

Cover Page

PART-ORA
FLYING ORDER BOOK



Issue 4
17 May 2017

Part 0. Preamble

O.1. Copyright Statement ©

- O.1.1.1. This manual is intended for use by pilots of BAVirtual Flying Club using approved aircraft and facilities. All material is covered by copyright. Under copyright law this document may not be copied, photocopied, reproduced, translated or reduced to any electronic or machine readable form, in whole or part, without written consent.
- O.1.1.2. All pilots are required to comply with VATSIM-UK regulations, BAVirtual membership regulations and the Rules of the Air. These rules and regulations are established to encourage a high standard of flying discipline, to ensure flight safety and the enjoyment of all participants.
- O.1.1.3. These Flying Orders offer additional guidance to aid compliance with the relevant rules and regulations, as well as laying down procedures for the efficient operation of the BAVirtual Flying Club.

O.1.2. Disclaimer

- O.1.2.1. Whilst every effort has been made to source the information contained within this document from real-world operations, there is and can be no guarantee that the legislation, techniques and procedures within are either accurate or up to date.

Therefore, this document is for Flight Simulation use only, and must not be used in real-world navigation.

O.2. List of Effective Pages

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A. General Procedures

A.1. Introduction

- A.1.1.1. Welcome to the **BAVirtual Flying Club**. Whether you're an experienced GA pilot or just fancy a break from watching the autopilot fly your big jet at FL350, the aim of the BAV Flying Club is to provide an environment in which like-minded members can experience the thrill of flying for the sheer pleasure of it.
- A.1.1.2. For those looking for a sociable trip with great views and occasionally challenging arrivals, we hold regular fly-ins to a wide range of destinations across the UK and occasionally in to Europe. In addition, as part of BAVirtual Flight Training we can offer instruction towards VATSIM Pilot Ratings.
- A.1.1.3. If you've spent your virtual flying career behind the controls of complex airliners, flying low and slow is a great way to improve your stick-and-rudder skills, brush up on your VFR navigation (You can follow roads) and practice instrument approach techniques that you can transfer to your line flying. Mainly though, it's just great fun to hop in to an aeroplane and spend an hour or so physically flying and navigating – and all of us here at the BAVirtual Flying Club look forward to seeing you at Wycombe Air Park soon.

James Crawley
Manager
BAVirtual Flying Club

A.2. Fleet Overview

A.2.1.1. The BAVirtual Flying Club operates a fleet of light aircraft for both instructional and touring purposes.

A.2.1.2. Links to both payware and freeware models, as well as repaints in Club colours, may be found at the Flying Club section of the BAVirtual website.

A.2.1.3. Rules regarding the substitution of airframes may be found in PART F of these flying orders.

A.2.2. Piper PA-28-161 Warrior II

A.2.2.1. The PA-28-161 Warrior II is a four-seat, fixed-gear low-wing monoplane equipped with a 160hp Lycoming O-320-D2A engine and a maximum takeoff weight of 1,055kg (2,325lb).

A.2.2.2. The Club operates a fleet of five of these aircraft, primarily for touring and instructional purposes: G-BNCR, G-SIXT, G-BODR, G-BSVG and G-EGLL.

A.2.3. Piper PA-28-180 Cherokee

A.2.3.1. The PA-28-180 Cherokee is a four-seat, fixed-gear low-wing monoplane. Equipped with a more powerful 180hp Lycoming O-360-A4M engine, the Cherokee offers a slightly increased maximum takeoff weight of 1,089kg (2,400lb).

A.2.4. Piper PA-28-236 Dakota

A.2.4.1. A four-seat, fixed gear, low-wing monoplane, the PA-28-236 Dakota is equipped with a more powerful 235hp Lycoming O-540-J3A5D engine, giving it a maximum takeoff weight of 1.361kg (3,000lb). With a stretched fuselage, larger wingspan and tapered wing, the Dakota is a more comfortable machine for long-distance trips.

A.2.4.2. The Club operates one Dakota, G-ODAK.

A.2.5. Cessna 172SP Skyhawk

A.2.5.1. A four-seat, fixed-gear, high-wing monoplane, more Cessna 172s have been built than any other aircraft. Equipped with a Lycoming IO-360-L2A powerplant producing 180hp, the Cessna 172SP has a maximum takeoff weight of 1,157kg (2,550lb).

A.2.5.2. The club has two C172SP aircraft. Used primarily for touring, G-NOUS is our G1000 glass-cockpit equipped aircraft. G-OJAG, meanwhile, is equipped with more traditional 'steam-powered' avionics and is used primarily for training.

A.2.6. Piper PA24-260 Comanche

A.2.6.1. A four-seat, retractable undercarriage, low-wing monoplane, the PA-24-260 Comanche is equipped with an even more powerful 260hp Lycoming O-540-D4A5 engine, giving it a maximum takeoff weight of 1.406kg (3,100lb). The earlier design of the Comanche is the forerunner to the massively successful PA28 series, with its tip tanks and comfortable cabin it is perfect for long runs.

A.2.6.2. The Club operates one Comanche, G-AVGA.

B. Aircraft Handling Orders

B.1. Checks and Captain's Responsibilities

B.1.1.1. A pre-flight or transit inspection, as appropriate, is to be carried out before each flight in accordance with the relevant checklists.

B.1.1.2. Prior to each flight, the pilot-in-command is responsible for the proper planning of the flight. In particular, the PIC is to take into account:

- *Current meteorological reports and forecasts*
- *Weather minima*
- *NOTAMs*
- *Aerodrome information*
- *Current charts and amendments*
- *Aircraft mass and balance*

B.1.1.3. In the expected conditions, the aircraft's performance is sufficient to clear any obstructions on the proposed flight

- *The wings and control surfaces are free of ice, snow and hoarfrost*
- *Windscreens are clean and smear free.*
- *For flights requiring a flight plan, that the plan is submitted within the required timescales.*

B.1.2. Checklists

B.1.2.1. Aircraft are to be operated in accordance with the relevant checklist. Where any conflict is found between the checklist and the manufacturer's Pilot's Operating Handbook, the latter is to take precedence.

B.1.2.2. Any conflict between the checklist and the Pilot's Operating Handbook is to be reported to the Flying Club Manager without delay.

B.1.2.3. All pilots are to be in possession of the appropriate checklist for the aircraft they are flying.

B.1.2.4. Pilots are to comply with the handling notes and checklist for each specific aircraft type flown.

B.1.3. Limitations

B.1.3.1. Aircraft are to be operated within the limitations laid down in the Pilot's Operating Handbook and any relevant national legislation.

B.1.3.2. Should any limitation be exceeded inadvertently, the fact is to be recorded in BAVWear where appropriate.

