LILHAM AVIATION LIMITED

ORGANISATIONAL CONTROL MANUAL

ISSUE 1

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INCORPORATION OF AMENDMENTS

The master copy of this Document will be kept electronically. No amendment shall take place to this OCM without the approval of Lilham Aviation Limited and the CAA. Amendments will initially be promulgated by the use of OCM Notices, which will be held in an electronic folder. These OCM Notices will be incorporated into this OCM Document at the next Issue. Reissues will be made to the CAA using form SRG1872 sent to ga@caa.co.uk

Changes between reissues will be annotated in the Amendment Record below and identified by blue text.

Issue No	Date	Main details of change
1	1/12/2025	First issue

PILOTS' SIGNATURE SHEET

Pilots are to sign as having read and understood the operations, procedures and restrictions contained within this OCM. For remote pilots, an e-mail confirming that they have read, understood and will comply with the contents of this Operational Control Manual will be acceptable.

By signing this OCM pilots agree to abide by its content and fully understand that they take sole responsibility for any operations outside of this OCM. This is to be done once per calendar year.

Date	Name	Signature

1 INTRODUCTION

1.1 Operating Policy

This Organisational Control Manual (OCM) has been prepared by Lilham Aviation Ltd and is wholly owned by them. Before operating any OCM aircraft PICs must make themselves familiar with this OCM. This document does NOT override the aircraft's Permit to Fly, Flight Manual or any other legal restrictions imposed upon the aircraft.

1.2 Aircraft Operating Under This OCM

Supermarine Spitfire Mk.IX G-BRRA.

1.3 Aircraft Owner

The aircraft is owned by Lilham Aviation Ltd.

1.4 Maintenance Organisation

The aircraft is maintained by The Spitfire Company (Biggin Hill) Ltd.

1.5 Objective of the OCM

The objective of the OCM is to provide terms of reference and an operating manual for aircrew to allow for the safe, reliable and efficient operation of the aircraft, and to ensure that current legislation, and CAPs 403, 553, 554, 632 and 1724 are complied with.

Due to the nature of the operations and flying undertaken, a considerable amount of responsibility will be delegated to each individual involved.

1.6 CAP632 Audit

The Chief Pilot will be the representative for the periodic CAP632 audits.

1.7 Permit to Fly

Pilots' attention is drawn to the UK CAA Permit-to-fly conditions, which require that "aircraft shall not be flown over **any assembly of persons** or over **any congested area of a city, town or settlement**". Company pilots must make themselves familiar with all the limitations contained within each aircraft's Permit-to-Fly documentation. Moreover, the limitations within the aircraft's Permit-to-Fly documentation override all other written limitations and are not to be exceeded except for flight safety reasons. If any limitations are exceeded a written report must be submitted to the Chief Pilot as soon as possible.

2 KEY PERSONNEL

2.1 Operational Organisation

The Accountable Manager (AM) has the ultimate say on the operation of aircraft under this OCM. The Chief Pilot, (CP) Chief Instructor (CI) and Continuing Airworthiness Coordinator (CAC) all report to AM and will provide support as required. Any other pilots report to CP, and any staff engineers report to CAC.

2.2 Post Holders

Accountable Manager:	Matthew De Morgan
Chief Pilot:	Jim Schofield
Chief Instructor:	James Hepnar
Continuing Airworthiness Coordinator:	Wade Hammond

- Accountable Manager (AM): Matthew De Morgan, owner, daily operator and main pilot of Spitfire G-BRRA since Sep 2024. 650 hours taildragger of which 80 Spitfire as at 5/10/2025.
    - Responsibilities: Oversight of the aircraft operation, compliance with OCM, compliance with all relevant CAA requirements, airworthiness of aircraft using The Spitfire Company at Biggin Hill as the maintenance provider. Accountable for the operation of the aircraft in compliance with this OCM, meeting of pilot currency and training standards, ensuring the aircraft operation is sufficiently well funded to comply with all maintenance and pilot training/currency.
- Chief Pilot (CP): Jim Schofield, ATPL/CRI/Cat 1 Test Pilot/DAE/AFDD. 5500 hours in 120 types, 1800 hours taildragger of which 770 Spitfire. Ex Harrier/F-35 test pilot, ETPS chief instructor, BA A320 pilot, Spitfires.com chief pilot, Rolls-Royce chief test pilot, Team Yakovlevs pilot, Shuttleworth Collection pilot.
    - Responsibilities: ensure safe operation of the aircraft in accordance with this OCM, correspondence with CAA including application for aircraft/display permissions/exemptions, carry out DA evaluations as required, company representative for CAP632 audit.
- Chief Instructor (CI): James Hepnar, ATPL/QFI/DA. 9400 hours in 60 types. 1250 hours taildragger of which 170 Spitfire. Jet2 B737 Captain, Shuttleworth Collection pilot.
    - Responsibilities: supervise pilot qualifications, training and currency.
- Continuing Airworthiness Coordinator (CAC): Wade Hammond. Licenced engineer, CAA and EASA Part 66 AML, FAA A&P and PPL.
    - Responsibilities: -
        - In conjunction with CAMO: arrange scheduled maintenance, seek deferral of defects as appropriate, arrange rectification of non-deferred defects, or carry out such rectification if appropriate approvals held, send copies of Tech Log daily sheets, carry out Daily Inspections as appropriate, arrange pilot Daily Inspection training, ensure Continuing Airworthiness Arrangement remains current, monitor fleet for adverse trends, e.g. increasing oil usage, and diagnose appropriately.
        - For AM: ensure aircraft insurance policies are valid for activity being undertaken, manage hangar temperature/humidity, maintain fire equipment, ensure relevant personnel receive fire training, maintain an adequate supply of

