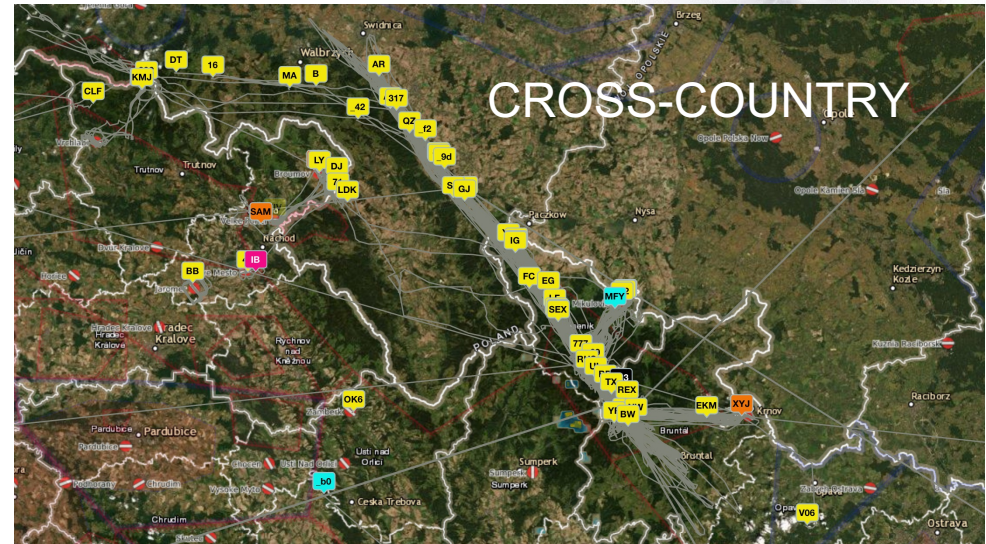


From LKMI to the LEE WAVE BRIEFINK



Why do we do it?



Can I fly the wave - *conditions*

- Owner of the "silver" C
- Registration: www.jeswave.cz/registrace
- Ground preparation with an instructor
- At least 1 hour of control flight to display basic orography, meteo, tactics
- Own glider with oxygen, OGN track and good battery

Contacts/ introductions

Vlasta Lasovská – organizer/ instr. : +420604905903

Vít Reich – air traffic controller/ tow pilot : +420 724042597

Miroslav Krutil – tow pilot : +420 777946561

Aleš Procházka – tow pilot : +420 734640241

Irena Eškuličová – tow pilot : +420 728258222

Pavel Schoř – tow pilot : +420 605572413

Jan Gottwald – tow pilot : +420 724941338

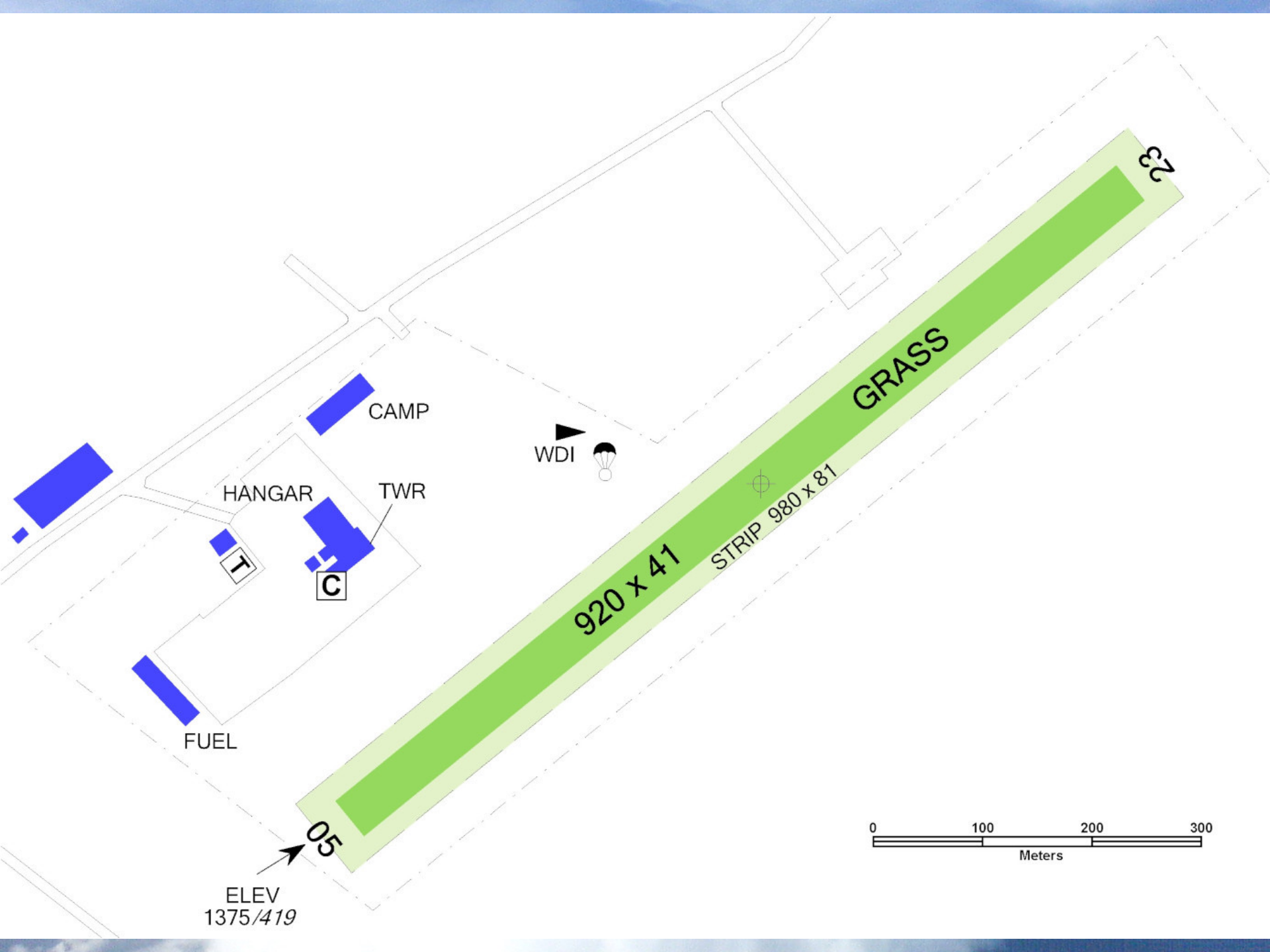
Petr Lasovský – instructor: +420 604274313

Petr Hanáček – instructor : + 420 605298850

... and many pilots from AK Jeseník who helps you

LKMI data / rules

- **ARP:** 50° 18' 06" N, 17° 17' 51" E
10,5 km GEO 035° Jeseník
2,2 km GEO 320° Mikulovice
- **ELEV:** 1375 ft / 419 m
- **RWY** 05/23 920 x 41m
- Turns left
- **123,510 MHz / up FL95 130,925 MHz**
- Call sign "**JESENİK RADIO**"
- Call position „down wind“ and „final“



