



# *Participant Information Pack*

*[www.etheldares.com](http://www.etheldares.com)*

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# **PARTICIPANT INFO PACK - CONTENTS**

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*Dear Adventurous Friend,*

*It is with great pleasure that I welcome you to one of my Wing Walking experiences, and I am thrilled that you have chosen to participate in this exciting adventure.*

*Our team is highly experienced and trained to provide you with a safe and exhilarating experience. We fly beautiful vintage Boeing Stearman aircraft, which have been expertly restored, immaculately maintained and I can assure you are some of the most magnificent flying machines you will ever encounter.*

*You are about to embark on a journey that is both thrilling and unforgettable. There is nothing quite like the sensation of riding the wing of an aircraft as it soars through the sky. You will feel the wind rushing past you, the sun on your face, and the thrill of adventure in your heart.*

*As a guest of the Ethel Dares team, you will be part of a special group of people who are not afraid to challenge themselves, and experience life to the absolute fullest.*

*Thank you again for choosing to fly with us. We are excited to have you with us and can't wait to take you on a journey that you will never forget.*

*Ethel Dares*

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## Your Wing Walking Experience

If you're reading this, then you've either recently purchased, or received as a gift, one of our very daring wingwalking experience flights. Congratulations!

Before you fly, we just want to run through a few things with you to ensure you're completely ready and 'fit to fly', when you come and see us.

Please read this Participant Information Pack very carefully and well in advance of your chosen date. We hope that it will answer any questions that you may have in advance of your flight, but please do not hesitate to contact us to clarify anything that is still unclear.

At the end of this pack you will find examples of both the consent and fitness declaration forms that you will be asked to sign prior to your wing walk.

There is no need to sign the consent form in advance as we will need to fully brief you first on the day – but please feel free to take a look.

The fitness declaration is also to be signed on the day, unless you are required to attach some supporting documentation or obtain a signature prior to your flight – this will be explained in more detail below.

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## Your general fitness

To gauge what a good level of general fitness is, we suggest it's comparable to being able to climb up a small set of steps into a loft space, for instance. This is very similar to the climb you might need to make up to our top wing and back down again.

As well as your general fitness, please read on for more information regarding more specific medical fitness requirements which you will need to consider before signing your Fitness to Fly form.

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## Please double check your age and weight

Hopefully you or whoever purchased your experience voucher already spotted these requirements, but please check they apply to you on the date of your flight.

**Age:** Minimum of **18 years** (no maximum)

**Weight:** Maximum **90.7 kg** (200 lbs)

## Your height matters

If you are taller than 188 cm (6'2") or shorter than 155 cm (5'1"), it is important to contact us to discuss beforehand, as we may have to make some special arrangements to accommodate you.

As our wingwalking rig seat height is adjustable, it is possible to take taller wing walkers with some advance notice so we can make the adjustment.

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## Information on disabilities

At Ethel Dares we want to be as inclusive as possible when it comes to participating in our wing walking experiences, so we will endeavor to accommodate as many non-able bodied participants as we can.

For reasons of safety, we will consider each non-able-bodied participant on a case by case basis, to ensure that we are able to reduce any additional risks to be as low as is reasonably possible for them during their experience.

If a disability is such that, a non-able-bodied participant may not be able to exit from the wing walking rig unaided in the event of an emergency or abandonment, they will be required to sign that they accept this additional risk on their Fitness to Fly Declaration before their flight.

If you have received your wingwalking voucher and have a disability, please do contact us well in advance of your flight to discuss your case.

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## Conditions that exclude you from wingwalking

In the interest of your safety and ours, we can sadly not allow people to wing walk with us if they are experiencing or suffer from any of the following:

- **Alcohol or drug addiction**
- **Blackouts**
- **Disease of the brain or nervous system**
- **Epilepsy**
- **Fainting, giddiness or fitting**
- **Mental illness, depression, anxiety or panic attacks**
- **Recurrent dislocations or weakness of the joints or limbs**
- **Severe head injuries**
- **Pregnancy**

**IMPORTANT:** If any of the conditions above apply to you, please contact us for further advice.

## Conditions requiring additional documentation

If you are experiencing or suffering from any of the following conditions, for reasons of safety, you will not automatically be permitted to wing walk with us without first seeking qualified medical advice and providing the necessary supporting signatures or documentation:

- **Diabetes (all types)**
- **Heart disease - past or present (including stenting, by-passes, transplants, valve replacement or pacemakers)**
- **High Blood Pressure**
- **Lung Disease / Reduced Lung Capacity (Asthma)**
- **Cancer or undergoing cancer treatment**

**IMPORTANT:** If you are experiencing or suffering from any of these conditions above, to achieve flying status, you will be required to provide one of the following on or before the day of your flight in order to wingwalk:

- 1 A written and signed note from your GP, a doctor, medical specialist, or consultant appropriate to their condition. The note must include a statement to the effect the medical professional **sees**

no reason [YOUR NAME] cannot participate in a wingwalking experience despite their medical condition(s).