B.1.4. Deferred Defects

B.1.4.1. Any aircraft defect that seriously hazards flight safety is to be rectified before the aircraft's next flight.

- B.1.4.2. Rectification of any aircraft or operational defect that does not seriously hazard flight safety may be deferred but it must be rectified as soon as practicable after it is reported and within any time limits specified in the applicable maintenance data.
- B.1.4.3. Any defect not rectified before flight is to be recorded on the Deferred Defect Record maintained within BAVWear (*where appropriate*). Rectification of operational defects may be deferred by the pilot
- B.1.4.4. Aircraft defects are considered to be failure or malfunction of, or damage to, an aircraft's structure, systems and associated equipment that may affect its airworthiness.
- B.1.4.5. Operational defects are considered to be failure or malfunction of aircraft instruments, equipment or systems not required to comply with Schedule 4 and 5 of the Air Navigation Order 2009, as amended.

B.2. Allowable deficiencies

B.2.1. General

- B.2.1.1. Aircraft are to meet the minimum airworthiness requirements at all times and all equipment required by European and national legislation, appropriate to the type of flight intended, is to be fitted and working.

B.2.2. Aircraft with an established Minimum Equipment List

- B.2.2.1. Under Part-NCO of the Air Operations Regulation an approved Minimum Equipment List is not mandatory for training aircraft. However, if an approved MEL is required under any other Part of the Regulation (e.g. if the aircraft is also used for commercial air transport), its provisions are to apply to the aircraft when used for training

B.2.3. Aircraft without an established MEL

- B.2.3.1. For dual instructional flying in aircraft that do not have a minimum equipment list established under the Air Operations Regulation, the component or system listed in column 1 of the following tables may be inoperative prior to the flight commencing, taking account of the environmental conditions indicated in columns 2 and 3, subject to the remarks in column 4.

B.2.4. MEL (Single Engine Aircraft)

Allowable Deficiencies – Single-Engine Aircraft			
(1) Deficiency	Acceptable		(4) Remarks
	(2) Day	(3) Night	
Cockpit or cabin lights	✓	✓	
Strobes/Flashing beacon			
Landing light/Taxi light	✓	✓	
Navigation (Position) lights	✓		
OAT gauge	✓	✓	Flight to remain clear of known icing conditions
Pitot heater	✓	✓	Flight to remain clear of known icing conditions
Cabin heating	✓	✓	
Airspeed indicator			
Altimeter	✓	✓	One may be unserviceable if two are fitted, subject to legal requirement for the flight
VSI	✓	✓	No solo student flights permitted
Attitude indicator	✓		Day VMC only
Turn co-ordinator	✓	✓	VMC only. No spin/stall awareness/avoidance training permitted. No solo student flights permitted
Directional gyro	✓	✓	No solo student flights permitted
VHF comms	✓	✓	Continue to destination only if no requirement for radio at destination
Intercom	✓	✓	For non-instructional flights only
Radio nav aids/GPS	✓	✓	Subject to legal requirement for the flight
Transponder	✓	✓	Subject to legal requirement for the flight. No solo flights permitted
Fuel contents gauge	✓	✓	No solo student flights permitted Visual inspection must be carried out before every flight (Fuel for the planned flight with normal reserves, plus one hour contingency fuel is the minimum departure load)

B.2.5. MEL (Multi engine Aircraft)

Allowable Deficiencies - Multi-Engine Aircraft			
(1) Deficiency	Acceptable		(4) Remarks
	(2) Day	(3) Night	
Cockpit or cabin lights	✓	✓	
Strobes/Flashing beacon			
Landing light/Taxi light	✓	✓	
Navigation (Position) lights	✓		
OAT gauge	✓	✓	Flight to remain clear of known icing conditions
Pitot heater	✓	✓	Flight to remain clear of known icing conditions
Cabin heating	✓	✓	
Airspeed indicator			
Altimeter	✓	✓	One may be unserviceable if two are fitted, subject to legal requirement for the flight
VSI	✓	✓	No solo student flights permitted
Attitude indicator	✓		Day VMC only
Turn co-ordinator	✓		VMC only. No spin/stall awareness/avoidance training permitted. No solo student flights permitted
Directional gyro	✓	✓	No solo student flights permitted
VHF comms	✓	✓	Continue to destination only if no requirement for radio at destination
Intercom	✓	✓	For non-instructional flights only
Radio nav aids/GPS	✓	✓	Subject to legal requirement for the flight
Transponder	✓	✓	Subject to legal requirement for the flight. No solo flights permitted
Fuel contents gauge	✓	✓	No solo student flights permitted Visual inspection must be carried out before every flight (Fuel for the planned flight with normal reserves, plus one hour contingency fuel is the minimum departure load)
De-icing	✓	✓	Flight to remain clear of known icing conditions

B.3. Ground Handling of Aircraft

B.3.1.1. Observing the below points will minimise the risk of accidents and unnecessary inconvenience to others.

B.3.2. Starting

B.3.2.1. Engine(s) must not be started or run inside hangars.

B.3.2.2. Face the aircraft in to wind where possible.

B.3.2.3. Ensure the aircraft is standing on a firm surface to avoid loose particles striking the propeller and/or other parts of the aircraft.

B.3.2.4. Ensure there is sufficient space to move the aircraft under power.

B.3.2.5. Ensure the area behind the aircraft is clear.

B.3.2.6. Ensure the slipstream does not enter an open building or risk blowing over other aircraft or vehicles

B.3.2.7. Always guard the brakes during the start procedure and watch for creep after the engine has started. If no brakes are fitted, chocks should be in place.

B.3.2.8. Always give verbal warning before contact by shouting "CLEAR PROP" through the open window.

B.3.2.9. Red anti-collision lights must be on at all times when the engine is running. White strobes are ***not*** to be used on the Apron or in the vicinity of other aircraft.

B.3.3. Taxiing

B.3.3.1. Always close the throttle before releasing the brakes.

B.3.3.2. Test the brakes and steering at the start of the taxi run and at frequent intervals whilst taxiing.

B.3.3.3. Taxi at a speed suitable for the area you are in.

B.3.3.4. Avoid riding the brakes. Use of power against brakes should only arise when a turn in a confined area is required.

B.3.3.5. Never cross or enter any active runway without permission from ATC.

B.3.3.6. Obey any ground signals displayed.

B.3.4. Run Up

B.3.4.1. Pay special attention to siting. Position the aircraft in to wind, as far as possible, and ensure the slipstream is directed away from any aircraft behind you.

B.3.4.2. Ensure that the brakes prevent the aircraft moving forward.

B.3.4.3. Ensure engine oil/cylinder head temperatures are adequate to carry out the power check.

