

# TOUR DE SCANDINAVIA 2008

Atec's northern flight expedition

UL Faeta's flight around Scandinavia  
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First of all, we would like to express our big THANKS to our scandinavian friends who helped us to organize amazing expedition around their wonderful countries, provided us with their friendly care and pleasant stay in their facilities.

The object of our trip wasn't to conquest the north pole or to break speed records. We just used our plane for fast, safe and economical touring. Flying in Sweden and Norway is certainly the worth experience and scandinavian airports are well equipped to make it comfortable. In total, we had been flying for 16 days, 31hod. 45min and passed the route of 5875 km. The GPS displayed an average speed of 185 km/h with an average consumption of 12,6 l/hod. So another „test" of our aircraft's reliability passed well.

## 1st stage – Sweden/Denmark

The flight and visit of our friends (and our aircrafts owners as well) in Scandinavia was originally planned for June as we were supposed to participate in GAP fly-in in Elverun, the biggest UL meeting in Norway. Unfortunately, the weather wasn't friendly, so we decided to postpone our flight to later date. Our adventure started by searching scandinavian aeronautical charts. But finally we reach them with a help of our Swedish and Norwegian friends. Especially the Norwegian chart is a big rearness also for local pilots, so they mostly use military charts, sometimes „historical". We finally took-off from Czech republic (AD Nymburk) in the morning on the 30th of August 2008 with the fuel tank filled up with 70 L. The sky was clear, no wind, and so we could fly directly to Sweden, to Höganäs AD and start the 1st stage of our amazing scandinavian trip. After a 700 km, 3 hrs 45 min. of the flight we landed on the grass runway in Höganäs AD, with a rest of 20 L of fuel.



After being friendly welcomed, we took a lodge just at the airfield and also made short bicycle trip in the town (bicycles available at Swedish airports free of charge). Then, later in the evening, we had been creating the plan of our routes and ground trips. The day after, our Swedish friends Pawel and Beata took us to their yacht for the boat trip heading to the Danish coast. This our first experience on the yacht was amazing especially when accompanied with jumping dolphins. Our destination was a small Danish traditional fisher town Gilleleje. On the next day we had filed a flight plan and flew across the sea to visit small „seal's" island Anholt. After 3 hrs walk around that windy island without meeting anybody, we could finally see a huge number of lovely wild seals.

On the 3rd day we decided to relax and take advantage of comfortable scandinavian public transport. We traveled by bus, boat and train to visit Kobenhagen, the capital of Denmark.

Then we had continued our Swedish adventure with Faeta and flew to visit Visingsö, the island situated in the middle of Vättern lake, the 2nd largest lake in Sweden. This island with its typical Swedish houses, famous medieval castle and church, surrounded with beautiful nature, represents traditional Swedish culture. At local airport we had borrowed bicycles again to discover all beauties of this 15km long island.





### 2nd stage - Norway

Thursday morning, the 4th of September, we flew along the Swedish coast to Norway with tailwind. The flight was planned with one stop at Torp international airport and with destination in Rakkestad. Just before landing in Torp we had lost our game with an incoming cold front. We had been approaching with heavy rain and poor visibility as the second aircraft for landing on RWY 18. After we found out that the customs check is not necessary and when the rain stopped, we departed „zigzag between Boeings" in a direction to Oslofjord and destination Rakkestad.





After 2 days of relax in the cottage of our friend Bjorn (the winner of norwegian UL championship in flying with his Zephyr), situated on the coast of Oslofjord, we started our last stage of our flight. With the light rain and clouds based in 1000ft we departed via Hamar. In this olympic town we had been welcomed by our other friends Ole Anton, Jan Eriksen and their Zephyrs.



Then Ole Anton accompanied us to his home town Stryn, which was our destination so spend the rest of our adventurous trip by traveling and discovering the beauties of amazing norwegian nature. The weather was much better than before and so there was nothing to discourage us from the flight trip to north-western Norway to see beautiful fjords, hills, the highest peak Galdhøpiggen (2469m) and also the area of Jostedalsgreen, the largest continental glacier.







After 1 hr 30 min. of flight above beautiful nature, we finally landed at a small „modeller" airfield of Stryn, where only few UL planes are approved to land. The grass runway, surrounded with high mountains and waterfalls, is only 280 m long and its thresholds on both ends are created by riversides of the cold winding river. This airfield became our home base for all the next week. We got used to its dimensions soon and its short runway didn't cause any troubles to our Faeta with the stall speed of 58 km/h. We had been eager to use the opportunity of nice weather and to see more of fascinating fjords, glaciers, waterfalls and lakes highlighted by sunset. So we took-off again and left the „welcome party" for a while to enjoy last 1 hour flight before the official sunset time in order to explore the area of Nordfjord up to the coast of Atlantic ocean. We can confirm that we have seen the real heart of Norway.





The sky was almost clear during the week. This allowed us to enjoy flying over this amazing country and to make the trips further north to Bergen and Trondheim.











### 3rd stage - flying home

Because everything comes to an end, we started to plan the flight home. Due to a strong headwind, we had to change our original plan, which was to fly above the coast to Kristiansand and then continue to Denmark. The new plan was to fly inland with one stop in Torp, which we already knew well and then to continue via Höganäs again. This alternate plan was later evaluated as the best solution.

After the stopover in Torp, we landed in Swedish Höganäs in the afternoon. After 6 hours of flight, however the sky was clear, we felt tired and decided to postpone the last 700 km track to Sunday morning and to stay overnight in Höganäs. Lately, this decision turned out as wrong.

On Sunday morning, after we removed the ice from the plane, we hurried up to depart before the cold front comes. The cold front was coming unusually from Austria to northern Czechia, which was the direction crossing our route. The conditions for take-off at 8:00 a.m. were perfect. We checked the forecast with traffic controller to assure ourselves that all airports on our route report CAVOK. Everything went well until the time we needed to cross the Baltic sea, which was approx. 100 km track.

After 2 weeks of flying in beautiful weather, it happened that we had to turn our plane back to the Swedish coast and to abort the flight just few km before reaching German coast. We cancelled our flight plan. Low clouds and heavy rain forced us to land at the nearest Swedish airport and wait some few hours for better weather conditions.

With our next try to overfly the sea, the same story repeated again. The meteorologist had assured us, that the rain should stop soon and so the problem seemed to be not too serious. After refuelling and being assured about acceptable 300m clouds base above the German coast, we filed a new flight plan and started up again.

Local pilots explained us that local weather tricks. The influence of cold and humid air which supported us by the tail paradoxically stopped us. That is to say that once the air comes to the coast, the cloudiness precipitates and the rain starts. Some pilots underestimate that specific conditions.

Even after certain time of waiting, the conditions didn't change and we had to redirect the flight. We decided to fly over Denmark and continue via Lübeck in Germany. Finally, we succeeded with this new route, however we had to „zigzag" among the clouds until we reached the Czech Republic and landed at our home airport in Nymburk.

