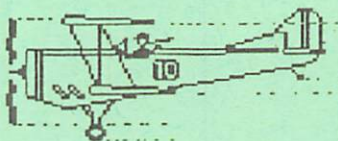


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The Flying Circus Aerodrome
Flight Operations Manual



Current as of 10 May 1992

ROY KING

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Preface

This manual covers the conduct of all flight operations at The Flying Circus Aerodrome. No operations will be conducted outside the parameters established in this document. Compliance with FARs is required in all cases except where FCA regulations as enacted by the Board of Directors of Flying Circus Airshows., Inc. are more restrictive and in those cases they shall be governing.

In the event an instance occurs which is not covered by this manual, a judgement shall be made by one of the following in descending order of authority should the preceding person not be present:

- 1. Safety Officer**
- 2. President of FCA**
- 3. Vice-President of FCA**
- 4. Airshow Director**
- 5. Board of Directors member as agreed on by Board members present**

Any such judgement will be ruling, however such judgement can be appealed at a subsequent Board meeting and the action of the Board will prevail.

Failure to comply with the policies set forth in this manual may result in the revocation of privileges of flight operations at The Flying Circus Aerodrome.

A copy of this manual will be provided to all personnel involved in operating at the Flying Circus Aerodrome and they are responsible for reading and understanding its contents. A copy will be kept in the pilot briefing area and is not to be removed.

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Introduction

The purpose of this manual is to provide a standard set of operating procedures for all aircraft operating at The Flying Circus Aerodrome and for all personnel involved in those operations. It reflects the policies and procedures currently in effect, that have been developed during the first 20 years of operation. An effort has been made to cover as many items as may be applicable during all phases of operation. It is recognized, however, that some situations may not be included specifically and provision has been made for those occasions.

This manual may be amended during the course of a season. Those corrections and amendments will be appended during the season and will be incorporated in a revision for the subsequent season. Those corrections and amendments made during the season will be made as available as possible for all personnel, but in any case will be in the possession of the President, Safety Officer, and Airshow Director and will be covered at the Airshow briefing.

Safety is the key word for all actions both on the ground and in the air. All personnel should continually remind themselves as well as others that danger is constantly present and the slightest let down in vigilance can result in disaster.

No manual full of regulations can be a substitute for good judgement. All personnel are encouraged to exercise sound judgement and if there is a question of proper action, always defer to the conservative side.

It is the aim of this manual to make the operations at The Flying Circus safer and therefore more enjoyable.

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Phases of Flight Operations

Operations at FCA are divided into several types as follows:

1: Participation In Airshows (Airshow Operations)

Any pilot licensed by the FAA and approved by the Board of Directors upon the recommendation of the Safety Officer and Airshow Director may participate in airshows at FCA. The pilot must possess or be covered by insurance that allows his or her participation in the airshow and lists FCA, Inc. as additionally insured. The aircraft must be currently licensed and inspected and approved by the FAA for participation in the airshow.

These operations will normally be considered to last from 1400 until 1630 (or completion of the airshow) on days which an airshow is scheduled unless otherwise announced.

2: Passenger Carrying For Hire (Ride Hopping Operations)

Only aircraft which are owned by stockholders possessing a minimum of 300 shares of FCA, Inc. or aircraft whose non-stockholder owner has purchased a 6 month CD for a minimum of \$2000 with interest assigned to FCA are eligible as passenger carrying for hire aircraft. Only aircraft which are used or are available to be used in airshows at FCA are permitted to carry passengers for hire. The aircraft and pilot shall be covered by insurance allowing such activity and shall list FCA, Inc. as additionally insured. These aircraft and pilots must be approved for operation by the Board of Directors.

These operations will normally be considered to last from 1000 until 1400 and approximately 1700 (when resumption of Ride Hopping is announced) until sundown on days that an airshow is scheduled. On days where no airshow is scheduled the rules listed in the paragraph above still apply and good judgement shall be used in consideration for the neighbors of FCA.

