



# PIKES PEAK PILOT CENTER NEWSLETTER

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## WHAT'S NEW

### 76Q's New Interior

Our 172L (4376Q) now has a two-tone gray interior. New fabric on the ceiling, upholstery, and freshly painted instrument panel background and console. The fresh look makes it comfortable, brighter, and the light gray panel makes the instruments easier to read, especially during night flights.

## EVENTS

Why not train "together"? A great opportunity for pilots and flight companions, since the events below are at the same time and location! We have registration forms for both courses at the club.

### Companion Flyer Course

Aug 10th Centennial Airport

From 8:00 am – 4:00 pm, the Colorado 99's will teach the following to non-pilot friends and spouses who accompany flyers, but have no formal training.

- flying an airplane (via simulator)
- using the charts
- radio equipment & phraseology
- emergency procedures

A good companion is not only fun to be with, but handy and helpful. Deadline for enrollment is Aug 1st. Cost is \$75 (includes lunch). Sue Osborne 303 471-0665 or [sueav8s@qwest.net](mailto:sueav8s@qwest.net)

### Mountain Flying & High Elevation Airports

Aug 10th Centennial Airport

Colorado Pilots Association is teaching this ground school Saturday, 8:30 am – 5:00 pm.

- simulated flights of mountain passes & airports
- flight safety for each step on the route
- use of aerial photography & technical workbooks

An optional cross-country training flight is offered to practice the lessons learned in ground school. (This plus the Ground School course are accepted instead of the Biennial Flight Review.) Deadline is Aug 5th. Cost is \$120 member / \$145 non. Call 303 367-0670 or print registrations from the website: [www.coloradopilots.org/page\\_mtnfly\\_main.htm](http://www.coloradopilots.org/page_mtnfly_main.htm)

## ET CETERA

The first to submit the correct answers wins a prize! Winner & solution will be in next issue.

### Do You Remember?

Circle or fill in the correct answer

What is the top speed of a Cessna 310 I ?

A. 170 TAS      B. 180 TAS      C. 190 TAS

Who was the first to fly across the English Channel?

A. Louis Bleriot    B. John Alcock    C. Sir Ralph Richardson

In what country is the new Symphony 160 produced?

A. England      B. USA      C. Germany      D. Norway

When was the first Transatlantic flight?


A. 1919      B. 1927      C. 1933

What does the acronym QANTAS stand for?

## SUGGESTED READING

### *Skyward: man's mastery of the air*

by Adm. Richard E. Byrd

An excellent book. Well-written, intriguing accounts of aviation from 1917 to 1927. Vivid stories of people he knew and his expeditions. An unexpectedly humorous narrative with thoughtful ideas and point of view. Published in 1928. 

## Solos & Certificates

1<sup>st</sup> Solo

Way Christiansen – Jul 12

Private

Bobby Frazee – Jul 6

Instrument

Bridget Rathjen – Jul 6

Commercial

Greg Carlin – Jun 27

Don't forget to check our website for activities, bulletin board & previous newsletters!

1947 Aviation Way • Colorado Springs CO 80916 • 719 573-4452

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### AUG WORLD RECORDS

#### 27th 1939 Ohain & Warsitz

The first flight of an airplane powered by a jet engine. Dr. Hans von Ohain, an engineering graduate in Germany, designed the jet engine. The *Heinkel HE-178* was a monoplane produced by the Heinkel Aircraft Company. The airplane had one *He S-3* turbojet engine and was flown by test pilot E. Warsitz.

Similar ideas were being developed at the same time in England by Frank Whittle, but would not be tested in a plane until May 15, 1941.

Dr. Ohain came to the U.S. in 1945 and began engine development for the USAF. He continued to improve research and revolutionize means of propulsion.

### Richard E. Byrd

Across the Atlantic, over Greenland, to the Poles, and back.

I knew Byrd was the first to fly over the North Pole in 1926. And my father was named after him because my grandparents admired the explorer greatly. But I was unaware of his wide influence on aviation.

Byrd became a Navy pilot in 1918, at 29. He trained in seaplanes with other students at the naval Pensacola Air Station. He soloed after six hours dual time (which was not unusual). In early airplanes, engines were not reliable. Some would cut in mid-flight, adding to the unpredictability of flying. But even then, careful preparation, practice and a level head reduced the odds to size. Over half the accidents were "caused by bad judgment and inexperience....disregard of routine orders or carelessness," he wrote. Richard spent most of his flight-hours methodically practicing landings from varying altitudes, powers, and angles. He was a keen observer and experimenter, learning planes stalled at different speeds with differing loads. Later, he was put in charge of investigating the frequent and often fatal airplane crashes there. The outcomes of which recognized or solved many mechanical and pilot maneuvering problems.


Byrd conceived and initiated the first transatlantic flight of 1919 (see May issue). He oversaw the project and helped develop the first drift indicator for the trip. He longed to make the flight across, but was given other orders by the Navy.

He was the leading force behind the first "air force" department, the Bureau of Aeronautics, which became a legitimate division of the Navy with representation in government. This was in great

contrast to the previous control by aeronautically-ignorant and somewhat disdainful Naval command.

Byrd strove to expand the scope and safety of public aviation. Educating the public and garnering approval wasn't easy. People not close to aviation thought it frivolous, dangerous and impractical. But Byrd was aware aviators were still pioneering flight. As in all trials and first attempts, mistakes are made and corrected. Pioneering flight, by definition, entails risks in order to collect scientific data that is critical to the knowledge that continually makes flight safer.

Although he was a fine pilot, Byrd concentrated on navigation and preparation for expeditions. He always had a designated pilot, but took turns at the controls. Richard was the navigator for all his flights, even during his 1927 non-stop flight across the Atlantic (NY to Paris). This proved to be a true test for his new navigational equipment and instruments, for the ocean and land were completely obscured during their 2-day flight. The crew of two pilots, an engineer, and himself saw water and land only when they made a successful emergency night landing off the coast of France. After flying over stormy Paris with low fuel, they decided to return and touch down at sea.

They did not reach the Paris airport, however, the flight was successful in many ways, for they had navigated well, radioed to ships, tested a newly-designed plane (the *America*) and equipment, and brought the first airmail to Europe in greatly adverse conditions. (continued next month)  N. Kunz

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We welcome personal stories, letters, and flying tips.  
Please contact with questions & feedback.

Don't forget to check our website for activities, bulletin board & previous newsletters!