

# The Wing Walk Company

## SAFETY STANDARDS ACKNOWLEDGEMENT AND CONSENT



Wing walk flying is a unique and exhilarating experience but it does carry an element of risk. Your flight will not meet the Commercial Air Transport (CAT) or Public Transport (PT) standards. The risks associated with this flight are significantly higher than the risks associated with CAT or PT. There is a significantly higher risk of injury or death. These risks must have been clearly identified to each person undertaking the flight so that this person is able to make a fully informed decision whether or not to accept these risks. If you feel that you do not understand the risks associated with your flight, please seek further explanation or advice. Please do not fly unless you fully understand the risks.

The Wing Walk Company is one of only a few companies approved by the Civil Aviation Authority to offer wing walking opportunities to the general public. This approval has taken 3 years to achieve and part of this approval is to ensure that every wing walker is aware of the potential risk involved in this adrenalin type activity.

Although no wing walker has ever been injured whilst flying in the UK it is right that each person is made aware of the risks involved and so can make an informed decision before participating.

Whilst the risk of serious injury within General Aviation carries a less than 1 in 300,000 chance of death it is probably more accurate to compare wing walking with parachuting. Tens of thousands of people experience a tandem parachute jump every year. This is where the novice is strapped to an experienced instructor who takes responsibility for the jump. The risk of a slight injury for a tandem jump is about 1 in 900 and the risk of fatality is 1 in 470,000. Bungee jumping has a higher risk and track day events carry a lower risk. So we need to explain a little about our operating procedures for you to be reassured that all areas of potential risk have been examined and mitigated as far as is practicable.

## Our Pilots

Our pilots are some of the most experienced in the discipline of low level flying in the country. Our Chief Pilot Richard Pickin has 8 years experience flying the Boeing Stearman biplane with a wing walker on board and with his deputy Michael Pickin they have more than 40 years airshow experience. Richard is also a CAA Display Pilot Evaluator regularly examining other Display Pilots during the summer. All our pilots hold Commercial Pilots Licences with authorisation to fly down to 100ft or less for wing walking.

## Aircraft

The Boeing Stearman was originally designed in the 1930's but our aircraft is maintained to the highest standard required by the CAA for this type of operation and has a schedule of work carried out every 50 hours of flight time as well as being inspected every day before flight.

## Airfield Operations

Airfield facilities and a runway inspection are carried out with a standard check list completed before operations each day. As you will see when you climb aboard we have basic fire fighting and first aid equipment next to the aircraft and staff members are first aid trained.

## The Team

All pilots and ground crew carry out recurrent training at the start of the year and are supervised by the Chief Pilot or his deputy. The essence of this training is to ensure that each team member is able to recognise and address a potential incident before the event and to reassure the wing walker if this situation does occur. An adrenalin experience is the order of the day but this is only possible by taking the best possible care of our customers.

## **Risk/Dangerous Situations**

### **Pre/Post and in Flight Safety**

The wing walker will be fully briefed before the flight and accompanied at all times by a ground crew member whilst "Airsides". Wing walkers will be assisted in ascending and after the flight alighting from the rig. The wing walker will be instructed not to touch the safety pin/catch at all times.

### **Before engine start up**

If an unauthorized person enters the manoeuvre area remain seated and the ground crew will deal with the situation.

### **Engine fire at start up**

Serviceable fire extinguishers are by the aircraft at start up when a wing rider is on board and the aircraft is parked facing so that smoke and flames will blow away from the wing and fuselage area, i.e. facing downwind or crosswind.

### **Engine Failure in flight**

The aircraft when flying with a wing rider always stays as close to the airfield as possible so that in the event of engine failure the Boeing Stearman can glide back to earth and is capable of landing in distances as short as 100 metres. The pilot may also choose to land in an adjacent field if he/she determines this is a safer option.

### **Low level aerobatics**

We do not carry out aerobatics with the wing riding seat/rig occupied below 800 feet.

### **Non related incident**

In the event the runway is closed the pilot may choose to land on another runway or a safe landing area within the airfield perimeter.

### **Ground incident**

In the event of a ground incident the ground crew or airfield safety team will attend the aircraft and contact the emergency services at the earliest opportunity.

### **New or inexperienced pilots**

Are monitored by the Chief Pilot or his deputy for the first 50 flights or until they have reached an acceptable standard.

**The Risk Information above forms part of the disclaimer the Wing Rider will have signed prior to flight.**

# Consent Declaration and Medical Form

**Wing walking is an adventure experience and participation in such experiences necessarily involves a risk of injury or death regardless of the level of training, supervision and equipment employed.**

**I have carefully read this disclaimer along with the risk information attached and fully understand it's contents. I am aware that this is a release of liability And I accept this is a contract between myself and The Wing Walk Company and sign it as my own free act and deed;**

Participant signature: \_\_\_\_\_ Name: \_\_\_\_\_ Date: \_\_\_\_\_

Address:

Next of Kin: \_\_\_\_\_ Relationship: \_\_\_\_\_ Telephone: \_\_\_\_\_

Address:

Witness Signature: \_\_\_\_\_ Name: \_\_\_\_\_ Date: \_\_\_\_\_

## **FITNESS DECLARATION**

### **To be filled in by the person taking part in the Wing Walking Flight**

I hereby declare that I am physically fit, and that **I do not, and have not** suffered from any of the following conditions which I understand may lead to a dangerous situation with regard to myself or other persons during flying.

Epilepsy, fits, severe head injury, recurrent blackouts, fainting fits or giddiness, disease of the brain or nervous system, high blood pressure, heart or lung disease, recurrent weakness or dislocation of any limb, diabetes, mental illness, drug or alcohol addiction.

I further declare that in the event of contracting or suspecting any of the above conditions, or in the event of sickness absence over twenty consecutive days, incapacitating injury or confirmation of pregnancy, I will not fly until I have obtained medical approval.

I also declare that I am sober and understand I may be required to use a disposable alcohol breath tester before flight.

**I hereby declare that I am physically fit, and that I fully understand the above criteria, G.P. to sign if participant is aged 66 or above.**

Name in CAPITALS	Date of Birth	Sex
Height	Weight	Age if 66 or above
Signature:	Date	
G.P. signature/stamp:		