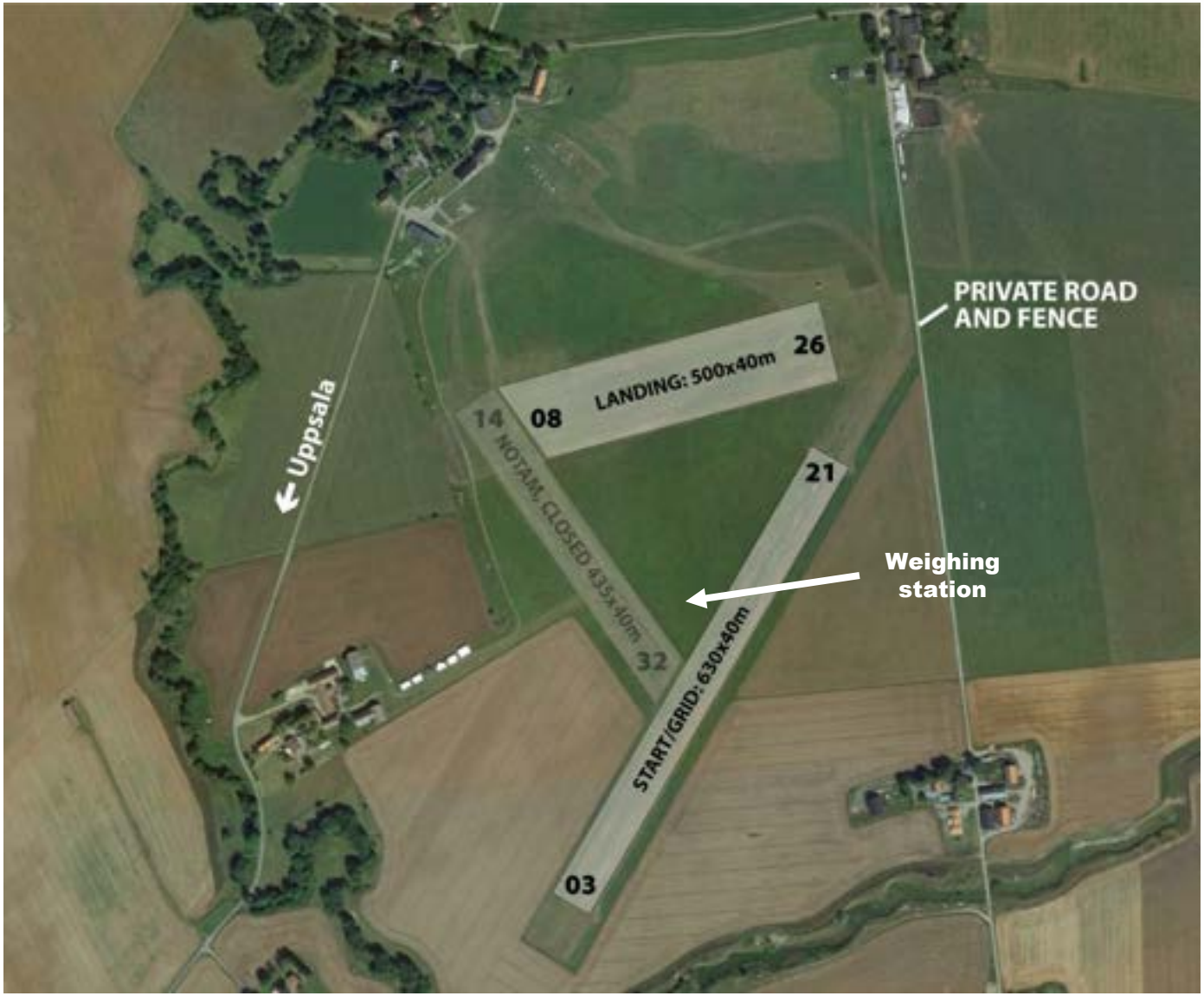
Self Briefing Uppsala Masters
2026 version A

SUNDBRO OVERVIEW



CAMPING OVERVIEW

PARKING


GLIDER
WATER
BRIEF.
CLUB
HOUSE
CAMPING
CARS
GASOLINE
TUGS PARKING
GLIDERS
PARKING ONLY AT DESIGNATED SPOTS
IMPORTANT: TOWING HOOK AT THE STAKE

