

Bonanzas to Oshkosh XXIX

Row Leader Pre-Briefing

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. We will 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.

Climb at 100 KIAS and 500 FPM. Level off at 3000 MSL and 125 KIAS. 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

We have 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.

Landing Approach Aim Points

Do NOT aim 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.

Row Briefings

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 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 the runway.**
2. **Short walk-through of the enroute portion**, calling out the waypoints and demonstrating Fly By procedure. See Flight Leader Pre-Brief for graphic of Fly By waypoint passage. Our route avoids MSN Class C and that big tower. Point out proximity of Fond 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 MSL and slow to 100 KIAS; continue to a left downwind for the intended runway.
4. **The Emergency Procedure** for getting 3-ship elements onto a single runway that can handle only 2 at a time. After the Hangar Party, in the Emery Hangar, we'll brief Row Leaders on walking through the full pattern to any runway and the 180 side break to land.
5. **Go-around procedure** for the intended runway.

We encourage pilot-rated passengers to participate, but we ask non-pilots to observe without interfering. 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.

Debrief

Row Leaders will receive envelopes with Debrief Forms. Distribute Debrief Forms to each of the Element Leaders in your Row. After landing and tying down, Element Leaders will conduct Element Debriefs and fill in their Debrief Forms.

Row Leaders will collect Debrief Forms and conduct Row Debriefs.

At 5:00 PM Saturday, under the big tent, Row Leaders will meet and Bonanza Lead Rob Mortara will conduct the Overall Debrief. Rob will report his summary at the Sunday B2OSH Party.

Please direct questions or comments to Larry Gaines. LarryG@b2osh.org. Thank you for your service to B2OSH!