

LOCAL PROCEDURES at EKEBY airfield 2008

Welcome to Eskilstuna Flygklubb and Ekeby airfield!

Here are some "Nice-to-know"-fact listed that are important to know for your safe flying in Eskilstuna. Even if you have flown before in Eskilstuna we recommend to read this information carefully since few routines may have changed since your last visit. The information may not be complete and may be changed at any time.

**Since April 2008 we a new/modified airspace structure around our airfield , more on page 3
If you are flying a self launching glider please read carefully about the noise sensitive areas (page 6)**

If you miss information or some information needs more clarity, do not hesitate to give us feedback.



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Sweden

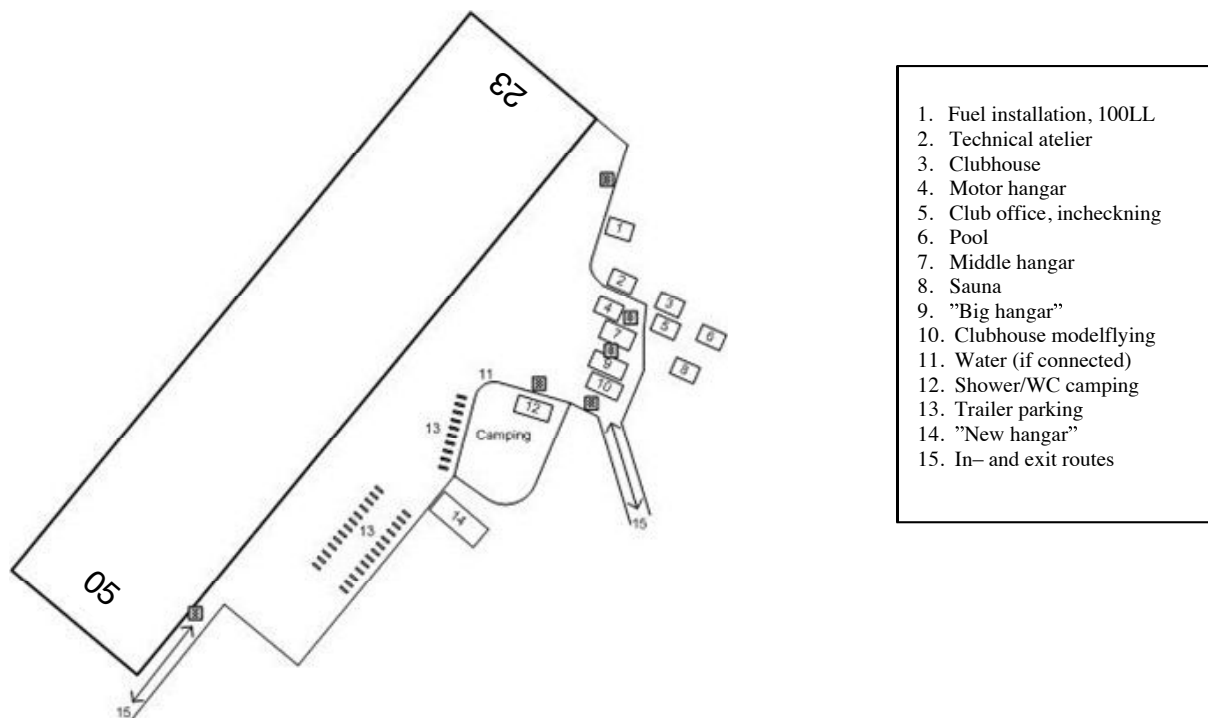
Location:

Ekeby Airfield, Sweden

Pos. 59 22 55 N, 016 26 53 E

Elev. 13 m MSL

Frequency: 123.20 Mhz



- Runway 05 : left circuit for gliders and motorgliders and tow/motorplanes
- Runway 23: left circuit for gliders and motorgliders, right circuit for tow/motorplanes.
- Towing of gliders with cars on the airfield fully admitted, avoid using cars on the airfield when not towing.
- Inform yourself about airspace situation before you fly at every day.
- Fill in the start journal before you start.
- Be aware of model flying activities in the northern part of the airfield. Avoid this area when making low pass flying.
- When flying cross country we usually used 123.50 Mhz to communicate air to air
- Low pass flying only after announcement.
- After long distance flight we announce our low pass approach with two radio calls on 123.20Mhz
Arrival 10km: "Comp.no 10 km + direct landing or speed finish"
Arrival 2km: "Comp.no 2 km + direct landing or speed finish"
- Avoid under all circumstance dumping waterballast over populated areas, like eg. Hällbybrunn, which is situated just westerly of the airfield area.

- When you start with a self-launching glider inform yourself about the routes to fly out, respect the noise sensitive areas very carefully (see separate chapter)
- Maps over the flying area are for sale in the club office for ca. SEK 250.
- If you have a dog; keep him lined when on the airfield.

