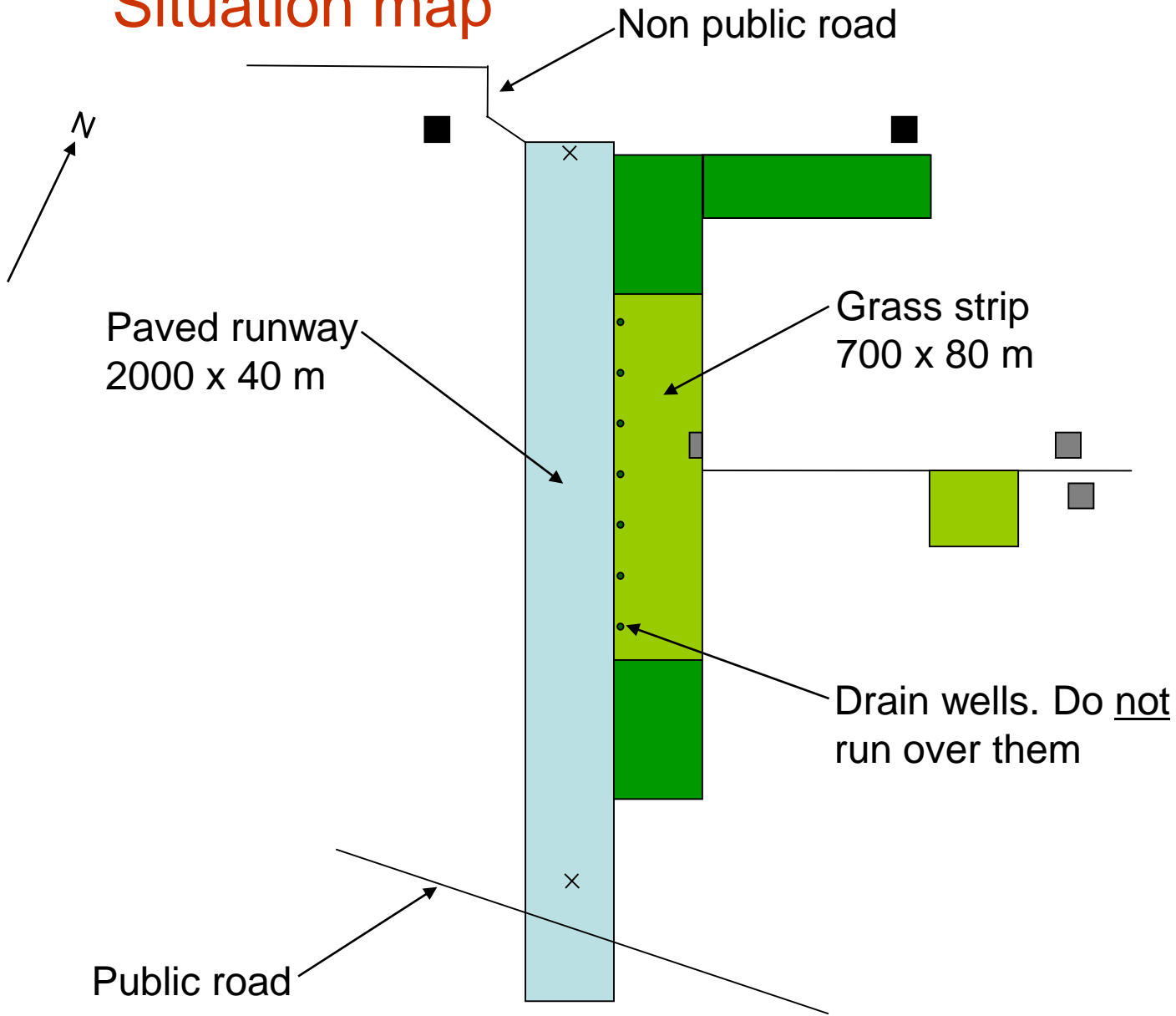


Selfbriefing for Operational Procedures

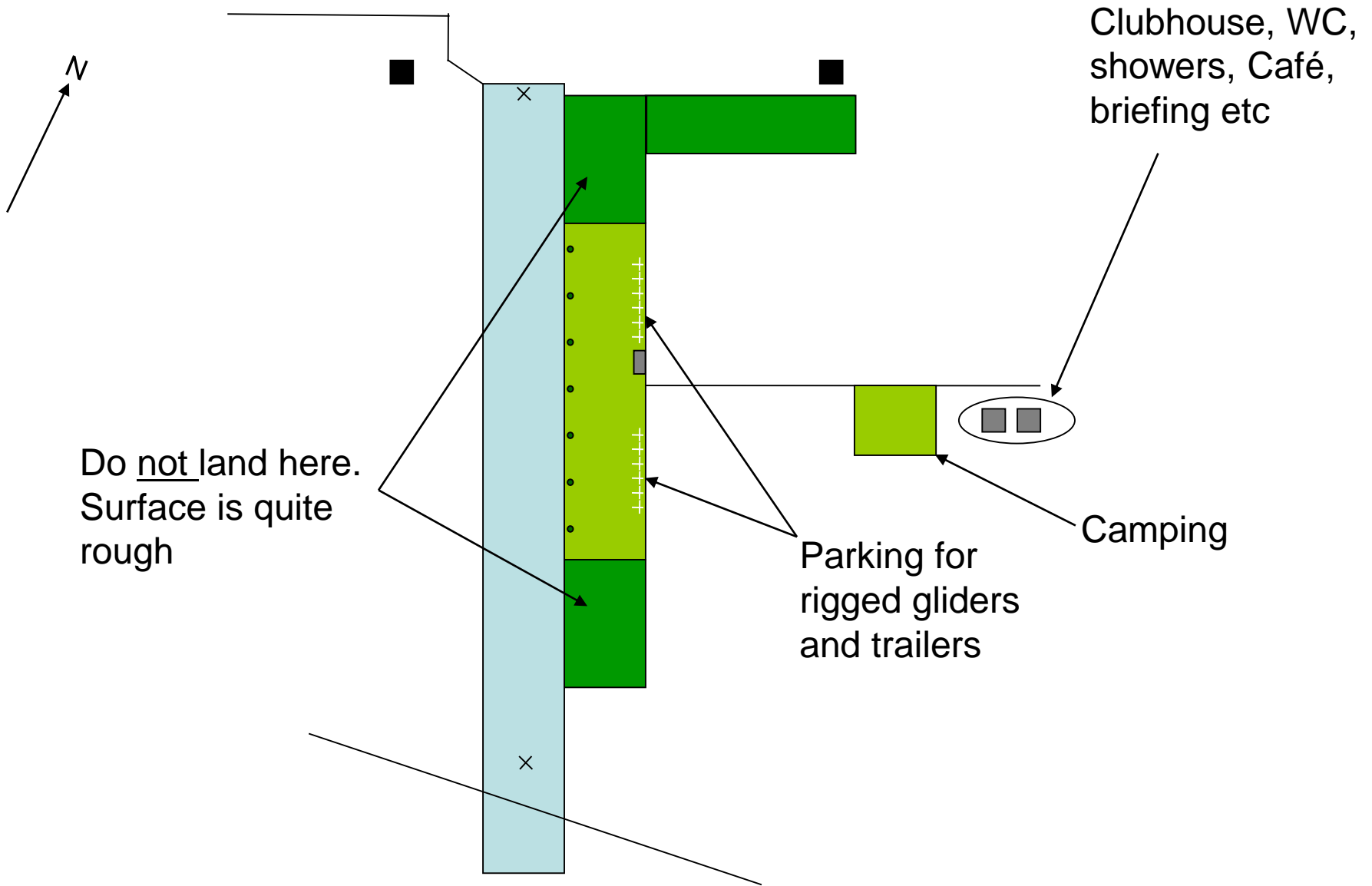
Arboga Junior Open 2019

Revision A

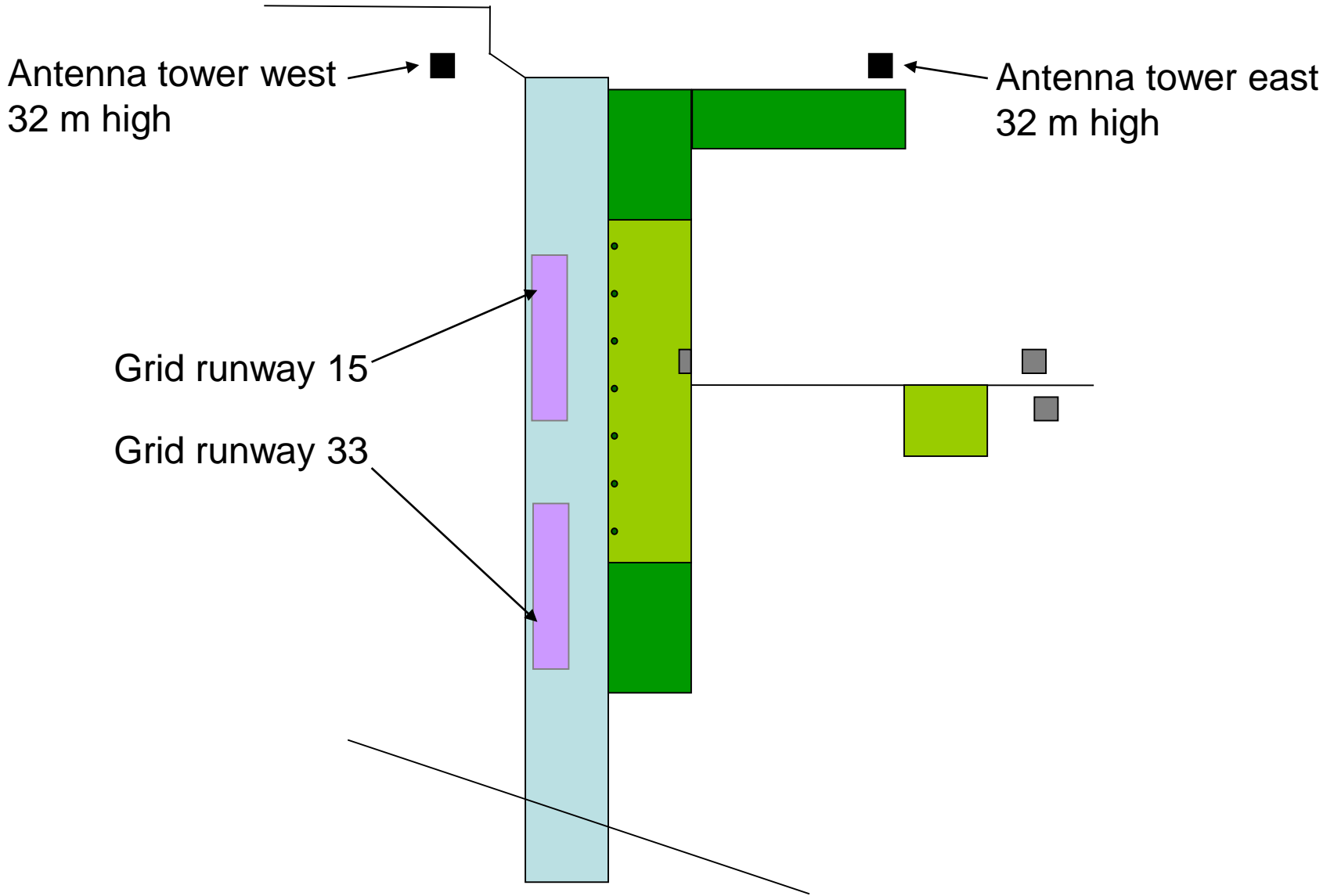
Situation map



Situation map



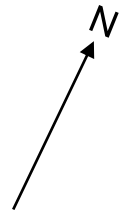
Situation map



To Arboga

E20

To Eskilstuna



Access roads



Club Entrance
