

Aspen Airwaves



FLYING. FUN. ADVENTURE.

Welcome New Club Members!

- Stephen Austin
- Steve Boatright
- Mark Cohen
- Brian Connors
- Benjamin Cramer
- Justin Gerow
- Thomas Gooding
- Christopher Haddad
- James Hanson
- Connor Healy
- Gage Hecht
- Will Jewett
- Ron Mosness
- Tracy Nash
- Russell Pennington
- Al Perna
- David Purvis
- Patricia Puzzo
- Timothy Racine
- Peter Ridder
- Willow Robillard
- Ulyses Robles
- Cheryl Rose
- Kirk Saville
- Kara Thompson
- Michael Troman
- Bill Wasmund

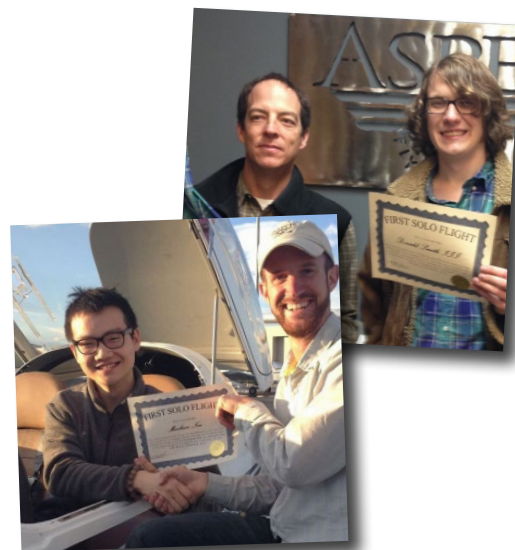
Upcoming Events!

- ▶ INSTRUMENT GROUND SCHOOL BEGINS **March 3rd, 6-8PM**
- ▶ "WINGS FOR A DAY" **March 15th, 9AM-Noon**
- ▶ ASPEN'S MONTHLY WINGS SEMINAR - GUEST: STEPHANIE WELLS **March 17th, 6-9PM**
- ▶ FLY-OUT TO ALLIANCE, NE (KAIA) TO VISIT "CARHENG" FOLLOWED BY LUNCH AT THE HOMESTEAD DINER **March 22nd**
- ▶ MOUNTAIN FLYING GROUND COURSE **March 29th, 9AM-1PM**
- ▶ G1000 GROUND COURSE **April 5th, 9AM-Noon**
- ▶ SPORT/PRIVATE GROUND SCHOOL BEGINS **April 8th, 6-9PM**
- ▶ ATC/RADIO COMMUNICATION COURSE **April 12th, 9AM-1PM**
- ▶ FLY-OUT TO LOS ALAMOS, NM (KLAM) TO EXPLORE THE TOWN AND SPEND THE NIGHT **April 19th - April 20th**
- ▶ ADVANCED G1000 COURSE **April 26th, 9AM-Noon**

New Solos, Certificates and Ratings

Congratulations to these students and their instructors!

- Trenton Amen**
Instrument – Jon Nafie, CFI
- Steve Boatright**
ATP – Jon Nafie, CFI
- Matt Kassawara**
Commercial – Nic Morrey, CFI
- Muchun Niu**
Solo – Luke Christian, CFI
- Don Smith III**
Solo – Michael Shannon, CFI



Pilot Confidence

In aviation, the safety and enjoyment of a flying experience is highly dependent on pilot skill, knowledge, and ability. The quality of these traits, in turn, depends on the frequency with which they get used. This is where the concepts of recency and proficiency come into play and how they significantly affect pilot confidence. When used by itself, the word "training" can imply a process that is

supposed to take place once-upon-a-time in a person's education, after which it no longer requires consideration--as in: "Been there done that, I'm good." Especially as it relates to aviation, this is a huge misconception! To maintain a safe skillset as a competent pilot, it is extremely important to continually hone even the most basic skills and seek out constructive feedback and additional instruction as needed to maintain proficiency and confidence.

Although the concept of pilot-in-command is rooted in a long-standing aviation tradition of total self-responsibility, every pilot must always be aware that it's possible to make mistakes. The best thing any pilot can do is to know and respect their personal limits by always using the judgment of go-no-go skills that are introduced in initial flight training. Flying continually is also necessary to be able to maintain proficiency and build confidence. From flight planning to in-cockpit decisions, pilots must constantly balance an aircraft's capabilities and environmental conditions,

“ When pilots fly often, confidence builds because skills improve. Although comfortable when proficient, becoming rusty and losing that sharp edge that took so long to develop can slip away quickly. ”

while paying attention to their own skills and abilities. The goal being to accomplish, modify, or postpone the intended mission—or decide that the better part of valor is to give it up altogether.

