

CPA FLIGHT LINES

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November 2005



Photo and caption by Lothar Klingmuller

"Is this a new spelunking section of the CPA?"

***NO, members searching for new landing sites in
Buckskin slot canyon during the September 16-18 Page, AZ fly-in.***

Fly-in organized by Leah, Kelly (the cutest cookie girl), and Mark Greska."

Additional photographs and article on page 3



CPA Web Site www.coloradopilots.org



President's Message

by CPA President Bart Jones

As the preparations for this years Annual Meeting were underway I once again observed with appreciation how the committed efforts of so many people come together to make your CPA function. While they are largely invisible, behind each of our programs there is a team of knowledgeable people planning and working hard to insure our various events are executed professionally. The committee that organizes our annual Air Classic counts on the services of more than a dozen people. Another dozen organize

the flyins. Our highly regarded Mountain Flying Program requires the efforts of ground instructors, flight instructors, and administrative staff to deliver a program that has gained recognition far beyond the borders of Colorado. And so it goes with our web site, our safety committee, our legislative liaison, and our programs committee to name just a few. These people are the backbone of our organization and their efforts have made us better year after year. For me it is an honor to serve as President of an organization with so many willing hands. You too can make a contribution by participating in our events, sharing your ideas, and recruiting new members.

We will close out this year with our Holiday Party on Sunday, December the 11th. Please plan on joining us.

Then lets savor the planning for all the exciting flying we will do next year.

Bart

A Trip to Durango Colorado

A fly-in to Durango is a great way to end the summer CPA fly-in season. Smooth air over the Rockies for both the arrival and return flights! Our Hosts were Charlie and Vicki Stone, they ensured that a wide selection of activities were available and all interests were met, everyone had a fabulous time. An article on this fly-in with photographs will be featured in our upcoming December issue of Flight Lines.

During these quiet winter months we would like to feature your stories from previous flying exursions or just a good story about flying. Please send articles and photos our way.

Thank you for a fun year. Beverly and Carl Boecher, CPA Flight Lines Editors

The Glen Canyon Fly-in to Page AZ

by Walt Bell



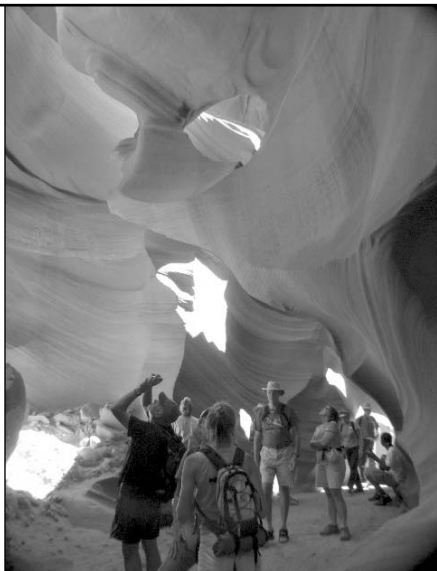
Glen Canyon Dam photo Walt Bell

Mid September in Page AZ, the weather is clear, the temperatures are in the 80's. One could hardly spend a weekend in more agreeable conditions. Mark and Leah Greksa hosted a great weekend of slot canyon hiking and partying in Page. Twenty seven CPA members flew down to join the adventure.



Upper Antelope Canyon by Bob Doubek

Mark and Leah's daughter Cali met us with home baked cookies after our midmorning arrival, such a nice gesture after an early morning flight. Once assembled the group drove out to Antelope Canyon to enjoy a guided tour. The Navajo Nation owns the land and runs the concession.



Upper Antelope Canyon by Walt Bell

Upper Antelope Canyon is a narrow, and a very photogenic canyon. The entry would seem to be an entrance to a cave but as you enter you can see muted sunlight shining above. The canyon is only a 1/4 of a mile long and in spots only a few feet wide, it is genuinely interesting throughout its entire length. Pictures of this unusual canyon give a better description than any prose I can write. Lower Antelope canyon is longer and somewhat less picturesque.

One big caution about entering any of the many slot canyons is don't enter when there is a chance of a thunderstorm. Thunderstorms even miles away can lead to quickly rising water in the canyon. The steep canyon walls block escape and have caused more than a few unfortunate

Glen Canyon Fly-in continued from page 3
drownings. On this beautiful day we were able to enjoy the canyon without a concern for flash flooding.

