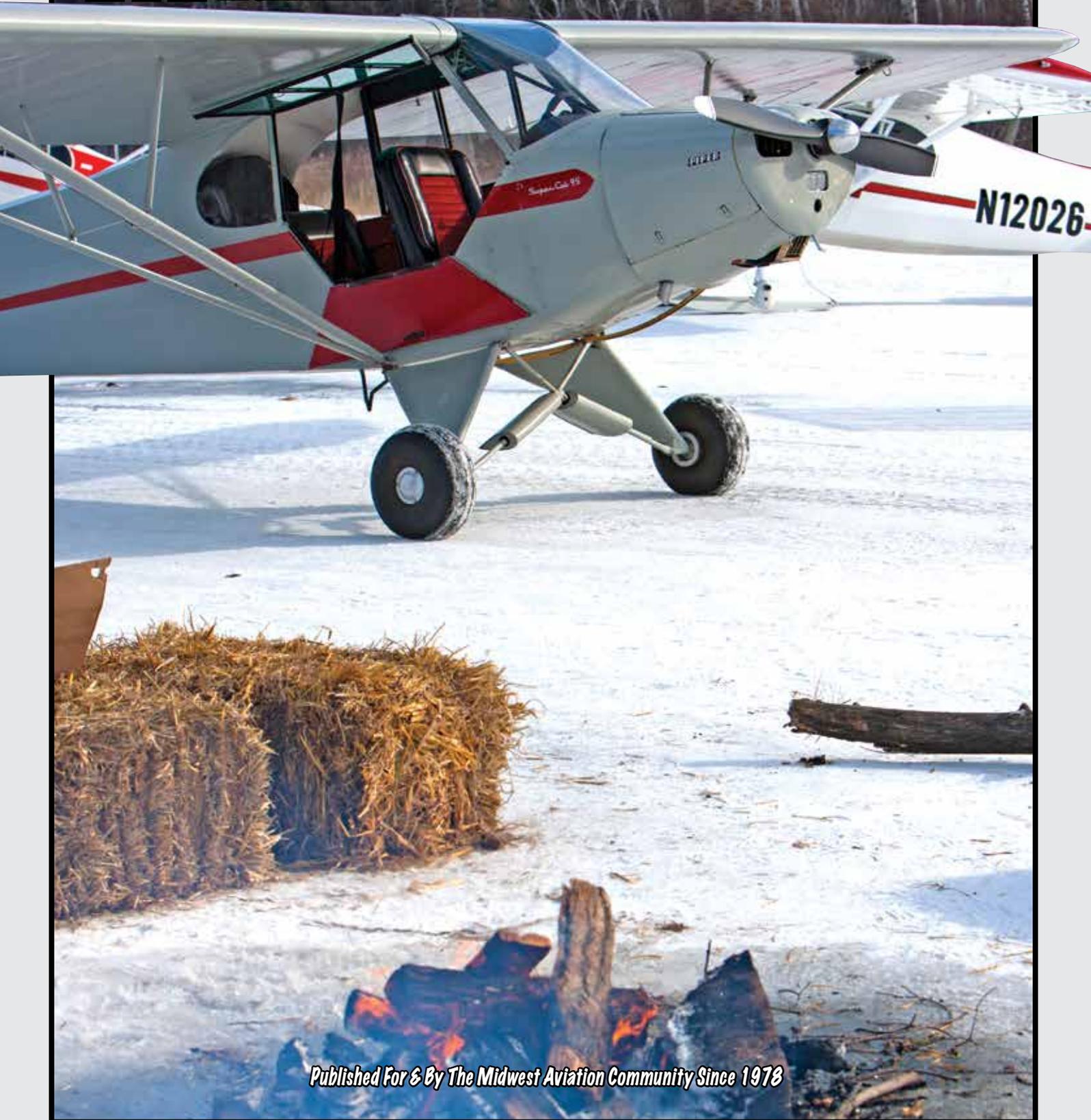


MIDWEST FLYER

MAGAZINE

DECEMBER 2017/JANUARY 2018



Published For & By The Midwest Aviation Community Since 1978

Another Beautiful Day Flying In The Colorado Mountains

by *Yasmina Platt*



Yasmina Platt

It's October 15, 2017, and the "end" of Colorado's best mountain flying season is fast approaching, so I had to take advantage of another beautiful morning to fly before potentially hibernating my mountain flying skills until next year.