GLIDERS OVERVIEW

WHATSAPP

Uppsala Masters 2026
Contestants
WhatsApp-grupp

GRID & STARTING PROCEDURE

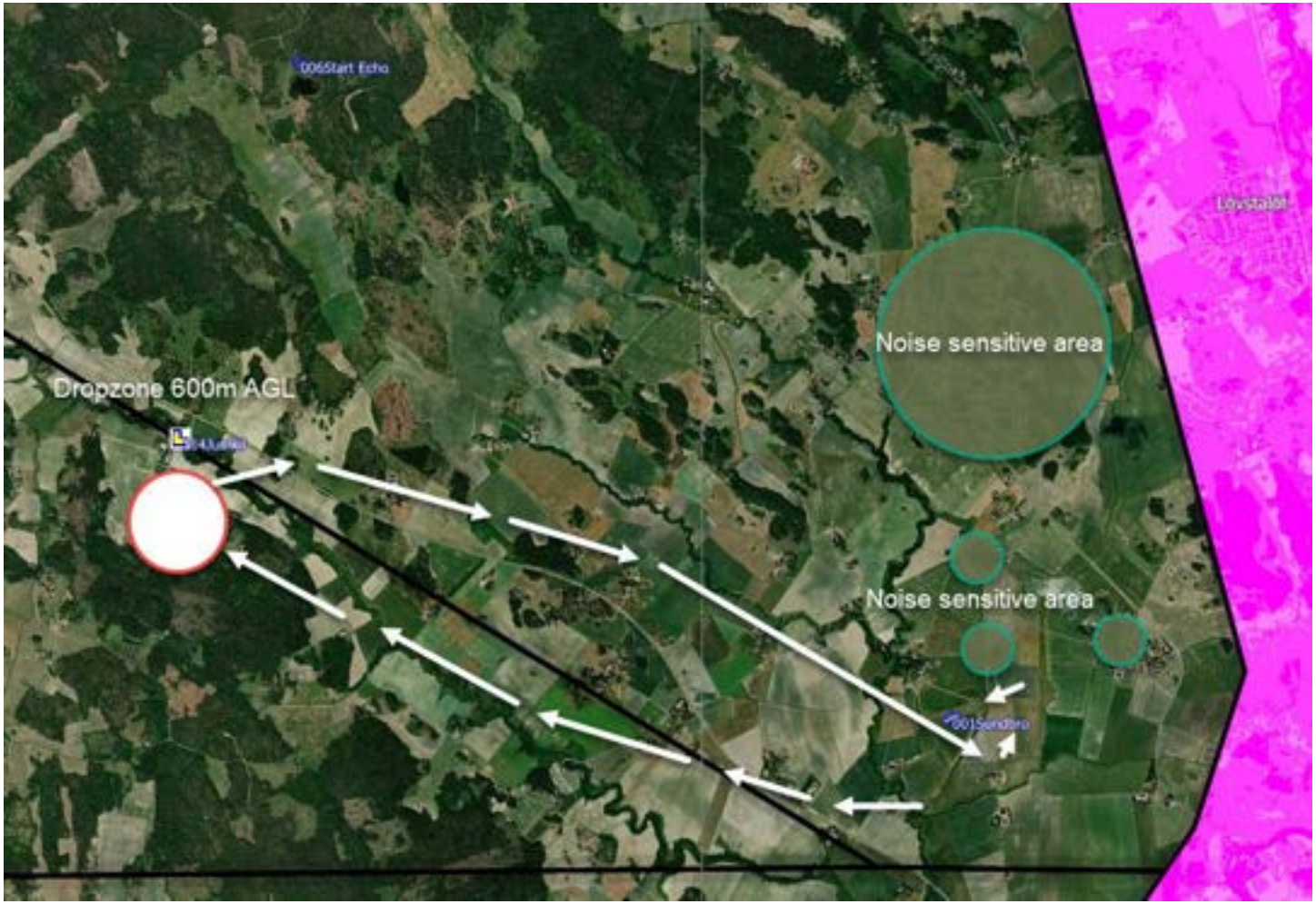
- Grid is done Class by Class (separately)
- Communication will be done through WhatsApp
- Each class vill be given a slot time for Grid, Ex:
  - Racing 08:45 - 10:00
  - Open 08:00 - 08:45
  - Stay at your parking until your class is open
- No specific order within each Class
- First glider to tow out park at the rear end of the grid
- SLG must wait for permission before engine start