- 2 Alternatively, your GP, doctor, medical specialist, or consultant must sign and stamp the participant's FITNESS TO FLY form in the designated space, listing any special actions or provisions required prior to the flight (e.g. **You must check your blood sugar levels prior to flight for diabetes**). These details must be provided in full at check-in on the day of the flight, where a staff member will verify their fitness to fly.

## What if I've taken medical advice, I'm fit but I can't get a note or my Fitness to Fly form signed?

If medical advice has been sought from your GP, doctor, medical specialist or consultant and they confirmed they saw no reason why you shouldn't participate in your wingwalking experience flight, but they are unable to write you a note, or sign and/or stamp your Fitness to Fly form on your behalf, you can:

- 1 Complete the Fitness to Fly Declaration Form yourself
- 2 Attach a signed, dated note to accompany it for our files, containing the following information:
  - Details of the nature of your condition or situation.
  - A statement saying: **"I confirm I have sought medical advice from a suitably qualified professional and confirm they stated there is no reason why I cannot participate in a wingwalking experience, despite my condition or situation."**
  - Details of any caveats, such as **"subject to taking my daily medication"** or **"subject to checking my blood sugar levels prior to departure."**
  - Information on whether your condition allows you to hold a driving licence under current DVLA rules and if you are regularly driving.

**IMPORTANT:** If your GP, doctor, medical specialist or consultant, will not write you a note, or sign or stamp your Fitness to Fly form on your behalf because they feel you should not undertake your wingwalking experience, then please contact us for further advice, as you may not be fit to fly.

### Companies Right to Decline Participation

It is very important to us to be able to fly you, but only as long as it is safe to do so with any health considerations being taken into account – it's obviously in your best interest too! This is why we require you to complete your Fitness to Fly form thoroughly and take the other steps above, if it's necessary. Safety is paramount.

Once we have your additional medical information (if required), the final decision on whether you can fly will be based on a thorough review of it via a safety assessment. For this reason, it's very important to follow the guidance above carefully, providing us with what we require and having a hard copy of it ready with you on the day of your flight. If you do not have the required supporting documentation with you, we will unfortunately have to decline your participation and you could forfeit your voucher.

If your GP, doctor, specialist or consultant would like to discuss any aspects of the flight (altitude, temperature, speed and G-forces etc) with our Chief Pilot to help them ascertain any additional medical risk, then they can contact him any time on [wingwalk@etheldares.com](mailto:wingwalk@etheldares.com)

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## Safety Standards Acknowledgement and Consent (SSAC)

Now you've got a ticket to wingwalk with us, it's important to know how our operation and permissions to operate work, as it's not quite the same as your average airline flight!

Wing Walking is a regulated activity overseen in the UK by the Civil Aviation Authority. Ethel holds a Class One SSAC (Safety Standards Acknowledgement and Consent) (No#: EMA 203) for Wing Walking. SSAC is a way to explain the risks of paying for fun wing walking flights in simple terms. Companies can offer these flights without having to follow the much stricter safety rules for commercial (i.e., airline) flights, as long as they:

- a) Tell participants about the risks involved,
- b) Make sure participants agree to accept the risks, and
- c) Keep everyone else safe while the wing walk is happening.

### CAA SSAC Exemption Statement:

"These flight(s) do 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(s) so that this person is able to make a fully informed decision whether or not to accept these risks."

Ethel's SSAC operating exemption is available, if you wish to see a copy.

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### Our Pilots

Ethel's wing walking pilots are overseen and supervised by the Chief Pilot, who has over 23 years direct experience of wing walking display flying. Each pilot holds a UK professional pilot's licence & air display authorization for wing walking, in simple terms, they are specialists in this type of flying and they undergo frequent mandatory medical checks and recurrent training.

Before your flight your pilot will brief you fully and review all the manoeuvres that you will undertake. They will also reiterate the hand signals covered in your pre-flight briefing so that you both communicate simply and effectively – including the signal that you want them to land.

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### Aircraft

Ethel's aircraft is the Boeing Stearman PT-13D E75 designed in the 1930's, our actual aircraft dates from WW2. It has been specially modified for wing walking with a powerful 450hp Pratt & Whitney engine, disc brakes, bespoke wing riding rig, smoke oil system and a digital video camera system.



The aircraft has been issued with a UK Certificate of Airworthiness and undergoes mandatory maintenance & periodic inspections by specifically licensed engineering organisations.

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## **Wing Riding Rig / Harness**

To ensure your safety you will be fastened into a wing riding rig on the top wing using a 5-point safety harness, approved and inspected by the Civil Aviation Authority. The harness is equipped with a locking pin that secures it in place and prevents accidental opening, providing you with an additional layer of protection.

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## **Clothing, Flying Suits, Goggles & Spectacles**

When you turn up for you wing walk with us, it's important to dress appropriately for the occasion.