I had an idea of the route I wanted to fly; however, the forecast for high winds and turbulence was very present for the early afternoon, so I decided to be flexible and just go "check it out," with the mindset that we would turn around at the first sight of bad turbulence.

We ended up flying a loop from Front Range (KFTG) to Gunnison and back around. From KFTG, we flew by Devil's Head Fire Lookout/Tower southwest of Castle Rock, which has an interesting history. Later that afternoon, I hiked for a different perspective and experience, over Cheesman Lake, right over Harriet Alexander Field Airport (KANK) in Salida. Harriet reminded me of Sedona's Airport (KSEZ), as they are both on mesas, south of Monarch Pass, and around towards Gunnison. From there, we flew over Taylor Park Reservoir, up beautiful Cottonwood Pass (my favorite part!), and down towards Buena Vista before heading back towards KFTG.

This flight was intended more for sightseeing than training, so no landings were made along the route to ensure we got back to lower ground before the winds picked up, causing moderate turbulence. However, we always have room for improvement and learning or experiencing something new, right? This flight was no different.

Two pressure fronts, a cold and a warm, came close to each other at about the mid-point of our flight. In meteorology classes, we learn that cold fronts and warm fronts cannot mix or collide because of the difference in temperatures and densities. Warm air, being lighter, will usually be pushed atop the colder air. The air cools as it rises and the water vapor in it condenses. Precipitation, clouds and storms can be found in these scenarios. Fortunately, the formation of any type of

visible moisture was not forecasted for the duration of our flight; however, the next day, on October 9th, almost the entire state of Colorado welcomed snow – the first snow of the season for Denver.

But, what we did experience was quite interesting! Upon reaching the mid-point of our route, our altimeter setting went from 29.77" to 30.21" of Hg in a matter of seconds (ok, maybe a few short minutes) between two nearby weather stations. Do you know what that meant? A 400-plus ft. difference in altitude! Wow!

I had noticed a big altitude discrepancy between my indicated altitude and ForeFlight's (my iPad's) altitude, but which one was accurate? I know the source of an altimeter's information and how it works. An altimeter measures Outside Air Pressure (OAP) from the static source, which gets converted to an altitude and the setting obtained from air traffic control or weather stations corrects it for changing air pressure. After manually adjusting the altimeter with the setting from the next weather station, it read correctly and ForeFlight was dead on, accurate, the entire time. Good to know! I assume ForeFlight must be automatically inserting the latest altimeter setting into the application since I had an ADS-B In unit connected to it.

In the mountains, when you already don't have too much clearance from the ground as it is, a 400-500 ft. difference in altitude is a huge difference. It did not present a safety concern for us because we were in visual conditions and we judged our altitude based on charts and looking out the window. But, can you imagine if we would have been in instrument conditions? Would we have noticed or picked up (from a weather station) the large change in pressure before it was too late (causing a Controlled Flight Into Terrain or CFIT accident)? I, once again, want to thank the Colorado Department of Transportation and, in particular, the Division of Aeronautics, for installing and maintaining wonderful AWOS stations on top of critical mountain tops/passes throughout the state. They are not only convenient and "nice to have," but can be lifesaving as well.

CONTINUED ON PAGE 62

Eagle River Union Airport
Your Full-Service airport in the Northwoods
EGV - Eagle River, Wisconsin



Restaurants & hotels nearby
Clean courtesy car
After-hour service
Overnight hangars
Preheat & ground power
Flight planning room
Pilot lounge w/ Direct TV
Ice machine
100LL
Jet A

Airport / tourist info 715-479-7442 or www.eairport.com
OPEN 7 DAYS/WK & HOLIDAYS

FUEL CELLS
All Makes & Models

Eagle Fuel Cells
Eagle River, Wisconsin



TF 800-437-8732
Tel 715-479-6149 Fax 6344

www.eaglefuelcells.com

PROP SHOP

NEW & USED PROPELLERS FOR SALE
REPAIRS ★ EXCHANGES ★ OVERHAULS
★ GOVERNOR EXCHANGES ★

Maxwell Aircraft Service
Propeller Rating Class 1 & 2, Limited Accessory FAA Approved Station # UF2R211L
CRYSTAL AIRPORT, MINNEAPOLIS, MINNESOTA
CALL 1-800-964-4247 OR (763) 533-8611

FLYING IN THE COLORADO MOUNTAINS FROM PAGE 35

One other thing that is quite interesting and that we need to pay attention to when flying at high altitudes is the difference between true airspeed and indicated airspeed. Early on in our flight training, we learn that true airspeed (TAS) is indicated airspeed (IAS), or what the airspeed indicator in the airplane shows us, corrected for altitude and temperature. At sea level on a 15°C day, IAS will be the same as TAS. However, as the temperature or altitude increases, the air density will decrease, causing the IAS to read lower than TAS. A good rule of thumb to approximate the difference between IAS and TAS without looking at specific temperatures, a chart, or a calculator, is to increase IAS by 2% per 1,000 feet of increase in altitude.

