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2024

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A member of the Tokio Marine HCC group of companies.

WHAT GOES AROUND, COMES AROUND



By Thomas P. Turner, ATP, CFI, CFII, MEI

FROM AN FAA PRELIMINARY REPORT:

A Beech A35 [T-34A Mentor] “landed gear up and slid off the side of the runway into the dirt...” The two aboard were unhurt and the airplane suffered “minor” damage.

Unofficial witness reports posted on various social media state the vintage military trainer (a US Air Force veteran painted in US Navy colors) made an approach to the runway only to perform a go-around for unknown reasons. When the pilot came around again for another landing the landing gear was not extended, with the all-too-common result.

Multiple trips around the circuit provide the opportunity to fine-tune technique and hone skills. Unfortunately, pattern after pattern can also devolve into distraction and complacency...two factors that often lead to missed actions including a gear-up landing.

Sometimes pilots talk and post online that, when staying in the traffic pattern in a retractable gear airplane you should leave the gear down. The idea is that you won't forget to extend the landing gear if it's already down.

I suggest, however, that altering your gear technique by leaving the wheels down robs you of most of the training benefit of practicing multiple landings, which is to develop good habits as much as to master the flare and touchdown. **Leaving the gear down may actually make a gear-up landing more likely** on a later flight, by reinforcing behaviors that run counter to normal gear extension and confirmation.

If you put the landing gear down to begin your descent from pattern height by adding drag—*gear down to go down*

YOU REINFORCE CONFIRMING GEAR EXTENSION BY

BEING ABLE TO EVALUATE:

SOUND

The gear motor sounds right and runs for the proper amount of time. The slipstream noise changes as expected.

FEEL

The airplane pitch changes as expected. The airplane decelerates initially then settles into a descent.

PERFORMANCE

Attitude, airspeed and vertical speed all are as normally expected. None of these measures of performance are unusual or in conflict with the others.

SIGHT

Gear indicators confirm proper extension. If the wheels are visible directly or in gear mirrors, they appear fully down and locked.



But if you leave the landing gear down in the landing circuit you don't get the experience of confirming gear extension. In fact, the big throttle reduction needed to begin your descent reinforces bad habits that can mask forgetting to extend the gear.

I've been told that in the piston T-34B era the U.S. Navy at one time taught its pilots to leave the landing gear down in closed traffic patterns, but later ordered a change to more normal operations—retracting the wheels after takeoff and lowering them again to descend from pattern altitude—after an increase in gear-up landings by solo students at remote practice airfields. I can't confirm this, but perhaps a past Naval aviator or instructor can tell me more.

From an instructional standpoint, however, it makes sense that leaving the gear down robs the pilot of much of the experience he/she is trying to get when flying trips around the pattern. It requires an abnormal technique that runs the chance of making a later gear-up landing more likely.

The same goes for other operations, in fixed-gear airplanes as well as retracts. Practice should reinforce behaviors you want to exhibit in your day-to-day flying.

TRAIN THE WAY YOU FLY, FLY THE WAY YOU TRAIN.



