



OCTOBER 2014

APA NEWSLETTER

You're Cleared for Take off

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APA Newsletter

Double Circle Ranch
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Awareness &
more safety

Arizona Airparks

COPPERSTATE FLY-IN



Jeff Wilson's C-182 over Young, AZ
1976, 300hp, "King Katmai" STOL mod.
Jeff's C-182 is based out of Deer Valley.

APA Wants
to keep AZ
GA Pilots
in the Air
and SAFE!

Join a safety
program today

APA needs you
as a member!



Mike Wilson's Piper Super Cup
departing Double Circle Ranch.
Mike is based out of Deer Valley

You're cleared for take off.....

Each month several writers contributing to this newsletter spend a lot of time trying to bring the readers different perspectives on Arizona aviation as well as safety notes and APA's involvement with several aviation programs. We received quite a bit of feedback on the airparks coverage mainly because not many people had a grasp of the numbers of airparks in Arizona. This month Kit McCloud starts writing about individual airparks.

There's plenty of enthusiasm for the backcountry strips. This month we had a record number of planes at Grapevine (on Roosevelt Lake) for breakfast on Sunday Sept. 21. Earlier this month a task force from Carefree Skyranch sprayed the weeds and mowed them down leaving the asphalt strip looking mighty inviting to any type of aircraft. There's hard surfaced parking on both ends of the runway and plenty of gravel ramp area mid-field for planes with larger tires. I'm told that later in the year the cracks in the surface will be filled in order to preserve this fine strip.

Once again I can't stress enough that the APA needs you to bring the organization up to the challenge of addressing the many tasks at hand facing Arizona pilots. Volunteers are needed and welcomed in several areas of APA activities. Please contact [Tommy Thomason](#) to find out what you can do to pitch in and benefit the APA and yourself.

newsletter_editor@azpilots.org

Brad

President's Report—Oct 2014

Tommy Thomason



Greetings aviators and aviation enthusiasts and welcome to the October 2014 Arizona Pilots Association News Letter. I hope you enjoy some of this month's articles written by our members.

The Arizona flying season has definitely kicked into high gear.

The Back Country folks have already had fly-ins to [Grapevine](#),

[Double Circle Ranch](#), and joined New Mexico at Negrito for a little comradery. Unfortunately the Getaway weekend to Mesa Verde has been cancelled. This Saturday October 4, we have a fly-in / campout to Payson with a potluck dinner and some music around the campfire. **(Don't forget that [Payson Airport](#) is closed this week Monday through Friday from 7am to 545pm).**

A number of other aviation groups are in full swing with their breakfast fly-ins and activities. Check out the [APA calendar](#) for more.

We hope to see some of you at the [Copperstate 2014 Fly-in](#) at Casa Grande on October 23 – 24. As always, we are in need of volunteers to help staff the joint APA and RAF booth for periods of time during these three days. Please call me if you're interested in participating; all help is welcomed. (Or email tethomason@azpilots.org)

Staff needed for the Joint APA/RAF Booth at the Copperstate 2014 Fly-in at Casa Grande on October 23 – 24

Have Fun, Fly Safely,

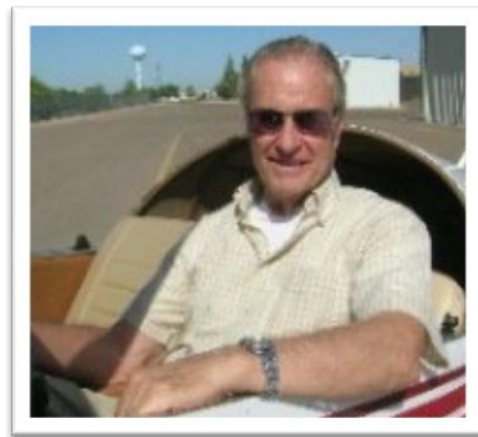
Tommy



Executive Director's Report

Jim Timm

October 2014



It looks like, and in the mornings, it's beginning to feel like fall is coming with expectations of getting back, once again, to enjoying more pleasant flying weather.

Just ran into this information that should be chilling for a young person that wants to become an Air Traffic Controller as an occupation. As pilots, we want that Air Traffic Controller handling our flight, be it VFR or IFR, to be the best of the best. We want to have a controller that is not only competent, but interested in what they are doing. Our safety can often depend on this assurance, and yet it appears that the FAA would prefer to have "work place diversity" take precedence.

Two Illinois congressmen have introduced legislation that would force the FAA to abandon a controversial new recruitment process to fill an anticipated 10,000 air traffic controller openings over the next 10 years. Republican Rep. Randy Hultgren and Democrat Dan Lipinski introduced the Safe Towers Act. The bill, if passed, will force the FAA to go back to its long-standing recruitment policies favoring graduates of col-



lege air traffic control training programs and ex-military controllers over off-the-street candidates. This abrupt change in the policy left graduates of college programs figuratively standing in line with untrained candidates for jobs they would normally have had first crack at. Hultgren claims the new hiring practices have "threatened the safety of passengers" and caused "unjust economic injury to qualified candidates" who paid for education with the expectation of having an inside track to a controller job. "The Safe Towers Act is targeted at making sure we have the best and brightest in our control towers," Hultgren said.

