

# Cessnas 2 Oshkosh 2024



This slide show is meant to be reviewed in a classroom setting along with instruction provided by an instructor well versed in formation flight techniques. This course material is copyrighted by Rodney Swanson and is to be used in training Cessnas 2 Oshkosh only.

It is not our intention to “re-invent the wheel”. There are numerous formation flight references on the market that will provide everything you need. We will be utilizing excerpts from some of those references to aid in standardization.

Nothing provided in this course of instruction is meant to contradict the tenets of basic airmanship or your aircraft operating handbook. Formation flight is a risky endeavor and should be afforded due diligence.

# AGENDA

- Introduction
- Legalities
- Definitions
- Procedures
- Ramp Exercise
- Preflight Briefing
- Practice Flights
- After action review

# Formation Flight Training

## -Introduction-

- Why are we doing this?
- Is it legal?
- Who is going to participate and are they sufficiently trained?

# Why are we doing this?

- We are continuing the tradition of the Cessnas 2 Oshkosh mass arrival
- We want to arrive and park together at KOSH
- We welcome the challenge and reward of additional training

# Is it Legal?

## What are our requirements

### Part 91.111

- You may not operate so close to another aircraft as to create a collision hazard.
- Can not conduct formation flight, except by arrangement with the PIC of each aircraft
- Not authorized when carrying passengers for hire

# FAR 91.13

## “The catch-all”


You may not operate your airplane in careless or reckless manner so as to endanger the life or property of another



# Who is going to participate and are they sufficiently trained?

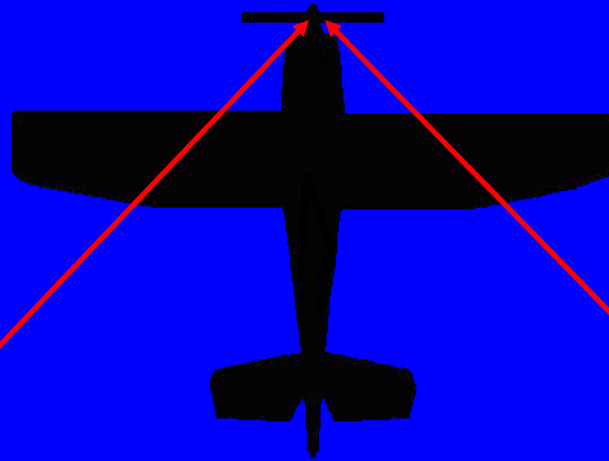
- Trained pilots with a **SAFETY FIRST** attitude
- Cessnas 2 Oshkosh participants that have dedicated themselves to the time and training required to conduct formation flight **SAFELY**.
- Members who have completed a formal course of instruction
- Members who attend the pre-formation briefing.

# Definitions

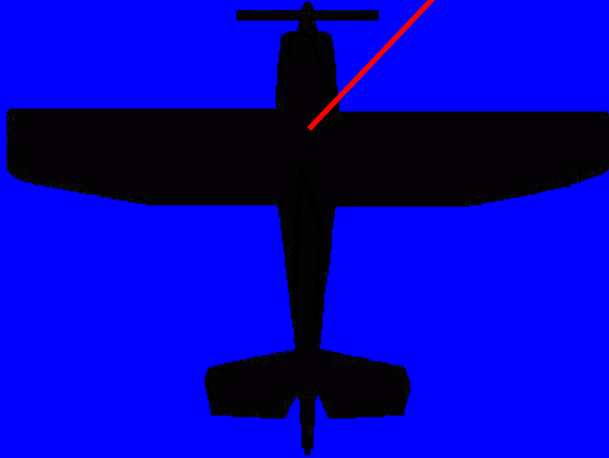
- For the purposes of Cessnas 2 Oshkosh, formation flight will be defined as flights of three in a delta [] formation not closer than four wingspan distance laterally with formation angle maintained at approximately 45°.
- Distance between elements will be  $\approx 1500'$ .

