



EAA Fly-in by Borlänge Flygklubb 31 May - 2 June



We are happy to have been trusted to organize the Fly-In, to begin with!

We have tried to anticipate everything that might be needed to make the meeting a pleasant day/weekend for everyone who wants to visit us. To try to make everything work, we have developed a registration form that you can reach via the internet.

The registration form contains, among other things, slot requests and applies as PPR to the guys in the tower as you have received a confirmation of registration.

Link to registration: <https://forms.office.com/e/v4uKi389cE?origin=lpLink>

You can also reach it via this QR code - which also works on mobile:



See also our website eaa.se for the latest information.

Links will also be available both on the EAA website and in

the facebook group.

We have done this in order for everything to go as smoothly as possible and to ensure that breakfast, lunch and dinner etc. are available to everyone who wants them. If you think it's a hassle with the web form, you are of course welcome to contact me via email magnus.dbq@gmail.com or phone 076-0055149 and we'll sort it out!

The tower opens at 8, which means that if you have arrived and are "on the hill" before then, we at the club will also take care of you for routing and parking.

Breakfast will be available between 8-9 on Saturday for self-catering

bargain price

We start the grill around 11:30 to grill hamburgers for lunch.

We have scheduled a visit by JAS, which is expected to arrive around lunchtime and then park on the slab by the tower - the pilot is keen to visit the meeting so the journey home is later.

The seminar will take place in the hangar, where dinner will also be served at 17.

The menu will be **Low temperature steak with balsamic glaze and potato cake with Västerbotten cheese, salad, butter and bread. Plus coffee and home-baked cake.** Vegetarian option, **Parsnip steaks with sky sauce and potato cake** available, as well as adaptation for possible gluten or lactose intolerance. Dinner costs **295:-** per person and to be sure that food is available, it is booked and paid for in advance, **Swisch's number is 123 675 54 82. The last day to register for dinner is Wednesday 26 May.**

There will also be a bar with service at cost price.

Overnight stay

Anyone who wants can sleep "under the wing", we will have people on site during the night towards Sunday.

If you want to stay more comfortably, you have a few options below (booked through your own provision, however):

- Quality hotel Galaxen, Phone: 0243-21 60 00, Mail: q.galaxen@strawberry.se

- Elite hotel Brage, Tel: 0243-423000, Mail: info.brage@elite.se

- Borlänge hostel, Phone: 0243-227615, Mail: info@borlangevandrarhem.se

- Gylle hotel & restaurant Telephone: 0243 - 22 99 00, Mail: info@gyllehotell.se



EAA Fly-in: Sus and Stix, the guys in the ESSD tower

Sus, Jan Hedén:

"My first step in the aviation industry was via model flying; plastic models and radio controlled airplanes. In 1975, a model airfield was permanently built at Dala Airport for RFK Viggen. Further out in the field, BFK flew gliders, so in 1981 I started flying the Bergfalke. First EC without radio as a 15-year-old is a memory for life.

Then it was motor glider TMG from 1982, glider instructor course in 1987.

A-cert was taken in 1988 and B-cert in 1992. Mostly flew glider towing and parachuting as well as FFK to meet the then hour requirements for the B-cert. After that, about ten years as a photo pilot with a Cessna 172 for the forest companies and portraits for postcards and farms.

Also flew for a few years in the late 1990s my own SE-XFR, Viking Dragonfly. In 1999 I started flying with Pierre and Jacob Holländer, first the AN-2 and then in 2004 the G164 "Catwalk", SE-KXR. This has meant flying in a number of countries in Europe and China, Kurdistan/Iraq, India, UAE and Australia.

The job within ATS began as an AFIS official in 1986 in Borlänge, with shorter loans to ATS Ludvika, Växjö and Vilhelmina. A season as a snowplow at Dala Airport was completed before air traffic controller training which began in 1994 and in 1996 I was back at ATS Borlänge. During the FL training, a military flight stage was included at F5/ Ljungbyhed where I had the privilege of flying the Sk61 and Sk60 and received a type approach on the SK61 in connection with flying to the PAR school in Ronneby during internship.

In addition to the above-mentioned ATS, there have been short visits as FL in China at e.g. ATS Pucheng and Taiyuan in connection with air shows".