3: All Other Operations

The Flying Circus is a private airfield and prior permission is required by all non-stockholders to land. Prior permission may be obtained from any member of the Board or such persons designated by the Board to grant such permission. Any person granting such permission shall guarantee that the pilot of such aircraft are thoroughly familiar with the flight patterns, field layout, the hours of operation of the airshow and ride-hopping and shall have the approval of the Safety Officer or his representative of the granting of such permission. Such activity is prohibited for pilots not thoroughly acquainted with operations at FCA. Guest aircraft must be on the field by 1330 (1:30 P.M.) on airshow days and may not depart until after completion of the airshow and release by the Safety Officer or his representative.

No commercial operations of any kind may be conducted at any time at the Aerodrome without express approval by the Board of Directors.

Stockholders and others who have been granted permission to use the Aerodrome during Other Operations will use good judgement in their flying and make consideration for Aerodrome neighbors a part of their criteria in operating.

The Board of Directors can rescind any operation of any kind if it is deemed in the best interest of FCA to do so.

Flight Patterns

General Rules

All downwind legs of the landing pattern will be on the westerly side of the field i.e. away from the spectator area.

The preferential runway is the "north-south" which is the longest runway and is parallel to the deadline and the spectator area. (The deadline is an unmowed strip located five hundred (500) feet from the fence in front of the spectator area.). The runway designated as the "diagonal" will only be used if in the opinion of the Safety Officer or his representative it is necessary for a safer operation, except during the airshow as noted later. The "diagonal" runway will only be used in a north-westerly direction

Except during Airshow Operations, all landings on the "north-south" runway will be preceded by a pass down the stubble strip outboard (away from the spectator area) and adjacent to the runway. Landings on the "diagonal" will be preceded by a pass down the outboard side of the runway at an approximate altitude of 100 feet, this will be over the Curtis hangar. This is the signal of an intention to enter the landing pattern and land.

There will be no passes down the center line of any runway and only passes signalling the intention to land are authorized.

There will be no "dual runway" operation, i.e. takeoffs on one runway, landings on another.

Landing aircraft shall have priority over aircraft taking off.

Landing aircraft shall insure that preceding landing aircraft have safely cleared the runway before landing.

Landing aircraft will exit the active runway in a prompt and judicious manner taking into consideration other aircraft that may be landing behind them, as well as aircraft that are waiting to takeoff.

Aircraft taking off shall insure that preceding aircraft taking off have cleared the runway before commencing takeoff roll.

Aircraft taking off shall insure that any landing aircraft are safely clear of the runway before commencing takeoff roll, any ground personnel assistance or signals notwithstanding.

Aircraft taking off will maintain the customary prevailing pattern; i.e. clockwise when takeoffs are to the south, counter clockwise when takeoffs are to the north.

If a "stop" signal (clinchd fists with arms crossed) is given by anyone on the field, the pilot will stop taxiing and hold until the reason for the stop has been determined. When both the pilot AND the giver of the stop signal have determined that reason for the signal has been satisfied, the pilot may then continue at his discretion.

All flight operations will be consistent with being a "good neighbor" and will not impose unnecessary noise on any of the community.

When more than one aircraft is engaged in any aerobatic activity, the pilots involved in such activity will agree on the areas that each aircraft will use, so as not to impinge on each others airspace.

Airshow Operations

The primary runway for airshow operations will be designated during the airshow briefing. This will be the active runway during the airshow unless changed by the Airshow Director or the Safety Officer.

Individual acts may select their runway for taking off and landing during the airshow, but will inform the Airshow Director and Safety Officer of their intention if different from the designated runway.

Pilots will observe the deadline (described under "General Rules" previously) in the performance of their acts. The safety of the spectators will be taken in consideration in the performance of all acts.

Ride Hopping Operations

The active runway for operations will be designated by the Safety Officer or his representative. This runway will be used by all operating aircraft.

If arriving at the field a pilot cannot determine the active runway from operations in progress, the pilot will circle the field and determine the best runway for landing by the prevailing wind as indicated by the windsock on the hangar. The pilot will make the required pass described earlier and set up an approach to the desired runway, keeping in mind the possibility of the proximity of other aircraft that may be operating in the area.