WDI

CAMP

HANGAR

TWR

FUEL

GRASS

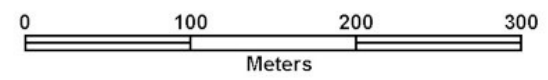
920 x 41

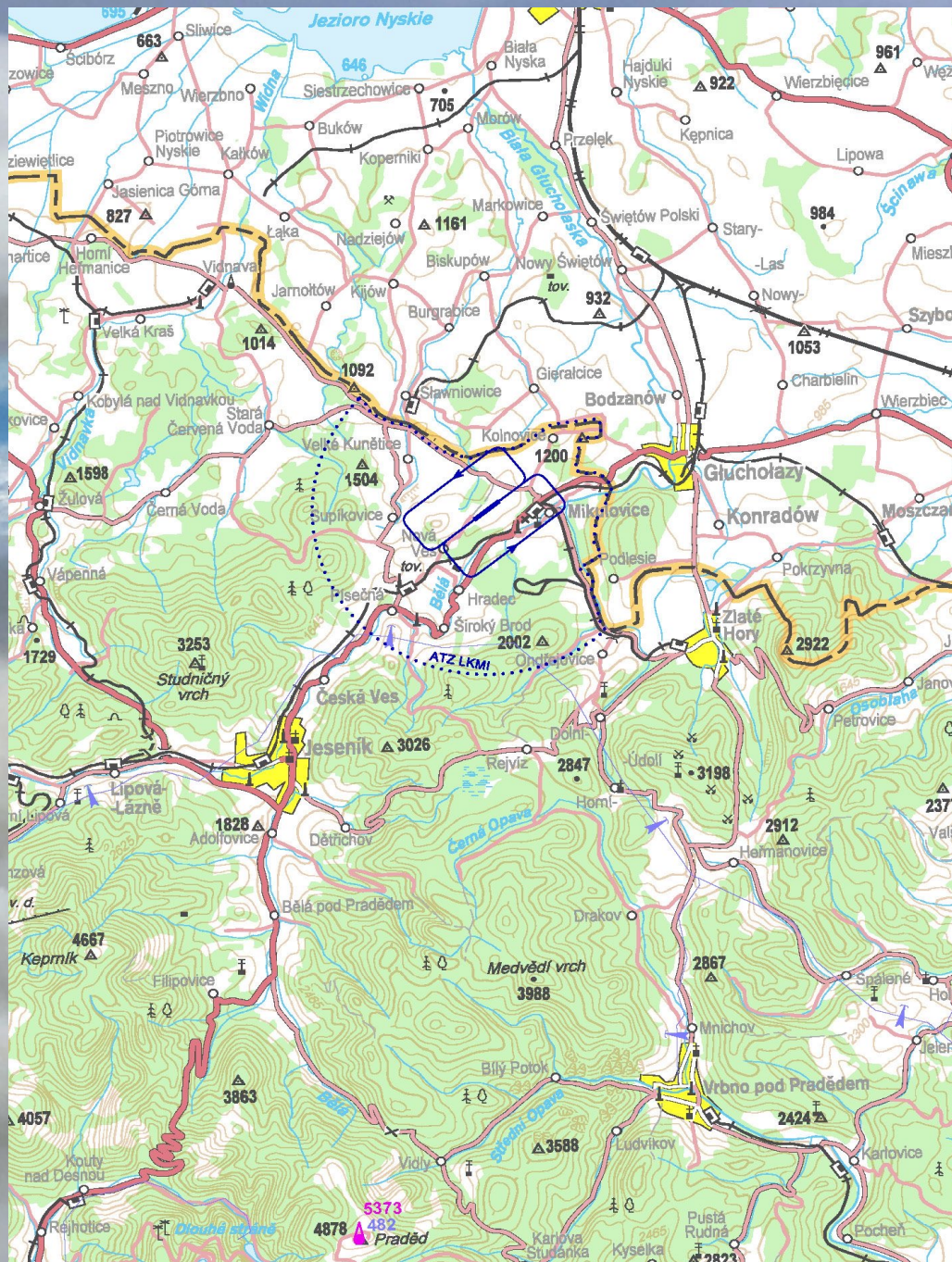
STRIP 980 x 81

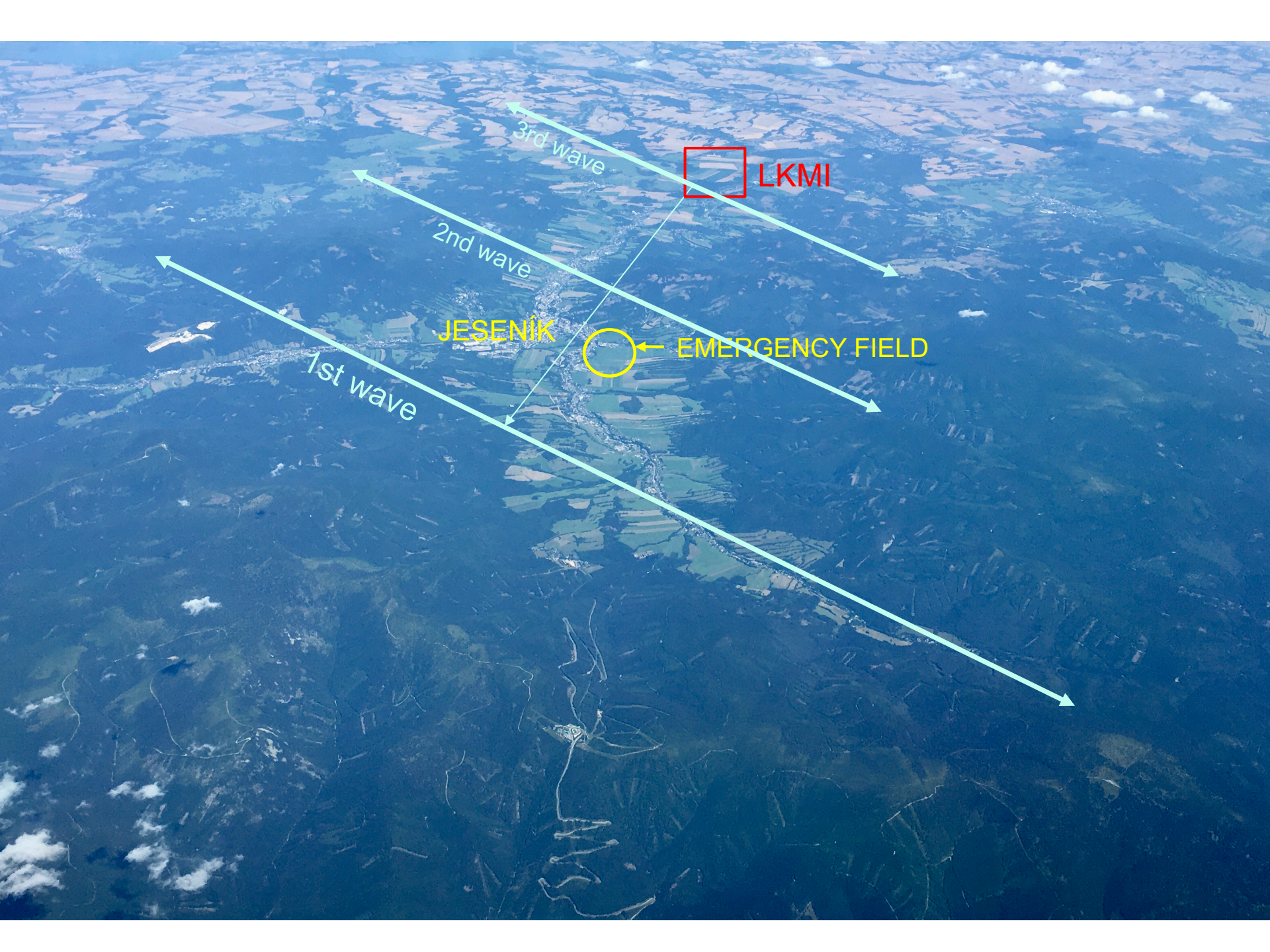
23

05

ELEV
1375/419







3rd wave



LKMI

2nd wave

JESENÍK



EMERGENCY FIELD

1st wave

Wave airspaces - AUP

- [Www.aup.rlp.cz](http://www.aup.rlp.cz)



Řízení letového provozu
České republiky

Aktualizace dat: 16.10.2021 06:29:23 UTC

AUP

Zobrazení stránky: 16.10.2021 08:37:00 UTC

Plán využití vzdušného prostoru (AUP)

- **Platný AUP** (od 16.10.2021 06:00 UTC do 17.10.2021 06:00 UTC)
 - **Platný UUP** (od 16.10.2021 06:29 UTC do 17.10.2021 06:00 UTC)

AUP- CZ

Plan vyuzivani vzdušneho prostoru Ceske republiky

OD 20. 10. 2021 06:00 DO 21. 10. 2021 06:00

Odesilajici stanoviste: AMC Ceska republika

Datum a cas vydani: 19. 10. 2021 11:20:59

A/ Planovatelne trate CDR 2 : **N I L**

B/ Neplanovatelne trate ATS a CDR1 : **N I L**

C/ Prostory spravovane AMC (AMA) :

P.c.	Prostor	Spodni hran.	Horni hran.	Od	Do	Zodp.stanoviste	Dopl.info
48.	TSA42	F095	F225	06:00	15:50	LKMI	OAT
49.	TSA43	F095	F225	06:00	15:50	LKMI	OAT
50.	TSA44	F095	F235	06:00	15:50	LKMI	OAT
51.	TSA46	F095	F215	06:00	15:50	LKMI	OAT
52.	TSA47	F095	F195	06:00	15:50	LKMI	OAT
53.	TSA48	F095	F235	06:00	15:50	LKMI	OAT
54.	TSA49	F095	F185	06:00	15:50	LKMI	OAT

AUP CZ - <https://aisview.rlp.cz/>

Stav pro let od-do (UTC):
24.10.2021 07:51
24.10.2021 11:51

ve výšce GND až:
FL125

Zobrazené objekty:
základ extra výběr

skrýt ovládání

MetView **DronView**
FRAView **tisk**
vyhledat **AUP**
trať **FPL**
má poloha **sdílet**
CZ -> EN **rozcestník**
nápověda **kontakt**
podmínky **mobilní**
Tutor **novinky**





nepřihlášen
Reg. QNH: 1027 TRL: FL60 (24.10. 06:00-09:00)
UTC: 24.10. 07:52:07
Všechny časy v aplikaci jsou v UTC
Aktuální zobrazení mapy obsahuje pouze garantované informace pro LKAA