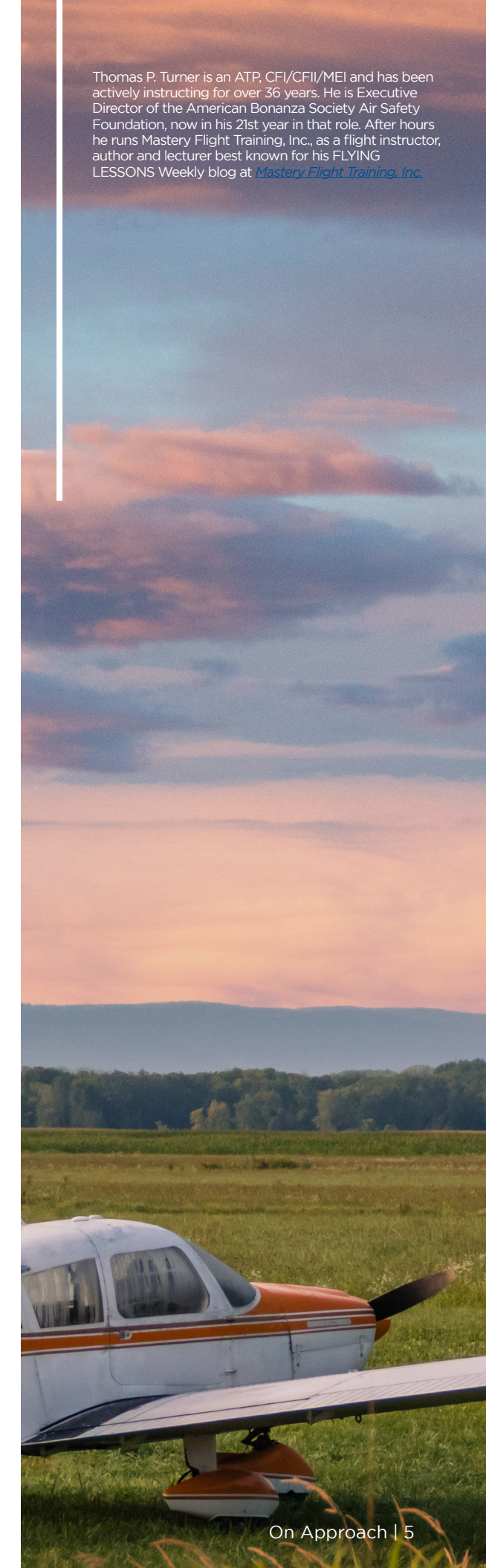
One of the Facebook witnesses to the T-34 gear up, a senior flight instructor who was preflighting an airplane with a student when he observed the crash, exhibited the FAA-identified hazardous attitude of resignation when he wrote:

“It happens to everyone at some point. It’s just embarrassing. It happened to me while doing a Power Off 180 while I was training toward my complex endorsement 30 years ago, but my instructor told me to go around. I applied full power and tried to raise the gear, but it was already up! Nice not to have to worry about that mistake in my elderly years as a Cirrus instructor.”

NO,

it doesn't happen to everyone at some point. I prefer to learn from experience, both my own and by learning from the experiences of others, to replace resignation with determination to manage risks. **What goes around—the habits we reinforce—comes around** when we least expect. Know the scenarios that are most commonly contributors to accidents, and it's more likely you'll follow standard procedures to avoid repeating accident history. ✈

Thomas P. Turner is an ATP, CFI/CFII/MEI and has been actively instructing for over 36 years. He is Executive Director of the American Bonanza Society Air Safety Foundation, now in his 21st year in that role. After hours he runs Mastery Flight Training, Inc., as a flight instructor, author and lecturer best known for his FLYING LESSONS Weekly blog at MasteryFlightTraining.com.



INTO THE ALLIGATOR'S MOUTH

Psychology of Personal Flight Minimums

PART 1 OF 3

By Jolie Lucas, Psychotherapist, Pilot, Aviation Educator & Writer

This article series in the *Avemco On Approach Newsletter* will center on the psychology of creating your personal flight minimums. Like most relationships, we will focus on why we create them, why we commit them to paper [or not], when we fudge on them, what we learn from them, and what we hope never to again experience.

This first installment will center on airplane considerations. Future editions will focus on pilot considerations and end with environmental/planning aspects. You will discover hidden gems and explore pucker factors in regard to our personal flight guidelines, given to us by those interviewed.

On a routine flight home from Camarillo CA, I received a bit of an awakening about my personal minimums. Let me explain. My best friend Pia and I had just finished a great weekend up at the beach. The plan was to fly her home to Camarillo CA, turn and burn back to Santa Maria. The weather at home was forecast to be 1000 overcast, which really wasn't a big deal. As I flew the short flight home dusk began to fall, and so did the ceiling.

When ATC originally asked about my intentions, I asked for the RNAV 30, but as the visibility went down, I opted for a precision approach. Normally if I am planning for a flight with an approach in actual conditions, I have a printed plate which is highlighted, my iPad geo-referenced plate on Foreflight, and the approach loaded into my G530W. I wasn't anticipating this approach, so I didn't have

the paper print out, but had everything else. I briefed the missed approach and noted that San Luis Obispo Airport was VFR. I knew that if I went missing once, I would immediately go to San Luis Obispo and have my son pick me up. I got vectored way out over the ocean and finally turned into the ILS 12 Santa Maria. I broke out just 60 feet above published minimums, had great forward visibility underneath, and landed just fine.

