



# The Airventurers Flyer

Official Publication of Airventurers, a Non-Profit Pilot's Association

Volume 61, No. 2, Feb. 2019

## Presidents Message

During the fly-in to Sedona last weekend, I was reminded over and over again about what keeps me coming back to this aviation stuff.

There's no question that flying the aircraft is always inviting, rewarding, and just plain fun. Improving and honing the skills required is a very real draw. The places we go, the sights we see, or the experts we talk with, all add to the adventure. Whether the spectacular scenery of Sedona or flight deck of the USS Midway, the destinations make the trips worthwhile.

But consistently over the years, trip after trip, it's the people that make the moments shine. And everyone we met on the fly-in kept the trend going in fine fashion.

From everyone at the FBO to the most helpful hotel staff on the planet, from waiters who were having as much fun as we were to long, engaging conversations with total strangers, it's contagious to be around people at the top of their game.

Now, looking at this from a slightly skeptical perspective, one could argue that everyone in Sedona, a small town of about 10,000 people with 6 million visitors a year, knows the tourist business. Being open, friendly, and helpful is their bread and butter. That could be true.

Then again, it could be a result of Sedona having an abundance of those Cosmic Energy Vortex things, or maybe the rumored Harmonic Convergence. In the interest of full disclose, I have no personal experience with that. But one never knows.

Talking with a couple from British Columbia, a family from New York, our Jeep tour driver, or other Airventurers, it is the people we meet along the way that makes flying such a rich experience.

Tim Cashin, President

**February Dinner Meeting  
Sunday, Feb. 17th  
Lulu's**

**6:00—Schmoozing  
6:30—Dinner  
7:30 —Program**

**The speaker for  
February is our very own  
Kevin Baines. Keven is a  
senior scientist at JPL  
and worked on the  
Cassini mission to  
Jupiter and the Galileo  
mission to Saturn.  
He will be speaking on  
Water & Oceans Beyond  
the Earth: The Search  
for Life**

**RESERVE AT  
AIRVENTURERS.ORG  
or  
mrifkin397@aol.com**

**BOARD MEETING  
Signature Aviation, VNY  
Saturday Feb. 23rd  
10:00 am  
We Have Donuts**

# AIRVENTURERS APPLICANT CHECKLIST

DATE	APPLICANT	SPONSOR	FEE	DINNER MEETING		FLY-IN	
				co-host	add'l	co-host	add'l
2/16	Landi	Eisenberg	Y	Y	Y	Y	
12/16	Brend	Frangos	Y	Y	Y		Y
4/18	LaPook	Eisenberg	Y		Y		
5/18	Balady	Savage	Y		Y		
5/18	Klein	Cheer	Y	Y	Y	Y	Y
5/18	Murthy	Eisenberg	Y		Y	Y	Y
5/18	Baines	Eisenberg	Y		Y	Y	
8/18	Abramson	Salmon	Y	Y	Y		Y
9/18	Frankel	Eisenberg	Y		Y		

## WE HAVE LOTS OF NEW APPLICANTS/MEMBERS

**So please, until the 2019 roster is published, use the Additions and Corrections page in your 2018 roster and add the following: (or better yet, just print this page and stick it in)**

**Gary LaPook**, 11830 Courtney Ln, Moorpark 93021. (H) 805-529-5621 and (C) 805-660-0616.

**Nabih Balady**, 21756 Don Gee Ct., Santa Clarita 91350. (H) 661-297-5559 and (C) 661-313-4418.

**Michael Klein** and Carol Barring, 4126 Cachalote St, Woodland Hills 91364. (H) 818-227-8079 (W) 818-308-3881 (C) 818-601-4918, michaellklein@yahoo.com.

**Raghu Murthy** and Grace Ting, 1530 Kensington Rd., San Marino 91108. (H) 626-905-1595 (W) 310-275-4949 (C) 310-770-6822, murthyretina@yahoo.com.

**Kevin H. Baines**, 457 S. Marengo Ave. #21, Pasadena 91101 (C) 818-879-3502, blueskies4321@yahoo.com

**Jerry & Jenifer Abramson**, 3185 Penney Dr., Simi Valley 93063 (H) 805-527-1665 (C) 805-990-3285, jeabrr@hotmail.com. Jerry is a single/multi engine CFI and flies a Cessna 182, 6962M based at CMA. Jerry started flying in 1972 and continued with lessons until he got his CFI. He and his wife are both retired and look forward to meeting and flying with people who have similar interests.

