



Arizona Pilots Association

<http://www.azpilots.org>



APA NEWSLETTER

2012 July
Asa Dean, Editor



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President's Report

Nancy Benscoter, APA President

The beginning of summer is always a busy time for the APA. At the end of May, we held our Annual APA Member's meeting in the Civil Air Patrol (CAP) building at Glendale Airport where we elected some new Board of Director's (BOD's). Our guest speaker, Col. Bob Ashby, a Tuskegee Airman of World War II and Korea, captivated us here with his experience and stories! We also updated you on the status of the APA and debuted our remodeled website. In June, the new BOD's elected the 2012-2013 APA Board Officers, per our bylaws.

I want to thank everyone who took the time to join us for our annual members meeting! All of you helped make this years event a great success and a truly enjoyable time together! Special thanks to our host, the CAP squadron 308. They treated us to hamburgers on the BBQ and reminded us that when you join the CAP, you can FLY FREE. They are in great need of pilots to help them fly with cadets and also fly the large number of missions they have with the Air Force. Many of these missions go unfilled due to a lack of enough pilots. Contact, Mario Grana with the Glendale CAP at www.cap308glendale.org or go to the national website of www.gocivilairpatrol.com to search for a CAP squadron in your area to get started flying for free.

I would like to introduce your newly elected BOD's for the 2012-2013 fiscal year and your new APA Officers.

They are as follows:

President	- Nancy Benscoter
1st VP	- Tommy Thomason
2nd VP	- Mark Spencer
Secretary	- Craig Albright
Treasurer	- Stefanie Spencer
Executive Director	- Jim Timm
Director	- Brian Forstall
Director	- Bob Carter
Director	- Chris Danforth
Director	- Dr. John Raniolo
Director	- Fred Gibbs
Director	- Ron Stafford

Working with the BOD's our coordinators are:

Newsletter Editor	- Asa Dean
Membership	- Vickie Gookin
Web Master	- Stefanie Spencer



Nancy Benscoter, President, Arizona Pilots Association

We have a great team and I am very excited for the coming year! I assure you that we are all committed to you, the Pilots of Arizona and General Aviation. Safe flying & enjoy reading this months newsletter.

Executive Director's Report, Jul, 2012

Jim Timm, Executive Director

Unfortunately summer is here and flying is not as much fun and some of the aviation activity has slowed down in Arizona.

It was great to see and visit with many of you at the annual APA membership meeting at Glendale Airport in June. I was pleased that some of you stuck with us in spite of it being the Memorial Day weekend. The reason we selected that weekend for the meeting was to be able to accommodate the outstanding speaker we had engaged and we certainly were not disappointed in either the speaker or general attendance.



The Arizona Centennial Fly In was held at Ryan Field in June and it was a pleasure to visit with those of you that attended the event. The organizers of the event were indicating they are considering making it an annual event possibly moved around the state. It was a well run event and it will be interesting to see if it does continue.

Again this month, the subject of UAVs, or Drones, is continuing to be an attention getting issue. As was mentioned last month, the National Defense Authorization Act, which was signed by the president, requires the establishment of six test sites by the end of the year for the testing of drones in civil airspace near commercial air traffic with the goal to develop drones for commercial and government uses. The State of Arizona is very actively proposing that we be chosen as one of the test sites, stating "From its strong military presence to its topography and climate, Arizona is an ideal location in which to test the next generation of unmanned aircraft," per a gubernatorial spokesman. Arizona officials expect to formally submit a proposal to the FAA by September. The FAA is supposed to name the test sites by the end of the year. The Arizona site to be proposed is anticipated to be in the southeastern part of the state near Sierra Vista.

An interesting article, concerning airliners just came to my attention that I thought would be of interest to those who fly under or near Class B airspace, that deals with avoiding unnecessary TCAS Resolution Advisories.

Eurocontrol released an Airborne Collision Avoidance System (TCAS in North America) training document entitled "Not so fast" in May, offering pilots fresh insight into how their personal flying habits might be causing some apparently bogus Resolution Advisories (RA) in crowded skies. The problem stems from the ability of a modern aircraft to maintain significant rates of climb and descent. That performance trait alone does not cause RAs because ATC plans ahead, clearing other traffic out of conflict's way during altitude changes. But all too often, according to Eurocontrol, pilots are maintaining a high rate of climb or descent until the last possible level-off opportunity. Because computers measure climb/descent rates against the closing rates of opposing traffic, waiting until the last moment essentially fools the technology, often creating an RA because the computer can't predict the pilots' plan to level off abruptly. Eurocontrol is also concerned that pilots believe they know why they're receiving such RAs and often ignore them as nuisance alerts. "In real time," the document outlines, "pilots cannot and should not assess whether the RA is in fact operationally required." Eurocontrol's message: a second RA could well be missed by pilots trying to think faster than the computers.

