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Contents

November
Meeting

Officer Election

Banquet Update

Annual
Membership
Dues

December
Meeting

Winter Flying
Tips

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EAA MILE HIGH CHAPTER 43

Founded 1957

MILE HIGH FLYER

The Official Monthly Newsletter of EAA Chapter 43

**HAVE A JOYOUS CHRISTMAS HOLIDAY
AND A PROSPEROUS NEW YEAR**



DECEMBER CHAPTER 43 MEETING

December 11th. At 6 PM in the "Upper Room" at the Erie Airport.

Annual membership dues, \$20

Special guest will be Michael D. Matarrese Ph.D. See BIO inside.

November Minutes

President Patti opened the meeting with the welcoming of visitors. The guests were Gary Johnson of Broomfield, Charles Peister of Windsor and Chris and Stephanie Upchurch.

Treasurer Bob Wilson gave the report that the chapter still has money in the bank.

The nomination of officers and board members had the following results.

President: Mark Graf Co-VP: Greg Hall Co-VP: Roger Newman
 Secretary: Bob Young Treasurer: Bob Wilson
 Board Members: Pat Claar, Steve Beach, Bill Mitchell, Gene Horsman
 Young Eagles Coordinator: To Be Determined

Patti suggested that we have a team of 3-4 members that serve on a rotating schedule to serve as the refreshment committee.

Update on annual chapter banquet for January will be at December meeting.

Bill Murphy is looking for an engine for his Fisher Tiger Moth.

Storage needed for the chapter owned radiant tube heaters. Contact Gene Horseman at 303-279-5782.

All IV5 pilots be aware of Boulder noise complainers. Web sites to check out.
<http://quietsky.org/> <http://www.cocaw.org/>

AOPA Weather Wise seminar coming in February to a location near you.
 Feb. 15th. 7-9 PM at AIMS College Corp. Education Center in Greeley
 Feb. 16th. 7-9 PM at Radisson Inn & Suites COS Airport in Colorado Springs.

Lonnie Hilkemeier of Specialty Flight Training, Inc. has been named the Colorado Flight Instructor of the Year by the Federal Aviation Administration Denver Flight Standards District Office, in cooperation with the General Aviation Awards Program and other aviation industry sponsors including NAFI and GAMA. Congratulations Lonnie!

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Donald L. Coleman, MD, MPH
 PRESIDENT

PILOTS

You see them at airport terminals around the world. You see them in the morning early, sometimes at night. They come neatly uniformed and hatted, sleeves striped; they show up looking fresh. There's a brisk, young-old look of efficiency about them.

They arrive fresh from home, from hotels, carrying suitcases, battered briefcases, bulging, with a wealth of technical information, data, filled with regulations, rules.

They know the new, harsh sheen of Chicago's O'Hare. They know the cluttered approaches to Newark; they know the tricky shuttle that is Rio; they know, but do not relish, threading the needle into Hong Kong.

They respect foggy San Francisco. They know the up-and-down walk to the gates at Dallas, the Texas sparseness of Abilene, the Berlin Corridor, New Orleans' sparkling terminal, the milling crowds at Washington. They know Butte, Boston, and Beirut. They appreciate Miami's perfect weather, they recognize the danger of an ice-slick runway at JFK.

They understand about short runways, antiquated fire equipment, inadequate approach lighting, but there is one thing they will never comprehend: Complacency.

They remember the workhorse efficiency of the DC-3's, the reliability of the DC-4's and DC-6's, the trouble with the DC-7's. They discuss the beauty of an old gal named Connie. They recognize the high shrill whine of a Viscount, the rumbling thrust of a DC-8 or 707. And a Convair.

They speak a language unknown to Webster. They discuss ALPA, EPR's, fans, mach and bogie swivels. And, strangely, such things as bugs, thumpers, crickets, and CATs, but they are inclined to change the subject when the uninitiated approaches.

They have tasted the characteristic loneliness of the sky, and occasionally the adrenaline of danger. They respect the unseen thing called turbulence; they know what it means to fight for self-control, to discipline one's senses.

They buy life insurance-but make no concession to the possibility of complete disaster, for they have uncommon faith in themselves and what they are doing.

They concede that the glamour is gone from flying. They deny that a man is through at sixty. They know that tomorrow, or the following night, something will come along that they have never met before; they know that flying requires perseverance. They know that they must practice, lest they retrograde.

They realize why some wit once quipped: "Flying is year after year of monotony punctuated by seconds of stark terror."

