



Flying to EAA AirVenture, for one week the busiest airport in the world? We've been discussing the planning needed to make a safe AirVenture arrival

Airspeed control

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

The AirVenture NOTAM (http://www.airventure.org/flying/2013_notam.pdf) 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 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 light twin to AirVenture I ended up behind a Stearman biplane from about abeam the numbers until touchdown—so I had to slow down to the lowest safe airspeed for part of my approach.

FLYING LESSON: 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.