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SUMMER 2015



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AIRVENTURE BOUND? AN INSURANCE CHECKLIST

By Marci Veronie, Vice President Sales & Marketing

Going to AirVenture? We'll be disappointed if you don't stop by Booth #1159/1160 to say hello and meet the folks who watch over your insurance coverage all year.

Here's a handy Avemco Insurance Company checklist that'll help ensure your coverage is in tip-top condition* before you head to Wisconsin this July:

- One of the most fun things about AirVenture is going with a buddy. If a pilot friend is flying with you in your plane or vice versa, are you each covered when you're at the controls? Is your friend covered by your open-pilot

warranty? If not, can you list him or her as a named pilot? Does your friend have the required experience in your aircraft to satisfy your insurance company?

- What if your aircraft is damaged while you're at the show? Your airplane will be parked outside for the entire time you're at AirVenture. The rules at KOSH and the feeder airports at Fond du Lac and Appleton require that you bring your own tie-downs. You can almost count on at least one thunderstorm during the show. It happens virtually every year. For many pilots, this will be the only time all year they actually

install tie-downs and secure their airplane outside. If you didn't do an effective job at it will you still be covered? And what about the dozens of planes that will be taxiing in close proximity? What happens if they brush your wingtip?

- Have you met the FAA's recency requirements to carry passengers? Are you current at night? Daytime flight with a passenger requires three takeoffs and landings in the last 90 days. Nighttime requires three takeoffs and landings to a full stop between one hour after sunset and one hour before sunrise. You should also brush up on the other recent flight experience

Visit with our Team at AirVenture

Be sure to stop by our Avemco Booth #1159/1160 and say hello to any of our Aviation Insurance Specialists. Have your questions answered or request a quote at the booth and be sure to sign up to **win a Factory Direct custom made model airplane**, factory designed to match your plane. For drawing contest rules, [click here](#). We hope to see you there!



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requirements of FAR Part 61.57. While a FAR violation will not prevent Avemco from paying a claim on a covered accident, you don't want to mess with the FAA on this issue.

- Is your insurance policy current? This may seem like a no brainer, but you'd be surprised at how many claims Avemco sees from pilots who have let their policies lapse. Even though Avemco will still pay your covered claim if you let your medical, annual or flight reviews expire accidentally mid-term, an expired policy is a different issue.
- Have you reviewed your liability limits? Aircraft owners who have been with the same insurance company for many years may wish to consider an update to their liability limits to reflect their current situation and/or position in life. If you think this might be the case for the liability limits on your Avemco policy, give us a call for a quick quote on alternate limits.
- Are you sure of the current value of your aircraft? Since hull coverage is based on the stated value of the aircraft, not the "blue book" value, you want to be sure this is up to date. You can call us or go online at www.avemco.com to the Manage Your Policy section of our website to request an aircraft valuation.*

• Does your policy have Excluding In-Flight Hull (physical damage) coverage? Since this option doesn't provide coverage for damage to your aircraft occurring while the aircraft is inflight you may want to be sure it meets your current needs. Please refer to your policy for the definition of "inflight."

Fortunately, many of these questions can be answered right over the phone with the help of an Aviation Insurance Specialist in our Frederick, MD home office. Feel free to call us at (800) 638 8440 M-F, 9:00am - 6:00pm Eastern.

We hope to see you at this year's AirVenture. Stop by Booth #1159/1160 and say, "Hi!"

Marci is the Vice President of Sales and Marketing and has been with Avemco since 1987 serving general aviation aircraft owners and pilots. Marci holds a property/casualty insurance license in all 50 states and has extensive knowledge of aviation insurance and the aircraft that Avemco covers. Additionally, she is active in Avemco's loss prevention efforts developing educational programs and training for her staff. She has been a member of Women in Aviation International since 2001 and a member of the local DC chapter. In March 2015 Marci was elected to the Women in Aviation International Board of Directors.

Not all coverages or products may be available in all jurisdictions. The description of coverage in these pages is for information purposes only. Actual coverages will vary based on local law requirements and the terms and conditions of the policy issued. The information described herein does not amend, or otherwise affect, the terms and conditions of any insurance policy issued by Avemco. In the event that a policy is inconsistent with the information described herein, the language of the policy will take precedence.

