

ASPEN News

December 2011

www.aspenflyingclub.com

Volume 29, Issue 12

Welcome to our New Members

Thomas Fowler
Mark Samuelson
Bryan Huntley
Gary Gunn
Marc Pasewalk

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

Upcoming Safety Seminar

**No meeting in
December!**
**Meetings will resume in
January 2012.**

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.

New Ratings Congratulations to these members and their instructors.

Solo

Isaac Beard
Stephen Mulligan

Instructor

Jon Nafie

Michael Shannon

Private

Matt Bunchman

Instructor

Lucas Caughran

**HAPPY
HOLIDAYS
TO YOU AND
YOURS
FROM ALL OF US
AT
ASPEN FLYING
CLUB**



Larry's Corner of the Sky

"Second star to the right... and straight on 'til morning." -- James T. Kirk, Star Trek VI: The Undiscovered Country, quoting Sir James Barry (from Peter Pan)

This is one of my favorite quotes of all time. It conveys a spirit of adventure, optimism and purpose in the midst of a journey of some magnitude. Peter and Jim were both about to make big transitions, but they were not aimless in their plans. On the other hand, there is a great deal of uncertainty in just picking a star in the sky and navigating in its general direction.

There is a difference between the two navigational flight plans. On earth, moving towards a given star, unless it is the North Star, means traveling in an arc as the star crosses the sky. While Peter had a plan, he did not know where he was going to end up. Jim, aboard a starship, had a plan and a destination. In his case it was probably an earth-like "class M" planet populated by scantily-clad, beautiful women, but that is another story altogether.

I am in the process of selling Aspen Flying Club, probably by the end of the year. I have not settled on a particular star for myself as yet, but I am looking forward to the process of picking one. There is no time pressure, and I am happy to let the trade winds blow for a while. The act of casting off the bowline is enough for the moment.

But all of you are probably much more concerned about the future of the Club than to which star I hitch my

fortunes. The buyers and I have had numerous discussions about the Club, its heritage and its future. The name, Aspen Flying Club, has been around for more than 35 years. It is perhaps the best known club/school, and it still enjoys a very good reputation. The buyers know that and intend to honor the legacy of the Club and build on it. Yes, there will be changes, but most of the changes will be additions to what the Club is already doing. It is my hope and expectation that all of you will benefit from the changes.

By coincidence, I received a letter from AOPA last week. In it was my 30-year pin, marking my membership and also the time since I first learned to fly. I was well along in my corporate career, and flying was an indulgence. I was one of those almost-grown-up kids who had to glance skyward when an airplane flew over. The actual spark was a fly-by of the replica of The Spirit of St. Louis, owned by the EAA. They were on tour with the aircraft, and I saw it flying so slowly in the pattern at Arapahoe County Airport, just beyond my office window in Inverness. The very next weekend I went to the airport and began my adventure.

I had no plans to make a living from flying, nor did I have destinations I needed to reach quickly, as only an airplane will allow. Quite simply, I wanted to experience what I imagined to be a great and rewarding experience, and it lived up to every one of my expectations. It was, at that time in my life, the second star to the right. I called myself a pilot, but my best friend corrected me to say that I was an aviator. That great word is wondrous, romantic and steeped in history. I embraced it and never let go.

Aviators and all those involved in aviation have been a part of my life in a serious way for the past 14 years as owner of Aspen Flying Club. What a great group of people. Integrity, humor, dedication and warmth are characteristics I have been privileged to experience almost every day. I will miss not being as actively engaged with the members of the Club and with all of those in the industry. How fortunate I have been, and how profoundly blessed my life has been.

My salutation with my columns has always been, "Fly Well". There are so

many meanings that can be ascribed to those words, from the simplistic to the metaphoric. I hope you will embody that advice and expand it to your life. As temporary steward of Aspen Flying Club, I have tried to fly well. I succeeded at times and failed at others.

"Twenty years from now you will be more disappointed by the things you didn't do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover." -- Mark Twain

Fly well,

Larry

From the Kneeboard of Chief Pilot Michael Shannon

Hello, fellow flyers. Last month I was excited to write about how great winter flying can be. True to form, our fleet of "mighty" Cessna 172s is flying like the proverbial rocket ship in the cool weather! How fun they are. Reaching traffic pattern altitude before turning downwind is a hoot!

I only have one topic today: the proper tie-down of our aircraft. Some of AFC's aircraft have sat uncovered on the ramp for 30 years. Thankfully, Colorado's weather is amicable to this, so they show very few signs of wear. As each aircraft is an asset to you, our Club member, it is important that each flyer does his or her part to put the aircraft away properly after a flight. Here are a couple of reminders.

The first three, northernmost, spots, facing both west and east, are reserved for the Piper Arrow, C-182s and Katanas, respectively. Beyond that the C-172s can go in any spot. This is important because those first three spots are sized differently and the chains are configured for each particular aircraft. You will notice that the spots are labeled as such also.

Please try to park as near to our facility as possible. If you park too far south on the line, you will find that there are no chocks or even correct chain

configurations available. If you find yourself in this situation, please taxi the aircraft to a more northern spot.

Once you have pushed the aircraft carefully into a proper spot, chain the tail first. Then push the aircraft forward to take up the slack in the chain, and chock behind the main tires to ensure a tight tail tie-down. To ensure each wing tie-down is tight enough, lift the cable with your foot while attaching the chain to the aircraft wing eyebolt. It is the combination of tight chocks and proper tie downs that keeps our aircraft safe during the high winds that we frequently experience during the winter.

Fly safely! We'll see you at the Club!

INSTRUCTOR MEETINGS

**Wednesday,
December 14
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.

Contact Jon Nafie
for more info about our
Redbird FMX Full-motion
Flight Simulator!

CARDINAL
FLIGHT SERVICES, LLC