data

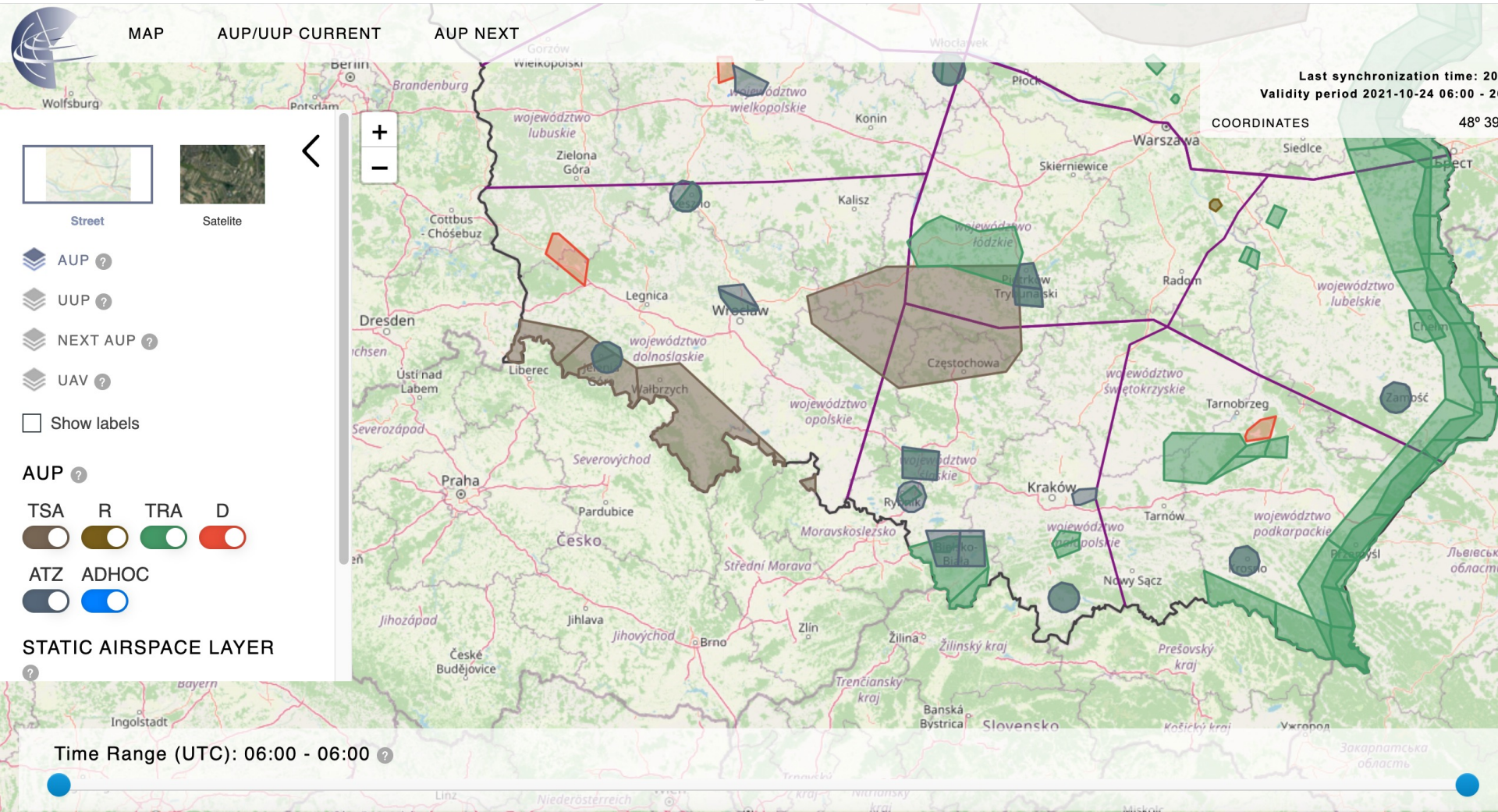
nepřifázené NOTAMy

SET FL 125 to see the wave sectors

AUP PL- <https://airspace.pansa.pl/aup/current>

<div>  <div> MAP AUP/UUP CURRENT AUP NEXT </div> <div>    </div> </div>								<div> Last synchronization time: 2021-10-24 07:50 Validity period 2021-10-24 06:00 - 2021-10-25 06:00 change data to: <div>UUP</div> </div>	
15	EPTR181C	GND	A035	06:30	15:00	ZZZZ	N		
16	EPTR115A	GND	A044	06:00	06:00	ZZSG	N		
17	EPTR25	GND	A050	06:00	20:00	EPBC	N		
18	EPTR25	GND	A050	04:00	06:00	EPBC	N		C152/CNL
19	EPTS46	F095	F215	06:00	15:40	LKMI	Y		GLD
20	EPTR26A	A035	F095	07:00	15:30	EPGL	N		PJE/CLN
21	EPTR115B	GND	A044	06:00	06:00	ZZSG	N		RPA
22	ATZ EPZA	GND	A055	11:00	19:00	EPZA	N		PJE
23	EPTS43	F095	F225	06:00	15:40	LKMI	Y		GLD
24	EPTS42	F095	F225	06:00	15:40	LKMI	Y		GLD
25	EPTS45	F095	F185	06:00	15:40	LKMI	Y		GLD
26	EPTS41	F095	F165	06:00	15:40	LKMI	Y		GLD
27	EPTS40	F095	F125	06:00	15:40	LKMI	Y		GLD

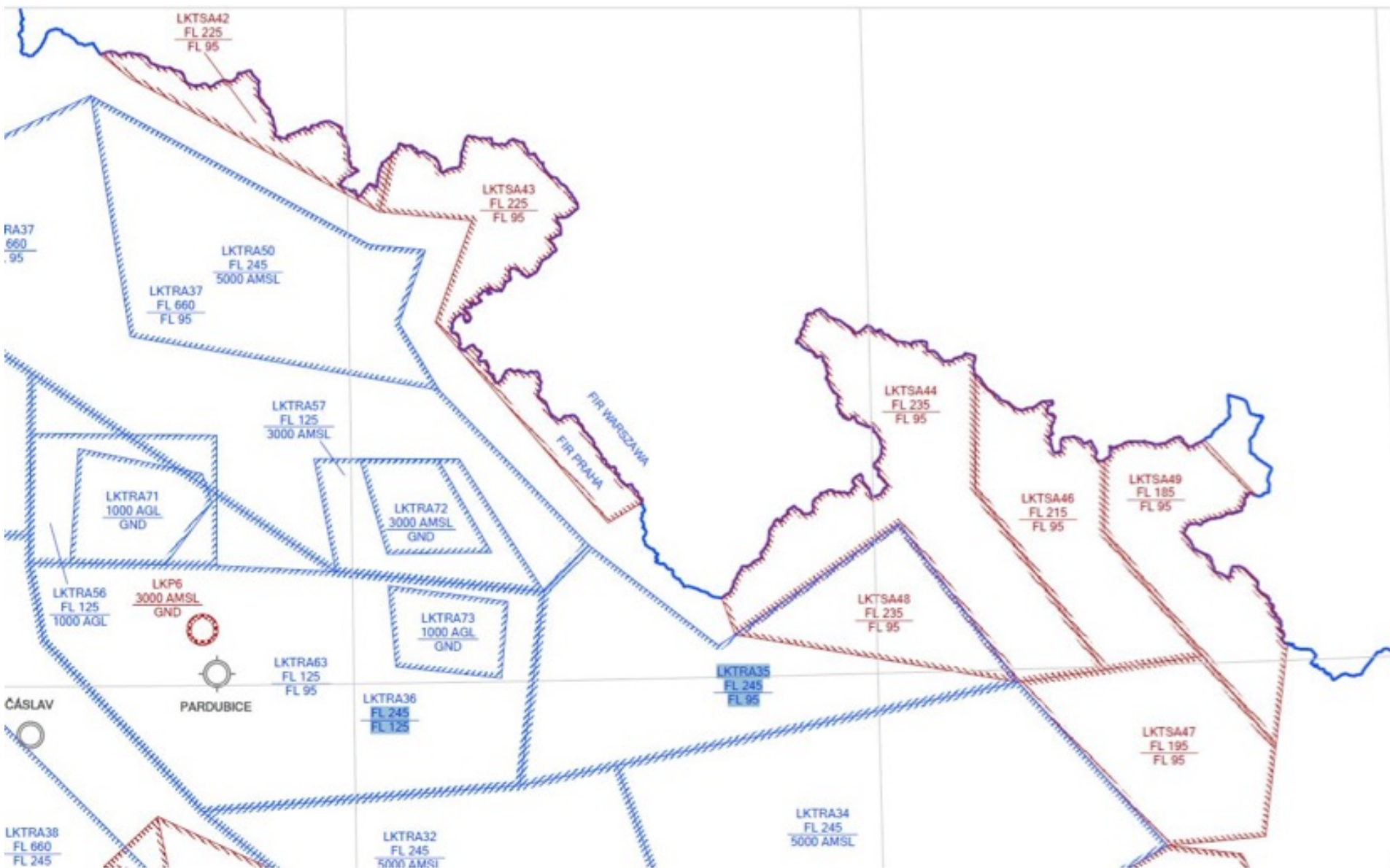
AUP PL map: <https://airspace.pansa.pl/>



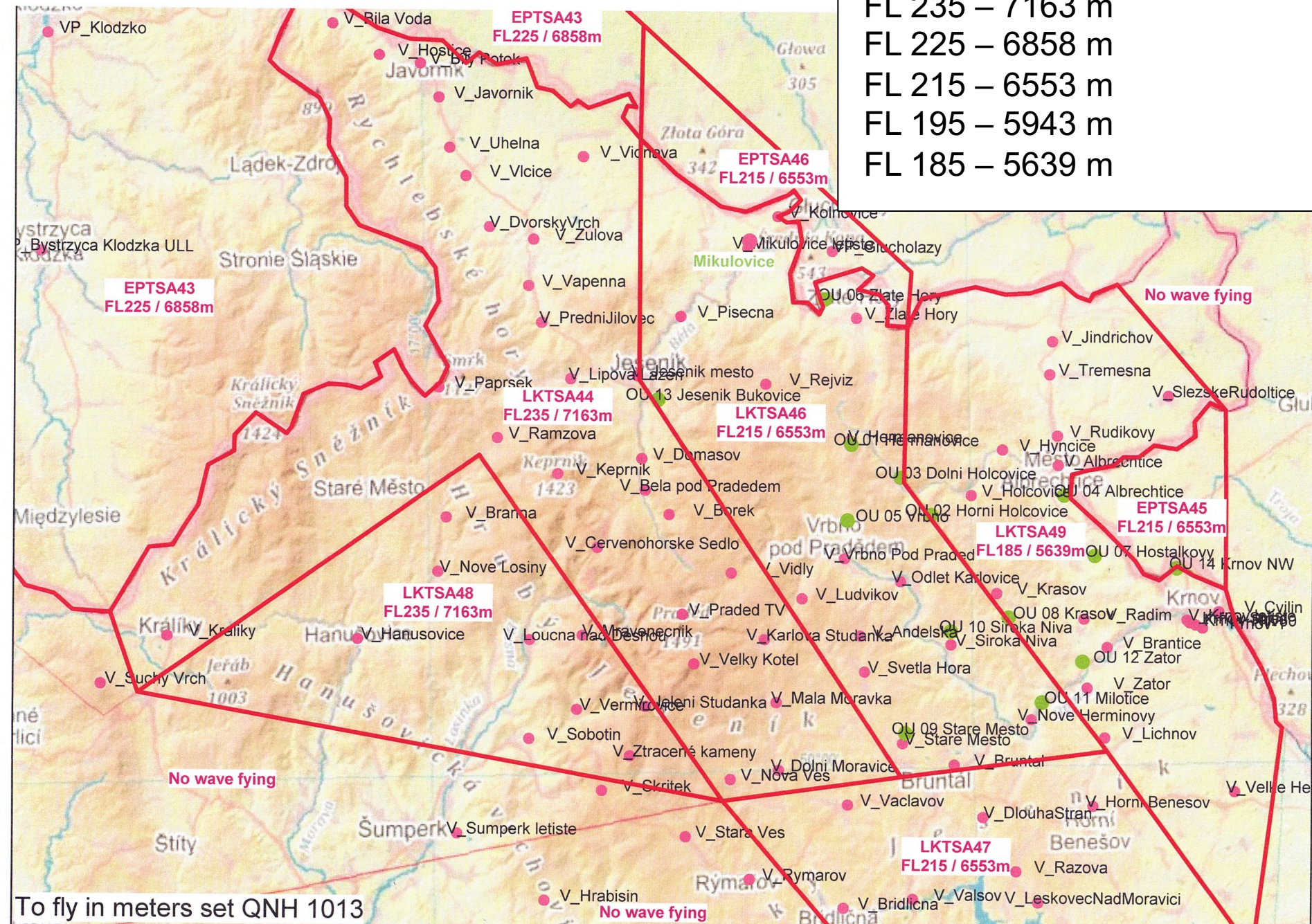
OAT, TSA

- **OAT** **Operational Air Traffic**
- The term **Operational Air Traffic** (OAT) is applied in Europe to all flights which do not comply with the provisions stated for general air traffic (GAT) and for which rules and procedures have been specified by appropriate national authorities. (EUROCONTROL EATM Glossary of Terms)
- **TSA** **Temporary Segregated Area**
- **Temporary segregated airspace** (TSA): is airspace temporarily. segregated and allocated for the exclusive use of a particular user. during a determined period of time and through which other traffic. Will not be allowed to transit