General aviation aircraft can also cause the same alert while operating below class B shelves. Its been reported that a GA aircraft with a high rate of climb, but still below the shelf, can cause an airliner to receive a RA and if the airliner is on short final near the airport may need to go around. Flying beneath

airliners is never a good idea, flying an “intercept” course is even worse, don’t do it. They can’t see you but their TCAS can.

In the way of miscellaneous notes:

Intrusions continue to be a serious problem with the Goldwater Restricted areas R-2301W, R-2301E, R-2304 and R-2305. We suggest that if you fly south of Interstate Highway 8, be very aware of your position as you will most likely be very close to a restricted airspace boundary. The military is extremely concerned with the significant potential for a serious incident occurring with the rate of intrusions that are happening. Remember, the fighters using these restricted areas are firing live ammunition and simulating air to air combat and are not looking for G/A airplanes. The Air Force is tracking intruders and will be requesting the filing pilot deviations on restricted area violators.

A note of caution when flying into Prescott Municipal Airport. There will be significant airport construction occurring the end of June - first of July, so be sure to check for airport NOTAMs before departure so as not to have any surprises upon your arrival.

With the forest fire season upon us, before departing on a trip over the mountainous areas of Arizona, be sure to check with FSS for any forest fire TFR’s that could impact your flight. Also use extra caution when flying into airports that may be serving fire fighting aircraft. This may include Gateway Airport (IWA)

Deer Valley (DVT) will have the south runway closed some nights and for 5 days in the near future for runway resurfacing.

We are continuing to work with airports around the state, by providing the general aviation user input in the planning process of updating their Airport Master Plans.

Since my last report to you, the NTSB has reported seven aviation accidents in Arizona. Except for one aircraft accident which had a minor injury all the others did not include injuries. See my July Accident Report for a summary of the details.

For places to fly for breakfast on the weekend.

The Coolidge Airport Fly In Breakfast has been suspended for the summer as usual.

The breakfast at Casa Grande Municipal Airport is still being held on the last Saturday of the month. Worth noting, the breakfast is served inside the air conditioned airport terminal.

The event is put on by a Community Service Group to raise funds.



July Accident Report

Jim Timm

In this regular reporting of aviation accidents that have occurred in Arizona, we hope we may be able to learn from mistakes being made and take action to prevent similar accidents from occurring in the future.

For the past reporting period, the NTSB had issued reports for seven aviation accidents in Arizona. One was a landing collision between two balloons without injuries. One accident resulted in a single minor injury and the other six accidents did not result in any reported injuries. The minor injury accident appeared to have been a result of a hard landing.

The following information was taken from the preliminary reports that have been issued by the NTSB and contain only the initial information available and are subject to change and may contain errors. Any errors in these preliminary NTSB reports will be corrected when the more detailed final report has been completed, which in some cases may be a year or more later.

Accident Date; Tuesday, April 10, 2012 (Reported 5/15/12)

Title 14 CFR Part 91 Operation

Location; Sedona

Aircraft; Avian Balloon Magnum IX (2 Balloons)

Injuries; 14 Uninjured

During the process of landing, the basket of one balloon snagged the envelope of another balloon, tearing it's envelope and releasing the hot air. Both balloons landed without injury to the total of 14 passengers in both balloons.

Accident Date; Tuesday, April 17, 2012

Title 14 CFR Part 91 Operation

Location; Oro Valley

Aircraft; Apollo Aircraft Inc. Monsoon

Injuries; 1 Minor Injury

The weight-shift trike ultra light landed on the two rear wheels and the pilot held the nose high during roll out. When the trike slowed down, the nose dropped hard collapsing the nose gear. After sliding to a stop, the trike tipped on it's side substantially damaging the right wing. The pilot sustained a minor injury.