Cheers, Johan Schödin:

"My first contact with flying is from BFK, where as a 16-year-old I started flying Bergfalke. I remember very well my first EK. I sang the whole turn in 12-15 minutes from takeoff to landing.

When I started air traffic controller training in 1983 at Ljungbyhed, I also received training on the SK61 Bulldog up to A-cert, (as it was called at the time).

Continued to fly civilly with PA-28 and C-172 in from Östersund flying club at Optand and then with Luleå flying club for a few years before I "dropped" my flying certificate.

As I am a reserve officer in the Air Force, I have been given the opportunity to fly several passes in the Sk60 as an "aircraft scout/navigator" and for increased understanding of military aviation. The best and coolest experience is a seat in the back of Sk37, Viggen. 800km/h at a very low altitude over the Norrbothnian forests is unbeatable!

My professional career as an air traffic controller is almost 40 years old and has given me many nice, happy and memorable experiences. I have served on a number of military bases during the 80s and 90s, been stationed at F4 Frösön and F21 Kallax. A short stay in Kosovo at Pristina Airport and a slightly longer period in the United Arab Emirates and Al Ain Airport"

EAAFly-In, ESSD, byBorlängeFlygklubb, 31/5—2/62024



Generally

Dala Airport is a controlled airport. As a pilot, you have an asphalt track 14/32 and a grass track 12/30 to choose from. The length of the asphalt track is 2313 meters and the grass track 720 meters. Traffic revolution altitude is not published, but approximately 1500ft AMSL is recommended.

ATTENTION! The airport has a requirement for VHF flight radios for landing/take-off in the field. This means that you as wants to come with a non-aircraft radio-equipped aircraft will have to "ride together" in a group and be led by an aircraft equipped with aircraft radio (the group is considered by ATC as a unit). The intention is to make the flights to Borlänge from two collection points; Avesta/Rembo (ESVA) in the southeast and Gagnef/Himmelslätta (ESVG) in the northwest. From these fields you will be guided by radio controlled flight to ESSD. These arrivals will take place between 08:00 and 08:30 (local time). Contact EAA/Ulf Höglin 070-478 45 74 for questions about this.

Advance notification

We request advance notification of all incoming aircraft. This is to be able to plan everything from the flow into the control zone to parking lots on the ground.

In the basic planning, we phase out 5 aircraft/15 minutes, but the arrival times give us more opportunity to manage the "rubber band" that becomes reality. When you register for the meeting, you can request a slot time/arrival time. "-First come!" applies. ATTENTION! 08:00— 08:30 is reserved for the arrival of the groups with radioless aircraft.

Airspace

- **Control Zone (CTR)** has a vertical extension from the ground to 2500 ft/750m AMSL.
- **Terminal Area (TMA)** starting at 2500ft/750m AMSL and/or 4500ft/1350m AMSL depending on which direction you are flying from.

However, if you are flying at 2500 feet AMSL or below, you are only touching the control zone

ATS flight plan

We'd love for you to create a roadmap, but it's not a requirement. If you feel a little overwhelmed with the submission, the tip is to call the "professionals", i.e. Briefing Officers at the Flight Planning Center (FPC) who are there for us, tel. 08-797 63 40, they will help you receive and forward your information regarding your flight to Borlänge.

ATTENTION! If refueling is desired, note this in FPL, field 18; "RMK/REQ FUEL EXHAUST 100LL [alternatively 91/96UL]". This is important as the refueling facilities are on different sides of the airfield.

ATS opening hours

NOTAM will be published for ATS opening hours during the event (*times below local*). Only arrivals with PPR/"slot" are allowed during ATS opening hours.

- Friday 31/5 08:00—17:00
- Saturday 1/6 08:00—17:00
- Sunday 2/6 15:00—18:00

Note The airport manager prefers that you fly home before opening hours on Sunday (due to arrival/departure by charter aircraft).

Other scheduled holding times for the event:

- Saturday 1/6:
 - 13:00—16:00 seminars
 - 16:00—17:00 training time for AVA. *Contact Magnus Dahlberg 076-0055149 for "slot".*
 - 17:00 Dinner.

Arrival

Normal entry points, position/coordinates according to VAC in AIP (see annexes 1 and 2).

When approaching, call in good time on our frequency 127.305 MHz for clearance in the control zone (CTR), or terminal area (TMA), depending on your flight altitude.

