

Here the life is rude, hostile. Rain is rare, precious and violent. The farms are immense and the life is in quasi self sufficiency.

People here know how to live alone. At Maltahohe, Roger and Christianne met Brian, a French guy who owns a restaurant in the village. Anne, his mother, lives alone in a farm lost in a valley 40 km away. She is living absolutely alone, serene at more the 20km from the next farm.

Some years ago, when she came back to France near Parpignag, she got the Namibia blues, as she didn't appreciate all governmental constraints found in France. Need a permit to build a house? Is that a joke? In Namibia, you want to build, do it. Surprising their capacity to manage themselves alone.

Everything has been built by the hand of the farmer: More than 40km of line for electricity, telephone, track.

And what about flying conditions, the site, the hospitality, their dedication and professionalism, too?

Simply in my life (almost 30 years of hang gliding), I have finally found the flying paradise. I know where it is, stuck somewhere between the Namib and Kalahari desert.

I have flown ninety hours in thirteen days with very nice conditions. (It was three days out of fourteen in Wilcannia, Australia). Flew more than 3750 km with 1600km in the last five days, and have climbed up to 5400 meters. I flew the convergence line, flying over the desert.

So do we have we done everything and did it all work out?

Nothing in fact. But we had to explore a country, find some ways to fly, secure it with some tracks below, and furthermore understand how the weather works here. The potential is immense. A 450 km FAI triangle and 500 km out and return surely will be made here. That being said we did break the 400km barrier in a circuit, did 5 world records, and missed the 360 triangle by a few kilometers.

A caution, the weather condition are like the country: Rude with sudden and violent winds, and totally discouraging to the pilot who is not seriously trained. Logistics must not suffer of any improvisation, aero tow is mandatory and no question you need bushman, a real, a pure, a tattooed fellow.

A big thanks to the team and particularly to Louis who towed us, repaired, maintained and flew in flex. And Serge our ultralight aero tower which has given a lot (and received more in the turbulence). Also Jean, my brother, very alone without his fiend Jean-Charles, which made just 20 km less than us the 350 record day, and gave a strong help by bringing his ultralight glider.

What flights! The 350 km made with Patrick, Pascal, Carlos, and Jean in flex, the 400 km with Patrick the following day, then the big triangle with Carlos and Jacques, and with Jacques alone, the surf under the convergence, the desert, and the glide on the sunset.

So guys, everything still to do, as we know now. Sure next time it will be 500 in circuit.

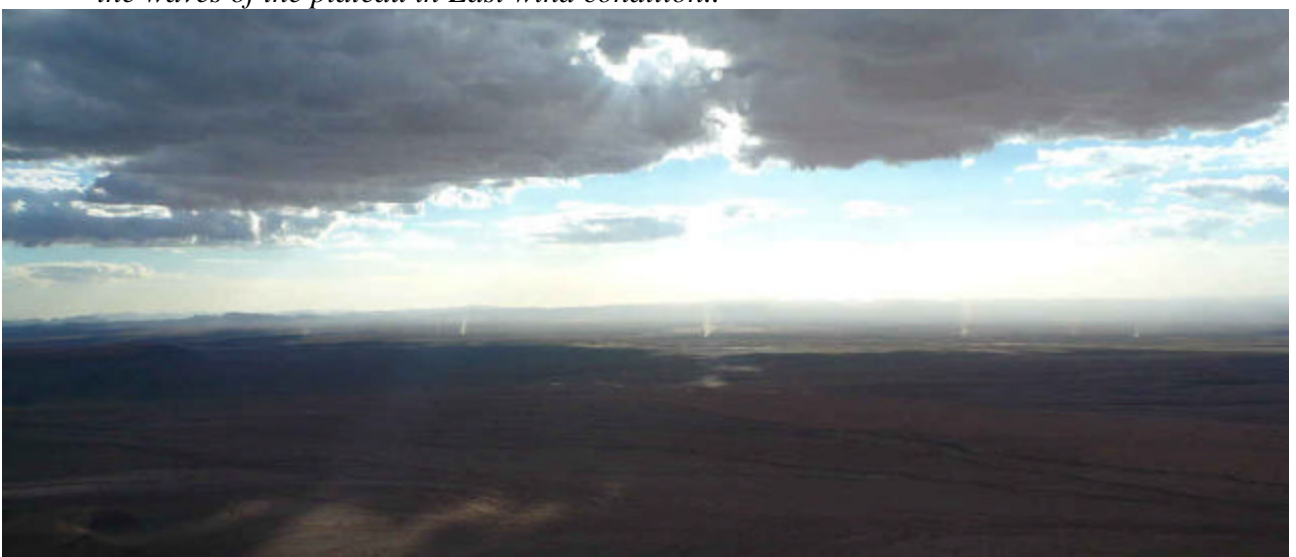
Go ahead! But watch out, you will be charmed by the desert