B.3.4.4. Run up the engine(s) as instructed by the aircraft checklist.

B.3.5. After Landing Checks

- B.3.5.1. Ensure checks are completed once all runways are vacated.
- B.3.5.2. After landing checks should be completed with aircraft at a stop, unless you have a competent passenger to taxi.

B.3.6. Shutting Down

- B.3.6.1. Stop well clear of the hangar.
- B.3.6.2. Run down as instructed by aircraft checklist.
- B.3.6.3. Ensure all switches are positioned OFF before leaving the aircraft.
- B.3.6.4. Try to leave the aircraft in such a position as to not inconvenience others.
- B.3.6.5. Do not apply the brake when the aircraft is parked in a hangar.

B.4. Turns after Departure

- B.4.1.1. Manoeuvring at low speed immediately after takeoff must be done with caution.
- B.4.1.2. In circumstances where turns are required the maximum bank angle used should be that equating to a rate 1 turn, typically no more than 14-15° bank at normal climb speeds.
- B.4.1.3. On no account should steep turns be attempted at low speed or altitude.
- B.4.1.4. Apart from any noise abatement procedure requirements and going around, turning manoeuvres should be avoided below 500ft AGL wherever possible.

B.5. Minimum Safe Altitude

- B.5.1.1. Before departing on a cross-country flight, pilots are to calculate a minimum safe altitude for the intended route: If, during the flight, the weather conditions are such that the minimum safe altitude cannot be maintained in VMC with good ground reference, the flight is to be terminated and the aircraft landed as soon as practicable.
- B.5.1.2. Minimum safe altitude is to be calculated as follows:
- *Locate the highest obstruction 5nm either side of track/turning points/destination.*
 - *For specific obstacles Round up to the nearest 100ft then add 1,000ft.*
 - *For high elevation Round up to the nearest 100ft then add 1,300ft.*
 - *For Stalling/Spin Training, the recovery should be made by 3,000ft AGL.*

B.6. Aerobatics, Spinning and Other Unusual Manoeuvres

- B.6.1.1. Pilots should refer to the appropriate flight manual for information on approved manoeuvres, limiting load factors and weight and balance.
- B.6.1.2. Review HASELL or HELL checks as appropriate.
- B.6.1.3. Pilots should be mindful of the increase in noise pollution caused by aircraft participating in aerobatics and should therefore avoid practicing adjacent to or over noise sensitive or built-up areas.

- B.6.1.4. All pilots are advised to read the general aviation Safety Sense leaflet 'Aerobatics'.
- B.6.1.5. Pilots inexperienced in the conduct of aerobatics are recommended to seek the advice of a Club aerobatics instructor.

B.7. Practice Forced Landings

- B.7.1.1. Practice Forced Landings are to take place only over areas where a successful landing could be made in the event that the engine fails to respond when a go-around is initiated.
- B.7.1.2. Go-arounds from PFLs are to be initiated at such a height as to ensure compliance with Rule 5 of the Rules of the Air, which states that:

“Except with the permission in writing of the CAA, an aircraft shall not be flown closer than 500 feet to any person, vessel, vehicle or structure.”

- B.7.1.3. Engine clearances are to be carried out every 1000ft in the descent by selecting carb heat OFF and increasing to full power for a minimum of three seconds, adjusting the aircraft attitude to maintain glide speed.
- B.7.1.4. In the event that rough running is experienced during an engine clearance, full power is to be maintained until smooth running is achieved.

B.7.2. Simulated Engine Failure After Takeoff (Fanstop)

- B.7.2.1. Engine failures after takeoff (EFATO) may be practiced on dual flights.
- B.7.2.2. Simulated EFATOs are not permitted from Runway 06.
- B.7.2.3. Instructors are to ensure that the aircraft's flight path, subsequent to a simulated EFATO, remains clear of built-up areas until the aircraft is re-established in the normal circuit.
- B.7.2.4. Every effort is to be made to ensure the minimum of noise disturbance is caused to local residents.
- B.7.2.5. Instructors and examiners are to make themselves familiar with the contents of AIC 64 (Pink142)/2008, 'Guidance to Training Captains and Trainees - Simulation of Engine Failure in Aeroplanes'.
- B.7.2.6. Single-Engine Aircraft.
- *No EFATO is to be initiated from below 500 feet AGL and shall be simulated by closing the throttle. ATC shall be informed by transmitting the call-sign and "Fan stop"*
 - *Instructors' attention is drawn to the need to ensure that the aircraft flight path is such that the requirements of the Air Navigation Order, Rule 5 are not infringed. An EFATO is not to be considered part of normal aviation practice for the purpose of this Rule. In addition, all reasonable effort must be made to avoid causing a nuisance and that minimum noise disturbance is caused to the local community when returning to the local circuit. EFATO's must be practised in moderation.*
- B.7.2.7. Multi-Engine Aircraft.
- *When practising asymmetric circuits, the simulated "failed" engine is not to be shutdown. Instead the "zero thrust" setting is to be set by the instructor at the appropriate point in the engine failure after take-off drill.*

- *The use of the mixture control or fuel cut-off to simulate an engine failure is forbidden in all cases.*
- *In all cases of accelerate/stop (RTO) drill the ground speed as indicated airspeed shall not exceed 50 knots, or less if field limiting.*
- *Full stop landings will follow a practice asymmetric approach. Touch and go landings are expressly prohibited in these circumstances.*
- *Practice asymmetric approaches and landings will only be carried out in weather conditions, which will allow 800m visibility and 300 feet AGL, cloud-base (or specified minima if greater.)*

B.8. Low Flying Rules

- B.8.1.1. PART SERA (SERA.5005) defines the low flying rules for the UK and any EASA country. This regulation defines that NO aircraft will be flown within a radius of 500ft from terrain, water, or the highest obstacle.
- B.8.1.2. The UK CAA have a variation on this regulation that states that any G registered aircraft flying within UK airspace shall not be flown within a radius of 500ft from any person, vessel, vehicle or structure. With this being the case, any Flying Club aircraft that is flown in UK airspace will conform to this rule.
- B.8.1.3. Except with the permission in writing of VATSIM-UK authorities, an aircraft shall not be flown closer than 500 feet to any person, vessel, vehicle or structure.
- B.8.1.4. At all times an aircraft shall not be flown below such a height as would enable it, in the event of a power unit failure, to make an emergency landing without causing danger to persons or property on the surface.
- B.8.1.5. Except with the permission in writing of VATSIM-UK authorities, an aircraft flying over a congested area of a city, town or settlement shall not fly below a height of 1,000 feet above the highest fixed obstacle within a horizontal radius of 600 metres of the aircraft.
- B.8.1.6. An aircraft flying over a congested area of a city, town or settlement shall not fly below such height as will permit, in the event of a power unit failure, the aircraft to land clear of the congested area (land clear rule).
- B.8.1.7. Except with the permission in writing of VATSIM-UK authorities, an aircraft shall not fly over an organised open-air assembly of more than 1,000 persons below a height of 1,000 feet, or such height as will permit, in the event of a power unit failure, the aircraft to alight clear of the assembly, whichever is the higher.
- B.8.1.8. An aircraft shall not land or take-off within 1,000 metres of an organised open-air assembly of more than 1,000 persons, except at an aerodrome, in accordance with procedures notified by VATSIM-UK, or at a landing site other than an aerodrome, in accordance with procedures notified by VATSIM-UK and with the written permission of the organiser of the assembly.
- B.8.1.9. The low flying rules must be adhered to at all times and any pilot forced to breach the regulations must report the circumstances as soon as possible.