I have to admit that as I was flying, I realized my personal flight minimums had not been adjusted since right after my instrument check ride. Further, it occurred to me that I could fudge on my personal minimums and best case no one would know, and worst case the NTSB investigator would know.



MY STORY

At the time of instrument rating in November 2017 7 hours in actual [dual] and my personal visibility on departure were double precision approach or approximately 400 feet with the idea being that if to get back into the airport, I could. For approach, I double the charted minimums, while I was still pretty Flash forward to 2020 and I had approaches into close to minimums [weather] and several California minimums in smoke.

As I pondered personal flight guidelines, I decided to reach into my address book of pilot friends and reach out to ask questions about minimums, guidelines, self-restrictions, and the like. I found out that except for me and the two guys with over 20,000 hours, no one had personal minimums written down.

I spoke to a range of folks from newly minted private pilots, to those working on an instrument rating, commercial, CFI, and DPE. I talked with female and male pilots with hours ranging from low hundreds to 25,000. As one CFI/DPE pondered in regard to minimums, “How far do you put my head in an alligator’s mouth before I can’t get it out?” My hope is that our words might start an honest discussion on ways that we can keep ourselves safe in the airplane or on the ground.



Photo of Jolie Lucas

HIDDEN GEM

Updating your written minimums every season will keep them relevant and your flights safer.

How far can you put your head in an alligator’s mouth and still be certain you can get it back out?

Because in the end, cheating on your minimums is cheating yourself.

INTERVIEWS

For the interviews, I asked questions and interchangeably used personal minimums and personal guidelines. The reason for this is some pilots initially thought when I spoke of minimums, I was referencing charted instrument approach minimums. As you read along, please answer the questions for yourselves.

QUESTIONS:

- Do you have a current set of personal guidelines or minimums for your flying?
- If yes, do you have them written down?
- If so, do you ever review them or alter/update them?
- What are the areas you consider when you think of your own minimums?
- Have you had a time where you cheated on your personal minimums?
- Has there been an experience in the airplane you would like to share that gave you a “pucker factor” that others might learn from?”
- Do you have a “hidden gem”, or learning tip, to share?

AIRPLANE CONSIDERATIONS

Over the past three years, many of us have been flying less, or are just now getting back to a more “normal” amount of flying. It is important that you consider the airplane you will be flying in regard to your personal guidelines. Do you have a minimum regarding your currency or recency? Is your technology database updated and do you feel familiar with how to program and use it? Think about how much or little your aircraft has been flying. Make sure to include your guidelines about the recency of maintenance as well as how your airplane is stored.

The Psychology of Personal Minimums

- Why we create them
- Why we commit them to paper
- When we can fudge them
- What we can learn from them
- What we hope never to again experience



COVID-19 PANDEMIC RESULTED IN DECREASED FLIGHT OPERATIONS

OPERATIONS INCLUDE:

- Pilots
- Mechanics
- ATC
- FBOs
- Charitable Flights
- Flight Instruction

IMPACTS:

- Lack of Currency & Recency
- Stress & Mental Health Concerns
- Muscle Memory Decreased
- Cognitive Process Decline
- Technology Becomes Unfamiliar
- Airplane/Mechanical Issues

MINIMUMS FOR THE AIRPLANE

- Cross Wind Component
- Recency of Maintenance
- Runway Length
- Runway Condition
- Fuel on Landing
- Mag Check Failure

Aircraft maintenance and condition is a consideration for me. This is something on my go-no-go list. If my airplane failed a mag check on the ground at my home airport before a long cross-country I would not go.

HIDDEN GEM: Just because it worked, doesn't mean it will always work. Most people don't have minimums written down. But in their heads, they know when they have exceeded them. It is only then they realize they should have them written down and stuck with them.

DAN

Instrument Rated, Commercial Pilot, Mooney Owner

PUCKER FACTOR: My airplane was loaded with medical personnel as I was headed to Mexico on a humanitarian flight. I encountered un-forecast icing over Julian [CA] at 8000 ft. The aircraft could not climb. Every surface was covered with a mixture of rime and clear ice and it flew like a slug. I immediately talked to ATC and let them know. Fortunately, within 20 minutes the ice had broken off, though we could hear it hitting the tail section.

