

CPA FLIGHT LINES

Volume 23, No. 6

June 2006



A steady hand and a lot of experience is needed to add checkering along the stock of a Dakota Arms custom rifle.

CPA members enjoyed a private tour of the Dakota Arms factory where they were shown that American quality and craftsmanship are alive and well during a recent fly-in to Spearfish / Sturgis South Dakota.

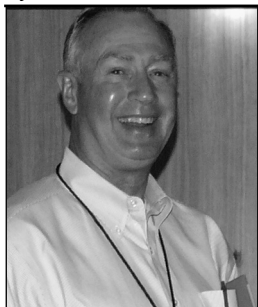
See our upcoming July issue of Flight Lines for an article from Bob Kinney with all the fun filled details.



www.ColoradoPilots.org

President's Message

by CPA President Bart Jones



Well, I knew it had to happen sometime but I wasn't looking forward to the event.

Never the less having two Cessna 170s in the household was something not even I could rationalize. The purchase of the "Super" 170 came about rather suddenly and I hadn't fully considered how difficult it would be to let go of the "old" 170.

Mary and I bought that plane when we were just kids living in Alaska and have been flying it for 30 years. It has provided us with endless adventures and memories. As soon as I hung the **For Sale** sign the plane attracted a lot of attention, but I was surprised to see how few people appreciated what the plane was, or its special capabilities. I even found myself talking people out of it because I didn't think it was the "right" plane for them. Time slipped by but it didn't seem to bother me.

A couple months ago Paul Tappen, from Delta Junction, Alaska, was

in town and saw the plane. He knew exactly what a 170 was, as he had been looking for two years to find a good one. Paul was a low time pilot, without tail-wheel experience and had not flown in a long time. From my perspective, even with his lack of tail-dragger experience, he was just the kind of person I hoped would find the plane, as he is an avid hunter, and this plane performs well in the Alaskan environment. I started giving him tail-wheel instruction and he started getting the hang of it quickly. It's a long way to Alaska, so I volunteered to help get the plane to its new home. I've just returned from the trip and we had a terrific time of it. Paul did all the flying with me helping on a couple of tough cross-wind landings. The plane performed perfectly, and his family was thrilled when they saw it. He has two sons who are working towards their license. It looks like the old plane will be seeing plenty of good use.

Now that chapter of our life is closed, and I am delighted with the outcome; knowing the old plane will be providing grand adventures for somebody new.

Bart

Published Performance Parameters, Perfect Predictions or Potential Problems

Concerning Learning by Gary Justus as told to Dean Jaros

© Dean Jaros

In 1979 my partner John and I decided to buy a 150 hp Grumman Cheetah. John went off to pick up the new bird at the factory. To my astonishment, he returned with a 180 hp Tiger. He explained that the extra 30 hp would be better for the mountains of Colorado. While I thought it was a bit arrogant of him to make this switch without telling me, ultimately I agreed with him. As we shall see, it is probably good that I did.

Over the years, the Tiger has provided me with many happy hours of flying. But I did have an unsettling event in the summer of 1985. I was to take friends Larry and Joy, as well as my son Tait, on a camping/fishing trip to Navajo Reservoir. Departing Erie, we would land at the now-closed Navajo Landing Strip at Arboles.

Since our destination airport was unpaved, only 2950 ft. long, and at 6100 ft. elevation, I paid very close attention to gross weight. We weighed everything and everybody and I figured my partial load of fuel. We would be at gross of 2400 lbs. But proper loading kept us within the published weight and balance envelope. First we loaded the baggage compartment. Then I ushered Larry (160 lbs.) and Tait

(80 lbs.) into the back seat. Joy, the front seat passenger, and I were about to climb aboard when we got a surprise. Slowly, the nose wheel came off the ground, the airplane "rotated," and the tail tie-down ring contacted the pavement with a soft "clunk."

Embarrassing to say the least, Larry and Tait got out and I re-calculated the weight and balance. We were within limits. What I should have done was put Joy in the front seat before loading the rear seat passengers. When I reloaded in this way, everything was fine.

The flight was pleasant and uneventful. So was the landing on the slightly up-hill, runway 36. In unloading, I hefted one of Larry's bags. It seemed to weigh a ton. "Larry, what's so heavy in here?"

"That's the anchor for my inflatable fishing boat," he replied.

Another surprise! Since all pilots believe that anchors and airplanes don't really mix, I grumbled that he should have told me that before. Nonetheless, we had a wonderful two days camping and fishing.

Sunday we prepared to depart. As the temperature was near 90 degrees, I was very conscious of density altitude. I decided we should leave at 6 PM when the evening air would have cooled things off a bit. We got rid of all unnecessary weight, packaging, unused food, anything else that could be put in the campground trash cans. We got the gross down to 2200 lbs. I walked the runway to determine visual reference points corresponding to my expected rotation and takeoff.

According to the POH, at 2200 lbs, 86 degrees, and at an elevation of 6100 ft., the Tiger needs a takeoff roll of 1383 ft. At the book's rate of climb of almost 500 fpm, it will clear a 50 ft. obstacle in 2444 ft. Especially, as our takeoff was to be slightly downhill, toward the water, this seemed perfectly workable.

