



PIKES PEAK PILOT CENTER NEWSLETTER

Volume 5, Issue 5

www.cospilot.com

May 2003

WHAT'S NEW

New Face

Aimee, our new ground coordinator, started last month. As we all know, the position requires a Jack-of-all-trades: plane washer & tugger, fueler, receptionist, etc. Aviation is a new area for Aimee and she admittedly enjoys the challenge of learning its ropes (or should I say tie-downs?). She does a very nice job keeping the Pilot Center and our airplanes clean and organized.

Aimee is also engaged to Clayton. They will be married July 19th. Congratulations and welcome!

EVENTS

MAY

3rd 7:00 am – 10:30 am Canon City
Pancake Breakfast

Fly or drive to the Fremont County airport (IV6) for breakfast. Then watch the parade in town to celebrate the Fremont County Blossom Festival weekend. Parade starts at 10:00 am. Transportation from airport available.

Tom Ledbetter 719 276-3480

tomhledbetter@aol.com

Sponsored by EAA Chapter 807 (Pueblo)

3rd Sterling
No Frills Mini Contest

This aerobatic competition by the International Aerobatic Club will be held at Sterling Municipal Airport (STK). Primary and Sportsman categories will be flown. Practice and registration is Friday, May 2.

Clyde Cable 970 454-5469 jinnnyfield@yahoo.com

Sponsored by IAC Chapter 12 www.iac.org

17th Pueblo

Pueblo Fly-In / Drive-In

www.coloradopilots.org Also see April newsletter for details.

17th 8:00 am - 4:00 pm Erie
Specialty Flight Training, Inc. Air Fair
Come to the Erie municipal airport for pancake breakfast, static aircraft displays, exhibits, Young Eagles flights, FAA safety seminars, airplane & helicopter rides, barbeque lunch, and more! Full details to come. . . see website.

Dennis Moss 303 604-0043

Airport Manager

SFTI 303 665-3267

www.specialtyflight.com

17th – 18th Colorado Springs
In Their Honor Air Show
www.intheirhonorairshow.com Also see April newsletter for details.

29th 5:30 pm - 7:00 pm Denver
Patriots, Heroes & Top Guns

Part of the "100 Years of Flight in the Centennial State" series. Wings Over the Rockies Museum will host the round-table presentation featuring Col. Don D'Amico, B/G Winett Coomer, B/G Wayne Shultz, M/G John L. France, B/G Steve Richie, and M/G Mason Whitney. Channel 9 weatherman, Nick Carter, will emcee. Light refreshments. Museum admission fee \$5 adult / \$3 under 18 / children free.

CAHS 303 669-9353

Museum 303 360-5360

Co-sponsored by Colorado Aviation Historical Society and Wings Over the Rockies Museum 

Solos & Certificates

Private

Mike Ragsdale – Apr 12

Instrument

Mary Bell – Apr 9

CFI Instrument

Robert Dorband – Mar 10

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



Pikes Peak Pilot Center

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editor Natalie Kunz
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Send your stories, letters or flying tips to the editor.

May Game Prize

76 years ago Lindbergh flew the Atlantic - May 20-21st 1927!

In honor, our prize is a Smithsonian Institution *Spirit of St. Louis* glider kit.



Kit comes with pre-cut paperboard & balsa wood, washers, manual & historical overview.

ET CETERA

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

Mountain Flight Survival Kit
What should you take?

Unscramble the words to find out.

1. filtervec teaklnb
2. istfr ida tki
2. hate kapc
4. spamsoc
5. iwsss myar finek
6. halves thilg
7. nuonittir srab
8. elithgr
9. reafI
10. lelcc peohn
11. trewa
12. malls aws
13. nanuts toonil

Due to no other entries, Clayton Doerksen & Keith Killgore are the joint winners for April's game. Congratulations!


Do You Remember?

Ric Reiter has how many total hours?
B. 1550

Who is the star in *Flying Leathernecks*?
C. John Wayne

Craig Wingert has how many total hours?
D. 3000

Whose biography is *The Spirit of St. Louis*?
C. Charles Lindbergh's

What aerobatic feat was Doolittle the first to perform in 1927?
B. inside loop 

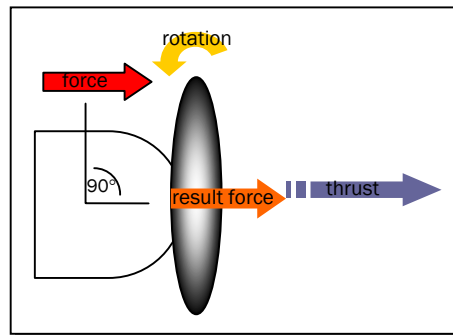
Induced Thrust?