DENISE

Commercial, Instrument, Mooney Owner

HIDDEN GEM: Broken links should equal caution in your thinking. Breaking the first link and mitigating risk starts at the planning table. I can recognize broken chain links with pilot, airplane, or environment [weather especially].

In the airplane, if one link in the chain is broken, I am on high alert and immediately seek a reset of the situation so the one broken link is eliminated. It is easy to see how accidents happen with the second or third broken link, especially if they are congruent. If you recognize the broken link and mitigate it, then you are okay. A lot of people let two or three broken links happen.

RICHARD

Commercial, MEI, SEI, Glider

I am careful about pre-flight and engine run-up. If something is missing [piece of equipment, fasteners, etc.,] then I would not fly. A mag check fail would equal a no-go for me. Even for VFR if something failed, I wouldn't fly as it isn't worth the risk.

JACK

Private Pilot, Instrument Student, Cessna Owner

Airplane familiarity is something I consider every flight. When I am in my personal aircraft which I have owned for many years, I know the ins and outs of the maintenance which factors into my decision-making.

When I was a private pilot did not have things written down in terms of personal minimums. But I wouldn't go to charted minimums with a 15-knot crosswind. Now that I am flying for the airlines, I have had to fly a variety of aircraft and the limitations are built into our procedures.

I have to say, I am very particular when it comes to fuel on board. My personal guideline is that I always land with 1.75 hours of fuel remaining.

KURT

Major Airline First Officer, CFI, Mooney Owner

I hope you enjoyed this month's installment. Please consider using one of the AOPA templates to write your minimums down whether VFR or IFR. If you have feedback about the hidden gems or pucker factors, please feel free to use the comment section below.

In the meantime, keep up with online safety seminars, join your state aviation association, and stay involved with your local airport. For me, I am looking forward to planning my cross-country flight to OSH24 this summer. ✈️

Jolie Lucas makes her home on the Central Coast of CA with her mini-Golden, Mooney. Jolie is a Mooney owner, licensed psychotherapist, and commercial pilot. Jolie is a nationally known aviation presenter and aviation writer. Jolie is the Region 4 Vice President of the California Pilots Association. She is the 2010 AOPA Joseph Crotti Award recipient for GA Advocacy.

HOW TO TELL THE FAA ABOUT A NEW MEDICAL CONDITION

By Dan Monlux, FAA Senior HIMS AME



Telling FAA About New Medical Condition – No pilot looks forward to their medical certificate application with an Aviation Medical Examiner (AME). Flight physicals are inherently stressful, but after you have completed your first one, at least you know what to expect in the future.

Once you have cataloged your entire medical history on a MedXPress application and successfully qualified for an FAA medical certificate, your future applications should look almost the same and your experience at your AME appointment should be predictable – at least until your medical history changes.

DON'T FLY WHEN YOU SHOULDN'T

Every FAA medical certificate is printed with a reminder to abide by 14 CFR 61.53 which prohibits operating an aircraft during a “medical deficiency”. Many times, abiding by that provision is intuitive.

With acute illnesses like a cold or the flu, most pilots have the common sense to stay on the ground until they recover. The same is true for acute injuries like sprained joints and broken bones.

On the other end of the spectrum, if you have recovered from a major head injury or heart attack, the FAA needs to know that before you get back in the cockpit. Between these extremes, there are hundreds of subtleties and unique situations, but some general guidelines hold.

REPORT SELF-LIMITED CONDITIONS NEXT TIME YOU VISIT AME

For self-limited medical conditions that do not require ongoing treatment, there is no reason to make any special effort to notify the FAA between flight physicals. Just use good judgment and follow your doctor’s advice.

