



On Approach

Avemco® Policyholder News

Fall 2019



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TECHNOLOGY IN THE COCKPIT

By Meg Godlewski

Editor's Note: Starting January 1, 2020, you must be equipped with Automatic Dependent Surveillance-Broadcast (ADS-B) Out to fly in most controlled airspace¹. This article, from a CFI's point of view, is worth reading.

“Traffic.”

I was flying with a CFI candidate in his airplane equipped with ADS-B. The mission was to determine how to best integrate the use of ADS-B into the private pilot curriculum.

“Traffic.”

According to the screen, there was traffic at our 10 o'clock, 1,200 below us, crossing left to right and climbing. We both looked--no joy--then as a precaution turned away from the target and climbed. We never did see the aircraft that had been called to our attention. The flight continued, and there were more traffic advisories. Some targets we saw, some we did not.

After the flight, the CFI candidate expressed concern that the ADS-B might be more distracting than a help to a student, noting the tendency for most beginning students is to keep the eyes inside. My concern is it may lull some pilots into a false sense of security--ADS-B will negate the need to look out the window. On January 1, 2020, the ADS-B mandate goes into effect. If your aircraft is equipped with an engine-driven electrical system, and you are flying in Class B and Class C airspace and Class E airspace within the 48 contiguous states and the District of Columbia at and above 10,000 feet MSL, excluding the airspace at and

below 2,500 feet above the surface, you need to have ADS-B on board and in good working order.

The purpose of ADS-B is to provide real-time traffic, hazardous weather and terrain and even identify TFRs that pop up.

The first time you fly with ADS-B on a training flight, you may be surprised to see how many other aircraft are operating nearby that you cannot see with the naked eye. Sometimes this is because the pilot wasn't aware he or she was flying in the vicinity of an instrument approach.

So how do you incorporate ADS-B into each flight lesson when the emphasis, especially for private pilots, is to be looking out the window? I suggest the same way you add flight following (FF) to the mix: a little at a time. At first, the CFI is in charge of the technology and the flights are kept short and if possible, in lower traffic areas.

ADS-B is similar to FF in the airport practice area. FF provides another layer of safety, in that ATC has a better “bigger picture” and can warn you about traffic. It also gets the client used to using FF before the pilot begins taking cross-country flights and prepares them for instrument training.

With FF, there is a verbal warning of traffic from the controllers--ADS-B provides both a verbal and pictorial image of the traffic and its location in relation to the aircraft.

There are apps for flight planning, weight and balance, E6-Bs, and more. One of my favorites is Cloud Ahoy. It records the flight and allows you to play it back during the debrief, minute by minute, to see how you did. You will find this listed under “Debrief and More.” Using this tool, a CFI can show the client what went right, and what needs a little work, and there is a pictorial presentation to back you up. Cloud Ahoy can be imported into Fore-Flight and most GPS apps.

It is much easier to haul around a tablet with the aircraft POH/AFM, FAR/AIM, Pilot's Handbook of Aeronautical Knowledge, and airport diagram, than carry around a stack of books.

The FAR/AIM is a living document that is always being updated, hence the value of the digital FAR/AIM that can be updated by simply downloading the most recent addition. I keep a paper FAR/AIM on hand, as I have yet to have my paper one run out of batteries. But I have found that certain-age students find it difficult to navigate a paper book. Be prepared to demonstrate that skill.

If you are using an app like Foreflight or FlyQ, you are familiar with the digital sectional. It can also be updated by download, and it is much easier to “move” across the sectional with a stroke of a finger, rather than wrestling with a large sheet of paper. The downside of tablets is that their screens are easily scratched and can be difficult to read in direct sunlight. Batteries can fail, cords get lost and if you drop your tablet, you can probably kiss it goodbye. Paper sectionals are still the sturdier choice, especially if you have an unscheduled off-airport landing.

Introduce the technology slowly. Insist your private student learn how to use digital ocular navigation--that is looking out the window with one finger on the map--before GPS is taught. Teach the magnetic compass, pilotage, and dead reckoning. Then move on to VORs and lastly, GPS. NDBs are no longer required for private pilots. If the airplane has an ADF receiver, you might as well throw it in as it might come in handy.