TO THINK ABOUT

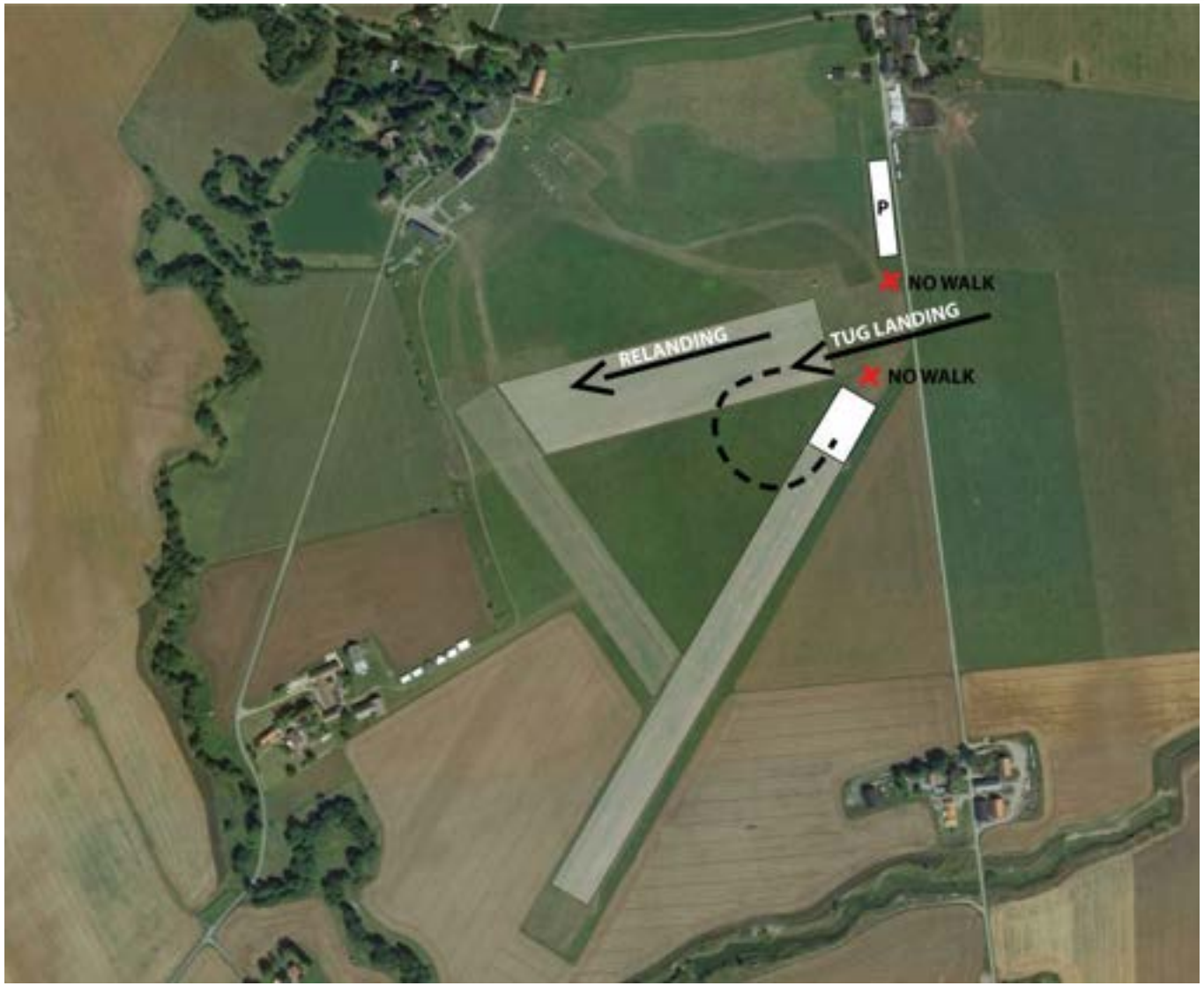
- Be careful when crossing rwy 08/26
  -No passing during start
- Mark your crew car with comp ID
- Get clearence from starter when starting SLG