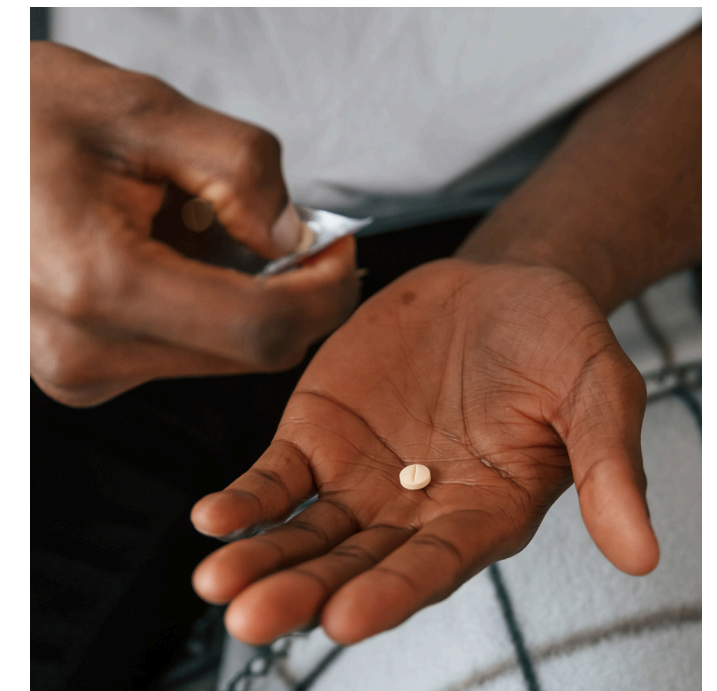
When you both agree that you are ready to resume your normal activities, you can start flying again too. You should report the condition on your next MedXPress application, but you can do that on the

same schedule as you normally would.

Common colds, orthopedic injuries, and even some hospitalizations fall into this category. If you have completely recovered, require no on-going treatment or medical follow-up, and are not at increased risk for relapse compared to the general population, there is a good chance you can just add the condition on your next MedXPress application.

DISCUSS MORE SERIOUS CONDITIONS WITH AN EXPERT

For more serious conditions or ones that require ongoing treatment, it gets more complicated. You do not necessarily need to immediately report every new medication prescription or every new diagnosis.



However, you should review the FAA's list of approved medications any time you receive a new prescription and discuss any new diagnosis with someone familiar with the FAA's medical certification process.

Using high blood pressure as one common example that many pilots will encounter, the likelihood is that you can wait until your next regularly scheduled AME appointment before you formally disclose it to the FAA.

The same can be true when you start new medications for conditions the FAA already knows about or receive a new diagnosis that has little associated aviation risk.

As a general rule of thumb, if the FAA has published clear guidance to AMEs about when they can issue certificates for pilots with a given disease AND you meet those criteria, you may be able to delay reporting your condition until your routine flight physical.

Conditions AMEs Can Issue (CACIs) provide the most convenient examples, but there are others.

Make sure your condition falls into this category before you decide to keep flying. When in doubt, you can always schedule an AME appointment to officially add your new condition to the record and get a fresh certificate.

Unless you schedule an appointment within three months of your previous exam, your AME will be able to issue your

certificate. Even if you can legally wait until closer to your certificate expiration, disclosing it earlier may provide some piece of mind.



SCHEDULE A NEW FLIGHT PHYSICAL FOR MORE SERIOUS CONDITIONS

For anything that does not neatly fit into one of the categories above, you will need to tell the FAA about your new condition by scheduling an AME appointment.

Consulting companies like Wingman Med, experienced AMEs, and AOPA may be able to provide advice, but the only way to continue flying with most chronic medical conditions is by telling the FAA about it and receiving their approval in the form of a special issuance or letter of eligibility.

Flying under the sport pilot rule or Basic Med may provide some exceptions to that statement, but you can rapidly find yourself in some legal and ethical gray areas if you stray from the established rules.

The good news is that you can qualify for a medical certificate with the most well-controlled medical conditions. This is particularly true for pilots who have received a medical certificate in the past and develop a new condition.

Unless you are diagnosed with a serious mental health condition or seizure disorder, chances are that you can still qualify for a medical certificate.

Ideally, you should schedule an AME appointment as soon as you can fly safely with your condition and have collected the right medical documentation to demonstrate that to the FAA.

With the right preparation, your AME may be able to request special permission to issue you a certificate directly or, if your application must be deferred to the FAA, the review process may take three months or less.

