



DECEMBER 2014

APA NEWSLETTER

You're Cleared for Take off

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***Happy Holidays
Fly Safely!***



The Last Words for 2014

Leave your stress
on the ground!

Writers needed
for the APA
Newsletter

APA needs you
as a member!

www.azpilots.org

What's wrong in
the picture below?



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

Beautiful weather and so many things to do this time of year. We just finished the Thanksgiving holidays and are now looking forward to the end of the year holidays. More delicious food and more denial. For some of us this is an enjoyable time of the year to spend with friends and family, but it can be a little stressful on occasion. Leave your stress on the ground and make sure you have a clear mind when jumping into the skies.

We have a delightful APA Get-Away Flight next month that you don't want to miss. It's an overnight trip to [Death Valley at Furnace Creek, CA](#). There are many new experiences to be had at this venue. Over the years I've had the pleasure of visiting this place over a dozen times and was always glad I made the trips. Check out the article on page 29 of this newsletter to get the full details.

It's coming that time again to the end of the year which gets us thinking about taxes, annuals, bi-annuals, condition inspections, medicals, registration, gift giving and many other important duties in our lives. Don't be down on aviation even though it may be pricey. Think about what inspired you to get involved with flying machines at the very beginning. I'm sure your flying accomplishments are many and you have several cases and circumstances to discuss with your flying buddies, but there are many more out there to experience. If you're a nosedragger pilot you should give some consideration to teaming up with a taildragger pilot and sharing rides and vice versa. Or maybe try sitting in the backseat to enjoy a new perspective throughout the duration of a flight. It's not all learned with the stick/yoke in your hands. Give that some thought.

Once again I'd like to make an appeal to those readers who have some unique or informative news, to write it up and send it to me for publication in the APA Newsletter. We have had a few guest writers in the past months that have sent in their words and shared them with APA members. I would be more than happy to work with you on the editing side. I really enjoy collaborating on these various pieces. It doesn't have to be a certain length as demanded by your English teacher, it merely has to convey some meaningful ideas and/or experiences. Thank you in advance for submitting.

newsletter_editor@azpilots.org

Brad

President's Report—Dec 2014

Tommy Thomason



Welcome aviators and aviation enthusiasts to the December 2014 issue of the [Arizona Pilots Association](#) Newsletter. We've had a month of great weather and aviation activities. We've had lots of fun at the 2014 Copperstate Fly-in at Casa Grande, with several [FAASTeam](#) forums, and have met many new friends. The backcountry fly-ins to Grapevine and Pleasant Valley (Young) gave pilots an opportunity to get out of town and hang out with many other like minded pilots. Breakfast fly-ins to a number of our state's other airports are in full swing with discount fuel at some for those who participate. Most of our winter visitors are back with their airplanes to enjoy our mild winter weather. We've seen planes from Alaska put their pontoons away, put on wheels and fly down. A number of Canadian visitors as well as pilots from Washington, Montana, Wyoming, Idaho, Minnesota, New Hampshire, and several other states have joined us on some of our fly-ins. It is really exciting to see so many pilots able to get out and fly safely. You will find a number of articles this month related to safety, our fly-ins, and other activities the Arizona Pilots Association is engaged in to be "The Voice of Aviation in Arizona." I hope you enjoy, and as always, we appreciate your feedback!