¹ <https://www.faa.gov/nextgen/programs/adsb/>

Meg Godlewski is a Gold Seal flight instructor, with more than 5,100 hours of instruction given, and an aviation journalist. When she is not performing the duties of the Chief CFI at a Seattle area flight school, Meg is a writer for Aviation for Women magazine, where she generates the Ask the CFI column.



IT'S MORE THAN “FASTEN YOUR SEAT BELT”

By David Jack Kenny, ATP ASEL, Commercial AMEL and Rotorcraft Helicopter, 2,200+ hours combined

If you've been flying a while, you might be amazed at what new passengers don't always know.

Our departure had been safe, but a bit tense. On the Friday before Labor Day one of my two passengers wasn't able to beat rush-hour traffic. As Edith crawled out Interstate 66 towards Manassas, Virginia and my brother Jon and I killed time in the FBO, a line of thunderstorms was converging from the west. It reached the field before she did. We waited two more hours for the storms to drift far enough east to allow us to take off IFR, flying southeasterly through the clouds past the end of the system and breaking out an hour later. At 5,000 feet over the lights of downtown Norfolk, Jon leaned back in the co-pilot's seat and stretched.

The airplane yawed hard to the left. I kicked my right foot and said, “Uh, how about letting me handle the rudder?” He acknowledged that this might be a good idea.

It wasn't his fault. He'd flown with me once or

twice before, but I don't think I'd ever told him that those shoe-shaped things down by the floorboards were more than footrests. Pushing against them was entirely natural. In level cruise it wasn't a big deal, but if we'd been on short final in a crosswind, things could have gotten interesting.

Since then I've taken family, friends, and hundreds of strangers on introductory flights, many during organized outreach events – Women Fly It Forward, International Learn-to-Fly Day, and EAA Young Eagles. That experience has helped refine my sense of what folks who've never been in a small airplane don't just need but want to know. With the fall sightseeing season approaching, it's worth trying to remember how strange and intimidating everything seemed the first time you strapped into a cockpit and anticipate the questions and answers that will make your guests feel more at home.

Beyond the Regs. Passenger briefings are one area where the regulations (specifically, FAR 91.107(a)) don't impose much of a burden on pilots. All that's specifically required is to instruct

them in how to fasten and unfasten the seat belts (and shoulder harnesses if so equipped) and direct them to secure their restraints during taxi, takeoff, and landing. This fits the airline world, where you don't necessarily want everyone to know how to open the doors in flight, but passengers on light aircraft deserve more information.

At a minimum, anyone seated by a door needs to be shown not just how to close and secure it, but how to open it again. Neither should be considered “obvious,” especially in models that use more than one latch per hatch. Practicing once or twice before taxi could save having to return after takeoff to close an open door (and if that happens, please don't try to secure it in flight; either live with it, or land and address it on the ground). It could also save lives in the event of an accident. If the aircraft has one or more emergency exits, brief passengers on their locations and operation, too.

This brings up a delicate issue: how much precautionary information to give new passengers, especially if they already seem nervous. Those

next to a door really should be told that in an off-airport landing they'll need to open it before touchdown and then close any latches to prevent impact forces from jamming it shut. However, the prospect of a forced landing isn't calculated to reassure someone who's already worried.

My solution? Treat it as part of the required safety briefing, even if that isn't technically the case. I like to begin, "Now, before we go anywhere, FAA regulations require me to go over a few things." (True.) I can then raise the matter of an off-field landing by saying, "And if we have to land anyplace other than an airport, I'll have you open the door before we touch down and then close the top latch again. I've never had to do it and don't plan to start today, but I'm still required to let you know." It usually doesn't ratchet up the tension.

It's also good to get passengers looking for traffic and teach them how to call it out. When it comes to collision avoidance, the more eyes looking, the better. And I make a point of stressing that if I hold up one hand, I'm trying to listen to ATC and need everyone to keep quiet.

More is More. Seat belts and doors are the necessary minimum. How much more to go into depends on the length of the flight, whether it will cross inhospitable landscape, the ages and personalities of the passengers, and whether you'll be strictly VFR or potentially flying through clouds. A 20-minute intro probably doesn't warrant going over where to find the fire extinguisher and first-aid kit, while a night cross-country over mountains probably does. For a longer flight far from possible rescue, a description of all relevant equipment – ELT and personal locator beacon, satellite

phone if you have one, back-country survival kit, and emergency supplies – makes sense.

