



FLYING LESSONS for June 29, 2017

FLYING LESSONS uses recent mishap reports to consider what *might* have contributed to accidents, so you can make better decisions if you face similar circumstances. In almost all cases design characteristics of a specific airplane have little direct bearing on the possible causes of aircraft accidents—but knowing how your airplane's systems respond can make the difference as a scenario unfolds. So apply these *FLYING LESSONS* to the specific airplane you fly. Verify all technical information before applying it to your aircraft or operation, with manufacturers' data and recommendations taking precedence. **You are pilot in command, and are ultimately responsible for the decisions you make.**

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This week's LESSONS:

Are you good enough for Oshkosh?

Flying into Oshkosh, Wisconsin's Wittman Regional Airport (KOSH) for EAA AirVenture is an amazing experience. But it's one that requires special expertise, and for the pilot to be at the very top of his or her game. Come to think of it, we need to be at our very best *every* time we fly. This year, as we review my annual **Flying into Oshkosh** series, think about how the *LESSONS* of each article apply to you regardless of where you fly. Ask yourself if you're **good enough for Oshkosh**, whether you're flying in or not.

AirVenture Arrival Part 3: Airspeed Control

If you're flying to Oshkosh this year, *now* is the time to brush up on the special skills needed for a safe arrival. One is proper airspeed control, in ways sometimes unusual for many pilots.

The [AirVenture 2017 NOTAM](#) 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 and landing gear position (as appropriate) and trim setting results in level flight at 90 knots**. For some you'll be flying flat-out...while others may be "hanging on the prop" at this speed. Get comfortable with this configuration (and any visibility or engine temperature management considerations that go with it) so you can fly it while scanning *outside* 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" will eventually have to descend through the "normal" speed as you arrive in the traffic pattern. The time I flew a turbocharged Beech Baron to AirVenture I flew the faster/higher patterns, but ended up descending behind a Stearman biplane from about abeam the numbers until touchdown—so I had to slow down to the Baron's lowest safe airspeed for part of my approach.

Practice precise airspeed and altitude control using NOTAM arrival speeds so you can fly them without thinking about it...freeing you up to handle the traffic and workload of your AirVenture arrival.

FLYING LESSON: Are you good enough to fly accurate airspeeds and altitudes while spending most of your time scanning outside for traffic, every time you land?

See <https://www.eaa.org/~media/files/airventure/flyingin/2017-airventure-notam-final-%2003-29-17.pdf>

AirVenture Arrival Part 4: Call the Ball, er, 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 end of the runway, and the “white,” “orange,” “pink” and “green” dots farther on down (the specific color depends on the runway in use—they’re painted on). You will likely be directed to land at a specific dot in your landing clearance.

Here then is another *Lesson*: **Be extremely proficient at “spot” landings** before flying to Oshkosh. Hit your spot in a short-field technique, too, to avoid rolling into the touchdown zone of an airplane aiming for the dot ahead of yours. Use a high-angle, constant-descent, obstacle clearing technique (*not* “driving level” *then chopping power for the last 50 foot*)...you may be overflying another airplane on the ground or, as I’ve seen a few times, ahead of you but aiming at a spot closer to the arrival threshold.

Make your approach as tight (close to the airport) as safely possible. Nothing throws a wrench in the arrival works like an airplane that extends for a three-mile final. Practice with a short-field, steep angle of descent technique will help here also.

As the AirVenture NOTAM describes, you’ll need to land, then taxi clear of the runway as very soon as possible (usually into the well—rolled grass between runway lights) to minimize your time on the runway, and help maximize the number of AirVenture 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.

Practice short-field landings to a designated spot plus no more than 100 feet ([Commercial Pilot short-field standards](#)) so you can pull one off without a hitch at Oshkosh.

FLYING LESSON: Are you good enough that you can fly a tight, constant angle of descent to a precise landing on an identified touchdown spot, wherever you land?

See https://www.faa.gov/training_testing/testing/acs/media/commercial_airplane_acs.pdf

We’ll conclude our series, **Are you good enough for Oshkosh?**, next week in *FLYING LESSONS*.

Comments? Questions? Let us learn from you, at mastery.flight.training@cox.net



Lost Comm in IMC Watch This Video...



See www.pilotworkshop.com/blog/lost-comm?ad-tracking=lost-comm-turn

Debrief: Readers write about recent *FLYING LESSONS*:

Reader and decorated Army aviator Mike Friel writes about last week’s semantics *LESSON*:

As always your *FLYING LESSONS* topics are interesting and informative. Your response to Marc Delude’s question was right in point. The U.S. Army defines the terms “As soon as Possible” and “As soon as Practicable” as follows:

- a. **LAND AS SOON AS POSSIBLE** is defined as *executing a landing to the nearest suitable landing area without delay*. The primary consideration is to assure the survival of occupants.

- b. **LAND AS SOON AS PRACTICABLE** is defined as *executing a landing to a suitable airfield, heliport, or other landing area* as the situation dictate.

Thank you, Mike. Given the U.S. Air Force's origin, I expected the terms I learning in the USAF reflect those of the United States Army. Regardless of your preferred branch of service, when faced with an emergency you probably need to land as soon as possible, while abnormal situations permit landing as soon as practical. The trick is to determine what is just *abnormal*, and what is an actual *emergency*. My Oshkosh 2013 presentation in the FAA Safety Center, "[The Bold Print: A New Look at Emergency Procedures](#)," defines this distinction and helps you determine which scenarios are which for your airplane.

See <http://www.mastery-flight-training.com/mft-the-bold-print.pdf>

Talking about last week's **Are You Good Enough for Oshkosh?** entry "Know the NOTAM," reader Bob Bernstein notes:

Rather than print out a downloaded NOTAM, I recommend requesting a published copy available free from EAA on www.airventure.org.

That is indeed an option, Bob. You may download a pdf for your EFB, print your own copy, or ask EAA to send one to you. The NOTAM itself gives directions:

For a free, printed copy of this NOTAM booklet, call EAA at 1-800-564-6322. To view or download this information, visit www.eaa.org/notam, or www.faa.gov/air_traffic/publications/notices/.

Thank you, Bob.

Comments? Questions? Let us learn from you, at mastery.flight.training@cox.net.

I am so very grateful for all you give to aviation, Tom. I'm sure there are thousands more who feel the same.

– Richard Benson

Thank *you*, Richard. And thanks to the dozens of [readers who have donated to help cover my expenses](#) for hosting and delivering *FLYING LESSONS Weekly*—many, like you, donating several times or even on an automatic monthly schedule.

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