Radiofrequencies

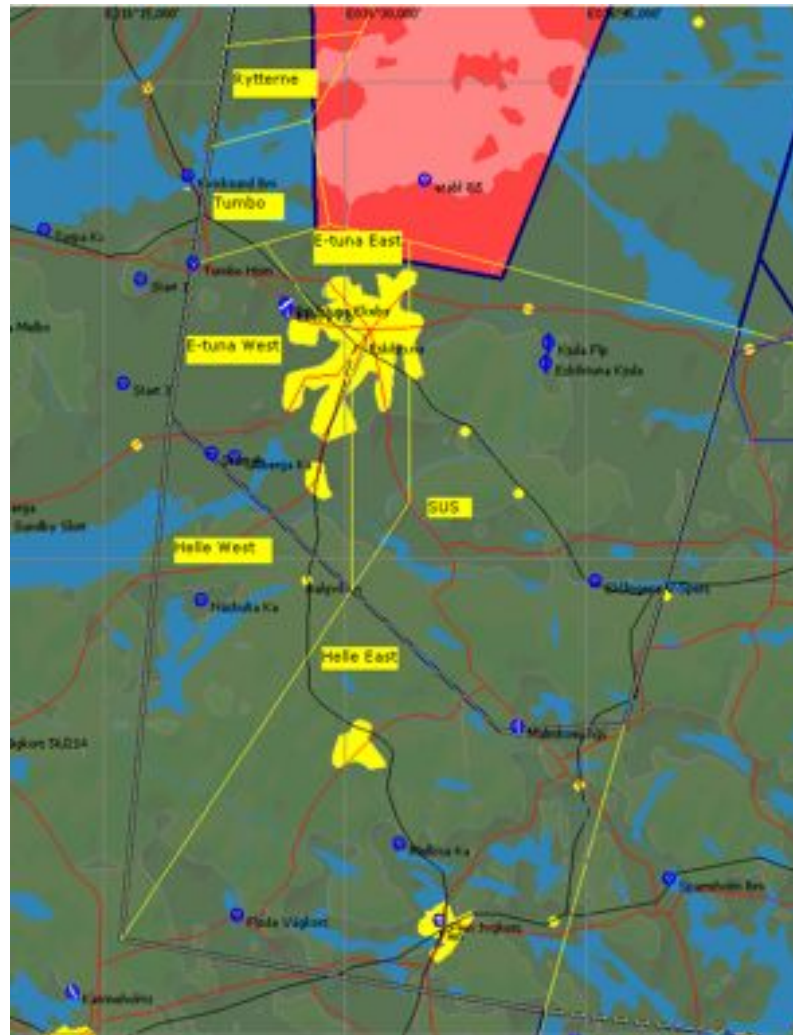
123.15 Arboga	123.52 Långtora
127.30 Borlänge TWR	122.10 Ludvika
123.35 Dala Järna	129.85 Mora
123.20 Ekeby	123.15 Norberg
122.22 Hagfors	118.40 Stockholm ACC S
123.15 Hällefors	131.12 Stockholm ACC W
123.65 Johannisberg	122.05 Torsby
122.55 Karlskoga	123.35 Vängsö
123.20 Katrineholm	130.60 Västerås TWR
123.15 Köping	120.27 Örebro TWR

New Airspace structure over EKEBY in 2008

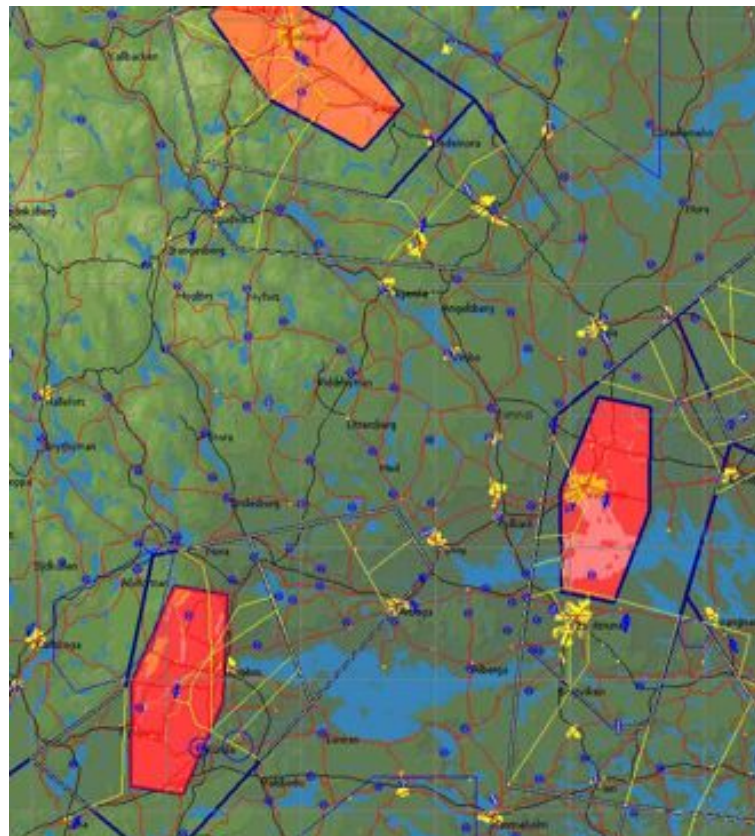
It is very important for the future of all gliding activities above and around EKEBY, that all pilots starting from Eskilstuna respect the new airspace structure and follow it accurately.

Before you start it is therefore important that you inform yourself about the airspace situation valid at just your starting time. If you are not sure do not hesitate to ask via radio in case you are already airborne.

- The old airspace "EKEBY" is divided into "E-tunaWest" and "E-tunaEast".
- For "E-tunaWest" there is no major change compared to earlier routines. The sector is closed above 450m without clearance. During periods of gliding activity the sector will be opened by the club. Normally the sector will be open up to 1350m or 1850m.
- In "E-tunaEast" every aircraft/glider needs an individual clearance above 450m.
- Under certain circumstances it is possible that even "E-tunaEast" is generally open up to a certain altitude.
- For all aircrafts flying in "E-tunaEast" it is mandatory to have a radio on board and to listen on 123.20 MHz. If you are flying with individual clearance within "E-tunaEast" you must have contact with Västerås/Hässlö on 130.60Mhz.
- Västerås/Hässlö has the right to withdraw both glider sectors within 30min.
- The sector "Helle West" is handled similar to sector "E-tunaWest" and usually opened to the same altitude. Without activation this sector is closed above 1350m
- The sector "Tumbo" is closed above 450m. It can be activated only with individual clearance. If need the sectors Tumbo, Rytterne or Johannisberg for a direct final to EKEBY coming from the north, Västerås/Hässlö is normally very cooperative in activating these sectors for you. Do not hesitate to contact them on 130,60Mhz.