With everything buttoned up, I taxied to the very end of the runway. I held the brakes and went to full power. Off we went. Acceleration seemed slow, but it was still hot outside. Then we reached the trees that are near both sides of the runway, midpoint. We should have rotated here, but we had not quite reached the book rotation speed of 50-55 kts., so I delayed a few seconds. The trees seemed to be getting closer to the runway — the effect was downright intimidating. The end of the runway and the drop to the

water were less than a thousand feet away and I realized that it was too late to abort the takeoff. I engaged one-third flaps and lift increased. We mushed into the air with the stall horn screaming. The rate of climb was exactly zero and we were now over the water, no more than 30 ft. high. We were in ground-effect (*or water-effect?*). I resisted the urge to pull back on the yoke. I was very thankful that only the surface of the reservoir was ahead of me, no hills or trees for miles. I was equally glad that there had been no 50 ft. obstacle 2444 ft. down the runway!

We were not climbing, but I kept nudging the nose down in anticipation of a possible stall. I remember thinking that the Tiger would be a bad water-lander; the fixed gear would probably flip it over, and the sliding canopy would not want to open when submerged. After many seconds, I caught a whiff of lift, which allowed me to put the nose down some more, then airspeed finally began to build. Now I fully understood what my instructor had meant by, "Don't get behind the power curve." I couldn't help wondering what would have happened in a 150 hp. Cheetah.

At no time en route to Pagosa Springs did rate of climb exceed 350 fpm. But it was enough. Partially refueled, we were actually able to clear Wolf Creek Pass. Lift gained with the aid of

thermals, rising off the huge sun-heated rocks on the mountain slopes, then downhill to Erie was then a breeze.

There are several lessons in this story. Let me start with what was done right. First, I discovered, I really have the ability to focus. Though this was a truly dicey situation, I did what needed to be done. My old instructor, Bob Doriss, taught me discipline and the value of logical sequences. In this situation, I just followed the old adage: in a crisis, aviate, navigate, and communicate, in that order. Fortunately, it worked. Thank you, Bob!

On the other hand, some of my judgments were probably not the best. I knew from the tail-on-the-ground and the 15 lb. anchor incidents, if nothing else, we were pushing the airplane's limits. Should I have recognized this more clearly? Could I have ferried my passengers in two trips to a nearby longer or lower airport? Should I have waited until Monday morning for a cool, dawn takeoff? Did I have get-there-itis? Should I have aborted the takeoff at the field's midpoint, and would the Tiger have stopped on the downslope before the embankment, and the water?

Moreover, things are sometimes not as gauges or publications tell us. Perhaps OAT gauges, at the upper reaches of their scales, are

less than fully accurate. Was it warmer than 86 degrees? Fuel gauges, dip-sticks, and quantity tabs are notoriously inaccurate. How much fuel had I actually burned-off on the trip down? Are the POH data figures accurately extrapolated from lower to higher altitudes?

Even more to the point, the figures in most aircraft pilot's manuals need to be taken with a grain of salt. At best, they refer to airplanes with freshly overhauled engines, or perhaps brand new ones. Inevitably, compression leaks away and other tiny, performance-robbing nits and lice, plague us. How much margin should we allow for this?

While we shouldn't discard the data in the POH, it is best if we supplement it with the best source of wisdom, real life experience. There are plenty of learning programs that supply just this. Two excellent ones I attended are the CPA mountain flying course, which gets very real when it comes to density altitude, and the annual American Yankee Association convention. The latter features seminars by true experts. Here is where you really learn how the Grummans perform.

Finally while I am an optimist in most things, it is not a great attribute when taking-off in a plane. *Anticipate the worst.*

As told to Dean

CPA Member Mike Forney, Appointed to Airport Commission

Mike Forney, CPA member from Steamboat Springs, Colorado, has been appointed to the Yampa Valley Airport Commission by the Routt County Commissioners and the Steamboat Springs City Council.

The airport commission directs activities of both the Yampa Valley Regional Airport (KHDN) and the Steamboat Springs Airport (KSBS).

Mr. Forney is an instrument rated, single-engine pilot (with a glider rating), he owns a modified Cessna 182 and has been a general aviation pilot since 1962. Not only is Mike a member of CPA, he is an active Angel Flight and First Responder pilot. Mike was recognized as Angel's Flight's "Outstanding Volunteer" in 2005.

To contact Mike you may reach him by phone 970-871-6009 or by email mikeforney@mindspring.com

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June 2006 Factoid Question:

The history of aviation is replete with unusual ideas. Many very strange airplanes have been proposed and several of them have actually flown. The story is generally one of failure, whether the product is of unrecognized geniuses, or of crackpots. Two examples previously discussed in Factoid are the roadable airplane (*flying car*), and the parasite fighter.

Occasionally, however, aeronautical ideas that seem wacky at first glance turn out to have some merit. Failures can have valid principles at their bases. One such concept is called the Coanda effect. What is it, and how has it failed or succeeded in aviation?