# Definitions: Element

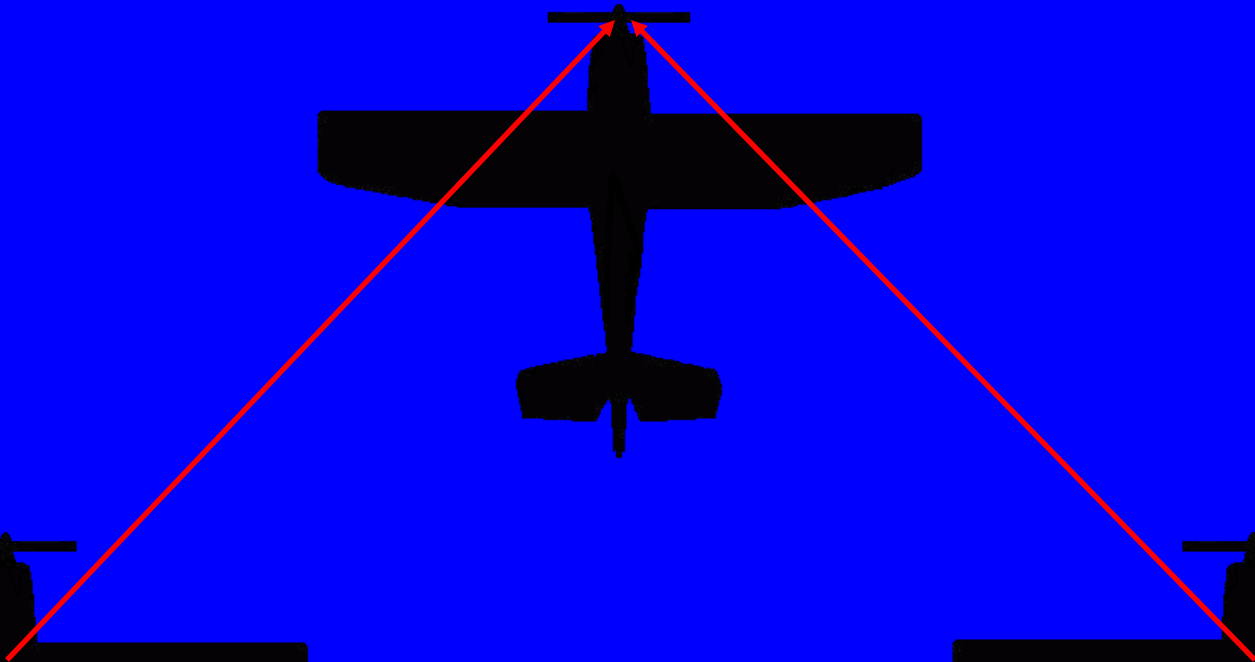
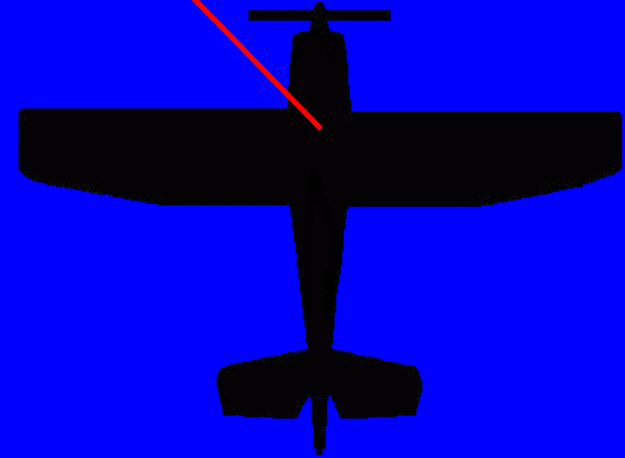
Lead



Chalk 2



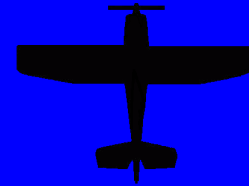
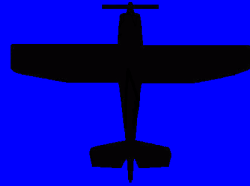
Chalk 3



# Definitions: Flight

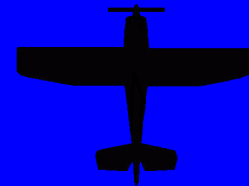
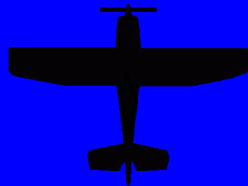
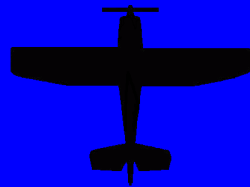
Element Alpha