The glider sectors close to Ekby Airfield.



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The picture shows the airspace in our surroundings. We are in the eastern part of Stockholm TMA. To the north we have Borlänge TMA and to the west we have Örebro TMA. The rest of the airspace is free, class G. Yellow sectors are airport sectors for gliding, which may be used after clearance from Air Traffic Control



Two links that show the near airspace plus some useful hot spots,
[Near airspace in Google earth](#) ,
as well as the whole Swedish airspace on Google earth,
[Whole Svedish airspace in Google Maps](#) .

Noise sensitive areas

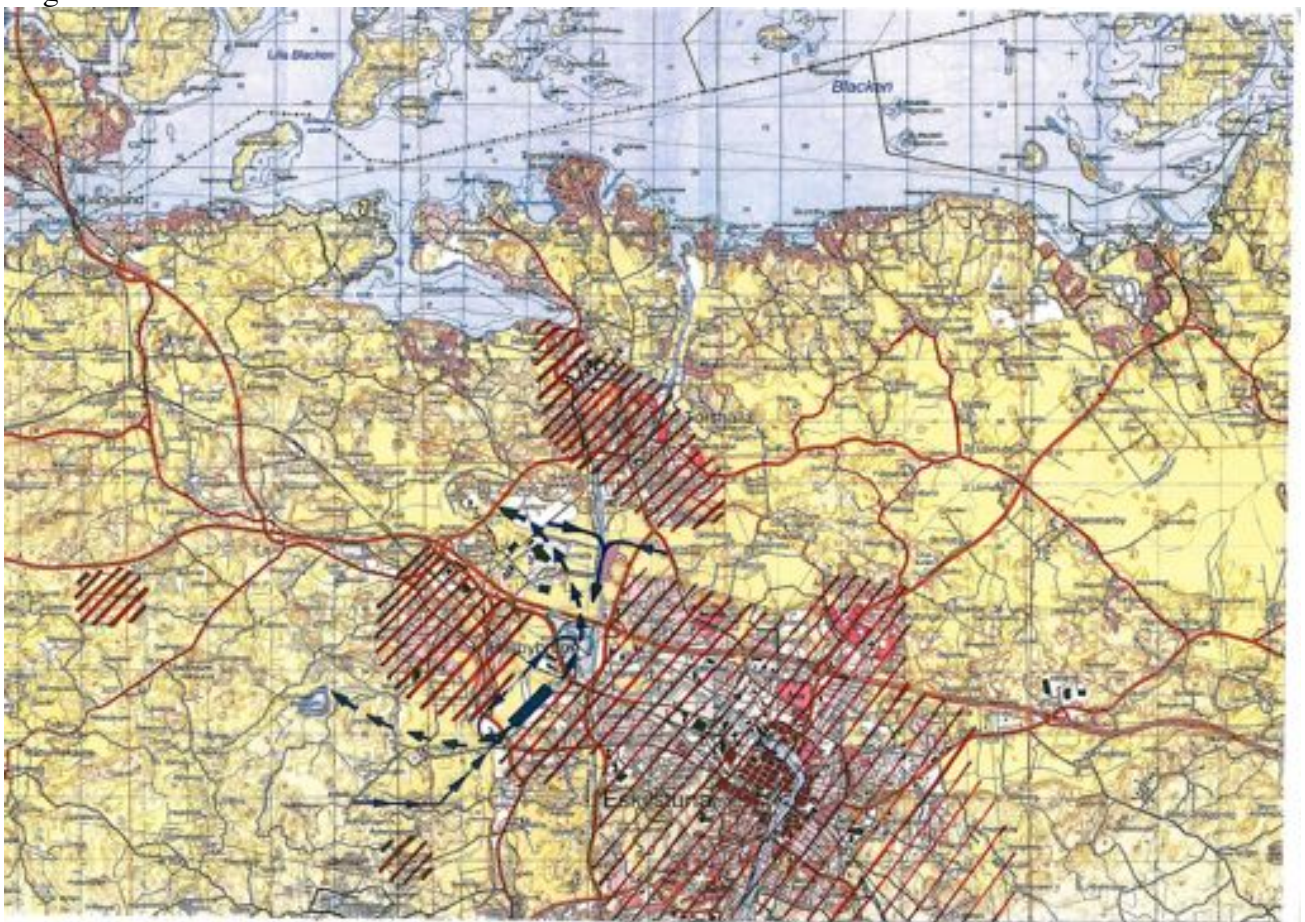
As many flight clubs, even Eskilstuna has some, but few, problematic neighbours.

When flying out south of the airfield we have to avoid certain areas to fly over with motor driven planes. When you are behind one of our tugs you don't have to care yourself too much, your towing pilot will do that for you.

When you instead start with a self-launching glider we strongly recommend, that you are well familiar with the outlined areas depicted in the map below. When starting with a self launching glider please follow the black routes.

DO NOT fly over with motor over the red areas, especially the area straight out in direction 23 (Åsbylund).

DO NOT fly over Åsby area even in higher altitudes (up till 1000m). We have had complaints from the people living there and we do wish to respect their privacy and have good relationships with our neighbors.

