



Welcome to AirVenture 2023

This information sheet is provided to help simplify the Oshkosh experience for both pilots and the small team of dedicated volunteers who are here to help you. Please read it carefully; let us know if you have any questions.

My team of volunteers and I hope you have an outstanding experience here with us and we will do whatever we can to assist you.

Thanks for being here, Geoff Downey, Rotorcraft Chairman.

Volunteers- Rotorcraft volunteers are here to assist you; your co-operation in getting anything you need help with done prior to the *start of the daily airshow*, would be greatly appreciated.

Registrations- All registration forms you require for your aircraft, judging, pilot waivers, and show plane mugs etc. will be provided at the first briefing on Monday at 10:00 AM.

All Briefings-Registrations- All briefings will be in the Rotorcraft Briefing Tent from 10:00 to 11:00 AM. Any pilot wishing to fly during the day's flight slot **must attend** the daily briefing and sign the attendance sheet.

Judging- Available at the first briefing will be walk me cards and green judge me sticker. Please fill in the information on the walk me card, and if you wish your ship to be judged place the judge me sticker on it and display it in a prominent location in your ship. It is **your** responsibility to arrange with the judging volunteers to be available to remove covers, panels etc. and to explain any features of your ship you may wish to point out (judging volunteers will not remove covers or otherwise touch your ship in order to judge it). A judge volunteer will be available at each briefing for your convenience.

Radio Frequency-We will be operating our flying on 123.75 throughout the show.

This frequency will be used during our regular flying slot but is **not** monitored at other times. Please try to observe proper radio procedure and keep unnecessary chatter to a minimum.

Aircraft Movement: It is important that one of the volunteers be notified if you need to move your aircraft at any time outside of our flying slot so we can co-ordinate it safely with ultralight operations.

Rotorcraft Awards- The awards ceremony will be at Theatre in the Woods.

Friday July 28^h, 6:30 P.M., (to be confirmed).

The Barn- aside from coffee, donuts, gas, souvenirs etc. available in the Barn, the only thing you will need to do is pay for your convention admittance, and camping if you are on EAA grounds, including camping in LZ-G.. We do not have the facilities to handle financial transactions.

Camping-Please ensure a camping pass is clearly displayed on your camping unit if you are on EAA property, including LZ- G.

Flight Slot- Our flight slot typically starts at **11:30** and ends at approximately **2:25**. Exact times T.B.A. at the daily briefing.

Pilot Waiver- Each pilot is required by EAA to sign a pilot waiver if they wish to fly at Air Venture. The proper waiver will be provided at the first briefing. If you are not sure you are going to fly at the show please fill in the pilot waiver anyway, it is one less thing for us to do later if you do decide to fly.

Vendor Passenger Demo Waivers- It is required by EAA as a condition under which vendors can give perspective customers demo flights that the appropriate waiver be signed by each person flown. Each vendor will be provided with an ample supply of the appropriate forms. It is the vendor's responsibility to complete a form for each passenger. Please keep the yellow copy for your records and turn the white copies in to the rotorcraft volunteer at the gate before your passenger boards your aircraft.

Non Vendor Passenger Waiver- It is required by EAA as a condition of flying a passenger (*including family members*) that an *adult* or *minor* passenger waiver be completed by anyone riding in a non vendor aircraft. (I.E. privately owned aircraft giving a complementary flight.) Please note a *MINOR PASSENGER* waiver must be completed by the parent or legal guardian.

We have limited mobility during our flying time and many things to do so making sure these forms are complete is very difficult for us.

Your assistance in ensuring we comply with EAA rules regarding this liability issue will be greatly appreciated.

We would ask that *NO PASSENGER* be allowed into or near your aircraft while it is operating until the form is completed, keep the yellow for yourself. Please advise rotorcraft control that you have a passenger and that the waiver is complete.

WAIVERS- All waivers must be turned in to a rotorcraft volunteer at the line shack or fuel shack **before** passengers enter any aircraft, a volunteer will be identified for this purpose.

Escorts- All passengers must be escorted to and from your aircraft. If you are picking up multiple passengers and do not wish to shut down in between passengers please insure there is an experienced person to escort them.

If you are stopping to pick someone up and there is no one to escort them, advise the tower your passenger needs an escort and we will try to assist.

Vehicles-Trailers, Etc.- All vehicles must be escorted past security, rotorcraft volunteers will escort you to the location you need to unload equipment, and back to the gate. Trailers which are not needed during the show must be stored LZ-G storage, directly across the street from the runway. A pass will be provided.