**Nathan Frankel and fiancée Yayoi**, 342 N. Mansfield Ave. Los Angeles 90036, 310-929-0430, ndfrankel@gmail.com

**Dan Simansky** has a new cell #: 818 521-5742



## **SEDONA FLY-IN– A Good Start to 2019**

### **Sedona Fly-in: A Good Start To 2019**

A spectacular destination, excellent weather, 17 people, 8 airplanes, ... what a way to start the year! This was my first trip to Sedona and I could not ask for a better intro.

A few phone calls, some emails and text messages here and there, and before you know it, 8 people arrived on Friday before the “official” Saturday start time.

The trip from Santa Monica was smooth, tail winds, clear and a million. Coming in from the west, the change in landscape is absolutely dramatic, from a desert brown to rich deep red mesas. One word: wow! The word on the street is that you have to pay attention on arrival, with landing and departing traffic using opposite runways in calm conditions. It was routine for most of us, with everyone in the area announcing and using published local conventions.

Within walking distance there is a good hotel and a restaurant well worth the trip. We were able to catch a fantastic sunset, enjoying the view with others visiting the area. Night time temperatures dipped into the 20’s for a reminder of real winter weather. Crisp, clean, clear and bright stars.

Saturday was clear and crisp. The early arrivals took care of getting fuel, had a bite, checked out of the airport hotel, and hung out waiting for the rest of the group. There was a steady flow of traffic in and out of KSEZ, people coming for the hundred-dollar burger, spending the weekend, the usual stuff. In a “what are the odds of that?” moment, one guy walking in from the ramp was someone I knew from Montana in 1980 and had not seen since then!

We greeted the Saturday arrivals, signed in at the FBO, lunch at the airport restaurant, headed into town, checked into the hotel, and the Jeep tour company arrived to take us all out into the desert.

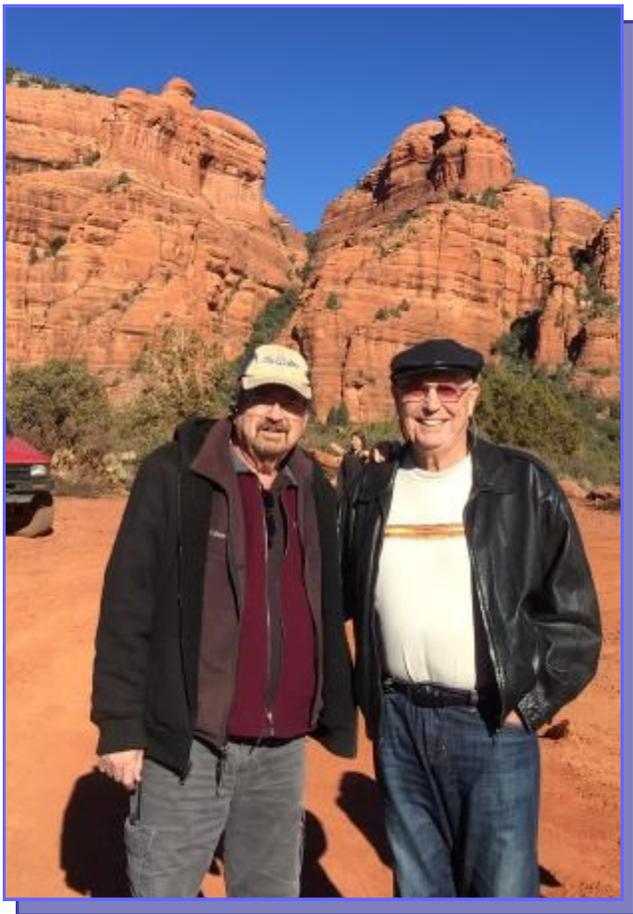
*(Continued on page 4)*

(Continued from page 3)

Three jeeps and two hours, out into the nearby desert, up close and personal with towering, steep, rich red cliffs. Our drivers kept us entertained with stories, traditions, and rumors about Sedona's famed Cosmic Energy Vortex reputation and the Harmonic Convergence. One of our members happens to be a planetary scientist at Pasadena's JPL, and it was really interesting to hear where stories about Sedona's energy actually agree with scientific reality.

Dinner Saturday night was at the hotel's restaurant. Word from the hotel staff was that the restaurant was very popular and did not take reservations. Interesting. The traditional Airventurers cocktail hour got started at one of the fire pits. Beverages flowed, the air was cold, the fire warm. As other hotel guests wandered by, we offered glasses of wine, struck up some conversations and found out the restaurant was rated the best Mexican eatery in the country!

Good people, an amazing part of the country, great food, and flying. 2019 is off to a good start.