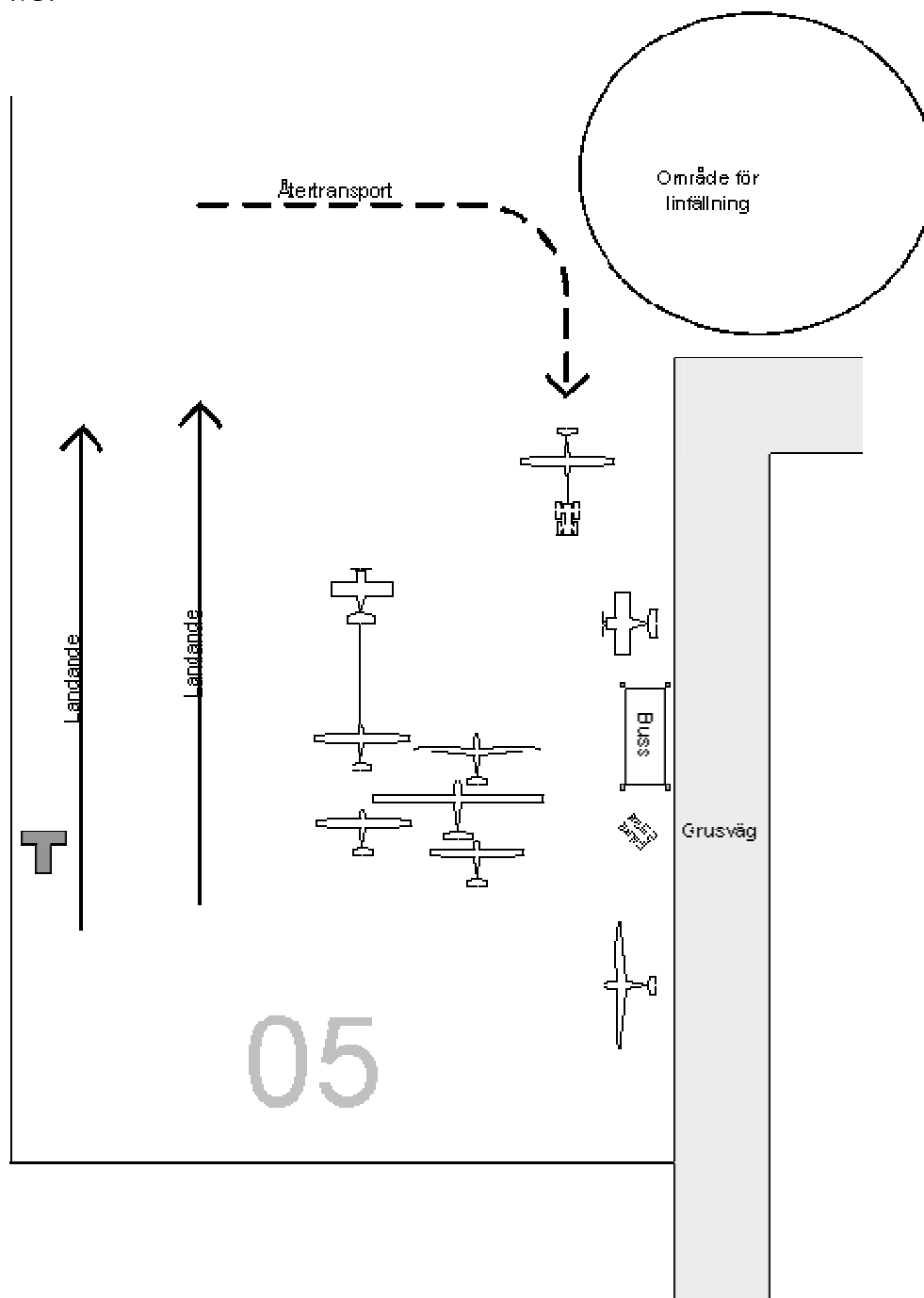


Avoiding in flying over sensitive areas is essential for the future flying activities at EKEBY !

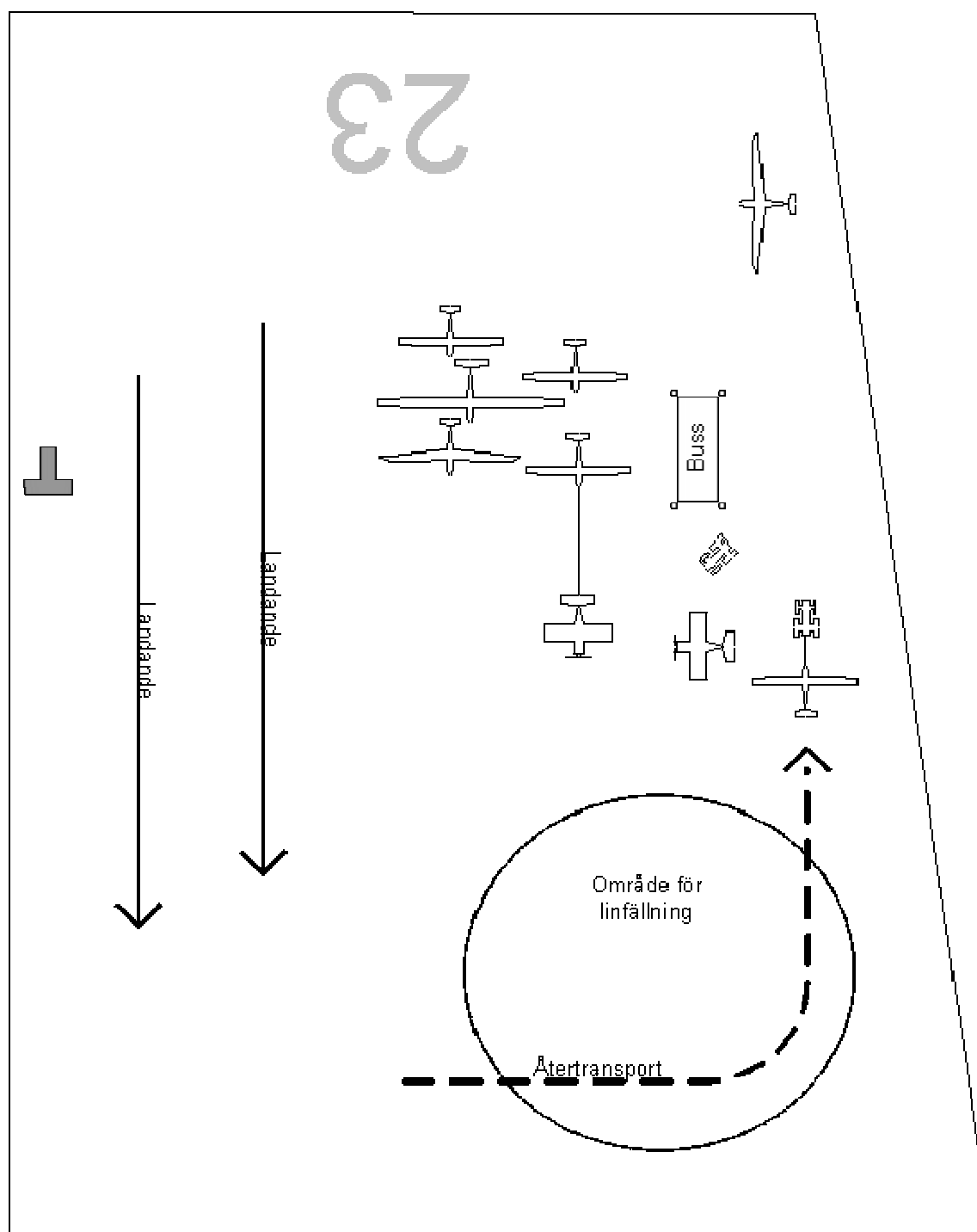
For more detailed explanations you may contact one of our towing pilots or any other motor pilot based in Eskilstuna.

