

Appendix A – General traffic and circuit brief for all personnel

This briefing is to be read by all pilots and personnel whether taking part in the Flour Bombing, or performing normal operations.

General

- All visiting aircraft strictly PPR
 - Competition limited to a **maximum of 21** aircraft sorties per event day – FCFS basis
(subject to change by Wickenby aerodrome)
- Non-Radio aircraft **will not** be accepted during the event days.
- Aircraft to park within the identified aircraft parking area only. Aircraft will be directed by Marshals to the parking area.
- Pilots, spectators, staff and volunteers to be aware of the possibility of UAV/Drone activity and to advise the aerodrome if such activity is spotted.

All aircraft not involved in the Flour Bombing event....

For those pilots flying into Wickenby, but not taking part in the flour bombing event the following must be adhered to...

- Must maintain a good look out and listen out for radio calls.
- Must join using a standard overhead join at 2000ft AGL.
<https://publicapps.caa.co.uk/docs/33/20130121SSL06.pdf>
- Must **not** perform straight-in approaches to any runway
- Must conform to the standard Wickenby Aerodrome left hand Traffic Pattern, 1000ft AGL, for the runway in use (**no microlight or bad weather circuits permitted**).
- Must have landing lights, if so equipped, switched on at all times whilst flying within the ATZ
- Must have transponder, if so equipped, switch on with altitude mode selected.
- Must have Conspicuity device, if so equipped, switched on at all times.
- Must contact Waddington LARS, 119.500 and obtain the appropriate service from them prior to entering the Wickenby ATZ.

All aircraft taking part in the Flour Bombing event....

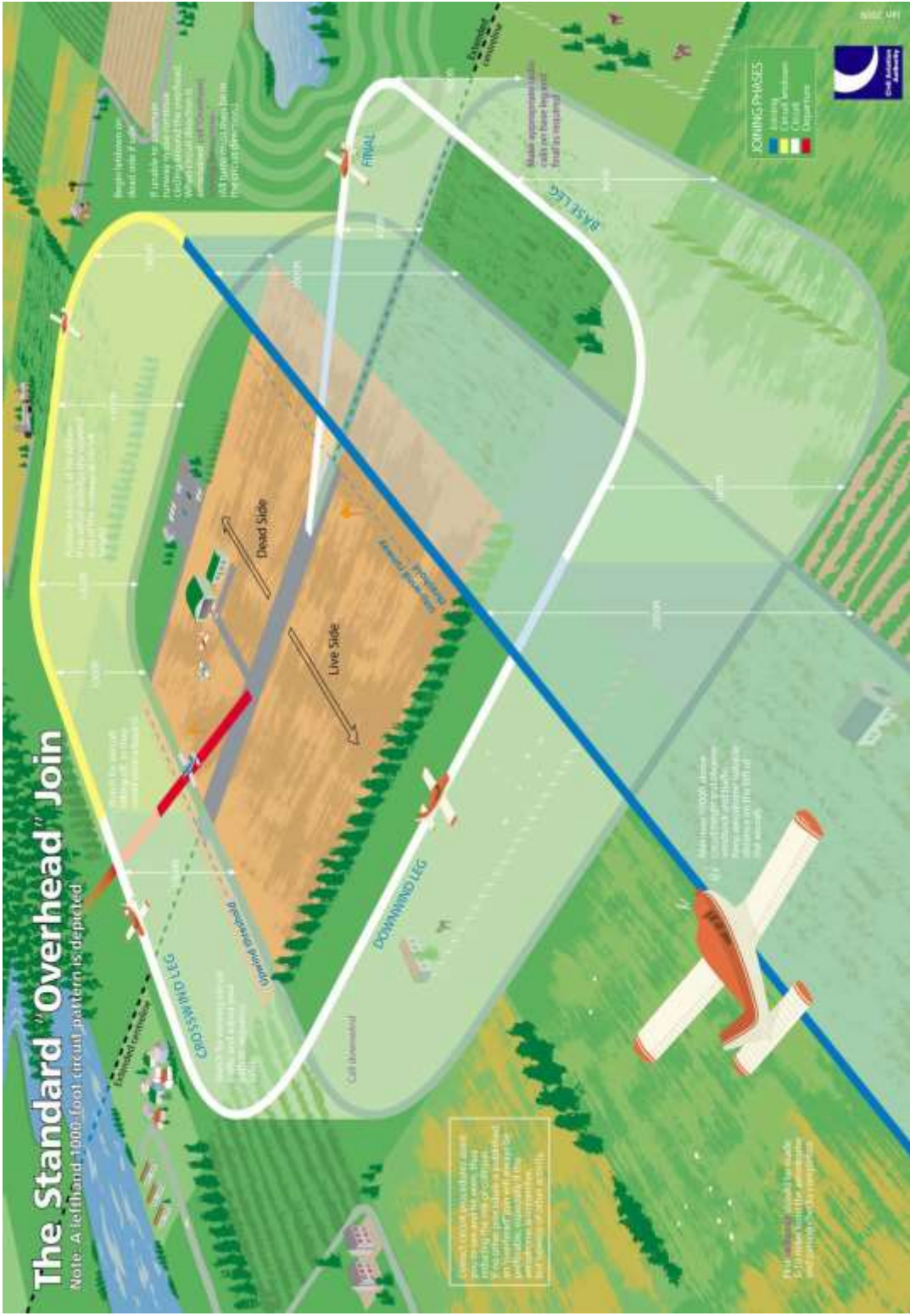
All participating aircraft should look to arrive at Wickenby at least 45minutes before their allotted bomb run slot time to allow sufficient time to book in, brief and be ready.

All participating aircraft...

- Must join using a standard overhead join at 2000ft AGL.
<https://publicapps.caa.co.uk/docs/33/20130121SSL06.pdf>
- Must **not** perform straight-in approaches to any runway
- Must have landed and signed the movements log.
- Must conform to the detailed procedures brief and signed acceptance of.
- Must conform to the standard Wickenby Aerodrome left hand Traffic Pattern, 1000ft AGL, for the runway in use (**no microlight or bad weather circuits permitted**).
- Must have landing lights, if so equipped, switched on at all times whilst flying within the ATZ.
- Must have transponder, if so equipped, switch on with altitude mode selected.
- Must have Conspicuity device, if so equipped, switched on at all times.
- Must contact Waddington LARS, 119.500 and obtain the appropriate service from them prior to entering the Wickenby ATZ.

The Standard "Overhead" Join

Note: A reefhand 1000-foot-trout pattern is depicted.



Always make the 1000-foot-trout pattern with the fly on the water for 10-15 seconds before the fisherman casts the fly. The trout will rise to the fly if the fly is in the water for 10-15 seconds before the fisherman casts the fly.

Make the 1000-foot-trout pattern with the fly on the water for 10-15 seconds before the fisherman casts the fly.

JOINING PHASES:
 Downwind Leg
 Join
 Upwind Leg
 Final

