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Subject: Oshkosh/Grass Operations

Posted by [Dave Klain](#) on Mon, 07 Jul 2014 00:46:18 GMT

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I flew in last year and am planning on doing so again this year. Key is how dry the ground is (which you won't be able to make a call on until the day before you fly in). My backup plan if the ground was too soft was to fly in to Green Bay and rent a car to go down.

Tips on taxiing:

- (1) before you exit the pavement, ensure you turn off your ACM/pressurization. Basically you will get warm but the alternative is sucking up a lot of little pieces of grass which will get blown everywhere including inside the windows and you'll never get them out.
- (2) you don't need to worry about back stick pressure when taxiing like you did in a small plane. The Marquise is so heavy and the prop wash just won't make a difference.
- (3) you want to keep moving. It is the stopping and then starting movement again that is tough.
- (4) I did not bother with putting big pieces of plywood under the tires for the same reasons you point out -- no easy way to do it. Rather I just taxied into position and shut down. The plane did sink a bit into the ground and I had to goose the engines a bit to get going when we left, but it was not a big deal with landing gear that stout (I estimate the tires sank maybe 1/2" into the ground).
- (5) as a big, heavy plane, you will be parked on the end of a row (nearest the runway so you can taxi in and taxi out. They will not have you taxi down a row, turn and shut down so they can push you back into your parking spot.
- (6) I'll be arriving Friday morning (8/1) and departing Sunday morning (8/3). Look forward to linking up if you are still there. My cell is (703) 772-3515.

Dave

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