In the following you will find some useful schemes about organisation at the start place and landing circuit procedures.

Startorganisation 05



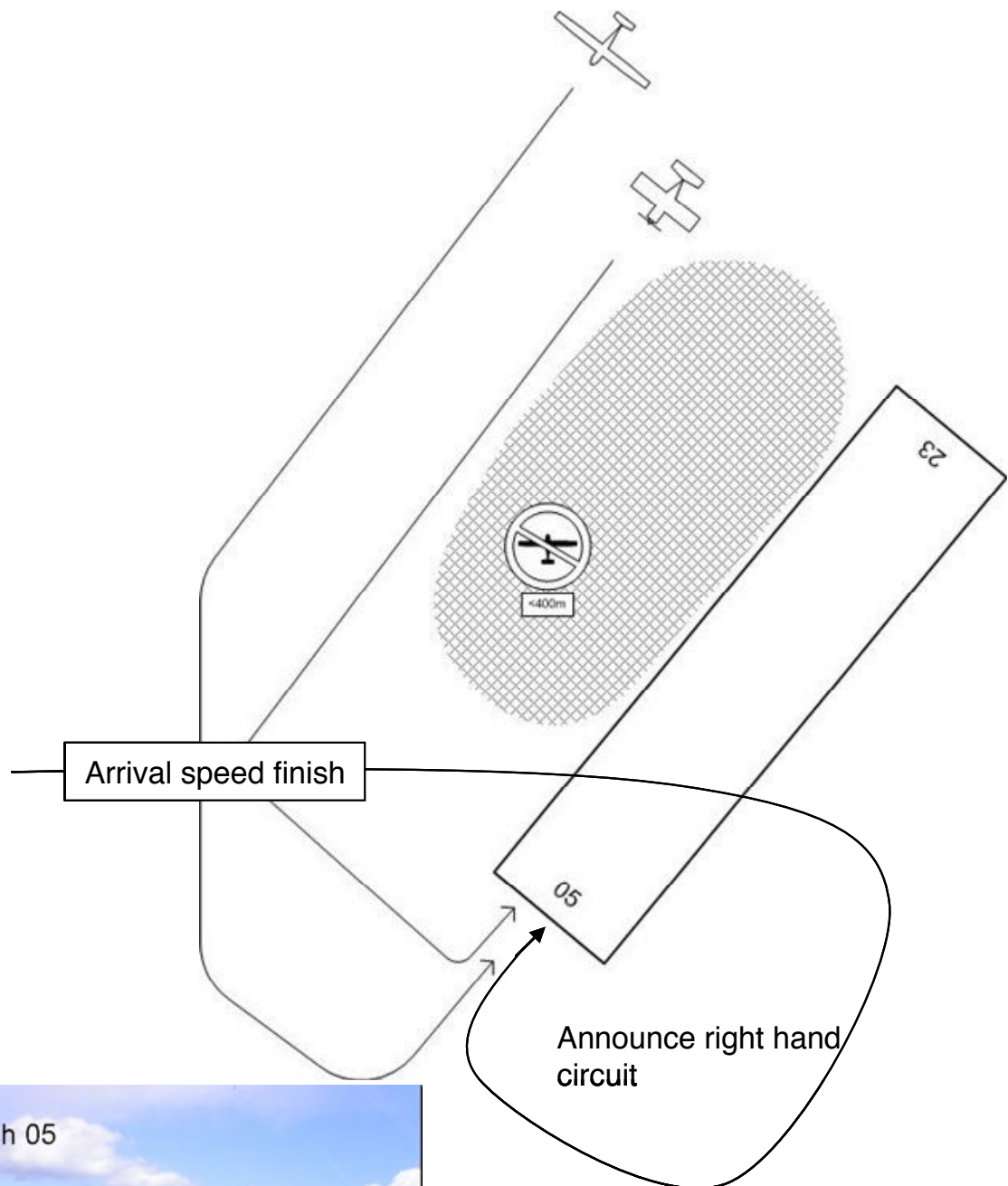
Startorganisation 23

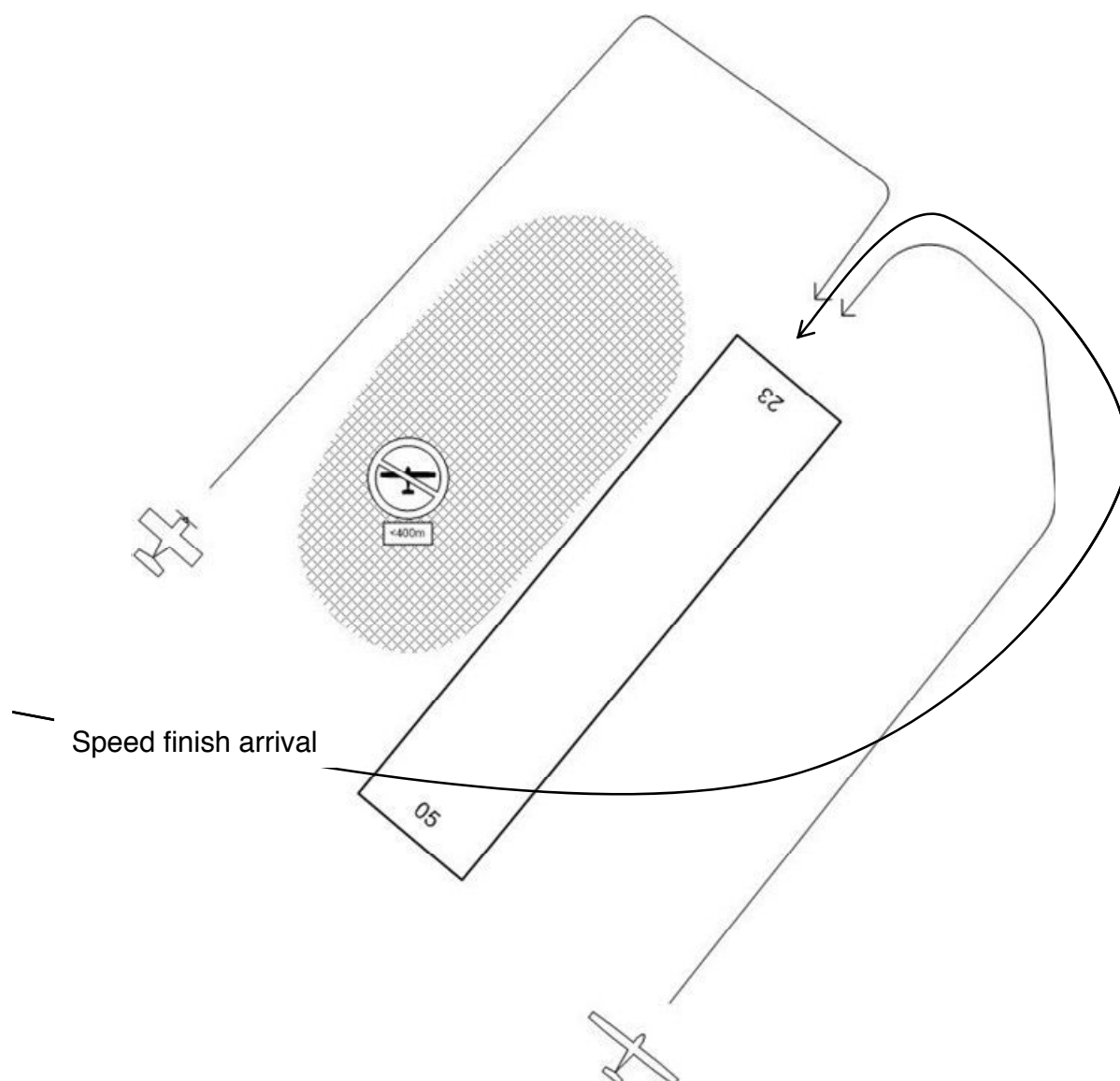


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Landingcircuit 05

Gliders and Motorplanes have the same left hand circuit. Observe model flying area





Attachment:s

1. A description of the soaring conditions in our area written by Bernt Olofsson in 2006 for the WGC
2. “The glider pilot's guide to Eskilstuna.” written by Maxwell Crestborne and Mikael Engström in 2006 for the WGC



Soaring conditions in the Competition Area

Topography and surface conditions

Eskilstuna Ekby is located in the Mälaren valley with lake Mälaren to the north and lake Hjälmaren to the south-west. The surrounding plains are mainly agriculture areas and the low hills are partly covered with forests.

The competition area NW of lake Mälaren called Bergslagen shows a variety of topography with low mountain ridges, valleys and small lakes. Although there are large forests you always find agriculture fields in the valleys. In some areas there are swamps. They are usually good thermal sources during the afternoon but not suitable for outlandings.

In general the ridges, formed when the big glacier melted long time ago, are much better thermal sources than the plains and valleys. The plains are old sea bottoms where the soil contains lots of clay while the ridges consist of gravel, sand and stones.

There are fairly good outlanding possibilities in most of the area although very few fields are harvested during the competition period. The competition takes place during a very intense vegetation period when Sweden is green and beautiful but if spring is late it might be possible to see snow patches on the northern slopes in the north-western part of the competition area in the end of May.

Weather survey

The weather is usually varying and sometimes tricky to forecast in detail. However, the soaring conditions are often good in spring and early summer. Thus we can expect many competition days.

The days are very long and the nights are short, sunrise about 4 pm and sunset about 10 am. The visibility in the air is usually very good, sometimes almost unlimited.

The statistic mean temperature for all June is about 15 °C, but temperature variations due to weather situation can be large. You may experience afternoon temperature above + 25 °C as well as frost in early morning. Most years precipitation is fairly limited during the competition period.