The new FAA process starts with a "biographical questionnaire" that seems to emphasize self-esteem and personality traits. Many college graduates who've passed the ATC course say they've failed the biographical quiz and their education is wasted. Although the FAA denies it, critics say the new metrics are designed to increase diversity in the ATC ranks, which are dominated by white males. The bill would scrap the questionnaire and reinstate the college and military pipeline system. It would also create an advisory committee to advise the FAA on ATC training.

MISCELLANEOUS ITEMS

Many airports around the state are still having numerous construction projects underway this fall, so be sure to check NOTAMS before your departure for possible destination airport operational restrictions. An example is Phoenix Gateway Airport which is expected to still have some of its construction projects continuing on into the fall.

Falcon Field (FFZ), has just completed its RWY 4R - 22L overlay project. It's a new runway, so check it out before the students attempt to put some hard landing dents in it. For those flying in at night, the 2 light PAPI has been replaced with a 4 light PAPI on 4R & 22L, and also there are now guard lights at all taxiways leading onto a runway. Starting this month, the ramp in front of the terminal and Executive Aviation will be undergoing major rehabilitation. So if you want to use the self-service fueling, use caution and check the latest NOTAMS for FFZ for the next month.

Continued

MISCELLANEOUS ITEMS (Jim Timm's Report)

For those concerned about the new FAA Policy clarifying what can be stored in hangars, the FAA has received more than 1,000 comments about its proposed policy regarding the non-aeronautical use of airport hangars. In response to the flood of comments and extension requests from the aviation community, the FAA extended until October 6, the comment period for the [proposal](#), which states that hangars are to be used only for storage or maintenance of aircraft. The push is on to get the FAA to recognize homebuilt aircraft construction as an aeronautical activity. EAA is urging the FAA to replace the term "final assembly of aircraft" as a protected aeronautical use to a more general "active assembly of aircraft." Comments can be submitted online citing docket number FAA-2014-0463 on [Government-wide rule making website](#):

We are still getting notices that GPS Interference testing is occurring. Unfortunately, we are continuing to receive these notices only a few days before the testing is to take place, thus making it impossible to provide you with a timely notification. Last month there was testing happening at Betty and Las Vegas, NV; Hector, CA; and Yuma, AZ. Tests at any one of these locations have impacted significant portions of Arizona. Because of all this testing that is taking place, I find it difficult to believe that some of you haven't encountered anomalies at some point in receiving a GPS navigation signal. If you do encounter inflight problems with getting a useable GPS navigation signal, it is important that you contact ATC, providing the date, time, location, and altitude the problem is noted, and please advise the APA also.

We all need to be concerned about aviation safety and in the last reporting period, while it had improved from last month, it still was not as good as it could be. From the National Transportation Safety Board (NTSB) records, there were three accidents that occurred in Arizona during the last reporting period. Fortunately, none of them resulted in fatalities. One accident resulted in one serious and one minor injury, one accident resulted in no injuries, and one reported accident was devoid of any accident details. To save lives and reduce severity of injuries, APA has been a strong proponent for the use of shoulder restraints. The accident this month that did not have an injury associated with it is an excellent example for shoulder restraints. In this case, the aircraft sustained substantial damage to the entire airframe, and while the aircraft was of very rugged design, which minimized the potential for serious injury, the pilot had to be well secured within the airplane to prevent any injury from occurring. Please take this as another example, shoulder restraints are worth the time and cost for their installation. How much is your life or serious injury worth? This month's aircraft accident information is contained in my October Accident Report.

APA continues to work with several airports around the state providing the general aviation user perspective in the process of updating their Airport Master Plans. The latest ones in process are for Deer Valley Airport (DVT) and Sedona (SEZ).

THINGS TO DO - PLACES TO GO FOR BREAKFAST

The first Saturday of the month fly in breakfast at Coolidge Municipal Airport (P08) restarts this month, October 4.

The Falcon EAA Warbirds Squadron Breakfast is on the third Saturday of the month and will be restarting on October 18. Breakfast will be served from 8:00 to 11:00 AM.

The third Saturday of the month there is a fly in breakfast at Benson (E95) at Southwest Aviation. (Often there have been very special fuel prices for breakfast attendees.)

The last Saturday of the month there is a fly in breakfast at Casa Grande Municipal Airport (CGZ) that runs from 7:00 am until 10:00. The breakfast is inside the air conditioned terminal building.

(The Casa Grande and Coolidge fly in breakfasts are put on by a service group to raise funds for community service projects.)

Check out the [APA Calendar](#) for weekend places to fly.

Jim



Double Circle Ranch NPLD 2014



Mark Spencer

We could not have asked for a better weekend, crew, or site for this year's National Public Lands Day event with the U.S.F.S. The weather was cool and moist, and we all enjoyed the shelter provided by the lodge building during the Saturday night thunderstorms. There were no incidents, accidents, or even complaints.

There were nine aircraft total, with about twenty-two folks including ground support of FS and locals that came to support the work. Local ranchers Jean and Erik Schwennesen, Jacob Connor from the old 4 Drag ranch, and Dave from the former Double Circle (modern day) showed up. Jean was also playing the role of FS volunteer coordinator. Local ranchers also sent over gas grills, generators, and necessary heavy or large tools. Cub Crafter's AZ dealer and pilot Rick Bosshardt drove from Phoenix to provide much of our heavy hauling and food, and man did we eat! We were blessed with a special gift from Ron Keller of the New Mexico Pilot's Association and NM DOT Aeronautics Division, a full dinner of homemade green chili brats ferried over from NM by a Colorado pilot Steve and his two children.