Watch out for the narrow bridge!

Alternative
Entrance to the
airfield

Gridding

Each class will get their own rows

No specific grid order within class

Start gridding each row at the western part of the runway

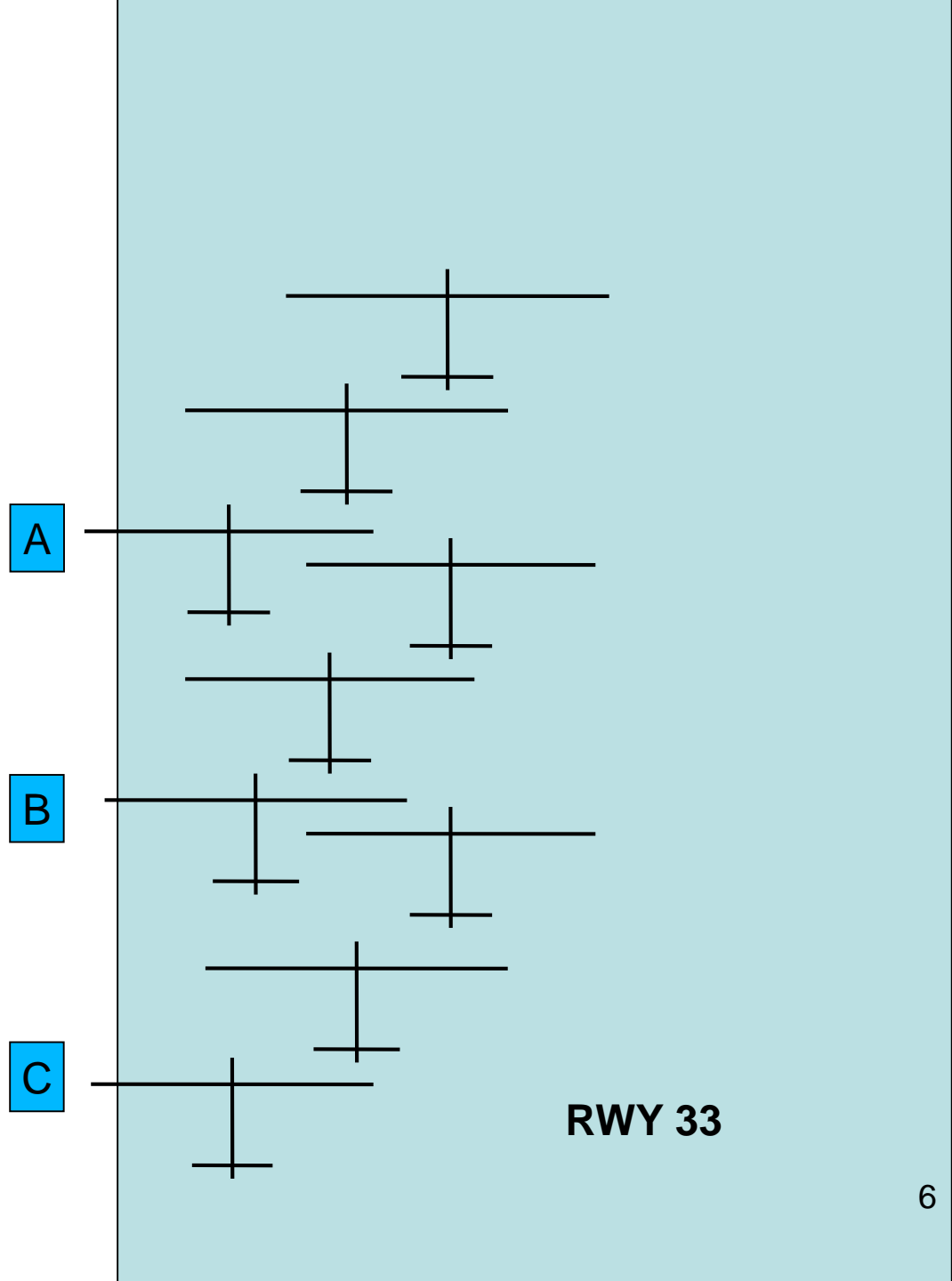
Gridding personnel will advise

Grid will usually open before briefing, unless other orders are given at official note board