At one point in the flight, when going over Cottonwood Pass, we reached 14,000 feet to clear it. Our indicated

airspeed was showing 110 kts, while our true airspeed was 28% more or 140 kts, and our groundspeed reached 173 kts.

As for the rest of the flight... it was beautiful as always and surprisingly very smooth. The Cessna 182 did a fantastic job, and climbed without constraints. Those Rocky Mountains sure are beautiful, especially since they had fresh, white snow and the fall colors (in particular the popular Aspens) are still very much at play. We also saw interesting landscapes formed by glaciers, several 14ers (mountain peaks over 14,000 feet in elevation), and the Moon delighted us with its presence throughout the flight and made for some nice pictures, as did sand blowing towards the Great Sand Dunes National Park in the San Luis Valley.

Fly safe and fly often!

Life is short, so we have to enjoy every minute of it! □

EAA AirVENTURE OSHKOSH FROM PAGE 39

economic models. In addition, EAA AirVenture supported more than 2,000 jobs in the region. Additional AirVenture-based spending through the rest of Wisconsin contributed millions of dollars of added economic benefit statewide.

This economic impact has grown faster than the rate of inflation over the past decade, indicating that the event's effect on the regional economy has grown considerably.

The benefit to Wisconsin is magnified as approximately 70 percent of all AirVenture attendees come from outside the state, bringing "new money" to Wisconsin. Lodging and camping account for 35 percent of the average daily spending

per day for each visitor, and includes those staying in hotels, campgrounds, college dormitories, and private housing. Food, entertainment, clothing/retail, and fuel are also major benefactors of the economic impact, along with unexpected spending in such areas as event staffing, landscaping, and many other linked industries.

With a total attendance of 590,000 people from 80 countries in 2017, EAA AirVenture Oshkosh remains one of Wisconsin's largest annual tourism attractions.

EAA AirVenture Oshkosh 2018 will be held July 23-29 (www.eaa.org). □

WIPLINE 13000 FLOATS FROM PAGE 41

function as a standalone system or can be coupled with Wipaire's exclusive Laser Gear Advisory (where available). The Laser Gear Advisory utilizes laser technology to detect if the aircraft is over land or water to issue alerts only when a mismatch between landing gear position and landing surface is detected, reducing repetitive alerts.

For over 55 years, Wipaire has been engineering and manufacturing a full line of aircraft floats for all sizes of aircraft from the Piper Cub to the Viking Twin Otter,

including most single-engine Cessna aircraft.

In addition, Wipaire has engineered over 100 Supplemental Type Certificated modifications for improved performance, convenience, and reliability. As a leading aircraft service provider, Wipaire offers maintenance, avionics installation and repair, custom interior design and installation, and exterior paint refinishing across locations in South Saint Paul, Minnesota, and Leesburg, Florida. Wipaire is recognized for its quality products and engineering expertise worldwide (www.wipaire.com). □

BOOKS & NOVELS

Author Dennis R. Jenkins Receives 2017 Combs Gates Award

Dennis R. Jenkins' three-volume work, "Space Shuttle: Developing an Icon 1972-2013," has earned its author the 15th Annual Combs Gates Award by the National Aviation Hall of Fame (NAHF). Jenkins was presented the \$20,000 cash prize on October 10, 2017 at the National Business Aviation Association's (NBAA's) 70th annual Business Aviation Convention & Exhibition in Las Vegas, Nev.

"Space Shuttle: Developing an Icon 1972-2013" recounts the shuttles' 30 years and 135 missions. Having carried more crew members to orbit than all other launch systems, from all

other countries combined, as well as more than 4.5 million pounds of payload, the shuttle celebrated a staggering record of successes. Unfortunately, it was also accompanied by a tragic record of failure, with two accidents claiming the lives of 14 astronauts, as well as other incidents claiming several ground personnel.

Author Dennis R. Jenkins served as an engineer and project manager on the space shuttle program for 33 years. The Combs Award, its original title, grew out of a donation to the NAHF by the late Harry Combs, a 1996 Enshrinee of the NAHF. □