

Bonanzas to Oshkosh XXX

Row Leader Pre-Briefing

Congratulations! As well as being selected as an Element Lead, you've also been selected to serve as a Row Leader for B2OSH this year.

The Row Leader function for B2OSH XXX is changed from previous years. In the past, we had as many as 13 Row Leaders, each taking 30 seconds spacing. While we counted on Row Leaders to maintain spacing and reduce the accordion and POBER snake problems, we never really gave them the autonomy to truly "lead" their row. This year, we're assembling B2OSH into four large Flights, each made up of about 12 Elements. Flight Leaders will take a full two minutes spacing for takeoff, and operate as a true Flight Leader. They will make the altitude, weather avoidance, and diversion decisions for their entire flight. Instead of one huge B2OSH Flight, there will be four small mini-B2OSH Flights. We think this will give us better flexibility and empower each of the Flight Leads to make inflight decisions for their own flights without compromising the integrity of the overall B2OSH flight. Most of the former Row Leader functions have been given over to the Flight Leaders.

We still need your leadership skills, though! To keep the group size small, we're asking you (instead of only the Flight Leaders) to conduct the ramp briefing and walk-through of the taxi, flight, normal arrival, and the Alternate Runway Landing procedure.

Upon arrival at Rockford, Row Leaders will display a RED card with BLACK X. We will assign all the Row Leader spots. The ramp crew knows where to park your tail number. (If you're not on the parking plan as a Row Leader, you're a backup for Row Leader fallout—thank you). Depending on the final number of B2OSH pilots, we may not need the Row Leaders in the last few rows. If this is the case, try to park in an empty Element Leader spot. If all those are filled, enjoy this B2OSH as a Wingman. Because you're now taking 15 seconds spacing like all the other Element Leaders, you won't need your card on the runway before takeoff.

Your job during the flight is to back up your Flight Leader with precise airspeed control and situational awareness to facilitate proper spacing. Monitor the navigation of the Elements ahead, and make radio calls if required to keep everyone in line. Let your Flight Leader know if there are problems developing with weather deviations or spacing so he can take action to correct them. Finally, in the event your Flight Leader aborts on the runway or enroute, you may have to help out his poor Wingman, who is now leading a flight of 35 to Oshkosh.

Row Briefings

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

Please conduct a short walk-through/verbal briefing of the following:

1. Taxi out, runway entry, runway lineup.
2. Element Run-up, takeoff, gear up.
3. Enroute portion, calling out waypoints and the simultaneous slowdown as a Flight to 110 knots.
4. Gear down, and approach to runway 36. Lead and Left Wing land 36L, Right Wing split off and land 36 R.
5. Alternate Runway Landing Procedure (Gear down, 2000' MSL on left downwind, 100 knots):
 - a. Cross Inside (Left) Wingman to the outside (Right) of the Element with a double fist pump. The Element should now be in right echelon.
 - b. Turn base for the landing runway at 5 second intervals.
 - c. Land single ship on alternating sides of the runway. Maintain 2000' MSL until intercepting a normal or slightly steep glide path. Do not get drug in!

Every pilot needs to know how to accomplish this procedure, so your role in this exercise is critical.

6. Go-around procedure for each runway.

Row briefings should be completed by 11:15, leaving pilots about 30 minutes to finish loading, preflight, and Element briefings.

If you have questions or comments, please call or email me.

Thank you for your service to B2OSH!

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