On the upside, pilots are generally confident individuals. They're confident because they have to be. This self-assurance is gained through successfully performing at very high levels



New student Chris Haddad and his CFI, Josh Vanterpool. Learning proper habits during the preliminary stages of training builds strong pilot confidence!

of competence. When pilots fly often, confidence builds because skills improve. Although comfortable when proficient, becoming rusty and losing that sharp edge that took so long to develop can slip away quickly. No pilot likes the feeling of being “behind” the aircraft because it can be extremely dangerous. Flying is a perishable skill that requires constant practice to maintain. Another factor contributing to pilot confidence is flying

fitness. This is not just a physical condition but has a definite significance in the psychological sense as well. It involves the ability of the pilot to perceive, think, and act to the best of their ability without the hindering effects of anger, worry, and anxiety. Studies have shown that emotional factors, mental upsets, and psychological maladjustments are repeatedly present in airplane accidents. The

ability to think clearly and act decisively is greatly influenced by feelings and emotions. In fact, panic will generally set in quicker than normal if someone is suffering from fatigue, illness, worry, or anger. Regardless, even well away from the panic threshold, good judgment is seriously impaired under stress. The bottom line is, the more you fly, the more you want to fly because you feel prepared and therefore, confident. The less you fly, the harder it is to feel confident when faced with challenging flying conditions. The best way to build and maintain pilot confidence is to never assume that you're done training. Whether you're routinely practicing standard flying skills or working on an advanced rating, all forms of practice and training will help continue to build a greater library of pilot knowledge, ultimately growing confidence.

One great way to do some advanced training is to do some mountain flying. With AFC's home base located in Colorado, pilots here are lucky to have the opportunity to experience the thrill and adventure of flying throughout the Rocky Mountains. Mountain flying

can be the highlight in a lifetime of flying, but isn't without risk. Narrow and sloping runways, one-way airports, density altitudes in excess of 10,000 ft. and unpredictable and abrupt changes in weather will test any pilot's decision-making abilities and skills. Statistics show that pilots without the training and skills needed for safe flight over mountainous terrain often get themselves into situations which are beyond their capabilities. The risks of mountain flying are minimized when a pilot fully understands the conditions commonly encountered in mountainous regions, specific challenges of destination airports, and the performance characteristics of their aircraft. Not only will the experience of mountain flying be fun, scenic, and exhilarating, but it will also help to build pilot confidence.

Another great tool is the use of spin, upset recovery, and tailwheel training. Many pilots are nervous about stalls and spins. These are just aerodynamic states that an aircraft can encounter, not ones that are typical of routine flying. If a spin does happen, knowing how to react to it makes a big difference. Flying in an aerobatic taildragger also opens up the doors of opportunity to the different types of aviation one can enjoy.

Aspen Flying Club's Spin and Aircraft Upset Recovery program is designed to develop a pilot's sensitivity to cockpit distraction, build confidence, and provide the skills to cope with any situation. This advanced training teaches potentially lifesaving techniques under actual in-flight conditions, simulating common situations where the majority of aircraft accidents occur. Although spin training is not required for private pilot certification, it is highly recommended. Understanding and being able to recover from spins is certainly a skill that any fixed-wing pilot should learn as a safety precaution!

In addition to mountain flying, spin, and upset training, getting checked out in a variety of aircraft, including G1000 and Cirrus, is a great way to have new experiences while maintaining proficiency. Attending Aspen's monthly club fly-outs is also an excellent chance to practice flying into new and different airports, while having a lot of fun! Even if all you want is some reassurance or some added practice, any of AFC's experienced CFI's are always available to help make any pilot feel comfortable and confident, while preserving the fun and excitement of flying.

Announcing our newest addition to the Aspen Flying Club fleet... N733TC!



This 160HP, 1977 Cessna 172N comes with everything you need for VFR and IFR flying.



This aircraft is equipped with a touch-screen panel mounted Garmin 796 and two Bendix King KX-155 Nav/Comm radios. The Garmin GPS combines a mini-glass cockpit and a full Electronic Flight Bag (EFB), complete with XM weather and radio. The new touch-screen 796 also is a great backup for stacks of paper charts, and offers unmatched situational awareness, including Garmin's exclusive 3D Vision display.

N733TC also comes equipped with an autopilot and optional overhead skylights.

Tango Charlie is now on the Aspen Flying Club fleet and available to rent for just \$99/hour (wet)!

New Fleet Addition!

From the Kneeboard
of Chief Pilot; Michael
Shannon



Last month's newsletter column discussed many tips that hopefully helped you bring your aircraft back to earth...softly and safely! In it, we looked over the stabilized approach concept, proper round-out height, porpoising, and "vision", where a pilot should look throughout the final approach and flare. Though landings could probably be discussed for eternity, there were just a few more concepts that I felt would be beneficial to share. These include the importance of landing on the centerline, aircraft yaw upon touchdown, and the concept of sideloading.