As the day wound down the group found itself on the lawn of the motel enjoying a Happy Hour.

Saturday morning we drove to Buckskin Canyon (*45 minutes or so*). Before entering we broke into groups of ten. We passed out lunches and water then started down a dry stream bed towards the entrance to the canyon. Buckskin canyon is about 12 miles long. We weren't expecting to hike the entire length, and we didn't get as far as most of us expected.

Initially going was easy until we reached the narrow (slot) canyon. We soon found ourselves climbing through narrow chutes and out into open areas. The creek bed we were hiking in merged with another and as we continued we encountered mud and water on the canyon floor. The choice was simple, slog through the water or turn around. Amazingly the whole group continued. We had been told by Mark to expect water, but we found as we moved downstream that some of the pools of water were deeper than chest high, and the water temperature was probably 50 degrees farenheight. The pool bottoms were covered in slippery mud, strewn with rocks. The water was sucking heat out of our bodies but we had to go slow. By about 10:45 am we found a place where a small amount of sunshine reached down the steep canyon walls and we could warm up. We decided to rest, have lunch and start back.



Buckskin Canyon by Walt Bell

Since we knew of the challenges for the return trip, we made better time. By early afternoon we were back in the parking lot. Everyone felt the need for celebration so we stopped at the Fiesta Restaurant in Page for Margaritas. I was the last to arrive, and the sene before me looked like I was joining the Page Water & Sewer Departments Annual picnic. After a few Margaritas we headed to the motel for hot showers and a chance to clean our equipment. Just before sunset we all headed to Peppers Restaurant for Dinner on the patio. Everyone was clean and sporting a bow tie. Rumor had it that Bob Kinney was buying dinner for all those who wore a bow tie.

This was one of those trips that so many things happened that a few paragraphs hardly do justice to the event. To hear more about this unusual fly-in I would suggest you attend the CPA Annual Christmas Party. I am sure anyone who was at Page will regale you with stories for the entire evening.

Walt

Practical Points of Projection

Concerning Learning, by Various Contributors as told to Dean Jaros

Most of us carry a set of portable “tie-downs” in our airplanes. It is a good precaution. If we fly to remote strips, there may be no permanent tie-downs available. The same may be true even at heavily used airports where, increasingly, light general-aviation craft are not the FBO’s first priority. Or, if we attend CPA fly-ins, we may find that the demand for tie-downs at destination airports exceeds the supply.

The several kinds of commercially available screw-in or earth-auger tie-downs are usually adequate. If the wind is strong enough to cause them to fail, it is strong enough to damage the airplane in any event, so we generally do not worry about their strength.

Sometimes, however, we run into unusual conditions. If the soil is extremely hard or really rocky, it may be impossible to implant the usual type of tie-down. In cases like these, a good alternate may be to use lengths of steel reinforcing bar (re-bar). In the construction industry, re-bar is used to strengthen poured concrete. Generally, it has ridges or raised rings and is about 3/4 inch in diameter.

For tie-downs, the idea is to plant 3-foot lengths of re-bar into the ground. For each tie-down point, two lengths, preferably sharpened at one end, are used. They are driven at opposite 45 degree angles into the

ground to form an “X” pattern. The cross is exactly at ground level. The tie-down rope is secured at the cross. This forms a strong and generally serviceable arrangement.

The re-bar solution, however, has some disadvantages. First, while re-bar is generally available, one will usually not find it in 2-foot lengths at the local hardware store. Cutting and sharpening requires, at the least, a hack saw and a grinder. Thus, for most folks, it would be a considerable effort to make a re-bar tie-down kit. Moreover, this plan works best if there is a large hammer available. Depending on local conditions, it can take some real pounding to set re-bar into the ground, so it is best to take an adequate, but necessarily heavy, tool along.

Moreover, sometimes even the re-bar solution is problematical. For example, at a recent fly-in to Crested Butte, we found that the parking area had once been a nicely paved ramp. But over the years it had vastly deteriorated and all of the permanent tie-downs had long since disappeared. The surface was broken and stony, but an inch or two down it was imperviously hard.

What to do? Occasionally, at some airports, one sees semi-permanent tie-down securements consisting of buckets or tires filled with cement. Some sort of hook or ring is embedded

in the cement. When roped to an airplane, this device is typically quite heavy and thus fully effective.