consumables and parts, fuel bowser maintenance/inspection/resupply, ensure tidiness of the facility.
- For CP: communicate any compliance/continued airworthiness issues to pilots, carry out preparation as required for CAP632 audit, arrange pilot equipment servicing.
- For CI: ensure aircraft documentation in order and appropriately filed.

2.3 Continuing Airworthiness Management Organisation (CAMO)

The Spitfire Company (Biggin Hill) Ltd has been contracted to provide support for the Continuing Airworthiness (A8-25) of the aircraft that will fly under this OCM.

The CAMO is responsible for fulfilling the obligations of the Continuing Airworthiness Arrangement with Lilham Aviation Limited. They will inform the AM and CAC of any compliance/continued airworthiness issues arising with the aircraft.

2.4 Responsibilities of Pilots in Command

PICs are responsible for:

- Legal responsibility per UK ANO for aircraft operated under this OCM.
- Checking the aircraft is insured, serviceable with defects rectified or deferred, and the daily check has been carried out before accepting it in the Tech Log.
- Ensuring licence, ratings and medical held are appropriate and current.
- Ensuring they are current and authorised for the flight to be undertaken.
- Ensuring recurrent and periodic training requirements have been carried out.
- Pre-flight planning including NOTAMs, weather, route, diversions, airfields, takeoff and landing performance, weight and balance, fuel load vs requirements, display site.
- Briefing the flight appropriately. Face-to-face or telephone briefing with formation members, airfields, diversions, FDD as required.
- Post-flight Tech Log entry, Defect logging, and communication of Minor Defects.
- Post-flight reporting including MORs, airprox, near-misses.
- Debriefing appropriately.

3 OPERATIONS

Pilots will be approved to fly under this OCM by AM in agreement with CP.

OCM requirements may, in extremis, be amended or waived by CP. Waivers must be documented in the pilot's training records.

3.1 Pilot Qualifications

3.1.1 Experienced Pilots

To be classed as an 'Experienced Pilot' the following criteria must be met. However, in all cases a recommendation must be made by CP and the individual's Records must be annotated to reflect this status. CP may vary these limits on a case-by-case basis if the circumstances warrant it.

a 700 hours total;
b 500 hours PIC fixed-wing;
c 250 hours taildragger;
d 20 hours PIC on type (or similar).

3.1.2 Inexperienced Pilots

Inexperienced Pilots do not meet the 'Experienced Pilots' requirements above. They will require continued supervision, including each individual flight or series of flights being authorised by CP/CI.

3.1.3 Display Pilots

To be eligible to be a Company display pilot, pilots must be so approved by AM/CP and must have Experienced status. A recommendation from CP is required before progressing to a display work-up. CP/CI will design the work-up syllabus, according to the background and experience level of the individual. A check-ride by CP/CI will normally be required before the individual is put forward to a CAA DAE for the awarding of a Display Authorisation (DA) for UK displays. An existing DA on a similar type with another OCM holder/organisation may be deemed by CP as suitably qualified to fulfil the above requirements.

3.1.4 Authorisation

Only Experienced pilots may self-authorise flights. Inexperienced pilots must be authorised by CP/CI[1] on a flight-by-flight basis.

3.1.5 Aerobatics

Pilots must be specifically authorised by CP/CI before solo aerobatics can be practised; this authorisation will be retained in their records. The minimum height above ground level (agl) will be stipulated, which will normally be 1500 feet agl for non-DA holders, 'i.a.w. DA' for current DA holders, and per DAE's stipulation for pilots undergoing DA workup.

3.1.6 Formation

Pilots must be specifically authorised by CP/CI before solo formation can be practised; this authorisation will be retained in their records.

1 This may be delegated to another Experienced pilot.

3.2 Licence Requirements & Training Restrictions

3.2.1 General

All pilots are to be licensed in accordance with the current legislation in force as applicable to the aircraft type to be flown, to include SEP rating, aerobatic rating, and differences training. They must also hold an appropriate, current medical and DA, if applicable. These documents will be checked on each check ride but it is up to individual pilots to ensure that their licence, medical and DA are in date before they fly under this OCM.