As the old 747 will take off, my soul will stay there, turning slowly very high under the last cumulus as the darkness comes, somewhere above the namib desert.

PS: Just for finish, some phenomenom still to exploit:



The Moreson « morning Glory » dat 07h00 in the morning on 100km lentgh, generated by the waves of the plateau in East wind condition..



Large convergence systems with line of dust all along.



Under the convergence, 5000 meters with Jacques 10km from the farm.



Over the Namib desert at 5500meter.

Namibia is probably not the world best place in the world for free distance. But If you want to take a fresh beer with your friend at the farm bar, in just finishing your best distance in circuit you have ever dreamed, don't look elsewhere. This is the Spot

Of Course you must come with Aerotow. Walter Geppert and his friend flew on Pokweni glider airfield, but they attempted 10 times to succeed to get a thermal has with altitude and temperature and it was impossible to get above 250 meters.

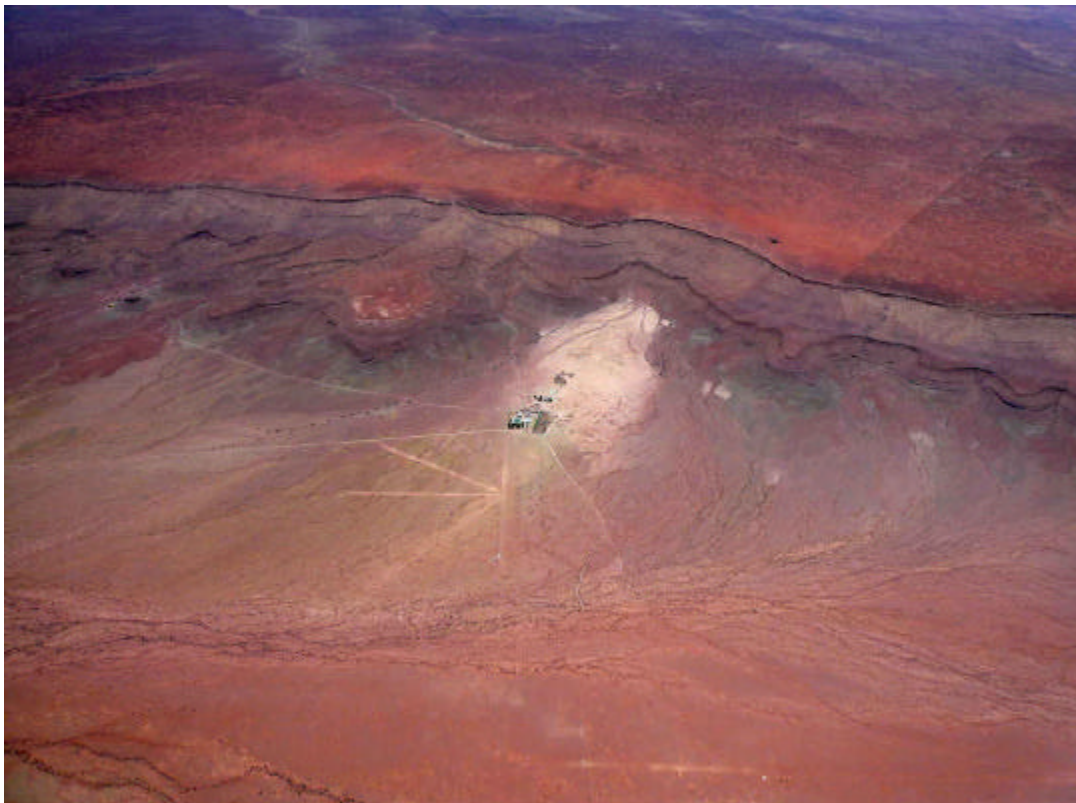
9 Jan.