Being pilots with the benefit of flying at Centennial airport, we are pretty blessed. Centennial is unique among airports throughout the country. One reason I say this is because we have huge runways. Our widest runway is 100' across, whereas our most narrow runway is 75'. It might seem odd that I am such an advocate of ensuring all landings are made on the centerline in light of the fact that our runways are so wide. I sometimes get the comment, "But I was nowhere near the edge of the runway." In high school athletics, no doubt, your coaches uttered, "Practice as you play!" I agree. Our runways are wide, however, I hope that you will venture to runways all over our great country that aren't so wide.

Therefore, if you haven't honed the ability to land centerline on your home airport, how do you expect to do so in more difficult

situations? It is my firm belief and expectation that if a pilot can't land with the centerline between the main tires of the aircraft, then a go-around should always be initiated. To me, a "Centerline Landing" is one where the runway centerline remains between the main landing gear throughout the landing roundout, touchdown, ground roll and, if applicable, the subsequent takeoff. This is imperative!



The majority of NTSB reports are written about loss of directional control during takeoff and especially, during landing. This accentuates the concern for centerline landings. The ability to do this is predicated mostly on two concepts. These are: understanding the sight picture of what centerline position is and the control inputs required to acquire and maintain the aircraft over centerline. Each of these concepts are too in-depth to tackle in this column, but, rest assured your CFI is looking forward to expand your knowledge on them.

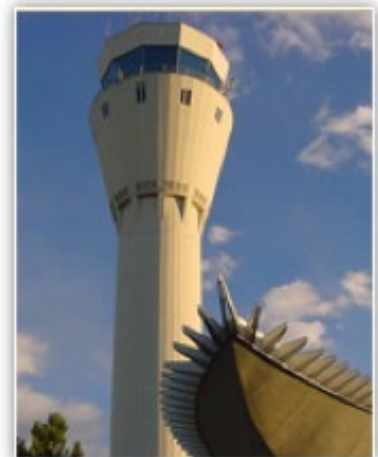
Not dissimilar is the concept of yaw and its importance throughout landing. Landing yawed to the left or right is problematic and causal to many of the aforementioned NTSB reports. Remember, yaw is the movement of the aircraft about the vertical axis. Basically, it comes down to whether the line that runs from your aircraft's spinner out the tail cone (the longitudinal axis) is parallel to the centerline or not. If it is, it will be one of the contributing factors to a safe, smooth

landing. If not, it will result in a landing that will not be smooth, will stress the aircraft and your passengers, and could ultimately cause the aircraft to dart in the direction of the yaw! In order to attain a safe, smooth landing you must understand and know how to align the longitudinal axis properly on landing.

The last concept to discuss is sideloading. This term is used to describe when the aircraft has movement across the runway instead of along it. Most frequently, sideloading will occur if a crosswind isn't accounted for upon landing. If the aircraft is landed while moving across the width of the runway, it will not be smooth or safe and will put unnecessary stress on the landing gear and tires. Similarly to ways of understanding yaw, a pilot must firstly be able to recognize this sideways motion over the runway. Also, the pilot must understand the control inputs to prevent it. As always, if you have any questions or want some help with these concepts, Aspen Flying Club's talented CFI's are eager to assist.

Fly safely, see you at the club!

A Word from the Tower



Standard Phraseology

You are about to fly off of an airport with a control tower. You have just taxied out to the runway and are on the tower frequency waiting to depart. The Air Traffic Control Tower gives you a call on frequency and says "Warrior eight eight four alpha charley, Centennial Tower, runway one seven left cleared for take-off." Everything seems straight forward; the words "cleared for take-off" should not be very confusing. In this write-up, we are going to go over some of the basic rules controllers have to follow when issuing a clearance to takeoff from a runway and then we'll go over the clearance to land phraseology. It's not super detailed, but there is some specific phraseology controllers need to follow for a few different scenarios.

There are three situations we will look at where the tower controller needs to say the words "cleared for take-off" slightly different. These situations are: when an aircraft is departing from the runway full length and there are no other aircraft also waiting to depart; an aircraft is departing from an intersection; and, an aircraft is departing from the runway full length and there are multiple aircraft waiting to depart at other intersections. The FAA Order 7110.65 (the Air Traffic Control handbook) states (Para 3-9-9) "When issuing a clearance for takeoff, first state the runway number followed by the takeoff clearance". The basic takeoff clearance should sound like this: "Warrior eight eight four alpha charley, runway one seven left, cleared for takeoff." Additionally, the 7110.65 states; "When clearing an aircraft for takeoff from an intersection, state the runway intersection." A takeoff clearance from an

intersection should sound like this: "Warrior eight eight four alpha charley, runway three five right, at alpha sixteen, cleared for takeoff." When there are two or more aircraft ready for departure (one or more at the full length of a runway and one or more at an intersection), the controller needs to state the location of the aircraft at the full length of the runway when clearing that aircraft for takeoff. A takeoff clearance in this situation should sound like this: "Warrior eight eight four alpha charley, Centennial Tower, runway three five right, full length, cleared for takeoff."

