

# Cherokees to Oshkosh

## Glossary of Terms

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- i. **ACUTE**: To be in a position too far forward in the formation or on a bearing (angle) that would place the aircraft too far forward. The opposite of “sucked.”
- ii. **ASPECT ANGLE**: The angle from the leader to the wingman, measured from the Lead’s six o’clock. Wingman’s heading has no bearing on AA. Flying directly aft of Lead is zero degrees aspect. Abeam is 90 degrees and directly in front is 180 degrees AA.
- iii. **ABORT**: Directive to cease current operation or inform others of your intentions, such as during an aborted formation takeoff.
- iv. **BEARING LINE**: The imaginary line off Lead’s nose as flown by the wingmen.
  - a. **3/9 Line**: 90 degree line right and left of Lead’s aircraft. Anywhere ahead of the 3/9 line means the wingman is violating the lead’s position in the formation.
  - b. **Fingertip**: 30-45 degree bearing line either side of Lead’s aircraft.
  - c. **Trail**: 180 degrees, or in the six o’clock position.
- v. **CALL SIGN**: The alpha numeric designation assigned to each aircraft which identifies its position within the entire formation flight. All C2O Pilots **WILL** respond with their respective call signs in the proper sequence any time “Cherokee Flight, check in” is announced.
- vi. **CLOSURE RATE** (Vc): Overtake created by airspeed or angular advantage between Lead and Wingman. It can be positive or negative.
- vii. **CROSSOVER**: A maneuver to change the position of a wingman from one side of Lead to the other. (More properly know as a “cross under” although there are occasions for “crossover.”)
- viii. **ELEMENT**: A flight of two aircraft. The basic configuration used for training and arrival maneuvers. It is comprised of Lead and Wingmen. Lead is responsible for formation element integrity and communications.
- ix. **FORMATION**: A disciplined flight of two or more aircraft under the command of a flight leader using a standardized set of signals and commands to direct the wingmen. Not to be confused with a GAGGLE of aircraft.
- x. **FINGERTIP/PARADE**: Close formation of two aircraft. Training for C2O will use Route formation until the participant gains enough experience to practice Fingertip with a qualified Safety Pilot.
- xi. **GAGGLE**: An undisciplined group of aircraft, milling about in roughly the same piece of sky, sometimes attempting to impersonate a FORMATION.

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- xii. **"GIMME ONE"**: A wingman call to Lead when he has insufficient power to keep up, asking for Lead to reduce power, manifold pressure, or RPM as applicable.
- xiii. **GO/PUSH**: Used to direct the flight to switch to a new communication frequency after acknowledging with call sign, in sequence.
- xiv. **HOT/COLD SIDE**: Will be briefed prior to takeoff. Hot Side is the designated half of the runway that is intended for aircraft to "escape" in the event of an overrun, brake failure, etc. Cold Side is usually the exit side of the runway.
- xv. **IN-TRAIL**: A multi-ship fluid maneuvering formation where each aircraft follows the other.
- xvi. **KNOCK IT OFF/TERMINATE**: Terms used to cease maneuvering by all elements of the formation.
- xvii. **PURSUIT**: The relative directional relationship from a wingman to a lead aircraft with respect to the wingman's aircraft nose.
  - a. **LEAD PURSUIT**: Wing maneuvers inside Lead's turn by pointing the aircraft nose in front of Lead.
  - b. **LAG PURSUIT**: Maneuver to increase distance between Lead and Wingman by pointing Wing's nose aft of Lead's tail to fly a larger turn circle.
  - c. **PURE**: Wing maneuvers on Lead's turn by pointing the aircraft nose directly at Lead's aircraft.
- xviii. **REJOIN**: To join the flight onto the leader, as after takeoff.
- xix. **ROUTE**: A much looser version of fingertip formation. It allows the leader to control the flight, and reduces fatigue on the wingmen. Wingmen maintain the same relative bearing on the leader but move out two wingspans to 500 feet maximum.
- xx. **SMASH**: Airspeed or energy. Normally used to denote energy available to accomplish a snappy fighter type maneuver, such as a pitch up to landing.
- xxi. **STACK**: Position of Wing compared to Lead.
  - a. **STACK HIGH**: Wingman in position above lead aircraft. This is unusual and undesirable.
  - b. **STACK LOW**: Wingman in position below lead aircraft. This is the preferred position for reasons of safety.
- xxii. **SUCKED**: To fall behind the lead, or be aft of the desired position. Aft of the bearing line.