



Mile High Flyer

The Official Newsletter of
The Experimental Aircraft Association Chapter 43

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October, 2015

Next Meeting

Saturday, October 10, 2015

**7 PM @ the Mt. Evans Room in the
Terminal Bldg. @ Metro Airport.**

Our program -

The speaker for our October Chapter 43 meeting will be **Paul Hemmick**. Paul has had an extensive career with NOAA as a pilot on many different missions. Paul will be speaking to us about the NOAA Corps and his career as a low level survey pilot and touch on the other aircraft/missions in the NOAA fleet (hurricane research, coastal mapping, and emergency response). He is planning to also provide a brief overview on Space Weather and how it affects the aviation industry (GPS, HF radio communications, etc).

Paul indicated to me that his presentation would be a good opportunity to reach out to young folks who may not know about the NOAA Corps and provide them some insight into a possible aviation career path with the Corps

Editor's Corner

It's almost October as I write this... crazy how the months fly by! We've had some beautiful flying weather. Last month's meeting was a good one. Many thanks again to Lynn & Pat Miller for sharing their home with us!



Chuck Graf has been home and is recovering from his heart surgery now. He's had some ups and downs, but he looked very good to me a week ago.

No Young Aviator report this month - they are getting into regular meetings in October. Check the site youngaviators43.com for times and location.

Wishing everyone blue skies & tailwinds,

John



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Want Ads & articles for publication may be sent to the editor - newsletter@eaa43.org

Upcoming Events Calendar

Submitted by *Don Smith*

2015 EVENTS

OCTOBER

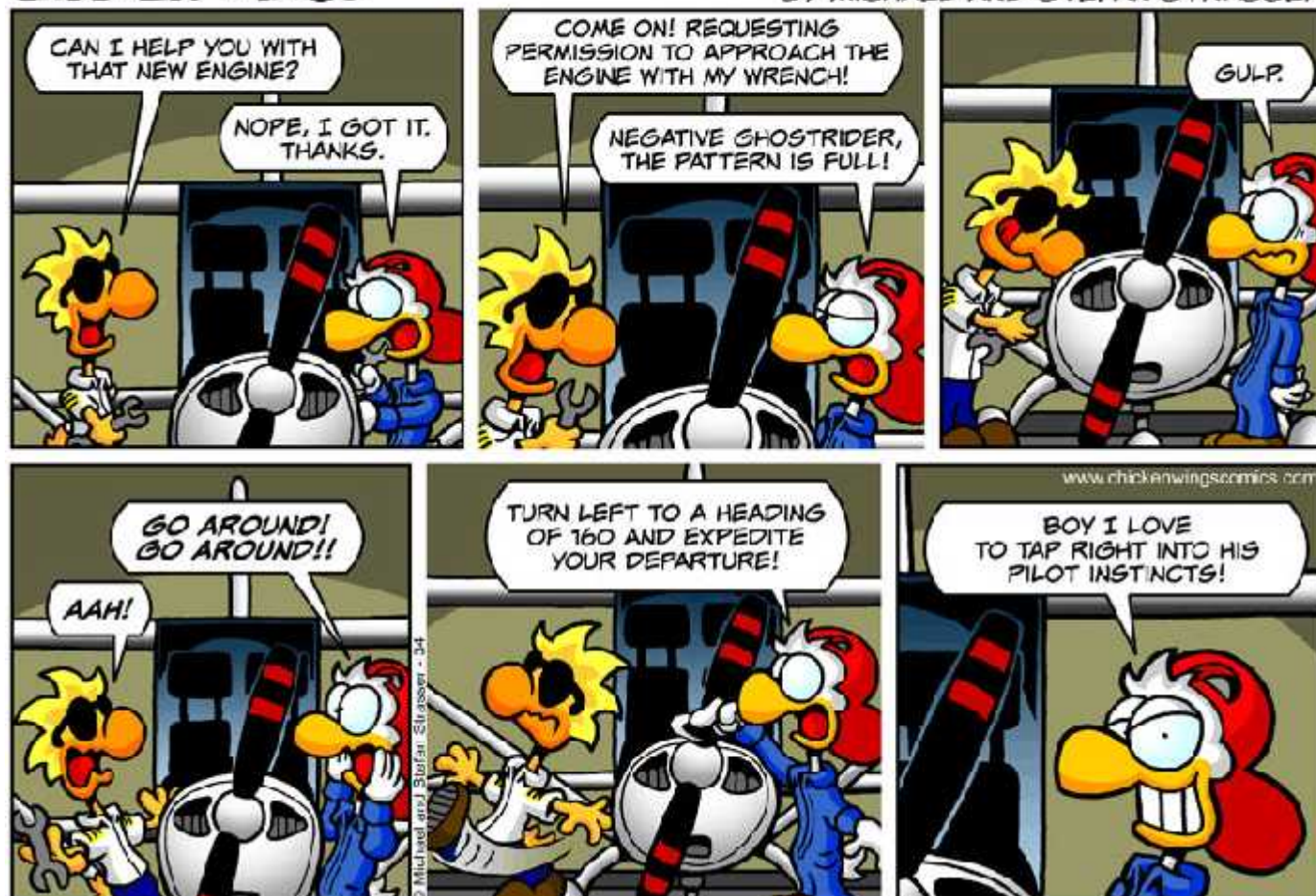
- Sat* 3 EAA Chapter 301 Young Eagles Rally, FTG 7:45 a.m.
- Sat* 3 Wings and Wheels Expo 2015, KHGR, 9 a.m. – 4 p.m.
<http://www.wingsandwheelsexpo.com/>
- Sat* 3 Legacy Air First Annual Slow Smoke N Stall, KBJC, 2-6 p.m. (RSVP by 9/25)
rick@legacy-air.com
- Sat* 3 National Aviation Hall of Fame Induction, Dayton, OH
- 9-10 AOPA Fly-in, Tullahoma Regional Airport, Tullahoma, Tennessee (THA)
- 10-11 USAF Thunderbirds, Grand Junction CO
- Sat* 10 EAA Chapter 43 Membership meeting, BJC, 7:00 p.m.**
- 14-21 EAA [B17 Tour Stop Hosted by Wings Over the Rockies](#) at Signature Flight Support
- 16-17 Rans Fly-in 2015 at Rans Factory Strip (8KS4), Hays KS
Ramp, Centennial Airport (APA)
- Fri* 16 EAA Chapter 301 Membership meeting, 7:00 p.m.
- Sat* 17 EAA Chapter 43 Young Eagles Rally, EIK 7:45 a.m.
- Mon* 19 AFC/FAA Team Wings Safety Seminar, Ramada Hotel, Centennial airport, 6-8 p.m.
- 22-24 Copperstate Fly-in, KCGZ Casa Grande Airport, Casa Grande AZ
<http://www.copperstate.org/csj/>
- Sat* 24 EAA Chapter 301 Young Eagles Rally, FTG 7:45 a.m.
- Sat* 24 EAA Chapter 72 Young Eagles Rally, FLY 8:00 a.m.