Have Fun and Fly Safe,

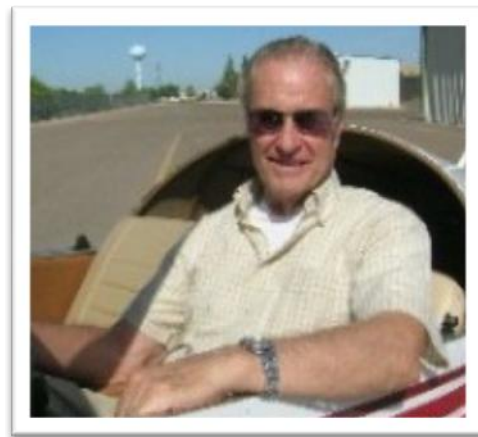


Executive Director's Report

Jim Timm

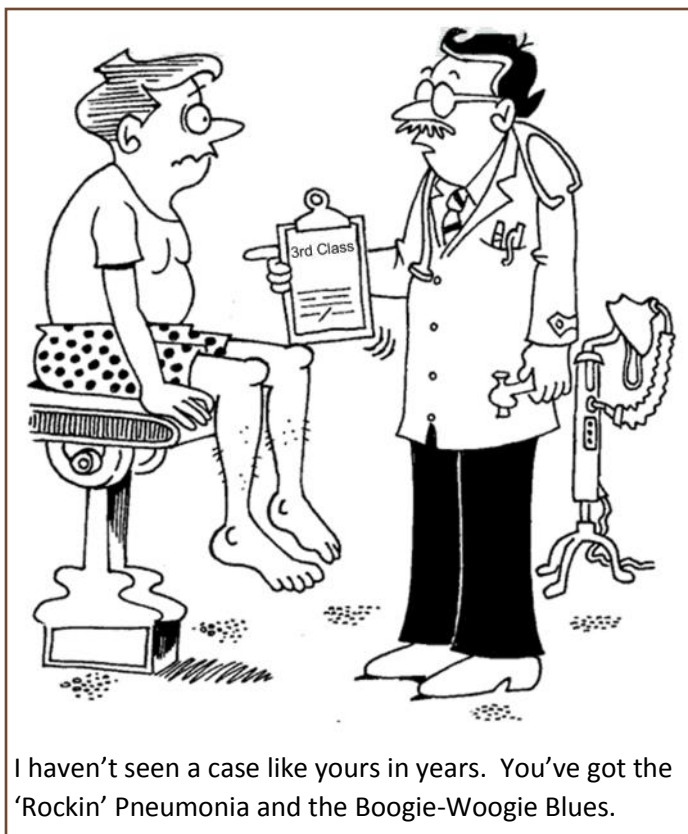
December 2014

The cooler winter temperatures have been providing some great flying weather and improved airplane performance, and I hope it will improve pilot performance, also. Watch out for icing when flying in the northern parts of the state. Here is wishing all of you a happy holiday season and safe flying.



Unfortunately, it appears that the FAA plans to revise the 3rd class medical is getting bogged down in the process and it's becoming rather questionable when, if ever, it will make its way thru the system and become available for comment in the form of an NPRM. It's becoming

rather evident that if a change is going to happen, it will have to be by way of the legislative route. It appears that the AOPA and EAA are getting prepared to make a push to go the legislative route to get something to happen. The current legislative session is coming to an end; however, there is considerable optimism that the same General Aviation Pilot Protection Act bills will be reintroduced again next year with considerable support in both the House and Senate. Be prepared for the start of next year. We need to be prepared to get letters off to all of our legislators in both the Senate and the House to get their support for the upcoming Third Class Medical legislative bills that will be presented. Everyone's support will be needed!



I haven't seen a case like yours in years. You've got the 'Rockin' Pneumonia and the Boogie-Woogie Blues.

MISCELLANEOUS ITEMS

NOTE, we have been advised that the Luke RAPCON will be closed during the long holiday weekends. (Thursday thru Sunday)

Many airports around the state are still having numerous construction projects underway this winter, 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 winter. In the Phoenix area, you can be assured that as we get closer to Super Bowl and Pro Bowl time, all projects will be cleaned up and everyone will be ready for the anticipated rush of jet traffic bringing people in for the games. Remember, there will be a 10/30 nm TFR in place for both games. I would suggest planning on not flying the weekend and the following Monday morning after the two games. The ramps and airspace around Phoenix could get pretty congested.

Continued



MISCELLANEOUS ITEMS (Jim Timm's Report)

The decision has been made that the Airport Surveillance Radar (ASR) antenna at IWA will be relocated to a site at Rittenhouse, a former emergency airfield for Williams Air Force Base. Presently, the ASR antenna is located where IWA wants to construct their new commercial air carrier facilities. The IWA ASR feeds its signal into the PHX TRACON for air traffic control, and the new location at Rittenhouse should permit the TRACON to have radar coverage to the south and provide service to Tucson. This would mean PHX would then be able to provide radar service from Flagstaff to Tucson.