TSA CZ



FL 235 – 7163 m
FL 225 – 6858 m
FL 215 – 6553 m
FL 195 – 5943 m
FL 185 – 5639 m

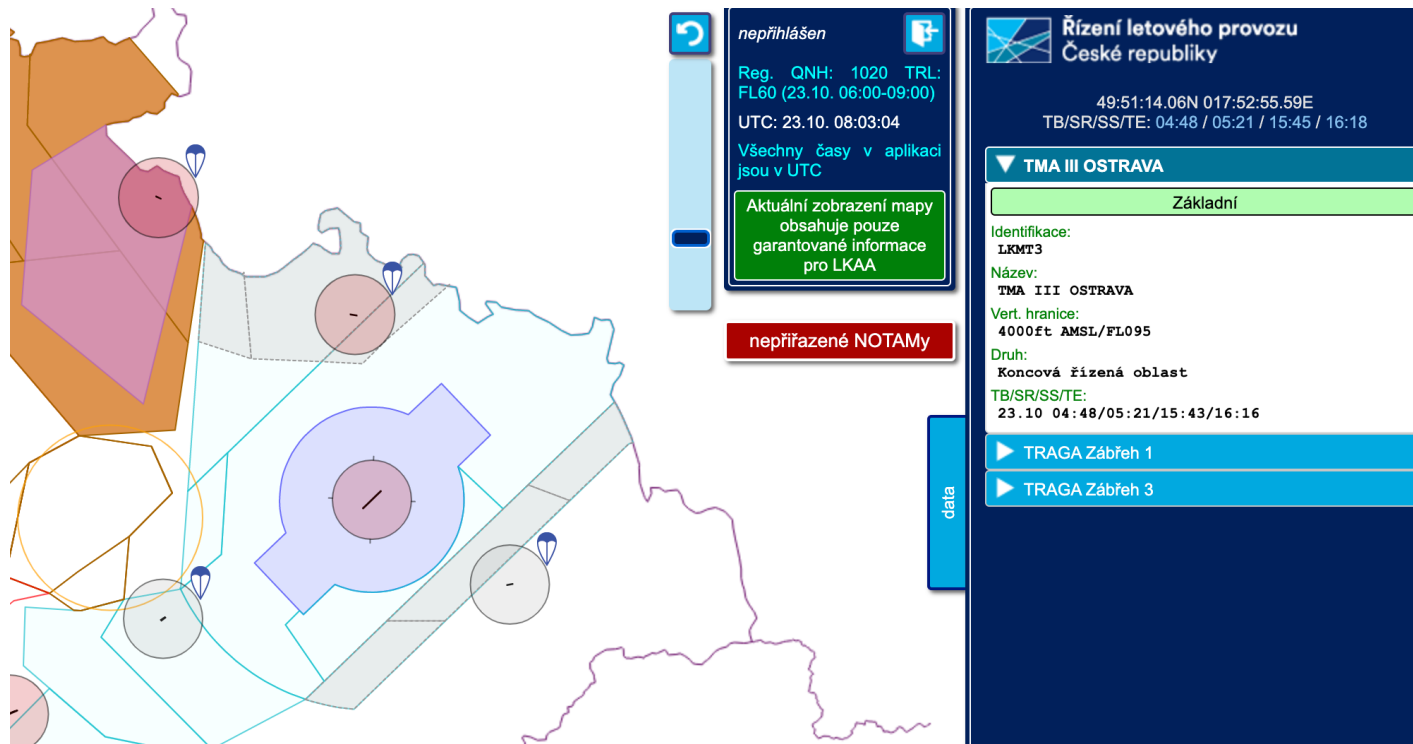


TSA CZ

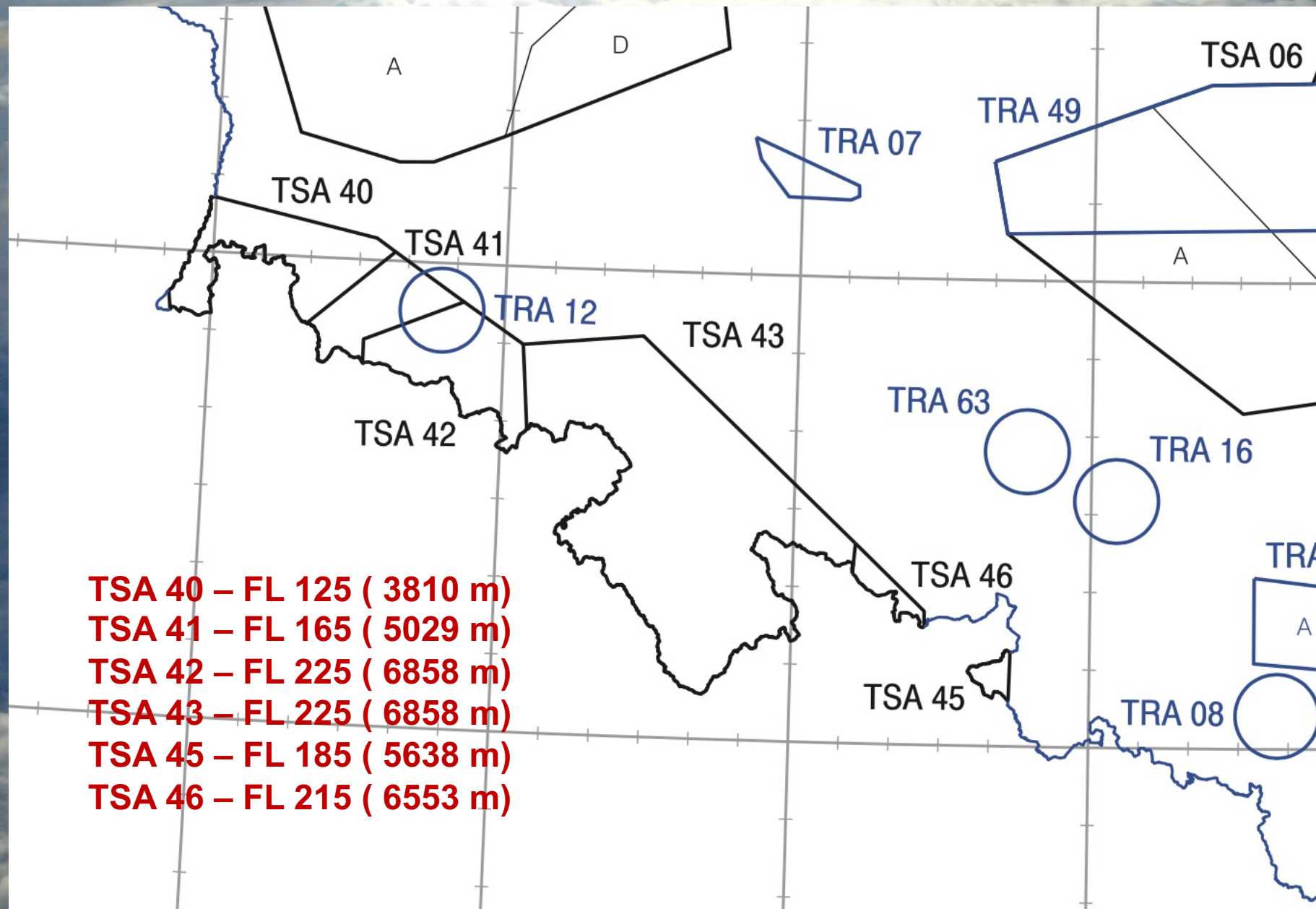
- Up FL95

TSAAs for long wave can be used maximally up to flight level 500 ft below upper vertical limit of these areas.