This principle suggests another type of portable tie-down that could be carried in the airplane.

Start with a light-weight but sturdy plastic container of appropriate size — five-gallon paint buckets, some waste baskets, and large cat-litter containers will all work. The container must have a prominent and strong lip around the outside at the top. Loop a 3/8 inch (or thicker) nylon cord around the container under the lip and tie it so that it cannot slip off. It is probably not a good idea to tie the cord to the container's handle. This is likely to be a weak point as it may pull out under tension.

Allow enough additional cord to reach from the ground to the aircraft tie-down rings. Three such container assemblies make the kit and can be loaded into the airplane. If they are telescoped, the containers do not take up much room and in any event the top bucket can be filled with other gear for the trip.

When ready to tie down, position a container appropriately below each of the airplane's tie down rings. Then fill each container with locally available rocks. The weight is sufficient to provide reasonable if not absolute security. Obviously, on departure, discard the local rocks and reload the buckets into the plane.

What if there are no rocks available? Then the system does not work. But where the soil is hard and difficult to penetrate with conventional portable tie-downs, there are likely to be surface rocks lying around. This was indeed the case at Crested Butte.

At a more main-stream, rock-less airport, it might be possible to grab a hose on the ramp and fill the containers with water. Water of course weighs less than rocks, but there is still some security to be gained.

In any event, if there is a high probability of a really bad parking area, it might be a good idea to take some buckets along. This plan requires only small effort for considerable security.

Dean

“Concerning Learning”

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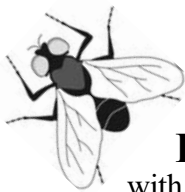
Do you have a flying story with a lesson?

Tell it to interviewer Dean Jaros over lunch or a late afternoon drink.

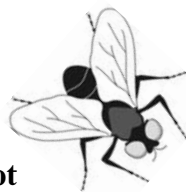
(Dean picks up the tab)

If the story is accepted for publication in *CPA Flight Lines*, your membership in CPA will be extended and free for one year.

E-mail Dean at jarosd@digis.net or call him 970 686-1233



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Common Safety Challenges 2005

Report by FAA General Aviation

Why are pilots losing directional control on the ground?

Loss of directional ground control due to improper use of the flight controls or brakes were a leading causal factor for non-fatal accidents. 6,108 events (11%) of part 91 accidents were due to improper use of the flight controls or brakes during ground operations. Included in the list of top causes are improper crosswind technique and improper brake operation.

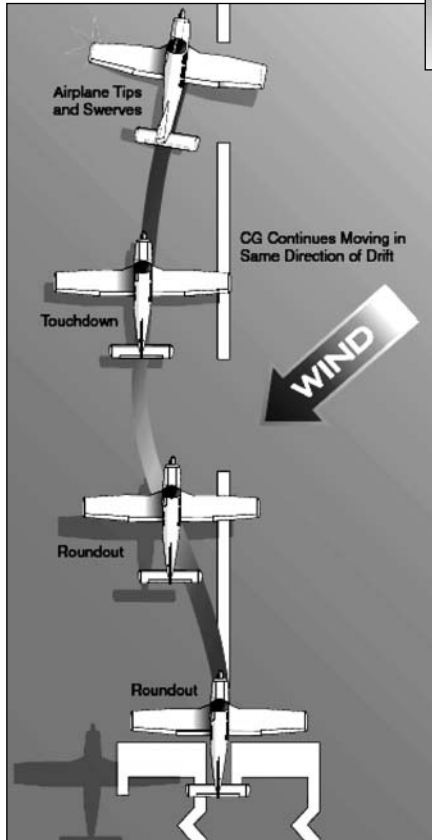


Figure 8-39 How a normal landing approach can turn into a ground loop very quickly, if proper aircraft control is not maintained.