Horror stories about healthy pilots who spend 12 months or more arguing with the FAA about their medical certification are generally told by pilots who either should not be flying or have not done the due diligence to show that their medical condition is under control.



GETTING BACK TO FLYING AS SOON AS POSSIBLE

Even with newly diagnosed medical conditions, medical certification delay usually has much more to do with AMEs and pilots who do not know how to navigate the FAA's medical certification process well. Many AMEs know the FAA medical standards but do not know how to guide pilots who have a potentially disqualifying condition.

If you have a new medical condition, a free consultation with [Wingman Med](#) could help you avoid months of medical certification delay. Find out how we can keep you flying. ✈

Dan is a FAA Senior HIMS AME who is board certified in Family Medicine and Aerospace Medicine. He has helped thousands to maintain their flight medicine certifications. He started his career in the U.S. Navy and has more than 2500 flight hours including combat service in the F/A-18. A commercial pilot for more than 20 years, he is also a certified flight instructor for single engine, multi-engine, and instrument flight.



CAUTION: HELICOPTER WAKE TURBULENCE

By Ned Parks, ATP RH / CFI, COM ASEL / AMEL CFII, AGI / IGI, CSIP, FAA Team Rep



It's past time to educate the entire aviation community about this dangerous phenomenon.

Something surprising about flight instruction is just how little is taught about helicopter downwash—and virtually nothing about helicopter wake turbulence.

There isn't a mock checkride, or a real checkride, covering private, commercial, instrument, or CFI instruction that doesn't include some conversation about wake turbulence from fixed-wing aircraft. Land beyond, take off before, wait 3 minutes. The reminder we're given goes something like this: "Cleared to land, caution: wake turbulence departing 737."

But how often have you heard, "Caution: helicopter wake turbulence," or, "Caution: wake turbulence departing/landing helicopter"? The occasion is rare or even nonexistent.

Notice I've used the term "wake turbulence," not "rotor downwash." That's because the two events are distinctly different and, other than the fact they're both produced by the rotor blade, have little in common.

Downwash is produced while at a hover or during a very slow hover taxi, whereas wake turbulence is produced with the helicopter in forward flight starting at approximately 20 kt. The downwash-in-ground effect hits the ground and moves out 360 degrees from the helicopter, with hazardous winds up to 3 diameters the size of the rotor disc. Wake turbulence from a helicopter is more like that of an airplane and moves behind the aircraft while the latter is in forward flight.

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*Premium credits are subject to underwriting guidelines. Redbird is not affiliated with Avemco Insurance Company.

They Don't Know What They Don't Know

Helicopter pilots teach ad nauseam, for good reason, the damage we can do with our rotor downwash. I always teach that being mindful of our downwash is part of flying neighborly. Fixed-wing pilots, however, aren't taught about rotor downwash or wake turbulence produced by a helicopter.

I can't tell you the number of times I've been told to "taxi to the pumps and we'll get you topped off" with a light fixed-wing sitting right there and a trash can with a lid on it 20 ft. away. They don't know what they don't know, and they haven't been taught.



IN 1996, the FAA published a report, "*Flight Test Investigation of Rotorcraft Wake Vortices in Forward Flight*," based on tests performed to determine the need for rotorcraft separation standards based on the wake vortex (think "wake turbulence") hazards of following aircraft. The tests involved four helicopters: the S-76, UH-60, CH-53, and CH-47. The FAA team used a T-34 and a Decathlon for probe aircraft.

The testers learned that within 3 nm behind the helicopter, the probe aircraft experienced bank-angle upsets that exceeded 30 degrees and, in some cases, more, with some resulting in a spin.

More recently, a Cessna 172 pilot experienced helicopter wake turbulence flying behind a departing R-44, which resulted in full aileron deflection and a rapid increase in vertical speed followed by a rapid decrease in vertical speed.

Similarly, a Cirrus SR20 landing behind a departing UH-60 ended up cartwheeling down the runway with substantial damage to the aircraft and injury to the pilot. A PC-12 fixed-wing landing behind a departing UH-60 experienced more than 30-degree bank angles. Thanks to some fast maneuvering by the pilot, and powerful thrust, the aircraft avoided crashing.

