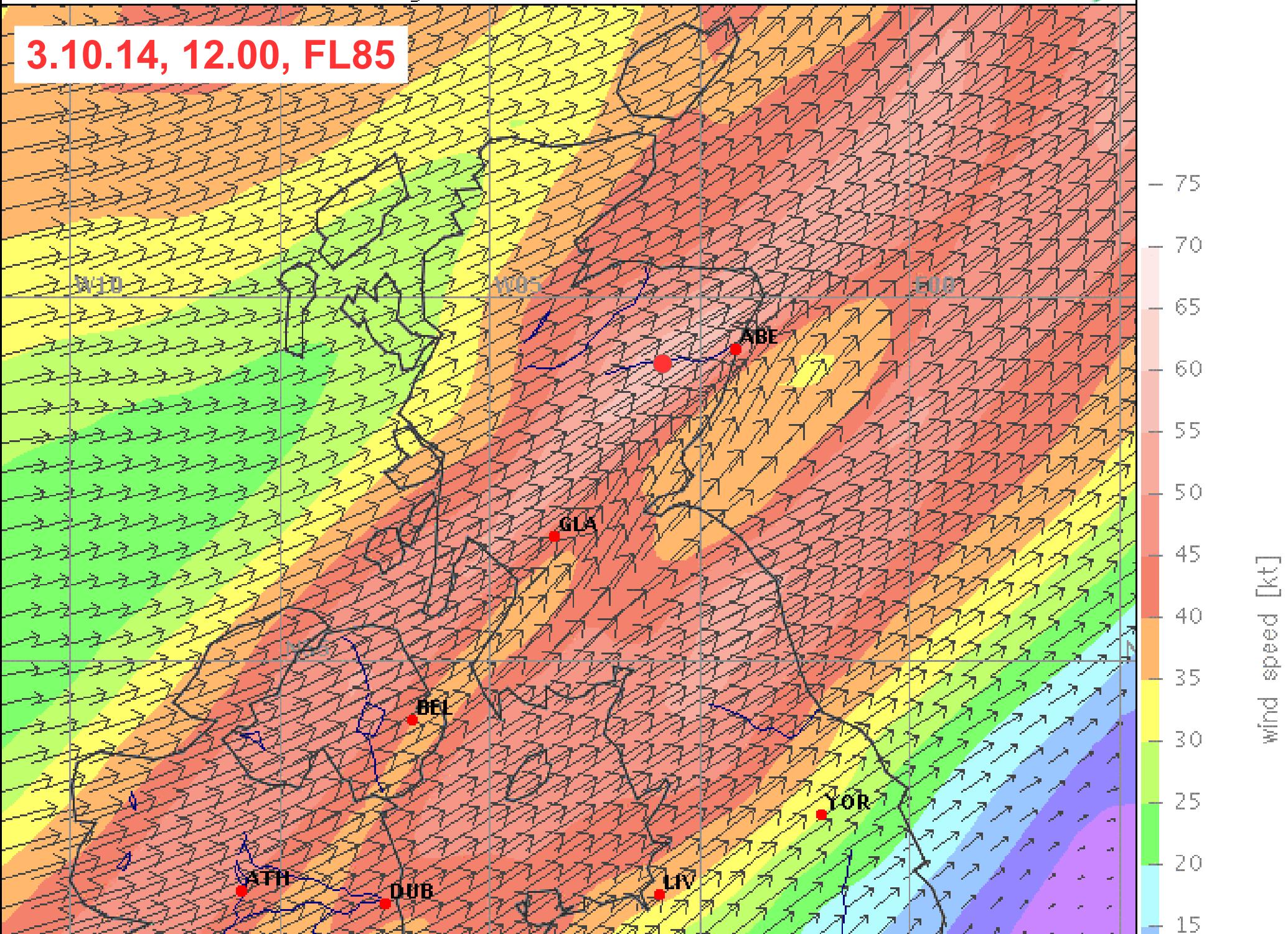
FL 85 wind ©2014 TopMeteo.eu

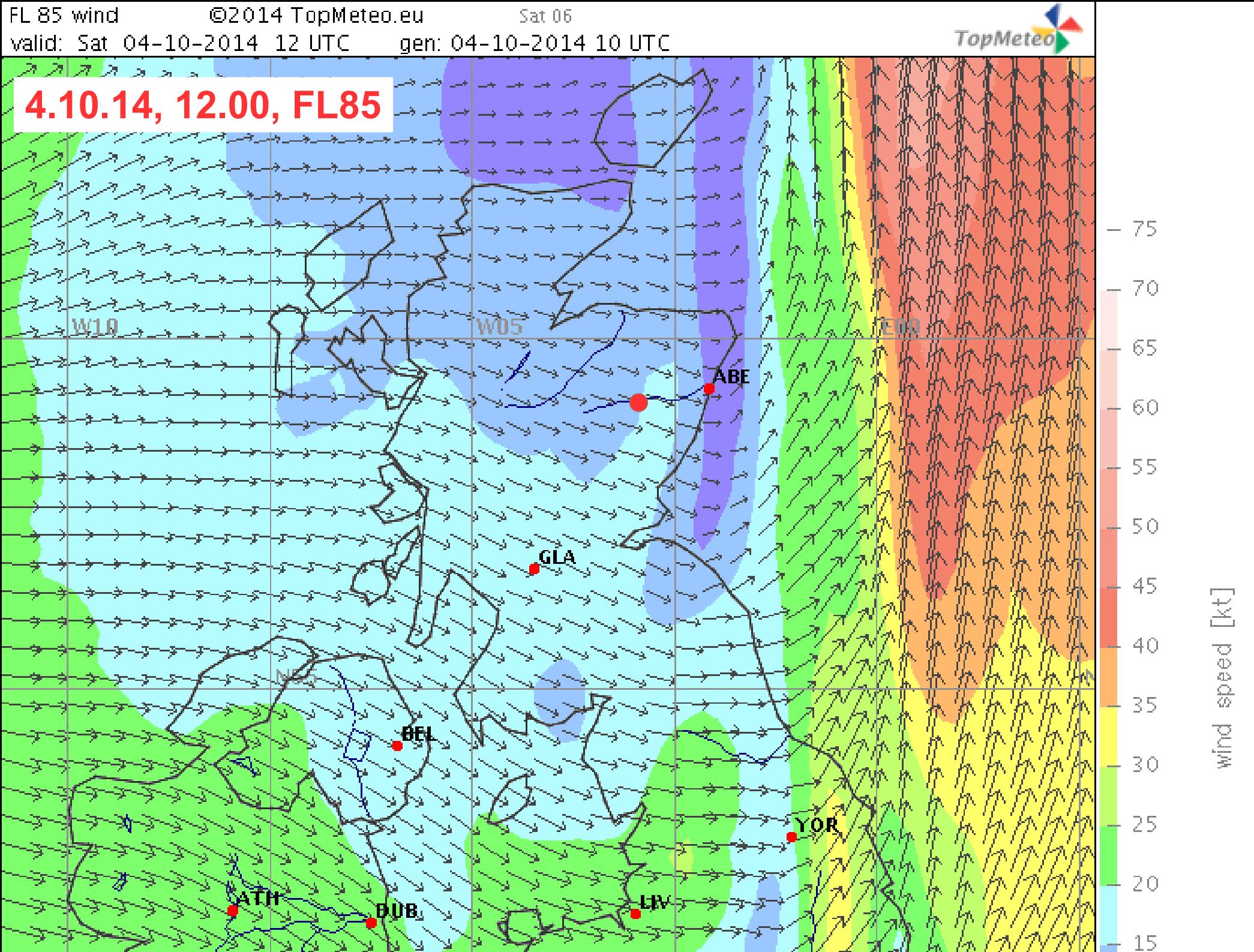
Fri 06

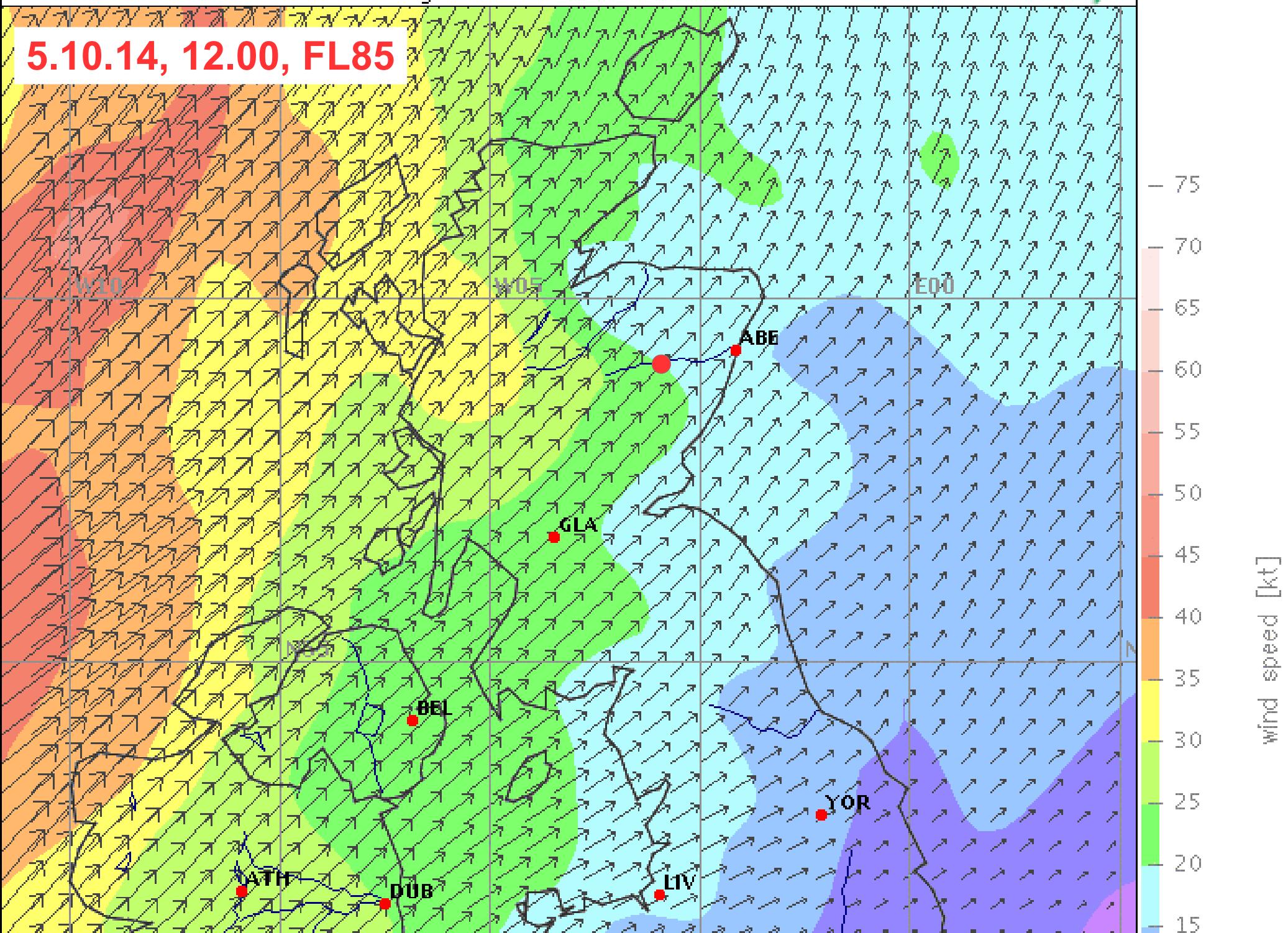
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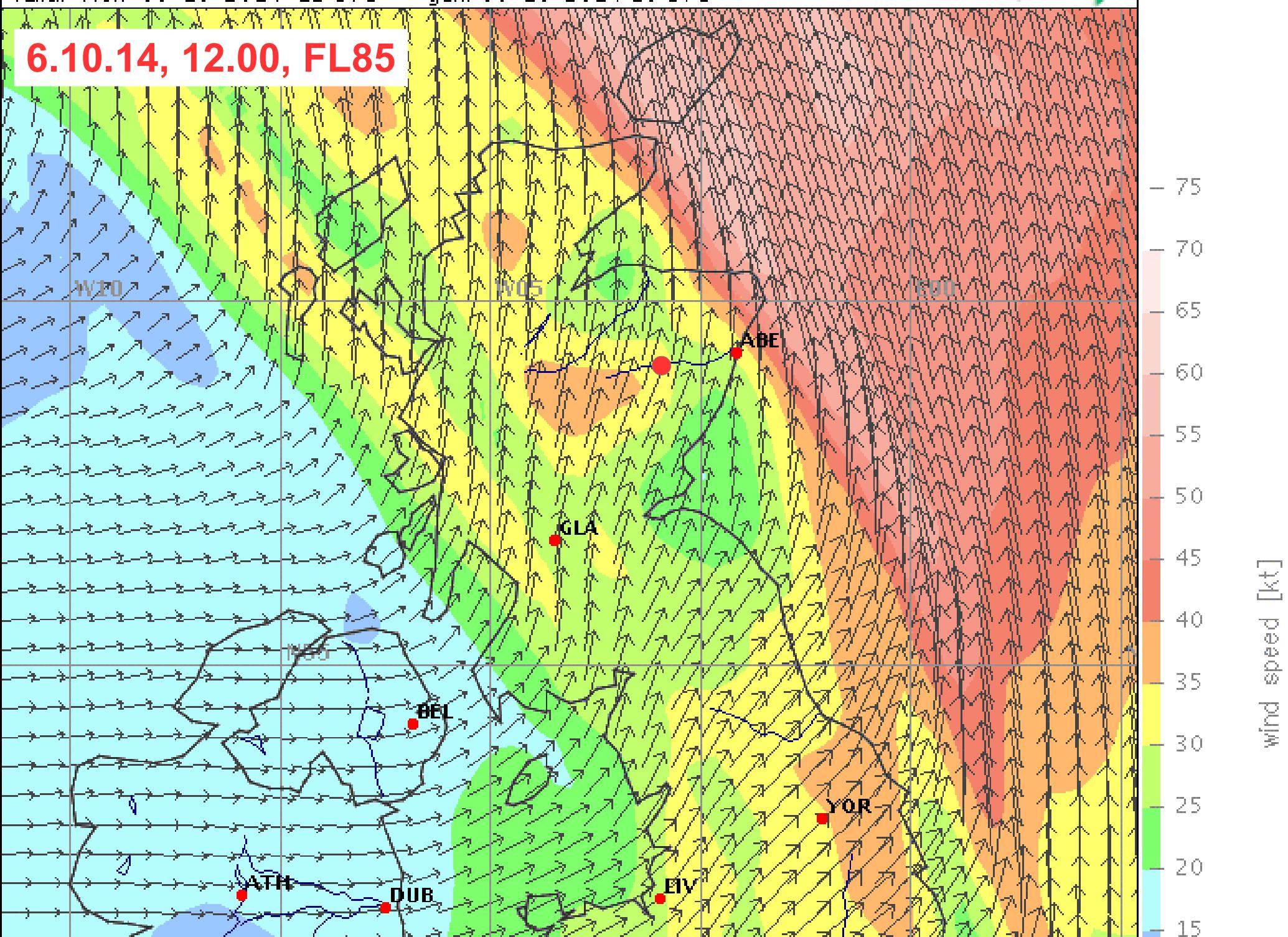


