

Safe Flying, David Vroom

[In the Air With Angel Flight, an article in the St. John Valley Times
http://sjvalley-times.com/view/full_story/17441034/article-In-the-air-with-Angel-Flight?instance=main_article](http://sjvalley-times.com/view/full_story/17441034/article-In-the-air-with-Angel-Flight?instance=main_article)

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room for another Cessna 172. This 150 has had a long history in Maine flight training and was previously owned by Acadia Air in Bar Harbor. It went to Old Town when Bob Bouffard relocated there and started Old Town Aviation. N45699 has a total time of 5,890 hours and only 150 hours TSOH on the engine and new prop. This 150 is ready to provide carefree ownership for several years. Asking \$29,500. Give us a call anytime if you would like more information.

SKIING IS A LOT LIKE FLYING, by David Vroom

During a few days off in January, Vicki and I got reacquainted with skiing. Vicki grew up on skis and I started taking lessons when our first son Justin learned to ski at age five. We have skied a lot over the years, however when our third son Jeremy was in High School we didn't get to ski very much ourselves while he was on the ski team. It seems ironic that we visited more ski resorts throughout Maine and spent a lot of time on the slopes but never had the chance to ski them.

When we went to Sugarloaf for a week of skiing in January, I noticed that my skiing was not very good and even though I tried to do the things I had learned previously, my skiing was sloppy and I was not comfortable enough to go on the black diamond trails at Sugarloaf. I thought maybe it is time for new boots or skies but soon dismissed it and decided that I needed help. Vicki and I took a couple of group lessons with a few days between them to practice. The first day the instructor showed us how to hold the poles correctly and to use them properly. I thought I was doing this already, but I wasn't. He also had us standing in the boots a little better. On the second lesson the instructor changed how we were making our turns and general stance. Near the end of the lesson I had a moment where it all seemed to come back and the skiing just felt right. While I know I will need a few more days to get back to where I was skiing, the lessons put it all back together for me. When we plan on taking a few days to ski this month I think I will take another lesson to allow me to really ski the black diamonds instead of just sliding down the trails. Now ask us about zip-lining at Sugarloaf!

This brings me to wonder about those pilots who don't fly very often and when they do, how much flying skills have deteriorated and what bad habits have set in. We know with our solo students at the flight school, if left unattended too long, they will develop bad or incorrect habit patterns, making their flying not as good as it should be - kind of like my skiing. So if you find yourself not flying because the wind has picked up or uncomfortable using the radio or whatever it is, instead of not making a flight, maybe you should talk to and maybe fly with an instructor to get re-familiar with whatever you don't feel comfortable with. This may be just a quick tune up in basic flying skills. It has occurred to me that the pilots who fly the most will actually fly more with an instructor instead of just the required bi-annual flight review and will ask to take a lesson on a windy day. Or it may be an instrument pilot wanting to do some approaches in real IFR weather. This time of year icy runways and strong winds can be a real challenge and you may find that flying with a knowledgeable instructor pilot might be what you need to learn how to land that airplane comfortably on an icy runway in a crosswind. I know that the skiing lessons helped me.

MAINE PLANE NEWS FROM MAINE COASTALFLIGHT

A FEW CHANGES AT BXM:

LOWER COST CESSNA 172 NOW AVAILABLE: We have a 1981 Cessna 172 N52218 with conventional instruments and a 180HP conversion based at Brunswick. This is a much more affordable airplane at only \$79 per hour plus fuel. It is certified IFR and has GPS navigation. For any of you looking for a more affordable airplane to fly, now is the time. With the 180HP engine and 2,550 pound gross weight, it makes it a good cross-country airplane.

Now that we have the Perspective Cirrus SR-20, N2302Y in Brunswick, the 2005 Garmin Glass Panel Cessna 172 N2302Y has been returned to its owner.

THREE NEW PRIVATE PILOTS IN BRUNSWICK: Congratulations to Rob Cushman, John Bade and Jeff Kelly. Rob was the first pilot to solo in Brunswick and in December, he became the first pilot to receive his Private Pilots Certificate from the new Brunswick Executive Airport. Both John Bade and Jeff Kelly received their Pilots Certificate on the same day in the Cirrus! They both received their Certificates in the Cirrus Saturday, January 28 from FAA Designated Examiner Tim Hodgkins. All three pilots worked with Flight Instructor Erik Vroom. John is also the owner of the brand new Cirrus SR20 perspective that we leaseback. John and Jeff were taking lessons in the Garmin Glass Panel Cessna 172 when John decided to purchase a Cirrus after the “Fly for Free Seminar” we held last fall. Congratulations to All!

Now that he has his Private Pilot Certificate, Rob Cushman recently purchased a retractable-gear Beechcraft Sierra. Congratulations and safe flying, Rob.

BAR HARBOR NEWS:

NEW FLIGHT INSTRUCTOR: Dave Wells, a retired FedEx pilot and Scenic Pilot for Scenic Flights of Acadia has received his Flight Instructor Certificate. Dave worked with Flight Instructors David Vroom, Nate Jordan, Jim Bradley and Tim Hodgkins in obtaining his Flight Instructor Certificate from the Bar Harbor Airport. Now that he is a Certified Flight Instructor, he will be flight instructing for Maine Coastal Flight from the Bar Harbor Airport. "With Dave Wells' commitment to aviation and his background, he will make a great Flight Instructor," said David Vroom.

Maine Coastal Flight is now an official FAA 141 Flight School. What this means is that we obtained an FAA Certificate using a more structured curriculum, which will produce better-trained pilots, and most likely less flight time with lower cost. We have three courses available: Private, Instrument and a combined Private-Instrument course. If you were thinking about getting that Instrument Rating please give us a call.

CESSNA 150 FOR SALE: We are now selling our beloved Cessna 150 N45699 to make