At Falcon Field (FFZ), the west ramp and covered tie down area will be undergoing major rehabilitation as will taxiway Bravo going into the south hangar area, so use caution and check the latest NOTAMS for FFZ for the next month.

We are still getting last minute notices that GPS Interference testing is continuing. Unfortunately, we still receive these notices only days before the testing is to take place, thus making it impossible to provide you with timely notification. Tests at any one of these locations are impacting significant portions of Arizona. Because of all this testing that is taking place, I continue to find it difficult to believe that some of you haven't encountered anomalies at some point in receiving a suitable GPS navigation signal. Please, 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, also advise us at APA.

We all need to be a bit more concerned about aviation safety, because in this last reporting period things really got ugly, there were ten (10) reported accidents. The only good news was that none of them involved fatalities.

From the National Transportation Safety Board (NTSB) records, of the ten accidents that occurred in Arizona during this past reporting period, only four reports contained detailed accident information. Two accidents had one serious injury each, one accident had 2 minor injuries, and one accident had one uninjured person. Unfortunately, six reported accidents were devoid of detailed information; fortunately, however, these accidents usually only have minor or no injuries. Please be careful! This month's detailed aircraft accident information is contained in my December Accident Report.

APA is continuing to work with several airports around the state providing the pilot and aircraft owner perspective in the process of updating their Airport Master Plans. The latest one in process is Deer Valley Airport (DVT). Sedona (SEZ) has just been completed and we are waiting for a review of the final draft and we just received the final report for the Bagdad Airport.

THINGS TO DO - PLACES TO GO FOR BREAKFAST:

The first Saturday of the month fly in breakfast is at Coolidge Municipal Airport (P08).

On the second Saturday of the month is the Ryan Field (RYN) fly in buffet breakfast. Location is between the Restaurant and the Fuel Pits. Time; 8:00 to 11:00 am

The Falcon EAA Warbirds Squadron Breakfast is on the third Saturday of the month and breakfast is being served from 7:00 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.)

Jim

Young International Lives up to its Name!



By Mark Spencer

Photos by Mike Wilson

Well, maybe not exactly international, but with 25 aircraft, including a brand spanking new Cessna Caravan and 50 plus people, anyone would have wondered what was going on at the USFS Pleasant Valley (24AZ) airstrip this weekend. When the USFS reached out to the aviation community to ask for volunteers we thought eight to ten volunteers showing up would have been a success, but thanks to our willing

and eager aviators we were able to staff four separate work teams on Saturday morning and after receiving instruction from USFS Range Manager Doug Ruppel and Recreation Technician Gary Lollman, we were off to clear brush, make fence repairs, and even build a new field gates near and around the area.



I felt like a greenhorn working with Mike and Jim, two long time and professional rancher/pilots, and learned some skills that will prove useful around my little spread here in Cochise County. I think every participant felt privileged to work side by side with our hard working USFS personnel who set the pace for us.

USFS Pleasant Valley (24AZ), Tonto National Forest

Pleasant Valley—Young *by Mark Spencer, Photos by Mike Wilson*



Volunteer Overview from USFS

It wasn't all work and no play as we made our way back to midfield for lunch at Diane's kitchen, that's Diane Wisda, and her willing assistants who set up a shade and set tables for lunch. Diane's famous sloppy joe's and beans were served, and man they hit the spot! Diane tells us over 40 people were served. After lunch it was time to give locals a bird's eye view of their little town and the surrounding country side. I lost track, but I think we managed to get a dozen or so locals up in the air, and I know everyone will remember little 8 year old Iona and here irresistible smile. The Hunt family also showed up in force, and offered to help us out with some materials to

fill some developing ruts at the east end of the airstrip. We were even joined by District Ranger Kelly Jardine from the Tonto Basin District and our beloved Grapevine airstrip.



APA President Tommy Thomason and his crew

Pleasant Valley—Young *by Mark Spencer, Photos by Mike Wilson*

After relaxing around the campfire for a couple of hours, it was off to town for dinner at the incredible Antlers restaurant. Eight of us who arrived on Friday enjoyed dinner at Antlers that night, but 26 of us, including 5 locals that took a liking to us, made it out on Saturday night. All I can say is what a meal, and what a great time. Chef Scott and his wife Pam really know how to set a table for guests, and that's exactly how one feels when enjoying dinner at Antlers. A few made their way to the Pleasant Valley Inn, and one couple to the Cherry Creek Lodge for the night while others snuggled up in tents at the airstrip.