3.10.14, 12.00, FL85





5.10.14, 12.00, FL85

6.10.14, 12.00, FL85

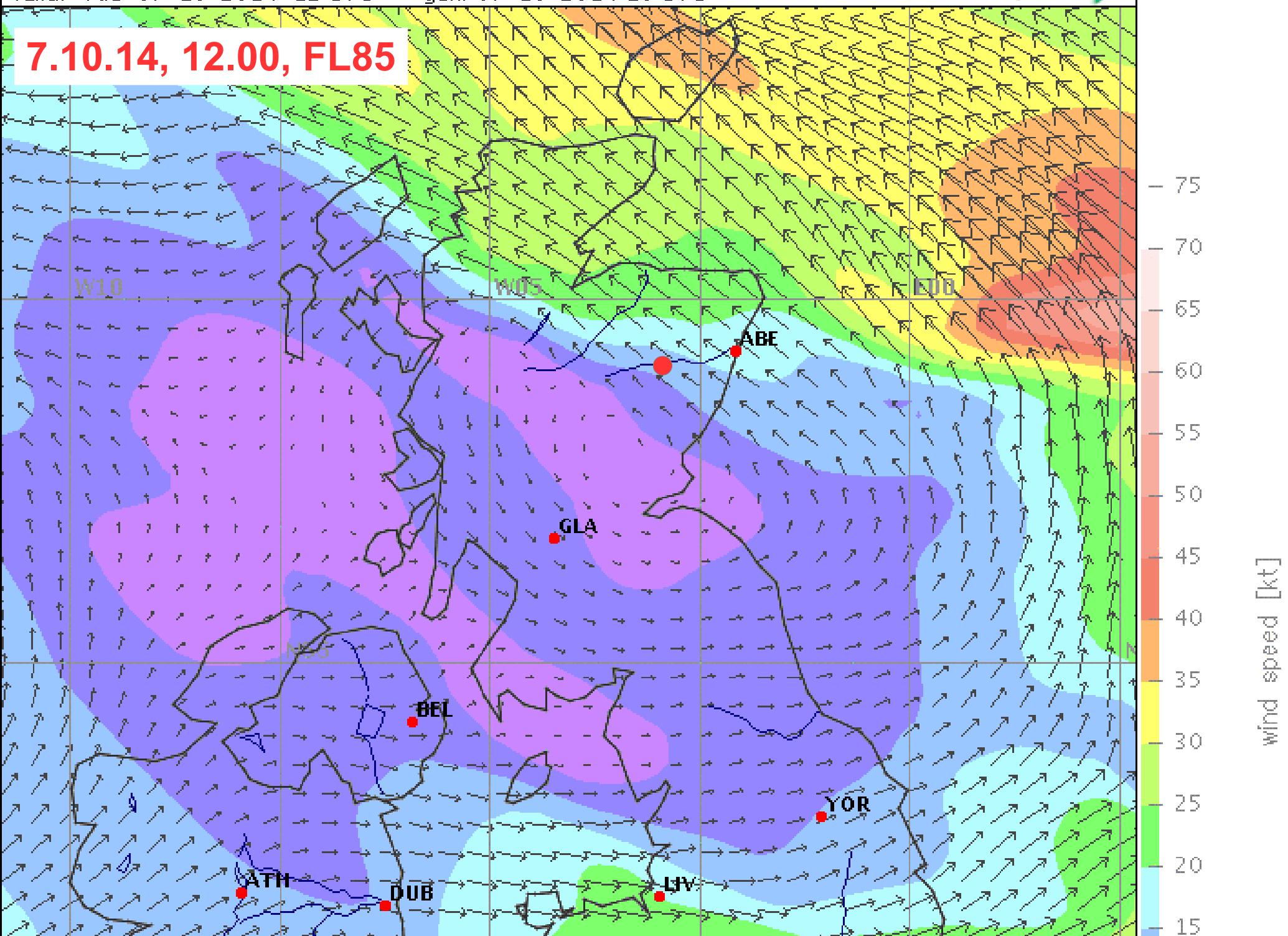
FL 85 wind ©2014 TopMeteo.eu

Tue 06

valid: Tue 07-10-2014 12 UTC gen: 07-10-2014 10 UTC

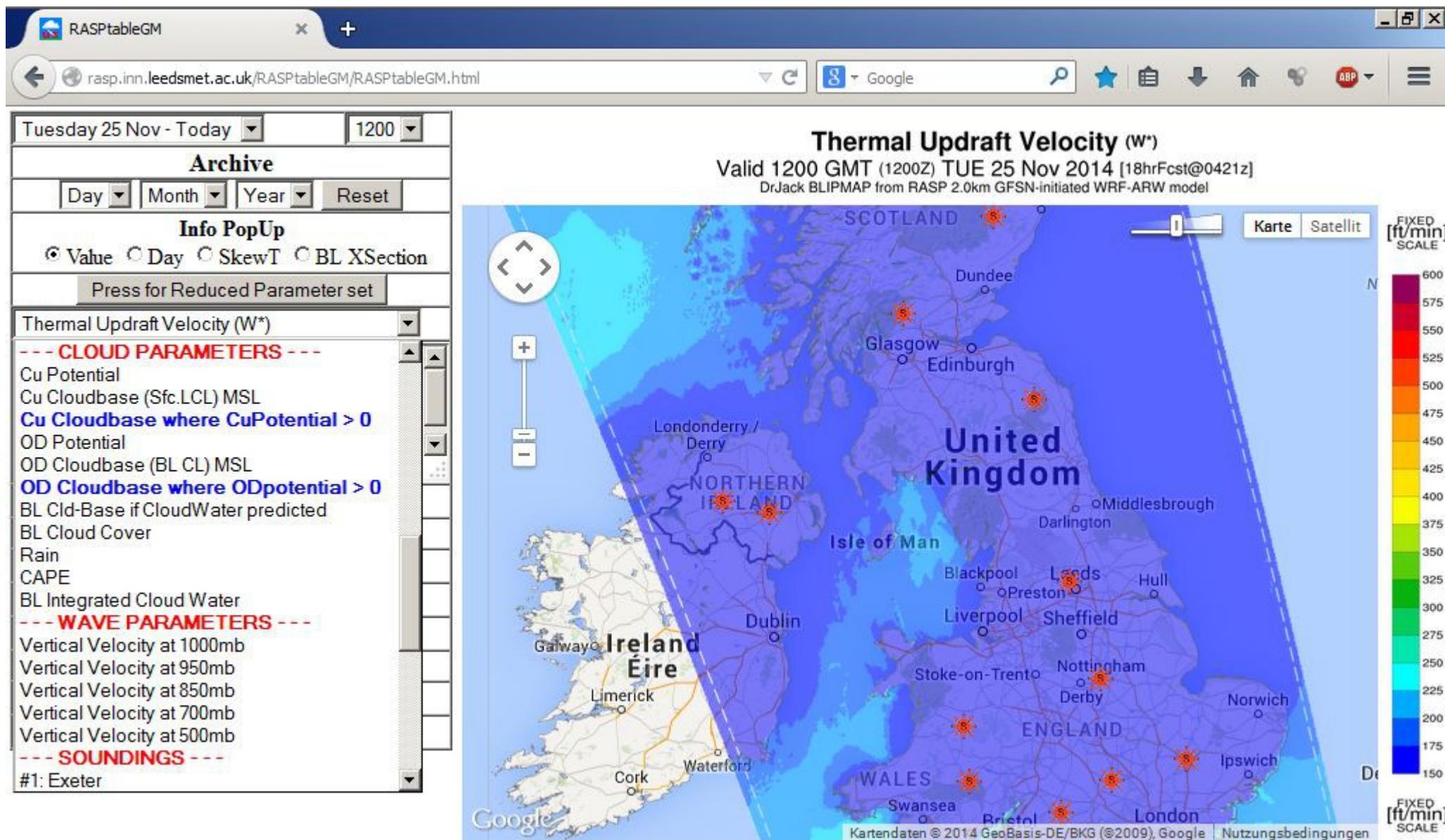