Double Circle Ranch airstrip and parking area with tents.



Main Lodge. Bringing in the new 3" juniper counter top



Breakfast at sunrise on the main lodge patio.



Quiet time under the wing reading the APA Newsletter



Rick Bosshardt soaking up the sunrise



Installed juniper slab counter top



Main lodge. New door hung last year by APA



Saturday evening fixins orchestrated by Rick B.

We got everything we had planned completed, and then some! We oiled both the lodge and the bunk house exteriors using the FS recommended blend of linseed oil, wax, and thinner, cleaned both structures completely, and installed the incredibly beautiful new countertop that Micah had milled for the project, a 3 inch thick solid alligator juniper slab which took the lodge structure back another 50 years in time. We'll be heading back in a week to seal it and protect it from spills and such. You'll have to see this for yourselves, and we sure hope to see all of you at the ranch one of these days soon. We re-stood a huge juniper fence post at the gate leading to the airstrip, and mowed much of the parking area for aircraft. We oiled the floors of the bunk house and cleaned up trash left behind by other campers. We removed the new front door and trimmed its bottom so that it closes properly, and completed several other jobs I am forgetting.

We had 17, maybe 19, I lost track, spend both Friday and Saturday night with movie night in the lodge Friday night. We had some great thunderstorms on Saturday night, but were happily tucked away in the lodge building.



Lodge's out-buildings and "Top Cub Tower"

Stay tuned for upcoming events at the ranch as we work on getting approval for a window replacement project this winter and the new porch roof at our April 3rd thru 5th fly in at the ranch!

We have many very excited pilots and locals already looking forward to the next project!

Mark



AZ Aviation Accident Summary

October 2014

By Jim Timm

The following are the preliminary NTSB accident reports of the most recent reported aviation accidents that have occurred in Arizona, and we will try to use the information to develop safety programs and briefings that will help all pilots to learn from the mistakes being made by others, and thus take the necessary action to prevent similar accidents from happening. Because the NTSB extended the time permitted for investigators to issue a preliminary accident report from 30 to 90 days after the accident, it continues to be challenging to be able to develop the most timely safety programs to reduce accidents. It requires digging back much deeper into the records each reporting period to gather missing information for safety program development.

This past reporting period has been a relatively good one from a flight safety standpoint. Since our last reporting period, there have been three accidents reported and very fortunately, none of them resulted in fatalities. One of the accidents resulted in one minor and one serious injury and one accident resulted in no injuries, and once again, one reported accident was devoid of detailed accident information. The accident that occurred on Sept. 9th was with an Agricultural Applicator airplane, and while the aircraft damage was substantial, the pilot was uninjured, thanks to rugged aircraft design. But still, to be uninjured, the pilot had to be well secured in the airplane. Although the accident information available to us was not detailed enough to tell us if he had a shoulder restraint installed or not, you'd be assured he did because of his normal operational risks. Please take this as another example, shoulder restraints are worth the time and cost for their installation! Look at it as a relatively inexpensive one time insurance premium against serious injury or death.

Based on information available when this report was prepared, the reported accidents are as follows;

Accident Date: Wednesday, August 13, 2014

Report Dated August 29, 2014

Title 14 CFR Part 91

Location: Lake Montezuma

Aircraft Type: Mooney M20F

Injuries: 1 Serious, 1 Minor

ABORTED LANDING ACCIDENT. [Details](#)

Accident Date: Saturday, September 6, 2014

Location: Mesa

Aircraft Type: Piper PA24-250

NO INFORMATION AVAILABLE

Accident Date: Tuesday, September 9, 2014

Report Dated September 15, 2014

Title 14 CFR Part 137 Agricultural

Location: Buckeye

Aircraft Type: AYRES S2R-T34

Injuries: 1 Uninjured

POWER LOSS ON TAKEOFF. [Details](#)



For Those That Are Aviation-Minded



APA Scholarship Chairman, Dave Fleming, recently spoke to 62 new students from the junior class of the East Valley Institute of Technology (EVIT) in Mesa. EVIT has been the focus of APA's scholarship program for the past few years as it is the only vocational aviation education program in the state of Arizona.



Lou Amadee, EVIT Aviation Program Director, commented that they've developed a triad articulation agreement with Chandler Gilbert Community College (CGCC), ASU and the University of North Dakota (UND). The Aviation Accreditation Board International (AABI) accredits

each of these schools. This partnership offers student's real world training from experienced aviation instructors. This program is unique in Arizona because high school students can obtain more than a full semester of college credits through Dual Enrollment agreements.



The primary goal of EVIT's Aviation Program is to provide an *affordable* means for "aviation-minded" high school juniors and seniors to begin their pathway for an exciting aviation career.

Amadee further stated, "In addition to Flight Training, the Aviation Program offers instruction in Air Traffic Control, Aircraft Maintenance Technology, Unmanned Aircraft Systems Operations and Airport Management."

Students can get a head start towards a two-year Associate's Degree with FAA Certification in Aircraft Maintenance Technology or enroll in one of the four-year college Bachelor Degree programs in Commercial Flight or Airport Management.

