

ATTENDING, FLYING, ENJOYING AND STAYING SAFE AT FLYING EVENTS

2018

1) Why Plan Ahead to Attend for Rallies?

- a) The flying events schedule is packed with many opportunities so choose the rallies that are “right” for you.
- b) Waste of time and money to show up to one not prepared
- c) Different than flying alone and therefore some safety issues to be prepared for
- d) Purpose of this outline is to help you plan ahead to maximize your enjoyment at these rallies
- e) Focus is on Pacific Northwest rally schedule, but the content of presentation is relevant for everyone

2) Preliminary Issues

- a) Understanding the type of events (Club Rallies vary from no structure to a lot of structure, and from no planned activities to a variety. Choose the right kind of rally that fits your needs). Read about the event ahead of time to know how it is organized and the requirements.
 - i) “no rules” show up and fly type
 - ii) “Rallies” which are informal, yet require that you be legal
 - iii) “air shows” which are more crowded and structured, yet great opportunities to fly
 - iv) “competitions” whether for fun or serious imply more structure and control
 - v) “get together and fly with others”, impromptu.
- b) Make sure your membership, your pilot requirements and your aircraft requirements are current and fully legal. We do not want you to spend time and money to drive to an event only to find out that you can fly at it because you overlooked something on this list:
 - i) EAA Chapter
 - (1) Annual membership fee paid
 - (2) Membership to EAA current
 - (a) Not mandatory, but only EAA members are covered by the EAA event insurance while attending chapter events
 - ii) Pilot Currency
 - (1) Part 103 Legal Pilots Have no currency requirement
 - (2) Student Pilots
 - (a) Must have instructor endorsement that is current and valid (each 90 days and no limitations that prevent flying at event and event location)
 - (3) Sport Pilots
 - (4) Current Flight Review
 - (a) Every 24 Calendar Months
 - (5) 3 Three Full Stop Takeoffs and Landings to Full Stop within 90-day period to carry passengers

- iii) Aircraft
 - (1) Part 103 Aircraft Must Be Legal (No more than 5-gallon fuel capacity and maximum dry weight of 254 lbs.)
 - (2) Light Sport Aircraft
 - (a) All Documentation Current
 - (i) Airworthiness Certificate
 - (ii) Registration
 - (iii) Operating Limitations
 - (iv) Weight and Balance
 - (3) Current Annual Inspection of Condition

3) Attending the Event

- a) Check the Schedule and be timely
 - i) Choose events and activities that will suit your tastes and needs
 - (1) Airport vs. rural
 - (2) Structure, control and assistance vs. none
 - (3) Training opportunities vs. you are on your own
 - (4) Pets or not?
 - (5) Facilities or not?
- b) "Wading In"
 - i) Don't be late for registration
 - ii) Don't be late for briefings
 - iii) Don't be late for classes
 - iv) Get registered and ask questions
 - v) Attend briefing or connect with somebody who has flown the event and area and get briefed
 - vi) Don't rush things!!

4) Safety Considerations

- a) The "risk" environment of rallies
 - i) Not like flying alone
 - ii) Flying in "crowds" (on the ground and in the air)
 - iii) Flying in areas that you may be unfamiliar with
 - iv) Flying in conditions that you may not have experienced before
- b) Have a plan
 - i) Don't let the event "take you over". Plan ahead and think ahead about what you want to do.
 - ii) Have a specific flight plan in mind each time you fly and tell somebody else!
 - iii) Fly with somebody who has experience at the event or in the area.
 - iv) Leave your pilot ID in designated area and pick it up when you are done flying. (or be hunted like a dog!)
- c) General Risk Assessment (think about these ahead of time)
 - i) The pilot
 - ii) The aircraft

- iii) The environment
- d) Personal Proficiency
 - i) Flying at a rally should not be your first flight of the season!
 - (1) Remember the currency requirements outlined earlier and plan to have those out of the way before the rally (unless this is a specifically planned activity for the rally)
 - ii) The rally is not the place or time to count on training time.
 - iii) While we try to help don't count on instructor attention etc. The schedule is packed and the CFIs and DPEs are usually scheduled to max ahead of time.
 - iv) Fly to your own level of proficiency!
 - (1) You will see a lot of very experienced pilots flying in ways and in conditions that you are not prepared for.
 - (2) Overcome any temptation to fly just because a bunch of others are.
 - v) Make sure you have proficiency in spot landings!
 - (1) Don't rush
 - (2) Know the pattern
 - (3) Use of radios
 - (a) Use GA frequencies appropriately
 - (b) Use the designated control frequency for that purpose
 - (c) Use a different "chat" frequency
 - (d) Announce "colors" not numbers.
 - (4) Staying away from the crowd if you need to
 - vi) Takeoff Considerations
 - (1) Crowded (pilots, spectators, equipment)
 - (a) No engines in the campground!
 - (2) Turbulence
 - (3) Lack of control and directions
- e) Make sure your aircraft is ready
 - i) Event is not the time or place for maintenance
 - ii) Not first flight of the season...again.
 - iii) Check radios, GPS, helmets and intercoms and any other safety equipment you need.
 - (1) Extra batteries etc.
 - iv) Carry your own tools, extra parts etc. There is usually a lot available on the field, but your goal should be self-sufficiency
- f) The environment
 - i) Airspace etc.
 - (1) Have current sectional chart for area
 - (2) Make sure you have the training, endorsements, and equipment to fly the type of area you will be in.
 - (3) Review and learn warning areas, restricted areas and other considerations.
 - (4) Make sure you learn the flight pattern

- (5) Respect and follow advice and rules regarding local flying. (make sure we are welcome back)
- (6) Review FARs you might be “hazy” on, e.g. minimum altitudes, wx minimums etc.
- ii) The Field
 - (1) Get briefed on the field
 - (2) Walk the field!
- iii) General Weather
 - (1) You are often flying in areas you are not familiar with. Listen to the locals and take their advice!
 - (2) Now is not the time to fly in conditions you do not have sufficient training or experience for.
 - (3) Attend daily briefing...or get one from somebody if briefings are not a part of the event.
 - (4) Land BEFORE it gets worse!
 - (5) Watch the horizon
- iv) Learn about the area and come “equipped”
 - (1) Carry basic kit
 - (a) Head cover
 - (b) Water
 - (c) Basic first aid
 - (d) Clothes for ALL conditions
 - (e) Signal Mirror

5) **Enjoying the Event**

- a) Opportunity to fly with others and in areas that you might otherwise never experience
- b) Walk the Line
 - i) Big club. Friendly club. Lots of friendly people. Cool aircraft.
- c) Volunteer to help
 - i) Potlucks
 - ii) Registration
 - iii) Other activities
- d) Bring your toys, but be sure they are welcome
 - i) Kites etc are great fun when we aren't flying
 - ii) Check ahead about ATVs etc. For example, we will be flying off commercial sod farm where some equipment can damage value of the sod.
 - iii) Entertaining crowd..so don't be shy about bringing your musical instruments etc.
- e) Participate!
 - i) Educational activities, forums etc.
 - ii) Schedule ahead for the special stuff, e.g. testing, inspections etc.