**Aircraft valuations are based on information you submit. To provide this service we subscribe to V-REF Aircraft Value Reference, which is not affiliated with Avemco.*

ALL CFI CHECKOUTS ARE NOT CREATED EQUAL

Avemco is fortunate to have a number of long-time aviators among our customers, many of whom are happy to share their experiences and what they've learned with their fellow pilots. The following was submitted to us by Ernest Betancourt, a 5,000 hour CFII and retired military pilot. Today Ernie flies primarily for his own pleasure, having just completed a checkout program in a 1929 Waco ATO.

So you just bought a new-to-you airplane. You need a CFI checkout to get insured. What does that mean? How do you proceed? Even more important, what do you need to do to make sure you are a safe, competent pilot in that airplane?

I'm a former military pilot, so for me a new airplane checkout was usually pretty intense, with a lot of specific requirements. I got my first civilian checkout when I bought a turbo-charged Mooney and Avemco said I needed a CFI signoff. In my former life that meant I was handed a lot of material, and given some specific areas to study, then met with an instructor that really knew this particular aircraft and put me through an intense, structured program tailored to that aircraft. In the civilian world, none of that seemed to apply.

My flying career started in an 800hp T-28A. I moved through several helicopters to a T-38A (two jet engines, supersonic), then a C-141A (four jet engines, 325,000 pounds max ramp weight). I had some civilian helicopter time and one (!) hour in a Cessna 172 for a BFR. Great experience, but none of that qualified me to fly a Mooney.

So, I called the FBO where I had the pre-buy inspection done and asked if they knew of an instructor who could do a "CFI checkout." They said they did. I said, okay. Today, I would ask a lot more questions, like maybe, "How much Mooney time do you have?" Or, "What's our plan for

this checkout?" I had done some research to decide which airplane was right for my missions. I should have done a little research on finding the right instructor.

I arranged to meet the instructor at the FBO after the pre-buy. My first clue that this was not going to go all that well was when he asked a Mooney pilot waiting for an airplane to be finished, "What do you fly final at, around 90?" The response was slow to come, "Yeah, I guess." That was the sum total of preparation for my checkout. My first pattern resulted in (can you guess?) a go-around. The 252 wasn't going to land in the same county at 90 knots indicated on final. Eventually we got it down to 80 or so, and we landed. The CFI never touched the flight controls in the two and a half days we flew together. I really don't know if he had any Mooney time, but he did fly corporate in a twin turbine. We never opened the POH.

So what is the deal? There is no clear definition of what constitutes that required "CFI checkout!" If you are going to fly an aircraft that requires a type rating, the rules are clear and a check ride with a pilot examiner is required. A CFI checkout requires...a CFI signature in your logbook unless there is a regulatory requirement for an endorsement. Endorsements are another kettle of fish, and there are some specific guidelines. For example, for a tail wheel endorsement you must, among other things, demonstrate

proficiency in wheel and three-point landings. But if you have all you need to satisfy the FAA in your new-to-you airplane, the CFI checkout is essentially undefined.

So what is the best way to get a meaningful checkout? Prepare! Start with the selection of the CFI. Does he or she have any time in the airplane under discussion? Ask them about their plan for the checkout. What will you do, how will you do it, where will you do it? When you start the checkout, it will most likely be your airplane. You want to get it home safely in the same shape it was in when you bought it. Before you get there, you should have learned as much as you can. If the CFI is knowledgeable about your airplane you can learn even more, but beg, borrow or download a POH and any related information you can get. Understand any special items highlighted in the POH. Calculate weight and balance in different configurations. In my Mooney example, I am pretty sure we were out of forward CG during most of my checkout. Don't wait for the CFI to do it for you, and do it early in the process. Read, understand, and learn the emergency procedures. Make sure you understand all of the key systems before you get in the airplane the first time. Make yourself a list of things to commit to memory. Un-forecast turbulence is not the time to try to find maneuvering speed in the POH, and an engine failure is not the time to get the book out to find the best glide.



The first time you get in the airplane should be a familiarization session. Sit in the pilot's seat, get the checklist out and familiarize yourself with all the knobs, switches, circuit breakers, handles, etc. In most cases you can accomplish a lot doing this without the distraction of anyone rushing you.