(Closed, factual report)

Accident Date; Friday, April 27, 2012 (Reported 5/22/12)

Title 14 CFR Part 91 Operation

Location; Coolidge

Aircraft; RV-6

Injuries; 2 Uninjured

In the process of demonstrating stop-and-go takeoffs and landings to his passenger, during the second landing roll, the airplane began to swerve to the right, the pilot applied left rudder pedal and pulled the control stick aft. The airplane then ground looped to the left, coming to rest upright. The rudder sustained substantial damage. No pre-impact malfunctions or failures with the airplane were noted that would have precluded normal operation. The pilot and passenger were uninjured.

(Closed, factual report)

Accident Date; Saturday May 5, 2012

Title 14 CFR Part 91 Operation

Location; Heber-Overgaard

Aircraft; Cessna 195

Injuries; 3 Uninjured

During takeoff roll just after the tail came up, the pilot encountered a right quartering tail wind gust and the airplane departed the left side of the runway. The pilot made a correction to the right and the airplane then crossed the runway and a taxi way. To avoid collision with a hangar, the pilot ground looped the airplane, collapsing both landing gear. A post crash fire erupted which consumed the airplane. The three occupants were uninjured.

(Closed, factual report)

Accident Date; Sunday, May 13, 2012

Title 14 CFR Part 91 Operation

Location; Mobile

Aircraft; Beech F33A

Injuries; 1 Uninjured

The student pilot was practicing a series of full stop landings and takeoffs at the Airline Training Center Airport at Mobil. The first three landings and takeoffs were uneventful and the pilot noted the wind was light and required almost no crosswind correction, however some "dust devils" were noted in the general area. During takeoff, the Beech F33A, while accelerating thru approximately 50 to 55 knots, suddenly yawed to the left. Despite the student pilot's inputs, the airplane exited the runway to the left striking several bushes. The right inboard portion of the wing was crushed aft and the right horizontal stabilizer was also damaged. The pilot, sole occupant of the airplane, was uninjured. Post accident examination of the nose gear and steering linkages revealed no anomalies that would have precluded normal operation.

Accident Date; Sunday May 27, 2012 (Reported 6/15/12)

Title 14 CFR Part 91 Operation

Location; Page

Aircraft; Cessna 172S

Injuries; 2 Uninjured

The private pilot was at the airplane controls during the landing approach. Another private pilot was present, acting as safety/lookout. The pilot held the airplane in a yaw during the landing approach, while the safety pilot looked through the rear window in order to monitor another airplane behind them. The safety pilot, concerned that the airplane behind was flying too close, watched as it overflew them during the flare. When the safety pilot then looked forward he noticed that the airplane was still in a yaw condition and not aligned with the runway center line. The pilot attempted to correct the yaw during the flare, but landed with a side load on the left main landing gear, and the airplane veered off the runway. The safety pilot attempted to take control of the airplane, but it continued into the ramp area and collided with two parked aircraft, substantially damaging one of the parked aircraft. No pre-impact mechanical malfunctions or failures with the airframe or engine were reported that would have precluded normal operation.

(Closed, factual report)

Accident Date; Tuesday, May 29, 2012 (Reported 6/14/12)