7.10.14, 12.00, FL85

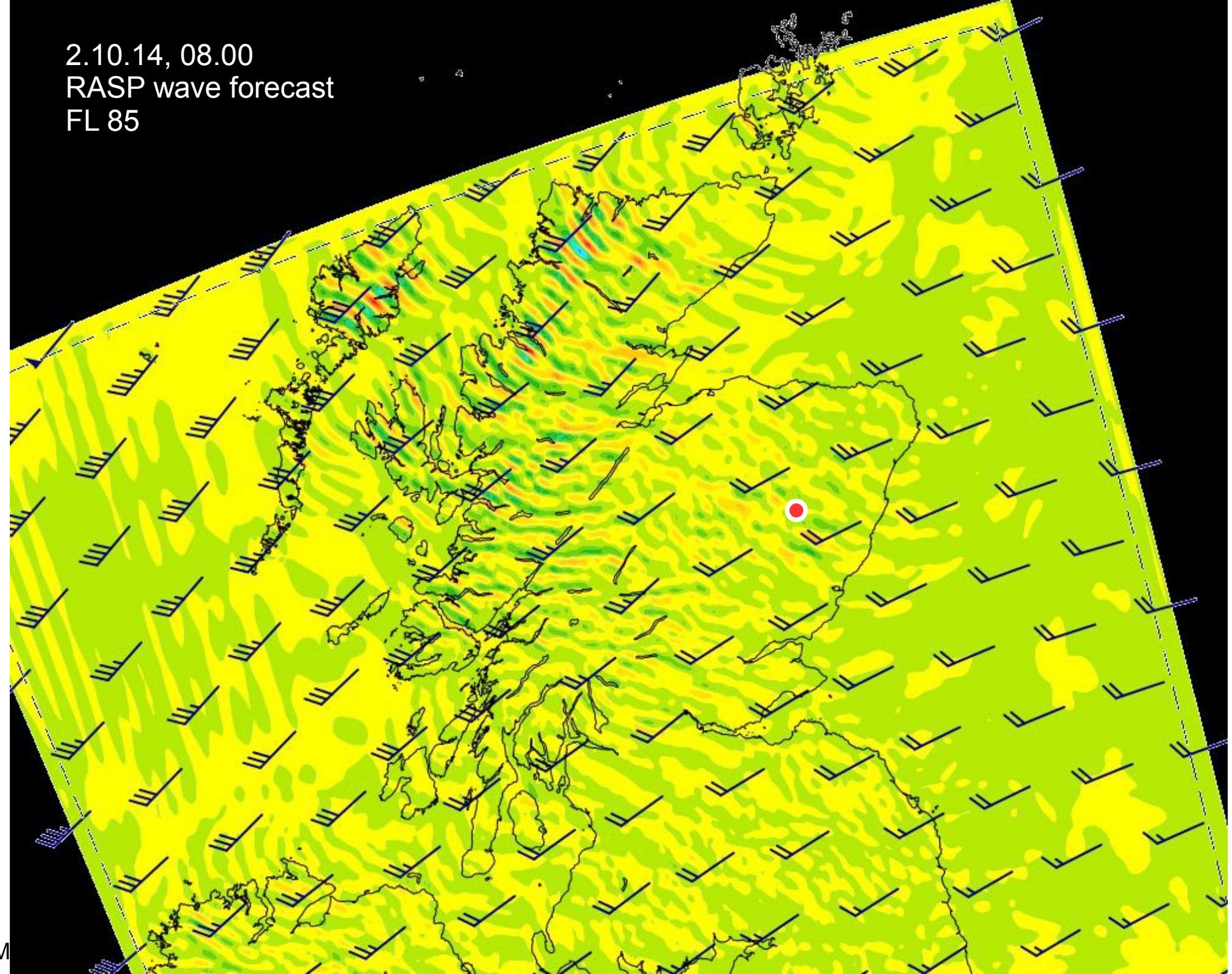


V. 2.10.2014

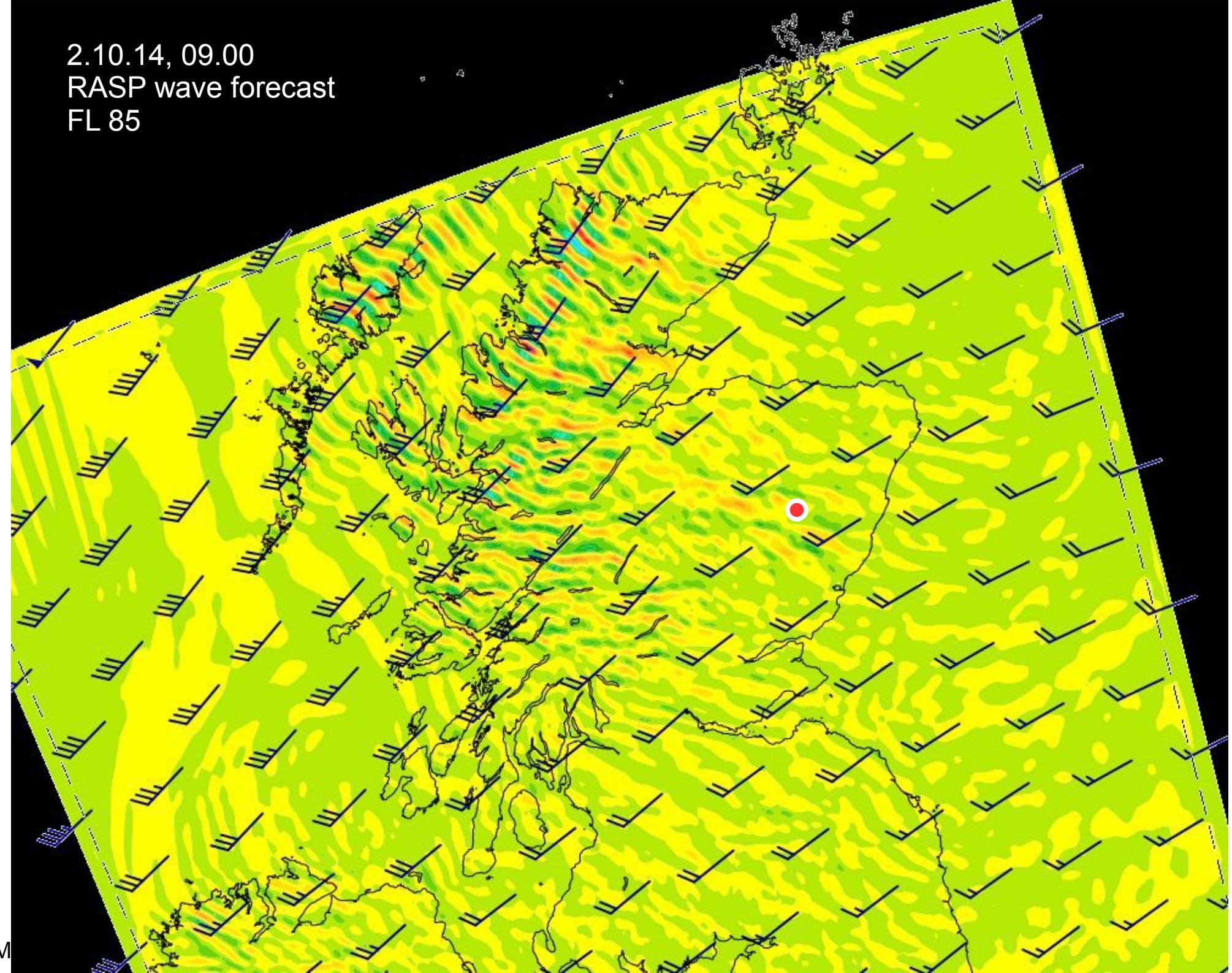
The Minch - auf See



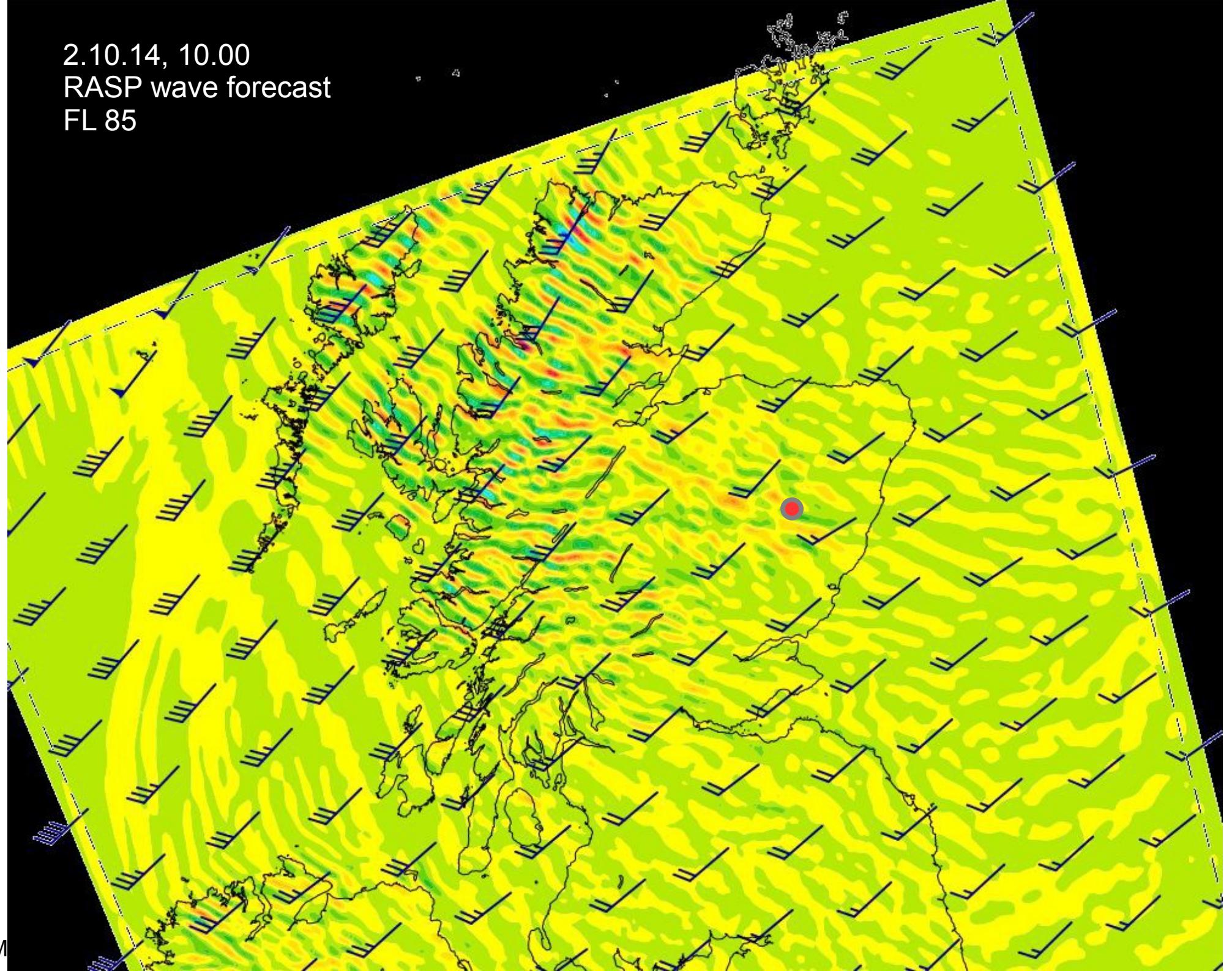
2.10.14, 08.00
