

# RED LIGHTNING 2022

## FLIGHT OPS INSTRUCTION

## ARRIVAL BRIEF & AIRFIELD INFORMATION

# Cowra, Werribee & Grenfell Airfields

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RED LIGHTNING Organisers

RED LIGHTNING Air-Boss

V2.0 OCT 2022

# RED LIGHTNING

## ARRIVAL BRIEF & AIRFIELD INFORMATION

Komrades welcome to the RED LIGHTNING !!

RED AIR SOUTHERN FORCES trust you will have an enjoyable stay, but most importantly, a safe and rewarding flying experience worthy of remembrance!!

Red Lightning events are generally a 7-day event occurring from Monday to Sunday of the 2<sup>nd</sup> last week of Oct each year. Please refer to the web at [www.redradials.com.au](http://www.redradials.com.au) for actual published dates for each year's event. Participants generally arrive on the Monday/ Tuesday of the eventweek, departing home on the morning of the final Sunday.

Please find enclosed arrival and airfield information relevant to your flying operations. This brief has been tailored around operations at the Cowra Airfield (YCWR) and the various local airfields of Werribee and Grenfell. Red Lightning events may occur at other airfields but will adhere to the general principles laid out here.

*Red Radials (Southern Chapter) Pty Ltd, trading as "Red Lightning", is the organising entity for this event.*

## RED LIGHTNING ARRIVALS

### Supervision of Operations

Day operations and activities at Red Lightning are supervised via the Flying Program. The programmer is an experienced Pilot qualified to supervise flight operations and appropriately match Aircraft, Pilots, and Flying Tasks.

Note: Red Lightning adopts a **NOT ON THE PROGRAM, NO FLY POLICY**. This allows a supervisory opportunity to ensure appropriate airspace, task mixing, and briefing opportunity is considered.

### Red Lightning OPS Induction Brief

Prior to participating in Red Lightning flying activities all players are required to attend a **Red Lightning Ops Induction Brief**. Briefings are generally held over the first few days and are published on the web within the event schedule.

### De-Confliction and Initial & Pitch Procedures

With a large number of Warbirds operating at Red Lightning events, participants should refer to the general De-Confliction and Initial & Pitch Procedures in the SOPs

### YCWR Operating Areas and Frequencies

The Operating Areas and Frequencies are detailed DURING THE OPS Induction Brief on arrival.

All frequencies to be used will be briefed on arrival

## INITIAL & PITCH PROCEDURES

Red Lightning participants are to join the circuit at event airfields using Initial & Pitch Procedures (ENR 1.1-87 refers). Initial Points (IP) are established at approximately 2nm from the respective landing threshold. Red Lightning Aircraft are to join via the respective R/W Initial Point (IP) at 1000ft AGL or via a Low Initial at 500ft AGL. Aircraft should join via a Left, Right or Straight Initial, running in on 'dead side' for a 5 second pitch spacing.

Figure 2 below details the Initial points at YCWR.

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### **Initial & Pitch RT Procedures**

Given that our operations may conflict with other (non-Red Lightning) operations, the following RT

procedures should be adopted (example given is for the YCWR);

#### **At Left or Right Initial call;**

- "Cowra Traffic Cossacks are Left (Right) Initial R/W 15(33) 1000 or Low Left (Right) Initial R/W

15(33) 500"

#### **At IP RW 15 (33) call;**

- "Cowra Traffic Cossacks are 2nm N (S) Joining Dead-Side RW 15 (33) 1000 (500)

#### **During the Pitch, call in sequence;**

- During the Pitch, lead only; "Cowra Traffic, Cossacks are crosswind full stop (touch and go)

runway 15 (33)"