Title 14 CFR Part 91 Operation

Location; Peoria

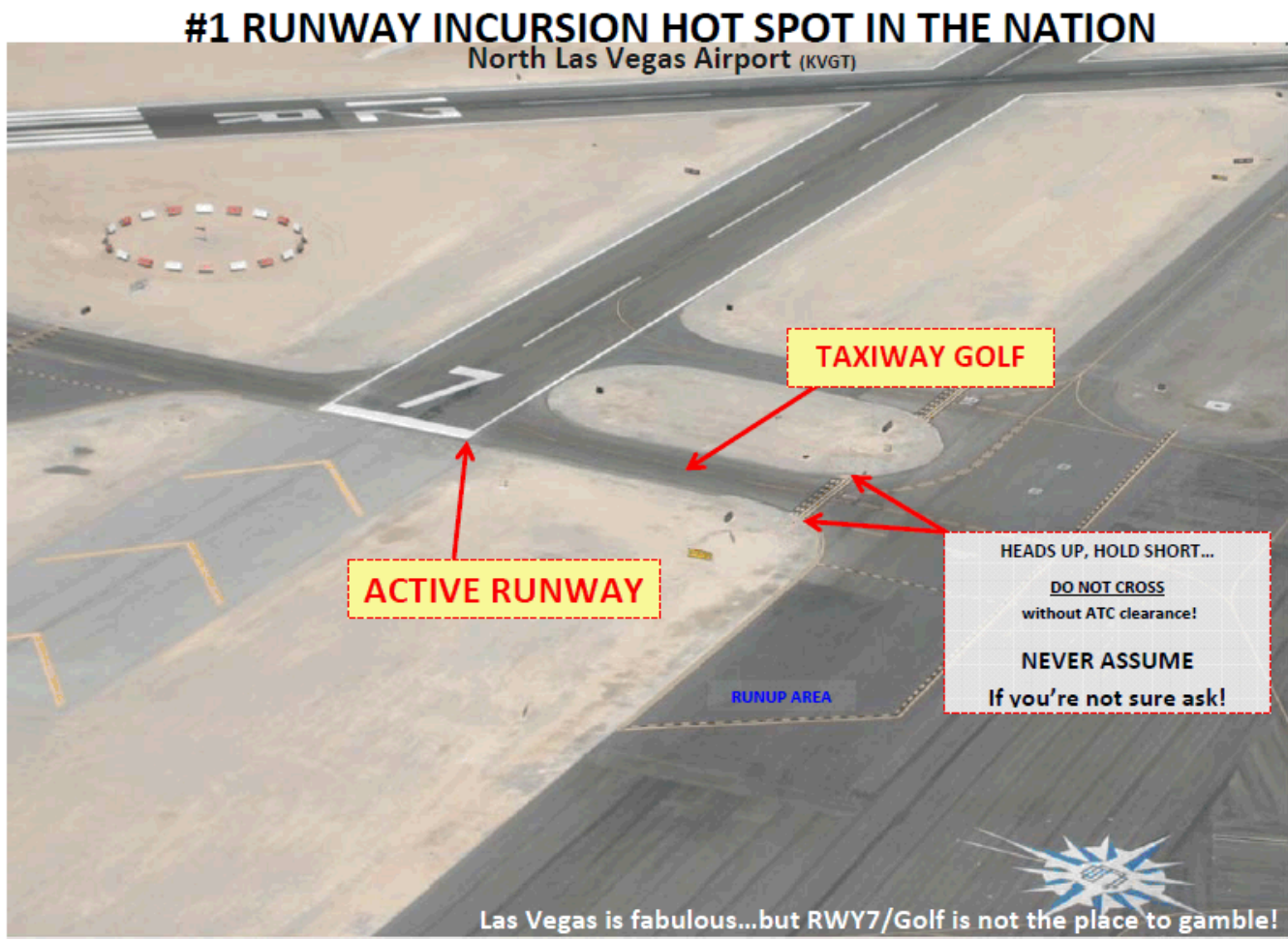
Aircraft; Piper PA28R-201

Injuries; 2 Uninjured

After departing Deer Valley Airport (DVT) the Piper aircraft was substantially damaged about 1030 MST following a forced landing due to a loss of engine power at Pleasant Valley Airport (P48). The private pilot, who was receiving a commercial pilot check ride, was occupying the left pilot seat and the FAA Designated Pilot Examiner (DPE) who was occupying the right pilot seat were uninjured. The DPE reported that while the pilot was performing a simulated forced landing at P48, he was instructed to make a go-around at an altitude of approximately 700 feet AGL. The DPE stated that when the pilot advanced the throttle there was no response from the engine. The DPE instructed the pilot to make an emergency landing on the runway. In landing, the pilot landed long resulting in an overrun, a collapse of the right main landing gear and substantial damage to the right wing. The airplane was secured for further examination.



Las Vegas Incursion Hot Spot



Tucson Hamfest

Lee Unger

TUCSON HAMFEST



AND FLY-IN®



October 6, 2012
Marana Regional Airport
www.tucsonhamfest.com



Safety – A Pilots Pride

Howard Deevers

I didn't make that one up: SAFETY, "A Pilots Pride." I wish that I had, because it is such a good slogan. So, where did I get it? From Deer Valley Airport, Phoenix, AZ. That is their slogan, and it is all over the place in their airport. It seems so simple, yet it is not.

I don't know how they came up with that slogan, but it is prominently displayed in that airport. You can't walk through a door without seeing this slogan somewhere. It is so short but means so much. When you think about it, it makes so much sense.