Now it's time to fly. If you did your homework with the CFI you should know what the plan is. What should you look for in the plan? Each airplane deserves its own list. As a CFI who doesn't really do much instruction, I can only address the Mooney and the two airplanes I am current in today. The two airplanes I now fly regularly are both tail draggers, but some of the basics I would insist on would be the same for all three airplanes. Here is how I personally want to check out in a new airplane:

- Pre-flight: Look for those things that caught your eye in the POH. Does the airplane sit like it should (gear condition)? Flight controls: freedom of movement, wear, correct? Strap in and take your time adjusting the "user interface" - seat and flight controls. Make sure you know where the critical circuit breakers and switches are. Pitch trim can be a real issue in some airplanes, make sure you know how to turn it off if it is electric. In any case, get comfortable with the trim so that you don't have to think about it when flying. You should have learned the basics of the autopilot if installed, but feel the switches and knobs, and make sure you know how to turn it off if necessary. Hopefully your CFI is helping you through all this, but make sure it all happens.

- Slow flight: This is the basic maneuver teacher. It will tell you a lot about how your new airplane handles. In the Mooney I would do this in both clean and landing configurations.

- Stalls: Hopefully you will learn early on what sights and sounds accompany a stall in your new airplane. Start with straight-ahead power-off stalls clean and landing configuration (if different). Power on and accelerated stalls will be somewhat airplane dependent. The POH and your CFI can help you decide how far you want to go.

- Steep turns: These have two purposes in my mind. One is to help the pilot get comfortable with the airplane's handling, flight control responses, and "feel." The other is to do them slow enough that you can feel the "edge" of an accelerated stall.

- Slips: If the airplane is one that can slip, and most can, practice these so that you can successfully complete that forced landing you didn't plan for.

- Power settings: If you haven't picked them up from your reading or your CFI, establish pattern speeds at altitude and get a feel for power settings for the various pattern legs. Pay special attention to the power settings to get desired outcomes on base, base to final turn and final descent.

- Climbs and descents: By now you should be getting comfortable with the airplane. What's it take to do V_x and V_y climbs? What's the sight

picture for a best range or at least sink rate descent?

- Landing: If you've done all the above, this is likely to be anti-climatic. Good landings start with good patterns. Airspeed on final is critical; if it isn't right, go-around. And make sure you know why you are flying the final approach airspeed you have picked. Unless the POH says differently, $1.3V_s$ is likely the right airspeed. Do the arithmetic. For most standard airworthiness single engine airplanes the certification limit is 61 knots. That's 70 knots AT MAX GROSS WEIGHT. Unless you are landing right after a full gross take-off, you likely weigh less than that. Remember, though, the POH rules. In the Mooney, full, partial and no flap landings would be on the list. Each of those will have different stall speed. Fly accordingly.

- In tail draggers, three-point and wheel landings: Lots of taxiing before the first flight, up to and including a couple of high speed runs down the runway.

- Plan each pattern to end in a go-around and land only when everything is "just right."

So there you are, the basics for a VFR CFI checkout. Most of it will also apply if you are checking yourself out in a new airplane. Prepare, prepare, prepare. And then prepare some more. And then, above all, enjoy your new airplane.



PREFLIGHTING FOR OSHKOSH, PART I BEFORE YOU DEPART

By Thomas P. Turner - Master CFI, CFII, MEI, Mastery Flight Training, Inc.

Are you flying to Oshkosh this year for the Experimental Aircraft Association convention - AirVenture? Here's Part 1 of a two-part series on making the trip the pleasurable experience it ought to be.

Getting your airplane ready for the trip is the easy part. Make sure all these inspections are current through the date you'll return home:

- The Annual inspection.
- The 100-hour inspection, if the airplane you'll fly requires it.
- The 24-month transponder, if the airplane has a transponder (VFR or IFR).
- The 24-month pitot/static check, for airplanes operated IFR.

Schedule an hour with the airplane in early June to give it a thorough preflight inspection. Do so on a day you're not planning to fly, so you'll focus on the airplane and not feel rushed to get into the air. This gives you time to have any discrepancies addressed before you're rushed to depart for Wisconsin.

About the same time, take the plane up and thoroughly check the operation of all systems and communications/navigation equipment, again to give you about a month for adjustments and repairs before you take off for The Big Show. Change the oil a week or so before you depart for Oshkosh - to make sure the engine has fresh oil for the trip, and to give you or your mechanic another excuse to look over the airplane without the pressure of wanting to fly that day. You'll still

have time for last-minute repairs if something's found to be broken or inoperative.

Like I said, preparing the airplane for the trip is the easy part. What takes much more time and effort is to assure that *you* are prepared to safely make the trip and the AirVenture arrival. Here are ten tips to **preflight yourself for Oshkosh**.