RASP wave forecast
FL 85



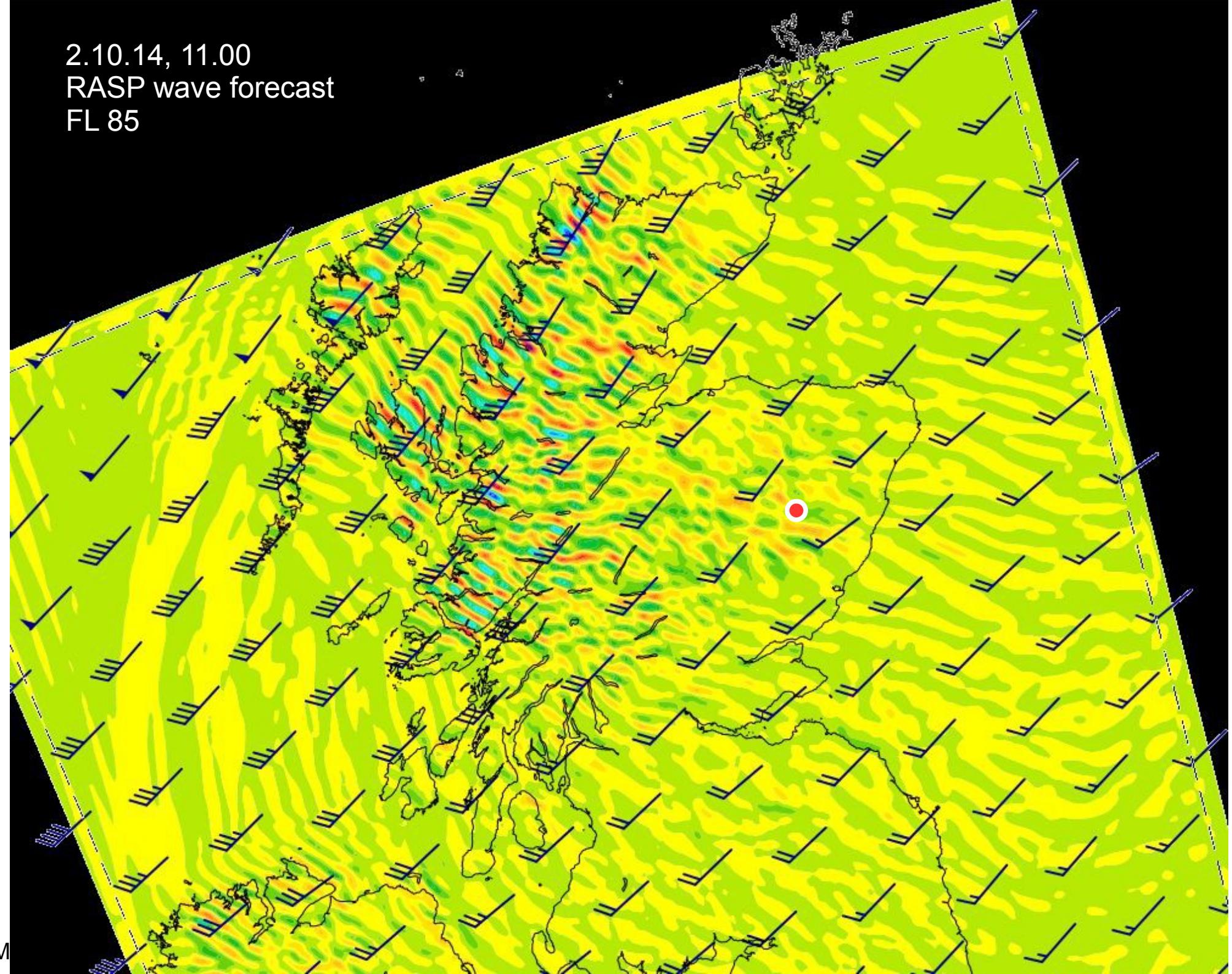
2.10.14, 09.00
RASP wave forecast
FL 85



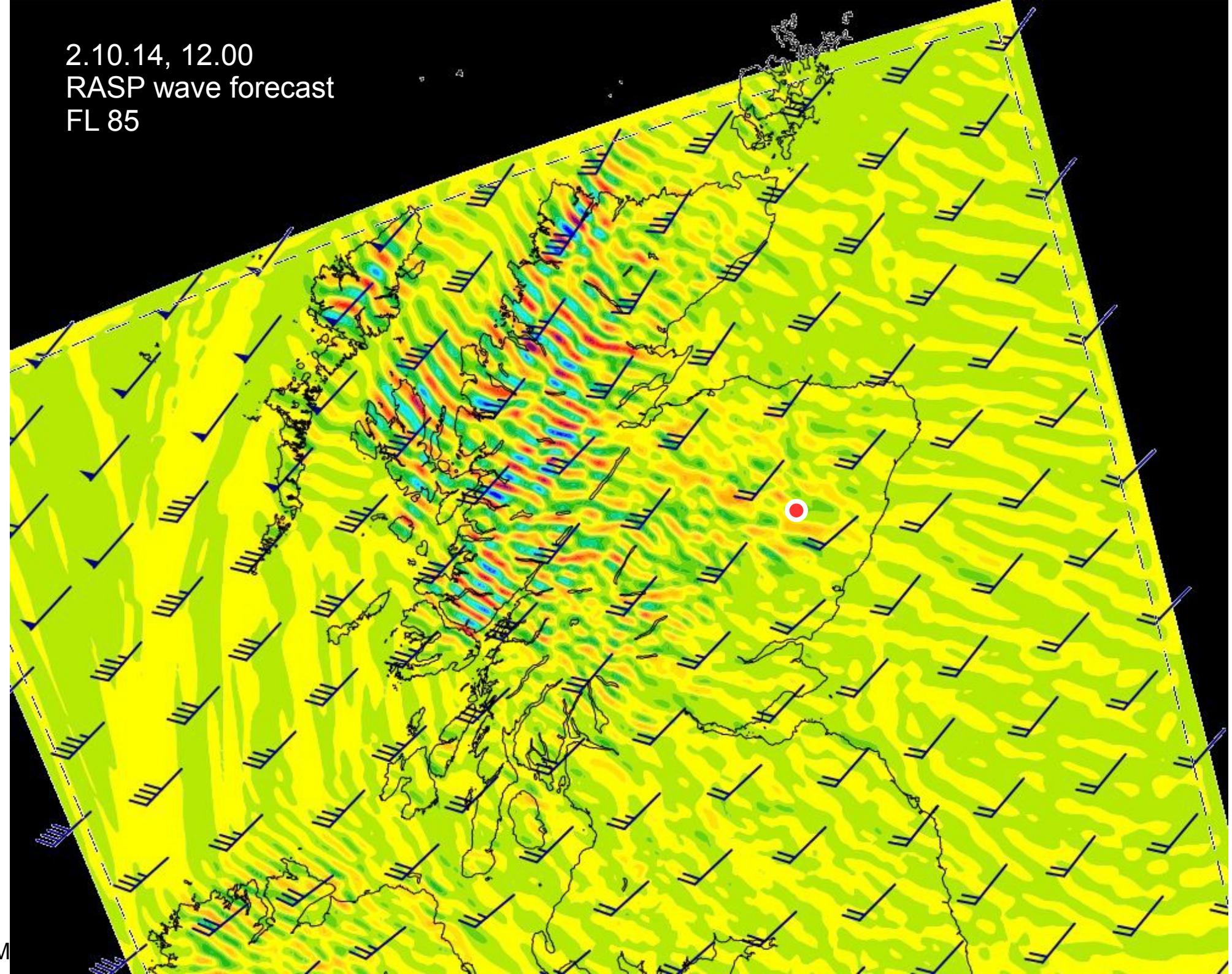
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RASP wave forecast
FL 85