If during Ride Hopping Operations an aircraft returns to the field and finds that wind conditions have changed and determines that safe and prudent operation requires a runway that was not currently active, the pilot will follow the same procedure as outlined above to indicate the runway that will be used for landing. In doing so the pilot must make sure that there will be no interference with any operation in progress and will remain clear of the pattern until such action can be achieved safely.

During Ride Hopping Operations aircraft that are not engaged in ride hopping will not park in the area along the fence in front of the spectator area.

All taxiing aircraft will remain fifty (50) feet from the fence in front of the spectator area.

The taxi pattern in the pick up area during Ride Hopping Operations will be in a clockwise direction. Aircraft will stop at an angle of approximately 45 degrees to the fence with the prop aimed away from the fence. Extreme caution will be exercised while taxiing in this area, keeping in mind that persons not at all accustomed to aircraft are on the operating side of the fence. Minimum power will be used in this area to avoid creating adverse propwash (i.e. blowing dust and debris into the Fifi shack or into the spectator area etc.).

All Other Operations

The same pattern rules apply to All Other Operations as in Ride Hopping Operations. Prudent operation will dictate that extra caution shall be used because of the possibility of the proximity of other unknown aircraft.

Restricted Areas

It should be noted that several areas are to be considered restricted areas for aircraft operating from the Flying Circus Aerodrome. They are as follows:

1. Aircraft shall not operate at any time during ride hopping or the airshow in the area north of Route 602. This is by agreement with Warrenton-Fauquier Airport so as not to interfere with their flight patterns.
2. Aircraft shall not operate in the area near a place known as Mrs. King's Farm. This is located ENE near the intersection of Route 644 and Route 602 and is recognizable by a triangular shaped pond near that intersection. This is by agreement so as not to startle valuable horses located at this place.
3. Aircraft shall not operate in an area located at a point from Don Rynald's air strip, SE along Route 17 for approximately 3 miles. This is by request in order not to disturb certain neighbors in this area. Coincidentally, though aircraft are welcome to land at Don's airstrip, low passes are forbidden for the previously stated reason.

Airshow

All airshows will be preceded by a detailed briefing. During normal Airshow Operations the briefing will begin at 1400 (2:00 P.M.) or no later than one half hour prior to airshow commencement.

The airshow briefing will be conducted by the Airshow Director or his designee.

Prior to the briefing the Airshow Director will consult with the Safety Officer on items that need to be discussed. The contents of the briefing will contain but is not restricted to the following items.

1. The designated active runway
2. The order of events
3. The designation of personnel performing the events
4. The assignment of aircraft to formations
5. The procedures to be used by the formations
6. The assignment of Ground Support personnel to various duties
7. Any significant changes in the "normal" conduct of events
8. Critique, if appropriate of previous airshow
9. Items of particular interest dealing with safe operations

All personnel participating in any part of the airshow are required to attend the briefing. If the briefing is not attended then participation is prohibited except in such cases where a separate briefing has been previously arranged.

Ground Support

During Airshow and Ride Hopping Operations numerous functions of ground support are required. All ground support personnel should be familiar with all items covered in this manual.

Ground support personnel are responsible to the Manager of Ground Support, who will assign them to their various duties. The Manager of Ground Support is responsible for the training of all ground support personnel. Ground support personnel will remain at the duties assigned them until otherwise directed by the Ground Support Manager.

All requirements for the use of ground support personnel will be handled through the Ground Support Manager.

The Ground Support Manager will maintain a close liason with the Safety Officer and with the Air Show Director during airshows.

No person will act in the capacity of ground support without being so designated and trained in those duties.

All ground crew personnel will be neatly dressed and conduct themselves in an alert and professional manner keeping in mind that their conduct reflects on the perception of FCA by the public.

A Ridehopping Coordinator will be in charge of expediting the assignment and the loading of passengers. The Ridehopping Coordinator will be responsible to the Manager of Ground Support.

Only ground crew involved in loading and unloading passengers will be deployed on the field side of the fence during Ride Hopping Operations.

Ground crew are reminded that they are not only responsible for remaining alert during operations for their own safety, but also for the safety of others who are more than likely not cognizant of the inherent dangers of aircraft operations.