by Robert Dorband

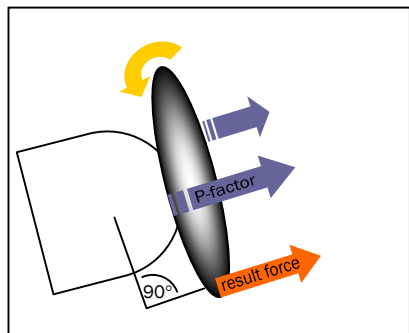
It's really very simple. A positive angle of attack produces lift. The lift, of course, is always perpendicular to the chord line of the wing. The production of lift while there is a positive angle of attack causes a rearward force that is aptly named induced drag. Make sense? So what about induced thrust? Ever heard of it? Likely you haven't and that is disappointing. When we fly with a negative angle of attack in a plane that has a positively cambered wing we continue to produce lift. However, instead of that lift being forced by a positive angle of attack to contribute to drag, the lift actually contributes to thrust because of the negative angle of attack. Confused yet?

How about the infamous P-Factor? After working so hard and studying so long for your private do you feel you've finally figured it out? Try this on for size. We are taught that when you apply a force to a rapidly rotating object, such as a gyro, the result force is felt in the same direction, but 90 degrees ahead of the applied force in the path of rotation. And what is the propeller but a rapidly rotating object. The principle of P-Factor tells us that because of our angle of attack the downward portion of the propeller actually has a greater angle of attack in its plane of rotation, and this causes the downward portion of the propeller to produce greater thrust and thus effects the left turning tendencies of the plane. Well, let's go back a few lines. We said that when you apply a force to a rapidly rotating object the force is actually felt 90 degrees ahead in the direction of rotation. We also said that the propeller is an example of this.


FORCE APPLIED BY RAISED TAIL



HIGH ANGLE OF ATTACK



So, when we apply a greater force to the downward portion of the propeller (i.e. during climbs when the angle of attack is high) this force is actually felt at the bottom portion of the propeller arc and thus should do nothing to turn us and should in effect cause us to have nothing but a greater tendency to inadvertently increase our angle of attack. Sounds logical, right? If not, then maybe its time you stop by the Pilot Center for a refresher before your next flight.

As instructors we fly almost every day and are constantly pondering these concepts while we look for ways we can help you to be a safer pilot. Before you venture out on your next cross country with trusting friends piled in the back, be sure you are still proficient. This means not only have you met the legal requirements, i.e. 3 takeoffs and landings in 90 days, but also being truly ready to take your next flight. Are you still sharp on cross country flight planning? When was the last time you really practiced stalls? How are your radio skills? Do your next passengers a favor and prepare yourself. This will ensure a safe journey for them, and you. 

Induced angle of attack by P-factor is a controversial theory. This idea is the author's view and not necessarily the Pilot Center's.



Robert Dorband, CFI – Robert is a 550-hour CFI and graduate of Embry-Riddle Aeronautical University. He has been instructing at the Pilot Center since June of 2002. He has just finished his CFII training.

Is “hangar” a word?

I have seen much confusion over the word we bantered around enough, we know the meaning spelling. However, it has been substituted by even the History Channel used this spelling when aircraft shelters.

use for an aircraft “garage.” The word is going well, and everyone assumes he knows its *hanger* in several articles written by pilots, titling their recent series on the history of

This encouraged me to check a few sources and see who was right. After half a day, I found a neat website on word origins and some curious facts about a word we use nearly every day. I thought you might find its history interesting. But what, you may ask, is the short answer?

You bet it is

www.takeourword.com and The Random House French Dictionary:

The English, who adopted the word *hangar* in the mid-1800s from the French, used the term for sheds that housed coaches. This French word, meaning “shed,” may have been derived from similar words in medieval Latin (*angarium* “a shed in which horses are shod”) or Middle Dutch (*ham-gaerd*, referring to a group of buildings enclosed by a fence).

Webster’s Dictionary:

hangar (hǎng’ ər) *n.* A building for sheltering and repairing an aircraft.


not to be confused with . . .

hanger (hǎng’ ər) *n.* 1. A person who hangs something. 2. A frame, hook, or strap on which something can be hung or to which something hangs.

Encarta World English Dictionary:

han-gar [hǎng ər] noun

building housing aircraft: a large building in which aircraft are kept or repaired

[Late 17th century. Via French, shed, from Old French *hangard*, possibly from medieval Latin *angarium* shed for shoeing horses, or of prehistoric Germanic origin.] 

N. Kunz,
Editor