

ASPEN News

September 2010

www.aspenflyingclub.com

Volume 28, Issue 9

Welcome to our New Members

Troy Bauman
Ryan Wells
Andrew Christensen
Paul Woods
Jim Chamberlain
Sung Baek
Kyle Strunk
Hal Bergdahl
Chris Arnold
Mitchell Dinkins
David Wylie

A warm welcome to
all of our new and
returning members!

We want to hear from
YOU!

Send comments to:
AspenFly@aol.com

New Ratings

Congratulations to these
members and their
instructors.

<u>Solo</u>	<u>Instructor</u>
Chris Post	Aaron Wexler
<u>Private</u>	<u>Instructor</u>
Jason Lord	Doug Batdorf
<u>Instrument</u>	<u>Instructor</u>
Mark Cline	Ted Matthews
<u>Multi-engine</u>	<u>Instructor</u>
Randy Satrum	Kevin Shaw
<u>MEI</u>	<u>Instructor</u>
John Lopez	Kevin Shaw
<u>CFII</u>	<u>Instructor</u>
John Lopez	Kevin Shaw
Matt Beckman	Jay Silvernale

Upcoming Safety Seminar

Monday, Sept. 20, 2010
6pm – 8pm

at the Ramada Hotel

Aspen Safety Seminars are held every month and are approved for credit in the FAA Wings Pilot Proficiency Program (www.faasafety.gov/WINGS) All Aspen pilots working toward their Private certificate must attend at least one Safety Seminar every quarter.

This month's topic is:

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Larry's Corner of the Sky

"I confess that in 1901, I said to my brother Orville that man would not fly for fifty years. Ever since, I have distrusted myself and avoided all predictions." –
Wilbur Wright

First comes the dream, then the actualization, followed by more dreams that will be the predictions for tomorrow. It is a good thing that not all dreams make it intact to reality. The world would quite literally have nightmare components. As pilots, we tend to stay away from the dreams that do not end well. On the other hand, we sometimes predict a reality that is a bit rosier than the facts warrant.

"Real flight" requires us to be chillingly rational about the aircraft, the environment and ourselves. Not only do we have to be honest, we do ourselves a favor by being a bit on the conservative side. (Easy, my liberal friends – not talking politics here.) At the last CFI safety meeting, we talked at some length about risk management, and while we might dream about some super flight in the abstract, we have to turn those dreams into do-able flight plans. We have to assess our abilities and resources in a way that always leaves a bit of change on the counter. We may need that change when the unexpected shows up.

Predictions have been all over the news recently. Talking heads and pundits try to ferret out the directions we are headed in economically, politically, environmentally and socially. All we can

say for sure is that these people will have guaranteed employment, since they are amazingly unreliable at seeing the future. We have to be better than that crowd. We have to visualize how our plans will roll out and then decide whether, all things considered, we are up to the trip. Carpenters say, "Measure twice; cut once." They prefer not to waste perfectly good lumber while we prefer not to waste things far more important.

Twin Star update: we will be able to fly another 100 hours, because Diamond is not ready for **N943ES**. They are behind in their conversions, but we have a place in line. Diamond will credit us the extra costs associated with the 900-hour inspection towards the cost of the conversion. The aircraft should be back after the 900-hour inspection in mid-September. We will then fly it about 90 hours, leaving room for the flight to London, Ontario, Canada, for its replacement engines.

Two friends of mine recently had hip replacements, and I hope the recovery is faster and less painful. You know you are getting old when your contemporary friends are getting replacement parts as a natural consequence of total years on earth. Just like an old Studebaker.

The Cessna 150 will be back on line September 1. The rental rate is \$75, making it the best bargain around for time building and leisurely flying. We took it down for the summer, because it is not the best choice when density altitudes are high.

Here is a helpful hint for our newer Cessnas that have air bags in the seat belts. Do not buckle the belt when you park the aircraft. Doing so completes the circuit, and there is a chance, albeit remote, that the bag could deploy for some reason. It is best to leave the belts unbuckled except when they surround a person.

Finally, here is another update on the Club. Last month we flew over 700 hours, making it the best month in two years. This month, we are headed for 800+ hours, and our membership has grown for the past four months. This brings me right back to the prediction conundrum. Is this a blip or a trend? You can imagine which one I am rooting

for, but I won't be able to tell you for another six months.

Remember: refer a new member, get a \$10 credit!

"Real flight and dreams of flight go together. Both are part of the same movement. Not A before B, but all together." -- *Thomas Pynchon*, **Gravity's Rainbow**

Fly well,

Larry

From the Kneeboard Of Chief Pilot Michael Shannon

Have fun and fly safely!

INSTRUCTOR MEETINGS

**Wednesday, September 8,
2010
6:00pm**

Instructor meetings are on the second Wednesday of each month. All instructors must attend meetings to maintain their currency with Aspen Flying Club. If you have a conflict on any of the evenings, we will have a video of the meeting, so you can come in and watch it before you fly again.