For your comfort and protection please wear tight-fitting clothing – anything loose or baggy will tend to flap in the slipstream and be distracting and uncomfortable. The wind chill factor can be quite high even on a hot day and it is important that you stay warm. We suggest you bring several thin warm layers with a hoodless jacket with you, so layers can be removed or added too if needed at the time of your flight.

Although, not essential, we encourage you to use an Ethel Dares provided flying suit for use during your flight over your clothes. If you wish to wear a tee-shirt (perhaps with a charity logo) over the top that will not be a problem. Use of our suits is subject to availability, so please plan assuming they may not be available.

On occasion, it may be possible to dress up as your favourite Marvel character in the name of a good cause - it's a very common request that we do try our best to make happen!

If you are planning to wear novelty or costume, it's important that you notify us in advance so we can give you some advice. Ultimately your pilot will need to inspect your outfit before the flight to ensure its integrity and aerodynamic properties are acceptable taking into account various safety criteria. Please bring appropriate normal clothing also, as a backup, just in case!

As you need to first climb up to the wing, and then be stable once you're in position, it's important to wear appropriate shoes. Soft, flat sole 'trainer' style footwear is ideal – no heels or flip flops please. Barefoot wing riding is not allowed for safety reasons. Shoelaces should be double knotted to help prevent them coming undone on the airflow.

When you fly, it's important you do not have any loose articles on your person or in your pockets as this could pose a risk to you, your pilot and people on the ground. This includes items such as mobile phones, cameras, selfie sticks, loose change, pens and headwear. All clothing pockets must be emptied and secured before departure, with assistance from ground crew.

Loose jewellery must also be removed before flight for the same reason. Secure wedding bands and stud-type earrings are acceptable although we sadly cannot replace any items that are damaged or lost.

For those with long hair, we recommend tying it back or plaiting it securely, as loose hair can spoil your view and result in horrendous knots! Ethel Dares doesn't want anyone having a bad hair day for their photos.

Thin gloves may be worn if desired, so do please bring them with you on the day. Thin close-fitting leather gloves are best. Mittens are not allowed for safety reasons, in the case of an emergency evacuation being required.

Prior to your embarkation Ethel Dares crew will provide you with a pair of safety goggles which will be fitted and adjusted for comfort. We also have deeper safety goggles available to

accommodate spectacles being worn underneath if required.

Wearing contact lenses is permitted during your flight. However, due to vented safety goggles, some eye watering may occur at higher speeds causing the loss of a lens, so we recommend bringing along spare contact lenses if possible or spectacles just in case.

Wearing earplugs is recommended due to constant ambient wind noise. Ethel Dares provides disposable foam earplugs to help reduce noise, though they will not eliminate it completely. These will be made available to you prior to flight.

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### **Cameras / Video**

The aircraft is fitted with an onboard digital multi-camera video system. The video content is an optional extra available for purchase.

In flight videos will be available the same day as your flight - no need to wait.

Hand-held, head mounted, or other personal cameras are not permitted – this is for your own safety as well as the aircraft, pilot and those on the ground.

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### **Ethel Vision**

Unique to Ethel the onboard cameras can livestream the action back to Ethel's Customer Lounge allowing friends, family and supporters to share the experience.

*(Dependent on Location).*

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### **Guests / Spectators / Children / Dogs**

Wing walking is a very special experience, and you are welcome to bring guests to spectate and support you. We recommend members of your party arrive at the same time as you as we are unable to delay for spectators to arrive.

Although we do not have a standard limit on the number of guests you being to support you on the day, we do ask that you please notify us if this is expected to surpass 10 persons. This will enable us to make some provisions on our side, such as ground crew numbers etc.

Guests must remain landside (not on the active airfield) in the confines of the café/viewing areas provided. Our crew will point out these areas upon your arrival at each venue.

Children must be under supervision by an adult at all times and dogs must be on a lead at all times if brought, however if possible it would be preferred if dogs

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### **Flight Certificates**

As a memento of your wing walk Ethel will award you a Flight Certificate that will be ready shortly after landing. Please let us know if there is a particular spelling of your name that you would like used on your certificate.

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## Weather

Suitable weather is an important factor for a safe flight. We will contact you as far in advance as possible if we need to reschedule due to the weather; but no later than **the day before the flight between 3pm – 5pm.**

The pilot will also assess the weather conditions before each individual flight and reserves the right to postpone any flight if the weather is deemed unsuitable.

If you are booking accommodation in the area, consider that the wing walk could be postponed. Therefore, we would advise you to choose somewhere with a flexible cancellation policy.

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## Risk Introduction

As with all flying activities and other similar high adrenaline experiences, there is an element of risk involved when wing walking on an aeroplane. Anybody wishing to participate in a wing walking experience should understand these risks and how they have been assessed and mitigated by Ethel Dares team members. Wing Walking has its roots in the barnstorming of the 1920's and 30's, an era where today's safety culture simply didn't exist.