Juniors and seniors from any east valley high school are eligible for this program. The current EVIT Aviation Program enrollment is over 100 students from public, private and charter schools in our area, some as far away as Desert Mountain HS.



First year (*Junior year*) students spend one half days, 5 days a week at the EVIT campus learning aircraft systems with lecture and lab work on actual aircraft and sub-system components. Many classes include assembly and disassembly of piston engines as well as visits to active FAA air traffic control towers in the area.



Second year students (*Senior year*) typically spend 5 days a week at EVIT or the college in ground school and flight training.

APA has awarded more than \$3000 to this program over the past year and hopes to continue to grow and develop our Scholarship Program for the Arizona "aviation-minded" youth of today.

Dave



Short Final

The following three articles have content not necessarily the opinion of the APA

KEEPING AN OLD CERTIFICATE LIKE NEW

By Howard Deevers



Everyone likes the smell of a new car, and pilots like the excitement of a new pilot certificate. When we pass that check ride and get our first pilot certificate it is one of the best times of your life. You can now take your family members or friends for their first flight, and you are the pilot in command. It is a great feeling, and it should be.

But just like the smell of that new car, the newness of the certificate wears off. We have taken everyone for a ride, and made a few of those famous “one hundred dollar hamburger” runs. The pilot certificate is not new anymore.

We all know what the regulations say about your certificate: you must take a flight review with an instructor every 24 months. That flight review, by the regulations, consists of one hour of ground instruction and one hour of flight maneuvers. According to the FAR’s you are then current and legal again.

Flight instructors have to do a little more every two years, a FIRC (Flight Instructor Refresher Clinic), which usually consists of 16 hours of classroom instruction and review of FAR’s, and maybe some new stuff thrown in by the FAA. There are several other ways for an instructor to renew their flight instructor certificate also.

There are other ways for the private pilot to stay current, and one of the best ways is any phase of the WINGS, the FAA flight proficiency program. Any phase of the WINGS counts as a flight review, and you can do that any time within the 2 year period and it re-winds the clock for you. If you are not already registered on line with FAASafety.gov, then you should be. There are plenty of free on line courses that you can take and these are teaching new things

that we need to know to stay safe and smart pilots. You will still have to fly with an instructor, but you will find it to be more rewarding than just a flight review.

Something that surprises me is the number of flight instructors that do not know anything about the WINGS program, or don’t promote it, and don’t have any phase of the WINGS on their own. The most common complaint I hear from those instructors is that the FAA website is too hard to work. Sure, old guys like me do have trouble with computers, we didn’t grow up with them, but the younger generation, and newer pilots, have no problem at all. And it looks to me like computers are here to stay, so I had better start learning more about them.



Continued

Some of the other ways to keep that certificate “new” is to get another rating, like an instrument rating or a glider rating. Or, you could join a flying club or belong to one or more of the many organizations like AOPA, EAA, RAF or ARIZONA PILOTS ASSOCIATION. In October we will be starting an IMC Club here in Tucson.

You don’t have to be instrument rated to belong, but it is a great way for instrument pilots to share their experiences and learn from other pilots and their experiences.

I am sure that you have heard that you will not live long enough to make all of the mistakes yourself, so you should learn from the mistakes of others.

I will never forget the words of the pilot examiner that gave me my private pilot check ride when he handed my temporary certificate to me, “Well, I don’t think you will kill yourself, but you still have a lot to learn.” He was right. I have not stopped learning and doing everything I can to keep that old certificate like a new one.

If you have ways to keep your certificate new that I have not mentioned here, let me know. You can send an [e-mail through APA](#) and it will get to me. I want to know what other pilots do to keep their interest in aviation and keep the “new” on that certificate.



Howard



AERONAUTICAL AWARENESS by Barbara Harper



Have pilots been successful in safety awareness? These two words “safety awareness” mean so much regarding everything we do. All of our flying is learned, not instinctive. Aviation has many topics on safety. In the industry, each June the National Safety Council encourages organizations to get involved and participate in National Safety Month. The FAA participates with many programs such as the Aviation Safety Action Program. This program is designed to enhance aviation safety through the prevention of accidents and incidents. There are others such as the Naval Aviation Safety Management and Runway Situation Awareness programs. There are also many private industry safety programs that offer safety tools and consultations for one’s organizational aviation department.

So, why do we have so many different programs for safety awareness? Very simply, because people learn at different rates. For key safety issues, the FAA uses safety communication through the *FAAST BLAST*. This biweekly communicative safety message provides the who, what, where and sometimes the why. There is also the *FAA Safety Team/Safer Skies Through Education* communication. As aviators, we are always searching for answers to prevent future mishaps. Although the National Safety Month is in June, the FAA has a continual educational program of safety standards.

Of interest, the Australian Transport Safety Bureau, counterpart of the NTSB in the United States, reports their aviation occurrence database in three separate categories: quick counts, cross-tabulation and detailed data. From August 2013, to August 2014, there were 6,892 occurrences. Of this number, 185 were serious accidents that were investigated, 6,471 were incidents and 236 were accidents. Just released by the NTSB, there were 1,222 general aviation accidents in 2013. Compared to



Australia, our aviators are minimizing the risks a little better, hopefully through education. Some of these safety risks are severe weather, keeping order and avoiding collisions in congested airspace, and problems with the aircraft or aircraft components. However, some of the lesser known risks are not openly discussed, such as hijacking, forms of terrorism, and airport bombing. Perhaps these are not discussed openly because of the security concepts, technology in use, and risk methodology. Due to the rarity of the latter risks, they are not at the forefront of aeronautical awareness.