In September 2021, an experimental Rans S-20 departed behind a landing S-76 air ambulance helicopter. The airplane reached approximately 50 to 60 ft., rolled left, then rolled right until inverted and impacted the runway, resulting in a post-crash fire and one fatality.

Taking the Lead

The 1996 FAA study recommends that to avoid "hazardous" helicopter wake vortices/wake turbulence, fixed-wing aircraft in trail should remain at no less than 3 nm behind the helicopter. The report further shows that vortex decay time can take up to 3 minutes depending on the size and speed of the helicopter. But even 3 nm might not be enough.

Earlier this year, I was teaching an instrument student in a Cessna 172. An EC135 was practicing the same ILS (instrument landing system) approach. We were 4 nm in trail with both of us at 90 kt., and we still felt a light wing rock from the helicopter wake turbulence.

The fly neighborly movement in the vertical flight industry has rightly emphasized the need to minimize the noise impact of helicopters on communities, but we must consider the effects of our rotor downwash and wake turbulence, as well. Let's take the lead to educate the entire aviation community about both phenomena. ✈

THE FLYING MUSICIANS ASSOCIATION GIVES
YOUNG MUSICIANS THE OPPORTUNITY

TO REALLY SOAR



“What kicked it off was our fly-in music fest at Spinks Airport in Ft. Worth, Texas in 2009. We had a corporate hangar, pulled airplanes out, put a stage and chairs in there. We had a stage outside, and then we had some jamming tents and circles set up around the area. We had bounce houses for the kids. We had airplane rides. There were Young Eagle flights. Over 100 musicians performed. When they weren’t performing, they were jamming with other musicians. It was just a really fun event.”

JOHN ZAPP

Musicians are a small subset of the population. Pilots are an even smaller group. But what musicians and pilots have in common is that they are passionate about what they do. The Flying Musicians Association marries both passions into one unique organization. Some members are

professional pilots, and some are professional musicians, even stars, like Aaron Tippin. In fact, the inspiration to start the Flying Musicians Association was a conversation at AirVenture with country music legend Roy Clark and a pilot named John Zapp who had loved music and flying

since he was a kid. Turns out Clark had been flying since his early 20’s and owned several planes, from a Piper Tri-Pacer to a Mitsubishi MU-2. The two talked about the prospect of a fly-in of musicians at Clark’s private strip in Oklahoma. The fly-in never happened, but the seed was planted in Zapp’s

mind. A few years later, after another conversation at another AirVenture between John and a music therapist and pilot named Aileen Hummell, the Flying Musicians Association finally was born.

Today, FMA is more than 1,000 members strong. “We are pilots who are musicians and musicians who are studying to be pilots. We like to join those passions at events like Sun ‘n Fun, Air Venture, and other fly-ins and shows around the country. So, we get together and perform music to add value to those events.”

But what’s most important to John are the two scholarships funded and administered by the Flying Musicians Association. One is a music scholarship just begun this year called Swing Wing that sends young musicians to the New York Hot Jazz Camp, a basic but well-rounded introduction to jazz music.

The other scholarship has been giving young musicians the opportunity to learn to fly since 2015. It's called FMA Solo program. FMA Solo accepts nominations from music teachers and music directors for high school music students who have the ambition and desire to fly. The scholarship pays for dual flight instruction up through solo and averages around \$3,500 in cash to pay for a CFI and airplane rental. Training materials and additional supplies are also given through generous donations from many sponsors.

There's a website, (FMAsolo.org) for recipients to journal their experience and their flight training. Here, students also talk about their other endeavors, too, in music and life. John says, "It's a really good place for the students and the adults to chime in, give advice and to get inspired, and then to ask questions."

This year's FMA Solo scholarship winner is a high school senior from San Jose, California named

Justin Duval. He went to a week-long EAA camp at Oshkosh and is working on ground school, getting ready to begin flight training at AeroDynamic Aviation at the Reid-Hillview Airport of Santa Clara County (KRHV). The Flying Musicians Association will continue to assist him in finding other opportunities like the scholarships from AOPA, EAA, and perhaps even AeroDynamic once Justin solos.