B.9. Instrument Flying

- B.9.1.1. Pilots intending to fly in Instrument Meteorological Conditions must ensure the aircraft is equipped with suitable COM and NAV equipment and that they are fully conversant with the relevant Rules of the Air and any Instrument Approach and Departure procedures that may apply.

B.10. Go-Around Action

- B.10.1.1. An approach to a runway by any single-engine aircraft, or a multi-engine aircraft with a simulated engine failure, is not to be continued below 200ft aal unless:
- B.10.1.2. A landing clearance has been obtained from ATC.
- B.10.1.3. The runway is clear or a “land after” instruction has been received.
- B.10.1.4. The aircraft is established on a stabilised approach path.
- B.10.1.5. If these conditions are not met, fly a go-around in accordance with the standard operating procedures for the aircraft.

B.11. Electrical Equipment

- B.11.1.1. To reduce unnecessary load on the aircraft electrical system, pilots should adopt the following guidelines.
- B.11.1.2. When carrying out the walkaround, only leave the electrics on whilst the lights/pitot heat are checked. Switch everything off before carrying out the detailed airframe inspection.
- B.11.1.3. Always ensure the radios/master avionics switch is OFF before starting the engine.
- B.11.1.4. Never switch any service ON unless it is really needed at that time.
- B.11.1.5. Switch OFF any service when it is no longer required.

B.12. Carburettor Icing

- B.12.1.1. Engine induction system icing is a persistent threat to aircraft.
- B.12.1.2. Some aircraft/engine combinations are more prone to icing than others and pilots should bear this in mind when flying different types.
- B.12.1.3. Pilots should refer to the aircraft flight manual as the primary source of information for individual aircraft.
- B.12.1.4. General advice and guidance may also be found in CAA Safety Sense Leaflet 14

C. Weather Minima

C.1.1.1. The following weather minima are to be adhered to at all times.

C.2. Cloudbase & Visibility

C.2.1. Student Pilots:

C.2.1.1. Dual sorties: at the instructor's discretion

C.2.1.2. Solo circuit flying: 1500ft cloudbase, 6km visibility

C.2.1.3. Solo local flying: 2000ft cloudbase, 10km visibility

C.2.1.4. Solo cross-country: 2500ft general cloudbase with cloud not less than 1000ft AGL along the route, 15km visibility.

C.2.2. Other Pilots:

C.2.2.1. Operating up to 3000ft AMSL: Clear of cloud & in sight of the surface, 5km visibility

C.2.2.2. Operating between 3000ft AMSL and FL100: no less than 1000ft vertically and 1500m horizontally from any cloud, 5km visibility

C.2.2.3. Operating above FL100: no less than 1000ft vertically and 1500m horizontally from any cloud, 8km visibility.

C.3. Strong Winds and Crosswinds:

C.3.1.1. All Club aircraft must be operated in accordance with the limitations laid down in the relevant flight manual.

C.3.1.2. Pilots should be critical of their limitations with respect to handling crosswinds or strong winds. If not in recent practice it is worth setting a sensible limit below that for the aircraft you are flying.

C.4. Weather Hazards:

C.4.1.1. **Icing:** single-engine aircraft are to avoid flying in conditions where airframe icing is possible. Inlet manifold icing may occur in or out of cloud where particular temperature and humidity conditions exist. Carburettor heat/alternate air should be operated if any loss of RPM or manifold pressure is observed. It should be remembered that icing of this type may occur with outside temperatures as high as +20°C.

C.4.1.2. Application of carburettor heat causes the engine to run over-rich and, if icing is present in the induction system, pilots should expect rough running to continue and even increase until the induction icing has cleared.

C.4.1.3. Opening the throttle with carburettor heat applied, especially if throttle movement is excessively fast, may result in a 'rich cut'. When carburettor heat has been applied in the descent, it should be selected to COLD before slowly opening the throttle.

C.4.1.4. **Lightning strikes:** light aircraft wingtips are frequently made of insulating material that may be vulnerable to lightning strikes. Pilots should avoid flying in conditions where

lightning strikes are likely to occur, particularly in or close to cumulonimbus clouds where the temperature is between +10 and -10°C.

- C.4.1.5. **Contaminated Runways:** Operation on runways contaminated with water, slush, snow or ice should be avoided wherever possible.
- C.4.1.6. In any event, takeoff is not to be attempted in precipitation depths greater than 15mm of wet snow, slush or water, or greater than 60mm of dry snow.
- C.4.1.7. Takeoff from a contaminated runway is not to be attempted with any tailwind component, nor a crosswind component greater than 10kt.
- C.4.1.8. If there is any suspicion that acceleration during the early part of the takeoff run is noticeably reduced, the takeoff should be abandoned at once.
- C.4.1.9. Landing is not to be attempted when the depth of slush, water or wet snow is greater than 5mm, when the depth of dry snow is greater than 60mm, with any tailwind component or with a crosswind component greater than half those specified in the aircraft manual.
- C.4.1.10. The landing runway will have an adequate length margin over the normal required landing distance (normally 100%).
- C.4.1.11. Pilots should be aware that even slightly wet grass can be extremely slippery.

C.5. Flight Planning

- C.5.1.1. ATC Flight Plans should be submitted in accordance with the regulations, which state that a pilot is **required** to file a flight plan for:
- C.5.1.2. All flights within controlled airspace.
- C.5.1.3. All flights which will cross an international FIR boundary.
- C.5.1.4. Any flight where the destination is more than 40km from the aerodrome of departure and the aircraft's MTOM exceeds 5700kg.
- C.5.1.5. Any flight in Class F Airspace wishing to participate in the Air Traffic Advisory Service.