Here we are! At the farm with the two essential things: Beers and Airfield.

Where the surprise start, is when we arrive after 450km from Wallis at the farm. Andre Rossouw the owner opens a door and we discover a nice bar next to our bedroom.

Where the surprise continued in the morning when we went to the runway. Previously there was a one runway, two km away from the farm. Thomas Sterzing talked with Andre about the possibility of having another runway.

We discover 4 Runways, oriented in star at 500 meters from the farm!!!



Moreson Farn and his 4 unway

They installed our windshear, 3 meter antenna radio, create a taxi way to not damage the runway, and top of the top, bring the flex wings and rigids with their quad from the hangard to the runway!

In the evening the meal is different (No chance if you don't like meat). It is excellent.

Ok 7 AM, I awake and I go to the arl.noaa meteo website (The only one working everywhere in the world). Simple, efficient, reliable, and using low bandwidth which is key.

NOAA forecast ceiling of 4500 meters at 14h00, and 3200 meter at 11h00.

At 11h00 ???? I don't beleive it.

The sunset at 19h45 and night is at 20h00. So we have more than 10 hours on a good day.

10H00 First day breifing. The rule is simple, same as in Wilcania, Australia

You have a small village every 100 km with just 5 houses. One or two car is passing every day. So:

1. Only one axe of circuit is choosen for all pilots.
2. Nobody fly alone
3. All pilot follow the road (I mean can reach the road at any altitude).

This day will be taken for a discovery flight for all pilots, with an 200km done in circuit for 5 or 6.



Moreson Farm and his 4 Runways

10 January

Today the Emagrams says ceiling at 4500m with 3500 mètres at 11h00, Blue Sky.

Fianally we are five ready to start the circuit between 12h10 and 12:30.

Objective: Break Worl FAI Out and Return FAI with 350 km (330 my previous).

Thermal are strong, large and calm. I open the « ballroom» with Carlos Punet, Patrick and Pascal 5 minutes behind me and my brother 15 minutes behind.

No cloud on our circuit, but some are present in our east. Ok it will be blue sky for us today.



With Patrick Chopard on the way in blue sky

We progress quickly in homogen mass, We just make a low point with Carlos as we progress along a small reef arriving on the turning point south of Bethanie.

The return was really no problem and finally we touch the cloud at 19h00.

Carlos Punet Pascal Lanser, Patrick Chopard did it: 3

**350 km same circuit!
4 pilots in the same day, 4 World record broken..**

Carlos did with Atos VQ!!!

Comparative test shows that the VQ performance are very good, still around 1.5 less glide than our at 70km/h.

And my brother Jean did 330 km in OR as well, and being the last to take off. He will finish few minutes after us at 20h00 in the dark. Very impressive with a Lite Speed 4 RS

To summarize

Patrick Chopard	Atos VR	350km World record Out and Return
Pascal Lanser	Atos VR	350km World record Out and Return
Carlos Pnet	Atos VQ	350km World record Out and Return
Gil Souviron	Atos VR	350km World record Out and Return
Jean Souviron	Lite speed 4 RS	330km World best OR 2007-08