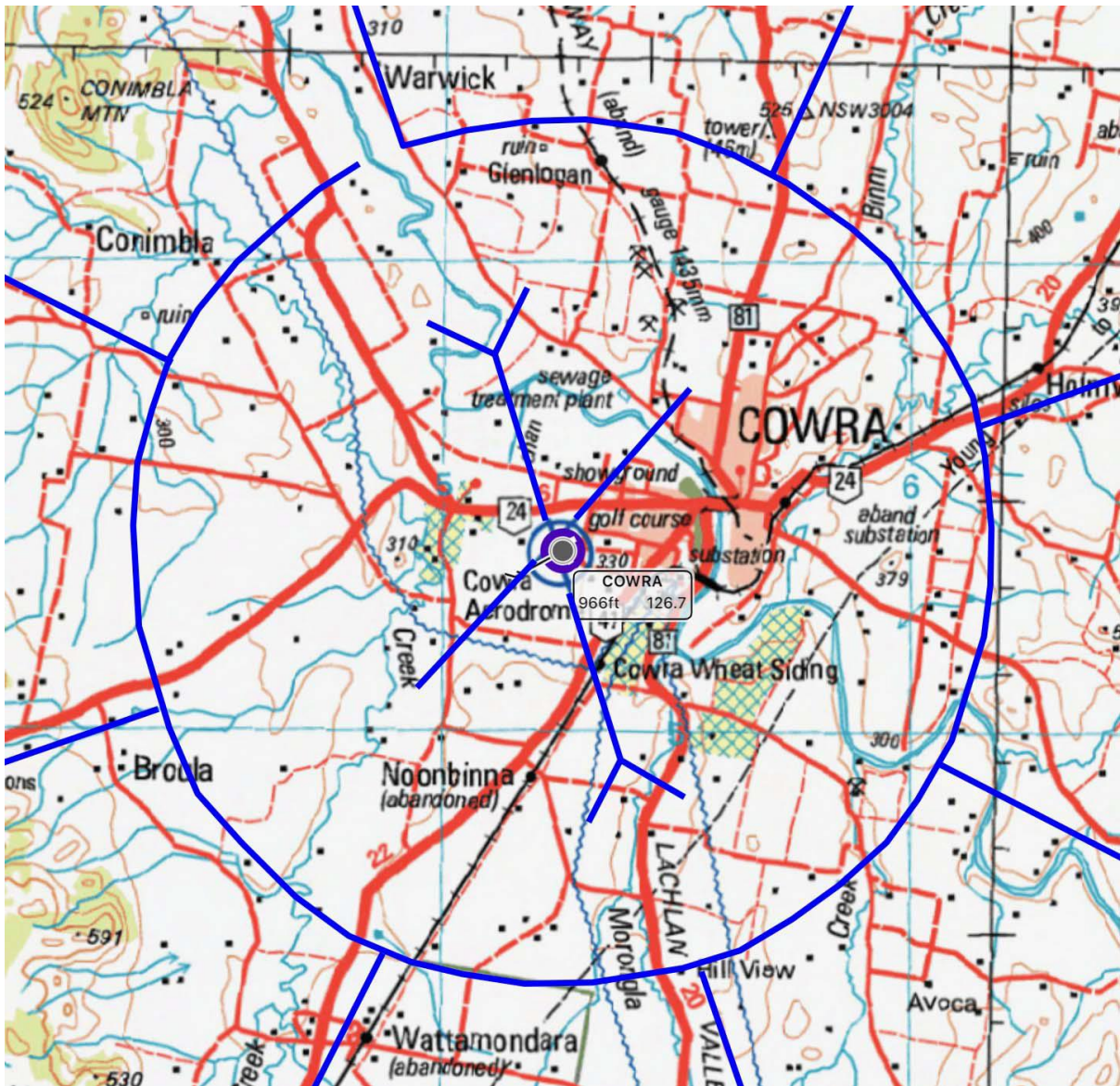
#### **During the Base Turn call in sequence;**

- " Cowra Traffic Cossack 1 (2,3,4) Base 3 Greens, full-stop (touch and go) RW 15 (33)

#### **After landing, Last aircraft in the formation;**

- After landing, last aircraft calls "Cossack 4 clear (for backtrack) or Cossacks Clear R/W 33.

- Lead: Normal CTAF/ Uncontrolled airfield RT



## COWRA AIRFIELD (YCWR)

### Airfield Ops

Fly oz at Cowra have kindly allowed us to use their building over the period (refer below).

Briefing areas will be in the main hangar upstairs, where you can also store your kit needed for daily ops.



## Fuel (Avgas)

Avgas Fuelling Facilities are available from a tanker "in the lines". The following procedure has been agreed by the fuel provider, Fly Oz (the flying school):

Anyone wishing to purchase fuel from Fly Oz, will need to register with them prior to receiving any fuel.

- Only one registration per aircraft is needed and will require the following details:
- Aircraft call sign
- Name/Business Name
- Physical address
- Email address
- Telephone number (mobile and landline)
- Credit Card details as security
- Names of all pilots associated with the aircraft.
- The owner/person responsible, will be required to be with the aircraft whilst it is being refuelled, unless prior arrangements with Fly Oz have been made.
- All fuel provided will also require a docket to be signed at completion of the refuel by the owner/person responsible for the aircraft, unless prior arrangements with Fly Oz have been made.

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So, you will need to register by visiting Fly Oz on arrival.

Refuels can be requested by phone (0427 345056).