C.5.2. It is advisable to file a flight plan:

- C.5.2.1. If the flight involves flying over the sea more than 10 miles from the UK coast or over sparsely populated areas where SAR operations would be difficult.
- C.5.2.2. If the flight will pass through an area in which SAR operations are in progress.
- C.5.2.3. Before flying, Commanders are required to familiarise themselves with relevant NOTAMs, nav warnings, weather conditions and procedures relevant to conduct of the flight.
- C.5.2.4. The minimum fuel that must be carried at the start of any flight is to be calculated based on forecast conditions and must include:
- *Taxi/Takeoff/Landing fuel (normally 15 minutes), plus*
 - *Trip fuel (at appropriate consumption rate), plus*
 - *Contingency fuel (10% of trip), plus*
 - *Fuel for 45 minutes, plus*
 - *Any extra fuel required by the Commander.*

- C.5.2.5. The minimum oil that must be carried at the start of any flight is the quantity that indicates maximum minus two US quarts on the dipstick in each engine.
- C.5.2.6. A lower quantity may be acceptable in exceptional circumstances as laid down in the aircraft manual.
- C.5.2.7. The commander must ensure that fuel checks are carried out in flight at regular intervals. The fuel remaining must be recorded and evaluated to:
- *Compare actual with planned consumption*
 - *Check that fuel remaining is sufficient to complete the flight*
 - *Determine the expected fuel remaining on arrival at destination.*
 - *If, as a result of an in-flight fuel check, the expected fuel remaining at destination is less than the required alternate fuel plus fuel for 45 minutes, the commander must plan to continue or divert so as to land with not less than 45 minutes fuel.*

C.6. Safety Altitude

- C.6.1.1. To calculate the Minimum Safe Altitude to be used by all pilots flying BAVirtual Flying Club owned or operated aircraft, whether in VFR or IFR:
- C.6.1.2. See B.5 Minimum Safe Altitude along with the following considerations
- C.6.1.3. When flying within 20nm of terrain having a maximum elevation exceeding 2000ft, the calculated MSA must be increased to account for possible mountain wave activity. As a general rule, an additional 500ft will be required for wind speeds up to 30kts. For wind speeds over 30kts an additional 1000ft is required.
- C.6.1.4. It is acceptable to use approved flight planning software such as Plan-G to determine the MSA for each leg of a flight, provided the relevant Digital Elevation Model (DEM) is installed and operative.
- C.6.1.5. Provided you can see terrain and obstacles within a radius of 5nm, it is permissible to fly below MSA. However, especially over hills or other inhospitable terrain, the MSA is a good guide to the minimum altitude you should plan to fly at.
- C.6.1.6. If required by low cloud or bad weather to fly below MSA to have clear sight of the terrain ahead, pilots should divert or turn back.

C.7. Action When Uncertain Of Position

- C.7.1.1. In the local area assistance should be sought from Farnborough LARS on 125.250 if available.
- C.7.1.2. On a cross-country flight, the nearest ATC facility, or Distress and Diversion cell at London ATCC is to be contacted for navigational assistance to the nearest suitable airport.
- C.7.1.3. If no contact can be made with ATC or LATCC, squawk 7700 and transmit 'blind' on the emergency frequency 121.500 MHz.
- C.7.1.4. In all cases of uncertainty of position, action should be taken as early as possible, before the aircraft's fuel state becomes critical. It suggested the following guidelines should be adopted:

C.7.1.5. The golden rule whilst lost: **CLIMB, CONFESS, COMPLY.**

C.7.1.6. CLIMB:

- *If not already at MSA, climb to it. If you're not sure about the area, use the MSA for the last known position and if possible add a further 1000ft. Remain VMC at all times. Reduce speed to low safe cruise speed and weaken the mixture to increase endurance. Check that the DI is aligned to the compass, estimate remaining endurance and decide if daylight remaining is a consideration.*

C.7.1.7. CONFESS:

- *You are lost, tell somebody. Start on the frequency currently being used. Don't mince your words, say you are lost so that ATC can tailor their service to you.*

C.7.1.8. COMPLY:

- *Having made contact, comply with ATC instructions. If necessary, swallow your pride and ask ATC to guide you home, or to a suitable airfield.*

C.7.1.9. Following the above actions in good time will reduce the chances of the situation getting worse, such as by flying in to controlled airspace or running low on fuel.

C.7.1.10. All pilots are advised to read [CAA Safety Sense Leaflet 5: VFR Navigation](#).

C.8. Landing at Unauthorised or Unintended Destination

C.8.1.1. If a landing is made at an unauthorised or unintended aerodrome, a report should be made in the 'comments' section of Phoenix before submitting the Pirep.

C.9. Care of Aircraft Away From Base

C.9.1.1. When the aircraft is left outside, ensure the flying controls are locked, the aircraft is parked facing in to wind and that suitable tie-downs are attached.

C.9.1.2. Fit covers and intake blanks where appropriate and at airfield where large aircraft operate ensure the aircraft will not be affected by jet blast or propeller wash.

C.9.1.3. Consideration should be given to hangarage in very strong winds or bad weather.

C.9.1.4. In hot weather consider covering the cockpit with a thermal insulation blanket.

C.9.1.5. When the aircraft is left overnight or for long periods, ensure the fuel tanks are full to avoid condensation forming.

C.9.1.6. When carrying out a walkaround when the aircraft has been left outside, pay particular attention to the pitot head, static vents and fuel tank vents to ensure there are no blockages.

C.10. Aircraft Performance and Mass and Balance

C.10.1.1. It is the responsibility of the pilot in command to ensure that the aircraft is operated in accordance with the performance data and Mass and Balance limitations contained in the relevant aircraft manual at all times.

C.10.1.2. Pilots should carry out a mass and balance calculation to ensure that for each flight the aircraft can be operated within mass and balance limits.

C.11. Flying over the Sea

- C.11.1.1. There are particular hazards associated with flight over water whilst out of sight of land.
- C.11.1.2. Whilst visibility may be quite reasonable, when hazy conditions prevail the visual horizon may be indistinct or non-existent. Whilst it is quite possible to fly VFR over water, it is recommended that pilots should be sufficiently conversant with the use of the flight instruments and in particular the attitude indicator, to ensure adequate control of aircraft attitude can be maintained.
- C.11.1.3. With no ground features to aim at, particular care should be taken over heading holding.
- C.11.1.4. It is advisable to fly at a height appropriate to maintain contact with ATC and use radio navigation aids.
- C.11.1.5. Filing an ATC flight plan is mandatory if you indent to cross an international boundary. It is advisable to file a flight plan if you intend to fly more than 10nm from land.