Not to scale



Element Bravo

Not to scale

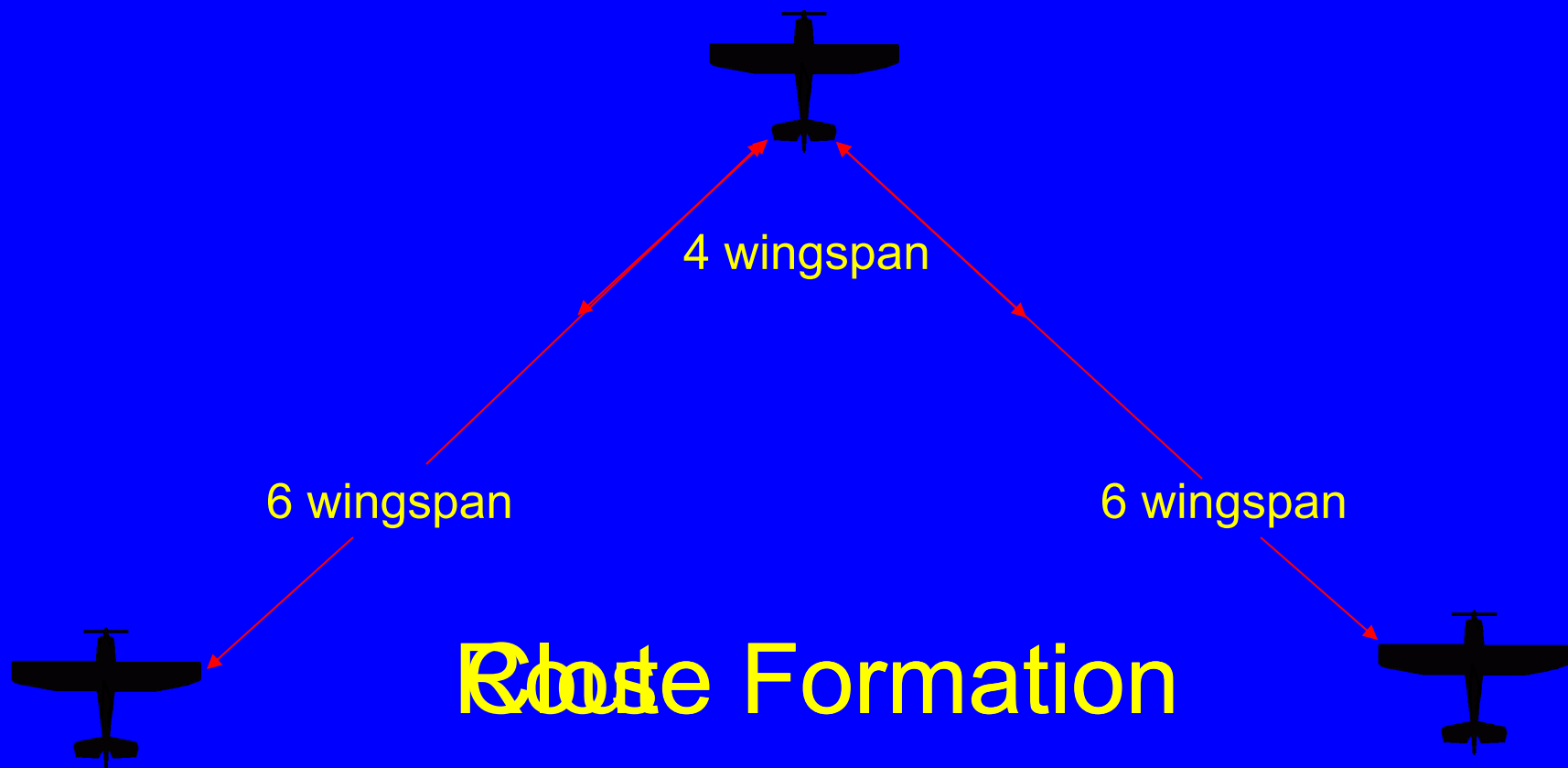


# Definitions: Route Formation

- Position that is used for initial join-up
- Approximately 6 wingspan (2 more than our goal of 4 wingspan)
- Easier (less workload) to fly
- Allows for instrument scans, nav, setting up your cockpit