Most flying activities in the UK are regulated by the Civil Aviation Authority (CAA). In order to gain our approval to offer wing walking experiences, the CAA have mandated that we outline the main risks associated with this activity and that Ethel is responsible for assessing the risks of this activity, so that you are able to make a more informed decision to participate. This document lists those particular risks, but is not exhaustive.

A more comprehensive list, known as a Hazard Log can be made available on request, on the day of the flight should the wing walking participant wish to see it.

Ethel's pilots and ground staff are trained to deal with the risks associated with your flight and thus maximize your enjoyment of the experience. It is therefore required that you listen to and obey their instructions.

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## Statement of Comparative Statistics

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.

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*The main elements that make wing walking riskier than flying in a commercial airliner are:*

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The Boeing Stearman biplane is a single engine, propeller driven aircraft. If the engine fails, a glide to a forced landing will ensue.

The Boeing Stearman bi-plane has a vintage tail-wheel undercarriage configuration. This makes it more susceptible to tipping over its nose onto its top wing during taxiing, take-off or landing, unlike more modern tricycle configured aircraft with a nose wheel at the front.

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*Being on the top wing, the wing walker is denied the protection that is inherently available from the upper wing section when occupying one of the cockpit seats. This has two implications:*

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There is more risk and difficulty associated with mounting and dismounting the aircraft. This applies particularly in the event that an emergency dismount is required.

In the event of a forced landing the aircraft may tip over into its nose, and ultimately onto its back which could result in serious or fatal injuries to the participant wing walker.

## Specific Risks & Risk Mitigations

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### Midair Collision

**As it does on a motorway between vehicles, the risk of collision with another aircraft in the air does exist.**

Ultimately the pilot maintains separation from other aircraft by maintaining a constant and vigilant lookout. They are assisted with maintaining situational awareness through two-way radio communications with the ground via air traffic control services and by monitoring the calls of other aircraft in the local flying area.

Furthermore, our aircraft is equipped with a Transponder - a device which helps ensure electronic conspicuity with other airspace users and any air traffic control units directing them.

Participant wing walking flights will only take place during daylight hours when weather conditions are suitable, with good in-flight visibility and keeping well clear of any cloud.

Despite these measures a very slight risk of midair collision always exists. The likelihood of serious injury or even death to the pilot and participant wing walker would be considerable in this event.

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### Engine Failure during Flight

**Although highly unlikely, there is always a slight risk an aircraft engine could fail during flight.**

All aircraft operating on the British register, including ours are maintained to a very high standard as is required by the Civil Aviation Authority. Rigorous engineering checks are carried out at regular intervals, normally no later than when the aircraft has accumulated 50 flying hours between checks. They also undergo a major annual inspection during the off season when an even more in-depth annual check of all of the aircraft components including the engine is carried out.

We take exceptional care of our engines and they are carefully operated as per the manufacturers guidelines, and constantly monitored by our experienced pilots between maintenance checks. If any engine parameter is exceeded or not met, or if our pilot suspects there may be a defect of any kind, then the aircraft will be immediately grounded until further investigations are made by an engineer from our approved maintenance provider.

Fuel and oil entering engine are carefully monitored with only approved products being used. Their quantities and levels are also closely monitored.

All participant wing walking flights are carried out overhead or in very close vicinity to the airport, such that, if the engine fails, it is likely the pilot will be able to glide back and land on the airport runway.

During a glide, the pilot can still control the aircraft in the descent towards a suitable landing area - this event is always considered, trained for and annually rehearsed by our pilots.

There is a risk that the aircraft may not make it safely back onto the runway however, landing short overshooting onto rough ground causing the aircraft to tip over onto it's back, which could result in serious or fatal injuries to the participant wing walker.

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## Engine Fire on the Ground

**A risk of engine fire during engine start exists for all piston engine aircraft. This risk is slightly higher for vintage types with radial engines such as the Boeing Stearman.**

In some radial engine aircraft such as ours, there is a small possibility of a fire developing in the induction system, if flooded as the engine is started. In most cases, the air circulated by the motion of the propeller extinguishes any small flames that are present, and the fire is quickly put out.

Although highly unlikely, should an engine fire occur during start-up that cannot be extinguished, there is a risk that fire could spread from the engine area and ignite other parts of the aircraft, which could also result in serious or fatal injuries to the participant wing walker.

In the rare event of a sustained fire, the crew will immediately instruct the participant wing walker to climb down off the top wing and move away from the aircraft as quickly as possible, using gestures and verbal instructions. The participant will be fully briefed on these drills during their pre-flight briefing and reminded again once they are in position on the wing.

In such an event, the pilot and ground crew will assist the participant to evacuate the aircraft if able, as will airport rescue and fire services once they reach the scene. Ultimately participants must be prepared to evacuate themselves, should assistance not be possible in severe circumstances.