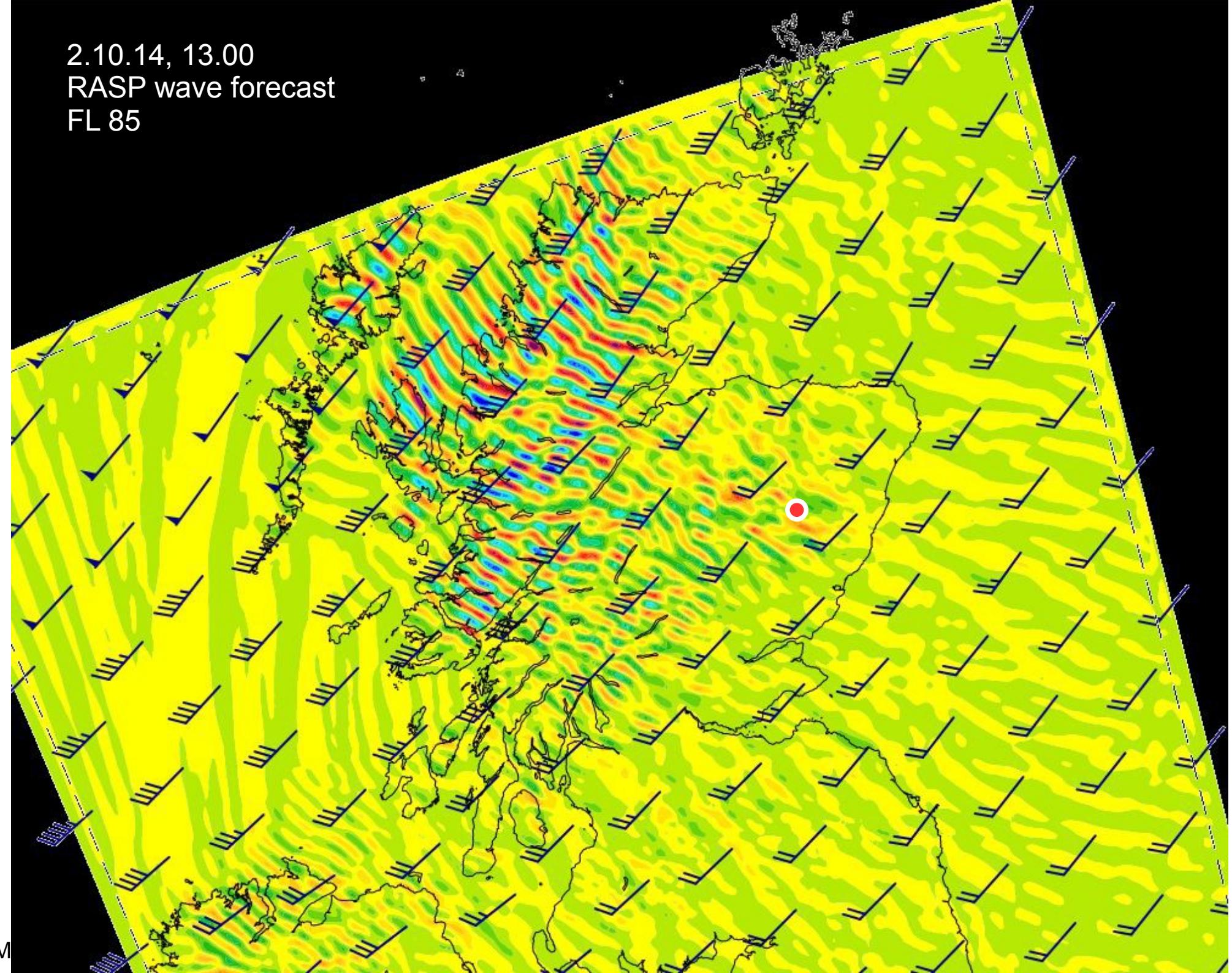
2.10.14, 11.00
RASP wave forecast
FL 85



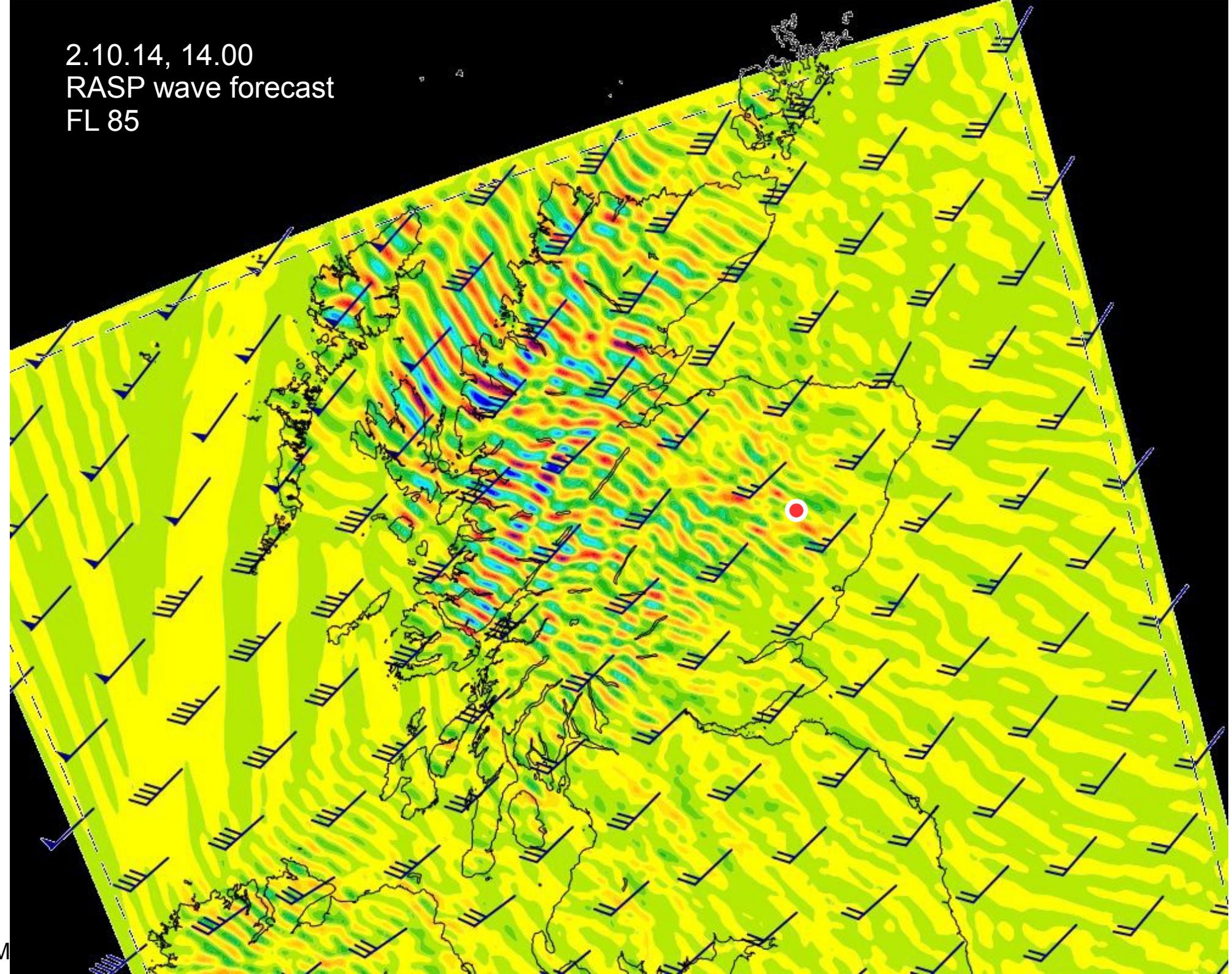
2.10.14, 12.00
RASP wave forecast
FL 85



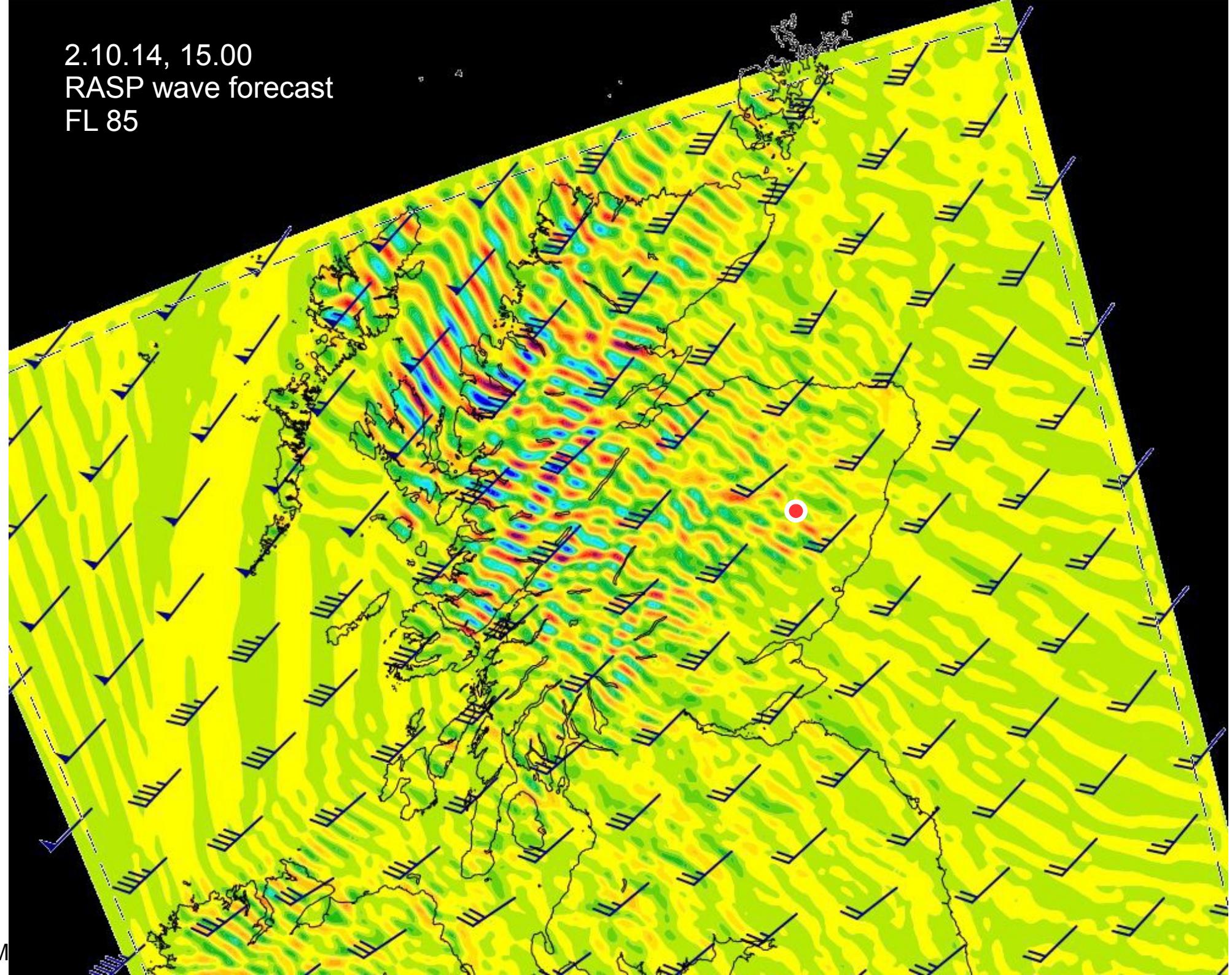
2.10.14, 13.00
RASP wave forecast
FL 85



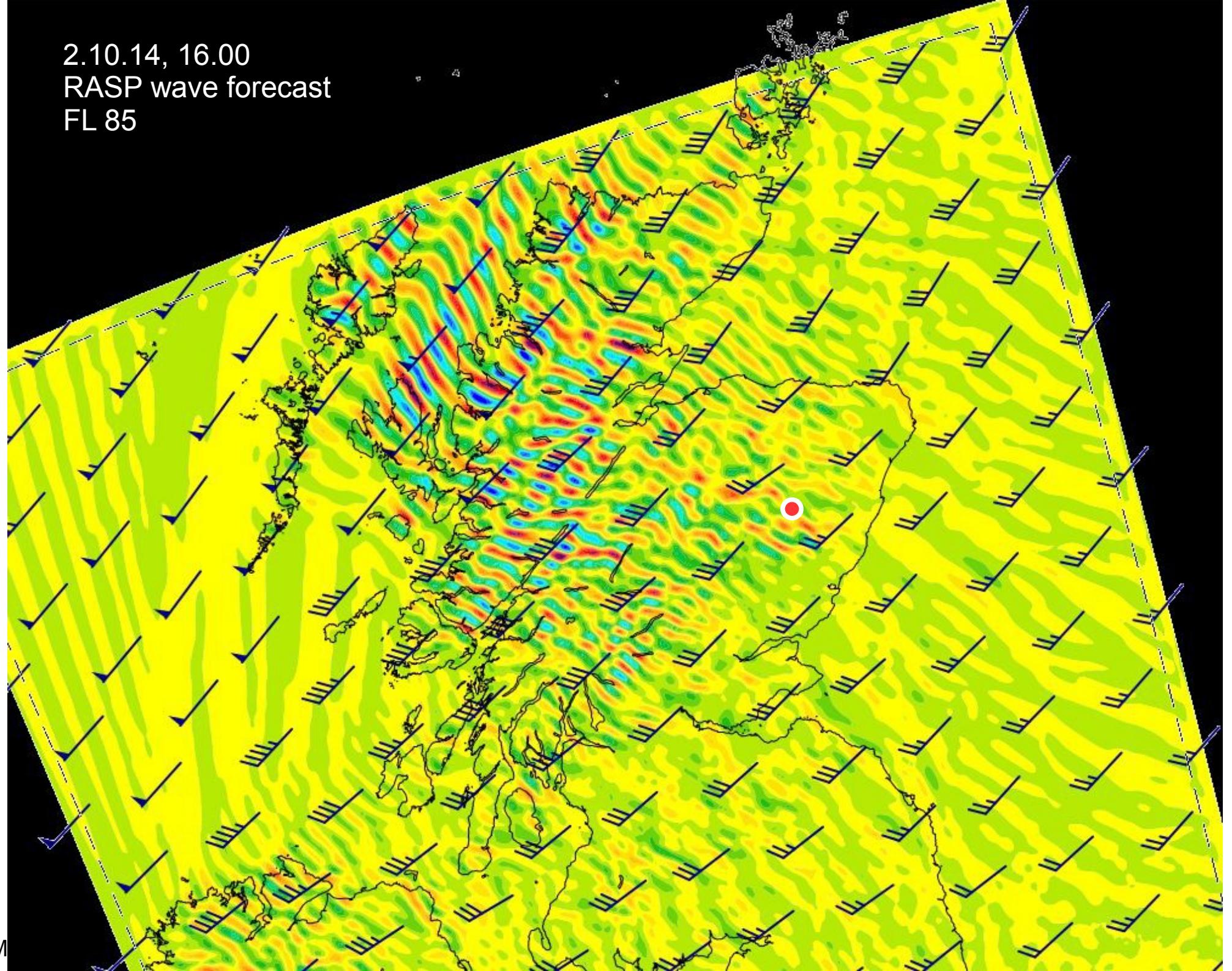
2.10.14, 14.00
RASP wave forecast
FL 85



2.10.14, 15.00
RASP wave forecast
FL 85



2.10.14, 16.00
RASP wave forecast
FL 85



2.10. - Blick vom Frühstückstisch



2.10. - 12.00

Loch Ness, Kilometer 100

2.10. - 11.30



2.10. - 14.00 - Blick nach Nordwesten

The Minch, Kilometer 250

An aerial photograph showing a coastal scene from above. In the foreground, there's a dark, textured area that appears to be a body of water or a wetland. A bright, sandy-colored strip, likely a beach or dune, runs diagonally across the middle ground. The sky is filled with various types of clouds, from wispy cirrus to puffy cumulus. The sun is visible in the upper left corner, casting light on the clouds and the beach area.