The best soaring conditions is when you have a high or a high pressure ridge to the west and cold advection with light to moderate winds from N or NW over the competition area. Then the air is usually dry and you can expect 1-3/8 Cu with cloudbase above 2000 m, sometimes up to 3000 m. Lift can be really strong with mean rate of climb 2-4 m/s. Thermals sometimes start as early as 9 am and end as late as 9 pm. In this weather we fly long tasks with high speed.



If the high pressure is centered over the competition area the subsidence inversion is the limit for the thermals. In the beginning of a high pressure situation you usually find Cu with base up to 2000 m and mean rate of climb 2-3 m/s. Such days thermals may start at 10 am and end around 7 pm. The best conditions are found over the hills and forests with blue holes around big lakes.

If the high pressure persists for many days the inversion becomes gradually lower. Then you can expect only a few Cu or blue thermals up to 1200-1500 m with a strength of 1-2 m/s. You find the best thermals over the hills and forests. Avoid big lakes and plains. Normally it is possible to fly cross-country from noon to 6 pm. Showers may occur. This time of the year they are often associated with cold fronts which means good chances of rapid improvement. Sometimes when the air is very cold and unstable you may get snow showers turning into rain at fairly low level. They are then mostly distinct and it is often possible to fly around or even through them. Thunderstorms are not very common until later in the summer.

A warm front passage prevent soaring longer time than a cold front. After a warm front with rain strato-cumulus are likely to form. They usually turn into Cu during the day but the cloud amount can vary a lot and

outspreading in inversions are common. Cloudbase and lift is not as favourable as in the cold air mass. However, typical warm air mass with long lasting warm advection is not a common situation in spring and early summer.

Long lasting low-pressure situations are rare this time of the year but passing lows may cause problems for some days if we are unlucky. However, sometimes it may be possible to find a “window” for a short task also in a low with lots of clouds – as we did in Borlänge 1993.

Sometimes you can see small waves in an inversion layer and at rare occasions there are weak orographic waves but in general waves will not be of any importance for soaring within the competition area.

Sea breeze is a common phenomena along the coast. The breeze can sometimes advance inland from the Gävle Bay as far as 100 km following Dalälven valley and reaching the town of Avesta in the afternoon. Blue holes also occur around the big lakes such as Mälaren, Hjälmaren, Vänern and Siljan with more or less visible lake breeze fronts. The water in the big lakes is still rather cold and a prevailing wind from the lakes may kill the thermals for some distance. South-westerly wind from lake Hjälmaren sometimes delay the onset of thermals and even prevent thermals at rare occasions at Ekeby airfield. Thermal streets are common when the wind is not too weak and convergence zones often

form along the low mountain ridges.

We can assure you that the weather will be very interesting and varying. It will give you good soaring over a beautiful landscape and it will test the skill of all competitors.

The glider pilot's guide to Eskilstuna.

With practical matters in mind, this guide is intended to aid and guide visiting pilots as well as their loyal support teams. The primary intention is to speed your journey through the maze of everyday matters which you will encounter during your visit to soaring zone Sweden in general and landing zone Eskilstuna in particular.

The guide is also paired with a turn point list. The list details a number of establishments which we hope will make your visit both easier and more enjoyable. It includes reputable local suppliers of food supplies, bits and pieces for your ground-bound vehicles as well as restaurants. The restaurants in the turn point list have been rated in average climb. Please note that the rating was carried out with scientific fastidiousness. Given the nature of the chosen methodology, the results remain highly subjective, yet are always spot on.

Driving in Sweden

Like in the rest of Europe driving is carried out on the right-hand side of the road. Swedish roads are generally of a very high standard. Despite this, the 80 km/h is still the maximum trailering speed. Also bear in mind that should the rear end of your trailer strike other vehicles or pedestrians, you as the driver will be held responsible.

Roundabouts; drivers already circulating have the right of way, i.e. give way when entering.

Stop for pedestrians at crossings, even after right-hand turns. Remember, pedestrians and cyclists have right of way at all times.

Alcohol and driving: the message is as simple as it's clear - don't drink and drive. Regardless of which perspective you decide to adopt, the moral or legal one, it simply isn't worth the risk. Swedish laws are very clear about this. You can't even drink half a beer and remain under the blood alcohol limit, which is a maximum of 20 milligrams of alcohol per 100 millilitres of blood.

Driving in Eskilstuna

The citizens of Eskilstuna maintain their very own pace of life. You may find them strolling around town, seemingly in a world of their own, at times. So whenever they are in front of you, stalling or holding you up, have pity on these poor earth-bound souls (for they do not know what they do, nor do they understand the priorities of ace soaring pilots rushing out to the airfield to catch the developing cumuli). Treat them as would you a hare caught in the glare of your headlights - with courteous and firm, yet friendly, authority.

Parking

The Swedish constabulary have coined the very apt phrase: "Empty your car yourself, otherwise the burglar will". Heed this warning even in small towns.

The traffic wardens are clearly on a mission from a higher authority; given even the slightest opportunity, they will downgrade your day in hurry. The lesson is as simple as it is sobering, either pay the parking fee or get written up.

Payment

Most shops and restaurants freely accept major credit and debit cards like VISA or MasterCard. Merely bringing along an American Express or Diners card will have you scouring the town for places that may or may not accept these cards.

Should you change your mind about a purchase that you have made, as a general rule you are free to return the purchase and receive a full refund within a week of your purchase (naturally given that it's still unused and resalable). Swedish consumer laws, however, are very clear; however widespread this practise may be it has no legal basis. To be on the safe side, ask about this and have the clerk mark your receipt with "öppet köp" (open purchase) and an agreed date, usually a week unless the item in question was on sale. This way you are guaranteed the right of returning the purchase should you change your mind.

Opening hours

Most grocers have long opening hours, often between 9am and 7pm, even on weekends. Some larger petrol stations never close at all. During night you may be asked to conduct your nocturnal shopping through a small window. As quirky as this sounds, this night-time-only arrangement is for the safety of the staff. But make no mistake, like in most small towns, staff on the whole tend to be extremely friendly and helpful.