A fire extinguisher will be present during an engine start and will be placed immediately adjacent to the aircraft on the upwind side. All crews are familiar with it's use and will act to extinguish an engine fire should the need arise. They are also trained to notify the pilot of the fire via an emergency hand signal which will help the pilot to act accordingly at the controls.

Participant wing walking experiences are only carried out when the airport rescue and fire services at any location are available and hence able to respond in any such circumstance.

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## Engine Fire in the Air

**Although highly unlikely, there is always a slight risk that an aircraft engine could catch fire during flight.**

All aircraft in the UK including ours, are maintained to a very high standard as is required by the Civil Aviation Authority. Rigorous engineering checks are carried out at regular intervals, normally no later than when the aircraft has accumulated 50 hours of flying time between checks. They also undergo a major annual inspection in the off-season, where an even more in-depth check of all the aircraft components including the engine is carried out.

We take exceptional care of our engines, they are carefully operated as per the

manufacturers guidelines and are constantly monitored by our experienced pilots between maintenance checks. If any engine parameter is exceeded or not met, or if our pilot suspects there may be a defect of any kind, then the aircraft will be immediately grounded until further investigations are made by an engineer from our CAA approved maintenance provider.

In the event of an engine fire during the flight, the pilot will immediately shut the engine down in accordance with emergency procedures, to promote the likelihood of extinguishing it quickly. It may be necessary to dive the aircraft to help achieve the same end, which accelerates the descent towards the ground.

All participant wing walking flights are carried out overhead or in the very close vicinity of the airport such that, if an engine fire occurs, they are more likely able to successfully glide the aircraft in to land safely back on the runway, with evacuation of the aircraft aided by the airport emergency services and company staff.

During a glide, the pilot can still control the aircraft in the descent toward a suitable landing area - this event is always considered, trained for and annually rehearsed by our pilots.

There is a risk that the aircraft may not make it safely back onto the runway however, landing short overshooting onto rough ground causing the aircraft to tip over onto its back, which could result in serious or fatal injuries to the participant wing walker.

There is a further risk that fire could spread from the engine area and ignite other parts of the aircraft even in the event of a safe landing, which could also result in serious or fatal injuries to the participant wing walker.

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## **Pilot Incapacitation**

**Although highly unlikely, there is always a risk that your pilot may become incapacitated, causing a loss of control of the aircraft.**

All pilots undertake mandatory regular CAA aviation medical examinations and adhere to flight time limitations rules to ensure appropriate rest between flying is given to prevent fatigue.

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## **Aircraft Overturning on the Ground / Ground Looping**

**Due to the vintage tailwheel undercarriage configuration of our aircraft, there is a risk that the aircraft could overturn or ground loop on the ground before take-off or on landing.**

Because our aircraft do not have a nose wheel landing gear, like most modern aircraft such as the ones you travel abroad on, it is possible that events such as the following, could lead to a situation where it *overturns* onto its nose and over onto its back: pilot braking heavily, unseen obstacles on taxiways or runways, rough terrain or long grass, or a strong wind gust from behind the aircraft.

Should one of these situations cause the aircraft to tip onto its back, the participant is likely to suffer serious or fatal injuries, as they are in the highest and most exposed point.

A *ground loop* is a condition unique to vintage aircraft types such as ours, due to the landing

gear configuration and ultimately the fact that the main aircraft weight distribution is located behind the position of the main wheels in order to keep the tail down when on the ground.

A *ground loop* can be docile at slow speed and may simply turn the aircraft around to face the opposite direction, chasing its own tail. The participant is unlikely to be unharmed in this case. At higher speed such as on the take-off or landing roll however, it could lead to the aircraft overturning onto its back in extreme cases, where the participant is likely to suffer serious or fatal injuries, as they are the highest and most exposed point on the aircraft.

To reduce the risk to a minimum of either of these events taking place, we operate our experiences in the following way:

Our pilots are professionally trained, professionally licensed and are highly experienced specialists in flying vintage aircraft types such as our Boeing Stearman. They are also required to achieve and maintain a strict level of currency specifically on our aircraft type, before they can fly a participant wing walker on their wings, which is carefully overseen by our Chief Pilot. They complete an annual check-ride with the Chief Pilot, to ensure standards are maintained at the highest level.

Ground taxiing speeds with a participant wing walker on board are kept to a brisk walking pace at the most, in case any unexpected braking is required – this means the heavy tailplane is very unlikely to lift allowing the aircraft to tip onto its nose or back.

Participant wing walking experience flights will only take place when wind conditions are suitable to do so safely. Company Operation Manuals specify wind limitations which must be adhered to by all company pilots.

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## Collision on the Ground

**As it does on a motorway between vehicles, the risk of collision with another aircraft on the ground does exist.**

The aircraft is zig zagged from side to side when taxiing, to increase the chances of seeing other aircraft, unexpected items or rough areas on the taxiway, which could otherwise be hidden from the pilot's view.