NOVEMBER

- Sat* 7 EAA Chapter 301 Young Eagles Rally, FTG 7:45 a.m.
- Sat* 14 CPA Annual Membership Meeting, Mt. Evans Rm., KBJC, 8:30 a.m. - Noon
- Sat* 14 Spreading Wings Gala, Wings over the Rockies Museum, 6:00 – 11:00 p.m.
- Sat* 14 EAA Chapter 43 Membership meeting, BJC, 7:00 p.m.**
- Mon* 16 AFC/FAA Team Wings Safety Seminar, Ramada Hotel, Centennial Airport, 6-8 p.m.
- Fri* 20 EAA Chapter 301 Membership meeting, 7:00 p.m.

CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER



Approach: “Beech 998, you’re showing two thousand feet and intermittent Mode C. Say altitude.”

Beech 998: “Beech 998 is intermittently at two thousand feet.”





Mountain Flying

Flying in the mountains offers beautiful scenery and views you can't get from the ground. It doesn't matter whether it's the Rockies, the Appalachians, or the Alps, there are scenes that are unforgettable.

However, the mountains' beautiful scenery also involves more risks than flying over the flatlands.

Mountain Weather

Mountain weather can be a challenge for any pilot, especially those without a lot of experience. The Colorado Pilots Association has these weather minimums recommendations for inexperienced pilots.

- ⇒ **Maximum Winds aloft at 9,000 and 12,000 feet less than 25 knots.** Above 25 knots turbulence, updrafts, and downdrafts may exceed aircraft limitations.
- ⇒ **Ceiling at least 2,000 feet above all ridges and passes along the route.** This will help reduce the exposure to the most hazardous turbulence in most cases. This should be increased as the wind speed increases.
- ⇒ **Visibility of at least 10 miles.** Good visibility, well above the basic VFR requirements, is needed since you will generally be using pilotage for navigating. GPS is an excellent tool, but there are times when picking out a particular pass or valley will need to be done visually. Good visibility is the only way to be able to do that safely.