To find the answer see page9.



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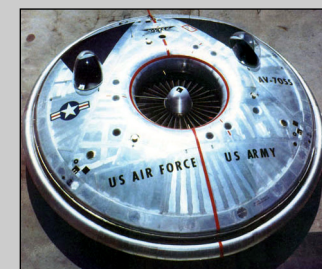
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June 2006 Factoid Answer:

Henri-Marie Coanda (1885-1972) was a respected Romanian engineer, inventor, and aerodynamicist. Among other things, in 1910 he designed a jet-like "reaction" engine for aircraft. It involved an internal combustion engine driving a compressor. The exhaust stream of compressed air received additional injected fuel and the mixture was ignited. It actually flew on a craft of Coanda's design, but the clear danger of fire discouraged follow-up development.

Coanda's theoretical work explored the tendency of curved surfaces to deflect fluid streams which pass over them. Of course, this is part of the generation of aerodynamic lift by an airfoil — it is especially important with regard to the effect of flaps. Coanda, however, thought the idea could be expanded and lead to radical new aircraft. In 1935, he designed a saucer-like craft in which high-speed air was to be blown over its upper surface through a series of slots. It was supposed to have vertical takeoff and landing capability as well as very high speed. The saucer was never flown.

The idea lived on, however, German scientists in the waning days of World War II, searching for a super-weapon breakthrough, experimented unsuccessfully with similar flying saucers. In 1953, the USAF and US Army contracted with Avro of Canada to build another saucer. Called the Avrocar, it was 18 ft. in diameter and was powered by a small turbojet. High speed air was expelled from nozzles over the curved hull to create Coanda effect. Though it cost millions, it never got more than a few feet above the ground.



USAF/US Army Avrocar
USAF photo

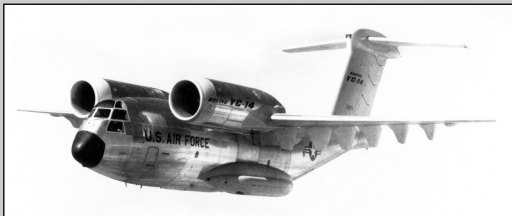
Similar thinking has been applied to more conventional aircraft. Beginning in 1942, Willard Custer began development of the strange looking "Channel Wing." Aircraft engines drove conventional propellers operating very close to semi-circular wing sections.

Custer emphasized the high speed of the channeled air flow rather than its deflection, but in any event he anticipated greatly enhanced lift. His 1953 prototype, CCW-5, did indeed have better STOL performance than conventional planes of similar wing area and power, showing that the concept was at least partially valid.

The Channel Wing didn't do well at cruise. Noise and vibration caused by the partially-ducted propellers was excessive. The cruising speed of more conventional general aviation aircraft of the time, for example the Bonanza, was much greater. Cost of manufacturing the unusually shaped wing would probably have been prohibitive and questions of eventual structural fatigue were never answered. In any event no one was willing to invest in a production run.



*Custer Channel Wing.
Photo courtesy of Aerofiles*



Boeing YC-14. USAF photo

Inevitably, creating lift by passing high-speed jet exhaust over flying surfaces would occur to designers. In 1975, the USAF let contracts for the development of a STOL cargo plane. Boeing's response was the YC-14. This unusual airplane had its engines mounted ahead and above the wing. The concept was called "upper surface blowing" (USB) and there is no question that it enhanced lift. The effect with flaps was dramatic. In fact, the YC-14 met all STOL expectations, but never went into production because of budget cuts.

Douglas developed a similar experimental craft, the YC-15. It differed in that it blew the jet exhaust stream only over the flaps, which were made of heat-resistant titanium, rather than the entire chord of the wing.

Two years later, the Russian Antonov-72 made its debut. Whether it is in any direct sense a copy of the YC-14 is debatable. But it is distinctly similar in that it has high, forward mounted engines for full USB. The craft has been an outstanding success both as a military transport and as a short-haul airliner operating out of tiny, remote strips. Derivatives of the An-72 are still in production.



*Antonov An-72.
Photo courtesy of Aerospaceweb.org*

Interestingly, American military planners may rue the day when they cancelled the YC-14 project. As the move to replace the ubiquitous but ancient C-130 design gets serious, interest in USB has revived. Especially significant is that Boeing and DoD operatives have been visiting the Antonov facility in Kiev. Negotiations are reportedly in progress and it is distinctly possible that the US military may soon be operating An-72s, although we are assured they would be equipped with American engines.

With such a development, who can doubt that the Coanda effect is real.

Dean



John Unruh

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coloradopilots.org/registration.asp?event_id=dolorespoint2006

Email: wmeine@comcast.net

June 16, 2006

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Info: Terry Barbo 303/367-0670

Email: TBarbo@comcast.net

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Info: Dana & Judi Haglin 303/673-9381 or Steve Harless 303/659-8648

Email: eriehaglin@aol.com or Belin2@aol.com

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Info: John & Cathie Martyny 303/449-6875

Email: johnmartyny@comcast.net

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