Prior to taxi, I like to demonstrate the flight controls, directing attention to the control surfaces being moved. This is also helpful if you want to offer whoever's in the co-pilot's seat a chance to take the controls in flight. (It's perfectly legal even if you're not a CFI – but don't be surprised if the offer is declined.) Descriptions of the flight instruments and radio gear will interest the generally curious and those thinking about pursuing flight training of their own, but not passengers who just want to look around.

People who've never flown in a single-engine airplane tend to be especially worried about engine failures, and therefore intensely focused on any possible indication thereof.

Telling them what to expect helps defuse that anxiety, especially if you fly a complex airplane: "After we lift off, I'm going to raise the landing gear. You'll probably hear a whirring noise. About 500 feet above the ground I'm going to adjust the engine controls; it's kind of like shifting into second gear. You'll hear some change in the engine noise. I'll adjust them again once we level off at our cruising altitude." Unless I'm tied up on the radio with ATC, I'll also announce those changes when they happen.

Remember the first time you felt a bump while on the controls? My response was to ask the instructor, "Did I do that?!" A few words on weather conditions will allay a lot of anxiety: "It's sunny, so the air isn't going to be smooth. It's likely to feel like driving a car over railroad tracks. If you get

uncomfortable, just let me know and we'll land." Geographic references don't hurt, either: "It's always a little bumpy crossing those ridges west of town, but usually smooths out over the valley."

Flights in IMC require additional assurances, starting with the fact that their pilot is properly trained, appropriately licensed, and well-practiced. Some passengers may not want to know how to read the attitude instruments or PFD and GPS display, but offer to explain them anyway. Announcing waypoints as you pass will help reassure everyone that you know where you are and what you're doing, and that you're making steady progress toward your destination. And if you're re-routed or given a hold, explain that as well.

Don't Forget the Obvious. Friends whose previous flight experience is limited to the airlines should be told that your Cherokee doesn't have a lavatory. Encourage everyone to make that the last errand before boarding. And even if the weather seems benign, tell everyone where to find the air-sickness bags and how to open them for use. You never know.

Above all else, remember that since you're not running an airline, your goal is NOT to make your passengers miserable. Anticipating what they want to know (but may be too nervous to ask) goes a long way toward making the flight fun for everyone – or at least not terrifying to anyone.

David Jack Kenny is an aviation writer and recovering statistician in Frederick, Maryland. He has been a statistician twice as long as he's been a pilot, but enjoys flying more than twice as much as analyzing data – particularly flying long cross-countries IFR, rescuing dogs as a volunteer for Pilots N Paws, and taking friends and neighbors up for introductory flights. He ascribes his helicopter certification to a characteristic lack of impulse control.



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CONGRATULATIONS to our friends, John and Martha King

On September 28, 2019, at the Wings Over the Rockies Air & Space Museum, John and Martha King were enshrined into the National Aviation Hall of Fame.

Nearly 15 years ago, John gave an interview for an article entitled "Battling the Big Lie," where he discussed what was emerging as a new, specific discipline: risk management. After the article was published, Avemco

contacted the Kings and suggested a joint venture to develop a course to fill what they saw as a gaping hole in general aviation training. The Kings enthusiastically embraced the concept, and Practical Risk Management for Pilots was born. It soon became the best-selling "Takeoff" course in the King's catalog.

To this day, the program allows Avemco policyholders to save up to 10 percent on their premium costs when they complete a King Schools course. Policyholders may also take a FAAsteam WINGS Knowledge course on risk management, and any other Avemco accepted flight training to receive their premium credit.



Avemco's Marci Veronie & Mike Adams pose with the King's at their Enshrinement Ceremony

OUR PEOPLE

TRANSITION



Since 1992, many of our customers and callers have enjoyed the good fortune of hearing the always upbeat ‘smiling’ voice of **Stephanie Brown** when they phoned Avemco Insurance Company. In the 27 years Stephanie has spent with Avemco, she has not only been one of our highly skilled aviation underwriters at the Frederick, MD home office, but also was part of our team that has traveled to EAA AirVenture, Sun ‘n Fun and other aviation shows to represent our products.

She will be missed by employees and customers alike. After retiring, Stephanie plans on spending time with her family and friends.



WELCOME

Alon Admi adds an international perspective to our staff of underwriters. He moved to the U.S. from his native Israel, not once, but twice.