Barbara



GAARMS Report—Oct 2014

By Fred Gibbs

According to the latest news out of the NTSB, the total number of General Aviation (GA) accidents fell from 1,471 in 2012 to 1,222 in 2013, an overall decrease of 249. The total number of fatal accidents was 221, with 387 fatalities. For 2013, statistically speaking, the accident rate per 100,000 hours remained flat, or no change from the previous year. So far this year we are seeing a slight increase in those numbers.

Here in Arizona, there have been 9 fatal accidents to date, with 13 fatalities. *GAARMS* also included the fatal accident up in Colorado that involved 3 of our own Arizona-based pilot community. Only 5 of the 9 in-state accidents involved Arizona-based pilots. Thus, if I look at the accident statistics a different way, the Arizona-based pilot community - meaning us - has had only 6 fatal accidents (if I include the Colorado accident) so far this year. That is pretty good... *BUT STILL WAY TOO MANY!!*

GAARMS is aimed at the Arizona-based pilot community, the only pilots we, as an Arizona organization, can reach. Therefore, if one of ours is involved in a fatal accident – anywhere – we include it. Our education programs are aimed directly at the pilot population we can reach, but we still look at any fatal accident within the state to see if we can learn from it. We include this information in all of our safety programs, trying to instill a safety culture in both our membership – ***YOU GUYS READING THIS*** – as well as anyone else we can reach. Pilots who participate in the FAASA-FETY.GOV and WINGS Safety Programs are far safer than those who don't. FAA statistics show that almost every pilot involved in a fatal accident has/had never participated in a safety program. This year there was an exception to that – the July Sedona fatal accident. That young man, a 22-year old newly minted private pilot, was known to have attended our safety programs.

When I look at the 5 fatal accidents that occurred within the state, the causes – my opinion only – are all over the place. An experimental home-built aircraft apparently experienced a “loss of control” issue while on the downwind leg and crashed; a glider experienced a “loss of control” issue on departure under tow; an ultra-lite that had crashed was discovered along a highway; a C207 tour aircraft experienced some form of engine

trouble, turned back to the airport and almost made it, but landed just short of the runway in the soft dirt and flipped over; and a C182 failed to clear the rim of a canyon it was trying to climb back out of, a “controlled flight into terrain” issue – again, my opinion only. The out-of-state accident was also a “controlled flight into terrain” issue – an IFR departure into IMC conditions in mountainous terrain (Telluride, CO) flew into the side of a mountain, with 3 highly experienced pilots on board!

Continued



Does anyone see any kind of a pattern anywhere in here??? This is why finding solutions to the accident rate is so hard. If anything, good solid aeronautical decision making – good judgment calls – is where we need to put the emphasis. It is also very hard to teach!

Loss of control, a real catch-all category, tends to lead the accident cause category, followed by controlled flight into terrain (CFIT) – again, a real catch-all category and, in my opinion, followed, or possibly directly tied to, poor Aeronautical Decision Making (ADM).

Loss of control comes in 3 categories: on departure, in flight, and on arrival (or landing). There are all kind of reports of pilots losing control of their aircraft on takeoff and climb-out, while turning base-to-final in the pattern, attempting a go-around, or encountering IMC conditions in flight, or “hot-dogging” (a low pass to impress friends, a “Watch this” moment, etc.). The causal factors are often more complex than you might think, and almost always not just the result of one thing. Remember the chain of events concept – NO ONE thing causes an accident. It is the culmination of a series of events, and an intervention into any one of those events could have possibly prevented the accident.

I’m reminded of a comment I made to a fellow pilot the other day about fatal accidents. No one wakes up in the morning and says, “I think I will go kill myself in my airplane today!” Well, during my analysis of the fatal accidents for the past 10 years, I found that 2 pilots actually did just that! Could these have been prevented? I think not, and I tend to not count these type of accidents in the GAARMS statistics, but then I do not discount them either. I include them as discussion points to try to educate the pilot population that this is a human condition – it can happen to anyone due to depression, family issues, business issues, etc, and that there is help available if you have such thoughts. Sometimes we do need to be our brother’s keeper.

RULES TO FLY BY: *As a pilot only two really bad things can happen to you:*

One day you will walk out to your airplane knowing that this is your last flight; or

*One day you will walk out to your airplane **NOT** knowing that this is your last flight.*

On an entirely different note:

- Did you know that the FAA is seriously considering NOT extending the contract with the DUAT vendors, i.e., effectively eliminating the DUATS system, as you know it, and forcing you to go over to the Lockheed-Martin Flight Services system?

- Did you know that the FAA is considering completely revamping the Flight Service Station program and practically eliminating weather briefers, forcing you over to self briefing via the internet? (*How good are you at reading and understanding weather reports, interpreting TAFs, winds aloft, area forecasts, TFRs, NOTAMS, PIREPs, etc?*)



- Did you know that the FAA is considering eliminating EFAS (Flight Watch)?