As a group, they defy mortality tables, yet approach semi-annual physical examinations with trepidation. They are individualistic, yet bonded together. They are family men, yet rated poor marriage bets. They are reputedly overpaid, yet entrusted with equipment worth millions. And entrusted with lives, countless lives.

At times they are reverent: They have watched the Pacific sky turn purple at dusk. They know the twinkling, jeweled beauty of Los Angeles at night; they have seen snow up on the Rockies. They remember the vast unending mat of green Amazon jungle, the twisting silver road that is the father of Waters, an ice cream cone called Fujiyama. And the hump of Africa. They have watched a satellite streak across a starry sky, seen the clear, deep blue of the stratosphere, felt the incalculable force of the heavens.

They have marveled at sun-streaked evenings, dappled earth, velvet night; spun silver clouds, sculptured cumulus: God's weather. They have viewed the Northern Lights, a wilderness of sky, a pilot's halo, a bomber's moon, horizontal rain, contrails and St Elmo's Fire.

Only a pilot experiences all these. It is their world.

Author Unknown

Submitted by Fred Yates

Ho! Ho! Ho!

Holiday wishes for all

Twas the week before Christmas and all
 through the airport,
 Pilots did scurry, for time it grew short
 It's been a tough month, it had been a
 tough year,
 But within a few hours the halls would
 ring with cheer
 Cessnas, Pipers, and Lancairs soon
 would fly in
 The pilots would gather, the celebration
 begin
 They would greet their old friends and
 make new ones too
 There were Luscombes and Ercoupes
 and 152s
 There were Kitfoxes, Bonanzas and
 Glasairs galore,
 Flybabys, Tripacers, and RVs — five,
 six, and four
 As they stood in line to taste holiday
 dishes, each pilot paused to express
 holiday wishes
 A wish for government that liked
 aviation
 A wish for peace on earth and
 goodwill for all nations
 A wish for a Designee who was
 understanding
 A wish for a schedule not so
 demanding
 A wish for an airplane of one's very
 own
 A wish for a hangar with the comforts
 of home
 A wish for more students, more
 business and planes
 A wish for an annual that didn't cause
 pain
 A wish for good health, good friends,
 good cheer
 And a Merry Christmas to all and a
 Happy New Year

Poem borrowed from GA News 121/06/02

Submitted by Gene Horsman

To EAA Chapter Members

My brother-in-law is 3rd in command on the
 USS Iwo Jima and an avid aviation buff.
 (He drove out for the last Fly-In to help as
 Safety Observer)
 He has two small children that he'd like to
 make a ride in toy for...
 He's very talented in this area.
 Anyway, I'm thinking that I'd like to help
 him by finding (read purchasing) old buttons,
 knobs, gauges, etc that need to "airworthy
 enough" for my nephew and niece to fly their
 backyard. It would be a great Christmas
 gift ... Do you have any ideas on where I
 might be able to locate such gold?

Thanks for your help. Jim Cimiluca
 e-mail is jimc@rmrfi.org or phone is

British Tornado
Submitted by Fred Yates



ANGEL PLANE



Reflections on a few Burt Rutan Airplanes

Michael D. Matarrese, Ph.D.

In the mid 1990's, I worked as an aerodynamicist with Burt Rutan on several of his prototype aircraft. I will share some anecdotes about that experience and discuss interesting features of those airplanes and SpaceShipOne, including a few technical details.

BIO

Michael Matarrese received his Bachelor of Science degree in Aeronautical and Astronautical Engineering (Summa cum Laude) from the Ohio State University in 1985. As an undergraduate he worked at the OSU Aeronautical and Astronautical research laboratory where he assisted in a variety of aerospace research activities, including airfoil design and analysis, wind tunnel testing, and the design and construction of a remotely piloted aircraft.

He received his Ph.D. in Aerospace Engineering from the University of Michigan in 1993, where he specialized in fluid mechanics and conducted research in hypersonic aerodynamics.

From 1994-1998 he was chief aerodynamicist at Scaled Composites, Inc., in Mojave, California, the company headed by famous airplane designer Burt Rutan. During that period, Michael was involved in the design and analysis of several prototype aircraft. He introduced and developed various computational aerodynamics tools, conducted preliminary trade studies, predicted aircraft performance, stability, and control, and optimized airplane aerodynamics.

He is currently a self-employed aerospace engineering consultant, providing services in aerodynamic design, aircraft performance prediction, software development, and computational fluid dynamics.