The loss of directional control on the ground during a crosswind landing can look somewhat like the Airplane Flying Handbook figure 8-39:

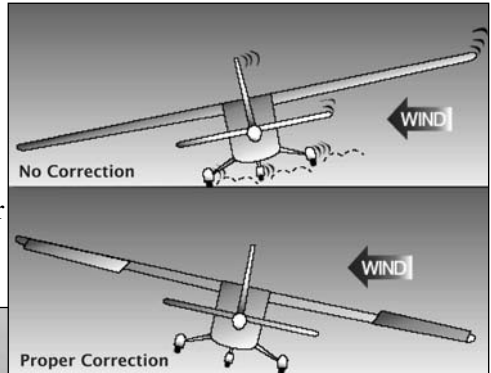


Figure 5-4 Proper crosswind corrections during takeoff and landing.

Using the brakes is a common method of directional control. Some airplanes use differential braking as a method of steering while on the ground. Imagine needing to make a tight left turn and your left brake isn't working, what do you do?

Here are some things that will help reduce the instances of loss of directional ground control accidents.

Know how to properly use the controls during crosswind operations. You might want to spend more time inspecting the wheels and brakes during your preflight. Look for anything that is out of the ordinary; leaking fluids, cracks, excessive brake pad or disc wear, worn tires, etc.

Don't over control the aircraft. Apply the appropriate amount of control necessary to make the airplane do what you want. If you use too much control input, then you will have to apply an opposite control input, to correct for the first control point.

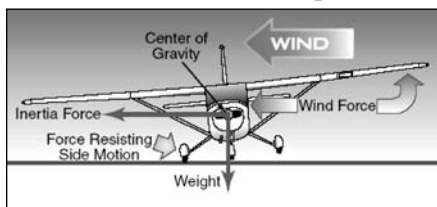


Figure 8-38
Drift during touchdown, and associated forces.
This figure is also applicable to the takeoff regime.

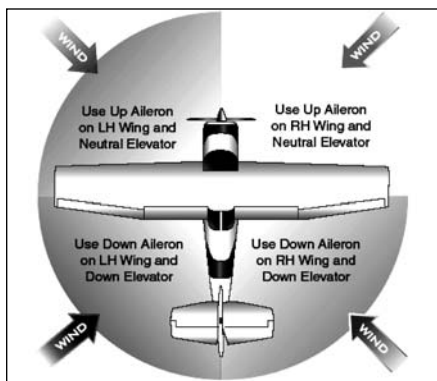


Figure 2-10 Proper flight control position during taxi.

November 2005 Factoid Questions:

During World War II, Britain's Royal

Air Force was in reality a multi-national fighting unit. While many Commonwealth countries had their own air forces, many pilots from e.g. Canada, Australia, and New Zealand chose to fight for the mother country.

In the years before Pearl Harbor, a number of Americans likewise joined the RAF.

But, in addition, significant numbers of RAF pilots came from continental European countries that had been overrun by Nazi Germany. Which countries? How great a contribution did these "foreign" pilots make to the air war?

Find the Factoid Answer on page 10

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Novemberber 2005 Factoid Answer:

While many European countries contributed a small number of personnel, the great majority of continental pilots in the RAF were Poles or Czechs. In 1939, German forces occupied what was then Czechoslovakia. The pilots in the Czech Air Force refused to serve Germany. Most fled to neighboring Poland. Eventually, of course, Poland was also overrun and the Czech pilots, along with their Polish colleagues, escaped to France.

There is some evidence that both Poles and Czechs joined the French Air Force and flew combat missions as fighter pilots. Some claimed to have become aces while in French service, but reliable records have mostly been lost. The defeat of France led to yet another pilots' migration, this time to England.

At first, the RAF, with its traditional sense of cultural superiority, was not willing to accept these new volunteers. But as the Battle of Britain loomed, the need for pilots was becoming desperate. Moreover, once the British decided to look into the matter, they discovered that both the Poles and the Czechs had been very well trained. Finally, these pilots were, to put it mildly, "fighting mad." Their near-fanatical motivation to get back at the Nazis was viewed as a positive attitude.

The RAF began to assign the most promising individual volunteers to existing regular squadrons. At the same time the defense ministry, in cooperation with the respective governments in exile, started to form new squadrons composed specifically of Polish or Czech nationals. Fifteen Polish and five Czech squadrons, mostly fighters, eventually participated in combat operations.

The results were dramatic, perhaps spectacular. Among fighter pilots, the Poles claimed more than 800 World War II victories, though these figures include earlier Polish and French Air Force operations as well as RAF sorties. The leading Polish Ace, Stanislaw Skalski, had 22 confirmed victories in a career that spanned the entire war and both the European and North African theaters. Czech fighter pilots had 185 confirmed victories while serving in the RAF.