3.2.2 Conversion Training

Pilots not qualified on type or similar, must undertake a training programme that will include training in a suitable two-seat aircraft. A standard acceptable to CP/CI must be reached. Pilot final handling test reports will be retained on file.

3.2.3 Further Training

Further training will be provided as authorised by AM/CP, and training reports will be retained on file.

3.2.4 Changes in Licence Details

OCM pilots must advise CP of any changes to their licence and/or medical.

3.3 Pilot Currency

To maintain currency, Experienced OCM pilots must fly a Spitfire (or similar) every 90 days. For Inexperienced OCM pilots this reduces to 60 days.

Check flight / recurrent training / ETR expiries will be at month-end.

3.3.1 Regaining Currency – Experienced Pilots

Currency may be regained as follows:

a General Handling flight, if required. The pre-flight brief by CP/CI will include discussion of emergencies, undercarriage operation and other aircraft systems.

b If more than 6 months have elapsed since the last flight a pilot must satisfactorily complete:

i) A full ground briefing on aircraft systems, limitations, normal and emergency operation and an airfield brief.
ii) A dual check. This may be waived by CP/CI dependent upon pilot experience, currency on other types and availability of a dual control aircraft.
iii) A supervised solo flight with pilot current on type available in the tower.
iv) Solo General Handling flights and display practice, if appropriate, at the discretion of CP/CI.

3.3.2 Regaining Currency – Inexperienced Pilots

Until an Inexperienced Pilot has achieved 10 hours PIC on type (or similar, e.g. P-51 or Hurricane), a dual check by the Chief Pilot, Accountable Manager or Chief Instructor will be required if they have not flown the aircraft (or similar) within a 60-day period. After achievement of 10 hours PIC, a dual check will be required if the pilot has not flown the aircraft (or similar) within a 90-day period.

3.3.3 Dual Checks

Experienced pilots require a dual check by CP/CI every 12 months, in an appropriate type or from another aircraft as a chase, or with another OCM holder in a similar type. For Inexperienced pilots frequency of dual checks increases to every 6 months.

Dual checks must include as a minimum:

a Check of licence, medical and DA.
b Discussion on normal and abnormal checklists to include engine failure, engine fire, forced landing techniques, gear up landing, flapless landing, electrical failures, hydraulic failures and air failures (as applicable).
c Practice forced landing in a cleared type at the discretion of CP/CI.
d Full stalls in the clean configurations and approach to stall in the landing configuration in a cleared type.
e Practice ground abandonment.
f Aerobatic currency check.
g Airborne touch drills for engine failure, engine fire, abandonment and forced landing.
h Discussion of aerobatic escape manoeuvres.

3.3.4 Recurrent Training

Recurrent training will be carried out by CP/CI usually at the same time as a pilot's Dual Check, and will include:

- Technical briefs.
- Procedures briefs.
- Emergency training.
- Emergency equipment.
- Essential knowledge quiz.
- Human Factors training.

Recurrent training provided for pilots on similar types on other OCMs may be deemed acceptable to fulfil the above requirement provided CP/CI accept the training as equivalent-or-better than stipulated in this OCM.

3.3.5 Essential Training Requirements

A Pilot Currency form (Appendix D) will be kept on file and it is up to individual pilots to ensure that they complete at least one of each relevant currency requirement per calendar year.

3.4 Flight Above 250 kt Below 10,000 ft amsl

Pilots must read and comply with the limitations both on the CAA Permission allowing flight above 250 kt below 10,000 ft amsl in OCM aircraft, and the risk assessment mitigations at Appendix G.

Flights that exceed 250 kt below 10,000 ft amsl must be annotated accordingly in the Tech Log.

3.5 Crew Duty Limitations

By signing for aircraft in the Tech Log, pilots operating aircraft under this OCM are self-certifying that they are suitably rested any planned flying. As a minimum, pilots require:

- 12 hours off since the previous flying Duty Period[2] for any operator, of which 8 were available for sleep.
- Sufficient local acclimatisation since any long-haul travel.
- One day off any fatiguing duties in the last 7 days.
- Two consecutive days off any fatiguing duties in the last 14 days.

The maximum daily Duty Period is 12 hours.

3.6 Flight Time Limitations

Pilots may fly a maximum of 5 hours, across a maximum of 5 sorties, in one day.

2 The "Duty Period" starts when a pilot commences company duties, and ends when that person is free of all duties.

4 DOCUMENTATION

4.1 Personal Logbooks

Personal flying logbooks are to be maintained by all pilots and made available for inspection by the CAA as required.

4.2 Charts

A VFR chart applicable to the route and possible diversions shall be carried.

4.3 Documents to be carried for Overseas Operations

Mandatory requirements for documents that must be valid and amended to date, and carried on aircraft operating outside of the UK are as follows:

a	Permit to Fly (copy)
b	Insurance Certificate (copy)
c	Aircraft Technical Log (or Travel Log)
d	Aircraft radio station Licence (copy)
e	Certificate of Registration (copy)
h	Aircraft FRCs, if applicable.
i	Permit-to-fly Aircraft must obtain permission before over-flying countries en-route as well as the countries operating in to
j	Crew licences/Passport

5 FLIGHT MANAGEMENT

OCM aircraft will be only flown in accordance with this OCM, the ANO and any other relevant regulations, and only in Day VFR.