Now, let's turn the situation around: instead of taxiing out for departure, you are flying inbound to an airport with a control tower. You have been given a pattern entry to an assigned runway and just now reported entering the pattern looking for a clearance to land. The Air Traffic Control Tower tells you "Cessna two seven two sierra papa, runway one seven right cleared to land." Again, everything seems straight forward; the words "cleared to land" should not be very confusing. Now, let's go over some of the basic rules controllers have to follow when issuing a clearance to land on a runway. The clearance to land is not much different than the clearance for take-off. The FAA Order 7110.65 states (Para 3-10-5) "When issuing a clearance to land, first state the runway number followed by the landing clearance." The basic landing clearance should sound like this: "Cessna two seven two sierra papa, runway one seven right, cleared to land." If the landing runway is changed, controllers must preface the landing clearance with 'Change to runway'. Therefore, when a controller tells a pilot to change to a different runway,

the clearance should sound like this: "Cessna two seven two sierra papa, change to runway one seven left, cleared to land."

These phraseology examples are good for pilots to know what to expect. The examples given will be modified slightly when the controller adds "sequencing information" to the clearance. We will go over those variations in future write-ups.

For more pilot/controller communication information, visit:

https://www.faa.gov/air_traffic/publications/atpubs/aim/aim0402.html

AOPA AV8RS -FREE membership for teens!

Do you know any teens that are interested in aviation? This is a great opportunity to share your excitement and passion for general aviation by referring a teen you know to AOPA AV8RS, a FREE membership for teens ages 13-18! AOPA AV8RS are our "pilots of tomorrow." Let's encourage them to become AOPA AV8RS!

What is AOPA?

The Aircraft Owners and Pilots Association (AOPA) is a not-for-profit individual membership association that serves the interests and needs of its members as aircraft owners, pilots, and aviation enthusiasts, and is dedicated to promoting the economy, safety, utility, and popularity of flight in general aviation (GA) aircraft.

Why did AOPA introduce a youth membership?

AOPA AV8RS are AOPA's future. Recruiting, engaging and developing the next generation of AOPA members is key to the future of both aviation and the organization. The youth membership allows AOPA to make an early connection with young people aged 13-18 and raise awareness of aviation and flight through education, engagement, cultivation and support.

Additionally, this new membership category is just one of many AOPA initiatives that is in place to reverse the decline of the pilot population, setting the course for an overall stronger GA community. In carrying out its mission, AOPA has a responsibility to help develop a new generation of pilots because a strong and growing pilot population is vital to the future of our industry.



So how does it benefit a young person?

AOPA has a vast amount of resources to inspire future pilots, as well as, lots of fascinating and fun information to support the interests of any aviation enthusiast. When they join, AOPA AV8RS will receive a digital subscription to Flight Training magazine; access to member-only content on www.aopa.org and flightraining.aopa.org for research and interesting stories; opportunities to connect with other AOPA AV8RS across the country through dedicated online social communities including Facebook, Twitter, tumblr, and YouTube; informative content at www.aopa.org/av8rs; a special e-newsletter with stories about young pilots, the latest aviation technologies, events, scholarship opportunities, and more.

Are you a teen that wants to learn more about aviation?

If you're curious about aviation and the exciting world of flight, we encourage you to visit [Let's Go Flying](#).

Funding for AOPA AV8RS is made possible through generous contributions to the AOPA Foundation. To support AOPA AV8RS, please visit www.aopa.org/donateav8rs.

AOPA AV8RS Mission and Vision

Youth Membership Mission: The pursuit of the following principles and actions:

Commitment: Provide relevant age-appropriate benefits to attract and retain youth members; identify appropriate infrastructures and resources to build and sustain it.

Possibility: Open the door of opportunity to young people from all walks of life and demonstrate that involvement in aviation is not just for the privileged few and that flight is an attainable pathway within reach.

Support: Instill the love of flying as a lifelong passion, while providing the resources and tools necessary for participants to advance in the world of aviation as far as their desire, skills, and hard work may take them.

Grassroots engagement: Provide youth with opportunities and resources in order to reach their full potential.

Education and outreach: Keep young people enthusiastic through experiences that engage their curiosity and motivation and opens their minds, hearts and eyes to their talent and new careers.

Vision: An informed community of young people inspired to learn to fly and subsequently developing a lifelong passion for aviation and a long-term affinity with our organization.

To learn more about AOPA's teen membership program, visit www.aopa.org/av8rs.

As always, fly safely! We look forward to seeing you at the club!