C.12. Wake Turbulence

- C.12.1.1. Standard minimum wake turbulence separation standards are to be observed at all times.
- C.12.1.2. If in any doubt always use 4 minutes for departure and 8nm separation for arrival. Take particular care when operating around B757 aircraft, as this type produces a particularly strong wake vortex. Care should be taken carrying out approaches at larger airports.
- C.12.1.3. There is also a significant danger from heavier helicopter operations, particularly during their landing flare. Aircraft should avoid any helicopter approach path at all times.

D. Rules of the Air and ATC

D.1. Taxiing Procedures

D.1.1.1. Pilots are reminded of the basic rules governing movement of aircraft on the ground:

- *Flying machines and vehicles shall give way to aircraft taking off or landing*
- *Vehicles and flying machines not taking off or landing shall give way to vehicles towing aircraft*
- *Vehicles not towing aircraft shall give way to aircraft*
- *When two flying machines are approaching head-on, each shall alter course to the right.*
- *When two flying machines are on converging courses, the one which has the other on its right shall give way.*
- *A flying machine overtaking another shall do so by altering course to the left.*

D.1.1.2. The following guidelines must be followed when operating at Wycombe Air Park:

- *Vacating runway 24: Vacate left and taxi along grass taxiway BRAVO. Unless otherwise directed by ATC, stop short of the hard taxiway ALPHA and request permission to cross both the active 24 grass runway and the glider landing area.*
- *Vacating runway 06: Vacate right as soon as practical and taxi along grass taxiway BRAVO as for runway 24. Do not roll to the end of runway 06 without permission.*
- *Vacating runway 35: After landing vacate right and taxi parallel to runway 35 to intercept runway 06 grass. Taxi down runway 06 to intercept the hard taxiway to the apron.*

D.1.1.3. When queuing at a holding point, pilots are required to 'move up' as the aircraft ahead departs. Avoid sitting yards back from the holding point.

D.1.1.4. After landing checks are to be completed on the taxiway once clear of all runways.

D.2. Circuit Procedures

D.2.1.1. Pilots are to conform to the recommended circuit patterns shown in the diagrams in the Wycombe Air Park pilot's handbook.

D.2.1.2. Circuit height is 1000ft QFE.

D.2.1.3. When runway 24 (right-hand) is in use:

- *Except in emergencies or ATC instructions, avoid overflying the shaded area to the Western side of the airfield, at any height. This includes aircraft leaving the circuit and those setting course for navigational flights.*
- *After crossing the airfield boundary, turn left of runway centre-line by about 10° to track towards a point halfway between Parmoor and Rockwell End hamlets (see map). Do not allow aircraft to drift to right during climb-out and be aware of gliders and glider tugs to left of climb-out track.*
- *Make right turn to intercept marked crosswind leg ONLY during phase of flight marked on map by thicker black line (this will, in general, be after reaching circuit height of 1000 feet QFE). DO NOT make this turn BEFORE rectangular woods nor AFTER abeam Rockwell End farm (on left). Be careful to intercept marked crosswind leg (do not aim for Fingest) and do not drift right of track towards NA Zone. The marked crosswind leg is identified by a line joining SE corner of Fingest and LH side of "T"-shaped field (see map)*
- *BEFORE reaching Fingest turn right onto Downwind leg, avoiding both NA Zone on right and Fingest on left.*
- *Downwind, aircraft should be positioned so that Frieth and Lane End are on the right and the Golden Ball monument is way to the left of track.*

- *Pilots should be advised that the Runway 24 circuit extends outside of the ATZ. Be aware of aircraft, which may not be in R/T contact with WAP, transiting along Hambleden Valley.*

D.2.1.4. When runway 06 (left-hand) is in use:

- *As soon as safely possible, ideally before reaching the M40 (e.g. at the windsock), turn left to maintain a track of 020°M. Upon reaching 600' turn crosswind to track 360°M and maintain to circuit height.*
- *If remaining in the circuit, commence turn downwind to remain inside the Aerodrome Traffic Zone following the published downwind track for 24/06. DO NOT OVERFLY LANE END OR FRIETH whilst on the Downwind leg.*
- *The PREFERRED BASE LEG is to ROUTE BETWEEN LANE END AND FRIETH (Track 150°M). If extending the downwind leg (eg, for separation purposes, etc) is unavoidable, then the descent on base leg should be delayed commensurate with the distance out.*

D.2.1.5. When runway 35 (right-hand) is in use:

- *Turn crosswind at 1000'.*

D.2.1.6. Pilots should note the non-standard 4° PAPI lights installed on runways 24 and 06 hard.

D.3. Leaving and Joining the Circuit

D.3.1.1. Aircraft leaving the circuit should comply with the noise abatement turns and should generally be established at a height of 1000ft QFE before commencing any further turn.

D.3.1.2. Aircraft departing runway 06 should fly the noise abatement procedure and leave at the point of the downwind turn.

D.3.1.3. Wycombe is unusual in that there is no 'dead-side' to the circuit. This is because powered aircraft and gliders fly opposing circuits to the active runway.

D.3.1.4. For this reason, arrivals will normally be directed by ATC to join on downwind or base leg as appropriate.

D.3.1.5. In rare circumstances where traffic conditions preclude a direct join, aircraft may be instructed to join overhead.

D.3.1.6. In this instance, pilots should fly along the runway centreline of the active runway at 1200ft QFE. Upon reaching the midpoint of the runway, turn in to the circuit and descend to be at 1000ft QFE by the downwind leg.

D.4. The Local Flying Area

D.4.1.1. For the purposes of this Flying Order Book the local flying area is defined as the area within a 25nm radius of Wycombe Air Park.

D.4.1.2. Local flights must remain clear of the ATZ.

D.4.1.3. Pilots should note the RAF Benson MATZ due west of the airfield. Pilots must not enter this area without permission from Benson ATC.

D.4.1.4. The base of the London TMA is 2500ft immediately south and east of the airfield. To the west, the base of controlled airspace rises to 4500ft.

D.4.1.5. The airspace to the north of the airfield is complex due to the presence of the London Luton CTZ. Pilots should take care not to penetrate this airspace without ATC clearance.

- D.4.1.6. Pilots should also note the proximity of London Heathrow (15nm SE). The instrument approaches to runway 9L/R are less than 10nm due south of WAP and a number of departure routes pass nearby. Pilots must take extreme care to remain well clear of the London CTR and the instrument approaches to Heathrow, especially when the easterly runways are in operation.
- D.4.1.7. The White Waltham ATZ lies within the Local Flying Area and must not be penetrated without clearance from the appropriate authority.
- D.4.1.8. There are numerous gliding sites within the Local Flying Area and a good lookout should be maintained at all times.

