



Welcome to the Nordic Aerobatic Championships 2023 ESNY Söderhamn Airport

With two weeks to go before we all meet at Söderhamn Airport for this years Nordic Aerobatic Championships it's time to look at some additional information, including airport, flight operations, safety procedures and more. As we have both first time pilots and the experienced pilots, it's probably a good idea to read this briefing, so let's dig in, shall we...

The Airport

Söderhamn ESNY Airport is located close to the east coast and is usually affected by sea breeze during the day. Runways directions are 30/12 and runway length is 2524 meters. It's an uncontrolled airport without any kind of tower operations. PPR is required so call the Airport manager Arne Linding +46 (0) 70 632 54 54 before arriving for the latest information. Close to the fuel station, to the east, we have secure spots in a hangar for over night storage.

To the North from the hangar you will find the "Mäss" and also overnight facilities, the briefing will be in connection with the "Mäss" where all meals are available. As in the Bulletin, call Ulf Rosenqvist +46 (0) 70 406 60 42 when you are ready to check in, or call/sms/mail me and I will help you all.

The Program

On Tuesday evening there will be a voluntary dinner in the "Mäss" followed by the mandatory competition briefing on Wednesday morning at 08:00. The competition will then run from Wednesday morning until Saturday, the exact times will be announced daily depending on weather.

First take off will normally be around 09:30-10:00 Lunch break at 13:00-14:00 and we will end flight operations at 18:00.

All times subjected to changes depending on weather or other uncontrolled events.

The Briefing

During the Nordic Championships we use the the Nordic Rules, those will be sent to all participants. IAC and CIVA rules will also be used depending on class. The organization expect all participants to have the necessary knowledge of these rules upon entering the competition.

Programs

Primary will fly the Nordic Primary sequence according to the bulletin and the Nordic Aerobatic Championship sporting code, (if you don't have it already, send me an email and I will provide you with it) followed by Sportsman and Intermediate under the IAC rules and finally Advance (Unlimited) under the CIVVA rules.

Ready to start your engine

Depending on take of procedure/runway in use you should be at your aircraft at least half an hour before your take off (be sure you filled the aircraft up the day before) the starter will look you up in any cases.

Ready to taxi and take off

The tower will not be in use so just make the radio calls for an uncontrolled airport. After engine start taxi to the engine warm up/run up area to the north-west. It's a big area west of an J 37 Viggen, you can't miss it...If you want you can make a radio check call to the starter, then when it's your turn to go just make the normal take off, call and establish contact with the chief judge after departure.

Runway in use.

In an perfect world we will use rwy 12 for departure and landing, with the judges located at the runway intersection to the south looking north-west and all competition flying in north-east or south-west directions but let's see what's possible, shall we...

Departure procedures from rwy 12.

After take off initially climb straight ahead and make contact with the chief judge, then climb on the West side of the airport (right turn departure) before entering the box, keep climbing in the box.

After completed the program, call: "Pilot 1 leaving the box" then descent on the East side of the airport well outside the box and return for landing.

Departure from rwy 30

Proceed as above, this time left turn departure, considering the time you need to taxi for take off.

Procedures for the next pilot in line

Depending on weather and time available we will use two different procedures. When you hear preceding pilot call : "Pilot 1 leaving the box" you take off and proceed as above. The second option is you will wait for the preceding pilot to land and clear the runway. This procedure will give the judges more time to prepare the next pilots program.

All of this will be covered in the morning briefing every day, so rest assured it will be crystal clear for all.

Height limitations

Altitude Limit Infringement Penalties.

There are three types of Altitude Limit Infringement Penalties: a) LOW: Assessed if any portion of the figure is below the floor of the aerobatic box. b) LOW-LOW: Assessed if any portion of the figure is at an unsafe altitude far below the floor of the aerobatic box. c) HIGH: Assessed if any portion of the figure is above the ceiling of the aerobatic box.

Primary and Sportsman Infringement Tolerance Altitude Penalty a) HIGH None Above 3,500 feet 5 points each figure b) LOW None Below 1,500 feet Zero Entire Performance

Intermediate Infringement Tolerance Altitude Penalty a) HIGH None Above 3,500 feet 10 points each figure b) LOW 1 to 200 feet 1,000 to 1,199 feet 60 points each figure c) LOW-LOW > 200 feet Below 1,000 feet Zero Entire Performance

Advanced Infringement Tolerance Altitude Penalty a) HIGH None Above 3,609 feet 25 points each figure b) LOW 1 to 328 feet 328 to 656 feet 120 points each figure c) LOW-LOW > 328 feet Below 328 feet Zero Entire Performance

Unlimited Infringement Tolerance Altitude Penalty a) HIGH None Above 3,280 feet 30 points each figure b) LOW 1 to 164 feet 164 to 328 feet 150 points each figure c)

LOW-LOW > 164 feet Below 164 feet Zero Entire Performance Note: 164 feet = 50 meters, 328 feet = 100 meters, 3,609 feet = 1100 meters, 3,280 feet = 1000 meters

Wind Limitations and Ceiling

Flight will not be conducted if the crosswind component for the active runway exceeds: a) 15 knots for Primary or Sportsman flights; or b) 20 knots for Intermediate, Advanced or Unlimited flights.

Ceiling Weather conditions that allow competitors to climb to the upper altitude limit for their category while maintaining a minimum cloud clearance are the most desirable.

Wind Limits Flight will not be conducted if the steady wind velocity at the surface exceeds 25 knots from any direction.

Flight will not be conducted if the crosswind component for the active runway exceeds: a) 15 knots for Primary or Sportsman flights; or b) 20 knots for Intermediate, Advanced or Unlimited flights.

Precipitation. Flight will not be conducted in discernible precipitation. Exception: The Contest Jury may overrule this restriction.

Safety figures.

So here we find our self at altitude and it's time for the safety figure, they are different for all classes and here are the options.

For power primary, sportsman and intermediate the the following is allowed: half roll, half roll back and a pull-pull-pull humpty, ok to make the humpty first.

In Advance and Unlimited power the FAI sporting code section 6 part 1 apply.

Wing rocks.

Positive entry: Three positive wing rocks.

Inverted entry: Half roll to inverted, then three inverted wing rocks.

Positive exit: three wing rocks.

Inverted exit: Three inverted wing rocks, the half roll to upright level flight.

Restart after interruptions

The program must be resumed with the figure immediately preceding the point of interruption, the figure in progress at the time of interruption, or the figure immediately following the point of interruption.

If the program is resumed at any other point, one additional Program Interruption penalty shall be assessed.

Mechanical defects

For all categories:

Land, taxi to a designated holding area (close to the J 37 Viggen) and wait for the Technical Commission to arrive. Do not leave the aircraft and no-one else must approach the aircraft!

Regardless if the reason is accepted or not: Refly the whole sequence, but be aware that any zeroes or interruptions during the already flow figures are penalized.

Included is also the entry form, please print it and send me a screenshot of it, and bring it to the competition.

See you All soon

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