Fuel- All portable fuel containers must be stored in the red fuel shack at the south end of the runway. This is a requirement of the Fire Marshal; no exceptions are allowed. Rotorcraft volunteers will assist you with fuelling between 11:30 A.M. and 2:25 P.M. There will be no fuelling after 2:25 P.M.

Mogas: can be purchased in the barn and obtained from the tank in the fuel shack, a volunteer will assist you.

100LL: *There will be 100LL fuel available at the fuel shack, purchase fuel from the barn prior to fueling.*

Departing Aircraft- Our preference would be to have departures during our flight slot so we don't interfere with ultralight evening operations after the show

Our goal is for pilots, volunteers, and the public to have a safe and enjoyable AirVenture 2023

We appreciate your co-operation and Thanks again for being here.

Geoff Downey, Rotorcraft Chairman

ON THE FLIGHT LINE



In keeping with our focus on safety, my team of volunteers and I have implemented a few simple rules over the years. In the interest your safety, and that of your aircraft, our volunteers and spectators we ask that you follow these simple rules so that we can all safely enjoy the show while you fly here with us at AirVenture 2023.

Thank you.

Geoff Downey, Chairman

On Field Emergency: In the unlikely event our runway is closed due to an on field occurrence, all aircraft in the pattern will be notified by radio and must go to their designated alternate landing site. The runway will also be marked as unusable with a white X as soon as practical.

All helicopters can recover in LZ G, a rotorcraft volunteer will be there to help spot your landing.

Gyro pilots should be prepared and have enough fuel during their flight to go to one of 2 alternates, A) using notice procedures you can go out to Fisk and join the incoming flow of arrivals to return to the main runways at Whitman Regional Airport. B) you can divert to Fond Du Lac airport and wait there for an all clear. In either case you must notify ground volunteers of your choice before you fly and reconfirm with the Rotorcraft at 123.75 at the time you are notified the runway is declared closed, so that we know at all times where you will be going. Gyro pilots must be familiar with notice procedures either for regular arrivals on the main runways or departure from the area and procedures to land at Fond du Lac. Keep in mind that if you divert to Fond du Lac you could be stuck there until after the airshow and that arrival procedures for the ultralight runway are different from the general aviation procedures to the main runways.

Aircraft Movements: Contact rotorcraft at 123.75 prior to any engine start up's. Please be sure to clearly announce your intention, by shouting the word CLEAR prior to start up.

All aircraft movements during the flight slot should be co-coordinated through rotorcraft 123.75. Contact rotorcraft volunteers before start up or movement at any other time. There will be ABSOLUTLY no aircraft starting or movement after daily airshow start.

Hovering: All hovering, cone exercises etc., should be done on the eastern (crowd) side of the runway between the runway center line and the eastern edge of the runway. Keep well north of the announcer's tower. Hovering too close to the announcer's tower drowns out the announcer who is probably trying to tell the crowd about you and what you are doing.

Auto Rotations: Absolutely NO intentional auto rotations are permitted at any time anywhere within the pattern.

Flight Training: Absolutely no flight training is allowed in our pattern environment. Follow all ultralight notice procedures for departure and arrivals and depart the area and train away from the airport outside the 5-mile zone where there is less traffic. Remember

to plan your return before our 02:25 shutdown or you may be forced to divert to another location and wait until after the airshow is over before you can return.

Fly by: All fly by's should be kept to the western side of the runway. This will keep moving traffic away from aircraft that are hovering, or landing /departing the slot on the eastern side of the runway.

Fueling: No hand fueling should be done without a radio equipped rotorcraft volunteer nearby in case of an emergency. All fueling must be done during the flight slot. There will be no fueling of any kind after AIRSHOW START.

The slot: All aircraft must be rolled into and out of the slot parking area past the white cones before turning rotors. This is a safety request intended to keep turning rotors farther away from spectators at the fence. The area beyond the white cones is used by Ultralight/LSA as a taxiway so rotorcraft must be rolled into the parking slot anytime other than our flight times.

Gyro Operations- Due to the rough conditions and slight incline of the runway gyro operations are restricted to gyro's equipped with pre rotators, and must be single occupant only absolutely no passengers allowed.

Two place gyro operations go from the main runway only and must be escorted by rotorcraft volunteers to Point Fondy at the south end of our operating area.

LZ-G- A rotorcraft volunteer must be present for all aircraft movements into and out of LZ-G.

Landings- Please be vigilant and maintain a safe distance when landing in the vicinity of other aircraft, particularly those that are turning rotors.