

Bonanzas to Oshkosh Pre-Briefing for Row Leaders

Congratulations. You have been chosen as Row Leaders for B2OSH. The Row Leader concept grew out of John Wiebener's unselfish practice of flying in the back half of the flight to restore order back there. Several years ago Weebs and Elliott decided to distribute pilots with superior skills & judgment throughout the flight. Before we had Row Leaders, the flight was front-loaded with all the "talent".

Upon arrival at Rockford, Row Leaders will display RED cards with BLACK X. I assign all the Row Leader spots. The ramp crew knows where to park your tail number. You will need your card on the runway before take-off, to signal the Flag Man that you are a Row Leader.

Your job is to restore the flight to the briefed parameters. Your instructions as Row Leaders are the same as the rest of the Element Leaders, but you get an additional tool. Your take-off interval will be 30 seconds rather than 15. The gap in front of you will stabilize at slightly more than 1 nautical mile. The extra interval is partly to add time to the overall flight, but mostly to put extra space in front of you, so you can fly a stable profile.

Your challenge is to maintain sight on the element ahead at about 1 nautical mile, while using the larger gap to absorb speed changes in the preceding elements. Each Row Leader is, effectively, leading the rest of the flight.

Row Leaders: On the runway at RFD, please display your RED card with BLACK X in the window for the Flag Man to see. Don't let the Flag Man send you after only 15 seconds. If you are NOT parked in a Row Leader spot, please do NOT display a card.

New for 2014 was a straighter route and 3000 MSL en route altitude. The route worked well, and this year we'll straighten it even more. The altitude profile was better, too. We're sticking with it. Climb to 3000 MSL and stay there all the way to POBER. When Bonanza Lead is approximately 10 miles from POBER, he will order the flight to slow from 125 KIAS to 110. Please practice and predetermine power settings for your aircraft to achieve:

1. Climb at 100 KIAS and 500 feet per minute
2. Cruise at 3000 MSL at 125 KIAS
3. Cruise at 3000 MSL at 110 KIAS
4. Approach at 100 KIAS and 600 FPM descent in landing configuration

Also new for last year were objective criteria for going around, in addition to the subjective criterion "I think we're too close":

1. If a snake has started before you reach POBER: maintain 3000, turn inbound exactly at POBER, and go around **when clear**:
2. If you need to S turn on final, **then clear** and go around.

3. If you have to slow below 90 knots to remain safely behind the preceding element, **then clear** and go around.
4. If you have to approach shallower than briefed to keep the previous element from going under your nose, **then clear** and go around.

For 2014 there were new aim points for each runway at Oshkosh. We are aiming for the colored dot BEFORE runway midpoint. We are NOT aiming for halfway down. Aim for:

PURPLE DOT for Runway 36

ORANGE DOT for Rwy 27

PINK DOT for Rwy 18

WHITE DOT for Rwy 9.

The biggest change for B2OSH XXVII will be structured Row Briefings conducted by you guys.

The Saturday Main Briefing will be 15 minutes shorter. Announcements, introductions, and 'entertainment' will be done during the Friday Hangar Party. Pre-RFD briefing messages will be more extensive, so we can focus on the day's conditions - mostly weather, but field conditions at Oshkosh and other things that can't be fully briefed in advance. The main briefing will not be a detailed play-by-play enactment of the flight.

Immediately after the main briefing all pilots will meet at the end of their Row - at your airplanes - for a 15-20 minute Row Briefing.

We'd like you to conduct walk-throughs of a few procedures:

1. Taxi out, taking runway – especially if we go in 2-ships and you have assigned Element Leaders resulting in taxi out NOT in parking order.
2. Short walk-through of the enroute portion, calling out the waypoints. The new route takes MSN Class C and that big tower out as factors. We'll need to point out proximity of Fon du Lac temporary Class D. We'll miss it by only 2 miles. The Magenta Line is our eastern limit near FLD.
3. Traffic pattern for the intended runway. Almost straight in for 36. 12 degree turn at POBER. For all other runways: descend to 2000, continue to lake shore, left traffic to intended runway. Downwind for 18, base entry for 27, and crosswind to downwind for 9.
4. Go-around procedure for the intended runway.
5. The Emergency Procedure for getting 3-ship elements onto a single runway that can handle only 2 at a time. We'll walk through the full pattern to any runway and the 180 side break to land. If we go in 2-ships, this walk-through will include the full pattern to any runway and the element landing.

It can't hurt, and it won't take much time, to actually walk through all of these. I encourage allowing 'genuine' co-pilots to participate, but I would ask passengers to

observe without interfering. In my experience, walk-throughs answer most questions and often expose misunderstandings. Remaining questions are better handled in a smaller group, too.

Row briefings should be completed by 11:10, leaving pilots 35-50 minutes to finish packing, etc. Ten minutes less than in the past. And, Row Leaders will have my cell phone number. If anyone needs more time, we'll postpone engine start.

Please direct questions or comments to me. LarryG@b2osh.org. Thank you for your service to B2OSH and see you in Rockford!

Larry