Alcohol

Can only be bought in special stores; Systembolaget pronounced "system bolah-get". Prices are accordingly outrageous but on the plus side the assortment is generally very good. The staff in these shops are also usually very knowledgeable and asking about which wine would go with a certain dish is actively encouraged. Also noteworthy: the police tend to take a very dim view to any public consumption of these goods.

Grocers do sell beer with lower alcohol content, and this is offered as an alternative to soft drinks and usually downed at lunchtime. It should however be noted that this national variation on the beer-theme is an acquired taste. Try it before you commit to an entire case.

Petrol stations

Some petrol stations offer a surprisingly extensive range of goods. Apart from various foodstuffs, a variety of spare parts and consumables for cars and even trailers are usually sold.

Unmanned petrol stations usually accept credit cards and are notably cheaper than manned stations.

Mobile phones

Should you decide to purchase a local pre-paid card for your mobile telephone, selecting Telia as your operator has proven a wise choice. Although not the cheapest option, it's the only alternative which offers virtually full coverage even in the country side. Yes, even in the corners of those fields that we manage to find ourselves in from time to time... The cards can be bought almost everywhere (although rarely in said fields).

Tuna Park

One might be excused for thinking it's the local fish-market, but Tuna Park is in fact a shopping mall/galleria. Although the number of shops and parking space provided is on a North American scale, spot landing attempts are actively discouraged.

Communicating with the natives

As noted above, Tuna Park does not offer fish amongst its delicacies. Nor is there any need –not even for babelfish. Though mother tongue is as a common offering as in any land, Swedes are known for their linguistic prowess. Much like their Dutch brethren, the powers that be, have realized the absolute need for a high level of language proficiency amongst a wide scope of its population. To this end, English is taught to highly attentive Swedish youngsters from an early age.

Obtaining directions or even striking up a conversation in English is accordingly rarely problematic. Although not as widespread as English, French is another popular language, as is German. The latter mainly due to the legacy of the local mechanical manufacturing industries.

Pharmacy

You can only buy medicines and other pharmaceuticals in special pharmacies called Apotek, pronounced "apoh-teque".

Farmers

Interacting with the local agricultural community always adds vivid aspects of local colour. Sweden is by no means different in this aspect. The local farmers are in most cases both friendly and helpful. A trait, however, they seem to share with many people is their absolute inability to provide directions and road references that is of any use to anyone apart from those who are already familiar with the area in question.

Tap water

All tap water in Sweden is drinkable, even water from fire hydrants and the water ballast tapping points.

Taxi

Opting for a taxi is a very pricey means of getting about in Sweden. To prevent being taken for a ride in more ways than one, always agree upon a price before starting the journey. Don't pay more than 200 Skr from downtown to Ekeby airfield. Beware! Make absolutely certain that the driver knows which airfield you want to go to. There is another, slightly larger hard-runway, airfield called Kjula ("Shoe-lah") which is in the opposite direction.

Right of Public Access

In Sweden, everyone has the right to access and enjoy the countryside. Visitors from countries with little public land, apart from a few public foot paths, are often very surprised by the extent of this freedom which applies to visitors from abroad as well as the Swedes themselves. This is referred to as "the right of public access".

This privilege is quite unique and shared by few countries. This right actually has no legal standing nor is it an absolute right. Still, it constitutes the very essence of the Swede's love and respect for the country-side. However, like most freedoms it must be treated with due reverence, one must not infringe upon the freedom of others.

Exercising this right of public access requires consideration, a sense of responsibility and good judgement.

One must not damage any part of the landscape or upset animal life, and one must show consideration for both private landowners and for others with whom we are privileged to share the countryside with.

The essence of the right of public access may be summed up by the old chestnut; *leave it like you would wish to find it yourself* - unspoiled.

€

Some shops will accept Euros in lieu of Swedish kronor. This would however be a special arrangement that the shopkeeper agrees to. Since the staff will have to go to the bank to exchange the Euros themselves, you can expect a very poor exchange rate on such a purchase. The solution to this quandary is self-evident.

Eating out

Swedish restaurants have two pay scales, one during lunch-hours and another after. Lunches will run 50-75 kronor but dinner may cost twice that. Beer can be had in the 45-65 kronor range. During lunch-hours, you will usually be expected to carry your own food on a tray, school cafeteria style, and sometimes even expected to pay before you eat. Just follow the others lead, *when in Rome do as the Romans do* (usually works in Sweden as well).

Smoking

In keeping with the widespread international trend of banning smoking in public places, Sweden has now enacted similar legislation. In areas not covered by said legislation the rule of common courtesy is still the norm. Swedes are very committed to recycling; however this does not extend to second-hand smoke.

Tipping

Gratuities are by no means expected, especially during the day. Having said that, if the staff have outdone themselves and your meal was truly an uplifting experience, a 10% tip will be duly appreciated and ensure you a similarly radiant smile and a good table upon your return to said establishment!

Congestion charges

In an attempt to curb traffic jams, the city of Stockholm has introduced a congestion charge system very similar to the one operated in London. This is an entirely automatic affair which registers vehicles as they pass in and out of the city. The system is presently set-up to only identify and bill Swedish-registered cars. Like most privately owned vehicles, rented cars are equipped with transponders (squak ident..?) to log these charges. Oh yes, very Orwellian indeed!

Special nutritional requirements

Like many countries, Sweden has a large number of vegetarians, as well as people with miscellaneous allergies, or who are gluten and lactose intolerant. Therefore one can find quite an array of products tailored to these very specific nutritional needs. For further information there will be several qualified nutritionists available at the gliderport who are more than willing to assist, so don't be shy!

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