# Definitions: Close Formation

- The ultimate “goal” position, 4 wingspan lateral separation
- Does not allow for instrument scan
- Higher workload and concentration
- Counter intuitively easier to maintain station-keeping



# Route Formation

# Procedures

## -Safety-

- KISS
- If you lose sight of lead, separate!!
- If you separate more than  $90^\circ$  off heading, climb to 2300' MSL and proceed to the entry waypoint of the Fisk arrival. You have other elements behind you.
- Fly your formation, stay with lead.
- Keep off the radio
- Minimize cockpit distractions, use your passengers



# Procedures

## **-Safety-**

- **Brief the flight and fly the brief**
- **If you lose sight of lead, separate!!**
- **There will be no in-flight re-joins!!**

# Procedures

## Pre-Taxi

- Have all pre-flight duties to include run-up, fuel sample, etc. complete prior to formation brief at KUNU. Be completely ready to fly.
- Radios will be setup as: primary com is Air-to-Air frequency typically 122.75 alternates are 122.925 and 123.45
- Second com will be ATC

# Procedures

## Pre-Taxi

- Element Leads will have appropriate navigation methods set up. Routes will be briefed
- Wingmen will have backup nav set to take over lead as necessary
- Everyone needs to reduce in-plane distractions to the bare minimum
- Only flight Lead / Tail has squawk, all others squawk stand-by.

# Procedures

## Taxi

- Ensure all members of your element are ready for taxi
- Element Lead will taxi out, closely followed by chalks #2 and #3
- Flight Lead will call for taxi to the runway (No delay between elements)
- Position on the runway ready for takeoff

# Procedures

## Takeoff

- All aircraft will utilize navigation lights and landing lights in flight (if able).
- Closely sequenced takeoff. No more than 5 seconds between aircraft of the same element
- Elements will be sequenced by their takeoff times by CessnaShooter.
- Lead ensures smooth application of power

# Procedures

## Takeoff

- Lead climbs out at the briefed speed.
- Lead maintains NO MORE than 500 fpm climb rate
- Lead shall maintain briefed speed
- Climb rate is secondary
- Chalks 2 & 3 can use a 20kts overtake until within 270' ( $\approx$  8 spans) then slow

# Enroute

Everything about the Cessnas 2 Oshkosh flight is predicated on the speed of the elements. We cannot overstate the importance of attaining and properly maintaining your briefed airspeed. If given a choice between climb rate and airspeed, always choose airspeed. This will ensure the required level of safety for the entire flight.

# Procedures Enroute

- Lead maintains briefed speed
- Chalks 2&3 approach their “route” position  $\approx$  6 span on the correct angle
- Once established *slowly* move in to your close formation  $\approx$  4 span
- Keep wings level with Lead. Move laterally with pedal
- **NEVER BANK INTO LEAD. IF YOU LOSE SIGHT OF LEAD, SEPARATE!**



# Procedures Enroute

- After closing on element Lead, maintain fore and aft position with throttle, lateral position with rudder and vertical position with elevator
- At any one time, all 4 controls may need to be manipulated to maintain position.
- It is important to eliminate motion relative to Lead as soon as it is sensed.

# Procedures Enroute

- Vertical position will be “stacked down” approx 10’. (Hold your index finger parallel to the horizon. One finger width between lead and the horizon). Do not climb above Lead!

# Safety Tip

- All motion relative to Lead must be eliminated as soon as you can sense it. This will minimize the “accordion effect”
- Climbing above Lead, also known as “stacking up”, may cause you to lose sight of Lead in the background. If you lose sight of Lead, Separate!!
- Keep Lead at your same level or slightly above

# Procedures

## Enroute

- For aircraft with Constant Speed props, leave the RPM at a setting that will allow you to apply power rapidly without damage to your engine. Stay in the “green”.
- Smooth control movements are a must!
- Flying wing, you will likely be putting in control movement then immediately taking it back out. You will never stop trying to maintain position

# Procedures Enroute

- Never take your eyes off of Lead. If you look down, Lead will not be where it was. **Guaranteed!**
- Don't stare at Lead. Maintain eye movement. This will allow you to better determine relative motion
- Turns will need to be anticipated. If you are inside the turn, you will need to reduce power immediately.