GRID RWY 21

START 21 TRAFFIC PATTERN

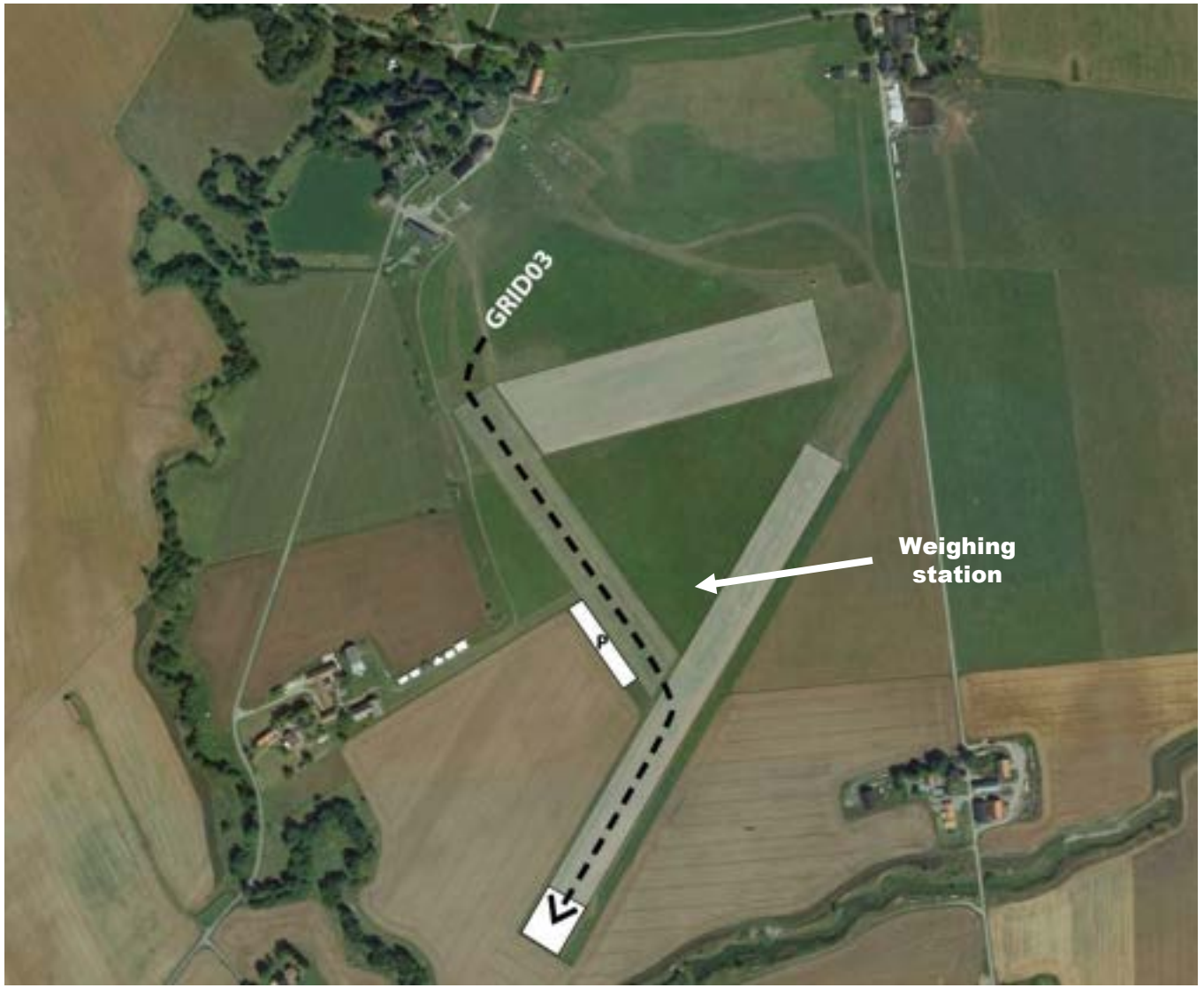


START 21 LANDING PATTERN



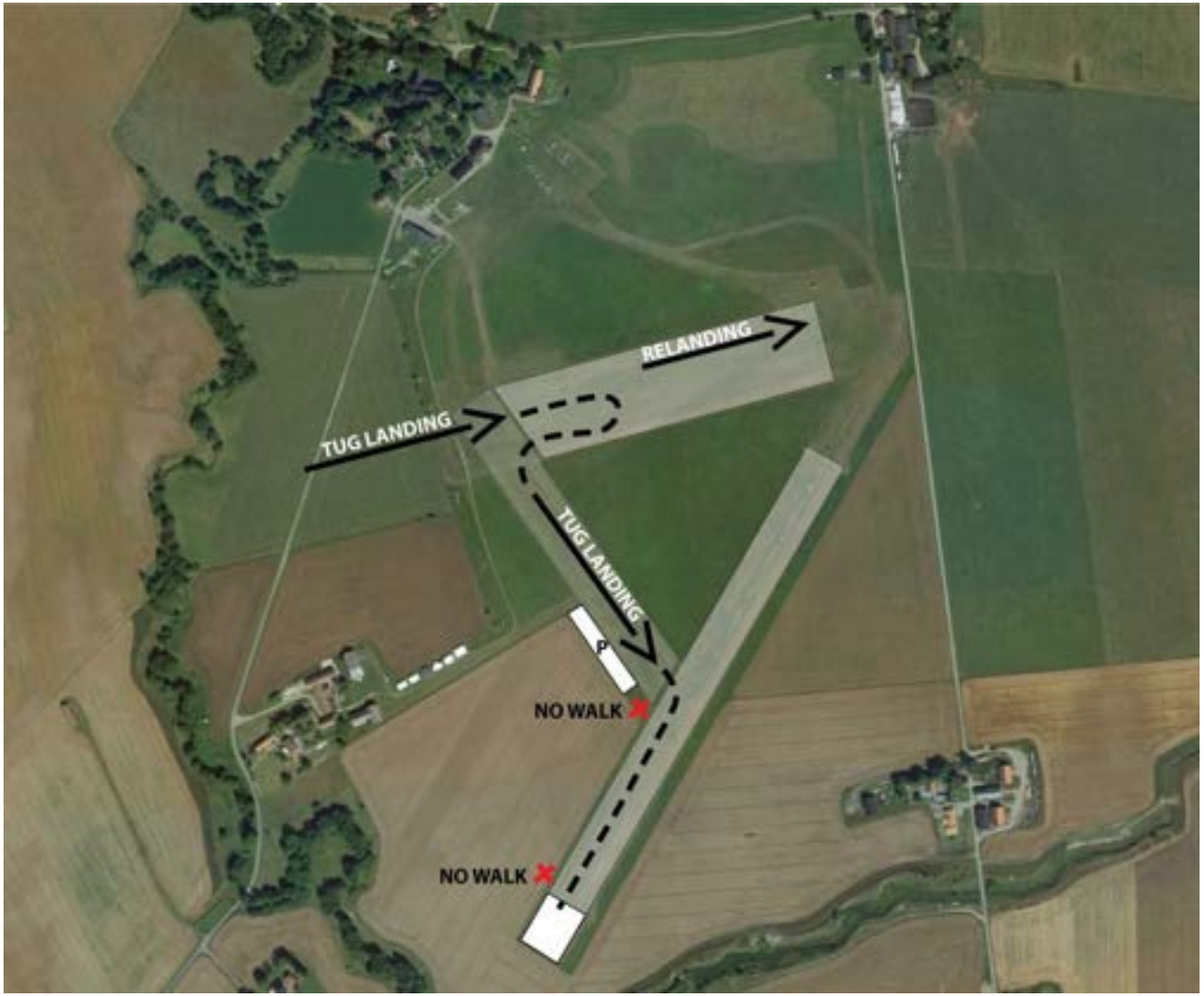
START 21 PARKING

GRID RWY 03



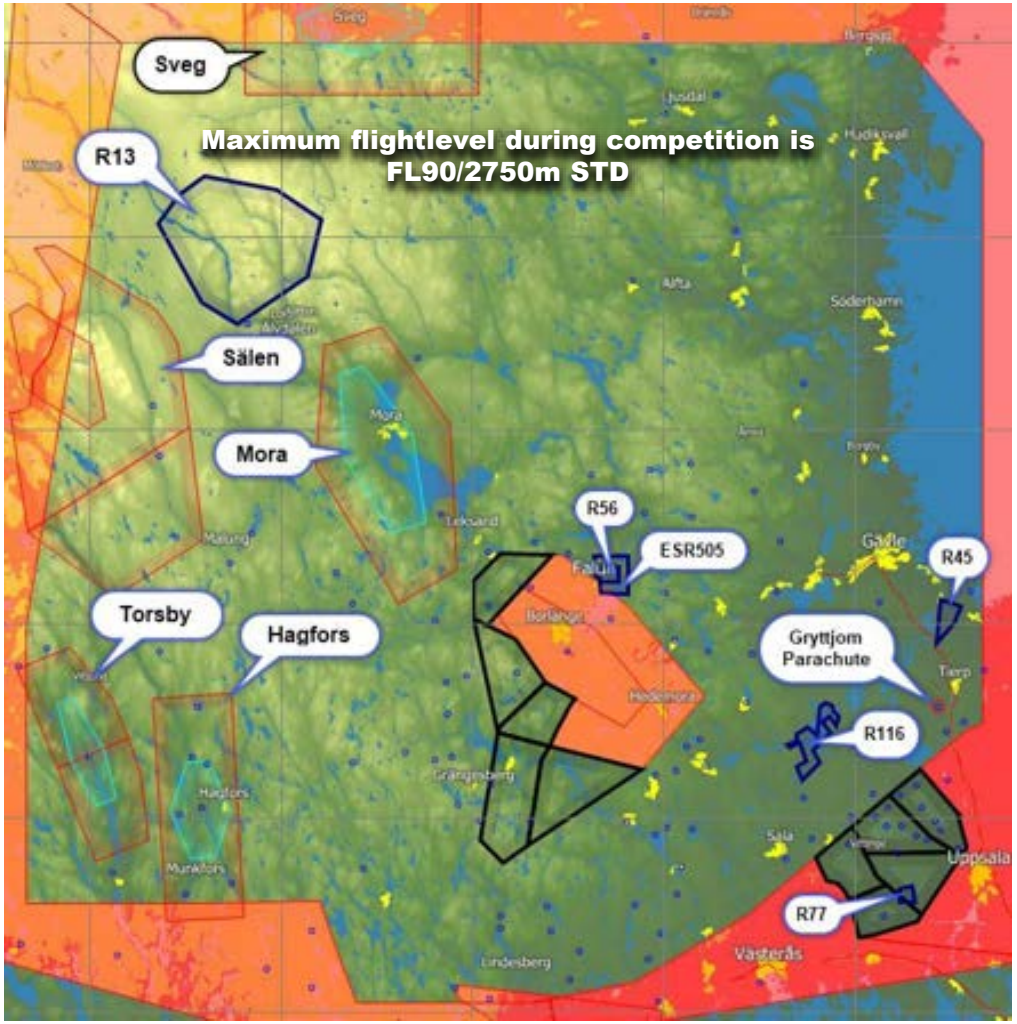
START 03 TRAFFIC PATTERN

START 03 LANDING PATTERN



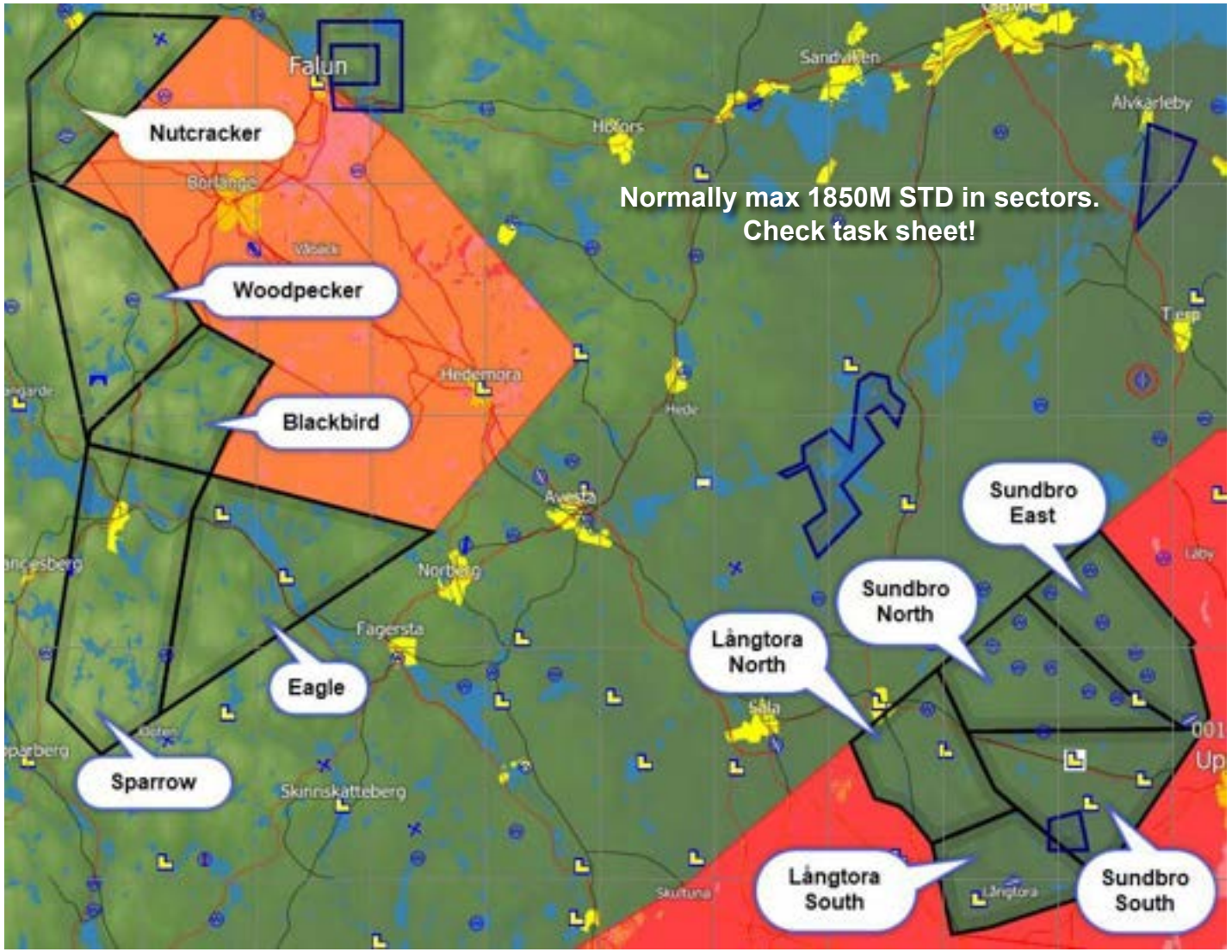
START 03 PARKING

COMPETITION AREA

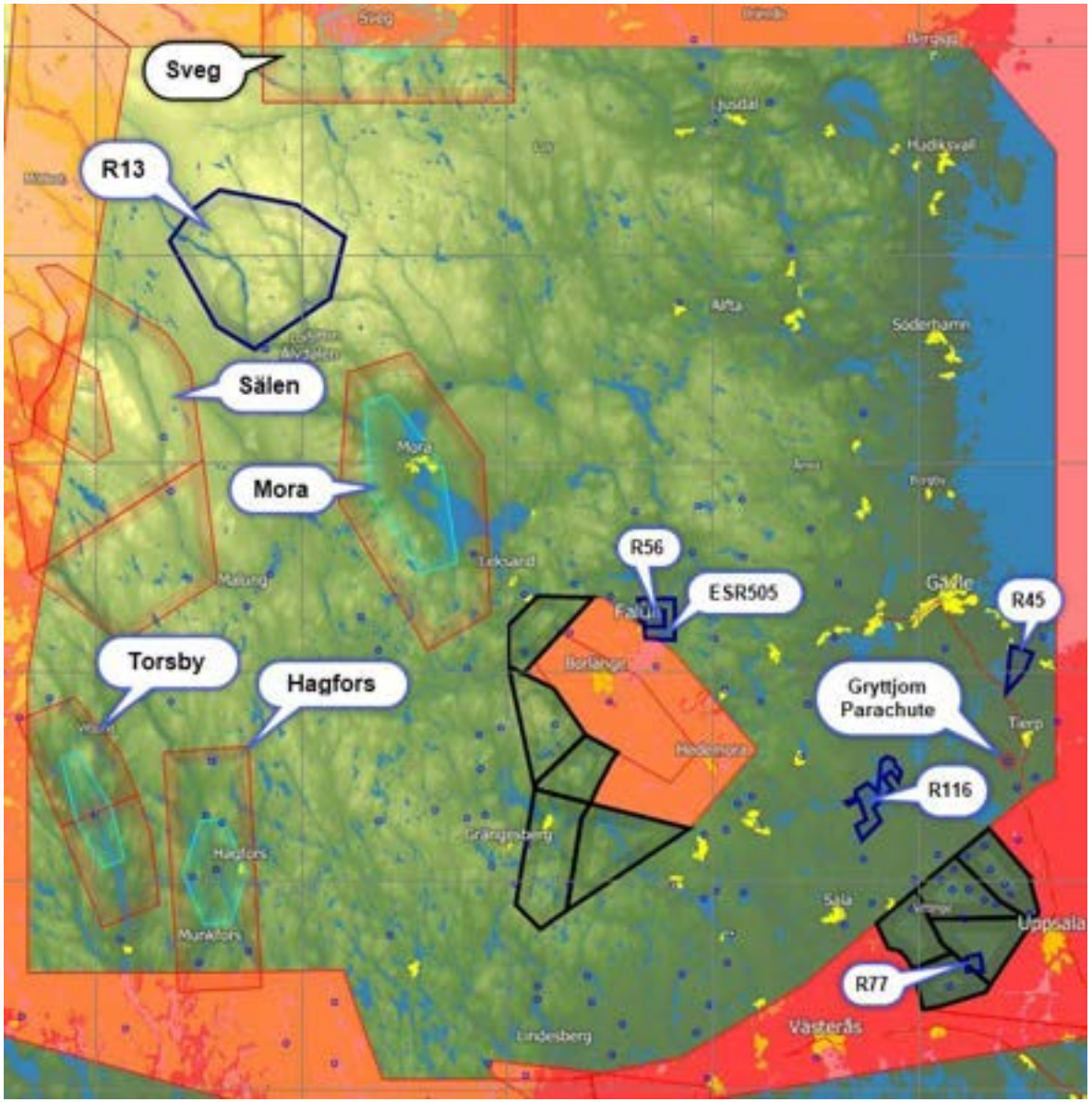


Prohibited areas (red) Ground ->FL95

GLIDING SECTORS



TIA/TIZ - RESTRICTED - DANGER AREAS



R77 Skogstibble Military
GND-1070m MSL

R116 Färnebofjärden
GND-370m MSL
Recreational area

