

2023 KESN-OCD Formation Event SPINS

Registration:

Upon arrival come into our operations hanger to register. You will be asked to provide an emergency contact info form. It is attached as a PDF, so you can bring a completed copy with you to hand in.

The Event Fee is \$50 per adult. Once you have paid 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!

T-34 Association Members – if you registered via the T-34 website, you have already paid. Do not pay twice!

NEW FUELING PROCEDURE:

There are four FBOs on the airport. Fill out the attached fuel sheet. Bring FOUR (4) copies of this completed form. They will be collected when you report to the Ops Hangar to register. You will be given FOUR (4) different colored cards along with a rubber band and a baggie (the baggie protects the Prop Tag if it gets wet). Each color signifies a different FBO. You pick which FBO(s) you want to refuel your plane. The card is a Prop Tag to let the fueller know you need refueled. Place the Prop Tag in the baggie and rubber band to your propeller with the “X” showing. This signals the desired FBO fueller to refuel you. The default will be to fill the Main tanks only. Tips or other Aux tanks will need to be coordinated separately.

Transportation:

Rental cars are available on site at low rates from one of the FBO's, Easton Jet Service. Team up with others and share a car. Please don't drive off in a car that doesn't belong to us!

Aircraft Parking:

See attached PDF for details. We will attempt to have a Golfcart “Follow-Me” on the ramp to lead you to the correct parking area. This will be dependent on scheduling constraints. We will be parking on the ramp in front of our operations hanger. Ignore the painted parking space markings (“Ts”) 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 on the pavement at the south end of the ramp and/or on 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 to move your plane off their ramp.

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!

There will be a White Board depicting the Airspace Plan. If not previously scheduled and you are putting together a formation, list the Flight members (and GIBs) in the appropriate Working Area. Once the flight is completed,

erase your sign-up to let others know the Area is available.

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.

IAW FAA Order JO 7110.66, National Beacon Code Allocation Plan: The Flight Lead should squawk 1203 and all Wingmen should turn off their transponders. If you leave the flight as a single ship, then you should turn your transponder back on and set code 1200.

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 overflow the field!

Do NOT forget about the Washington DC Wall of Death 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.

Saturday Schedule:

ALL aircraft must be moved to the areas depicted in the "2023 ESN OCD Parking" PDF by **0845** Saturday.

Mass Brief for the Chicken Drop begins promptly at **0945** Saturday. This means your aircraft preflight/servicing is complete, you are in your seat, ready to listen. Do NOT be late.

I am attaching a PDF for your review of the general flow for the Mass Formation and Chicken Drop. This was the plan we executed last year. We have additional airplanes not depicted in this PDF, so don't worry if you don't see a spot for you yet. There are still a lot of moving parts, so this may change slightly, but should give you a general idea of what to expect.

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.