5.1 Weight & Balance

The PIC must ensure that the weight and balance of the aircraft is within limits for the duration of the intended flight.

5.2 Take-Off Brief

Airfield procedures, noise abatement, abort techniques, runway overrun characteristics and engine failure procedures should form part of the take-off brief.

5.3 En Route

Because of the high transit speeds of the aircraft, a Traffic Service should be obtained whenever possible. Regardless, the radio must at all times be tuned to a frequency capable of receiving and actioning an emergency call.

5.4 Descent and Approach

The following items should be considered for the approach brief: weather, fuel remaining, terrain clearance, routing, altitude and speed restrictions, landing elevation QNH/QFE, go-around procedure, runway surface conditions and crosswind, airfield restrictions, obstructions, and abnormalities.

5.5 Diversion

If a diversion is likely or contemplated then the following should be considered: the nominated diversion airfield, routing, approach procedure, fuel requirements for the diversion bearing in mind air distance, weather and anticipated ATC delay.

When the likelihood of a diversion exists, close liaison with ATC will minimise delays. If there is any doubt about the amount of fuel remaining or about ATC's understanding of the problems of high performance aircraft diversions do not hesitate to increase the urgency with a PAN call or if that does not have the desired effect, a MAYDAY. *Divert in time.*

5.6 After Landing

After landing the PIC will conduct a post-flight check of the aircraft, complete the Tech Log, comply with any Customs regulations, ensure that all documentation is completed as required by the local authorities, and pay fees owed.

5.7 Limitations / Minima

5.7.1 Flight Conditions

OCM aircraft are only to be flown in Day VFR.

5.7.2 Weather Limits

Non-display flights are only to be planned in weather that allows flight at or above 1000 ft agl, and in accordance with VFR, repeated below for convenience.

Altitude/Flight Level	Flight Visibility	Distance from Cloud
Above FL 100 – flight not permitted		
Between FL 100 and 3000 feet AMSL	5 km	1500 m horizontally 1000 ft vertically
Below 3000 feet AMSL		Clear of cloud and in sight of the surface

5.7.3 Wind Limits

Pilots are not to plan to operate OCM aircraft with winds (including gusts) exceeding the limits below.

	Spitfire IX
Parachute limit	30 kt
Downwind taxying limit	25 kt (30 kt with briefed person on tail)
Crosswind limit	Experienced: 15-20 kt depending on currency Inexperienced: 10-15 kt depending on currency

5.7.4 G Limits

The Permit to Fly G limits should be treated as absolute maxima; pilots should aim to use the minimum G to fly a graceful display cognisant of both the age of the aircraft and the need to preserve it for future generations.

5.7.5 Minimum Landing Distance

Before operating from a short runway the aircraft's performance documentation should be consulted to compare takeoff/landing distance required with distance available. If the performance documentation is un-factored then a factor of 30 per cent should normally be added.

Until pilots have 50 landings on type a minimum LDA of 1000 metres will be used. Practice short-field landings should then be flown to CP/CI's satisfaction. Subsequent landings with LDA below 1000 metres are to be specifically authorised by CP/CI; this will only be granted when sufficient headwind exists to minimise the requirement for heavy braking.

5.7.6 Minimum Landing Fuel

The minimum landing fuel for the Spitfire is 15 Imperial Gallons.

5.8 Fuelling and de-fuelling

It is the PIC's responsibility to supervise the fuelling of the aircraft and to ensure that the required uplift is actually received.

When fuelling, careful note is to be made of the re-fueller's delivery counters and compared with the calculated uplift from fuel gauge readings and known capacity.

Smoking is strictly prohibited in the vicinity of refuelling or de-fuelling operations.

5.9 Safety Equipment

Standard military-type flame-retardant flying clothing must be worn: flying suit, helmet with visor,

gloves, sturdy footwear that is not leather soled, and lifejacket if required.

5.10 Flight with Unserviceable Equipment

Flights with unserviceable equipment should not be made without consulting the CAMO, who will assess the unserviceability for acceptance as a deferrable defect and, if appropriate, give the authority to proceed with the planned flight. Before the flight, the defect should be recorded in the Tech Log as an Acceptable Deferred Defect (ADD). The authorising engineer's name should be written next to the ADD.

5.11 Carriage of Passengers

Not applicable.

5.12 Emergency Procedures

Emergency procedure 'bold-face'/memory items should be carried out from memory and confirmed when the situation permits with reference to the checklist. Subsequent actions should be carried out from the checklist.

If faced with an emergency, pilots may use their judgement in prioritising the preservation of life over any aircraft procedures.