TIP 1: Know the NOTAM

Flying to Oshkosh is a phenomenal experience... but one that requires study, practice and attention to do it safely. The AirVenture *Notice to Aviators* (NOTAM) is a 30+ page document posted on www.airventure.org a few months before the event. Tablet apps such as ForeFlight also make the AirVenture NOTAM available to subscribers. You need to know it *well* to safely fly into and out

of what for one week becomes the world's busiest airport or either of the feeder airports at Appleton (KATW) or Fond du Lac (KFLD). The AirVenture NOTAM spells out procedures for inbound and outbound flight, VFR or IFR, with radio contact or not, whether fixed wing, powered parachute or powered lift. Its procedures account for the varied airspeed range of widely diverse aircraft to get them safely onto and off the runways at Oshkosh. The NOTAM gives instructions for making and displaying required parking signs so ground handlers send you in the right direction after you land.

If you're planning to arrive IFR you still need to be fully up to speed on the VFR arrival procedure,

just in case. I've flown to Oshkosh IFR only to be directed to "proceed with the NOTAM VFR arrival" when cleared into Wittman Field.

The NOTAM also includes procedures for outlying airports that serve as relievers and alternates to Oshkosh arrivals. The NOTAM details change each year, so prior experience may not translate directly to safety *this year* without further study.

Print a hard copy of the NOTAM. Not only do most people retain information read from hard copy better than when read from a computer screen, but you may need the NOTAM in the cockpit while you're using your tablet for navigation or aeronautical charts. I also like a hard copy to

review during my last fuel stop before the leg into Wittman Field, and when getting ready to depart the airshow.

SUGGESTION FROM THE CFI: Download the NOTAM as soon as it becomes available, and begin studying the portions that apply to you. Print a hard copy for use in-flight and to plan for your departure.

TIP 2: Have a Back-Up

Pre-plan what you'll do and where you'll go in the event of circumstances such as:

- Electrical, radio or other systems failures. You can't expect to get service or repairs at Wittman



Field during AirVenture, and you don't want to try to fly the procedure with degraded or dangerous equipment.

- Adverse weather at or near KOSH or the arrival corridors.
- Sudden closure of the Oshkosh airport because of weather or an aircraft emergency. Unfortunately, it's the rare year when the runways are not closed for a minor or not-so-minor aircraft event a few times during AirVenture.
- Parking saturation. Some years Wittman Field fills up and non-show airplanes are turned away. Several times in recent years, heavy rains the week before AirVenture meant large areas of airport parking were unusable.
- Arriving during airshow time. This requires you to hold until the field opens, or divert to another airport. My experience is that the airshow closure time sometimes starts earlier and/or lasts beyond the preplanned NOTAM closure times.
- Diversion to another airport with special AirVenture NOTAM procedures, including arrivals, departures and temporary air traffic control towers.
- Any number of scenarios aboard your airplane that are better dealt with in less-traveled airspace.

SUGGESTION FROM THE CFI: Decide beforehand where you'll go in the event something prevents you from arriving at Oshkosh. Review the AirVenture NOTAM for nearby alternates, and become as familiar with special NOTAM procedures at airports like Fond du Lac and Appleton as you are with Oshkosh itself.

TIP 3: Fill 'er Up

It's important enough to put in bold print: **Do not plan to arrive at Oshkosh with minimum fuel.** We all want to get to AirVenture with as few stops as possible. And we all want to help the Oshkosh



FBOs prosper during the event by buying their fuel. For safety's sake, though, I prefer flying to an airport within about one hour of Wittman Field and topping off the fuel tanks before flying the rest of the way in. You may have to divert. You may have to go around for traffic or as directed by controllers, which could mean going well away from the airport to re-enter the arrival procedure. You may have to hold for your turn to land. The last place you want to be declaring a low-fuel emergency is in the traffic pattern with a couple dozen other airplanes, in full view of hundreds of thousands of pilots - and the FAA.

SUGGESTION FROM THE CFI: Arrive at AirVenture with plenty of fuel to go around and re-enter the arrival procedure, to hold or to go to an alternate if for any reason you can't land at Wittman Field.

Make sure to read *Preflighting for Oshkosh, Part 2: Arriving at OSH* in this newsletter. It will offer some important tips for a safe - and just as important - uneventful arrival at OSH and will offer some important tips to think about before you depart for home.