The best known Polish unit was 303 Squadron. At the end of the war, it was credited with a total of 205 German planes confirmed shot down. No fewer than nine of the squadron's pilots became aces and at least five won the Distinguished Flying Cross. The British public certainly considered them as heroes. According to some, it was a combination of this heroism

with rugged good looks that earned them the often heard informal title, “The Glamour Boys of England.”

Formed in August, 1940, 303 Squadron was initially composed of Hurricanes; later it was equipped with Spitfires and then late in the war with American P-51s. Its initial fame stems from its role in the Battle of Britain. This months-long defense of England against German bombing attacks is considered to be the decisive Allied victory of the early years of the war. This was the occasion of Winston Churchill’s famous quote, “Never have so many owed so much to so few.” He was speaking of the RAF fighter pilots. The 303 Squadron posted the largest number of victories, 126, of any squadron during the Battle of Britain. An additional 76 German planes were shot down by other Polish squadrons or by Poles flying in regular RAF squadrons.



Spitfire of 303 Squadron RAF, c. 1943. Note Polish national insignia at the nose and the “Donald Duck” squadron logo just forward of the cockpit. Photo “Nationmaster.com.”

Not surprisingly, the top Battle of Britain ace was a member of 303 Squadron. He was Josef Frantisek with 17 victories. But interestingly enough he was Czech rather than Polish. In 1939 Frantisek had fled to Poland and joined the Polish Air Force. Eventually ending up in France and then England, he chose to remain with his Polish Colleagues rather than join one of the new Czech units. Frantisek was regarded as something of an undisciplined “lone wolf.” Apparently his unwillingness to be a team player had caused some bad blood with other Czech pilots. In any event, whatever the nature of the disagreement, it did not compromise his fighting ability. Frantisek died shortly after the Battle of Britain in an accident apparently resulting from unauthorized low-level aerobatics.

While fighter aces get most of the attention, there were other Polish squadrons as well. There were at least three bomber groups and of particular note was 663 Squadron, an artillery spotter unit that did great service. By some estimates, as many as 14,000 Poles served the RAF in various roles throughout World War II.

The leading Czech fighter ace, among a total of six or seven, was Karel Kuttelwascher. Recognized as a top prospect, Kuttelwascher was assigned to 1 Squadron (the original RAF squadron) in 1942. His specialty was night

Czech ace Otmar Kucera in an RAF Hurricane, c. 1940. Note Czech national insignia below cockpit. Photo "Czech Squadrons" website.



fighting. With a long-range Hurricane, he would linger around German bomber bases in France or the low countries. Attacks during landing and take-off were particularly effective and Kuttelwascher gained 18 victories and twice earned the Distinguished Flying Cross.

Like the Poles, Czechs served the RAF in aircraft other than fighters. Of particular note is 311 Squadron. Originally assigned to bomb targets in France with Wellingtons, the group flew 1,011 sorties. Later, assigned to Atlantic convoy patrol, 311 Squadron, flying American B-24 Liberators, completed 2,102 more sorties. Finally, 311 squadron was recalled for the late war 1,000 plane raids over Germany. This were all dangerous assignments; of the 480 Czech airmen killed in RAF service, 273 were from this squadron. Responsible estimates put the total number of Czechs in all roles of the World War II RAF at over 2,000.

The contribution and sacrifice of Polish and Czech RAF pilots are impressive by any standard. It is unfortunate that they were largely ignored after the war. The British, once the war was won, were not especially anxious to honor foreigners — indeed, one still finds lists of RAF squadrons that exclude the Poles and the Czechs.

In addition, Soviet-backed regimes came to power in eastern Europe right after World War II. With their developing hostility toward the West, they were reluctant to acknowledge pilots who had fought for Britain. Indeed, some, especially in Poland, were prosecuted as security risks and jailed.

Today, there is more willingness to give credit where credit is due. The RAF Czechs and Poles are increasingly recognized in their home countries. Belatedly, the Allies have expressed their gratitude. In 2004, a Polish Air Force Squadron visited England. Among the other ceremonial events, was a tribute to the World War II Poles of the RAF. This was as it should be.

Dean

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Sign-up and Attend CPA Annual Holiday Dinner

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