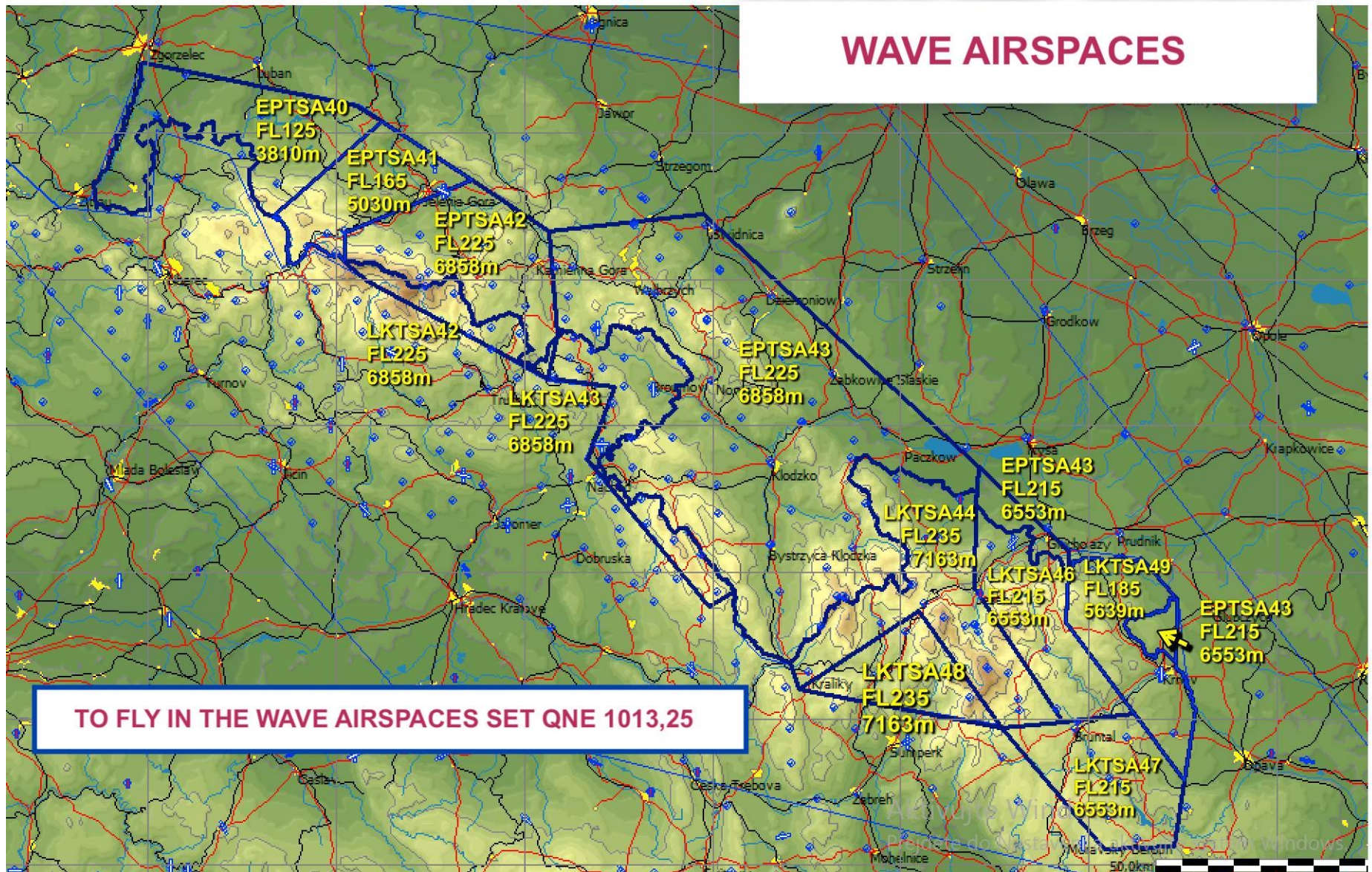
Areas LKTSA47 and LKTSA49 can be used only in a way that minimum separation 2,5 NM from the boundary of TMA III Ostrava is ensured.



EP TSA - PL



WAVE AIRSPACES



TO FLY IN THE WAVE AIRSPACES SET QNE 1013,25

13:16

LTE

glideandseek.com

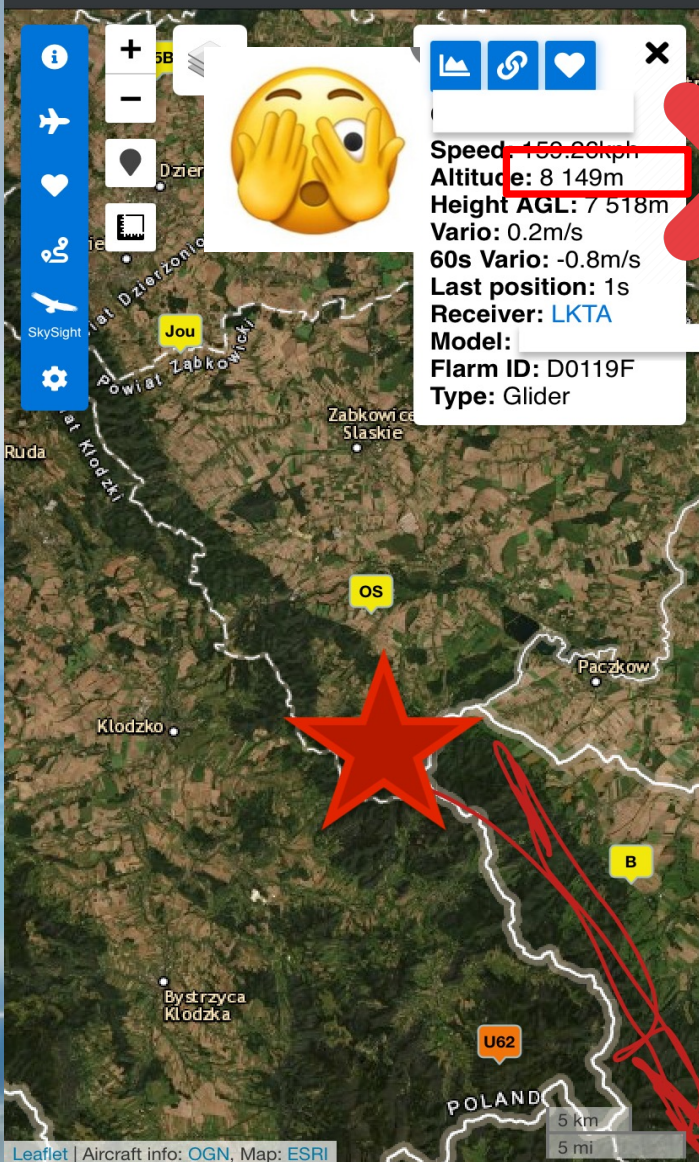


Speed: 150.20kph
Altitude: 8 149m
Height AGL: 7 518m
Vario: 0.2m/s
60s Vario: -0.8m/s
Last position: 1s
Receiver: LKTA
Model:
Flarm ID: D0119F
Type: Glider



Big brother is watching you

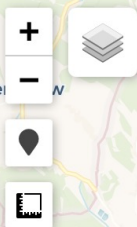
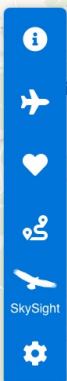
- For all flights, position equipment (OGN / flarm tracker) or similar is mandatory.



10:57



glideandseek.com



OK-9304 [Jou]

Speed: 137.04kph

Altitude: 3 665m

Height AGL: 3 082m

Vario: 0.6m/s

60s Vario: 0.3m/s

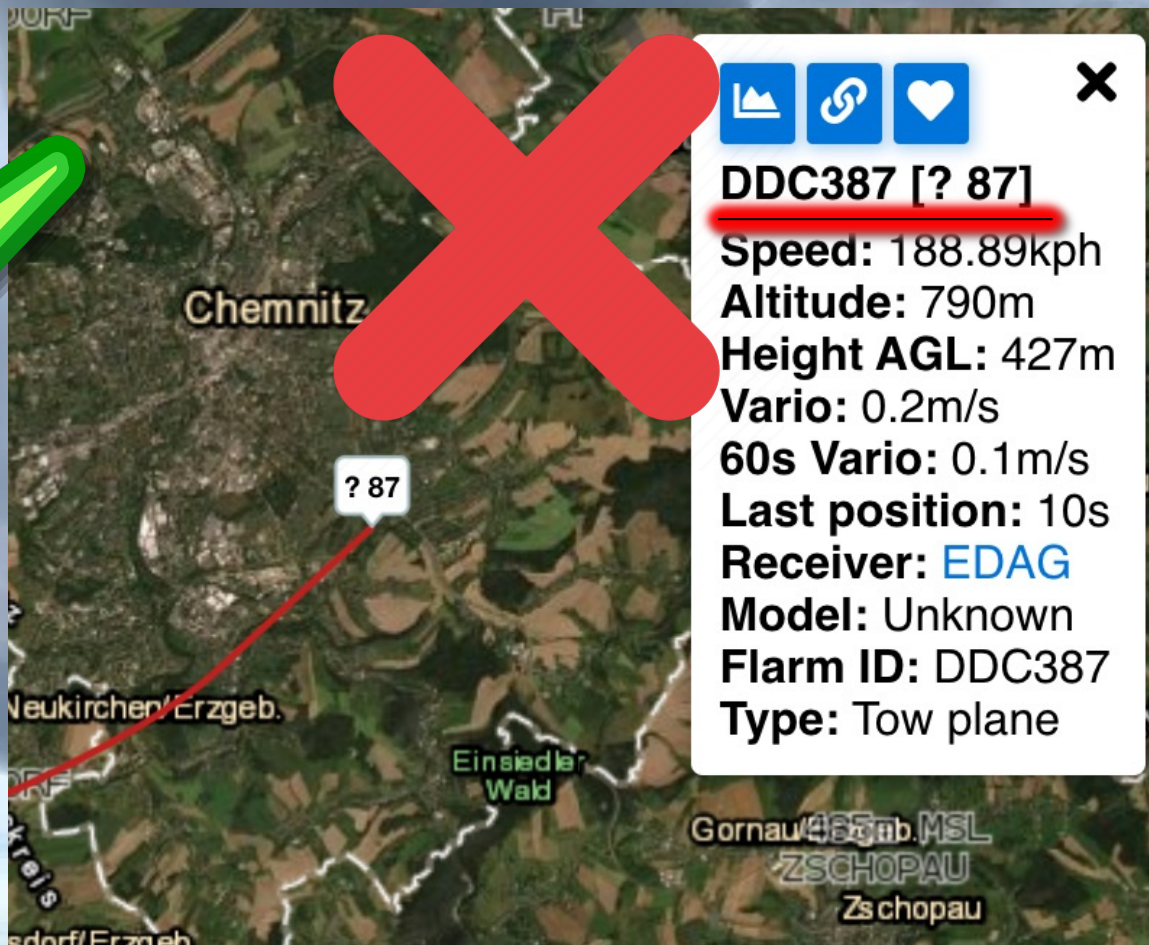
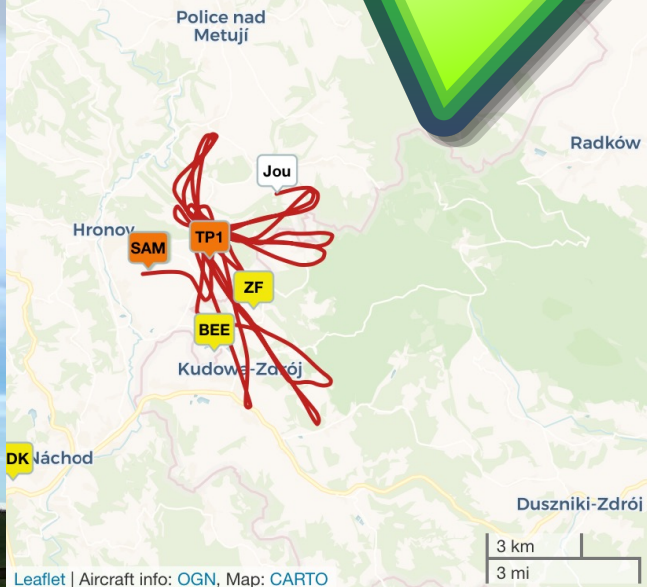
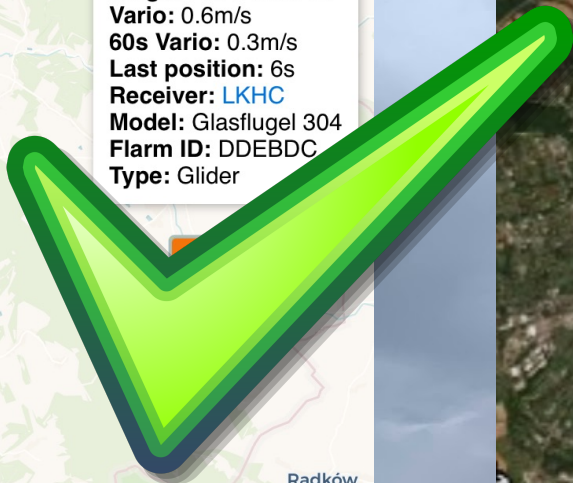
Last position: 6s