Gridding will close 15 minutes before first launch

5 minutes before launch; remove all cars from grid, even at the back of the grid

Please do not have any “loose” children on the grid during the launch

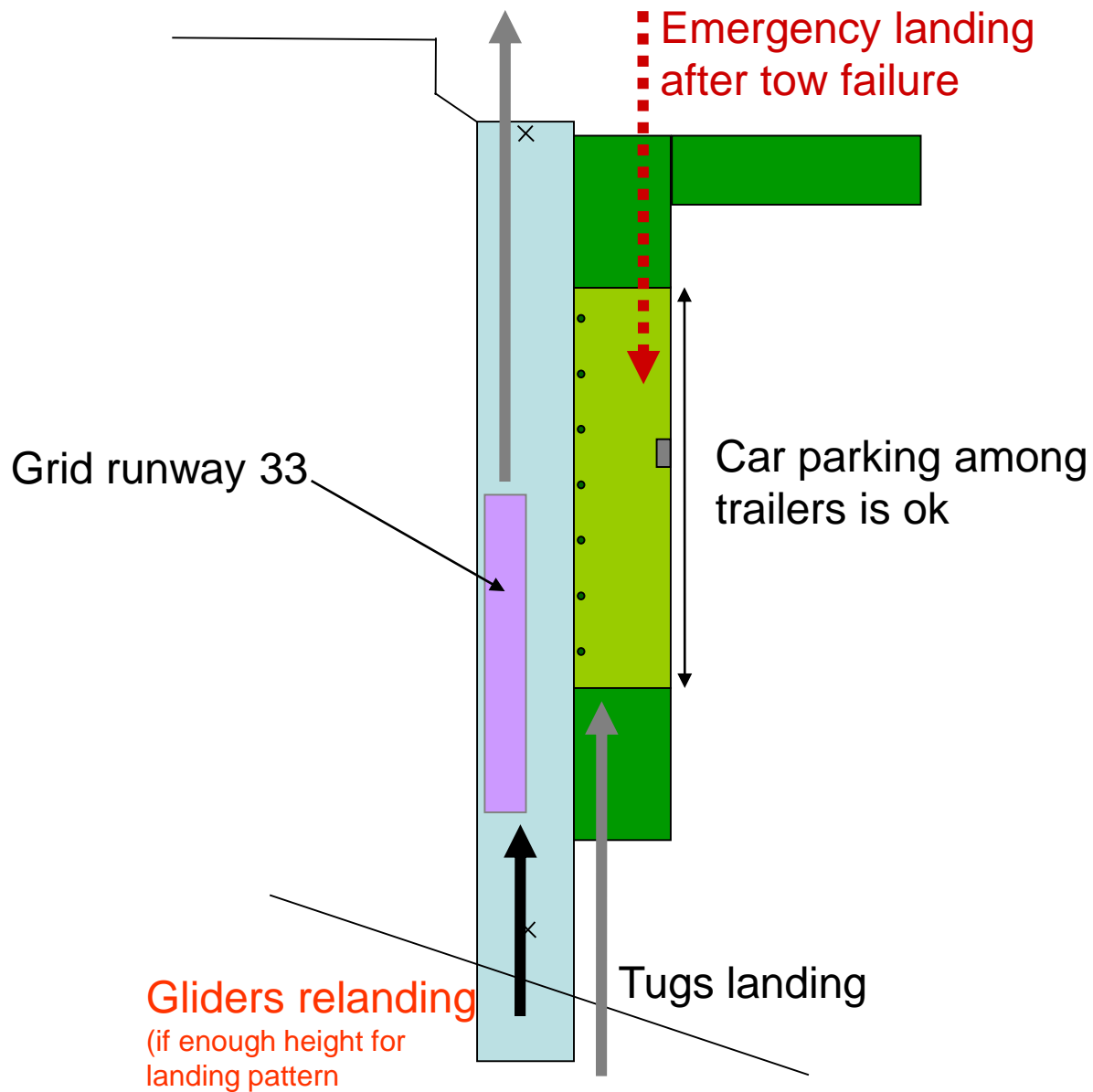


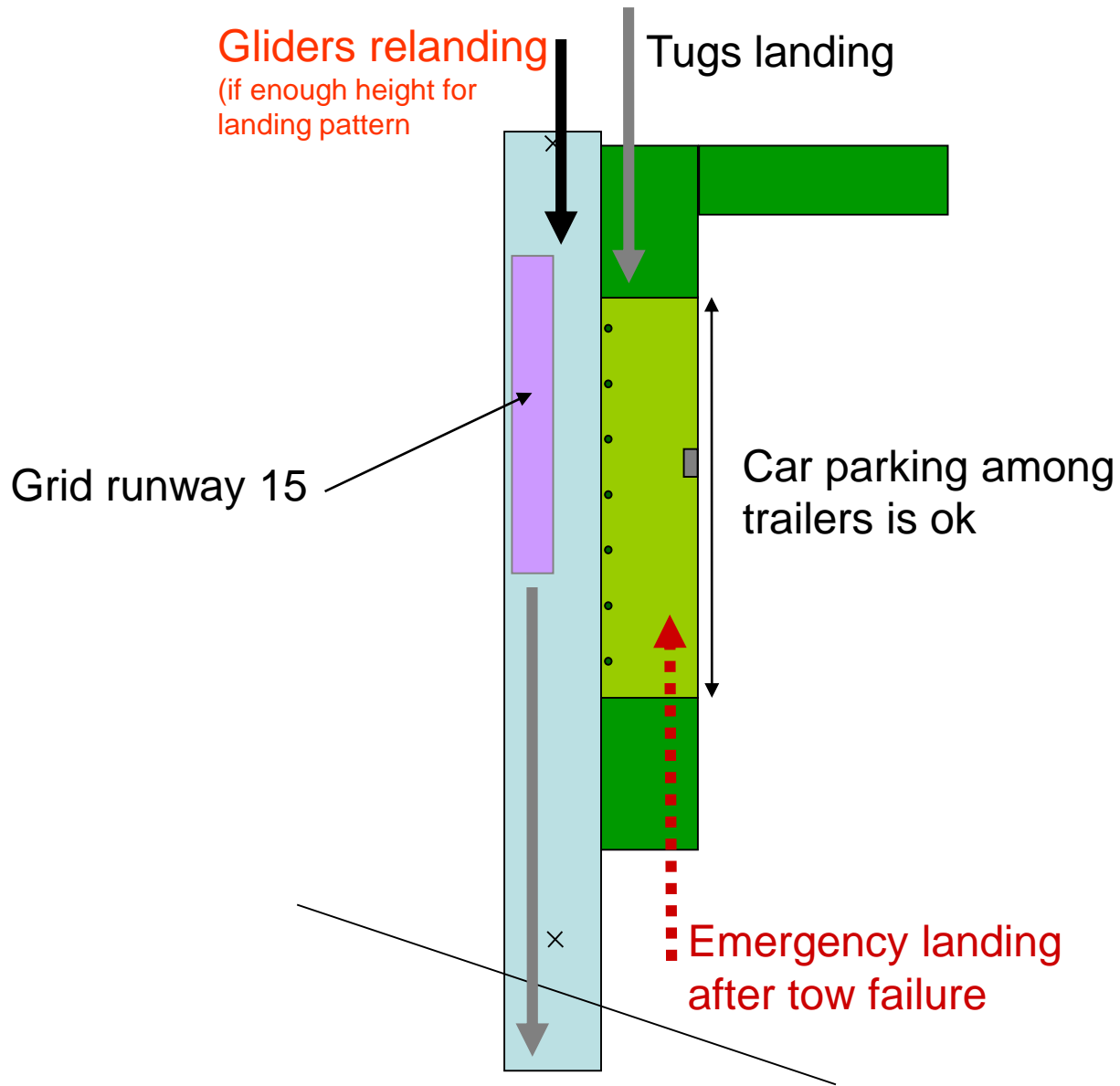
Self launchers

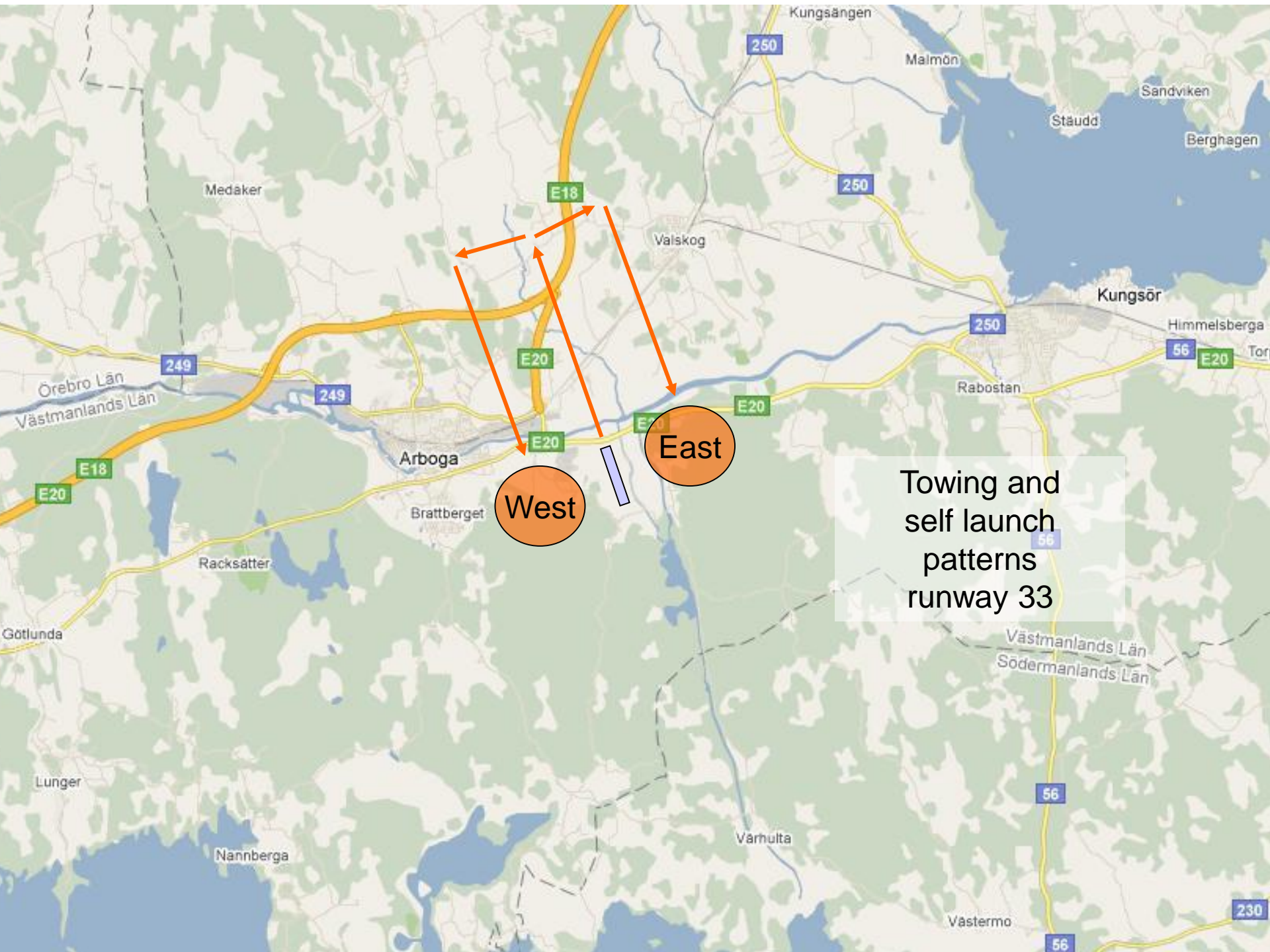
Please grid at the end of your class so your propeller creates as little chaos behind you as possible.