5.12.1 Low-Speed Handling Check

If aircraft control is in doubt at any time a low-speed handling check should be made. The following points should be considered and applied if appropriate:

a Perform the check in the airfield overhead if possible, at 3000-5000 feet.
b The configuration should be the landing configuration appropriate to the emergency.
c A 'PAN' or a 'MAYDAY' call to ATC should be made depending on the severity of the problem.
d The aim of the check is to reduce speed slowly to the minimum speed at which acceptable control of the aircraft is still maintained, without decelerating into pre-stall buffet. This is then the 'minimum control' speed; however, if control is suspect at any time the speed should be increased to regain full control.
e When the 'minimum control' speed has been found, Vref should be calculated by adding at least 10 mph on to this speed.
f An approach speed above Vref should be used until very short finals and about to land.
g If at any time control cannot be maintained, an early abandonment decision should be made.

6 DISPLAY FLYING

OCM display pilots should refresh their knowledge of the latest versions of CAPs 403 and 1724 at the start of each display season.

6.1 Display Flying Currency

UK displays may only be conducted within the limitations of the pilot's Display Authorisation, SERA.5005(f)(2) Exemption or ANO Article 86 Permission. Where display practices have been carried out in accordance with a Long Term Permission, a note must be made on the pilot's logbook to record such flight.

Pilots are to ensure currency requirements as detailed in CAP 1724 before taking part in a Flying Display. Representative practice display routines must be recorded in the pilot's logbook.

6.2 FDD Briefing

Under all circumstances, the participating display pilot is to obtain a display briefing from the FDD or their nominated representative.

6.3 Display Manoeuvres

6.3.1 Types of Manoeuvre

Pilots may be authorised by CP to carry out looping manoeuvres, but they must be flown conservatively.

The decision to carry out a vertical, rolling or flat display should be based on a cloudbase check prior to display.

6.3.2 Positive G

For Merlin engine longevity, all manoeuvres must be flown with positive G throughout.

6.4 Escape Manoeuvre Training

Pilots authorised to conduct aerobatic flying are required to be trained in escape manoeuvres for each aerobatic element flown, and incipient spin recognition and recovery. As part of the recurrent training/dual check the pilot's theoretical knowledge of escape manoeuvres will be checked. Where relevant and practicable the pilot will be required to demonstrate handling competency to safely conduct such manoeuvres.

7 ENGINEERING

7.1 Maintenance and Continued Airworthiness Responsibility

The maintenance of Company OCM aircraft is the responsibility of the Chief Engineer of the CAMO. The CAMO will inform Lilham of any airworthiness issues arising (Safety Notices, MPDs etc) at the soonest opportunity.

7.2 Daily Inspection

The Daily Inspection must have been formally recorded on the Daily Tech Log sheet in the aircraft Tech Log folder before flight. This entry should include fluid top-ups.

OCM pilots authorised to carry out Daily Inspections by the CAMO will have a record of such authorisation retained by the CAMO.

7.3 Technical Log

7.3.1 Purpose

The Tech Log records confirm to the pilot that sufficient hours remain for the intended flight before any maintenance is due (see Appendix F).

7.3.2 Signatories

The authoriser and PIC should both sign the Tech Log, which should be carried in the aircraft on all flights except local flights.

7.3.3 Recording of Flight Times

Flight time should be recorded in the Tech Log, and block time in pilots' logbooks.

7.3.4 Informing CAMO

Completed Tech Logs will be conveyed by CAC to the CAMO usually monthly, or at any higher frequency as required by them.

7.3.5 Post Flight Unserviceability

Any unserviceability should be entered in the Defects column and the CAMO notified.

7.3.6 Minor Defects

Minor Defects that do not affect the airworthiness of the aircraft and do not need to be reported to the CAMO are to be entered in the Defects column with the prefix "Info only:".

7.3.7 Company Messaging App

Time permitting, and once the Tech Log has been completed, pilots should give a quick summary of any Unserviceabilities / Minor Defects in the company messaging app.

7.4 Air Test Pilots

CP will nominate pilots authorised to carry out air tests on the aircraft.

8 ACCIDENT PROCEDURES

8.1 Terminology

8.1.1 Incident

An occurrence, other than an accident, associated with the operation of an aircraft that affects or could affect the safety of operation.

8.1.2 Serious Incident

An incident involving circumstances whereby an accident nearly occurred.

8.1.3 Accident

An occurrence associated with the operation of an aircraft that takes place between the time any person boards the aircraft with the intention of flight until such time as all persons have disembarked, in which:

a. a person is fatally or seriously injured as a result of:
    i. being in the aircraft;
    ii. direct contact with any part of the aircraft, including parts that have become detached from the aircraft; or
    iii. direct exposure to jet blast; except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or
b. the aircraft sustains damage or structural failure that adversely affects the structural strength, performance or flight characteristics of the aircraft, and would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to the engine, its cowlings or accessories; or for damage limited to propellers, wing tips, antennas, tyres, brakes, fairings, small dents or puncture holes in the aircraft skin; or
c. the aircraft is missing or is completely inaccessible.