2.10. - 14.00 - Blick zurück

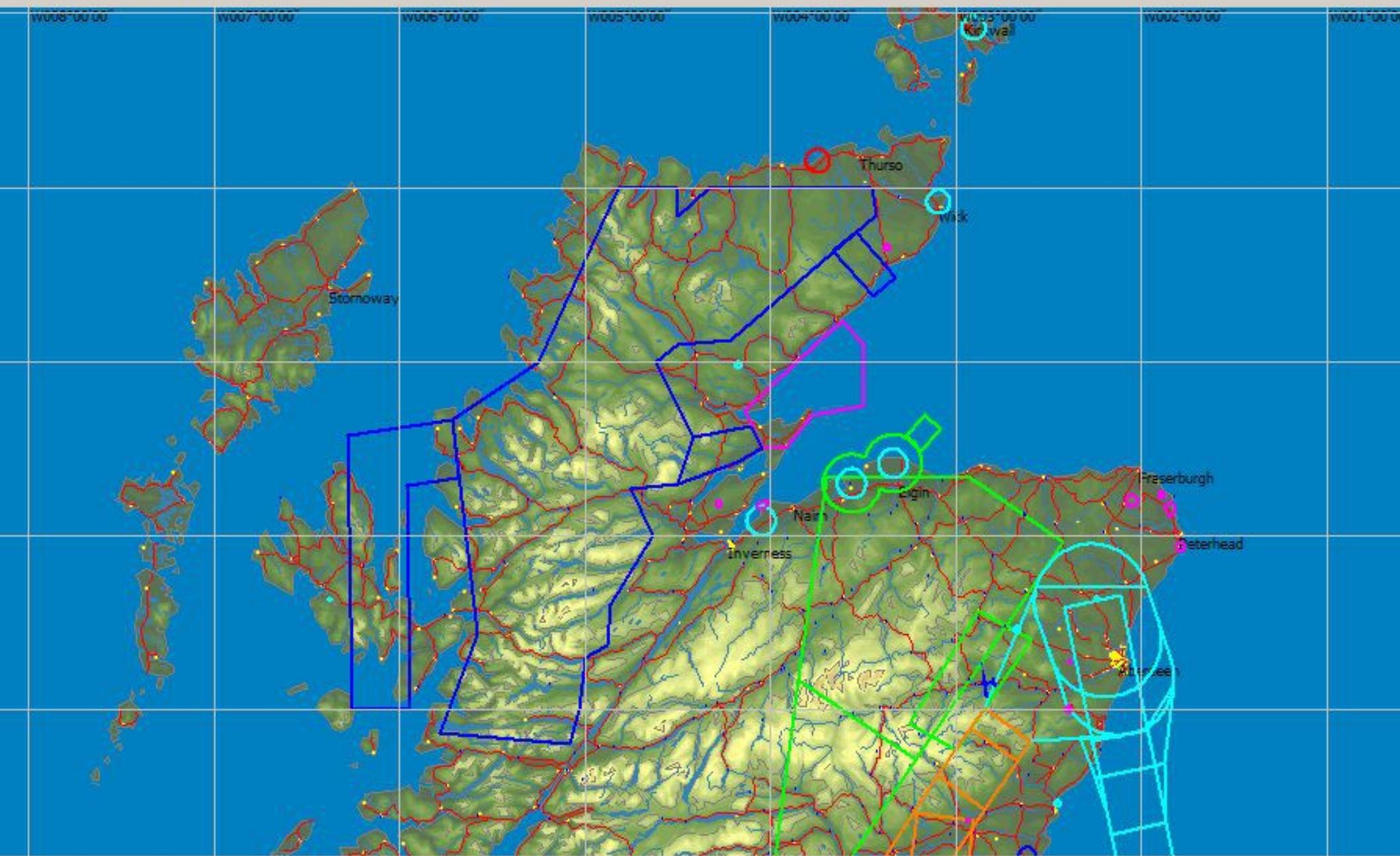
2.10. - 14.00 - Blick nach unten

2.10. - 18.30

Aboyne
Kilometer 670

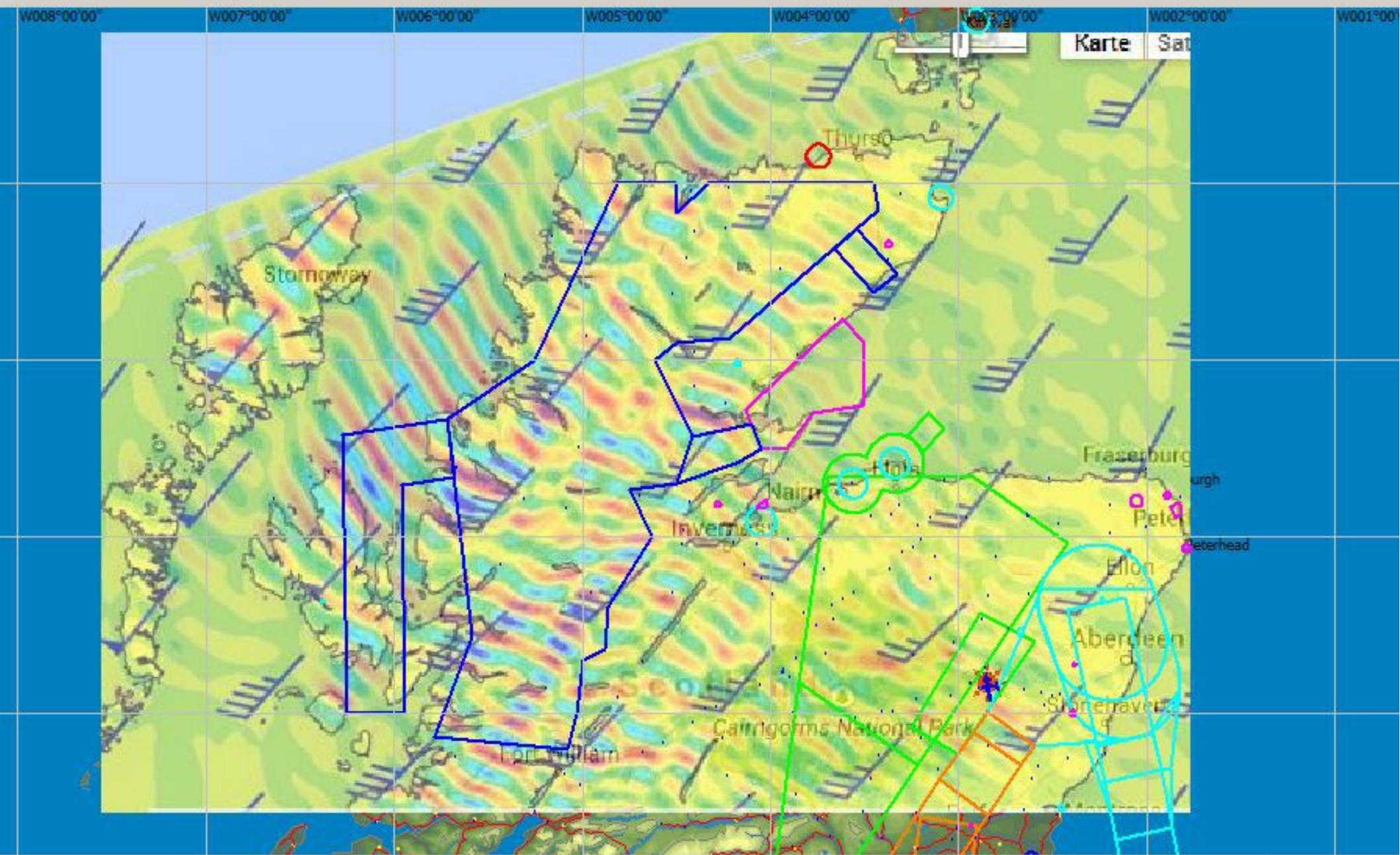
- [4A2_ChristofMaul.igc (Animation)]

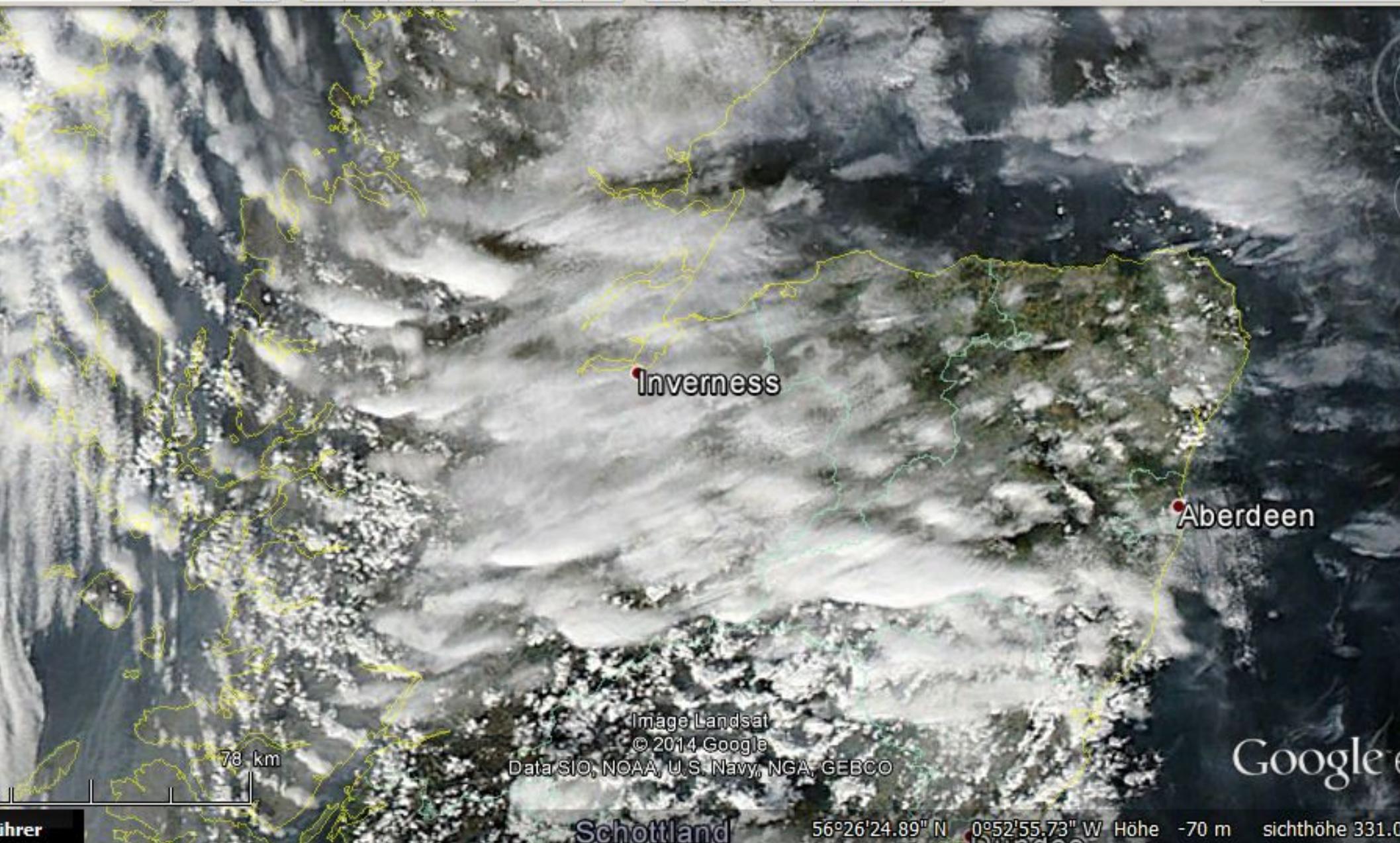
Bearbeiten Ansicht Animation Extras Fenster Hilfe