**PALM SPRINGS  
AIR MUSEUM  
SUNDAY  
MAR. 3RD**

**Admission: \$14.50, Kids: Free  
Lunch on Your Own  
in  
Museum Cafe**

The Pacific Hangar includes exhibits and aircraft used by the Navy during WWII, a Pearl Harbor diorama narrated by Tom Brokaw, and art by Stan Stokes. The European Hangar features exhibits used during WWII, Korea and Vietnam, the Tuskegee Airmen mural, the Women Pilots of WWII exhibit and the Jackie Cochran exhibit. The smallest hangar holds the B-17 Flying Fortress, flag and engine displays, and mechanics working on one of the vintage aircraft. The Major General Kenneth P. Miles Hangar holds Cold War, Korea and Vietnam War aircraft and exhibits.

CNN ranks this museum the #1 Air Museum in California and Trip Advisor ranks it #2 of the 65 attractions in Palm Springs.

**Plan to arrive by 11 am, no charge to park at the museum.**

Tim Cashin, 310-968-2633 and  
Raghu Murthy, 626-905-1595 are  
hosting. Contact either one for  
more information and to reserve.  
Let them know if you have an  
extra seat or two in your plane  
for those without wings.



## **Eight Life Lessons You Learn As A Pilot**—by John Zimmerman in Air Facts Journal

For over five years now, I've been logging all of my flights on my iPad. I started doing it because I'm lazy, and logbook apps make it easy to fill out the annual insurance form. I quickly discovered there are other benefits, though, including the ability to save detailed information about every flight. I log the basics, but now I add much more, from pictures and GPS track logs to ForeFlight screenshots and even a "lessons learned" area in the notes section. The result is a sort of aviation scrapbook, and a great reminder of how much airplanes have helped me grow. A few themes emerged after reading through five years of entries. Some are obvious but were reinforced in memorable ways. Others were new to me. All of them were made real by the emotions and sensations of being in the air.

1. Memories are often better than the actual event. Was your wedding fun? The ceremony itself probably wasn't, because you were stressed or worried or nervous. Even if you can call it fun, it was likely over faster than you expected (a whopping 16 minutes in my case). That's not a bad thing, because the memories are what matter, and those are usually wonderful. I've learned this countless times in aviation; indeed, that description above applies to many first solo flights in addition to weddings. It was thrilling for sure, but it was over in a matter of minutes. The true enjoyment comes from the sense of accomplishment and the time you spend reflecting on it, even decades later. This is a feature, not a bug.

2. You do it if you keep working. Hard work doesn't fix every problem, but it's a darn good start. Just about every pilot I know, no matter how good, has struggled at one point in his or her flying career. Whether it was crosswind landings or VOR approaches that caused the speed bump, the answer is almost always to rededicate yourself and push on through. This comes as a shock for some pilots, especially for older adults who learn to fly and are used to being successful at everything. The reality check can be tough, but it's a valuable reminder that we are all students. That's the word that appeared frequently in my logbook as I learned to fly helicopters after 15 years of flying fixed wing aircraft. One entry simply says, "I am a student again and I feel like it!" Part of me doubted whether I could actually master all the skills required for the checkride. Mastery and confidence eventually came, but not before I spent a lot of late nights studying the textbooks and a lot of sweltering days practicing my hovering skills. No one is born knowing how to be a pilot, or a doctor, an engineer or a parent for that matter; it takes practice

3. Keep calm and carry on. When something abnormal happens, whether it's a flashing red light in the cockpit or a sudden life event, some people can't help but panic. This "fight or flight" response was helpful 50,000 years ago on the savannah of Africa, but it's ill-suited to most modern scenarios. In the cockpit, it might be the difference between tragedy and a good story at the bar. Perhaps the single most valuable skill aviation has taught me is how to manage my emotions and remain focused in the face of serious situations. One flight back from the East Coast a few years ago illustrates the point. The air was so rough that I attached the upper air analysis charts and PIREP screenshots to my logbook entry as if to prove that it really was that bad; over an hour of continuous moderate chop, with an occasional jolt of something even worse. Miserable is about the only word that fits, but I can clearly remember a sort of calm that came over me. The only option was to slow down and focus on keeping the wings level. Everything else was pushed out of my brain, which felt strangely comforting. Besides, panic would have done no good in this situation.