8.2 CAA Mandatory Occurrence Reporting Scheme

All categories of occurrence reportable under the CAA Mandatory Occurrence Reporting are to be reported to the CAA.

a	MOR	-	ECCAIRS2 website
b	Airprox	-	UKAB online form
c	Confidential Human Factors Incidents	-	CHIRP website

AM and CP should be advised as soon as possible after the event.

8.3 Emergency Response Plan

The PIC, or the most senior Company person available, or ATC, will be responsible for initial accident/incident coordination.

EMERGENCY ACTIONS	
1	Notify the Tower, who should call the relevant Emergency Services. Check they have done this – if not, call 999 yourself.
2	Attend to any casualties, if safe to do so.
3	Open an accident / incident file. Record all events and their times. Include: a. Nature of accident / incident, date and time. b. Aircraft registration and type. c. Location of aircraft, departure/destination airfields. d. Names and number of people involved: PIC, crew, passengers, third parties. e. Nature of damage and injuries.
4	Contact AAIB: 01252 512299 (24 hours) and obtain permission before moving the aircraft.
5	Contact the insurance company. consider any legal implications surrounding the circumstances of the accident.
6	Contact AM: Matthew DeMorgan +41 79 829 7569, and CP: Jim Schofield +44 7734 794793.
7	CP or delegate to interview crew and passengers.
8	Casualty/NOK (next-of-kin) informing. a. Ensure that the names of casualties are not released until it is officially established that NOK have been informed. b. Establish procedures for dealing with enquiries by relatives, and where necessary make arrangements for identification. c. If required make arrangements with Kenyon International's Identification and Repatriation Team 01344 316 650 (24 hours).
9	File an MOR at ECCAIRS2 within 72 hr: www.aviationreporting.eu
10	File an AAIB Report Form for an accident or serious incident.
11	Consider filing a report to CHIRP: www.chirp.co.uk

APPENDIX A. ORAL TECHNICAL EXAMINATION FORM

This form is a generic Technical Examination form and only those parts appropriate to the particular aircraft should be performed.

Aircraft Type ..... Candidates Name
.....

Examiners Name ..... Date of Test
.....

Subject	Result	Signature
Fuel System General layout of airframe fuel system and controls. Use of booster pumps and operation of fuel system.		
Engine & Controls Basic working knowledge of engine, starting, general handling techniques, operating and shutting down. Fuel system, fire protection systems, engine oil system and replenishments points and capacities.		
Hydraulic Systems Working knowledge of systems and services they operate. Location of reservoirs, accumulators, hand pumps, replenishments points, capacities. Familiarity with emergency operation of systems.		
Pneumatic System Basic knowledge of pneumatic system, services and location of gas bottles/pumps. Familiarity with emergency drills and limitations.		
Electrical Systems Basic knowledge of electrical systems & location of fuses/circuit breakers. Familiarity with electrical emergency drills and limitations.		
Heating Working knowledge of systems and operation.		
Flying Controls Working knowledge of controls and trimming system		
Safety Equipment Working knowledge of safety equipment. Detailed knowledge of seat limitations and abandoning drills. Hypoxia recognition/drills.		
Pilots Notes Familiarity with pilot's notes for type and practical use of operating check lists, emergency check lists and operating data. Detailed knowledge of any special Permit to Fly Limitations		
Emergency Procedures & Handling A good knowledge of emergencies, abandonment considerations and knowledge of specific drills		
OCM Familiarity with the OCM and the limitations contained within.		

This is to certify that ..... Licence No.....
has been tested and found to have a satisfactory level of knowledge of the above technical aspects and is considered competent to act in the capacity of captain on the ..... aircraft.

Name ..... Signed ..... Date .....

APPENDIX B. FLIGHT CHECK FORM

This pro forma is to be used for pilot Flight Checks post type conversion or recurrent training. Only those parts permitted in the type should be performed.

Candidate Name	Licence No	Ac Type / Reg	Block Time	Date

Section 1 – Discussion / Ground Items	Pass/Fail
Licence Check – SEP Rating, Medical, Exemption, DA (if applicable)	
Ground – Practice abandonment & practice evacuation	
Knowledge of OCM	
Permit to Fly Conditions	
Engine failure, Forced Landing Techniques, land wheels up or down	
Hydraulic Failures	
Air System Failures	
Electrical System Failures	
Incipient Spin & Recovery	
Flight >250 kt <10,000 ft amsl	

Section 2 – Departure	Pass/Fail
Pre-flight including: • Mass and balance • Weather briefing • NOTAM	
Pre-start checks, external and internal, engine start	
Taxying	
Pre-departure checks including engine run-up	
Take-off	
Climbing	
General Airmanship including: • Lookout • ATC compliance and R/T procedures • Use of checklists • Routine checks including fuel & systems	