Stay tuned here for information on these as it becomes available!

Continued

As a reminder, you all know that if you leave the vicinity of an airport, you are required by FAR to acquaint yourself with all aeronautical, meteorological and aircraft performance information pertinent to your flight. This includes current and forecasted weather, NOTAMS, TFRs, ATC delays, etc. (check FAR 91.103). In theory, the only place to get the “legal” aeronautical and meteorological information is a government approved site, i.e., Flight Service or the FAA-approved DUATS vendors! The FAA requires you to provide an “N” number to flight Service or have an approved account with the DUATS vendors – i.e., a login and password-identifiable account that the FAA can check to see if you really did get a briefing. For your peace of mind, the FAA only does this if you are involved in some sort of accident. They also check to see if you are a participant in the **WINGS** program.

Should you desire a safety program at your local airport, simply contact APA via our website. You can connect with me through the Safety Program Director, or you can contact me, Fred Gibbs, at 410-206-3753 or email me at fredgibbs@azpilots.org. The Arizona Pilots Association provides the safety programs at no charge. We can also help you organize a program of your choice, and we can recommend programs that your pilot community might really like.



Don't come to a safety program by yourself. But don't just bring your old buddy who always comes with you. Bring someone new, and get your BFF to also bring someone new.

We need you to help us expand our audience, to expand our reach, and to expand that ocean of faces.

Statistics show that the folks having accidents are the ones who don't participate in the WINGS or safety programs, so help us reach out to those folks and pull them in.

Fred

We never complain when a program runs out of chairs!!!

Airparks of Arizona

by Kit McCloud



Sky Ranch Airpark in Carefree, AZ. Taken from Tommy Thomason's C-182 on final for Rwy 6, his home base.

"Caution: Aviation may be hazardous to your wealth..." As promised, I wanted to showcase some of Arizona's many airparks. Where better to start than the very first Arizona airport to offer residents fly-in access? Carefree's Sky Ranch.

At an elevation of 2568 feet, the 27 acre airpark is in a magnificent location northeast of Phoenix, near Black Mountain, where the nearby granite rock formations of the Boulders Resort only enhance the already spectacular Sonoran desert. Built in 1961 as part of a master-planned community by visionary developers K.T. Palmer and Tom Darlington, the airpark predates the 1984 incorporation of the Town of Carefree by nearly 25 years. The airpark boasts a 4037x50 asphalt strip, a well maintained gravel strip, REIL strobe lighting, and both Jet-A and 100LL fuel. There is airport management on-hand at the pilot's center seven days a week.

The airpark is home to a huge variety of aircraft, from ultralights, experimentals, like the Lancair or RV, Cubs, Huskies, Moonies to turbo props like the Platus, TBMs, a beautiful Cessna Mustang... I could go on and on. Even with so many, the pilots at Sky Ranch keep the desert peaceful with self-imposed operating hours of 6am to 11pm.

That peace and the natural beauty of the area has attracted many film celebrities like Lucille Ball and Bob Hope. Hugh Downs landed his antique bi-plane at the airstrip when it first opened. He loved it and so built the first fly-in home, designed by Gerry Jones in 1969. Carefree's Southwestern Studios was built in 1968 just to host the Dick Van Dyke Show. (After being here he refused to return to Hollywood to film.) That peace and the natural beauty of the area has attracted many film celebrities like Lucille Ball and Bob Hope. Hugh Downs landed his antique bi-plane at the airstrip when it first opened. He loved it and so built the first fly-in home, designed by Gerry Jones in 1969. Carefree's Southwestern Studios was built in 1968 just to host the Dick Van Dyke Show. (After being here he refused to return to Hollywood to film.)

There are three types of homes surrounding Sky Ranch Carefree (18AZ):

Carefree Resort and Villas on the northwest side of the runway can easily provide walking access to your hangar or short term tie-down. These homes can be purchased, leased, or rented for business trips or vacations. Full hotel type maintenance services are available, along with a pool and practice putting greens for your enjoyment.

Sixty-three patio homes on the southeast of the runway are located in the private, gated Carefree Airpark Estates overlooking the airpark. From anywhere in the development, you are also just a brief walk away from any of the 119 hangars. There are currently several hangars for sale or lease. Please call (480) 488-3571 if you are interested.

Saving the best for last, the premier hangar homes on Autoplane Drive are breathtaking. These luxury homes are situated on a taxiway/vehicle access road with the Desert Forest Private Golf Club (DFPGC) in their backyard. The DFPGC was recognized by Golf Magazine in the top 100 golf courses in the US. WHOA! Can life get better? Probably not, but it does come at a price. There are currently 3 of these fantastic hangar homes for sale in the airpark ranging from \$950,000 to \$2,650,000... They are listed on many sites on the internet.

The following table lists the airparks of AZ, contact info and a specialized Realtor.

