

# FLYING

This post has been sitting in my drafts folder for quite a while now. The photographs were made the old-fashioned way - you know, by catching photons in silver compounds instead of silicon - so it took a little longer than usual to put them on-line. I thought it's better to post it late than never.

So, (back in August) I went on vacation to [Bovec](#) in the [Julian Alps](#). There's a small airfield there and parked around it were a couple of gliders. You can imagine I didn't have to search for long to find a pilot that would happily take me for a couple of circles if I paid for the tow. It's one of those things I always wanted to try, but never came around to actually doing.



The aircraft was a [LET L-13](#) Blaník, a two-seater trainer manufactured in Czech Republic. Nothing high-tech really. I believe the only electrical device on board was a hand-held radio for communicating with ground control (which as it turned out, was a similar radio, positioned curiously on a table near a couple of kegs of beer).



It's interesting that you have to wear a parachute inside one of these. Not that I was worried, but somehow I doubt it would do me any good in case of an emergency - we would go [ridge soaring](#) which meant flying really low near the slopes surrounding Bovec. Even at our top height of 750 m above the valley, you would have only a good 10 seconds of free fall.

The flight itself was much smoother than I thought. I believed that such a small aircraft would bounce around in the turbulence, but in reality the ride felt just as smooth as on a jet liner. In fact, even in the tightest turns the g-forces were nothing compared to what you feel at the take-off in the cabin of an Airbus.

On the other hand, I always imagined that there would be silence in a glider, considering there's no engine. It was soon obvious that that's far from truth: I had to shout quite loudly if I wanted the pilot to understand me because of the noise the wind was making.



Although noisy, the wind wasn't as good as it could have been and we didn't manage to gain much height over the city. It also meant the flight was cut a little short. We spent most of the time just above the tree tops. Actually, now that I think about it, I would hate to miss the experience of flying in a narrow valley and seeing the mountains close by on all three sides of the airplane while traveling at 100 km/h. So perhaps the weather was *just right*.

Source : <https://www.tablix.org/~avian/blog/archives/2009/10/flying/>