Section 3 – General Airwork	Pass/Fail
Stalling - Clean full stall; U/C Down with Full Flap in the turn with recovery at the incipient stage.	
Incipient Spin (if ac cleared)	
Steep turns	
Unusual attitude identification and recovery	
Other (state)	

Section 4 – Emergencies	Pass/Fail
Simulated engine fire & PFL (to airfield if practicable)	
Other Emergencies (nominate)	

Section 5 – Arrival & Landings	Pass/Fail
Flapless circuit	
Normal circuit and landing	
Crosswind landings if weather permits	

Section 6 – Aero Training & Escape Manoeuvres	Pass/Fail
Wingovers	
Rolls	
Half Cuban	
Loops	
Other (state)	

Examiners Narrative & Notes:		
I, confirm that the above exercises and discussion items have been completed to the required standard.		
Name / Licence No.	**Signature**	**Date**

Authorisation and Classification		
For the purposes of OCM Operations the above named pilot is categorised as *EXPERIENCED / INEXPERIENCED. Aerobatic manoeuvres are limited to …… only. Display Flights *ARE / ARE NOT authorised in accordance with the OCM and relevant CAPs. *Delete as required		
Name	**Signature**	**Date**
CP / AM		
Trainee Acknowledgement		
I the undersigned, confirm all above training items have been completed and debriefed. I undertake to only operate in accordance with the above limitations and in compliance with the OCM.		
TRAINEE Name	**Signature**	**Date**

APPENDIX C. PILOT/ENGINEER PERSONAL INFORMATION

(If required as backup for information stored online)

Surname		**First Name**		**Initials**	
Address			Home Nº		
			Work Nº		
Town			Mobile Nº		
County			Fax Nº		
Post Code			E-mail		

Next of Kin			
Full Name		Relationship	
Address		Home Nº	
		Other Nº`s	
Town		Alternate next of kin in cases where next of kin is on the flight. Any special information or arrangements in case of accident.	
County			
Post Code			

D of B		Licence Nº		DA Nº	

Declaration

I hereby agree to abide by the procedures as set out in the Lilham Aviation Ltd Operational Control Manual. I shall satisfy myself prior to any flight that the aircraft is fit for flight. I understand that all flights are carried out at my own risk and will be conducted within the limits of my Licence and all current CAA regulations. I also understand that if the aircraft has not been certified to international standards.

Signature:

Date:

APPENDIX D. PILOT CURRENCY

(If required as backup for information stored online)

Name:

Last flight on type within 30 days:

Last flight on type within 90 days:

Ground egress practice date:

PFL date:

Flapless landing date:

Display, actual or practice, date:

Date	*Location*	*Min height*	*Date*	*Location*	*Min height*

APPENDIX E. PILOT TRAINING RECORD

Training Record

Name	

		Date	

Sortie Profile

Post Flight Comments

T/O Time		Flight Time		Chocks Time	

Subjects to review for next flight

Instructor	

Aircraft Type & Reg		Date	

Sortie Profile

Post Flight Comments

T/O Time		Flight Time		Chocks Time	

Subjects to review for next flight

Instructor	

APPENDIX F. AIRCRAFT TECHNICAL LOG

Lilham Aviation Ltd **Technical Log**		**Date:**		**Sheet No:**	
Lilham Aviation, Sywell Aerodrome, Northants NN6 0BN					
Aircraft Type: Spitfire *Registration:* G-BRRA	*Daily Check Date:*		*Time:*		*Next check due at:*	
	Engineer Name:		*Signature:*		*Eye Bolts/ Pintles*	

#	Cat	Pilot	Passenger	Auth	Accpt	From	To	OIL	FUEL		T/O	Landing	Sector		Nil Defects Signature
								Uplift	Uplift	Dept			Hrs : Min	Landings	
1															
2															
3															
4															
5															
6															
7															
8															
9															

When complete, email to chief.eng@bigginhillspitfire.com. monthly or as required

(T) = Transit (Tr) = Training (W) = Wing2Wing (A) = Air Test (O) = Other (D) = Display (DP) = Display Practice

Daily Total			
Previous Total			
Carried Forward			

No	Defect	Action Taken	Signed			
					Hours to check	Prop hours left
				Previous total		
				Carried fwd		

APPENDIX G. RISK ASSESSMENT FOR FLIGHT > 250 KT < 10,000 FT AMSL

G.1 Requirement

Flight above 250 kt below 10,000 ft amsl is occasionally necessary in the Spitfire in order to safely conduct the following activities: air display, air display practise, aerobatics, training, filming, or air test. Such flight may be carried out up to the aircraft's Vne of 302 kt, but is not necessary for transit given the Spitfire's economical cruise speed of 200 kt.

G.2 Authorisation

The CP approves all pilots who are to fly under this OCM. Given the trust in said pilots that this privilege requires, and the review of piloting experience that will precede said approval, said pilots are further approved to fly iaw the CAA 250 kt Approval and in signing this OCM agree that they will comply with the limitations and mitigations herein.