Holder of an ATP certificate with instructor, CFI and MEI ratings and a Masters Degree in Aviation Safety, 2015 Inductee into the NAFI Hall of Fame, 2010 National FAA Safety Team Representative of the Year and 2008 FAA Central Region CFI of the Year, three-time Master CFI Thomas P. Turner has been Lead Instructor for Bonanza pilot training program at the Beechcraft factory; production test pilot for engine modifications; aviation insurance underwriter; corporate pilot and safety expert; Captain in the United States Air Force; and contract course developer for Embry-Riddle Aeronautical University. He now directs the education and safety arm of a 9000-member pilots' organization. With over 4000 hours logged, including more than 2500 as an instructor, Tom writes, lectures and instructs extensively from his home at THE AIR CAPITAL -- Wichita, Kansas. Subscribe to Tom's free FLYING LESSONS Weekly e-newsletter at www.mastery-flight-training.com.

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PREFLIGHTING FOR OSHKOSH, PART II

BEFORE YOU LAND

By Thomas P. Turner - Master CFI, CFII, MEI, Mastery Flight Training, Inc.

In Part II we will help you prepare for the actual arrival at Whitman Field. You'll be mixing it up with hundreds of airplanes, flown by hundreds of pilots of varying experience levels, but all with the same goal: to land at what, for that one week, is the world's busiest airport. Here are some important tips:

TIP 1: Airspeed Control

The AirVenture NOTAM usually calls for most aircraft to fly the visual arrival at 90 knots indicated airspeed. Before you enter the stream of traffic, you should know precisely what combination of power, pitch attitude, flaps, landing gear position (as appropriate) and trim setting results in level flight at 90 knots in the airplane you'll fly. Some of you will be flying flat-

out at cruise speed...while others may be "hanging on the prop" at 90 knots. Whichever applies to your airplane, get comfortable with this configuration and any visibility or engine temperature management considerations that go with it. It has to be so natural that you can fly it while actively scanning for traffic inbound to Oshkosh.

If you fly a faster airplane, the NOTAM gives you the option of a slightly higher altitude and 135 knots indicated. If you plan this entry, practice the configurations for **both** 135 and 90 knots - the "high-speed arrival" aircraft will eventually have to descend through the "normal" speed as you arrive in the traffic pattern. The time I flew a turbocharged twin to AirVenture I flew the high-speed procedure but ended up behind a Stearman biplane from about abeam the numbers until touchdown.

SUGGESTION FROM THE CFI: Practice precise airspeed and altitude control using NOTAM arrival speeds, so you can fly them without thinking about it. This frees you up to handle the traffic and workload of your AirVenture arrival.

TIP 2: Call the Ball, er, the Dot

Getting so many airplanes into the same airport in such a short time calls for unusual procedures. One is that there are multiple touchdown zones - the normal touchdown zone and the "white," "orange," "pink" and "green" dogs painted (for AirVenture) farther down on the runway. You will be directed to land on a specific dot as part of your AirVenture landing clearance, while other airplanes are cleared for other colored dots on the same runway *at the same time*.

You've got to be an *expert* at "spot" landings before flying to Oshkosh. Hit your spot using a short-field technique, to avoid rolling into the touchdown zone of an airplane aiming for the dot beyond yours. Use a high, constant-angle obstacle-clearing technique - *not* the sometimes-used short-landing technique of driving level over an obstacle and then chopping power for the last 50 feet. Why? You may be overflying another airplane aiming at a spot closer to the arrival threshold.

Make your approach as tight as safely possible. Nothing throws a wrench into the arrival works like an airplane that extends for a three-mile final. Practicing your short-field, steep angle of descent technique before The Big Show helps here too.

As the NOTAM describes, you'll need to land, stop, and immediately taxi clear of the runway (usually into the well-rolled grass between runway lights), to minimize your time on the runway and maximize the number of AirVenture aircraft arrivals. Maybe this is why we have spot-landing contests at local fly-ins all spring and summer - to get us ready for The Big Show at Oshkosh.

SUGGESTION FROM THE CFI: Begin now to practice regularly to get very good at tight, short-field landings to a designated spot, plus or minus 100 feet at minimum speed for minimum ground roll (Commercial Pilot standards), so you can pull one off without a hitch at Oshkosh.