# Procedures Enroute

- If you are on the outside of the turn, you will need to increase power immediately
- Maintain your position relative to Lead!
- Enroute turns should be planned not to exceed 20° angle of bank.

# Procedures

## Descent

- Element Leads will anticipate descent and begin gently
- This point will be approximately 5 miles from touchdown and will coincide with checkpoint “POBER”. This will require a descent of approximately 400 fpm.
- Wingmen need to reduce power immediately upon initiation of descent to avoid overrun of Lead

# Approach/Arrival

- Expect a gear and flaps call at 3 miles DME OSH36. This call will be initiated by element leads.
- You should have POBER and OSH36 in your GPS as the last two waypoints



# Procedures

## Arrival

- Lead will plan for a mid-field touchdown (yellow dot, 3200' remaining or further) on the RIGHT SIDE of Rwy36 while keeping his speed slightly faster than normal
- Chalk 2 will touchdown in position with Chalk 1 on the LEFT SIDE of Rwy36
- Chalk 3 will touchdown as far as safely possible down Rwy 36R

# Procedures

## Arrival

- After touchdown all aircraft will maintain their “lane” and continue to the end of the runway.
- All aircraft will expeditiously taxi to the end of the runway knowing that aircraft are touching down behind them

# Procedures

## Arrival

- Follow the ground guides to parking
- Welcome to AirVenture 2024!
- A comprehensive after-action brief will be conducted at the Cessna BaseCamp tent later that evening.
- Bring your notes, comments, and thick skin

# Go Arounds

- Apply full power, turn away from the airport, prior to a point abeam the tower, climb to cruise altitude plus 300' (2,300') and proceed to Checkpoint #3
- Wait for last element to pass and immediately fall into trail
- You will now be “Cessna Tail” for ATC purposes

# Contingency Plans

- If Lead breaks on the ground, chalk 2 will take over Lead position and take over Lead call-sign
- If chalk 2 breaks, chalk 3 will maintain his position in element and keep call-sign
- A one aircraft element is permissible. The surviving chalk would take Lead call-sign and fly single-ship
- **BOTTOM LINE!** Call-sign equals position in element

# Contingency Plans (con't)

- A tug will be standing by at KUNU to assist in moving disabled aircraft off the taxiway or runway
- If an aircraft makes an “off airport” landing, following aircraft will advise ATC and continue the arrival.
- No participating aircraft will provide Search and Rescue!

# 2024 Training Addendum

- The spacing between elements of the same speed will be reduced to 1,500'. The safety factor of our formation is still maintained by an increase in visual cues presented by the preceding element.
- 2024 will also resume 2 speed groups. The speeds will be 90KIAS and 110 KIAS. You will be briefed on speed groups at your clinic.

# 2024 Training Addendum

- This year's training should focus on takeoff and especially landing in position.
- Minimize the amount of time boring holes in the sky. Transiting to a suitable airport should allow en route formation practice.
- If needed, launch flights of two to maximize landing practice.



# 2024 Training Addendum

- Movement to trail is now eliminated. We will land in position with Chalk 3 going to Rwy36R.
- Movement to the “cold side” of the runway is now eliminated.

# 2024 Training Addendum

- KOSH tower prefers us to land Rwy 36, which is 8,000'. Practice landing mid-field at your home airfield while carrying some airspeed. This is a lot harder to accomplish than you may think. Practice!
- Review this presentation to the point that we won't need to re-teach it again during the brief.

# 2024 Training Addendum

- We will repeat the route procedures from the last two years, not the same route, but the same procedure. Ensure that you practice “fly over” waypoint procedure. This is tracking to the waypoint, waiting until your “to-from” flag flips then performing a  $\frac{1}{2}$  standard rate turn to the next waypoint. Every element lead will need to do this exactly

# 2024 Training Addendum

- If you have any questions about the flight or the procedures, email me at: [rodneyswanson@Hotmail.com](mailto:rodneyswanson@Hotmail.com) and put “Cessnas2Oshkosh” in the subject line
- See you at Juneau!!