We as pilots have a much greater responsibility to safety than any other part of the transportation community. The transportation community: driving a car, take the train, delivering in a van or truck, or a bus. Not to make light of those transportation segments; they have a responsibility to safety also.

Why do pilots have a greater responsibility? Because we are always in the spotlight. The public is always looking at us. And, we are such a small part of the transportation system. Believe me, someone in your neighborhood thinks that you are crazy for flying small airplanes, or maybe even for flying at all. That makes us even more responsible for safety.

And, who wants more regulation? We already have more regulations than we care to think about. Most of those regulation came into being as the result of some accident or incident in the past. In order to make pilots, and the public, "Safe" the FAA makes regulations. For the most part, they make sense. Some times we just wonder about them. But it is our responsibility to fly safely and to try to keep from adding any more pages to the regulations.

"SAFETY, A Pilots Pride." Why wait two years for that flight review? Why not get into the WINGS program and get a new phase of the WINGS every year, or even more often. Fly IFR? Fly with an instrument instructor every 6 months to keep current, and stay sharp. Those skills can save your life. At the next **Arizona Pilots Association** Safety Seminar, bring a "wingman." Bring a friend that has not attended a safety program, or been in the WINGS program.

Check the [APA website](#) for seminars and other activities. There are several fly-in events planned. These are fun events, so bring your "wingman" and we will see you at the airport.



Back Country Schedule

Tommy Thomason

- July 21 - Pleasant Valley International (Young) Fly-in / work party to erect shade pavilion
- September 29 - AYA (American Yankee Association (Grumman))/ APA joint fly-in to Payson
- October 5 - El Negrito fly-in hosted by the New Mexico Pilots Association
- TBD - El Tiro Fly-in
- TBD - Vulture Mine Fly-in with side trip to Wickenburg
- TBD - Grapevine fly-ins and work groups
- TBD - Pleasant Valley (Turf)
- TBD - Pleasant Valley International (Young)
- And more as the Back Country Committee works on the 2012/2013 schedule. We need volunteers to help host some of these events. Contact Tommy Thomason tethomason@cox.net or Mark Spencer mspencer@theraf.org



2012 Safety Program Schedule

Fred Gibbs, Safety Seminar Director

ARIZONA PILOTS ASSOCIATION	
SAFETY PROGRAM SCHEDULE FOR REST OF 2012	
MONTH	LOCATION
JUNE 30	FLG
JULY 14	FFZ
AUG 11	PAN or PRC
SEPT 15	ST. JOHNS/SPRINGVILLE
OCT	COPPERSTATE
OCT. 13	SAN MANUEL or ?
OCT. 20	FLG or SEZ
NOV 10	MARANA/CASA GRANDE
DEC 8	SDL
<p><i>Watch for the FAASAFETY.GOV announcements to register for these programs, or go to WWW.AZPILOTS.ORG , or just simply show up!!</i></p> <p><i>For more information, contact Fred Gibbs @ fredgibbs@npgcable.com or 928-266-0112</i></p>	
UPDATED 6-15-2012	

Wings Safety Program

Fred Gibbs, Safety Seminar Director

WINGS SAFETY PROGRAM

SATURDAY, JUNE 30, 2012
WISEMAN AVIATION HANGAR
10:00AM to NOON



*NEW MEDICAL
CERTIFICATION
REQUIREMENTS
&
STAYING HEALTHY
by
Dr. Neal Mogk, AME*

plus
**An update on airport operations
by Barney Helmick, ARPT MGR**

Hosted
by
Wiseman Aviation



ARIZONA
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EAA Chap. 856

An Arizona Pilots Association Safety Program

Phraseology Versus Plain Language

Barbara Harper, ATP CFII MEI LRJet

From The Empire's Library – Aeronautical Information Manual

For Freddie and Howard who are dedicated to the pursuit and solution of one problem – correct aviation phraseology



No one wants to be on the wrong end of the microphone when mistakes are made. Do you have the courage to shatter the stigma of phraseology literacy and cultivate a clear vision by listening and responding correctly? How can we as pilots clear the way and focus on improving our phraseology? There are many resources available, but the best one is the pilots' operational bible – the Aeronautical Information Manual. Lists of the fundamental phrases are contained in this bible, pilot/controller glossary. Then why oh why do pilots still garble their transmissions with such things as roger-huh-over and out. For some, World Wars of I and II never ended! In fact, one of our most used phrases today is not included in the glossary, "Go ahead, make my day."