Receiver: LKHC

Model: Glasflugel 304

Flarm ID: DDEBDC

Type: Glider



DDC387 [? 87]

Speed: 188.89kph

Altitude: 790m

Height AGL: 427m

Vario: 0.2m/s

60s Vario: 0.1m/s

Last position: 10s

Receiver: EDAG

Model: Unknown

Flarm ID: DDC387

Type: Tow plane



OUTLANDINGS



- Vlasta Lasovská +420 604 905 903
- Jeseník tower +420 584 423 090

Nouzová plocha v Bukovicích

○ Zlatý chlum

Dětřichov

Jeseník

Bukovice

vhodné místo pro přistání

elektrické vedení

doporučený přistávací manévr

Adolfovice

Flight preparation

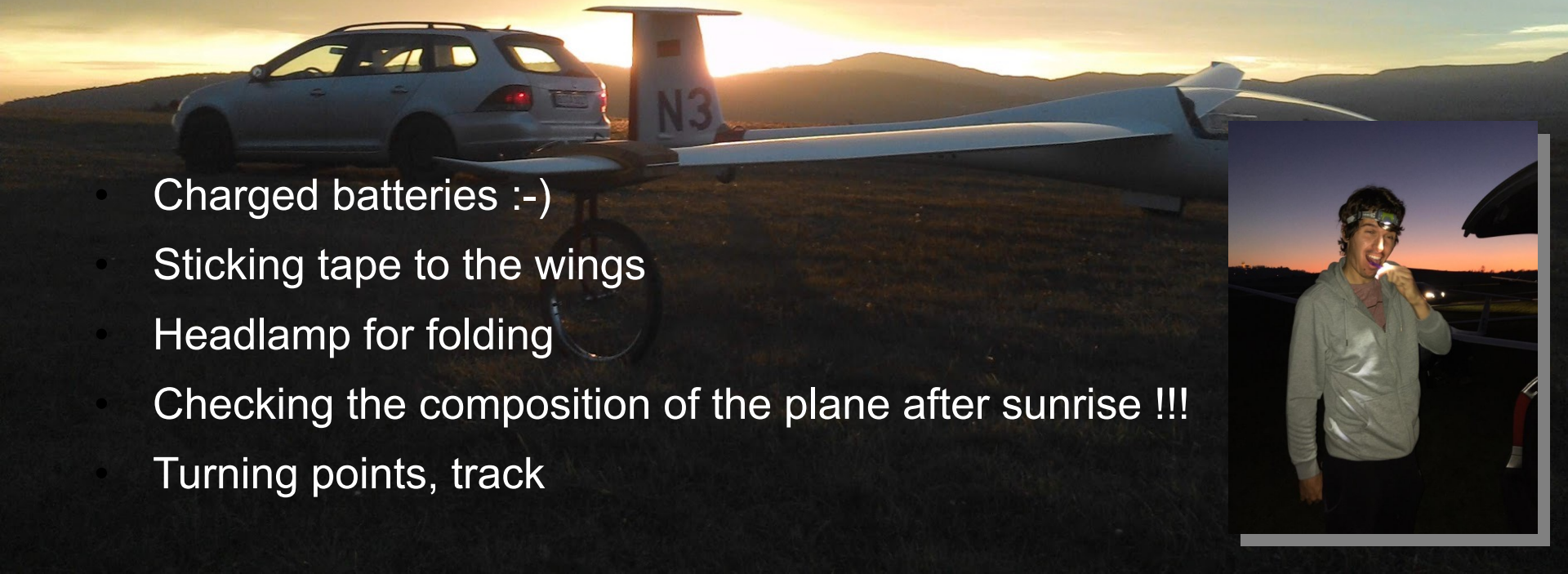
Pilot

- REST
- Food, drinking regime
- Clothing - folding glider / flight
- Meals in flight, drinking regime in flight
- Needs...
- Glasses, sunscreen
- Heated shoes

Glider preparation

- OGN/flarm
- Cabin - cleanliness, transparency, dust :-)
- The cleanliness of the aircraft
- Oxygen equipment (be careful not to release oxygen before takeoff)

- Charged batteries :-)
- Sticking tape to the wings
- Headlamp for folding
- Checking the composition of the plane after sunrise !!!
- Turning points, track



OXYGEN



Use oxygen from 10000 ft

hypoxia does not hurt and comes unexpectedly

STUDY HYPOXIA -
HOMEWORK

<https://www.mhoxxygen.com/category/videos/>

2019 accidents

12.10.2019 - Jantar 2B, Poland pilot

Take off from LKMI, crash near of Vrbno p. Pradědem (village - Mnichov), fatal. Pilot crashed after 5 hours flight...

The pilot had oxygen, but he was breathing through a tube between his teeth! (with electronic regulation)

The pilot had flown in the wave before, but had no experience flying at high altitudes.

The glider disintegrated in flight and at high altitude.

He arrived at LKMI from Warsaw two days before the accident. Before the critical situation, the flight had enough rest.

The pilot did not open the cockpit canopy and did not activate the parachute.

Trosky trupu kluzáku.

JANTAR 2B



Nález pravé poloviny křídla kluzáku JANTAR 2B.



Nález levé poloviny křídla kluzáku JANTAR 2B.



Nález části křídla kluzáku ASW 19.

Trosky trupu kluzáku.

ASW 19



3.11.2019. ASW 19

Czech pilot (experienced, flight director of Aeroclub Soběslav), no relatives. After a flight with a total time of about 2 hours 9 minutes in a wave glider reached level approx. 6,750 m MSL. Then he went to the right spiral with a steep descent of approx. 60 m.s-1

The last recorded position was in the area west of the village Ludvíkov in the surface of about 4 412 m (the blue position on the map)

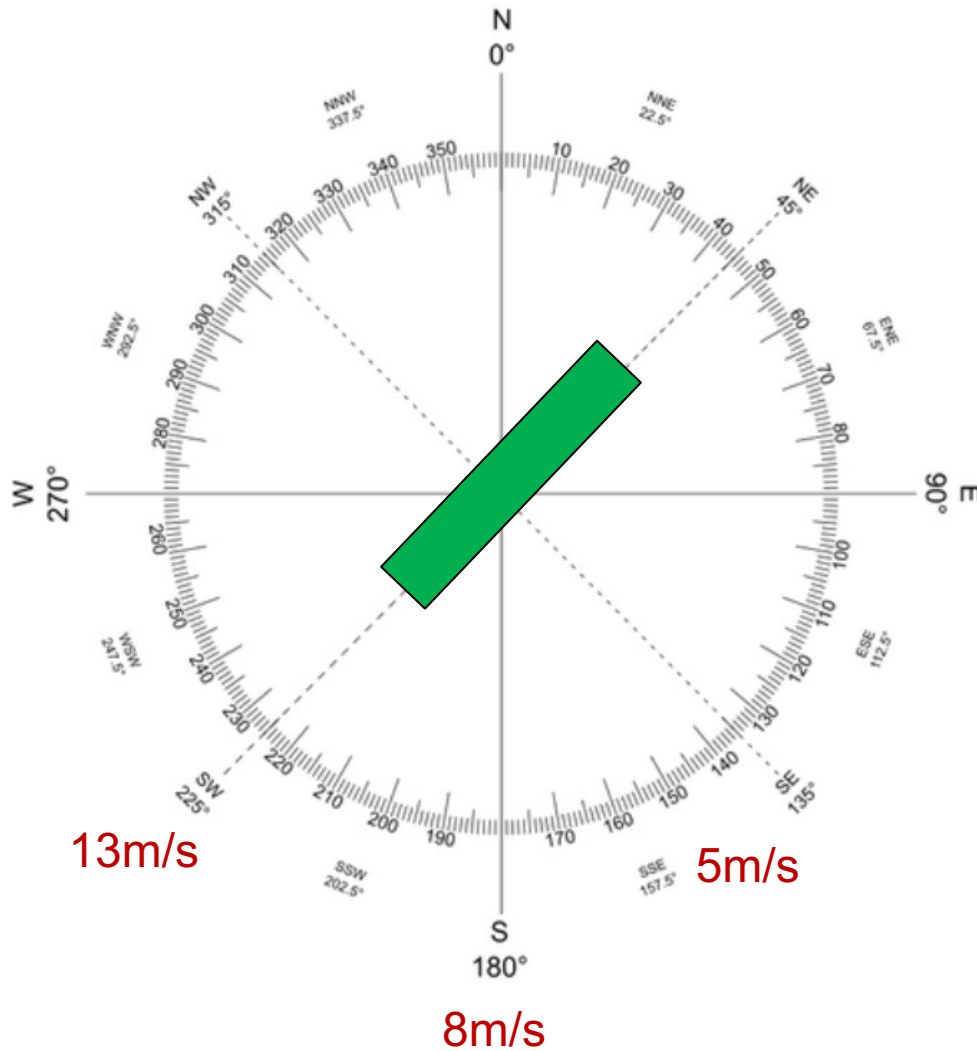
The glider disintegrated in flight and at high altitude. One half of the wing was found at a distance of about 6 km from the fuselage impact point. The pilot had an oxygen bottle instead of ELT. He arrived to LKMI early morning that day (from Soběslav, he left Soběslav airport at 2 AM in the night).
Conclusion :not exactly determined - hypoxia, pilot fatigue