TIP 3: Crosswind control

Oshkosh's Wittman Airport has two runways: RWY 9/27 and RWY 18/36. During AirVenture a parallel taxiway becomes active RWY 18L/36R and the main north/south runway becomes RWY 18R/36L. During the busiest arrival times before and during AirVenture, however, most arrival traffic uses RWY 27 and RWY 36 almost regardless of the winds.

This demands two things: (1) you are proficient with short-field accuracy landings with a crosswind or even a tailwind; and (2) you're ready and willing to do something *almost no one ever does* - *refuse a landing clearance and ask for a different runway or divert to another airport if the wind conditions do not meet your currency and personal minimums for a short-field landing.*

If more pilots exercised this pilot-in-command responsibility and didn't try to pull off a landing under conditions they are not current to handle, we'd have fewer runway closures from landing accidents at Oshkosh each year.

SUGGESTION FROM THE CFI: While you're practicing short-field landings in the weeks leading up to AirVenture, make an extra effort to practice crosswind and even slight quartering-crosswind (tailwind) landings. Hire a highly qualified flight instructor. Once you've mastered adverse-wind landings, practice crosswind and tailwind short-field landings with crosswinds and tailwinds.

Determine your proficiency and comfort level for touching down plus or minus 100 feet of a predetermined spot on the runway at the lowest safe speed for minimum ground roll. And stay within your limitations.

TIP 4: Train your Passengers

You'll have a blast flying into AirVenture, but you may have your hands full, too. There's basic aircraft control, unusual one-way radio



procedures, low-speed handling, and a maximum-performance landing, all amid the hustle of fitting into the high-density flow on the busiest days before and during the show. It makes your flight far, far safer - and a lot more fun - if you take along at least one observer to help you look outside the airplane.

Train your passengers to be an *observer* (especially if he or she is not a pilot). Teach them what to look for, and how to communicate with you. Review what we consider to be the basics, but what's probably new for your passengers, such as:

- The “o'clock” system of identifying an airplane's position relative to your own (“12 o'clock high,” “Three o'clock level,” “One o'clock low,” etc.).
- If safely possible, what a typical general aviation airplane looks like at a distance of one mile and half a mile (but don't get any closer - that approaches a “formation flight”).
- Rules of thumb like “Cessnas have high wings, Pipers have low wings, a biplane has two wings,” etc. Keep it very basic - the Oshkosh arrival controllers will, so prepare your observer for what he/she should expect and can handle (if not experienced with light airplanes).
- How to help find charts, parts of the arrival NOTAM, etc. that you may need.
- The navigation procedures inbound on the visual arrival path, to help orient your passenger.
- How to help you, with short, precise phrases like “I see the traffic, three o'clock level,” “you're left of the arrival course,” “your landing gear is not down,” “you're 10 knots slow” - whatever you can work out with your observer beforehand.

You might even make up a one-page “observer guide,” with pictures and phrases that apply, to

take along for the arrival portion of your flight.

The observer's primary mission is to assist you with traffic avoidance. It's easy to get caught up in the excitement and forget that basic mission, so it'll take some briefing-instilled discipline to make this happen. Remember that you may have observers along to help, but you're still wholly responsible as pilot-in-command.

SUGGESTION FROM THE CFI: Train your passengers to be observers, to help you spot traffic and landmarks for a safe AirVenture arrival.

“If you have *any* doubts, it is your responsibility as pilot-in-command to *decline* the clearance and request a revised clearance.”

TIP 5: Accept or Decline

When given an ATC clearance, it is your responsibility to determine whether complying is safe. That's true when cleared to land at Oshkosh, too. If you have *any* doubts, it is your responsibility as pilot-in-command to *decline* the clearance and request a revised clearance. Pilots don't like to ask the tower for a runway change. We *really* don't like to go around or divert to another airport. At the same time, it's *your* safety and that of your passengers at risk - if anything goes wrong, it's *your* fault. Do not delegate the decision to land to Air Traffic Control.

Your sole objective is to follow the NOTAM procedure and avoid midair collisions, then to make an accurate landing with minimum ground roll under the conditions that exist at the time of your arrival. Anything that jeopardizes attaining those objectives requires you to make a change - even if that change means not landing at Oshkosh. If conditions are not within your recently demonstrated ability to make a spot landing, you are the one who has to say “unable.” Remember ATC sequences traffic for arrival, but you retain responsibility as pilot-in-command, and mastery of your landing maneuver should never seriously be in doubt.