It is mandatory to use a remotely controlled wheel chock on grid. The reason is to prevent the glider from moving when starting up the engine.

Self launchers must wait for clearance from official starter before commencing take off roll .



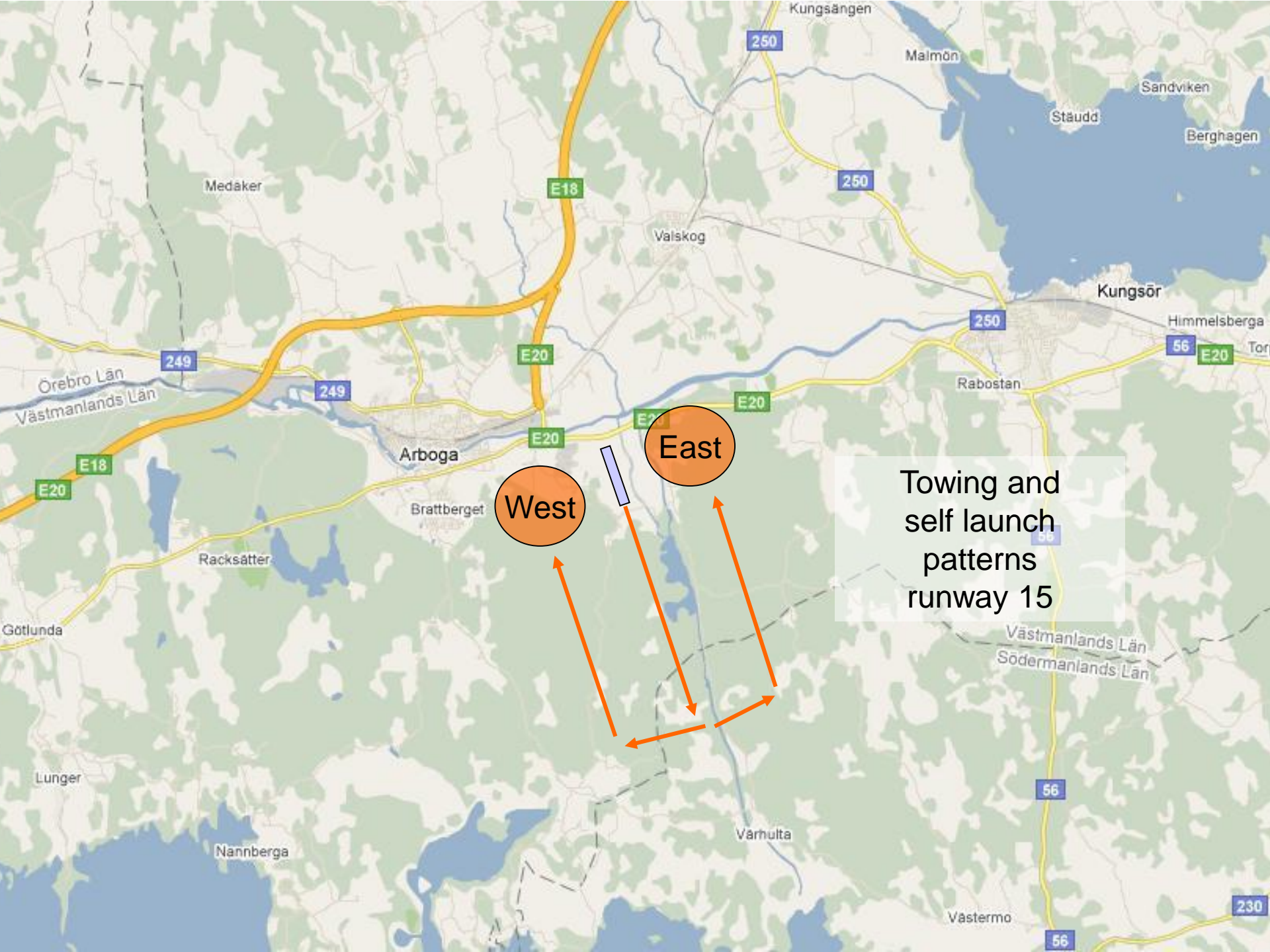




West

East

Towing and self launch patterns runway 33



West

East

Towing and self launch patterns runway 15

Take off procedure

Please practice radio silence. Do not use radio unless deviating from normal procedure.

Relanding is considered a deviation from normal procedure.

No radio checks during launch on 123,15 MHz.

Officials will respond to radio checks if able. However, it's will not be prioritized. Please do radio check with your crew.

Release altitude: 700 m if not stated otherwise on briefing

After release: Turn left and watch out. Do not pull up before releasing. Tow planes will fly straight ahead and descend 100 m before turning.

Self launchers

Self launchers shall follow the towing pattern and shut down the engine in the release area at or below the official release altitude.

If release altitude is not reached when entering the release area, you are allowed to circle in the release area but keep a good look out and stay clear of tows.

Radio procedure

After release:

- When above 500 m: 123,50 MHz
- When below 500 m: 123,15 MHz

Opening of the start line will be transmitted on both frequencies:

- Start line in x-class will open in 30* min
- Start line in x-class will open in 10 min
- Start line in x-class will open in 5 min
- Start line in x-class is open

Report your start time on 123,50 MHz within 20 minutes after starting with an accuracy of ± 5 minutes.

Team flying frequencies are allowed if announced in advanced on briefing

*30 minutes, unless otherwise stated at briefing.