G.3 Training

Awareness of these procedures, and considerations for planning and flying will be discussed during check flights. This will be recorded on the Appendix B Flight Check Form.

G.4 Limiting Exposure

In order to limiting exposure to the hazards in the table below, flight >250 kt <10,000 ft amsl is only to be carried out when necessary.

G.5 Recording

Flight >250 kt <10,000 ft amsl is to be recorded in the aircraft's Technical Log after flight. These records shall be retained for a period of not less than two years.

G.6 Occurrences

Occurrences are to be recorded in the usual manner for non-Part 21 aircraft operating iaw CAP632.

Hazard description = Any condition, event, or circumstance which could induce an accident.
Risk description = The potential consequence and location that could result from the hazard.
L = Likelihood of the Risk occurring; **S** = Severity of the Risk consequence; Risk Decision = A combination of the likelihood of a risk occurring in conjunction with the severity of the risk that could result; e.g. **U**nacceptable, **R**eview or **A**cceptable as referenced in the chart below.
Mitigation measures - Risk control measures **additional to regulatory requirements** to lower the risk to as low as reasonably practical (ALARP).

Risk likelihood (L)	**Risk severity (S)**				
	Catastrophic (5)	**Hazardous (4)**	**Major (3)**	**Minor (2)**	**Negligible (1)**
Frequent (5)	Unacceptable	Unacceptable	Unacceptable	Review	Acceptable
Occasional (4)	Unacceptable	Unacceptable	Review	Review	Acceptable
Remote (3)	Unacceptable	Review	Review	Acceptable	Acceptable
Improbable (2)	Unacceptable	Review	Review	Acceptable	Acceptable
Extremely improbable (1)	Review	Acceptable	Acceptable	Acceptable	Acceptable

Hazard Description	Risk Description (including location where appropriate)	Initial rating			Mitigation Measures	Final rating			Regulatory Requirements / Remarks
		L	S	U / R / A		L	S	U / R / A	
High traffic density	Mid-air collision with third-party aircraft leading to loss of both aircraft.	2	5	U	Pilots to plan routes to avoid high energy flight in known areas of high traffic density. Pilots to prioritise visual lookout, with traffic announced via Bluetooth if practical, and occasional scan of EC display. NOTAM to be issued for air displays. In Class G airspace, Traffic Service (preferred) or Basic Service to be used. If fitted, EC devices should be serviceable and operational. Pilots to take increased turn radius into account when complying with SERA / Approval minima for distance from cloud and visibility.	1	5	R	Traffic/Basic service requirement may be dispensed with if outside radar cover, or if busy radio would distract and adversely impact flight safety. In CAS, ATC permission must be given before >250 kt. Fast Prop prefix to be used for ATC/third party awareness. Transponder to be used for ATC/third party awareness. If manoeuvring in Class G, 7004 code to be used. 250 kt Approval specifies minimum horizontal visibility and distance from cloud for training, transit and air test. Pilots are required to comply with SERA minima for distance from cloud and visibility.
Terrain	Controlled flight into terrain leading to loss of aircraft.	2	5	U	Pilots to take increased turn radius into account when flying near terrain, and to apply sufficient safety margin that g-loading can be 'let out' and still honour height minima (i.e. the most restrictive of pilot's aerobatics authorisation / DA minima / SERA minima as appropriate). Pilots to carry out G-warm prior to aerobatics.	1	5	R	This OCM stipulates pilot type currency. Spitfire retains light pitch control forces at high speed. Pilot display currency is mandated. 250 kt Approval specifies minimum horizontal visibility and distance from cloud for training, transit and air test. Pilots are required to comply with SERA minima for distance from cloud

Hazard Description	Risk Description (including location where appropriate)	Initial rating			Mitigation Measures	Final rating			Regulatory Requirements / Remarks
		L	S	U / R / A		L	S	U / R / A	
									and visibility.
Controlled airspace	Infringement of controlled airspace leading to loss of separation with commercial traffic.	4	3	R	Pilots to plan routes to avoid controlled airspace by a sensible margin. Pilots to study routes and fly defensively (e.g. running stopwatch leaving turning points on planned heading) such that reversion to visual navigation after GPS drop-out would not lead to infringement. Pilots to call ATC early if they become unaware of position when close to controlled airspace. In Class G airspace, Traffic Service (preferred) or Basic Service to be used.	3	3	R	
Reduced time to spot objects	High-energy mid-air collision with drone, bird, or other object leading to damage and RTB.	3	3	R	Pilots to plan routes to avoid known bird concentrations, e.g. coastlines <1000 ft agl. Pilots to prioritise visual lookout. Pilots to practise forced landings at least annually.	2	3	R	
High dynamic pressure	Component-level structural failure leading to aircraft damage and RTB.	2	3	R	Annual post-maintenance airtest features a Vne dive.	1	3	A	Spitfire is not inherently prone to flutter. Pilots are mandated to remain within cleared IAS envelope, which is well within structural limits of ac.