- For **lane 14** applies to traffic from **south and west**; from point of entry "**Wolf Lake**" continue towards **Right** downwind line to runway 14 (or runway 12).
- For traffic from **north and east** applies that you fly via entry point "**Spoon**" against **left** downwind line runway 14 (or runway 12).
- For **lane 32** applies to traffic from **south and west**; from point of entry "**Murbo**" continue towards **left** downwind line to runway 32 (or runway 30).
- For traffic from **north and east** applies that you fly via entry point "**Ornäs**" against **Right** downwind line runway 32 (or runway 30).

Note 1. Since we have runway 14 in use and several arriving at the same time, we will use the former military taxiway (which runs parallel to runway 14/32, between the grass runway and the asphalt runway) for taxiing back after landing, to parking.

Note 2. Of course, things can happen (weather/traffic etc.) that cause changes in plans. That is follow the latest clearance given by ATC and if you think you need a changed clearance, then ask about it!

Fuel

It is possible to refuel the Air BP 100LL at the airport at the terminal pad (Air BP carnet with "self-service" or with card payment during AB Dalaflyget's opening hours). 91/96UL at the club plate (Swish or cash payment).

To think of:

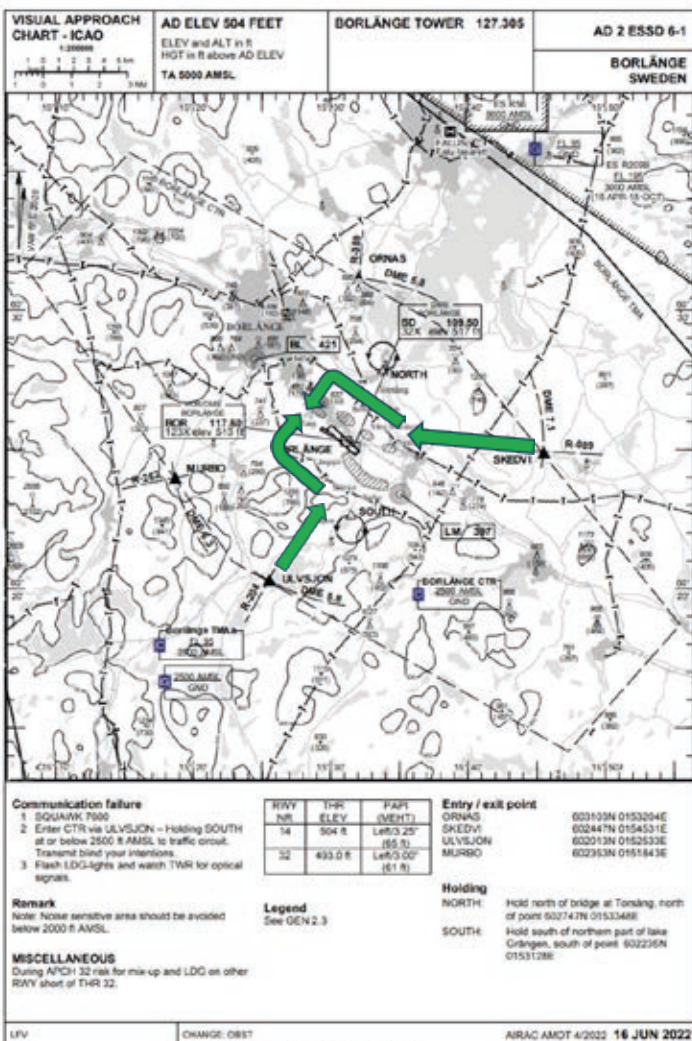
- Avoid overflying buildings in the vicinity of the airport below 2000 feet (see hatched areas on VAC below).
- Tell me on the tower frequency **127,305MHz** if you ordered refueling and which type AVGAS 100LL or 91/96UL. So that you are guided to the right side of the field.
- After landing and possible refueling, officials in yellow vests guide you to parking at the side of the grass track 12/30, at the request of Borlängetornet, contact them at **123,400MHz**.
- Feel free to look at the map base in AIP so that you can find e.g. "former military taxiway". See also below!



- If in doubt both in the air and on the ground - dare to ask! Borlängetornet is for you!
- As we hope for an accident-free weekend, our wish is that taxiing takes place in the vicinity of people and aircraft low speed and with high attention.



Landing with runway 14/strip 12 in use



Landing with runway 32/strip 30 in use