4. Most people are the same at heart. If you spend any time reading the news or checking social media, especially in today's bitter political environment, it's easy to feel like humans have very little in common. Differences these days are very real, but I think they're overblown in many cases; certainly they are among pilots. Most people care about the health and welfare of their families and themselves. Most aviation people like to share the joy of flying with others who are receptive. Two episodes stand out. In the first, an FBO owner at a small grass strip in Indiana left his dying father's bedside to pump some gas for me, then tried to refuse payment for it; he simply loved meeting new pilots and showing off his airport. Small town manners, you say? Maybe, but I had a similar experience at a very big name FBO in New Jersey, when an employee went above and beyond to be helpful in a difficult situation. The same could be said about the hundreds of meetings at Oshkosh, when strangers who probably disagree about a lot of issues find ways to connect about their shared passion. I think the real answer is that when human beings meet face to face, not hidden behind the almighty veil of social media, they are a lot nicer to each other.

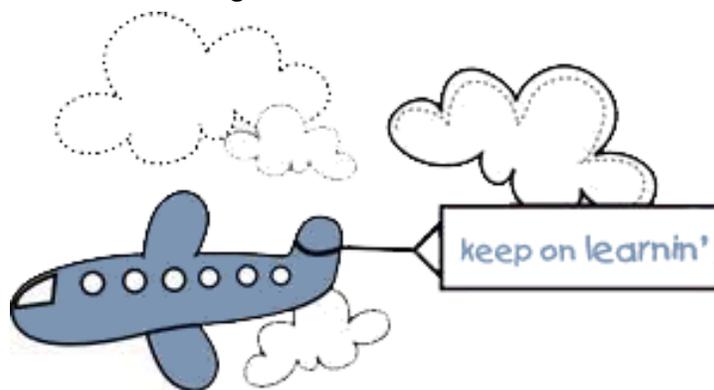
5. There's always someone better than you. Feeling great in that Cirrus? Be patient; you'll probably park next to a gleaming new King Air 350 and suddenly feel inadequate. Love that turbocharged twin you just bought because it can take you to 18,000 feet? One day you'll be slamming through the summertime buildups, dreaming about the jet jockeys at FL390 who are above all the weather. No matter how far up the food chain you climb, in houses, job titles, airplanes

(Continued from page 6)

or pilot ratings, there will always be someone higher. While pilots aren't known for their humility, aviation has a lot of important lessons to teach here. The best advice is to fly because it makes your life better (in whatever way matters to you), not because of the signals it sends to others.

6. There's no such thing as a free lunch. This law applies to almost everything in life, including that "free drink" you got at the blackjack table. Recently this rule has been rediscovered by a new generation of technology businesses. That "free" online service is hardly free; you're simply paying for it in some other way. Aviation practically wrote the book on this topic, especially when it comes to airplane designs. In the race for speed, payload and fuel efficiency, you can pick two but never all three. Or consider performance: you can climb, but only by paying for it with airspeed. Airplanes, like life, are all about trade-offs.

7. Life is not fair. Examples of this clichéd (but true) lesson abound, but flying has reminded me of it many times. On one long cross-country a few years ago, a 20-knot tailwind on the eastbound leg somehow turned into a 55-knot headwind on the return leg, just two hours later. Not exactly life-altering, but frustrating. I can't remember a time when the tailwind was stronger than the headwind, in fact. More seriously, a colleague, one of the finest and most thoughtful pilots I know, crashed his airplane some years ago after a fluke mechanical failure. Meanwhile, a marginal pilot I have flown with once before (but never again) somehow manages to escape disaster year after year, even while pushing a lot of boundaries. This isn't a reason to break the rules or give up hope, just a reminder that you can do everything right and still end up on the wrong side of things.

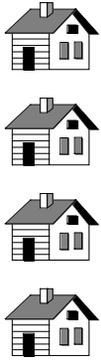


8. Tomorrow is another day. Scarlett O'Hara made the line famous, but pilots should take it to heart. In particular, I've learned time and again that it's the right attitude when it comes to making the go/no-go decision. One of my more colorful logbook entries shows how much I struggled to admit reality one day in 2015: I saved all the weather maps I was looking at when I made the decision to delay my family's trip home from vacation. I really wanted to get back Sunday night for all the usual reasons, and we almost certainly would have made it home in one piece. But the weather was ugly, and I was concerned about how unpleasant the flight would be for my passengers. After a lot of stress and deliberations, I decided to delay takeoff until Monday morning. Guess what? Life did not end because we came home 18 hours later. In 50/50 decisions, it's worth remembering that a new day often brings a change, even if it's just in perspective. That's true for flying, but also for career decisions, kids, and so much more.

Does your logbook hold any life lessons?