It takes hours and hours to organize this sort of event. This includes the time, fuel, and efforts of our camp hosts, Jim & Diane Wisda, Mike Andresen, locals, Carl Guilliams, Chuck Freegard, Barry Dille, and our photographer, Mike Wilson, but I don't think there was a one of us that would not say "What an incredible weekend !" I know I am always amazed at the satisfaction I feel as one of these events comes together in the Arizona Backcountry and my hat is tipped to all of you for making this weekend such a success!

A great big thank you to Tommy Thomason and Jeff Wilson for providing so many first time flights to the local community members that came out! I am looking forward to seeing you all at the [Grapevine airstrip December 19th, 20th and 21st](#)! I know our host Mike Andresen is planning a good lunch for us, and the Saturday night Dutch Oven cook off is always incredible, so bring your best recipe!



Pilots Jim Knapp and Kent Henry



*RAF Liaison and APA Vice President, Mark Spencer.
"That thing is heavy!"*



Pilot Mike Andresen



Diane Wisda Prepares Lunch

Pleasant Valley—Young *by Mark Spencer, Photos by Mike Wilson*



Taking a break for lunch



USFS Gary Lollman, Doug Ruppel, RAF Liaison Mark Spencer & APA President Tommy Thomason



Iona and Dad Joe Lynch prepare for a flight with Pilot Jeff Wilson



Pilots Jeff Wilson, Mike Andreson, Jim Wisda & USFS Gary Lollman



Robin & Grant Geisen from LA, visiting local family Barry & Carolyn Dille



Dad was relegated to the back seat!





Visit with USFS Regional Forester

By Mark Spencer

Regional Forester Cal Joyner

Last month brought the privilege of meeting face to face with Cal Joyner, Regional Forester, USFS Region 3. This region includes Arizona, New Mexico, and portions of western Texas. It took months to align our calendars, but thanks to the help of Regional Recreation Director, Francisco Valenzuela, and a willing and supportive Regional Forester, our long anticipated meeting took place on November 20th at the USFS office in Albuquerque, NM.

Cal has a broad range of experience, from watershed management, to resource management, to District Ranger in the Bitter Root National Forest of Montana; he even did his time in Washington D.C. as the Associate Deputy Chief for the National Forest System before returning to the southwest to his current role. Cal actually worked in Arizona early in his career from 1992 to 1995, when he worked as both the Rural Development and State and Private Forestry Specialist in for the Forest Service. I have to say that Cal has one beautiful office, and a staff of smiling folks that greet you as you enter.

Francisco Valenzuela, has been a key supporter of our efforts to bring region 3 up to par with other regions more familiar with backcountry aviation and offered to attend the meeting along with me. I was very pleased with this offer and with many of Cal's questions being directed to Francisco, it proved fortuitous that he was present. Francisco's insight and knowledge of aviation's legitimate place on USFS lands was helpful, and his knowledge of the numerous collaborative projects and fly in events around the region was obvious. Cal's own experience with aviation has also been seasoned by his time in Region 1 where numerous airstrips exist on FS lands.

We discussed liability questions, safety, and maintenance challenges for Region 3, as well as the need to improve safety through the charting of Region 3's uncharted airstrips, and the updating of status from private use to public use for those already charted. I explained that one of the greatest challenges facing aviators in region 3 is that, unlike other regions, safety information is not readily available through the formal channels. This is due to the private use status or complete lack of sectional information on airstrips in region 3. I ran a typical flight planning process for Cal and it became obvious to him that charting would help bring the pertinent safety information to the aviation community and improve safe operation at these airstrips.

Cal was also thrilled to know that the aviation community has been a good partner to the FS through our volunteer efforts. The fact that we are offering to take care of these airstrips through volunteer agreements and are asking for no financial or other help directly from the FS is also a key positive in our growing relationship. On the liability concern, I presented our recent liability study detailing FAR 91.3a and the concept of PIC. This, along with the fact that neither the USFS nor BLM has ever been sued by an aviator, is the proof in the pudding, and a comparison to other common recreational activities on FS lands shows that many times more injuries and deaths occur in these other common activities. We also discussed the national MOU agreement that is near completion.