Airspace orientation

OK*

OK*

West

Forbidden
GND and up

Norbo

Ludvika

Barken

Krylbo

Bravo

E-tuna W

Forbidden
GND and
up

Forbidden
GND and up

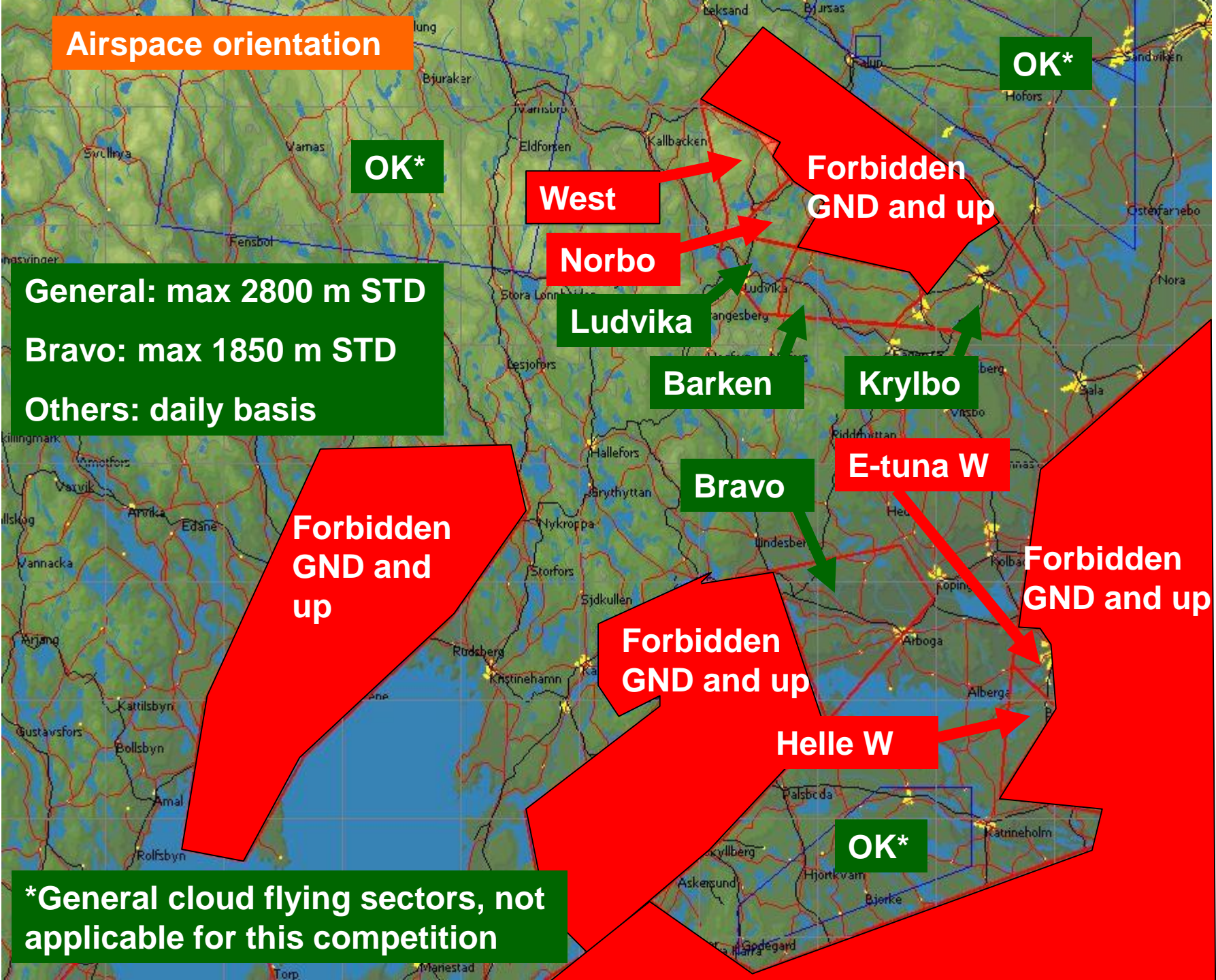
Forbidden
GND and up

Helle W

OK*

General: max 2800 m STD
Bravo: max 1850 m STD
Others: daily basis

*General cloud flying sectors, not applicable for this competition



On task

Keep your mobile phone turned on. This will help to locate you in case of search and rescue.

When outlanding, always announce your intention on the radio. Someone will always hear you.

Part of the competition area is only sparsely supplied with landable areas and in some areas it might be almost 50 km to the nearest landable field.

However in most parts of the competition area you will reach landable areas from 1000 m – if you know where it is. The task setter does have this in mind and tasks will not be set over rough terrain unless the cloudbase is very high.

Always remember to stay within gliding distance of landable areas. You can not win with a broken glider.

When correctly executed, a landing in water is considered a fairly safe emergency procedure.

Final glide

Plenty of landable fields when arriving from north

Sparsely landable fields when arriving from south. There are however some landable fields close to the seashore of lake Hjälmarén, 6 - 8 km south of runway.

10 km before entering Finish circle

Report at 123,50 MHz: "(Comp. no) 10 km"

Then switch to 123,15 MHz: "(Comp. no) 10 km"

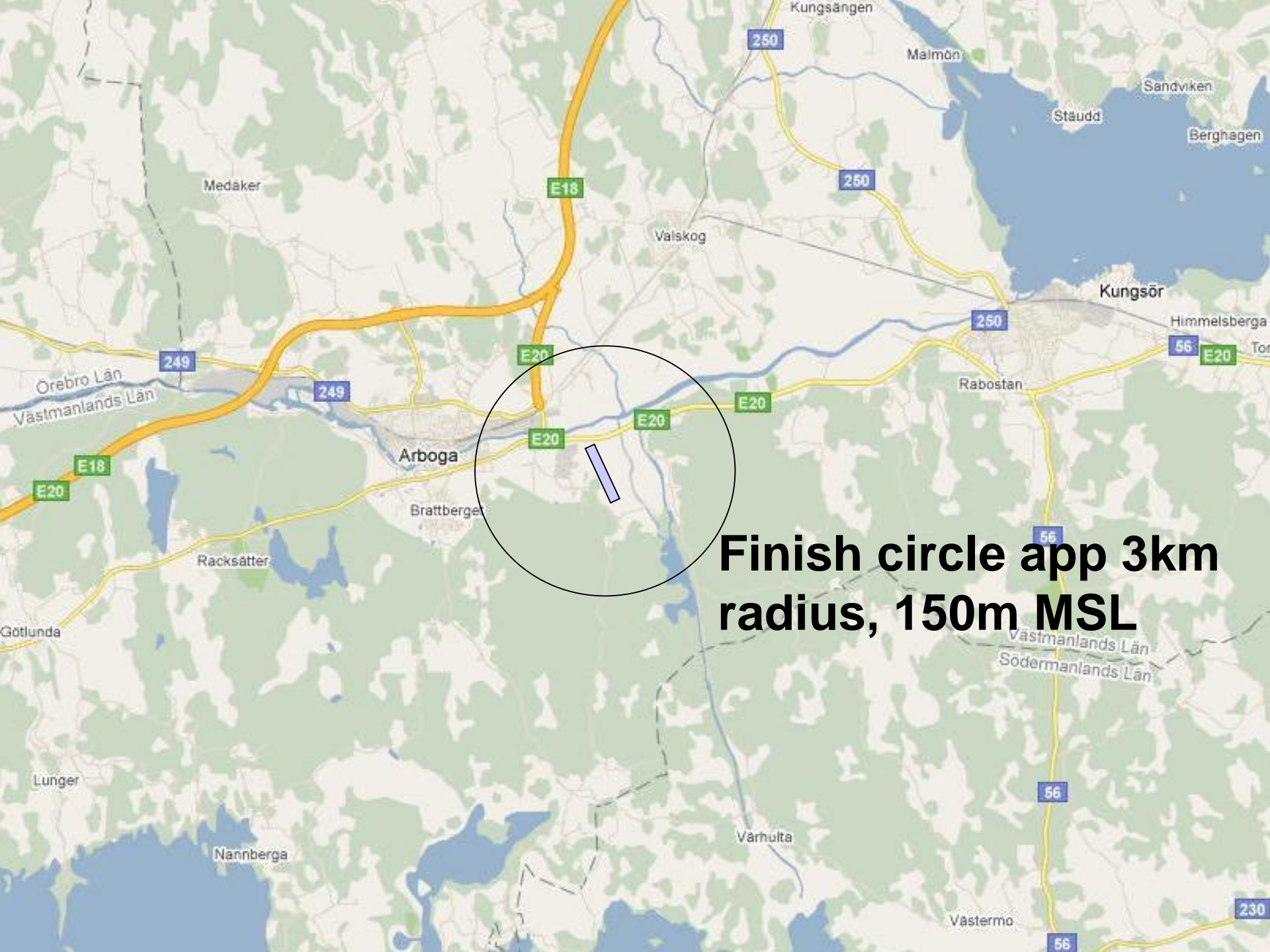
Answer at 123,15 MHz: "(Comp. no), runway ZZ in use"

When entering Finish circle (min height 150m)

123,15 MHz "(Comp. no), final + direct landing/landing pattern"