NOTE nr. 1

After landing from the wave at LKMI, pilot personally reports the landing time and the name / matriculation of the glider to the timekeeper! If the landing will not be recorded in the timer block, pilot runs the risk of declaring an alert / searching for a glider with all the consequences for the glider pilot. In the case of landing outside the airport, send indicate the time / name / registration and the place of landing on the telephone number +420604905903 via SMS.

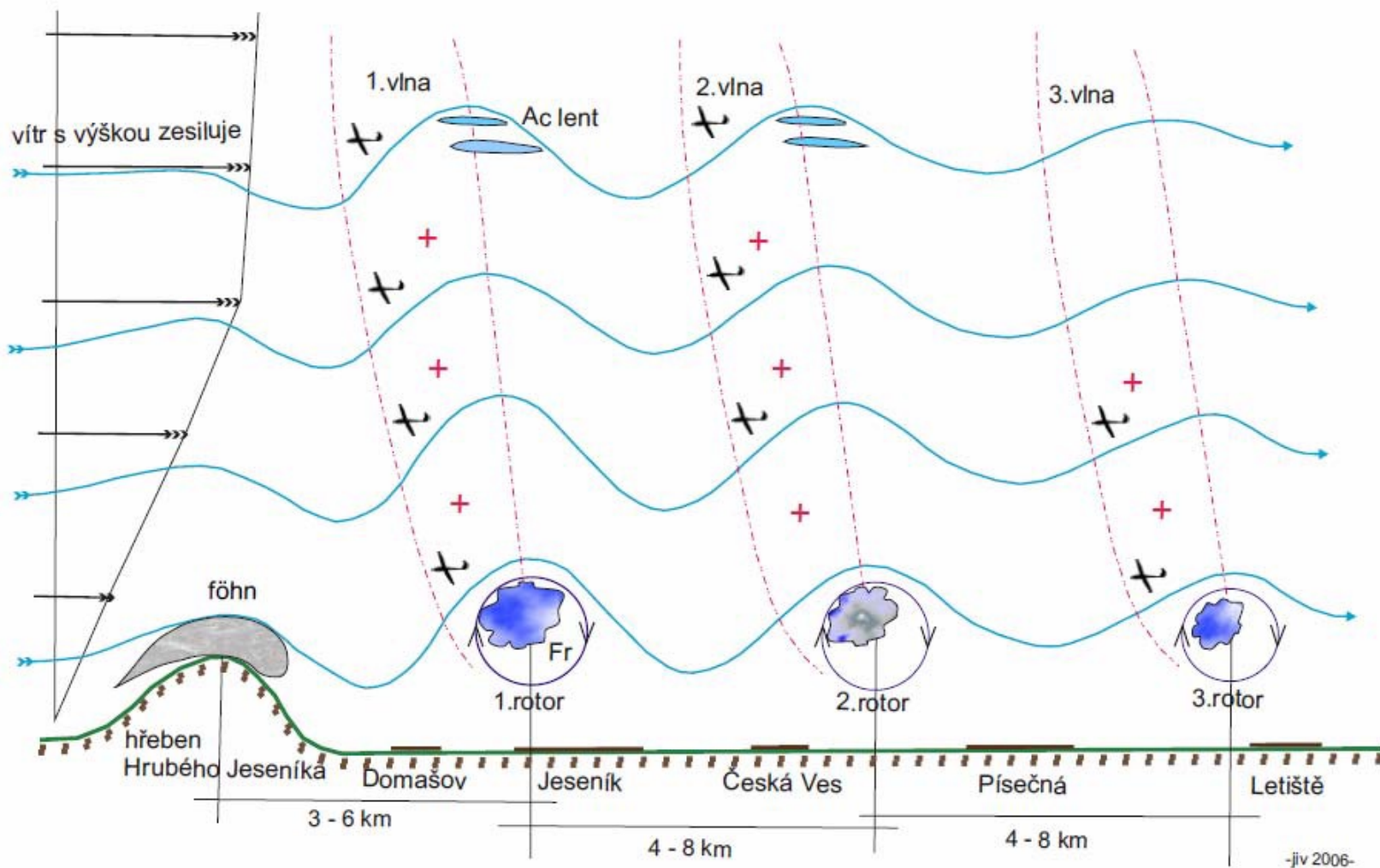
NOTE nr. 2



The pilot of the
towing aircraft will
finally decide on
the towing

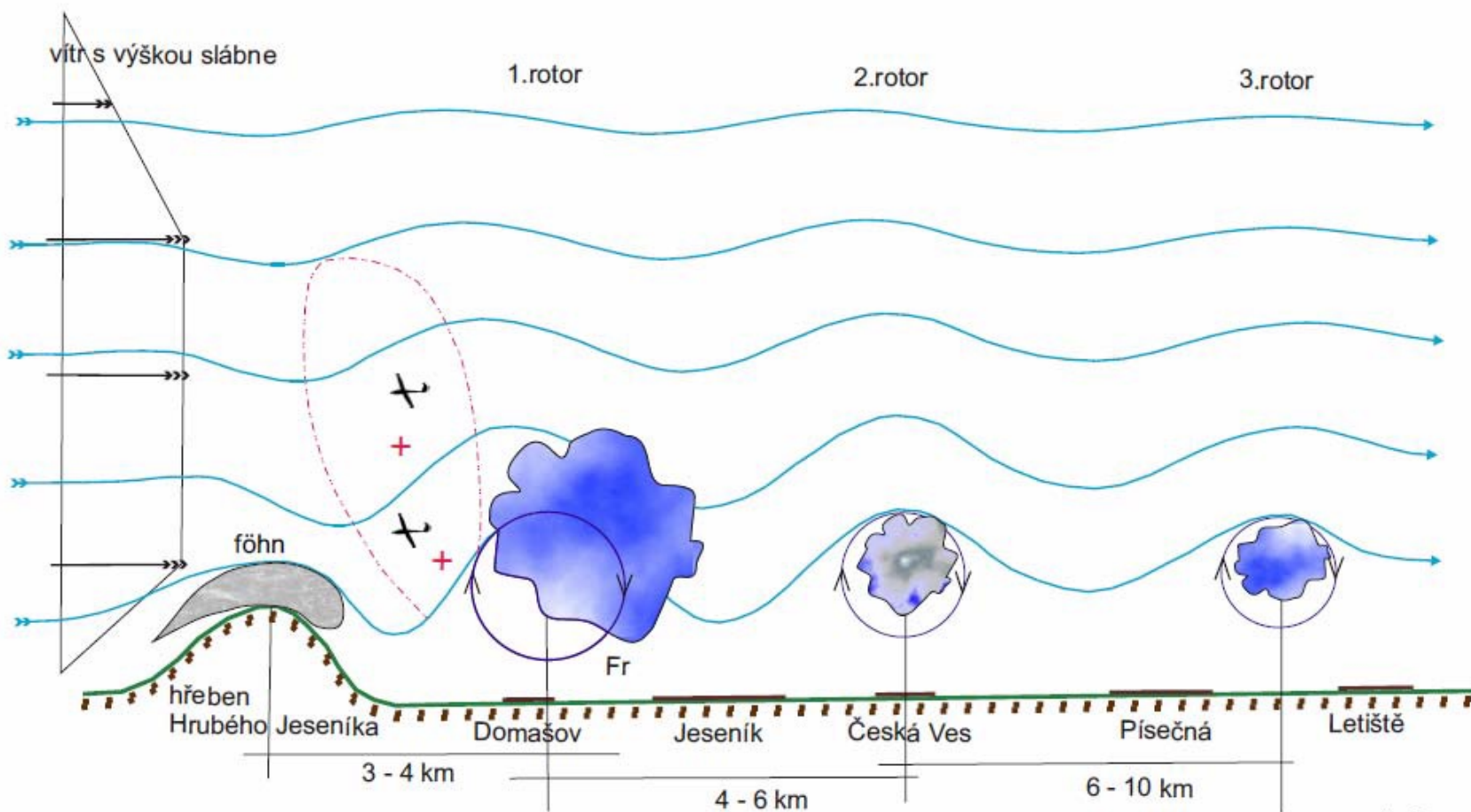
Wave flights

Schéma vlnového proudění



Rotor flights

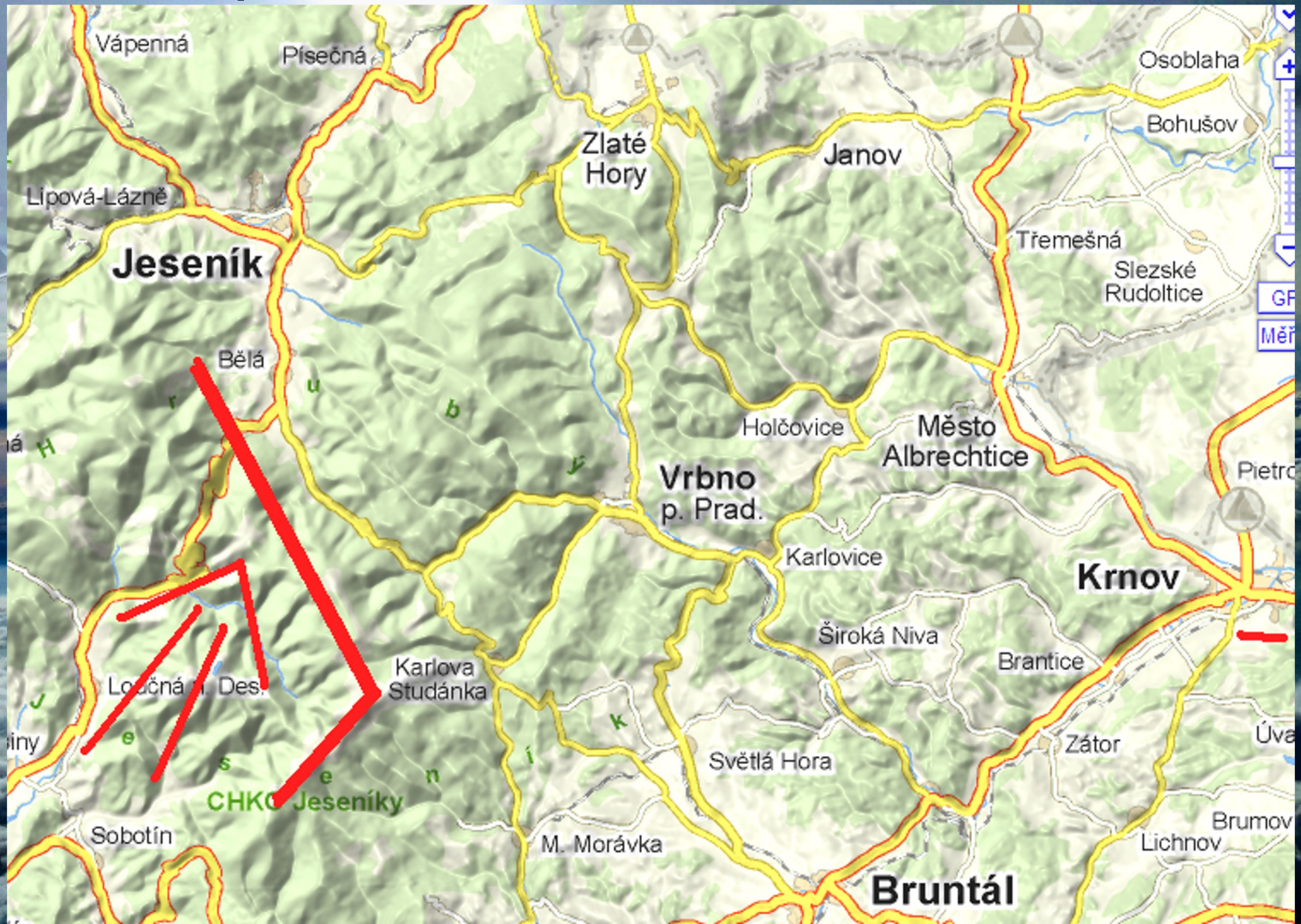