Like flying, how does a pilot maintain proficiency in phraseology? According to ICAO, (International Civil Aviation Organization) "pilots and air traffic controllers need sufficient language proficiency to manage all of the potential requirements of communications, which can range from routine situations to circumstances not addressed but the limited phraseologies, as well as non-routine situations and outright emergencies."

Verbal communication between pilots and air traffic controllers directly affects air transportation safety and performance. Communication errors in aircraft operations can have irreversible consequences and contribute to runway incursions, accidents, and loss of life. Accordingly, proper and effective application of communication skills by pilots and air traffic controllers is an important element in reducing the risk of misunderstandings that can result in disastrous crashes. Pilot and air traffic controller communities have given much attention to improving communications through training by emphasizing the importance of using standard aircraft operational phraseology.

Phraseology is the specialized language used by pilots and controllers to conduct unambiguous and effective communications. Phrases were created to cover the most common and routine situations in air navigation in order to ensure safety in communications. Still though, when facing situations for which phraseology does not exist, pilots and controllers must resort to a more natural language known as 'plain language'. Plain language has recently been defined as the "spontaneous, creative and non-coded use of a given natural language, although constrained by the functions and topics that are required by aeronautical communications, as well as by specific safety-critical requirements for intelligibility, directness, appropriacy, non-ambiguity and concision" (ICAO, 2010: 3.3.14).

Is your phraseology sloppy, non-conformative, unintelligible and plain down right wrong? In order to conform to ICAO language proficiency requirements, pilots and controllers who use English in communication must be at level 4 operational. Level 4 covers comprehension, responses that are usually immediate appropriate and informative, basic vocabulary, along with pronunciation. ICAO has 6 levels of language proficiency standards. Rate yourself on where you personally stand on this scale from 6 (highest) to 1 (lowest)? Level 1: Pre-elementary; Level 2: Elementary; Level 3: Pre-Operational; Level 4: Operational; Level 5: Extended; Level 6: Expert. And, not published, but thinking about establishing, Level 7: Read my lips if you can.

Where Do All The Yellow Lines Go?

Barbara Harper, ATP CFII MEI LRJet

Taxiing comes easy with proper directions – sometimes. Have you ever landed at an airport and forgot to familiarize yourself with the layout? There you are with this schematic in your lap trying to read the taxiways. Almost the same as reading library books sideways. Whoever thought of putting books at an angle so one had to tilt your head to one side, same way. Well, there are airports that need one's attention. One would think that since the runway at the airport goes one way and therefore the taxiways do too. The designer of an airport should be forced to taxi an aircraft before finalizing the final draft of a taxiway. Do they realize that signage is not everything? Colors are standard yellow on the taxiway with contrasting signs with blue lights at night. But, there are many different colored taxiways...dark black, beige, brown, and many shades of gray and some with hints of green. What gives, no standardization?

The sun takes a toll on yellow lines. In the Southwest mid-morning one is unable to see taxi lines and sometimes even the white runway lines. Just think, paint makers alert yourself to making a lot of money if you could design a paint that is visible during these times. No one has so far. I often thought copper, a very tenacious metal and best conductor of heat and electricity, could be used instead of paint and possibly to light the taxiway at night. Now, maybe that is too easy a solution because airport management looks at something liquid to be painted for taxiways and runways.

In the same way, who decides the composition of a taxiway; engineers, airport management, construction crews? Is there a published recipe available? Why are some taxiways better than others? I bet at your home airport every aircraft owner knows exactly where all the cracks in the taxiways are located. Perhaps the Part 139 people (airport certification, movement area inspection) should develop their own signage with arrows pointing to the deteriorating asphalt. My suggestion for their signs would be to engage the hieroglyphic alphabet. The letter "S" in hieroglyphics is shaped like a walking cane. That should be sufficient notification that a crack is ahead on the taxiway and one might need crutches if crossed.

Meanwhile, what about these Hold Lines? The separation between the runway and the taxiway might be half the length of your aircraft when exiting. What does one do? You want to do the right thing but the Air Traffic Controller tells you they are unable to clear aircraft for takeoff because your tail is still on the hold line and might be considered an incursion. Then, the hard part comes. Where does one get off the main taxiway? Have you ever seen a sign "Gas Here" or "Restrooms," even "Food." Maverick and Goose would have the need for speed at this point. How come the FAA does not consider these necessities? Of course ground control knows everything and they will guide you to whatever is needed on the yellow brick road.