Arrival in the darkness

11 Janvier

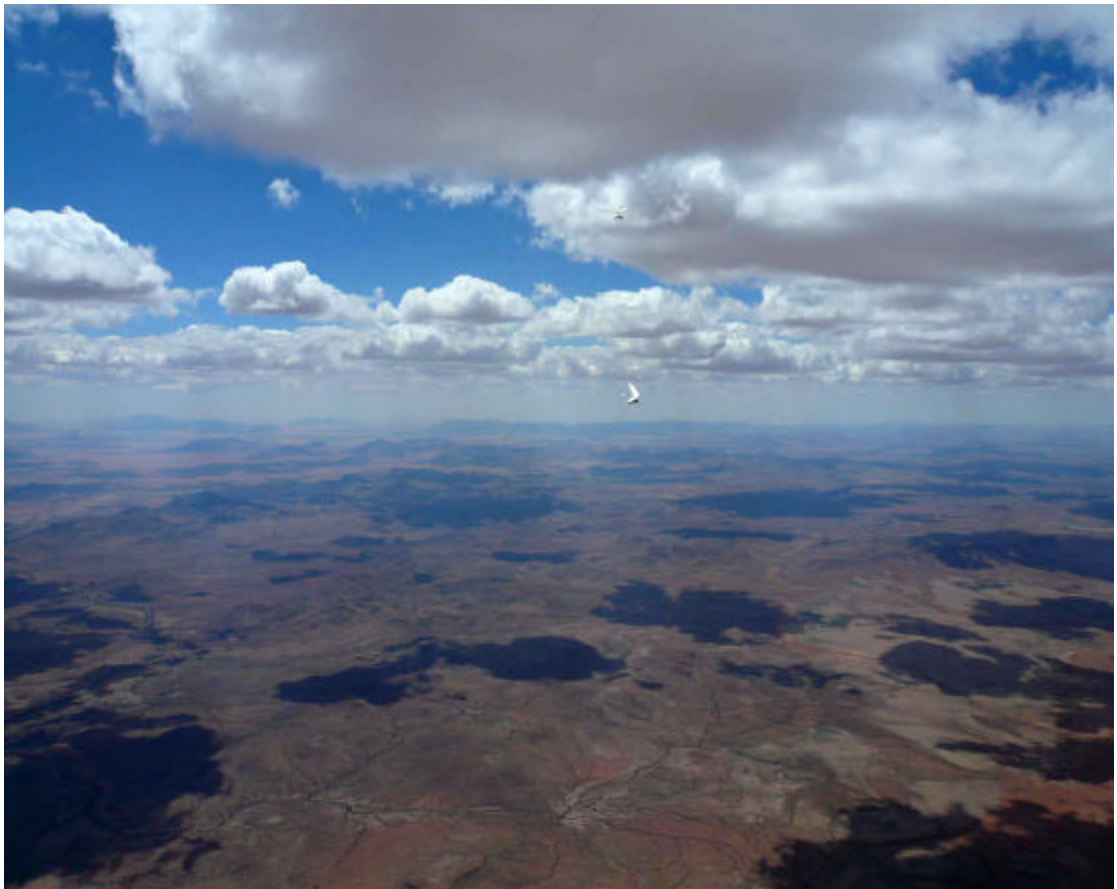
Forecast today 3800m, 1/8 of cumulus at 11h00 !!! Where we are here!
I still not beleive it and I announce only 3000meter in blue sky.

We save time again and I arrive to take off at 11:08, The cumulus are there and I take +3m/s up to 2800 meters. The cloud are largely above me. Ok, 1H 30 minutes too late again.

We are not afraid and we prepare a FAI triangle of 400km, but the Noth-East wind is present (20km/h), so we decide with Patrick to do and Out and Return (OR) with cross wind of 400km.

Pascal Lanser a bit tired do a break.

I have take some photo under the cumulus at 4600 meters,of the day for his long soirées of winter or when he will try to climb in the Vosges mountain in France this spring with +0.5.



With Patrick we fly fast, thermal are more nervous and narrow.

Under a western sky we fly between 35500 and 4500 meters. Our turn point at 11km is made at the middle of nowhere at 20km of the track., but we stay stuck to the cloud base.

On our last branche after a turn at 92km and more than 200km from the first turn point, the head wind is present, the sky is organized in large clouds, which has the « good » idea to put us in their shadow. We take a toboggan from 4400 meter to 2200meter but finally we found a thermal after recovery the sun.

At tropical latitude the Sun fall so quickly that the plain has no time to cool. So we climb even when the sunset.