- ⇒ **Be aware of Mountain Waves.** During a mountain wave event, there are strong up and down drafts downwind from the ridges. The downdrafts in even moderate mountain waves exceed 1,000 feet per minute, making it difficult or impossible to cross the ridge. Rotors are caused by the wind shear and rotating moment underneath the crest of a mountain wave. The rotors will cause severe or greater turbulence and must be avoided.

Density Altitude

Failure to take density altitude into consideration has led many pilots into situations their aircraft couldn't handle. It is imperative that you understand how your aircraft performance is affected by density altitude. Even in the early evening, density altitude can be quite high and can present problems if you are not properly trained and prepared.

- ⇒ **True Airspeed increases.** True Airspeed is approximately 2% higher than Indicated Airspeed for every thousand feet of altitude. That means a longer ground run can be expected.
- ⇒ **Power decreases.** Normally aspirated engines put out less horsepower than at sea level (3% power loss per thousand feet), and you have two factors working against you.

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⇒ **Leaning for take off.** At sea level or the low levels of the Midwest, takeoffs with full rich mixture are required. However, at higher density altitudes, even those found at airports along the front range of the Rockies from New Mexico to Wyoming, leaning for takeoff is often the only way to get the expected performance from a normally aspirated engine.

Planning Tools

Planning a mountain flight involves finding points in space, not predefined intersections. You are looking for terrain features, such as passes and drainages. Using GPS waypoints in conjunction with a mobile flight app is a good way to maintain situational awareness and avoid getting lost in unfamiliar terrain.

- ⇒ **Some states produce tools to help pilots navigate their mountains safely.** One example is produced by the Colorado Aeronautical Division and shows all of the AWOS locations in the state, including those on mountain ridges.
- ⇒ **Webcams are also useful for a real time look at the weather along your route.** Airportview.net is one place to go for cameras located at airports. Most state departments of transportation also have webcams that will give you a real time look weather in places you may be operating.
- ⇒ **Many of us are now using radar on our iPad apps while in flight.** However, radar and mountains don't mix very well. For example, the Denver NEXRAD system can't see anything below

about FL230 over the central part of the state. You may not be seeing the complete picture because of these limitations.

What Gets Pilots in Trouble?

Mountainous terrain can be hazardous for GA pilots. Here are some of the ways pilots get in trouble in the mountains.

- ⇒ **Picking the wrong route** has claimed many pilots who didn't have local knowledge of issues that might be associated with some passes.
- ⇒ **Wishful Thinking.** Hoping that bad weather will suddenly get better when we need it to has trapped many pilots. Mountains obscured with clouds has taken the lives of many pilots in the mountains who continued instead of landing or turning around.
- ⇒ **Poor Planning.** Before descending into a mountain airport, look at what your options are for go-arounds and takeoff routes.
- ⇒ **Box Canyon.** Never fly up a canyon that you haven't already flown down so that you know if there is room to turn around. NEVER try to out climb the terrain in ANY airplane.

Resources

- ⇒ www.coloradopilots.org
- ⇒ Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25A) – Chapter 10 - Aircraft Performance.

www.faa.gov/regulations_policies/handbooks_manuals/aviation/pilot_handbook/
- ⇒ Aeronautical Information Manual Chapter 7- Safety of Flight, Section 5 – Potential Flight Hazards, 7-5-6 - Mountain Flying

2015 Chapter Officers

President	John Reuterskiold	303-881-3517
Vice President	Ken Scott	303-674-7846
Vice President	Greg Hall	303-424-4216
Secretary	Roxie Juul	303-466-2600
Treasurer	Myles Lee	720-295-8778

Board of Directors

John Reuterskiold (Chairman)
 Cliff Hasenbalg*
 Don Smith*
 Lynn Miller**
 John Juul**

(Note: *- 2 year terms expire end of 2016, **- 2 year terms expire end of 2015)

Volunteer Officers

Technical Counselor	Art Schwarz	303-905-2125
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Technical Counselor	John Reuterskiold	303-881-3517
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Scholarship Fundraising	Stan Specht	303-232-8474

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Jeff Hinkle	303-550-2291
Bill Mitchell	303-427-4025
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Stephanie Wells	303-503-0147

Mile High EAA Chapter 43

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First Class



Meetings are normally held on the second Saturday of each month at 7:00 P.M.—Location determined monthly. See Page 1 for details of the upcoming meeting.