Where operation from a grass or unfamiliar surface is necessary, the pilot will perform a daily visual inspection, to satisfy themselves that the surface is in a suitable and safe condition with no standing water, mud or obstructions present which could constitute a hazard.

Ethel usually operates from licensed aerodromes with the benefit of air traffic control oversight, however operations are permitted at unlicensed airfields, subject to equivalent fire cover being provided with additional mitigations in place with downgraded air traffic control service.

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## Loss of Control in the Air

**As in all activities involving a person controlling an aircraft, vehicle or boat, a risk does exist of them losing control.**

Our pilots hold the necessary license & ratings required to fly our type of aircraft. They have undergone a thorough and rigorous professional training syllabus to gain these, which includes awareness and practice of many emergency and loss of control scenarios. Their aircraft ratings are required to be revalidated every 2 years which includes a flight with a qualified flying instructor to ensure standards are upheld.

To conduct wing walking experiences, they are required to hold an airshow Display Authorisation, which must include a Stand on Wing endorsement. These are specialist qualifications, which allow a pilot to fly with a participant seated on the top wing at low level and during an airshow. This qualification is recognized in the industry as a pilot attaining a higher level of skill, which has a more frequent renewal cycle of 13 months – a bit like an advanced driving course.

In addition, we require that all pilots flying for us have a high level of experience on the same or similar types of aircraft as ours and this is non-negotiable. Once signed up, our pilots undergo in-depth checking with initial and annual recurrent testing as a matter of course before they can fly participants, which is overseen by our Chief Pilot.

As poor weather conditions can potentially increase the loss of control risk, we will only fly in good conditions of visibility, wind strength and cloud base. These limitations are laid out in our Operations Manual, which must be adhered to by all pilots.

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## Insurance

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All flights operated by the Company are insured in accordance with the latest mandatory insurance obligations as set out in UK Air Navigation Order legislation. In addition to the aircraft and flight insurance, the Company also has in place a premises insurance, covering you during your time on the ground with us at our facility. Company insurance details can be made available to participants on request.

**Additional Insurance Cover:** If Ethel's insurance cover does not meet your requirements, then further insurance cover should be obtained by you PRIOR to flight.

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## Refund Policy

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If you are now having doubts about wing walking then speak to a pilot or crew member about your fears and please know that you can change your mind at any time and your ticket fee will be refunded.

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## Participants Briefing

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Prior to your wing walk you will be briefed with the use of video and/or verbal instructions, by the Pilot or the Pilot's Assistant. At each time of the briefing, adequate time will be available to enable you to ask any questions and to discuss elements of the flight in detail.

Your *Fitness to Fly Declaration* (at the back of this pack) should be reviewed, ideally pre-printed, completed and brought with you on the day of your flight and if medically required consent gained from your GP.

On completion of your briefing, you will be discretely weighed to confirm your fitness declaration weight and asked to sign your *Acknowledgment Consent* form (at the back of this pack). On completion of your *Briefing Checklist* form (at the back of this pack) you will be issued a "READY TO WINGWALK" wristband, this shows the pilot you have completed all training prior to boarding the aircraft.

All wing riders are, up until engine start eligible for a full refund (less £30 booking fee) if they decide not to continue with their wing walk experience.

Wing riders must not be under the influence of drink or drugs and the Company will refuse to allow anybody to undertake a wing walking experience if suspected of being under the influence.

The Company may require wing riders to use a single use disposable breath tester.

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## Boarding and Disembarking Procedures

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Your pilot will ensure that the aircraft is on level ground and chocked, all switches will be off, making the aircraft sterile, safe ready for boarding.

Boarding will be made with use of the Ethel Step-up Platform, the Pilot's Assistant will instruct you how to board the aircraft prior to climbing up onto the wing from the rear behind the lower wing.

You will be asked to step up onto the lower wing walkway, marked with black grip tape. Care must be taken not to stand on the fabric of the wing next to the walkway.

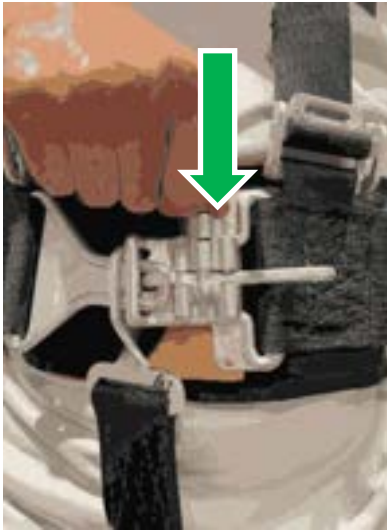
Then by holding the handles on the upper wing (at about head height) you can step up onto the Ethel Step-Up platform which bridges across the front cockpit sides.

By using one hand, pull yourself up onto the top wing with one knee, as you stand up on top of the Ethel Step-Up platform, holding onto the base of the wing walk rig.

You will then be in a position to hold onto the front of the rig and move forwards into position in front of the rig by holding onto the rig support cables.