### PLANNED FLY-INS FOR BALANCE OF 2019

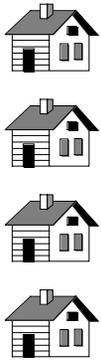
April 13th	Harris Ranch
May 3rd—5th	Grand Canyon
June	Lake Tahoe
July	Oceano
August 10th	Club Picnic
September	Yellowstone



# PAHRUMP, NV

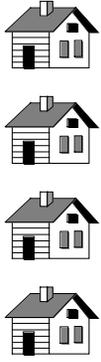


Saturday, March 23rd, One Night  
Calvada Meadows (74P)



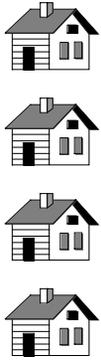
Plan to arrive at noon. Fuel and tie-down anchors are available, but bring your own ropes. We have 6 casitas reserved, so don't procrastinate. But be advised that if you cancel, it must be by March 9th.

## ON THE AGENDA



There are a winery and restaurant right next door to our casitas—we have a tour & tasting scheduled for 3:30 and dinner at 5:00, both no-host. On Sunday, we will try to arrange a tour of Sheri's Ranch and/or a visit to Front Sight Firearms Training School.

We plan to depart for home around 1:30



Approximate cost per cabin will be \$150 (\$154.84 with a credit card), depending on the activities we can arrange. Checks to  
Judy Rifkin  
29630 Ridgeway Dr.  
Agoura Hills 91301  
Michael Klein at 818-601-4918  
for more info



Got an extra seat or two? Let the hosts know.



**Dues are payable December 1<sup>st</sup> and delinquent February 1<sup>st</sup>. Please make your check out to Airventurers and mail to Judy Rifkin,**



**29630 Ridgeway Dr. Agoura Hills, 91301**

**Thank you for your prompt payment.**

Regular Membership.....\$60.00  
Honorary Spousal Membership....\$30.00

The following information will be used in compiling the new roster. Please **TYPE OR PRINT LEGIBLY.** We can't be responsible if we can't read it. Cut-off date for the roster is **January 20th.**

Name:.....

Ratings .....

Spouse or S/O .....

Airplane .....

Address .....

Number .....

.....

Based at.....

Home Phone.....

Work Phone .....

Cell .....

Email.....

Occupation.....

***PLEASE...***

take an extra minute to fill out this form and mail it along with your check. It will make maintaining our data base so much easier.

**IF YOU HAVEN'T PAID YOUR DUES YET, PLEASE TAKE CARE OF IT ASAP. IF THERE ARE ANY CHANGES, MAKE SURE YOU LET ME KNOW. BEFORE PUBLISHING THE NEW ROSTER, I WILL SEND OUT AN EXCEL SPREADSHEET SO YOU CAN CHECK YOUR CONTACT INFORMATION BEFORE WE GO TO PRINT.**



Buzz Patterson really entertained us with a talk about his time in the Clinton Whitehouse. Oh, the things we never knew!

**A LITTLE HUMOR**—The Washington Post’s Style Invitational asked readers to take any word from the dictionary, alter it by adding, subtracting or changing one letter, and supply a new definition. Here are some of the winners.

1. **Bozone** (N): The substance surrounding stupid people that stops bright ideas from penetrating. The bozone layer shows little sign of breaking down in the near future.
2. **Foreplo**y (V): Any misrepresentation about yourself for the purpose of getting laid.
3. **Cashtration** (N): The act of buying a house, which renders the subject financially impotent for a time.
4. **Giraffiti** (N): Vandalism spray-painted very, very high.
5. **Inoculatte** (V): To take coffee intravenously when you’re running late.
6. **Caterpallor** (N): The color you turn after finding half a worm in the apple you’re eating.
7. **Glibido** (V): All talk and no action.
8. **Karmageddon** (N): It’s like, when everybody is sending off all these really bad vibes, right? And then, like, the Earth explodes and it’s like, a serious bummer.
9. **Osteopornosis** (N): A degenerate disease.
10. **Ignoranus** (N): A person who’s both stupid and an asshole.

Mike Savage is back to (easy) Zumba. Evan Binn is back to work. Jenifer Abramson is recovering from an appendectomy. Harlis Brend is recovering slowly.



**IMPORTANT DATES IN...**

<b>IMPORTANT DATES IN...</b>	
<b>January</b>	
19	Board Meeting
20	Dinner Meeting
26-27	Sedona Fly-In
<b>February</b>	
17	Dinner Meeting
23	Board Meeting
<b>March</b>	
3	Palm Springs Fly-In
17	Dinner Meeting
23	Pahrump Fly-In
30	Board Meeting