

FORMATION FLIGHT INFORMATION

We will depart RFD on Saturday, July 24, 2010. Flight lead this year are Robert and Jessie Siegfried in lead with "Old Bob" and Rick Siegfried as wingmen.

There is a mandatory briefing on the day of the formation flight at 10:00 a.m. local (CDT) with an estimated noon departure. Weather may influence departure time, but not the briefing. The 10:a.m. briefing is mandatory. Miss the briefing and you will not be allowed to participate in the formation flight to OSH.

Parking: Aircraft arriving Thursday will park on the Emery Air Charter FBO ramp. Expect to move your airplane to the UPS ramp adjacent to Emery at 10:00 a.m. local Friday. Arrivals on Friday between 10:00 a.m. - 5:00 p.m. will proceed directly to the UPS ramp. Arrivals after 5:00 p.m. Friday must park on the Emery ramp (the UPS ramp will be unattended). If arriving on the morning of the flight to OSH proceed directly to the UPS ramp. Pilots assigned as [Row Flight Leaders](#) are the lead at the end of each row and are designated to help smooth out the flight and minimize the accordion effect. They are some of our most capable, experienced B2OSH pilots. Row Leaders will display an 8 x 11" red card with a prominent black "X" in their windshield on arrival to parking. Pilots assigned as [Flight Leaders](#) will identify themselves with a red 8 x 11' card in the windshield and will be parked with the nose wheel on a red spot. [Wingmen](#) will be directed to parking either side of a Flight Leader. Follow directions from ramp personnel. They know what they are doing. Leave your beacon in the 'on' position so ramp personnel can spot if you left your master switch on. This is a good time to turn your transponder to standby or off. A [diagram](#) of the parking arrangement is posted

Engine Start & Taxi: This will be announced at the briefing. Anticipated start time is 11:45 a.m. local time for a noon departure. You should have checked your oil, tire pressure and other preflight necessities prior to the briefing. Taxi instructions will be given at the briefing. All transponders must be on standby or off. Be especially vigilant for pedestrians (especially children) in this active ramp area.

Run-up: We strongly recommend you do your mag check at cruise power prior to landing or on the ground before getting to the UPS ramp - you will then be ready to go without a run-up with the next engine start. If you feel you must do a run-up on the ground after engine start: do it on the ramp where you have more spacing than you will have anywhere else, do it at the lowest possible RPM and cycle your prop only once. Once we start to taxi there is no time or place appropriate for run-up. Certainly do not do a run-up on the runway when tail to nose and only two feet from the Bonanza behind you.

Runway protocol: DO NOT EVEN THINK OF SHUTTING DOWN YOUR ENGINE WHILE WAITING FOR DEPARTURE. If your airplane is prone to overheating at idle for 15-20 minutes do everyone a favor and drop out of the formation. One airplane running down a battery while attempting a hot start will ruin the flight for everyone. There will be no way to get around you. You probably will not be able to run fast enough to get away from the angry mob. Again, do not do your run up on the runway. We are lined up nose to tail only a few feet apart. If leaned on the runway waiting for take-off richen the mixture slowly to avoid flooding the engine.

Takeoff: All planes will be lined up three abreast on the runway prior to take-off if landing Runway 36 L&R. Planes will line up two abreast for all other runway arrivals. Each element leader will begin take-off roll when signaled by flagman. Wingmen will watch their lead for signal for brake release.

En Route:

Climb: 100 KIAS, 500 FPM

Cruise: 125 KIAS

Descend: 125 KIAS, 250 FPM

Element leaders will only deviate slightly from these numbers as necessary to maintain proper spacing. There is no need to "catch up." The take-off interval is also the intended landing interval.

Flight leader spacing is an art, not an exact science. Your flight lead will use his judgment. If hazy he may be closer. If very clear he may elect additional spacing for lesser turbulence. His speed adjustments will be as gradual as possible and as little as necessary to achieve the desired spacing. If turbulent try sliding a little sideways to avoid prop wash from the plane in front - slight shift may do the trick.

Wingmen should be sufficiently forward that the Flight Leader can easily see them. If you are more comfortable with a little extra spacing, then move laterally. Avoid falling back or forming a deep 'V' in the formation. If you see someone in the element in front falling back, just slide further in or out as need be. Eventually the culprit will catch up.

Expect speed changes. With this many planes some accordion effect takes place every year. Flight Leaders will adjust speed for safety; wingmen should have practiced speed changes in formation.

Route: This is a VFR flight. Element leads are expected to follow the element in front of them, not a GPS track. Wingmen are expected to stay with their element lead. In deference to copilots who want something to do, the routes are published. Formation Flight Lead may vary the route depending on weather. In 2001 we were on the planned route only 40% of the time. Nothing is cast in stone. Being a pilot is being flexible, but formation flying means discipline - follow lead. It is the formation lead's job to be flexible.

Routing has been changed completely. With database waypoints universally present in every GPS we are utilizing waypoints already in almost every GPS.

Runway 36 L&R arrival	Waypoints to RW 27 arrival
KRFD	KRFD
(insert departure fix)	(insert departure fix)
TIRRO	TIRRO
BADAN	LEWKO
POBER	PRIMO
KOSH	PEENA
	KOSH
116 nautical miles	127 nautical miles

Waypoints RW 09 arrival
(east of MSN for RW 7
departure)

KRFD	
(insert departure fix)	
TIRRO	
WULUS	
BEERI	
HUPPS	
CEBMU	begin descent
CEKEP	2500' crossing altitude
KOSH	

150 nautical miles

Waypoints RW 09 arrival
(west of MSN for RW 25
departure)

KRFD	
CUDUP	
ANOXE	
BEERI	
HUPPS	
CEBMU	begin descent
CEKEP	2500' crossing altitude
KOSH	

150 nautical miles

Waypoints for RW 18 Arrival

KRFD	
(insert departure fix)	
TIRRO	
LEWKO	
TOMBE	begin descent
OKDOE	
DAGTE	2500' crossing altitude
KOSH	

138 nautical miles

Take-off instructions:

After departure climb straight out to departure fix, then climbing gentle turn direct to next waypoint.

Departure Fixes

Runway 01	CAGRA
Runway 07	SUGEE
Runway 25	CUDUP
Runway 19	FANGU

Some units apparently do not have OKDOE in the database, possibly because of older database or approach fixes. Lat/Lon for this fix is as follows. Numbers in parentheses are seconds if your GPS uses those rather than hundredths - substitute for the last two digits:

OKDOE: N44.05.87 (52) W088.32.25 (15)

Route Comments: We will not know the route until the 10.00 a.m. briefing. Our preferred arrival runway at OSH is RW 36 unless winds dictate otherwise. The RW 36 arrival is our standard three aircraft formation. All other runway arrivals will be two aircraft elements from departure to touchdown.

Radios: Frequencies will be given at the briefing. Radio silence is mandatory. As they say in the T-34 manual, 'Wingman, the only thing I ever want to hear you say is 'Lead, you are on fire!'' You can not have a stuck mike if you don't use it. Be sure you are not leaning against a hand-held mike button.