In closing Cal made the comment that our meeting was perhaps the most positive he had had all year and that he looked forward to working more with aviators! I'd have to say, that I felt the same, but then all my experiences with our FS partners has been very positive. We'll be working closely with Francisco and the local Rangers and other staff to set a plan in motion to bring region 3 up to par with other regions on backcountry airstrips.

A special thanks to Art and Joyce Woods of New Mexico who once again made their hangar available to me, but this time also invited me to spend a night in their home. What a pleasure this was!

AZ Aviation Accident Summary

December 2014

By Jim Timm

The following are the preliminary NTSB reports of the aviation accidents that have occurred in Arizona from late October thru late November. Hopefully, we in APA can use the information from these reports to develop safety programs and briefings that will help pilots learn from the mistakes being made by others and thus take the necessary action to prevent similar accidents from happening. It continues to be challenging to be able to develop the most timely safety programs to reduce accidents when a number of accident reports do not contain any detailed accident information.

This past reporting period has been a really bad one from a flight safety standpoint. Since the last reporting period, there were ten accidents reported, but fortunately, there were no fatalities. Two accidents had one serious injury each, one accident had 2 minor injuries, and one accident had one uninjured person. Unfortunately, there were six reported accidents that were devoid of detailed accident information. Fortunately, these reports devoid of details usually only involve minor or no injuries.

During this past reporting period there were three accident reports dating as far back as last May that have finally had a detailed accident report issued. These reports are appended to the end of this month's report.

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

Accident Date: Saturday, October 18, 2014
Report Dated October 27, 2014
Title 14 CFR Part 91
Location: Bullhead City
Aircraft Type: Piper PA28-151
Injuries: 2 Minor
POWER LOSS ON TAKEOFF [Details](#)

Accident Date: Thursday, October 23, 2014
Location: Lake Havasu
Aircraft Type: Cessna 172R
NO INFORMATION AVAILABLE

Accident Date: Thursday, October 23, 2014
Location: Mesa
Aircraft Type: Rockwell 690B
NO INFORMATION AVAILABLE

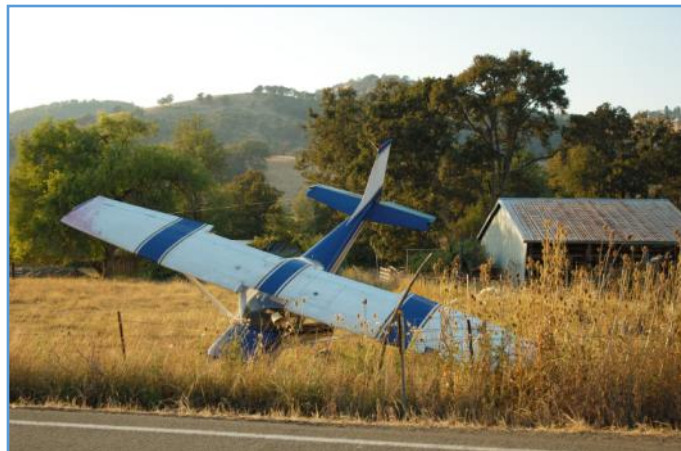
Accident Date: Thursday, October 23, 2014
Report Dated November 14, 2014
Title 14 CFR Part 91
Location: Mesa (IWA)
Aircraft Type: North American P51D
Injuries: 1 Uninjured
GEAR UP LANDING [Details](#)

Accident Date: Friday, October 24, 2014
Report Dated October 28, 2014
Title 14 CFR Part 91
Location: Globe
Aircraft Type: Winston Walker Thunder Mustang
Injuries: 1 Serious Injury
OFF-AIRPORT FORCED LANDING [Details](#)

Accident Date: Monday, October 27, 2014
Report Dated November 7, 2014
Title 14 CFR Public Use
Location: Bisbee
Aircraft Type: Eurocopter AS350 B2
Injuries: 1 Serious Injury
IN FLIGHT POWER LOSS [Details](#)