A self service bowser (Visa, MC) is also available near the aircraft parking area.

There is no fuel at the Werribee, Canowindra and Grenfell.

## Airfield Parking

Parking is planned to be between the taxiways. Refer to the image below.

The hardstand in front of the old flying school building will, hopefully, remain clear for runups.

There could be a large number of aircraft, so a more detailed parking plan may be devised when we have boots on the ground. On arrival, please follow the directions of people who look like they know what they are doing.

For aircraft maintenance issues/needs, space can be arranged in the hangars east of the club

house. Please provide your own tie-down equipment.

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## Gear Stowage

The Fly Oz Hangar should be available to store gear.

## Taxying

A one way taxying system will be used for our operations around the parking areas.

This will be dependant on the runway in use: Clockwise for 33 and counter-clockwise for 15. After landing take the second taxiway to vacate the runway.

When taxying for departure use the runway entrance closest to the landing threshold.

## Air

Air will be available.

**Oil**

Tim Reid at Fred Fahey Aerial Services may be available to supply oil, not confirmed at time of publication.

The following types and sizes will be available:

Aeroshell W100, quart

Aeroshell W120, 5 litre

Phillips X/C 25W-60, quart.

If available You can run an account for each aircraft, to be settled before departure. He would prefer

cash, but other payment options may be available. These may not include credit card.

**Breakfast & Lunch**

Cowra Rotary will be catering breakfast and lunch at the airfield.

Breakfast will be from 0730, so if you need something prior to that it is up to you.

Please advise any dietary requirements.

**After Flying**

Socialising after flying will be at the FLY Oz hangar.

**Dinner**

Refer to the email re dinner arrangements

**Costs**

Costs will be levied on the following basis:

CASA approvals and other flying related costs: Shared by participating pilots.

Facilities and transport: Shared by participants.

Breakfast, lunch and non-alcoholic drinks: Shared by participants.

Beer and wine at the airfield: Shared by those consuming.

Evening meals: Individual payment (collected in advance, if appropriate).

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**Photos**

There may be a number of photographers attending the week.

If you want to avail yourself of their images, bring along a memory stick.

**Transport**

Cowra Rotary will be supplying a bus to and from town.

Cowra Airfield is located approximately;

- 1nm West of the town of Cowra
- 14nm South West of Werribee Airfield,
- 25nm East of Grenfell Airfield.

Note – Canowindra (YCWW) is closed and unavailable as an emergency alternate

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## YCWR AREA MAP



## COWRA (YCWR) - AIRFIELD INFORMATION

### General

Cowra has a bitumen runway 15/33 and a well formed grass runway 03/21 suitable for most types of recreational and warbird aircraft. All runways will easily handle YAK52 / Nanchang CJ6 operations. There are regular flight training movements at all times.



There are no specific Noise Sensitive areas. However, overflight of the Cowra Town should be limited.

To assist traffic separation at Cowra during RED LIGHTNING 2019, Red Lightning aircraft operations into Cowra will be conducted via De-Confliction and the Initial & Pitch procedures (ENR

1.1-87 refers) as detailed / varied below, when within 5nm of YCWR.

## **WERRIBEE (YWEB) - AIRFIELD INFORMATION**

### **General**

Werribee is located approximately 14nm East of Cowra. Werribee Airfield features two dirt runways

suitable for an emergency alternate for area operations. The current condition of this ALA is not

known at present.

### **AIRFIELD LOCATION**

Lat / Long: S 33 43.5 E 148 53.0

ELEV 1947 ft.

### **AIRFIELD RUNWAYS**

RWY 02/20 : 837m

RWY 12/30 : 547m

### **RADIO FREQUENCIES**

None stated in documents.

ML CTR 135.25

## **GRENFELL - AIRFIELD INFORMATION**

This information is supplied for general reference only. Grenfell is a private strip located 25nm West of Cowra and offers a good emergency landing area if required.

### **General**

The Grenfell Airfield features a grass/dirt landing area. Runway length is 900m being suitable for several light

aircraft types including YAK 52, Nanchang CJ6, and YAK18 types. (See below for Runway Details)

### **AIRFIELD LOCATION**

Lat / Long: S 33 52 16.6 E 148 03 23.5

This is different from OZ RWYS/AVPLAN position. New position verified in 2019 by helicopter ops.

Located 5nm west of Grenfell Township.

ELEV Approx 1030ft.

### **AIRFIELD RUNWAYS**

From a Google inspection of the strip ;

Runway Orientation : 18/36

Length Approximately . 900m

### **RADIO FREQUENCIES**

CTAF None

ML CTR 135.25 at altitude.