Expect no answer

After announcing 10 km, remain on 123,15 MHz



**Finish circle app 3km
radius, 150m MSL**

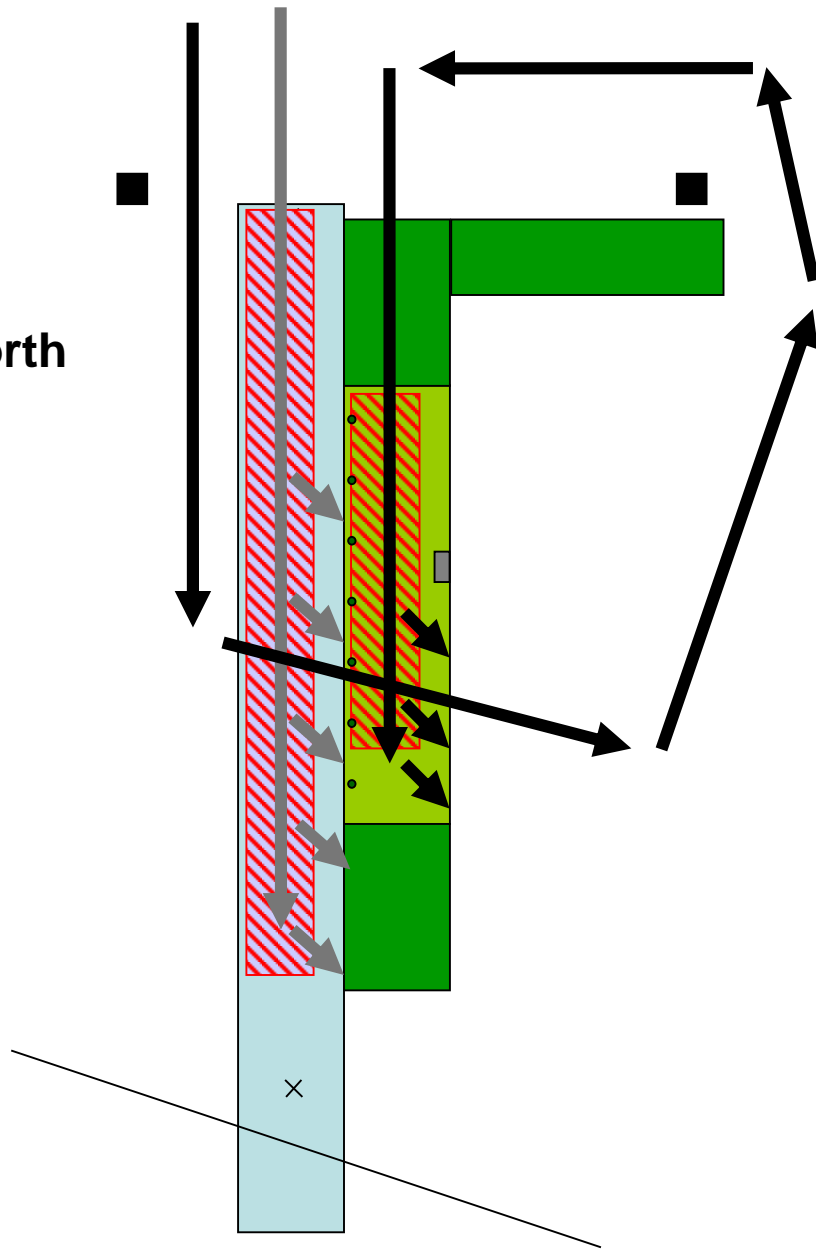
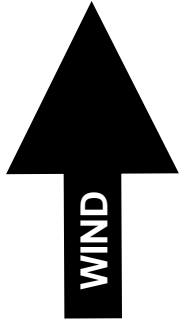
Landing Pattern

- Full landing circuit is preferred
- Land on the grass strip
- Remember: gear down
- Make a long landing. Do not block the runway for those behind you
- Sufficient speed/energy for a safe pattern only is not enough. You also need some spare energy for collision avoidance
- Taxi at low speed to the **east** side of the grass strip at pilots discretion

Direct landing

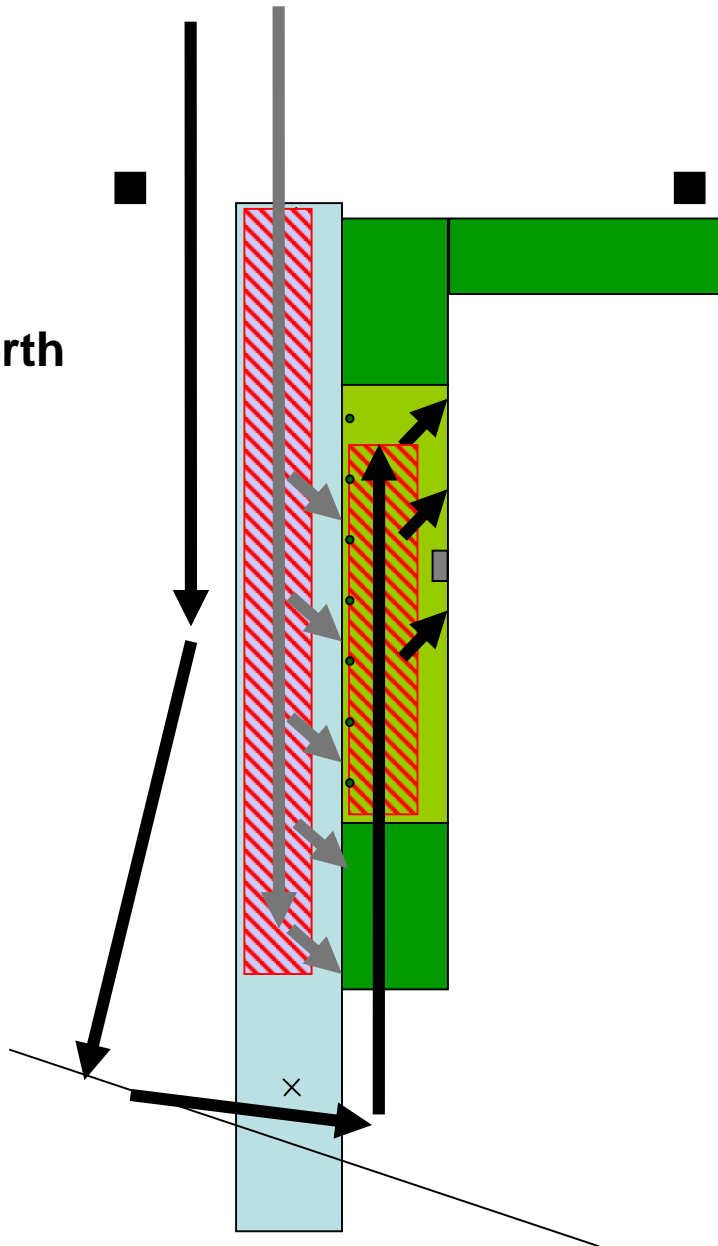
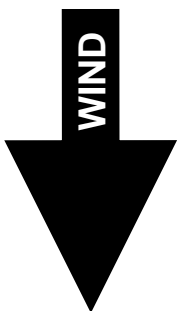
- Land on the paved runway
- Remember: gear down
- Make a long landing. Do not block space for those behind you
- You must have some spare energy for collision avoidance
- Taxi at low speed to the **east** side of the runway at pilots discretion

Arriving from North
Rwy in use: 15



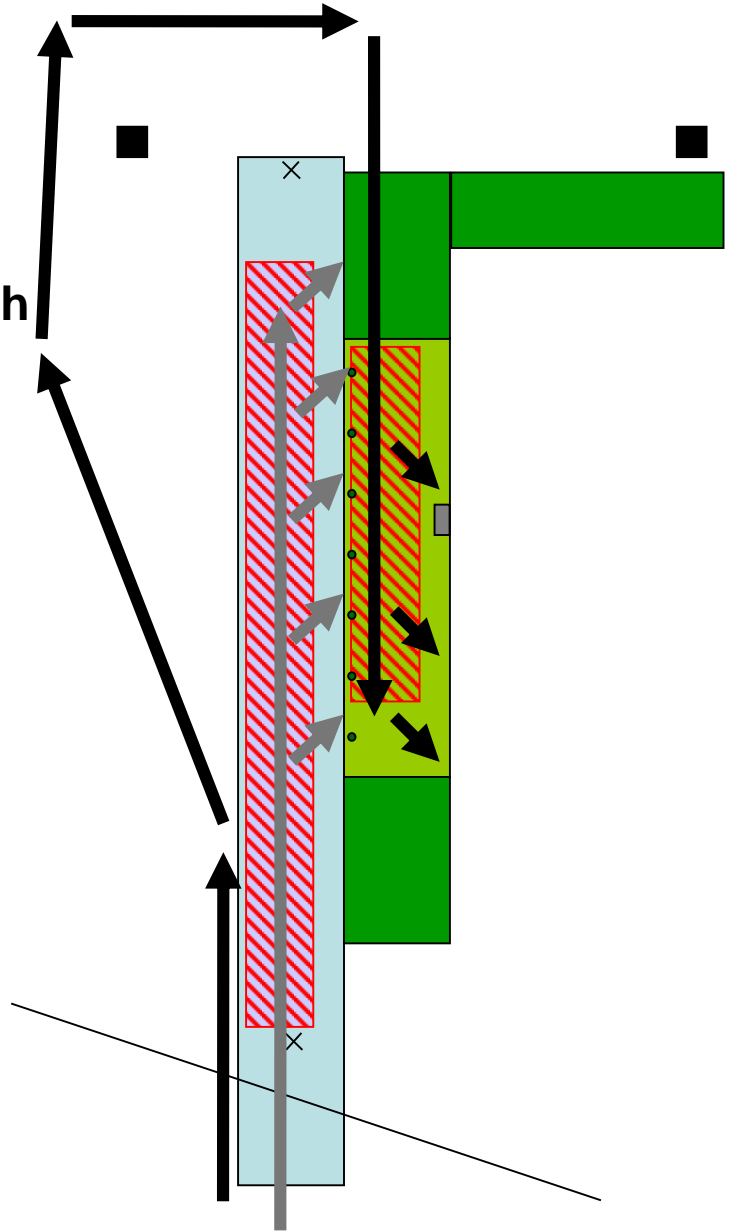
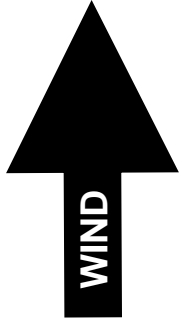
-  Landing pattern
-  Direct landing
-  No stop zone