D.5. Airspace Restrictions

- D.5.1.1. A full list of the many airspace restrictions in the UK can be found in the ENR section of the UK AIP.
- D.5.1.2. Pilots must not enter or cross a **Danger** Area unless it has been ascertained that the said area is inactive and it is safe to overfly the area. Entry or crossing clearance may be obtained from the promulgated controlling authority by RTF.
- D.5.1.3. **Prohibited** areas may not be entered at any time.
- D.5.1.4. Unless otherwise indicated, **Restricted** areas may usually be entered with ATC approval for the purpose of taking off or landing at a nearby airfield.

D.6. Lookout

- D.6.1.1. Maintaining a good lookout is of paramount importance, particularly within the Aerodrome Traffic Zone.
- D.6.1.2. At times, particularly during events, the ATZ can be extremely busy and although ATC (if available) may be able to tell you about some or all aircraft within the ATZ, it is the pilot who is responsible for seeing and avoiding.
- D.6.1.3. When rejoining the circuit the onus is on the joining aircraft to spot other aircraft already in the circuit and to integrate safely in to the existing traffic pattern.
- D.6.1.4. The key lookout points around the circuit are:
- *Before takeoff check final approach path and runway.*
 - *Before turning crosswind check for other aircraft joining the crosswind leg, those ahead and helicopters in the helicopter circuit.*
 - *Before turning downwind, check for aircraft joining the downwind leg and those ahead.*
 - *On the downwind leg, check for aircraft joining overhead from the centre of the active runway.*
 - *Before turning base leg, check for aircraft joining the base leg, those ahead, helicopters in the helicopter circuit and gliders in the glider circuit.*
 - *Before turning on to final, check for aircraft joining on final and those ahead.*
 - *On final, check for lower aircraft on final and aircraft on the runway.*
- D.6.1.5. With the restricted visibility offered within the simulator, maintaining an effective lookout can be challenging. In the absence of ATC, the importance of making full use of UNICOM 122.800 to announce position, intentions and co-ordinate with other aircraft in the circuit cannot be overstated.

D.7. Action After Landing

- D.7.1.1. After landing, unless otherwise instructed by ATC, the runway is to be vacated without delay at the first available taxiway or as detailed in the procedures for the airfield in question.
- D.7.1.2. Aircraft are not to stop or reverse course on the runway without permission from ATC.
- D.7.1.3. The runway is vacated when the aircraft has passed the painted yellow taxiway holding markings, or at larger airports, the alternate yellow/green taxiway centreline lights.
- D.7.1.4. Once the runway has been vacated the aircraft should be stopped and the after landing checks completed. However, due consideration to the traffic situation behind should be given before stopping the aircraft if this will block prevent following traffic from vacating.
- D.7.1.5. When asked to expedite vacation of the runway, do so without undue delay but do not use excessive speed or braking whilst turning.
- D.7.1.6. Aircraft should always be parked facing in to the wind.
- D.7.1.7. Controls should be locked if the wind speed is expected to exceed 20kt.
- D.7.1.8. Consider the next user. Does the aircraft need fuel/oil? Report any defects.

D.8. Noise Abatement

- D.8.1.1. BAVirtual Flying Club aircraft are to be operated in such a manner as to cause the minimum of noise nuisance to any airport environment.
- D.8.1.2. Pilots are expected to familiarise themselves with any noise abatement procedures application to either the departure or destination airport prior to flight.
- D.8.1.3. The area around Wycombe Air Park is highly noise-sensitive and pilots should avoid entering the published noise abatement zones under any circumstances, unless the safety of the flight would otherwise be compromised.

D.9. Infringements of Controlled Airspace

- D.9.1.1. Pilots are reminded that flight in any controlled airspace (CAS) may only be carried out with the permission of the controlling authority.
- D.9.1.2. Pilots flying in close proximity to CAS should obtain at least a Basic Service from the controlling authority whenever possible.
- D.9.1.3. Give consideration to using 'Listening Squawks' when operating close to CAS.
- D.9.1.4. Any pilot who has a reason to believe they have entered controlled airspace without permission must take the following action:
- *Leave the controlled airspace by the most direct route.*
 - *Inform the ATC unit of the infringement by RTF as soon as possible. This gives ATC the opportunity to identify you and take steps to separate you from other aircraft as necessary. If you are unable to make contact by RTF, send a private message as soon as possible after landing.*
 - *Inform the BAVirtual Flying Club Manager, who will be able to liaise with VATSIM-UK if necessary.*

- D.9.1.5. If the ATC unit responsible for a particular area of controlled airspace is not online, the airspace shall still be considered 'controlled' for the purposes of these Flying Orders and pilots should remain outside of the airspace in question. This is in order to maintain separation from other pilots flying e.g. published instrument approach and departure procedures.
- D.9.1.6. The only exception to (5) above shall be for flights landing at or departing from an airfield in controlled airspace where the relevant ATCU is offline. In these cases, pilots should take care to remain well clear of any published instrument departure/approach tracks and announce position and intentions on UNICOM 122.800.

D.10. Operation of Transponders

- D.10.1.1. Transponders will be operated in Mode C at all times whilst airborne.
- D.10.1.2. Code 7000 should be selected unless a discrete code has been allocated by ATC or a 'listening squawk' is being used.
- D.10.1.3. Squawk standby should be selected on the ground.

E. Emergency Drills

E.1. Forced Landing

- E.1.1.1. Through practice, pilots should maintain the ability to successfully carry out a forced landing without power.
- E.1.1.2. Practice forced landings should always be carried out in an area where a landing could be made in the event the engine fails to respond when a go-around is initiated.
- E.1.1.3. The actions to complete a successful practice forced landing are summarised here:
- *Select carb heat ON and reduce power to idle.*
 - *Remember the acronym TP FAST*
 - *TRIM: Maintain height with excess airspeed and trim for best glide speed.*
 - *PICK: Pick a suitable field. Consider size, shape, slope, surface and surrounds. A long flat surface in to wind with a good under and overshoot area, with no power or other cables or high trees on the approach and near habitation if possible is ideal! Identify the initial aiming point approximately one third of the way in to the field.*
 - *Plan the approach. Pick a spot on the ground (cross-roads, railway bridge, conspicuous object etc) from which it would be possible to carry out a normal glide approach and landing from 1000ft AGL. This is similar to the start of a tight base leg at an airfield.*
- E.1.1.4. Check for the cause of engine failure:
- *FUEL: select fullest tank, primer in and locked, mixture full rich.*
 - *AIR: Carb heat full on, throttle open.*
 - *SPARK: Mags – both. Starter – engage.*
- E.1.1.5. **TRANSMIT:** Transmit the ‘Mayday’ call (note: only simulate transmission when practicing). This call must be made in accordance with the instructions laid down in CAP 413. In a genuine emergency, squawk 7700 unless you know ATC have positive identification using an allocated code.
- E.1.1.6. Complete the pre-landing ‘crash drill’ (note: do not shut down the engine when conducting a practice: the drills should be completed by touch only).
- *Seats/Belts: Upright/Secure*
 - *Airspeed: Best glide*
 - *Mixture: Idle cut off*
 - *Fuel: off*
 - *Ignition: off*
 - *Manoeuvre to the ‘low key’ point.*
- E.1.1.7. From the ‘low key’ point, manoeuvre to land in the selected field. If undershooting, turn towards the field and delay the use of flaps. If overshooting, turn away from the field a little. Use flap to bring the touchdown point nearer to the start of the field. Aim to use full flap for landing.
- E.1.1.8. To land in the field is vital. It is far better to hit the far hedge at a low speed than the near one at high speed.
- E.1.1.9. Note that the use of slipping turns or sideslips to reduce height is not generally recommended whilst conducting a power-off landing due to the risk of entering an inadvertent spin.
- E.1.1.10. When carrying out Practice Forced Landings remember engine handling requirements. In particular, warm the engine at regular intervals to avoid plug fouling/excessive cooling and remember to use a smooth throttle movement when applying power to climb away.