Luke Air Force Base Civilian Fly-in

Major Steve Wilinski

Hello from Luke Air Force Base! My name is Steve Wilinski and I'm the Chief of Flight Safety here. Major Ray Naylor is the event organizer for the Civilian Fly-in happening in October.

Here is a quick rundown of the event:

What: Civilian Fly-in

When: October 19-20

Where: Luke Air Force Base

Who: Licensed civilian pilots operating primarily in Arizona

Why: To increase awareness and safety between military and civilian flight operations

Cost: TBD

Here are the details (so far):

First, some background: Luke used to host civilian fly-ins to increase awareness between military and civilian flying operations and also to highlight important issues. It was also an excellent way for pilots from different airports and training centers to meet and network. However, after 9/11 it became next to impossible to fly a civilian aircraft into Luke. The program was discontinued.

For the 1st time since then, Luke is hosting a civilian fly-in. It is open to all licensed civilian pilots. However, we will have to limit the total number of people and the number of aircraft that can land here. Both limits are yet to be determined but attendance will be on a first-come, first-serve basis. Right now, we're hoping to accommodate 250 people and 40+ aircraft.

The tentative dates for the event are 19-20 Oct (Fri-Sat). There is some flexibility for attendees. First, you can either fly or drive in. Arrival will be on the morning of the 19th (Fri). If you drive, you can leave at any time; if you fly, departure options are discussed below.

There will be a BBQ lunch on Friday starting around noon. Lunch will be followed by a series of briefings/forums/discussions- this is the main reason we're all getting together and is the only mandatory event for attendees. The briefings will consist of subjects such as Mid-air Collision Avoidance, Range Management, Approach Control, F-16 capabilities, and desert Survival/Rescue. The forums and discussions will branch off from there.

After the briefings, attendees are free to leave if they wish; there will be a Friday evening departure window. For those who would like to stay, there will be a social hour and dinner at the Base Club. Lodging will be available on base for those that wish to stay until Saturday. Attendees may depart first thing Saturday or take part in some of the F-16 mission-oriented tours and activities.

On Saturday, we will have two groups. One group will have the opportunity to fly in an F-16 simulator and take a base tour. This group will be determined by lottery and will be small (approximately 30 people) based on the simulator limitations. The other group will take a bus down to the tactical ranges in southern Arizona and will see what the operations down there look like. Unless attendees would like to arrange their own transportation, this group will be returning to base around 2 p.m. Regardless of



which group pilots are in, there will be two aircraft departure windows (one in the morning and one in the afternoon).

Logistics and cost are still being worked out. Lunch on Friday will probably be free; Friday dinner, lodging, and Saturday meals will be paid for by attendees. There will be no parking fees but we're still working the fuel and maintenance issues.

We would like to start getting the word out now because registration should start sometime in the next two months. We have to start it early for logistics planning and because background checks must be accomplished for everyone attending.

WHAT I ASK OF YOU:

Help us get the word out! Please review the attached spreadsheet for accuracy: most of it we got off of the AZDOT website. Also, please let me know the approximate number of pilots that use your airport on a regular basis (I'll let you define "regular").

After we start solidifying the plan, we'll email out flyers and mail posters; all we ask is that you display the material and help disseminate the info. We will work directly with interested pilots for registration and details.

Thank you for your time and help, and please let us know if you have any questions!

Maj Steve Wilinski	cell: 602-384-7612	email: steve.wilinski@luke.af.mil
Maj Ray Naylor	cell: 623-512-7977	email: Raymond.naylor@luke.af.mil



Highest Airshow Record Attempt

Karen Meyer

When: July 4th 11:30 a.m.
Where: Breckenridge, CO
Departure Airport: Lake County Airport in Leadville, CO
Altitude: 10,000 feet Above Sea Level (ASL), or higher

DENVER, CO – In celebration of Independence Day, two seasoned pilots will take to the skies high above the town of Breckenridge in an attempt to break the world's record for the highest airshow ever performed. At 11:30 a.m. on July 4th, Gary Rower and Buck Roetman will streak across the skies above Peak 9 and Peak 10 and begin a dazzling airshow that will include a high-speed slalom race and aerobatic combinations. Performing at elevations exceeding 10,000 feet will present a significant challenge as the plane's engines produce less than half the power they do at sea level.

