

PIKES PEAK PILOT CENTER NEWSLETTER

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WHAT'S NEW

Student & 74DW Make the Papers!

The following article appeared in the local Rocky Ford newspaper last month.



Yes, Bossie, That Is A Plane

It was a topsy-turvy world in Rocky Ford Wednesday. Bears were in trees and planes were in cow pastures. People driving down Road X (yes, it is traveled) Wednesday afternoon were surprised to find their passage blocked by a Cessna Sky Hawk SP. The pilot Niki VanWout of Colorado Springs was on her solo cross country flight for certification when she lost all instrument readings, the radio went dead and she had to perform a "dead stick" landing. She walked approximately three miles for help and soon was rescued by her flight instructor, a mechanic and another pilot – kind of a AAA for airplanes. Neil Wickliff of Falcon Aircraft Inc. replaced the battery in the plane and Craig Wingert of Pikes Peak Pilot Center in Colorado Springs flew VanWout's plane back to Colorado Springs after two local ranchers herded the cows off the "runway." VanWout flew home in Wingert's plane which had landed at Melon Field. (Photo By Susan Pieper)

EVENTS

October 5th Colby, KS

Everyone is welcome to the 3rd annual Colby Fly-In. The pancake breakfast and open house is 6:30 am - 3:00 pm. Breakfast is free for visiting pilots and their passengers. An array of aircraft will be on display: T-6s, KHP helicopter, King Air, powered parachutes, home-builts, antique & agricultural planes. Plane rides are available. Win a ride in a WWII T-6 formation flight! Proceeds benefit Big Brothers & Big Sisters and the local airport. For raffle tickets and info, call Mark 785 462-4438.

Solos & Certificates

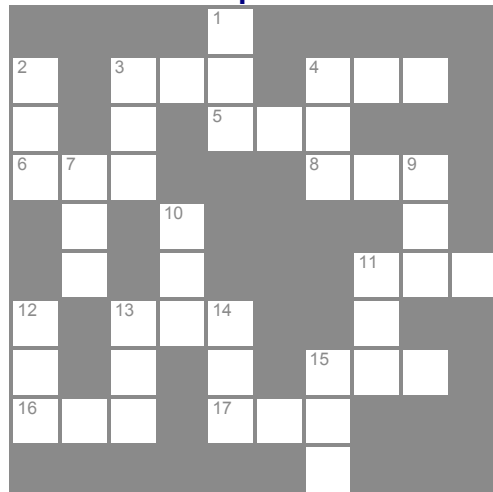
Private

Edward "Yancey" Walker – Sep 12
 Courtney Hamrick – Sep 13
 Matthew Kaercher – Sep 14
 Monique "Niki" Van'tWout – Sep 15
 Kimberly Arsenault – Sep 16

ET CETERA

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

World Airport Codes



across

3. Bangkok, Thailand
4. Casablanca, Morocco
5. Los Angeles, United States
6. Brisbane, Australia
8. Hong Kong, Hong Kong
11. Jakarta, Indonesia
13. Glasgow, Scotland
15. Baghdad, Iraq
16. Stockholm, Sweden
17. Moscow, Russia

down

1. Auckland, New Zealand
2. Dublin, Ireland
3. Buenos Aires, Argentina
4. Vancouver, Canada
7. Naples, Italy
9. Rio de Janeiro, Brazil
10. Montreal, Canada
11. Paris (Charles de Gaulle), France
12. Johannesburg, South Africa
13. Geneva, Switzerland
14. Amsterdam, Netherlands
15. Boston, United States

Kevin Browning was the winner for September's game. Congratulations!

We'd like to mention [Brendan Boykin](#) who also had the correct answers, but missed the prizes by an hour.

Aircraft Manufacturers

Match the logo to the correct manufacturer's name.



Mooney



Boeing



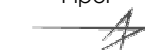
Piper



Cessna



Sikorsky



Lockheed Martin



Stearman

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

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OCT WORLD RECORDS

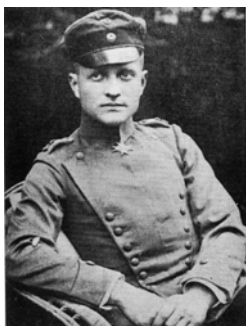
14th 1947 Chuck Yeager

Piloted the first supersonic flight in an aircraft. Capt. Yeager and the XS-1 plane were dropped from the bomb bay of a B-29 at 21,000 ft. After igniting four ethyl alcohol and liquid oxygen rockets, he reached Mach 1.06 at 45,000 ft. Yeager then performed a 1 G stall and glided down to a landing on the lake bed. The entire flight was 14 minutes.

23rd 1906 Alberto Santos-Dumont

First to fly a heavier-than-air machine in Europe. His self-made, box-kite biplane had a 50hp Antoinette V8 engine and flew 60m (197 ft) at Bagatelle field in Paris. This won the French Aero Club prize for first flight over 25m. The Brazilian-born aviator was already well-known in France for designing & flying 12 dirigibles. He flew about Paris, often tying his aircraft to street lamps.

The Red Baron



When we conceived of the "Who Are They?" picture quiz for the July Newsletter, "The Red Baron" was my first suggestion. Everyone knows the title, but probably few know his real name or what he looked like, me included. As I scanned the internet for a photo, I quickly realized how inexcusably

poor my knowledge was of this man and era. I knew the Red Baron was a German ace of WW1, and finding records of his birth, death, number of planes he downed and similarly dry statistics would be easy to come by, but what sort of man was he? What did he think of the war, of airplanes and flying? What were his tactics in combat? What set him apart? I feared many of these questions were unanswerable because, it seemed, only the Baron himself *could* answer them. To my surprise, I found the Baron had written an autobiography at the age of twenty-five, less than a year before he died. These are some of the facts, events, beliefs and attitudes that struck me about his memoirs.

The young man who became known as "The Red Baron" was a German country nobleman by the name of Manfred von Richthofen. Manfred did not have a military background. Rather, both his

mother and father's families were noblemen with landed estates. He did the absolute minimum required to pass in school and was exceedingly fond of hunting and sports. (I believe it was his abilities and experience in these areas that set him apart as a fighter pilot.) Manfred was a Lieutenant in the Calvary when the war began, and tells some rather amusing stories about the confusion and chaos on both sides at the start of the war. Nobody was clear where the front was, who to fight, when, where or how. Manfred felt his assignments and position rather useless during the first year of the war, and continually requested transfer to a more important position. His request was granted in May 1915 when he was assigned to be an observer (non-pilot) in the Flying Service. His description of his first flight made it clear that it was the most thrilling experience he'd ever had. The Flying Service's function was primarily reconnaissance work. Manfred loved it, and was quit content as passenger with little ambition to learn to fly the machine. Most of their work was conducted over eastern Europe, and their missions were carried out with little danger. Once again, Manfred longed to be closer to the "action" on the western front - this would mean becoming a pilot and joining the Fighting Squadron.
 (continued next month)



editor Natalie Kunz email nat@nkunz.com
 We welcome personal stories, letters, and flying tips.
 Please contact with questions and feedback.