Accident Date: Wednesday, November 5, 2014
Location: Havasu City
Aircraft Type: Beech A35
NO INFORMATION AVAILABLE

Accident Date: Friday, November 7, 2014
Location: Bullhead City
Aircraft Type: Cessna 210B
NO INFORMATION AVAILABLE



Accident Summary (Jim Timm)

Accident Date: Saturday, November 15, 2014

Location: Chino Valley

Aircraft Type: Robinson Helicopter R22 Beta

NO INFORMATION AVAILABLE

Accident Date: Monday, November 17, 2014

Location: Wittman

Aircraft Type: ULTRAMAGIC N-250 Balloon

NO INFORMATION AVAILABLE

THE FOLLOWING ACCIDENTS WERE PREVIOUSLY REPORTED DEVOID OF ACCIDENT INFORMATION. IN THIS DECEMBER REPORTING PERIOD, THE ACCIDENT DETAILS BECAME AVAILABLE.

Accident Date: Friday, May 16, 2014

Report Dated November 14, 2014

Title 14 CFR Part 91

Location: Tucson

Aircraft Type: Piper J3C65

Injuries: 1 Uninjured

LOSS OF CONTROL ON LANDING [Details](#)

Accident Date: Tuesday, August 19, 2014

Report Dated November 19, 2014

Title 14 CFR Part 91

Location: Marana (El Tiro Glider Port)

Aircraft Type: Schweizer SGS 1-34 Glider

Injuries: 1 Minor

PREMATURE TOW RELEASE [Details](#)

Accident Date: Sunday, October 5, 2014

Report Dated November 19, 2014

Title 14 CFR Part 91

Location: Sedona

Aircraft Type: Cessna 172S

Injuries: 1 Minor

LOSS OF CONTROL ON LANDING [Details](#)



APA's Ruth Reinhold Award Presented



APA Executive Director, Jim Timm; Award Recipient, Jason Miles; APA President, Tommy Thomason. The APA annual Ruth Reinhold Award was presented to Jason Miles.

November 8, 2014—Doubletree Hotel Phoenix, AZ

The 42nd annual AZ FAA Safety Team GA awards were presented in the various categories in the GA field for 2014.

Aircraft Maintenance Technician – Rodney Chase Headman

FAASTeam Representative of the Year – Barbara Harper

Certified Flight Instructor of the Year – Jason A. Ottariano

Airport Safety Award – Phoenix Goodyear Airport – Joe Husband – Mgr.

The APA took this opportunity to present its Ruth Reinhold Aviation Safety Award for 2014 to Jason Miles, ATC controller for Tracon. Jason was awarded the honor for his outstanding efforts of talking a pilot down to safety at night. The pilot was in distress due to a loss of oil pressure and requested help from Tracon. Jason is very familiar with the Flagstaff area and used his knowledge to direct the pilot to the Flagstaff airport in a timely manner for a safe landing. Many felt that without Jason's controller expertise and understating of the area and terrain, the pilot may not have been so fortunate. APA's Executive Director, Jim Timm, presented the award to Jason and communicated Jason's story to the audience attending the FAA Awards banquet.



Short Final

UN-TEACHING By Howard Deevers

Pilots are required to complete a Flight Review (BFR) every two years. The regulations, 14 CFR 61.56, require this, but it is mostly left to discretion of the instructor providing the Flight Review. There are Advisory Circulars on the subject as well and instructors are encouraged to follow those advisories.

At a minimum, a Flight Review will be two hours: one hour of ground instruction and one hour of flight instruction. Not much instruction will take place in one hour. Think back to the early days of learning to fly. An hour went by pretty fast. During a Flight Review the instructor will observe the pilot, and make suggestions, if necessary.

This is where the “Un-Teaching” part comes in. An instructor may observe a pilot making an approach to landing and see that some “adjusting” may be required. The instructor makes



§ 61.56 Flight review.

(a) Except as provided in paragraphs (b) and (f) of this section, a flight review consists of a minimum of 1 hour of flight training and 1 hour of ground training. The review must include:

(1) A review of the current general operating and flight rules of part 91 of this chapter; and

(2) A review of those maneuvers and procedures that, at the discretion of the person giving the review, are necessary for the pilot to demonstrate the safe exercise of the privileges of the pilot certificate.