Rower and Roetman are internationally acclaimed airshow performers and pilots. Between them, they have logged nearly 32,000 flying hours – equating to nearly four years in the air. The July 4th performances will feature a unique two-plane routine that is a dazzling combination of aerobatics performed in very different aircraft. Rower flies a modified 1942 Stearman that boasts a 450 HP engine and nine-foot propeller.



Roetman's plane is a sleek, modified 2003 Christen Eagle with a 250 HP engine. Bringing the two together is a formidable task that thrills audiences and amazes fellow pilots. To capture the attention of the crowd, the pilots will begin with a slalom competition down the ski slopes ... at 150 MPH.

The July 4th pre-show flight plan will be an adventure in itself, thrilling spectators for miles. The planes will take off from the highest airport in North America – Lake County Airport in Leadville, CO – located more than 20 miles from the show site. Gary and Buck will fly along the valley between the Gore and 10-Mile mountain ranges and then pass west of Quandary Peak, which towers at 14,265'. The planes will then travel along the ridge to the top of the ski area, where they will begin their record-breaking show attempt.

The World's Highest Airshow is a joint performance by Rower Airshows and Wild Horse Aviation and is free to the public, thanks in part to the generosity of area businesses. The performance will begin at 11:30 a.m., immediately following the town's parade. The airshow will take place primarily over Peaks 9 and 10, but will be viewable from areas all around town with special VIP seating on the Riverwalk Center Lawn and at select restaurants' decks. Additional festivities and sponsor booths will be available.

More information is available at www.highestshowonearth.com. A full listing of Independence Day activities in Breckenridge, CO is available on the Breckenridge's website, www.gobreck.com. For a preview of Rower and Roetman in action, check out the video coverage from the recent Robins Air Show that took place in Georgia. To schedule an interview with Rower or Roetman or for high-resolution photos or video, please contact Karen Meyer at (303) 757-6718 or Karen@KarenMeyer.com.

Support APA with Stylish Merchandise



APA Merchandise is available at the [APA Web Store](#). You may also contact any APA board member if you have questions or need additional information.



APA Website

Stefanie Spencer

Please visit our [website](#) for the latest information. Leave email for Stefanie: Webmaster@AZPilots.org.

Newsletter Authors

Monthly Deadlines

To dispel confusion, this is a list of deadlines not a schedule. We might achieve these goals early, but we will strive to publish on time.

- 14th Editor reminds “The Team” to submit articles
- 19th Authors submit articles and advertisements
- 22nd Editor submits preliminary draft to President
- 25th President returns corrected draft to editor
- 27th Editor submits final draft and layout to President
- 28th President gives final approval for mass mailing



Contact the editor, Asa Dean:

Newsletter_Editor@AZPilots.org

Advertisements

As a benefit to **current members** you may advertise **aviation related items** that are **owned by you** in the APA Newsletter. Maximum size of the ad is 7 inches wide, 8 inches high. Resizing is at the discretion of the editor. Minimum 12 point font. The following copy-ready formats are acceptable: Text (TXT), Portable Document Format (PDF), Joint Photographic Experts Group (JPEG or JPG), Microsoft Word document (DOC) or Open Office Writer (ODT). Provided that it is a simple layout and you don't know how to produce your own copy-ready advertisement, you may simply include your text and attach picture(s) in an email. Please email your ad to our [membership coordinator](#) and copy the [newsletter editor](#). Advertisements to run more than one month must be resubmitted each month.

APA Membership

If you are not a member of APA you are encouraged to join and help us keep General Aviation available, safe and fun for all. Your support is very much appreciated. For details and to sign up, please visit our website ([click here to join](#)) where you can use PayPal. The dues are \$25.00 per year, per member with additional household members for \$5.00 each, per member per year. Save with the 2-year rate which is \$45.00 or the 3-year rate is \$68.00. If you have questions, [Nancy Benscoter](#) contact by email or call 480-580-0974. Please send your application and check to: Arizona Pilots Association, P.O. Box 61242, Phoenix, AZ 85082. You can also help APA by purchasing some of our logo items, **Caps, T-Shirts and Patches**.