Once in position on top of the wing, the Pilot's Assistant will guide you and be ready to strap you into position using the five-point harness. It is important to check that the safety lock pin is in

the Down and Locked position:



Climbing to and from the rig in-flight is prohibited.

The pilot may make a visual inspection of the harness to confirm security, or if unable, ask the Pilot's Assistant to confirm that the harness buckle lever is also fully locked and that the secondary 'safety pin' is "**in and locked**" shouted to the pilot.

You will be reminded by the Pilot's Assistant that in the case of an engine fire or other emergency on start-up, if you hear the command "**Get Down - Get Down - Get Down**" and gesturing downwards, you should undo the harness by firstly twisting and lifting the safety pin fully up and then undoing the harness buckle lever to release all 5 harness straps. Then climb down **the same way** you embarked, or if the airstair is subsequently in position use this. A member of Ethel staff will assist as soon as possible.

The Pilot's Assistant will remind you **NEVER** to attempt to undo the harness in-flight.

The Pilot's Assistant will remind you **NOT** to undo the harness once the aircraft is on the ground, this will be done by the Pilot's Assistant once the aircraft is stationary and back at the Ethel departure ramp.

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## Hand Signals for Use In-Flight

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You can communicate with the pilot by using the following signals:

**Thumbs Up** All is well, the wing rider is happy to continue.

**Thumbs Down** and Held in position indicates termination of the flight as soon as is safety possible.



The pilot will ensure you are made aware of these signals and rehearsed prior to flight.

The pilot can get your attention during the flight by rocking the aircraft's wings to ask you if you are ok, you will respond by using the thumbs up hand signal. No response from you will be taken as a thumbs down

and the pilot will terminate the flight as soon as is safely possible.



Having completed the standard pre-flight checks, the pilot should call you to confirm you are happy to commence the wing walk, the answer being, **THUMBS UP** for approval.

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## Unstrapping and Climbing Down

- After parking the aircraft and closing down, the Pilot will ensure that all switches are turned off.
- The Pilot will ensure that the aircraft is on level ground and chocked.
- The Pilot or Pilot's Assistant will then instruct you.

The Pilot's Assistant will lift the locking pin and release the harness and instruct you to stand up from the rig to disembark using the *Ethel Air Stairs* the same way you embarked.

- After sitting down on the rear of the fuel tank and holding onto the base of the rig, place your right foot on top of the top of the Ethel Step-Up platform.
- Then you should rotate in order to step down and stand on to the platform holding onto the top wing trailing edge hand holds.
- Now you can step down onto the black walkway on the bottom wing and lower yourself onto the ground.

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## Actions to be Taken in the Event of an Accident or Emergency

If the aircraft comes to rest away from ground crew / aerodrome and the pilot is incapacitated, then unstrap yourself and climb down carefully, walk away from the aircraft in case of fire and await ground crew / fire crew arrival. It is important to stay clear of the propeller at all times and move to the REAR of the aircraft.

All other accidents or emergencies will be controlled by the Pilot and / or ground crew so follow their instructions.

**Note: Accidents are often caused by minor incidents being handled in the wrong way, i.e., smoke and even flame seen coming from the exhaust during start up could lead to an unnecessary accident if say an untrained person runs into the prop whilst trying to help!**

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## What If You Want to Stop the Flight

At any point, your wing walking experience can be terminated by using the thumbs down hand signal, and the pilot will terminate the flight as soon as is safely possible.



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## Sensations During your Experience

As you are in effect on your own once the engine starts it is important to highlight the various movements and sensations so you know what to expect, especially the way the aircraft manoeuvres:

- *Engine start*, there will be noise, and smoke from the exhaust.
- *Taxiing*, the pilot will weave to see ahead, the aircraft will rock from side to side as it moves over undulating ground.
- *Power checks*, the engine will be run at high power and there will be a change in sound as propeller and engine is checked.
- *Take-off*, look ahead towards the horizon, you will feel increased air pressure (wind), noise, maybe light turbulence due to wind over trees (like ripples/small waves in water over rocks).
- *Maneuvering in flight*, the aircraft turns like a bike (leans to turn), there will be a change of attitude whilst climbing and descending, moving your arms and head during flight carefully to prevent the slight risk of straining muscles in the airflow.
- *Landing*, there will be a reduction of engine noise, ground rush (look ahead towards the horizon), possibility of a go-round if the aircraft needs to re-position for a second landing.
- *Post flight*, Adrenalin may be high, do not walk/run off as there are many hazards' airside, remain with the Pilot's Assistant who will escort you back to the Ethel Lounge / Viewing Area.
- *Photos*, there will be ample opportunity to take photos AFTER flight.

# ACKNOWLEDGEMENT & CONSENT

## ACKNOWLEDGEMENT & CONSENT

Name of Participant **Wing Walker**:

### Acknowledgement, Consent & Declaration

Wing walking is a adventurous activity and participation in such an activity necessarily involves a risk of injury or death, regardless of the standard of training, supervision and equipment involved.