Arriving from North
Rwy in use: 33



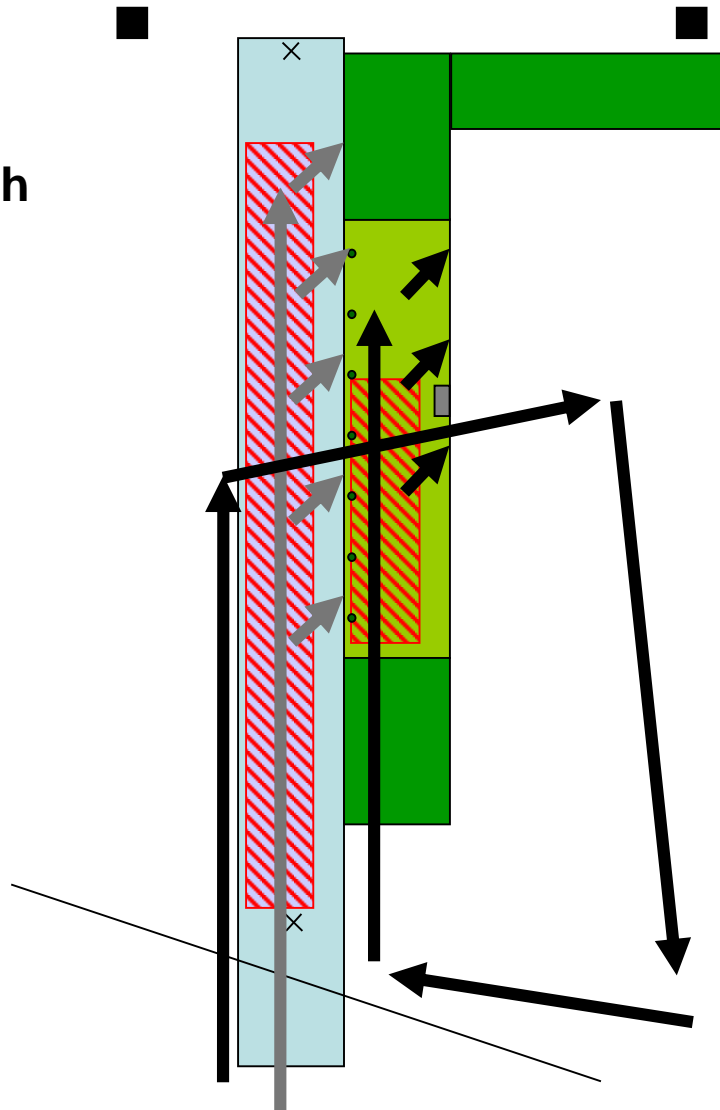
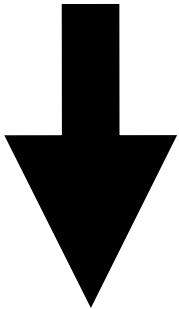
-  Landing Pattern
-  Direct landing
-  No stop zone