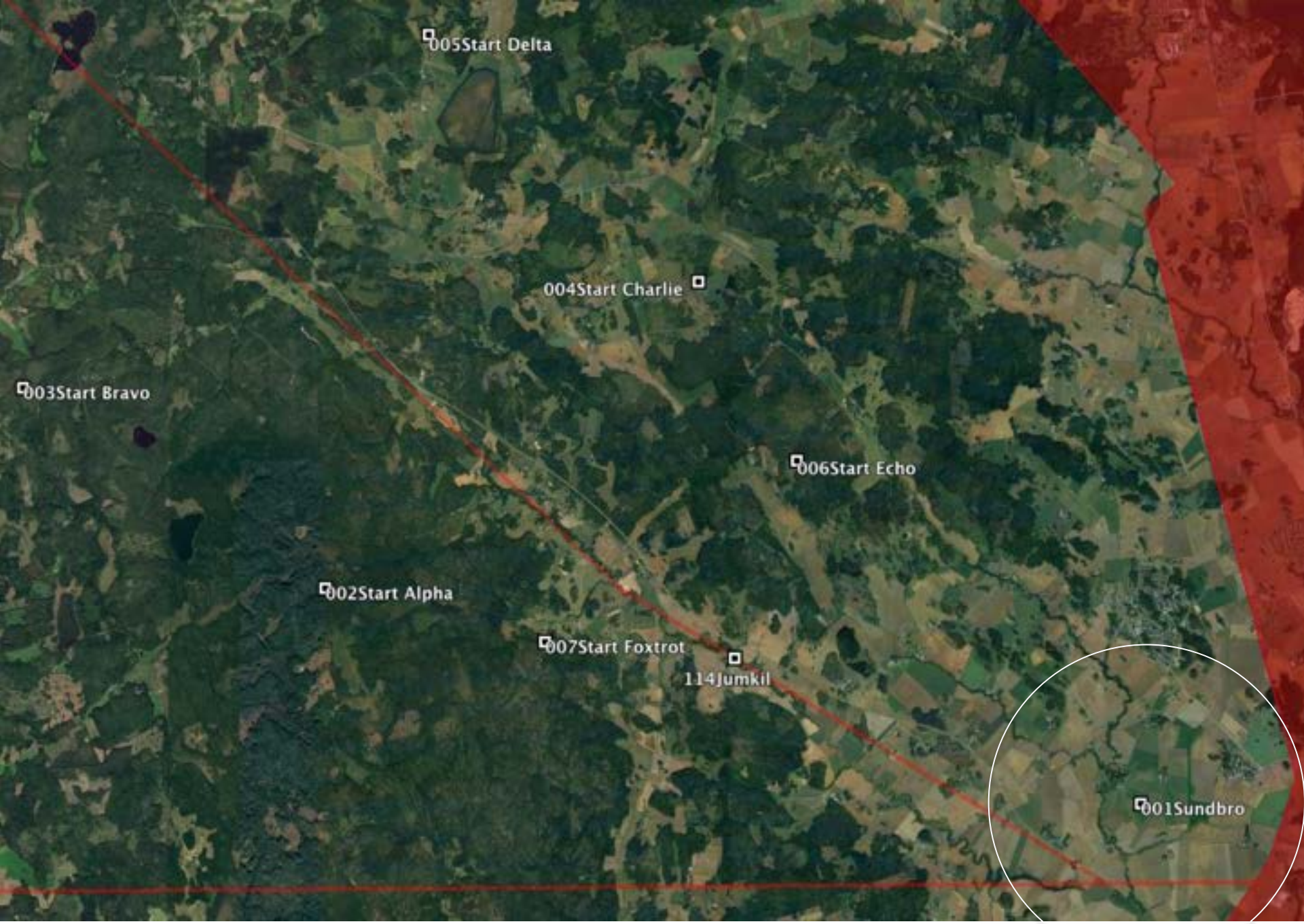
R13 Älvdalen Military
GND-10820m MSL

R45 Marma Military
GND-4270m MSL

R56 Falun Military
GND-2450m MSL

ESR505 Lugnet Military
GND-610m MSL

Gryttjom ESKG
123.400Mhz
Parachute OP



FINISH RING 3KM 200M MSL (QNH)

START LINE

- Length of start line: 6km (3km radius)
- Maximum start altitude on task sheet
- Maximum start speed (GS) on task sheet
- Start line open: last take off + 30 min
- PEV start will be used

FINISH RING

- **Finish Ring**
  3km Radius

- **Minimum altitude for the finish ring**
  200 MSL (QNH)

- **Crossing the finish ring below** the minimum finish altitude will be penalized according to the penalty list (LP)

AIRSPACE

- Maximum altitude during competition is

  2 750m STD.

- Maximum altitude for Sundbro sectors is normally

  1 850m STD.

- Maximum altitude for Borlänge sectors is normally

  1 850m STD

- Any changes will be announced at briefing and task sheet

RADIO

- Perform a (one) radio check with your team
- During starts, NO radiocheck (123,350 MHz)
- Minimize radio usage! Use Radio only when you deviate from normal procedures
- Relanding is regarded as a deviation from normal procedures

RADIO - AFTER RELEASE

- After release and above 500m QNH - 123.50Mhz
- Below 500m QNH – 123.35 Mhz
- Competition frequency- 123,50 Mhz

RADIO - START LINE

- Opening of the Startline informed on 123,35 & 123,50

  Start line in x-class will open in **30 min**

  Start line in x-class will open in **20 min**

  Start line in x-class will open in **10 min**

  Start line in x-class is **Now open**

OUTLANDING FIELDS

To promote safe flying, Masters Organisation have prepared a waypoint file with airports and outlanding places in Uppsala Master competition area.