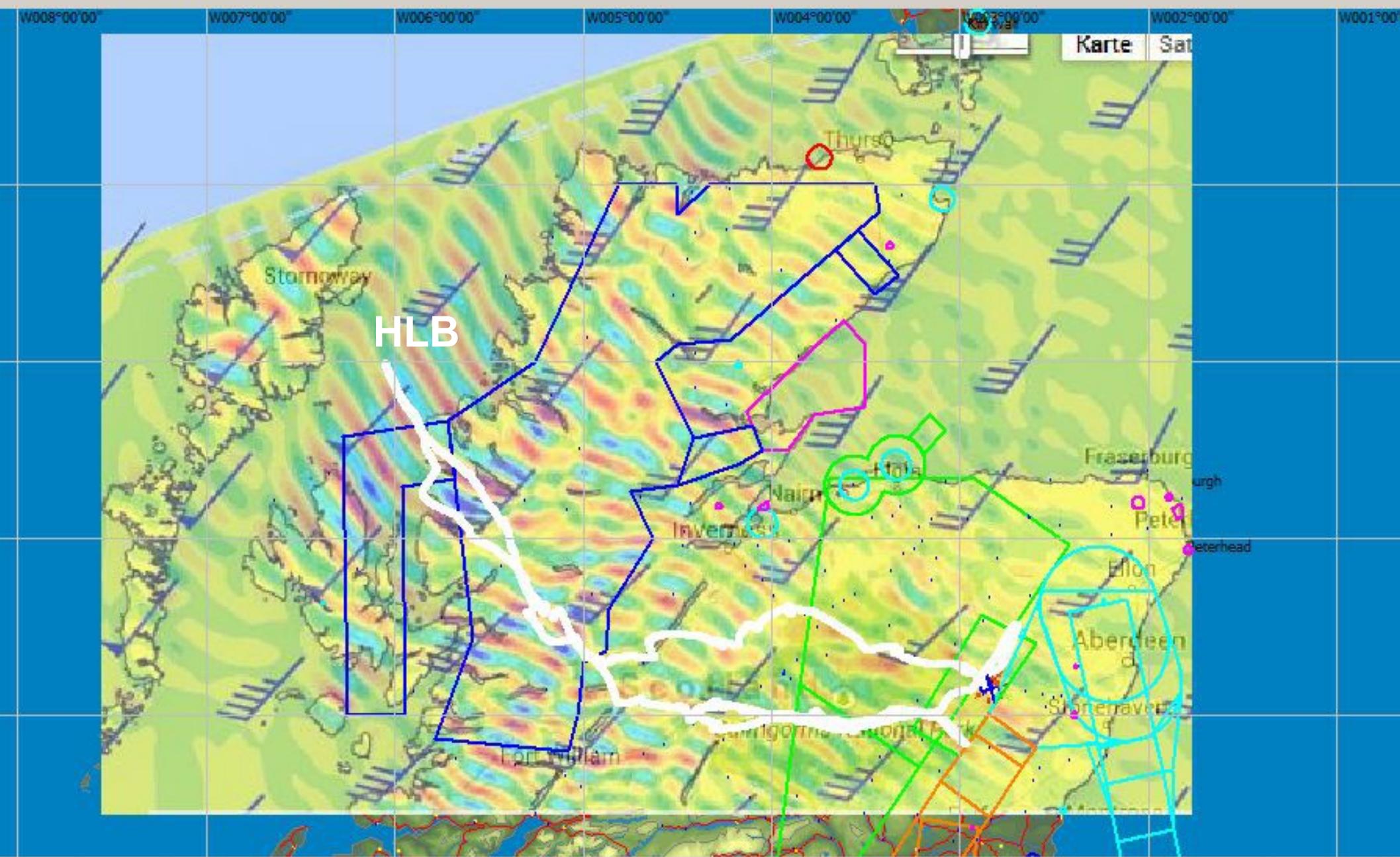
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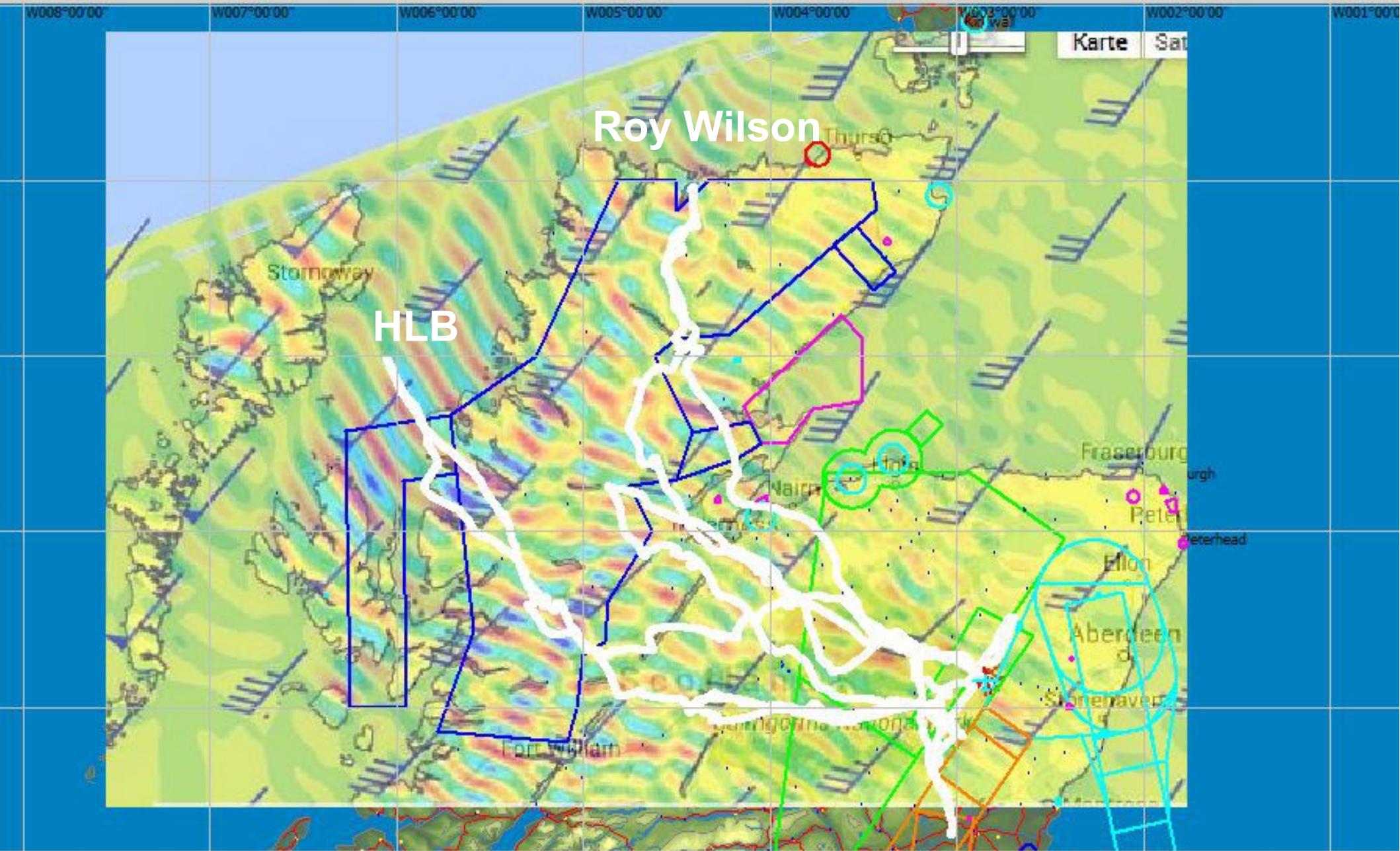
Bearbeiten Ansicht Animation Extras Fenster Hilfe





Google e







Fazit

pro

- zahlreiche Wellentage durch exponierte Lage
- für fast alle Windrichtungen geeignet, da „homogen strukturiert“
- gezeichnete Wellen wegen hoher Feuchte
- verlässliche Wolkenoptik
- pilotenfreundlicher Luftraum
- gute Infrastruktur

contra

- weite Anreise
- Wetter-Risiko
- nicht nutzbare Wellen wegen hoher Feuchte

Flugzeugtyp: ASH 31/21m, Startplatz: Aboyne Cluho Glid (UK)

KML

OLC-Plus

OLC-League

Standard Google-Maps (2D)

Dank an

- die Tarmstedter Truppe der SFG Bremen, allen voran Thomas Seiler
- den Deeside Gliding Club, vor allem an den Startleiter Bob
- den Hessischen Luftsportbund und den Arcus-Kümmerer Albrecht Müller
- Roy Wilson für den Titel des Vortrags

Kommentar

Pilot:

Some good Scottish Wave and wonderful views of the Highlands

OLC-Team:

- Kein Kommentar -

