

2022 KESN Formation Event SPINS

1. Registration:

Upon arrival come into our operations hanger to register. You will be asked to provide emergency contact info and to sign a liability release form. (If your engine quits and you park it in a field, that's NOT the event organizer's fault.)

The event fee is \$40 per adult. When you pay the fee you will be given a colored arm band (like at OSH). That arm band will get you all the free food and beverages we will be offering. Don't lose it!

There are several FBO's to choose from for fuel. Upon arrival sign up with one of the FBO's, who will be out on our ramp, with your credit card. The FBO will issue a prop tag to you. After landing, if you need fuel just put the tag on your prop and they will fuel you without your presence being required. You can put notes for the fueler on the tag.

2. Transportation:

Rental cars are available on site at low rates from one of the FBO's (Maryland Air). Team up with others and share a car. Please don't drive off in a car that doesn't belong to us! The hotel will provide shuttle service to/from the hotel (unlikely at this time...not reliable).

3. Aircraft Parking:

We will be parking on the ramp in front of our operations hanger. Ignore the painted parking space markings and fill in as tight as safely possible. DO NOT block any flyable airplanes that are already tied down on that ramp. When the ramp fills up the overflow will be parking in the grass on the edge of the taxiway that runs north from in front of our hanger up towards the helipad. This is where we always park on Saturday for the start of Easton Airport Day/Chicken Drop. Bring tie-downs for grass use if you want them. DO NOT park on the part of the ramp in front of the Easton Jet FBO. They will come out and ask you move your plane off their ramp.

4. Flight Scheduling:

Some poor bastard will be building the flying schedule every day. They will be trying to fit four square pegs into three round holes as they design a daily schedule, so please do not bother them as they work. Whiners and snivelers can expect to be keel-hauled on Saturday night and pay a hefty fine!

5. Communications:

With the high tempo of flight operations we will experience, radio discipline will be a must. Use your TAC/Discrete freqs to handle ALL "housekeeping" issues in your flight. Please use the TAC/Discrete freq listed on the Airspace Card for your Area. DO NOT clutter (i.e., garbage up) the Tower and Ground frequencies with unnecessary chatter...go to your TAC 1 to solve issues in your flight.

Do NOT use N-numbers when talking to the Tower or Ground. (Unless you are single-ship.) **ALL** flight members use flight call signs only. Examples:

“Easton Ground, Bandit Flight is ready to taxi a flight of four with information Alpha.”

In response to instructions from the tower:

“Mozam One copies, hold short of Runway 22”.

This also applies to all wingman:

“Easton Tower, Eagle Two is going around, request a right closed to the downwind.”

Tower: “Soprano three, exit the runway at taxiway Delta.”

Be specific and accurate when communicating your position and intentions with the tower. Use your transponder (flight lead only) and the tower will see you on their scope.

The technique of “pushing” the flight to the next freq is encouraged whenever appropriate .

6. Flight Operations:

Taxi: All of the parking areas are non-movement areas (not controlled by Ground Control). However, you must contact Ground before exiting our parking area. On your initial call to Ground advise them of which direction you are departing to (North, South, etc) and if you plan to rejoin the flight over the field. They do not care what kind of takeoffs you are doing (formation, single-ship, etc). Leads will need to plan ahead to determine where to do run-ups. Do NOT prop blast folks behind you. Be courteous to other flights and any spamcans and try not to block taxiways too long.

Takeoffs: Make sure the Tower knows your direction of turnout for the rejoin. (Normally to the right for Runways 22 and 33, left for 4 and 15.) Rejoin at, or above, 1,600’ msl over the field. After you leave Tower’s airspace (5 miles or above 2,600’ msl) you may switch to TAC freqs.

Area Work: The assigned areas are not sterile areas. Keep a good visual look out going at all times. Use caution when over-flying the local towns at low altitude, and watch for jumpers at Gooden Airpark (old Ridgely airport). Do NOT overfly Gooden Airpark. There is very active parachute jumping there. Their theory is that if they can see you, then you overflew the field!

Do NOT forget about the Washington DC Wall of Death (SFRA) or the Class B airspace to the west of KESN.

When flying to/from Area 1, fly down Highway 50, the dividing line between Area 2 and 3. When flying to/from Area 6, fly on an east/west heading to/from KESN, which will put you on the dividing line between Areas 3 and 5.

Recovery and Traffic Pattern: Initiate radio contact with Tower prior to entering their airspace. Tower is expecting most flights to request to fly up initial for an overhead pattern. Just request that with the Tower. Use your ADSB and Mark-1 eyeballs to find other traffic and use common sense to sequence

your flight onto initial. For example, if you see another flight that is approaching the field and it works best to follow them, let the Tower know your plans. The initial pattern altitude is 1,100' msl. Plan a left break for runways 4 and 15, and right for 22 and 33. However, the Tower will sometimes direct a break in the opposite direction for traffic, so listen up.

Formation fly-by's up initial (and smoke) are allowed (encouraged). Use common sense when the pattern is busy and try not to cut off the spamcans. Make sure you clearly communicate your intentions with the Tower (remember, it's their airspace).

I recommend no pitch-up breaks. Expect there to be somebody on the airport filming everything you do. That's just the world we live in now.

After landing, all flight members need to exit the runway as promptly as safety allows. Leads, be sure to cover how you plan to do this in the briefing. The Tower may direct wingman to clear at an earlier taxiway (Tower: "Hammer Four, take the next right off the runway if able"). This may require Wingman to exit onto taxiways other than the one Lead used. Leads, have a plan.

Pre-designated Holding Location: During our training operations, if needed, we will use Ewing field (a private grass strip 4nm due east of KESN) at 2,000' as a holding location that is known to the Tower and easily spotted visually. This location will keep you close to the KESN runway, but out of the normal airport traffic.

7. Back Seaters:

We will have a few media folks, professional aviation photographers, tower guys/gals, and local VIP's and politicians, riding in our trunks during the weekend. Please bring a spare chute and headset with you if possible. Make sure your back seater gets a good briefing on what he/she needs to know about the back cockpit, communications, and emergency procedures. If your back seater is going to sling a chicken during the drop, make sure you instruct them about how you want that accomplished. Hint: If they stick their entire arm out of the plane, they could dislocate their shoulder. (It's happened before!) Make sure your back seater's name is listed on the flight schedule board in the hanger and they have signed the Liability Release Form.