Kit

AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
Big Springs Airpark	Prescott	12	113 RESERVE MOA
Mgr: Peter Hartman (928) 626-7207			
Castle Wells	Morristown	5/10	118 JACKAL MOA
Mgr: Gerald DaFoe (810) 516-9122			
Eagle Roost Airpark	Aguila	85 / 115 (5 acre lots)	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Mgr: John Greissing (928) 685-3433			
Flying Diamond Airpark	Tucson	20/97	118 113
Mgr: Lou Cook (520) 399-3879			
Flying J Ranch	Pima	2/ 28	
Mgr: Howard Jenkins (928) 485-9201			
Hangar Haciendas	Laveen	39 lots w/sep taxi ways	91 RESERVE
Mgr: Scott Johnson (602) 320-2382			
High Mesa Air Park	Safford	/19 (2.5 acre lots)	82
Mgr: Phil DiBartola 928-428-6811			
Inde Motorsports Ranch Airport	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	JACKAL MOA
Mgr: John Mabry (520) 384-0796			
Indian Hills Airpark	Salome	75	MORENO
Mgr: Gerry Breeyear (928) 916-0608			
LaCholla Airpark	Oro Valley	122	
Mgr: Larry Newman (520) 297-8096			
Mogollon Airpark	Overgaard	60	JACKAL LOW MOA
Admin: Cheri Thomas (928) 535-3071			
Montezuma Heights Airpark	Camp Verde	43/44	111 77
Mgr: Glen Tenniswood (928) 274-1233			
Moreton Airpark	Wickenburg	2	
Mgr: Daniel Kropp (602) 315-0323			
Pegasus Airpark	Empire	15/40	
Mgr: Jack @ 1st Svc Res (480) 987-9348			
Pilot's Rest Airpark	Paulden	4/25	
Resident: Dave Mansker 818-237-0008			
Ruby Star Airpark	Green Valley	13 / 74	
Mgr: Wendy Magras (520) 477-1534			
Sampley's Airport	Aguila	30	80 87 85
Mgr: Jerry Witsken (928) 685-4859			
Skyranch at Carefree	Carefree	20	
Mgr: Tommy Thomason (602) 708-2040			
Stellar Air Park	Chandler	95/105	
Mgr: SRUA, Inc. (480) 295-2683			
Sun Valley Airpark	Fort Mohave	55/107	
Mgr: Jim Lambert (928) 768-5096			
Thunder Ridge Airpark	Morristown	9/14 (on 160 acres)	79
Mgr: Craig Elg (623) 388-0001			
Triangle Airpark	White Hills	115 acres	101
Mgr: Walt Stout (702) 202-9851			
Twin Hawks	Marana	2/40 (4 acre lots) on 155 acres	LOWSTONE C MOA
Mgr: Tim Blowers (520) 349-7677			
Western Sky	Salome	all 200 acres for sale	
Mgr: Mr. Hauer (877) 285-0662			
Whetstone Airpark	Whetstone	5 / 12	87 79
Mgr: Brian Ulmer (520) 456-0483			

Payson Fly-In/Camp-Out

Saturday October 4, 2014

Pot Luck Dinner , Dutch Oven
Cooking, Hamburgers
(bring your favorite dish)



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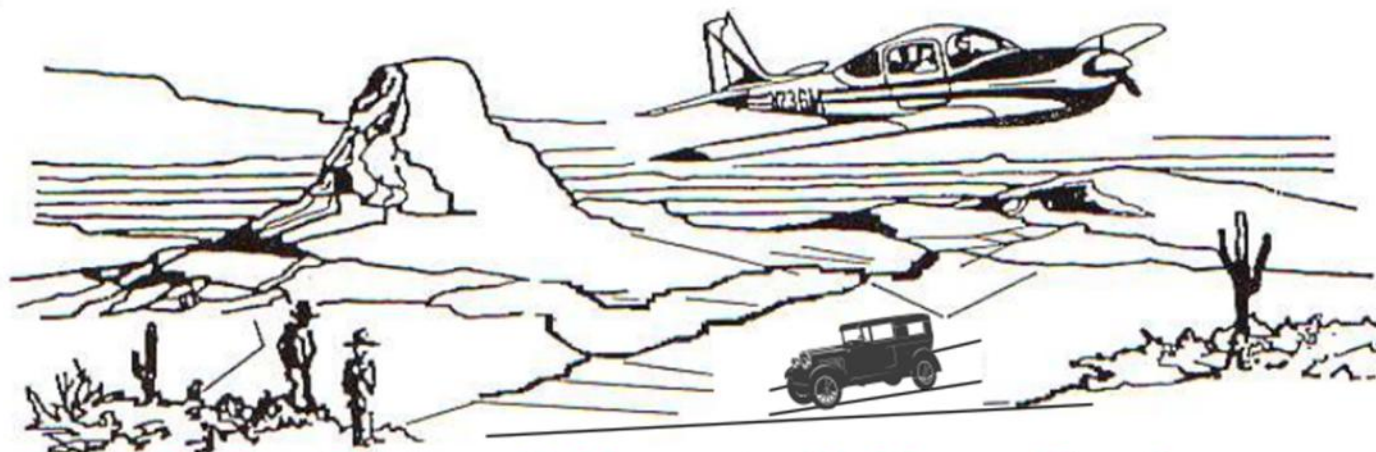
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Car Show ↔ 9:00 A.M. TO 12:00 P.M.

"Lion/Lioness Club Lunch Stop" ↔ 10:30 A.M. to 12:00 P.M.

ACTIVITIES FROM 7:30 A.M. to 12:00 p.m.