Schéma rotorového proudění



-jiv 2006-

Weather usability - wind directions

➤ SW wind - optimal



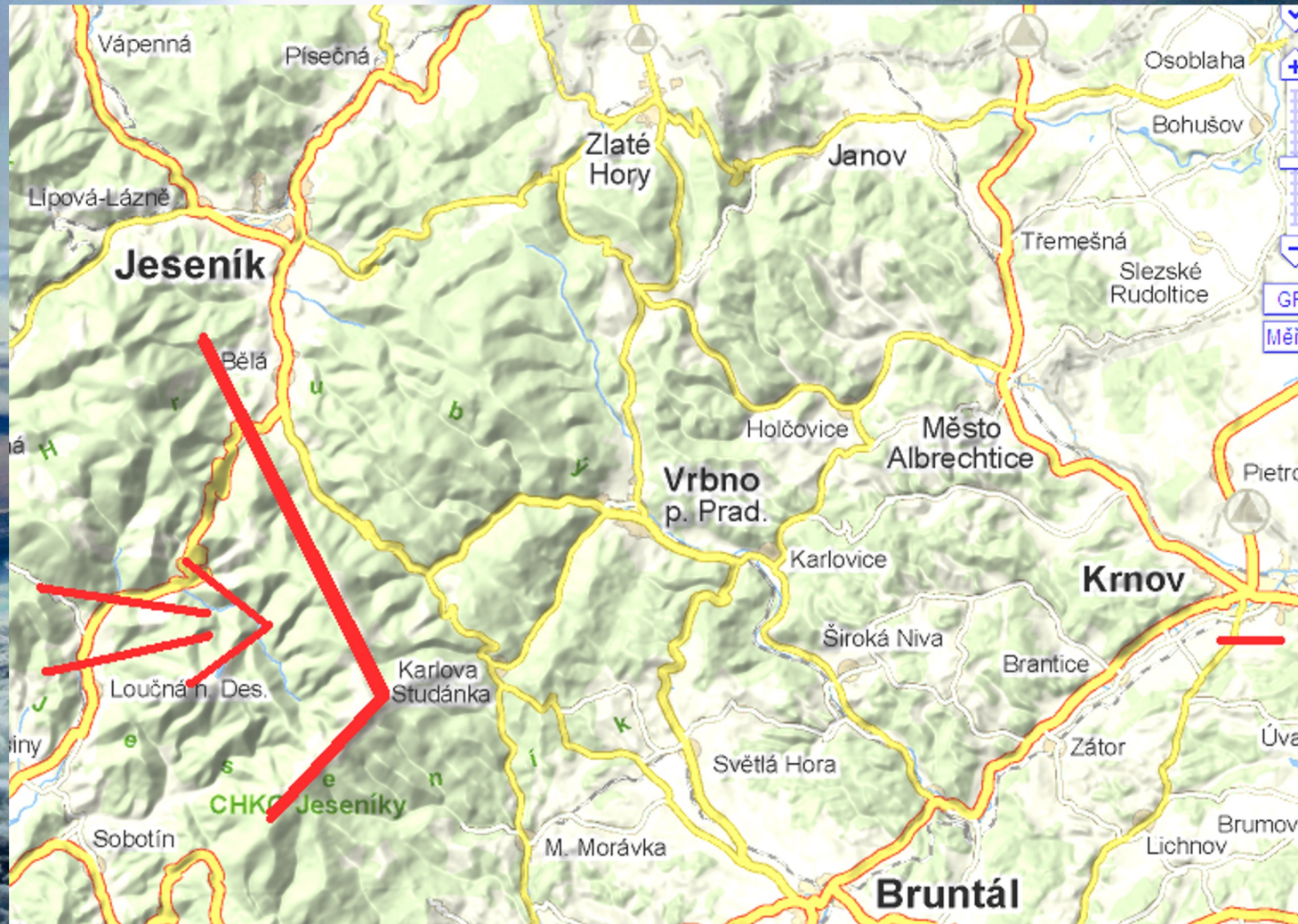
Weather usability - wind directions

➤ NW wind (better from Krnov airport)

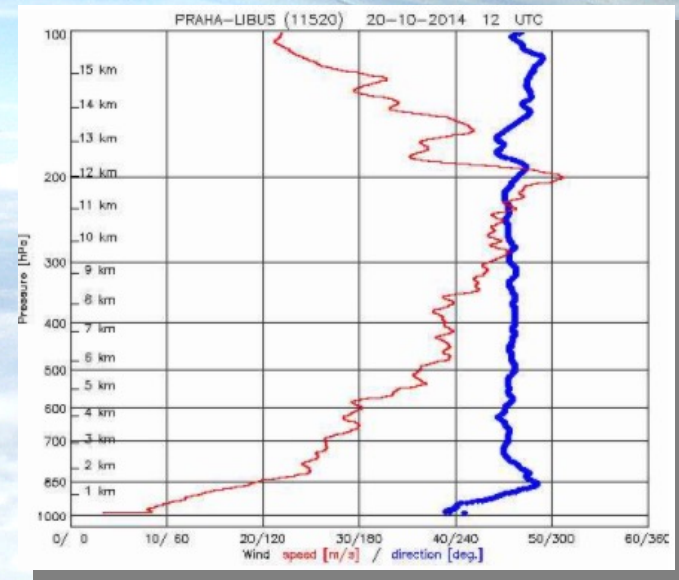
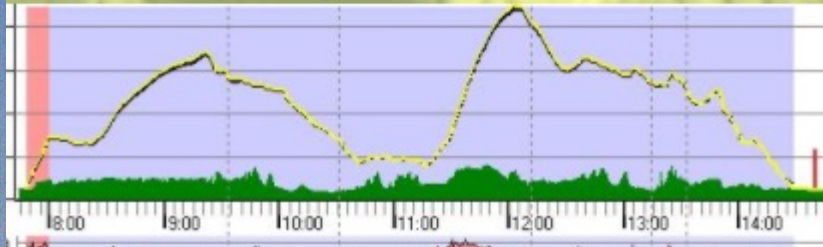


Weather usability - wind directions

➤ W wind



Diamond



Cross country flights

01.10.2019



Ventus 2a /15m (OK-0007)



Radek Krejčířík

1991

Hranice



1002.8 km

104.39 km/h

1133 b

tvar: polygon s 50B

typ: rychlostní let se změnou tratě za letu

záznam:  validní (homolog. FR)

Komentáře k letu



Miloš Pajr: Moc pěkně chlapci ! Gratulace!



Rudi's cross country video

thank you Rudi ☺



Thank you