- E.1.1.11. Consider those on the ground below you. Don't use the same field twice and avoid built-up areas. Abide by the low flying rules (see Flying Order 1.6).

E.2. Ditching

- E.2.1.1. This is an emergency for which there is no practice. There are, however, factors to consider and precautions to take to avoid the possibility of a ditching.
- E.2.1.2. In the event of an engine failure over water, head towards any land that is within glide range. If dry land is out of glide range, look for any shipping in the area. If possible, descend over a ship and land ahead and to one side, to increase your chances of being seen and picked up.
- E.2.1.3. Bear in mind that even a medium-sized ship may need half a mile to stop, whilst a supertanker can take up to five miles to come to a halt. If glide range is not a consideration, aim to descend at the best glide-endurance speed – about 25% slower than best glide-range speed – to give the longest time airborne.
- E.2.1.4. Make an early distress call with as accurate a position report as possible and squawk 7700 on the transponder unless you have been allocated a specific code by ATC.
- E.2.1.5. Unlatch the canopy and if possible wedge it with a shoe or similar to avoid it becoming jammed shut if the fuselage structure deforms during the ditching. Ensure any passengers are well strapped in and briefed to expect the sudden deceleration of a ditching. A cushion, rolled-up clothing or an arm should be used to protect the face and head during the ditching itself.
- E.2.1.6. From 2000ft the swell of the sea should be apparent. In most conditions, your aim should be to land parallel to the swell, touching down on a crest if possible.
- E.2.1.7. It should be possible to land with an element of headwind to give a slower touchdown speed. In very strong winds (above 35kt) it is best to land directly in to the wind in order to give a very slow touchdown speed. In this case, take care not to land directly in to a rising swell or large wave.
- E.2.1.8. A fixed gear nose wheel aircraft has a good chance of 'nosing in' on touchdown. To reduce this possibility, land in a shallow tail-down attitude at the slowest controllable airspeed – but at all costs avoid stalling in to the sea.
- E.2.1.9. If the aircraft comes to rest inverted, the cabin may well have to fill with water to allow the doors or canopy to be opened.
- E.2.1.10. To avoid the possibility of having to ditch, or to increase your chances of survival following a ditching, the following precautions should be taken:
- *Always fly the shortest possible sea crossing.*
 - *Fly as high as possible to reduce the amount of time out of gliding range of dry land.*
 - *File a flight plan whenever flying outside of gliding range of dry land and always maintain contact with an ATC unit.*
 - *At the very least, lifejackets and a dinghy should be carried. Lifejackets should be worn but not inflated inside the aircraft.*
- E.2.1.11. Further information may be found in [CAA Safety Sense Leaflet 21 'Ditching'](#).

F. Local Regulations

F.1. Membership

- F.1.1.1. Membership is open to all active BAVirtual pilots.
- F.1.1.2. Members shall be entitled to fly the Club registered aircraft at Club events. Members may also book out a Club aircraft for use outside of organised events, subject to the provisions contained within these Flying Orders.
- F.1.1.3. Members may fly their privately registered aircraft under the auspices of the BAVirtual Flying Club, subject to the provisions in 29F.2.1.3 below.
- F.1.1.4. Members flying under the auspices of the BAVirtual Flying Club, whether operating a Club aircraft or their own privately registered aircraft, are required at all times to abide by the provisions and regulations contained within these Flying Orders.
- F.1.1.5. Members found to have deliberately breached any of the Flying Orders described within this document, or who otherwise bring the Club in to disrepute through their actions, words or conduct, may be subject to standard BAVirtual disciplinary proceedings.

F.2. Substitution of Airframes

- F.2.1.1. Members flying Club registered aircraft may only fly the variants listed in the Fleet section of these flying orders (i.e. Piper PA28-161 Warrior II, Piper PA-28-180 Cherokee, Piper PA-28-236 Dakota, Piper PA24-260 Comanche and Cessna C172).
- F.2.1.2. Registrations may be interchanged between the PA-28-161, PA-28-180 and PA-28-236, but not between the PA28 series, the PA24 series the C172 series aircraft.
- F.2.1.3. Members flying privately registered aircraft may use any sensible single-engine light aircraft from the SEP(Land) category. The aircraft must be powered by a single piston engine and be of broadly similar performance and capability to the C172 and PA28 series. Amphibious/float/ski-equipped variants are not permitted.
- F.2.1.4. At this time no multi engine aircraft from the MEP(Land) category can be used within the BAV Flying Club.
- F.2.1.5. Members flying aircraft types other than those listed in paragraph F.2.1.1 above are asked to refrain from using registration letters associated with Club aircraft as their callsign when logging in to VATSIM/IVAO. Instead, Members should use registration letters of their own creation.

Appendix A. Noise Abatement at Wycombe Air Park

The fixed-wing noise abatement zones are outlined in white below. The Runway 24 (right-hand) circuit is displayed in red, whilst the Runway 06 (left-hand) circuit is shown in yellow.



Appendix B. Useful Links and Resources

Wycombe Air Park

<http://www.wycombearpark.co.uk/>

CAA Safety Sense leaflets

<http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=list&type=sercat&id=21>

VATSIM-UK Military NOTAMs

<http://community.vatsim-uk.co.uk/topic/25285-notams/>

SkyVector

<http://www.skyvector.com>

Plan-G VFR Flight Planner

<http://www.tasoftware.co.uk/planG.htm>

UK AIP

<http://www.nats-uk.ead-it.com/public/index.php.html>