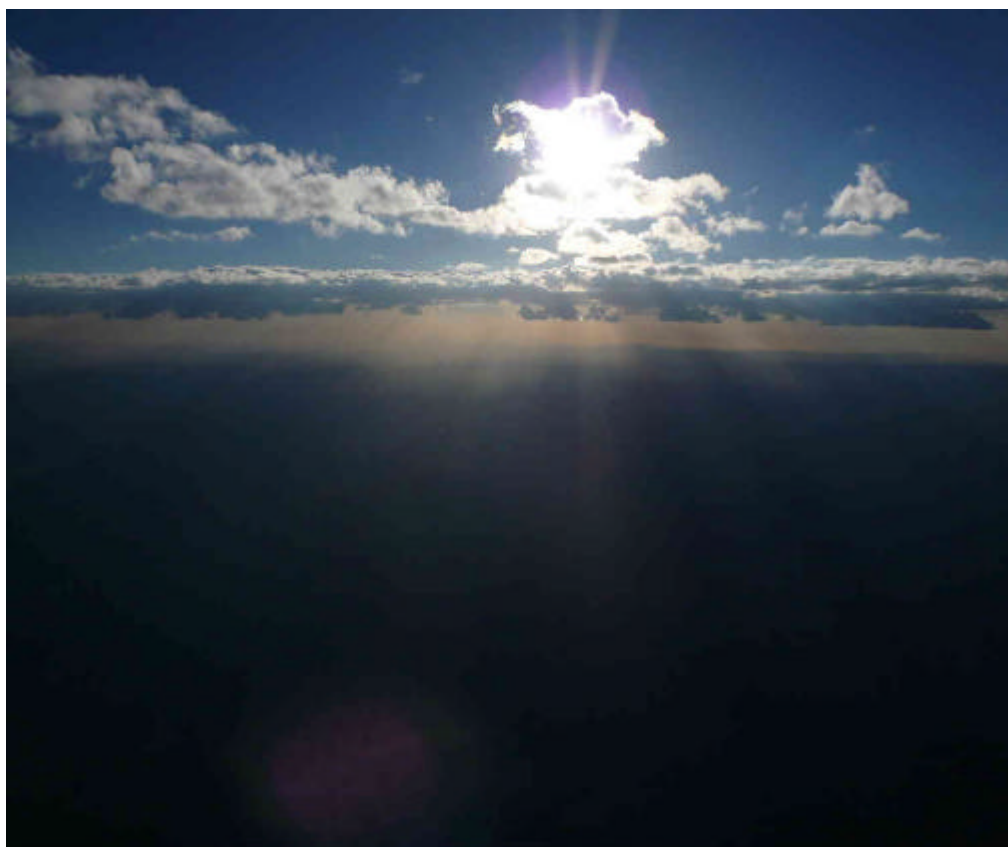
With Patrick and Carlos we cooperate closely, this the last glide, the sunset and I loss my radio (battery dead), Patrick and Carlos has disapeared. I turn smoothly in 2meter/s with he sun falling down in the desert in my west.



The «perfect day»

All the plain is in the dark by the cumulus line in my west. What a sensation, 4400 meters I

am sure I will do it, I glide a the calm air, ohh! I see Patrick and Carlos a bit short climbing below me at 1 km of the goal.



We did 400km in OR in 7 hours 48 minutes (8h20 of fly). What flight, what a country!!!
The biggest circuit ever made in Delta.

400Km in OR finally! After 2 years of try.

Jacques Bott is really sick with fever (probably something taken in Brasil...).

Don't worry Jack, apparently the tarif here is 4500 meter with few wind.

As soon as you are ok we will prepare together something intersting with a departure at 10h.

In the evening with Jean under the tent, efter having looking the South cross, and Clouds of Magellan, I beleive we asleep during a glide in the high, between two thermal or may be it was when we took a +5 above the plateau.



Carlos Punet, Patrick Chopard, Gil Souviron the day we did 403km (Carlos 470) !



Exceptional service in the desert!

Tomorrow.

The next two days says 400meter but with storm and cirrus. Good idea to take some rest and visit this very envouting country.

Promess we will tell more, « **Stay Tuned** »



*First rain since February 2007!
You can see the Water tank and the swimming pool just below.*