**I voluntarily accept all of the risks inherent in this activity.**

**Signature:**

**Date:**

*Please initial each box*

I confirm that I have understood all of the risks presented to me that are involved in the wing walking experience that I am about to undertake and confirm that these risks have been clearly explained to me.

I confirm that I have read and understood the above statement and voluntarily accept all the known risks inherent in my wing walk experience today.

I voluntarily accept that I inherently understand the risks and confirm that I am medically fit to participate in the wing walk experience.

I confirm that I have had the opportunity to ask questions after my briefing and at all other times and understand **I have the right to decide not to fly.**

*Non able-bodied persons please initial each box*

I understand the additional risks associated with my disability may present greater risk to me in addition to those of a standard flight. In particular the increased risk of embarking/disembarking the aircraft and my ability to escape the aircraft without outside assistance being readily available, (in the event of a fire, ditching, emergency landing) presents a greater risk to me.

**ETHEL DARES: AD-HOC RISK ASSESSMENT** – Has the Pilot in Command discussed any additional risks associated with the carriage of this non-able-bodied person and is happy to continue with the flight (ALARP).

**Pilot in Command to initial box:**

# ACKNOWLEDGEMENT & CONSENT

## Next of Kin

In the event of an incident during my wing walking flight, I authorise you to contact my next of kin whose details are shown below:

**Name:**

**Relationship:**

**Address:**

**Contact Telephone:**

## FITNESS TO FLY DECLARATION

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### Part 1: Participant Details

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Name of Participant Wing Walker:

Date of Flight:

Location of Flight:

Date of Birth:

Weight (kg) :

(Max 90.7kg /14 stone)

Age:

Height (cm)\* :

Sex (M /F):

\*(if your height >6'2" or <5'1', please notify us in advance)

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### Part 2: Physical Disabilities

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Do you have any physical disabilities? YES / NO

If you have answered yes please give us some brief details below:

Ethel Dares Official Flight Acceptance:

Signed:

Position:

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### Part 3: Declaration(s)

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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:

- Alcohol or drug addiction
- Blackouts
- Disease of the brain or nervous system
- Epilepsy
- Fainting, giddiness or fitting
- Mental illness, depression, anxiety or panic attacks
- Recurrent dislocations or weaknesses of the joints or limbs
- Severe head injuries
- Pregnancy

*\*Note: If you have any doubt regarding any medical concerns or your current or historical medical status, please seek clarification from your qualified medical practitioner.*

Signed:

# FITNESS TO FLY DECLARATION

I hereby declare that I am not to the best of my knowledge, currently pregnant:

**Signed:**

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

**Signed:**

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

- Diabetes (all types)
- Heart Disease past or present (including stenting, by-passes, transplants, valve replacement or pacemakers)
- Lung Disease / reduced lung capacity
- High Blood Pressure

**Signed:**

**OR** if you do suffer from any of the above conditions please specify by ticking the relevant box below.

*Please tick any that are applicable:*

- Diabetes (all types)
- Heart Disease past or present (including stenting, by-passes, transplants, valve replacement or pacemakers)
- Lung Disease / reduced lung capacity
- High Blood Pressure

**If you do suffer from any of the above conditions you will need to provide a written and signed note/e-note from your GP, a doctor, medical specialist or consultant appropriate to the condition(s).**

# FITNESS TO FLY DECLARATION

Alternatively, please instruct your GP, a doctor, medical specialist or consultant to complete the following endorsement for you:

I, [Name: ] confirm that the participant mentioned above has sought my advice on their fitness to wingwalk taking into consideration the details of their medical condition listed above and I confirm that I can see no reason why they should not be permitted to fly based on the information I have at hand.

Signed:

Date:

Print Name:

Position:

Medical Note Received / Ethel Dares Flight Approved:

Signed:

Position:

# PARTICIPANT BRIEFING CHECKLIST

## PARTICIPANT BRIEFING CHECKLIST

This checklist is used to record that each participant has completed all essential briefing elements prior to flight. On completion of all training the Participant will be given an Ethel Ready for Flight wrist band (sample below) to indicate to the Pilot in Command that they have completed all training.

<b>Name</b>	
<b>Age</b> (minimum 18 years old)	

				Completed (ü)
<b>Weight</b> (max 200lbs / 90.7kg)		<b>Height</b> (between 5'1" - 6'2")		
<b>Safety Briefing</b> (delivered by Video / Safety Cards)				
<b>Review of Risks to Participant</b> (extract from PIP)				
<b>Fitness Declaration Form – Signed</b> (extract from PIP)				
<b>Acknowledgement, Consent &amp; Declaration Form – Signed</b> (extract from PIP)				
<b>Reminder of Refund Policy &amp; Feedback</b> (extract from PIP)				
<b>When all items completed ü issue 'READY TO WINGWALK' wristband</b>				<b>Wristband Serial Number:</b>  Ethel Dares Staff Signature or Stamp