SUGGESTION FROM THE CFI: Realize that sometimes you or your airplane is not up to safely landing on the AirVenture runway in-use. Be ready and willing to go somewhere else, if necessary, until conditions improve.

TIP 6: Distraction Management

Landing at AirVenture is one of the coolest things a pilot can do. It also presents more potentially hazardous distractions than most pilots usually face. You've finally made it to The Big Show. You're one among dozens of airplanes in queue for the runway. Look, there's a Curtiss Jenny on the left! Wow, a formation of P-51s is on the right! Thousands of pilots are watching me right now. I've waited for years to fly to Oshkosh!

Most airport-environment accidents result from pilot distraction. If you're going to miss something or forget a critical checklist step, landing at Oshkosh is when you're most likely to do it. It takes discipline, but other than for traffic avoidance you can't be looking around while you land and taxi at AirVenture. Distractions from passengers, who may be particularly excited by all the air traffic, are especially hazardous. Brief passengers about the sterile cockpit rule - no

talking except for the callouts you've practiced that directly affect safety-of-flight - and enforce that rule in the flights you take leading up to AirVenture as well as the Oshkosh flight itself.

There's an old tailwheel adage that you must fly the airplane until it's in the tiedowns. This is true for all types of aircraft operating at AirVenture.

SUGGESTION FROM THE CFI: Fly the airplane. Enforce a sterile cockpit environment. Enjoy the sights and sounds of AirVenture, but only *after* you've shut down and exited the aircraft.

TIP 7: Going home

Everything that you've done to prepare for arriving in busy Oshkosh airspace also holds true for your departure. The AirVenture NOTAM contains departure procedures as well.

As soon as possible after you land, debrief your arrival with your passengers. What went well?

What wasn't as good as you'd like? What would you do differently next time? Many of your debrief items will point to things you should do when departing.

On the day before you depart Oshkosh, review your arrival debriefing items. Then re-read the NOTAM departure procedures. Review safety observer and sterile cockpit rules with your passengers. Plan your departure, and brief your passengers on your plans. Just before boarding to go home, go over the plan and the rules one more time.

If you're leaving at a peak time, expect long delays before you get takeoff clearance, especially if you're departing IFR. Figure a long ground delay into your fuel planning, and make sure your passengers expect a long wait. Delays over more than an hour are not uncommon.

SUGGESTION FROM THE CFI: Prepare for and fly your Oshkosh departure with the same level of professionalism you used on your arrival.

Flying to AirVenture is an annual trek for some pilots and a lifelong goal for many others. Whether this is your first EAA Convention flight or the latest in a string of AirVenture fly-in experiences, prepare your airplane and more importantly, prepare yourself to make a safe Oshkosh arrival.

Holder of an ATP certificate with instructor, CFI and MEI ratings and a Masters Degree in Aviation Safety, 2015 Inductee into the NAFI Hall of Fame, 2010 National FAA Safety Team Representative of the Year and 2008 FAA Central Region CFI of the Year, three-time Master CFI Thomas P. Turner has been Lead Instructor for Bonanza pilot training program at the Beechcraft factory; production test pilot for engine modifications; aviation insurance underwriter; corporate pilot and safety expert; Captain in the United States Air Force; and contract course developer for Embry-Riddle Aeronautical University. He now directs the education and safety arm of a 9000-member pilots' organization. With over 4000 hours logged, including more than 2500 as an instructor, Tom writes, lectures and instructs extensively from his home at THE AIR CAPITAL -- Wichita, Kansas. Subscribe to Tom's free FLYING LESSONS Weekly e-newsletter at www.mastery-flight-training.com.



COMING TO A HANGAR NEAR YOU

The most fun we have all year is meeting our customers in person and strengthening our ties within the aviation community.

AOPA Fly-In, Frederick

June 6, 9:00am - 4:00pm (Exhibit Hours)
Frederick (FDK) MD

Gateway to Oshkosh (GTO) Convention & Fly In

July 19, 12:45pm -1:30pm
Comfort Suites - Stevens Point, WI

AirVenture - Booth #1159/1160

July 20 - July 26
Oshkosh, WI

AOPA Fly-In, Minneapolis

August 22
Minneapolis (ANE) MN

AOPA Fly-In, Colorado Springs

September 26
Colorado Springs (COS) CO

AOPA Fly-In, Tullahoma

October 10
Tullahoma (THA) TN

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