

# ASPEN News

June 2008

[www.aspenflyingclub.com](http://www.aspenflyingclub.com)

Volume 26, Issue 6

## Welcome to our New Members

**Brian Fleischmann**  
**James Gigax**  
**Gordon Peterson**  
**Chi Tam**  
**Sean Sengelman**  
**Jeff Garber**  
**Dan Kelly**  
**Kragen Erdhan**  
**Tim Nye**

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

## INSTRUCTOR MEETINGS

**Wednesday June 11, 2008**  
**6:00pm**

Instructor meetings are now on the second Wednesday (please note: not Tuesday) 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. ➔

## New Ratings Congratulations to these members and their instructors

### Solo

Ross Wyman  
John Toles  
Dennis Dietz  
Aaron Ciarlotta

### Instructor

Michael Shannon  
Kevin Shaw  
Doug Batdorf  
Kevin Shaw

### Private

Victor Agababov  
Mark Cline  
David Capitule

### Instructor

Michael Shannon  
Micaela DuMay  
Jordan Thompson

### Instrument

Josh Vella  
Dan Schendzielos

### Instructor

Michael Shannon  
Jay Silvernale

### Commercial

Gary Braun  
Andy Middlemiss  
Jason West

### Instructor

Michael Shannon  
Jordan Thompson  
Doug Batdorf

### Cirrus

Miles Davies  
Dan Jahn

### Instructor

Mark Kelly  
Kevin Shaw

## Larry's Corner of the sky

“A fierce and monkish art; a castigation of the flesh. You must cut out your imagination and not fly an airplane but regulate a half dozen instruments....At first, the conflicts between animal sense and engineering brain are irresistibly strong.” -- *Wolfgang Langewiesche, describing flying on instruments, A Flier's World 1943.*

The quotes above and below deal with thinking versus gut feelings. Trusting your gut is not the best advice when it comes to flying; better to rely on checklists, gauges and training. The beginning of the flying season is a good time to reconnect with your favorite CFI and brush up on your skills or to learn a few new ones. Instruments, mountain flying, tail dragger endorsement or a plane you have not flown before are all good reasons to fly with your CFI again.

Fuel has been going up at the rate of \$0.10 per week, and there is no end in sight. We are raising rates again June 1, only to recover the increases. 172s will be going up \$5, and the others will go up more or less (Katanas), based on their fuel burn rate. Even Introductory Flights are going up from \$79 to \$89. We are also going to limit the amount we will pay for foreign fuel to \$6.00. Some airports are really gouging the transient pilots.

Last week, I talked to a pilot who is thinking of getting a light sport airplane, not a light sport certificate, to make flying for fun more affordable. We have very little demand at the club for the training,

but we may have a demand for a more economical airplane. Going out to just have fun would be more affordable.

Some of you may be following the saga of Thielert, which made the engines for the DA42. They are now in bankruptcy, and they can no longer support the engines in the field. I have had several conversations with Diamond, and if they have a plan to deal with the situation, they are keeping it very close to the vest. Buying Thielert out of bankruptcy or certifying a replacement engine are possibilities mentioned in the press. So far, they put all the responsibility on Thielert, and while that may be true, there is a separate issue of total product liability. They have 30 or so diesel-powered airplanes in production, so they are hanging out with the same concerns we have, all begging for solutions.

Our Twin Star will be effectively grounded in mid-June. It is due for a 600-hour inspection, and the cost would be approximately \$35,000 with no guarantee that the required parts would ever be shipped. That is clearly an untenable situation for all the other DA42 owners and for us. They, and we, are waiting for Diamond, whose warranty is on the airplane. They are surely talking with their lawyers to measure their exposure. We hope it will not get to the lawsuit stage, if for no other reason than it would take years to resolve. Their good name is on the line as it has never been before.

The Citabria will be back mid-June! Fly it now! Fly it a lot! The owners need some cash flow to pay for the many months it spent getting many new parts and a new covering! If nothing else, you should come out to see it sparkling with its new colors.

"It's when things are going just right that you'd better be suspicious. The whole world is yours and you're the answer to the Wright brother's prayers. You say to yourself, nothing can go wrong...all my trespasses are forgiven. Best you not believe it." – Ernest K. Gann, describing

*advice from "a very old pelican of an aviator" The Black Witch, 1989*

Fly Well,  
Larry

## GROUND SCHOOLS

**Interested in Ground School?  
Let us know so we can reserve  
your spot.**

### Private Pilot

Start Date: Mid-June 2008

Meets: Tuesdays & Thursdays

6:00 - 9:00 p.m.

Length: 8 weeks

Cost: \$225, plus books

Classes run continuously, students  
can begin at any time.

### Instrument Pilot

Start Date: T.B.A.

Check with front desk for date.

Meets: Mondays & Wednesdays

6:00 - 9:00 p.m.

Length: 7 weeks

Cost: \$300, plus books

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## From the Kneeboard

*of Chief Pilot Michael Shannon*

Winter is finally gone and summer flying is upon us. Typically this means beautiful mornings, hot days, turbulent afternoons and fantastic evenings. Sorry Nick Carter, but I just did your job as weather forecaster for the next three months! Enjoy your vacation. Summertime is another fantastic time to fly in our region. Wake up prior to the family and enjoy an early morning flight along the foothills. Or take advantage of the long days and surprise your "Honey" with a breath-taking sunset flight over downtown (check the Rockies schedule first). During summertime use prudence due to high Density Altitudes (DA), convective

activity and the physiological effects the heat has on you, the PIC. Remember, Density Altitude is pressure altitude corrected for nonstandard temperature, or in nonphysicist terms, the altitude at which the aircraft thinks it is flying. For example, on an 87 degree day with a pressure setting of 29.92 at Centennial the DA would be approximately 9300 ft. Just think about how our little C-172's perform at this altitude...and this is before taking off! Your body reacts to DA in a similar fashion. As Coloradoans we boast about our ability handle high altitudes, but our bodies react to high DA's like our airplanes. Combine that with the effects of dehydration and our ability to command the aircraft is greatly decreased.

Convection presents more flying challenges. If you've lived in Colorado's front range for more than one summer you realize that every afternoon there will be extensive cumulus buildup and maybe even significant thunderstorms. While piloting in the summer, be aware of how these will affect you and your flight. Know how to detect their movement and intensities. Something that may be helpful is an Air Safety Foundation online course pertaining to Thunderstorms. You can find it at ASF.org.

On to a completely different topic...The Democratic National Convention, otherwise known as The DNC. As of this writing, the Democratic party nomination is still up in the air. This means that during the convention things may be interesting for you and I as aviators at KAPA. The latest from the U.S. Secret Service is that there WILL be a 10 nm, no fly TFR around the convention center. Additionally there will be a 30 nm TFR around the convention center with a cutout for KAPA. We will be able to fly, but no touch-n-goes or holds in the area will be allowed. All flights, VFR included, will require a flight plan. More on this later. Keep your eyes sharp. We look forward to seeing you at the club.  
Fly Safely and Have Fun.