Before joining Avemco Insurance Company, Alon wrote insurance for more than 14 years. He’s found some things in common with auto insurance, but it’s the difference of working with pilots that is so exciting to him. “I talk to people from all over the country. And pilots are passionate about flying and their airplanes.”

Although Alon makes regular trips to Israel to see his family, the U.S. is his home now and we’re glad it is.



CONGRATS!

Marci Veronie, an employee since 1986, has been promoted to Senior Vice President of Sales and Marketing. She holds a property/casualty insurance and life health license in all 50 states and has extensive knowledge of aviation insurance and the aircraft that Avemco covers. She manages a team of aviation specialist underwriters and marketers. Marci currently serves as the Chair of the Women in Aviation International Board of Directors.

Tom Fraley joined Avemco in 1997 and has been promoted to Senior Vice President of Support Operations. Since 2011 he has managed a team of IT professionals, accounting, and building support staff to ensure that daily work flow and procedures stay current with the ever-changing world of emerging technologies. Tom holds a variety of certifications from leading software platform organizations.



CONGRATS!

READBACK

Readback is your chance to tell us what you think about everything we have to say and do - including our PIREPs, articles, emails and previous issues of the *On Approach* newsletter. Content has been or may be edited for length and style before publication.

RESPONSES TO DAVID JACK KENNY'S "BEARS, BIRDS, BUGS AND BAD TAKE OFFS"

I very much enjoyed your recent PIREP about bears, bugs, birds.

You mentioned a practice that has saved me trouble several times - making a low approach prior to making a landing.

Thanks,

--A. Lanzara, policyholder

Loved the article. There are two kinds of pilots: those that have and those that will encounter wildlife. I heard that from a fantastic flight instructor 50 years ago. He was correct. Be aware and have a plan!

In the following years, I have gone around or aborted take offs because of alligators on the runway (Mississippi), aborted for wild hogs (300+ pounds) on the runway (Texas), counted over 30 starling strikes on the leading edges and bottom of an aircraft (Tennessee), taxied around huge storks who were deaf or had a death wish

(Europe), landed with no airspeed indication thanks to insects impacting pitot tubes and dodged hundreds of vultures (surface to 12,000 feet).

I still preach the wisdom of my favorite flight instructor. Thanks.

--Steve Stevenson, ATP, CFII
Colonel, USAF (Retired)
Fighter Pilot (Retired)

I was reminded of a B737 that executed a balked landing procedure at Deadhorse Airport (PASC) on the north coast of Alaska, during the summer of 2017 in response to a caribou running in front of them. The crew reported the incident after they were safely airborne and were advised they had hit the animal. After briefing the cabin and conducting a flyby with the gear down, the aircraft landed without incident. A post flight inspection of the aircraft revealed the number 4 tire had hit the caribou in the head, killing the animal instantly. The impact was centered on the tire and the aircraft sustained no damage.

Regards,

--Doug Leamon



RESPONSES TO JASON BLAIR'S "MULTIPLE WEIGHTS AND BALANCES"

I liked your PIREP on W&B. It listed a lot of good reasons why a pilot may want multiple W&B sheets for different configurations. Here in AK it is common to swap between floats & wheels, or even skis, requiring multiple W&B sheets.

Thanks

--Ross

I enjoyed reading your article on the subject matter. But it mainly dealt with removing seats and I would have liked to see it go just a bit further and address the idea of removing and replacing wheel pants. I own a Cessna 150 and frequently see other 150's or 172's with their wheel pants removed either seasonally or semi-permanently, some only to be reinstalled when the aircraft is sold. I assume the same principles of seat removal and replacement requirements would also apply to wheel pants, but it would have been great to see that confirmed in the article as well.

Oh and one more thing.....while the article didn't address it, I would also assume that each time seats or wheel pants are removed or replaced there should be an entry in the airframe logbook indicating that such was accomplished.

Thanks for keeping us informed,

--Art Krueger

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

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FOR OUR 2020 CALENDAR OF EVENTS
COMING WINTER 2020!



AVEMCO RECEIVES EXHIBITOR RECOGNITION AWARD FROM EAA

Avemco Insurance Company was honored to receive this beautiful award from the Experimental Aircraft Association (EAA), congratulating us for 58 consecutive years as an exhibitor at AirVenture.

We are proud to partner with this fine aviation association and look forward to many more years at Oshkosh.

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FALL 2019

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