BE CAREFUL OUT THERE!!!



Tips On Winter Flying

FAA-P-8740-24

AFS-800 0879

Part 1

Winter flying in most parts of the United States can adversely affect flight operations. Poor weather conditions with fast moving fronts, strong and gusty winds, blowing and drifting snow, and icing conditions are just part of the conditions that require careful planning in order to minimize their effects. Operation in this environment requires special winter operating procedures.

These pages are designed to refresh the pilot's memory in cold weather operations. Pilots should assure themselves that they have obtained adequate cold weather knowledge appropriate to the aircraft used and the geographical and weather environment. Winter flying is not particularly hazardous if the pilot will use a little extra caution and exercise good judgment in analyzing weather situations.

The material presented here has been taken from many discussions of winter flying techniques with highly qualified pilots in various parts of the United States. The experience gained in accident investigations has also been included in this guide. This guide contains ideas and possible courses of action for the pilots to keep in mind while operating aircraft during winter months. It is produced in connection with the Federal Aviation Administration, General Aviation Accident Prevention Program, as a reference for pilots desiring information on winter flying.

TIPS ON WINTER FLYING

Most pilots are familiar with winter conditions in their particular area; however, often a distance of a few miles may change the environment enough to present new problems to an inexperienced pilot. There are certain precautions that are significant to winter flying. Flight planning during winter months will require special knowledge in order to protect the aircraft as well as the pilot. Extra precautions should be used. Often roads that are well traveled during the summer months will be abandoned in the winter. To be forced down far from civilization may create a serious problem of survival. With today's extensive highway system, most flights in small aircraft would not be extended more than a few minutes if a well-traveled route were followed. Even the vehicles on the road can give valuable information. You may see cars and trucks coming toward you with fresh snow adhering to the front of the vehicles. In most cases, you may as well start making a 180-degree turn due to reduced visibility ahead.

Of course file a flight plan. A flight plan, in conjunction with an ELT, and a little knowledge on winter survival may save your life. Experience has shown that the advice of operators who are located in the area where the operation is contemplated is invaluable, since they are in a position to judge requirements and limitations for operation in their particular area.

In making business appointments, always give yourself an out by informing your contact that you intend to fly and will arrive at a certain time, unless the weather conditions are unfavorable. **You, the pilot, have complete responsibility for the GO, NO-GO decision based on the best information available. Do not let compulsion take the place of good judgment.**



2005 Membership Information
(Needed for 2005 Roster)

DATE: _____

Name: _____

Spouse: _____

Street: _____

National EAA Membership #: _____

City, State, Zip: _____

Membership Renewal Date: _____

Home Phone: _____ - _____ - _____

**E-Mail Address: _____

****We can now send you our monthly newsletter on E-Mail. It will come to you in a form that has a brief message and a link to our website, where you can then bring the newsletter up in color in PDF format. We also send out periodic news items by e-mail also. The newsletter will be sent to you automatically this way, unless you prefer to receive it by Snail Mail. If so check here.** _____

AIRCRAFT INFORMATION:

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<u>Make, Model, etc,</u>	<u>Category</u>	<u>Since (Yr)</u>	<u>Status</u>	<u>Based At</u>
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

Tools and Skills: (Would you be willing to help others or to loan tools? (Yes ___ No ___))

HOW WOULD YOU LIKE TO BE INVOLVED DURING 2005 - 2006?

Would you?

- Run for a Chapter Officer Post For 2005 -2006? -----Yes ___ No ___
- Arrange, Or Be, The Program For One Of Our Meetings?----- Yes ___ No ___
- Host A Chapter Meeting At Your Project?----- Yes ___ No ___
- Volunteer To Serve On the Rocky Mountain Regional Fly-In
 Planning Committee? -----Yes ___ No ___
- Volunteer For The 26th (2004) Annual Rocky Mountain EAA
 Regional fly-In?----- Yes ___ No ___
- Participate in Young Eagles functions, either as pilot
 or volunteer?----- Pilot Yes ___ No ___
 Volunteer Yes ___ No ___

Annual Dues for 2005 are \$20.00. Please make check payable to EAA Chapter 43, C/O Bob Wilson, 1818 Sunlight Drive, Longmont, CO 80501 (Phone 303-682-1857) E-Mail: raw737dro@aol.com

EAA Mile High Chapter 43

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Mile High Flyer
EAA Mile High Chapter 43
 Gene Horsman
 Data Base Editor
 210 Lookout View Ct
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FIRST CLASS



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