- WP file & PDF document is available on Soaringspot under downloads.

- Please read the PDF document describing how to use the WP file (and setup of computers)

WP file with outlanding places will
NOT REPLACE GOOD AIRMANSHIP

RADIO – FINAL GLIDE

- **At 10 km distance from Final:**
  123,5 Mhz ”*Comp Id* - 10 km”
  123,35 Mhz ”*Comp Id* -10 km”

  Answer from Uppsala Masters -”RWY xx & xx in use”

- When landing RWY 08
  - Land straight in– **Long landing**

- When landing RWY 26
  - “Comp ID, down wind RWY X ”
  - Normally no answer from Uppsala Masters
  - **Long landing**

DIRECT LANDING 03 08

DIRECT LANDING 03 08

DIRECT LANDING 03 08

DOWNWIND 21 26

DOWNWIND 21 26

DOWNWIND 21 26

USE OF ENGINE

- First day, make an engine start to record ENL

If not ok you will be requested to do a second start

If ok, you do not have to do it again.

- You may start engine/turbo when passing airfield (ca 200m AGL) in downwind direction and climb to release area.

- Shut down engine at release altitude (normally 600m AGL) and max 50m above release altitude according to task sheet.
- After use of engine, start on task is only allowed >20min after turning off engine.
- This procedure is only valid for contestant NOT part of Swedish Championship.
- If you are contestant in Swedish Championship, you must reland a make a
- new tow.

AFTER LANDING –IGC FILE

Send IGC file at terminal in the clubhouse or on your own device to:

scoring@telia.com

FLYING OUTSIDE COMPETITION

- Sundbro is located under Stockholm TMA and close to Ärna Airforce Base.
- Flying requires clearance from ATC

- **You must contact Peter Zade before flying:**

  peter.zade@telia.com

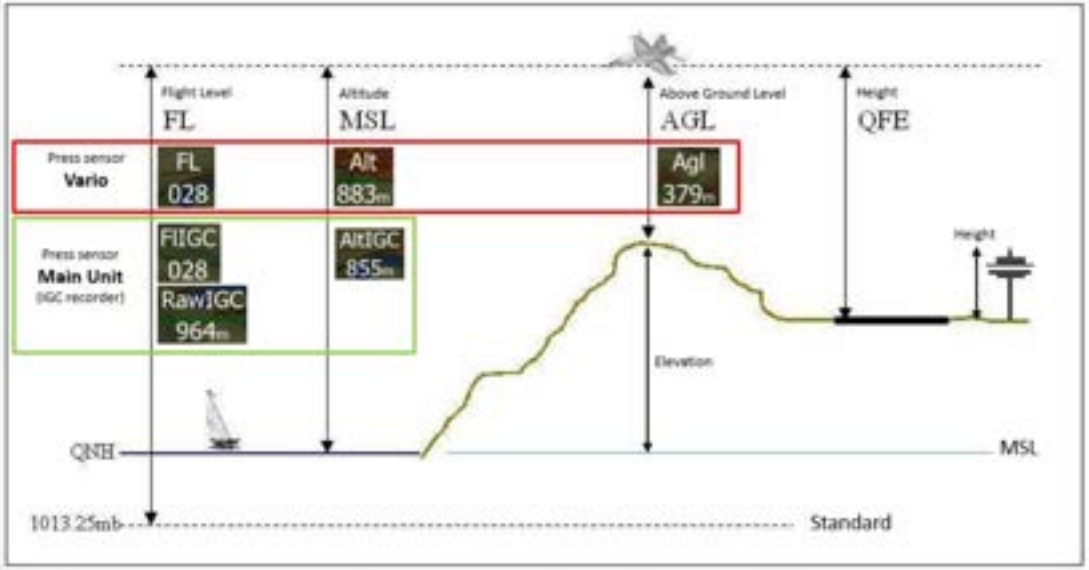
  070-590 37 41

GENERAL

- Disable / disconnect all cloud flying instruments.
- Random weighing of glider will take place.
- At check in, pilots will be weighed.

DEFINITIONS

LX9070 and references for "FL / Altitude / Height / Elevation"



Alt – from pressure sensor inside vario connected to static pressure (reference is MSL or QNH)
AltIGC – from pressure sensor in main unit (IGC approved) and measures cockpit pressure (MSL)
RawIGC - Raw Altitude, from pressure sensor in main unit (Standard)
Agl – Above Ground Level. Calculation in LX80**/90** (QNH)

Note: RawIGC and **AltIGC** is useful at competition if you want to avoid Airspace very accurately.

Altitude is QNH (above MSL)
Height is QFE (above airfield)
Elevation is above QNH (above MSL)
MSL (Mean Sea Level) is QNH
FL (Flight Level) is Standard
Standard is 1013.25mb

SAFETY

- **Look Out!**
- Within 10 km from airfield always left hand thermalling
- No cloud flying or flying with limited visibility
- Behave respectfully and proffesionally in thermals
- Abort your ”competion mode” in time
- **Have fun and take care of each other**