NO PETS

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For more information contact the WICKENBURG CHAMBER OF COMMERCE

www.wickenburgchamber.com (928) 684-5479

events@wickenburgchamber.com

Sept Fly-In Results

Double Eagle II, Albuquerque, NM —Sept. 6, 2014

Since the APA Newsletter posted the announcement for this fly-in in its Sept issue, we thought we'd publish some of the activities and photos from this event. Beautiful day in high country with blue skies and some puffy clouds. There were static displays by ultra light and glider vendors as well as law enforcement helicopters operated by the local police. There were a couple of solo fliers showing their flying skills in fly-bys as well as the RV team of 5 performing formation flying with smoke. This was impressive; the fact that the pilots have practiced and performed formation flying at other events. I wouldn't encourage this for the untrained or faint of heart because it takes a lot of planning and practice. Great job by these pilots!

AOPA had a presence and interacted over a live mike with the attendees in Q&A sessions covering several subjects. There were also several mini-training sessions on various topics.



Grapevine Airstrip Cleanup

17/35 @ 2326' on Lake Roosevelt 3800 x 40

This airstrip is one of APA's responsibilities to maintain in return for using it for fly-ins on the third week of each month as mutually agree with the Forest Service. The 3800x40 tarmac strip has a solid base, but over time it shifts and cracks and creates a opportune location for weeds to proliferate. In early Sept APA team members brought weed spray and treated the temporary two feet high leafy intruders. Two weeks later more APA members mowed the weeds flush to the tarmac and cleared the entire strip making is very inviting to the several visitors on Sunday morning Sept 21 to fly in for breakfast. Nearly 10 planes from all over AZ joined in the fun on this gorgeous morning. The week-end event was hosted by Mike Andresen who prepared the site with sun shades and served hot coffee and bagels to the visiting pilots. Later on in the year when the temperature settles down the APA will have all the cracks professionally filled in preparation for a seal coat. Thanks to the diligent work of APA and RAF members for making this possible.



"The Spray Team" L to R, Brad Lawrence, Kit McCloud, Rick Bossardt & Tommy Thomason

An advertisement for Southwest Building Solutions. The top half of the ad shows the interior of a large, high-ceilinged metal building with a red steel frame. Two small, white and blue aircraft are parked on the floor. The bottom half of the ad is a dark grey banner with white and yellow text. On the left is the Southwest Building Solutions logo, which includes a circular emblem with 'shs' and the text 'southwest BUILDING SOLUTIONS'. To the right of the logo, the text reads 'TURNKEY METAL BUILDINGS' in large, bold, white capital letters, followed by the phone number '623.505.3179' in the same style. At the bottom right, the website 'WWW.SOUTHWESTBUILDINGSOLUTIONS.COM' is listed in white capital letters.

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...more Double Circle Ranch photos.



Relaxing at the camp site



Double Circle Ranch main Lodge



Mark Spencer cutting the lodge counter



Rides for local guests from the APA

Events around the State

Become a Flying Samaritan Oct 4—Dennis Gerlach, 602-809-2209. 7330 N. Dreamy Draw Dr. Phoenix, AZ
Coolidge Fly-In Breakfast—Oct 4 8:00am-Noon Sponsored by the Coolidge Lion's Club
Payson Fly-In / Camp-out—Oct 4 and Oct breakfast. Pot luck / dutch oven cooking, campfire music
Wickenburg Fly-In & Classic Car Show Oct 11—7:30am—Noon Julie Brooks 928-684-5479
DVPA Flying Poker Run Oct 18—Deer Valley, Wickenburg, Prescott, Cottonwood. www.dvtpilot.com
Copper State Fly-In Oct 23-25 Casa Grande Airport. APA volunteers needed.
Verde Valley Flyers Saturday Coffee & Doughnuts 8:00-10:00 Cottonwood, AZ

APA Website

Please visit our website for the latest information.

www.azpilots.org A great resource for APA's work in the state, archived newsletters, current events, APA's continuous work with legislators, a calendar of activities, and more.

APA is a completely voluntary organization. It survives on membership dues and sponsor revenue. One of the highlights of the organization is the Website. Stefanie Spencer manages the complete Website on a continuous basis. Leave email for Stefanie:

Webmaster@AZPilots.org.

Newsletter Contributors

Article Deadline

- 20th Editor reminds "The Team" to submit articles
- 25th Authors submit articles and advertisements

Contact the editor, Brad Lawrence:

Newsletter_Editor@AZPilots.org

For anyone wanting to contribute to this newsletter please submit your writing in an email file along with photos and captions (separate files). The APA would like to publish information about what's happening in your area of Arizona. Subject matter could range from regulatory issues to new places to eat (or old places) to airport management to safety. Of course the APA would like to know about any political activities that could potentially compromise Arizona's pilots or its airports.



Stefanie Spencer— Webmaster



New pilots welcomed!





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), Rich Text Format (RTF) 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 both the webmaster and 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. Please visit our website for details and where you can join APA, If you have questions, please go to our website's contacts web page where you can send an email, see our mailing address or contact us by telephone. You can also help APA by purchasing some of our logo items, **Caps & T-Shirts** .

Volunteer 501 (c) (3) Organization

The Arizona Pilots Association (APA) is an all volunteer 501 (c) (3) organization. The articles you find in our newsletter are written by volunteers and do not necessarily reflect the opinions or position of the APA. Nor have they been vetted for technical accuracy.



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