Arriving from South
Rwy in use: 15



- Landing Pattern
- Direct landing
- No stop zone

Arriving from South
Rwy in use: 33

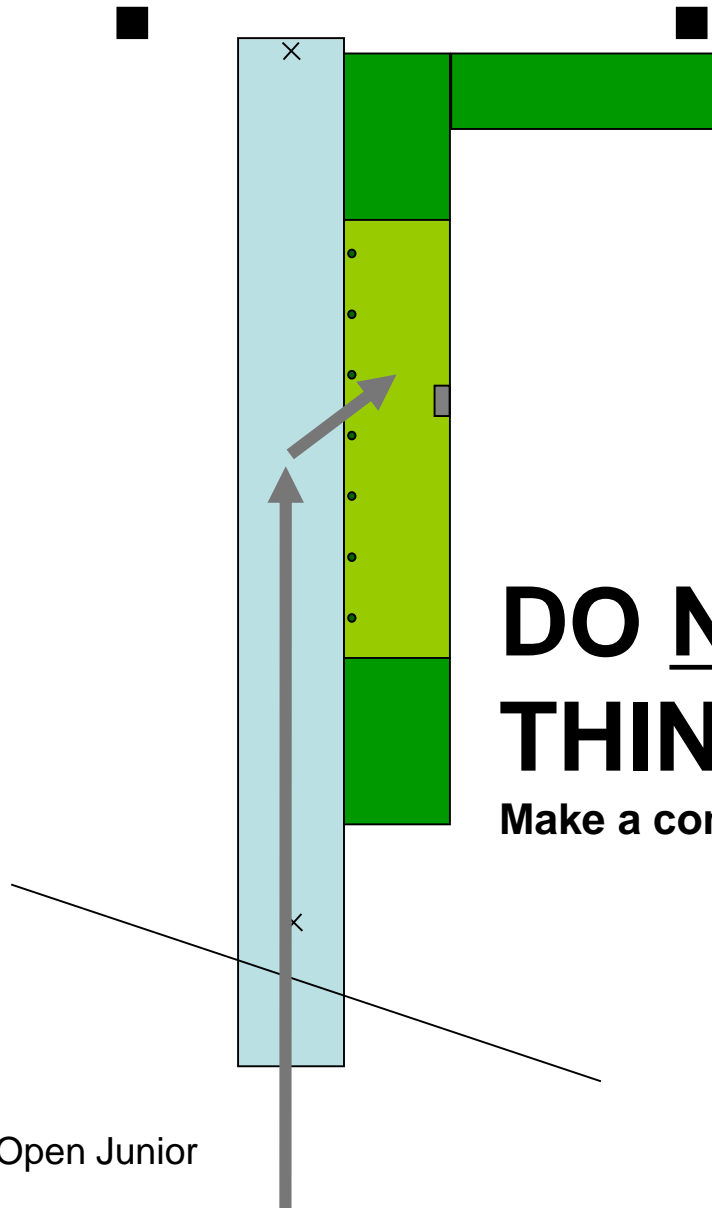


- Landing Pattern
- Direct landing
-  No stop zone

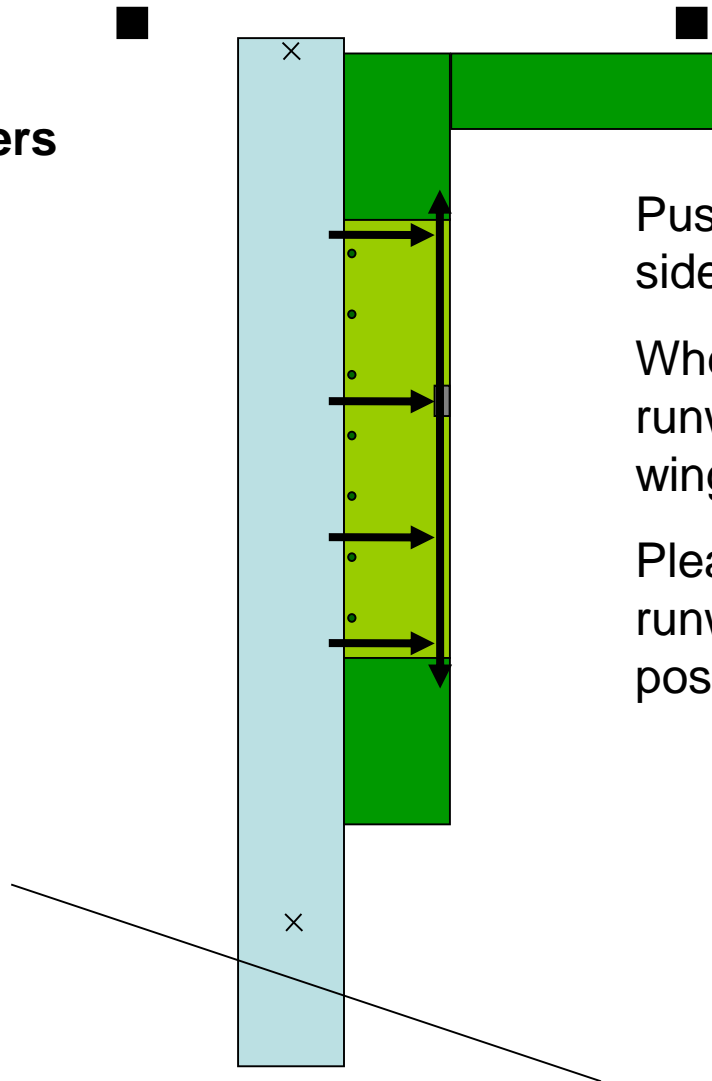


**DO NOT EVEN
THINK ABOUT IT!**

Make a complete stop on the tarmac



Retrieving gliders

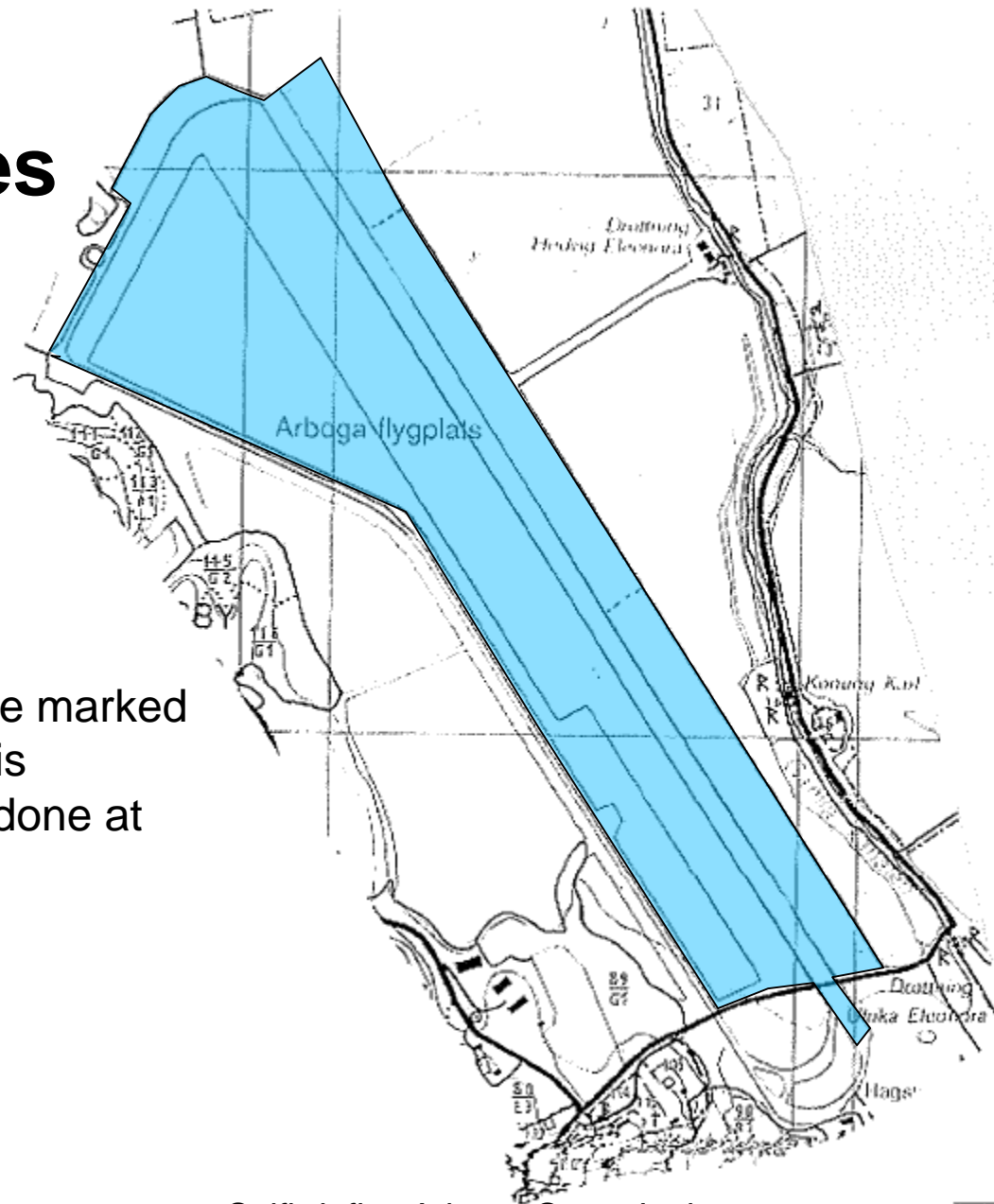


Push the glider to the side by hand

When away from runway you may put on wing/taildolly/towbar

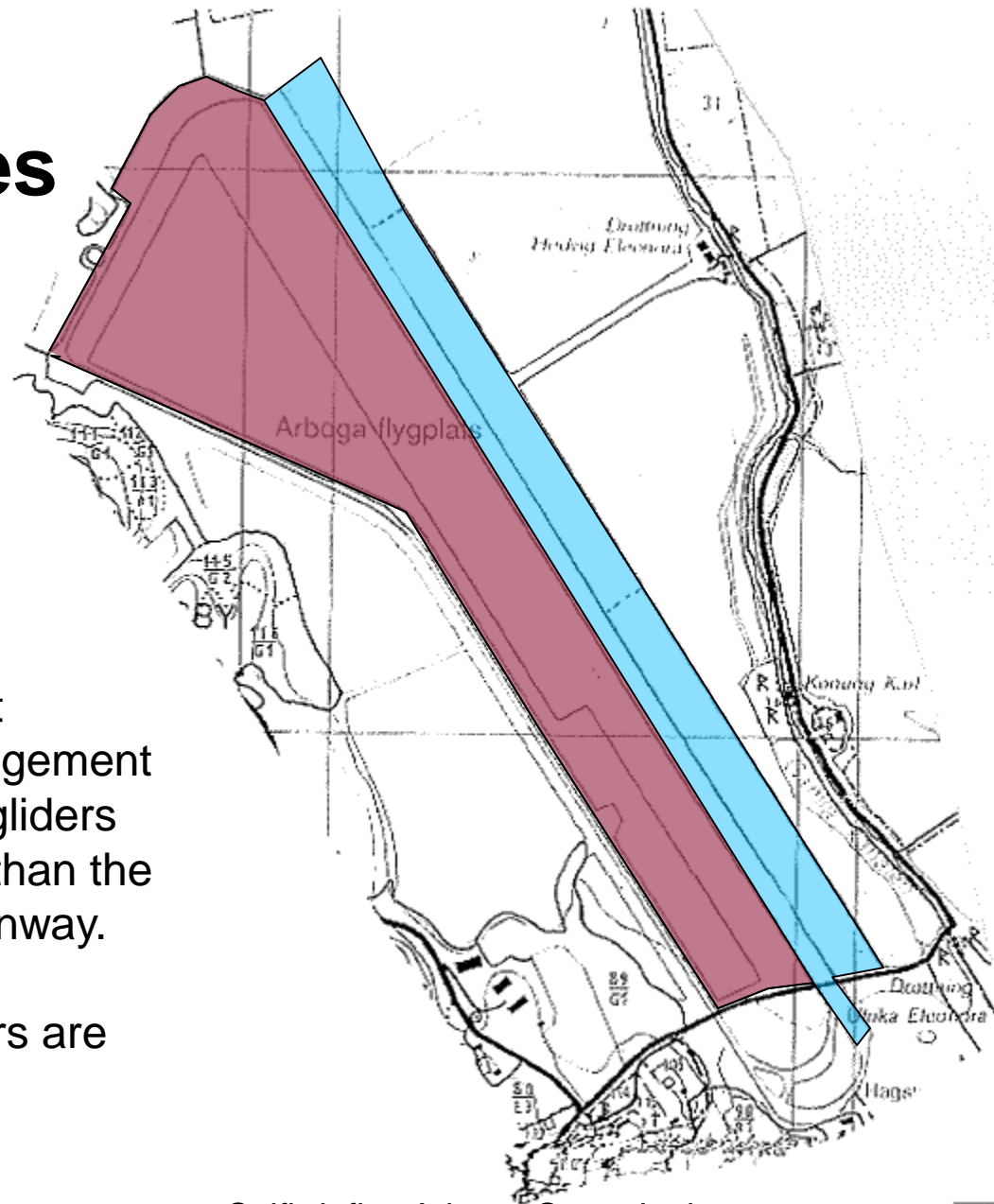
Please leave the runway as soon as possible

Airfield boundaries



If landed inside the marked area, the landing is considered to be done at the airfield.

Airfield boundaries



Important: consult competition management before retrieving gliders from areas other than the grass strip and runway.

In some areas cars are strictly forbidden.

A few words of flight safety

- Usage of FLARM is strongly encouraged
- Do not sniff the cloud base
- Make safe out landings
- The flight is not over until you are at a stand still