You can learn more about the FMA Solo Scholarship and how to support it with your tax-deductible donation at FlyingMusicians.org. 📄



MEET OUR PEOPLE



BRE SCHILL

AVIATION UNDERWRITER

Bre Schill is a Frederick native and a recent graduate of the University of Maryland with a strong background in customer service. She loves talking with pilots about their experiences in the air. Bre comes from an aviation family. Her uncle is an airline pilot, so she grew up around airplanes. She is close with her family and enjoys spending her free time working out and hiking in the Maryland countryside.

COMING TO A HANGER NEAR YOU!

The most fun we have all year is meeting our customers in person and strengthening our ties within the aviation community.

Events subject to change. Please visit our website and follow us on social media for more information and updates on these events as they become available.

Avemco will be exhibiting at these locations and more:

APRIL 2-14

SUN N' FUN

Lakeland, FL

Booth # C-058

JULY 22-28

EAA AIRVENTURE

Oshkosh, WI

Hangar A Booth # 1158

READBACK



Readback is your chance to tell us what you think about everything we have to say and do – including our PIREPs, articles, emails, and previous issues of the *On Approach* newsletter. Content may be edited for length and style before publication.

Responses to **“Don’t Get Caught by the Cold”**

One item I have missed way too often is the cabin heater. Flying for 2+ hours in your own private airborne refrigerator is a sorry idea any day. Even more so if your lovely bride is on board. Flowers and a nice meal can help but superior preparation and maintenance is surely a better idea.

Joe Grimes

Very much enjoyed your blog, thanks very much.

One comment on the Call Ahead section: most airports with automatic weather reporting also make the reports available via phone. I have my local AWAS, ASAS and ATIS numbers programmed in my smartphone so I can call on the way to the airport. Many of these sites report Wx on the minute, so I can get current conditions.

Mark Gibson

Responses to **“What you need to know: Flying in Fog”**

My one and only fog experience was on a flight to coastal Oregon in a 152. Flight following indicated that the whole coast was IFR. I gave a PIREP and told them Nehalem Bay airport was clear. I landed at the airport and explored the coast. After about an hour, I saw fog creeping over the coastal range. I quickly got back to the 152 and departed. The landing at Pearson Airport was uneventful luckily! Great reminder article about the types of fog. I’ll keep an eye on the temperature/dewpoint spread.

Robert Lippincott

A very informative and useful PIREP. Fog can be a real killer and often catches a pilot unaware. It is best to stay away and be safe.

Junaid Adil

Fog is not something I have to deal with, but I really enjoy reading your pilot tips. Thanks for the continued learning.

Bill Foose

As a Southern California Pilot and CFI, I understand the hazards of fog which can pop up at a minutes notice in the local cities that border near the Pacific Ocean. There have been numerous accidents and fatalities where pilots have failed to understand just how fast the fog can roll in. The message from Avemco is on target for an awareness of the hazard. I have in the past as a Coordinator for the local Brackett Airport IMC club conducted presentations on Zoom to help pilots become aware of the hazards of fog with discussions on a course of action when fog is encountered. Often our best choice is to divert to VFR conditions and if we are on the ground planning the flight we should opt to drive and not accept the risk.

Carl Miller

Excellent PIREP on fog. A good reminder for us senior pilots and great information for the younger guys and gals.

Doug Koeppen

Love the PIREPS. I am a cfii and just forwarded this to all my clients.

Pat

I thought this PIREP was a great review of conditions that can lead to fog formation. Concise and clear (unlike fog). Keep up the good work.

Russ Read

I really enjoy PIREP@Avemco, please continue them, they are great reviews and remind me to fly smart and be safe. My wife and I are both pilots and enjoy the reviews!

Tom Jones

Great PIREP on Fog. As a 3500-hour pilot, I really appreciate and benefit from reminder articles like this. I mostly fly in Arizona and Colorado, and in the latter, often encounter low Temp-Dew point spreads and AM fog. Keep up the great work.

Tom Wolf

The fog PIREP was a wonderful reminder for me as I live within 20 miles of the Atlantic Ocean. At times, I'll have several Avemco Articles saved up for a later date. Their length makes them easily digestible and always insightful/informative. Keep up the great work!

Andy Brubaker

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