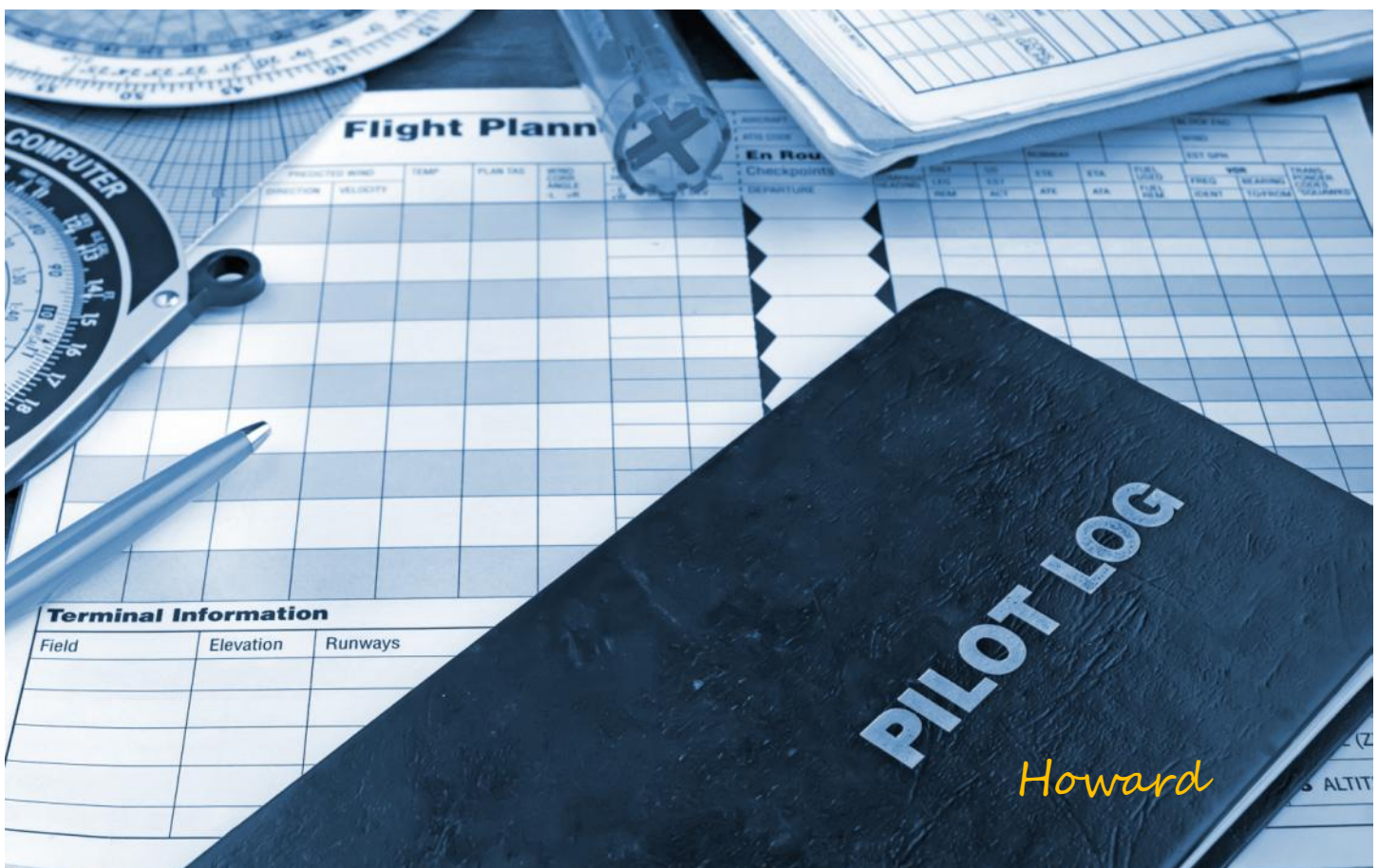
suggestions about altitude, speed, or other preparations for landing. The pilot says, “This is how I was taught.” Now the instructor has to “un-teach” and help the pilot to make better landings.

The problem is that within just one hour, this may be a difficult task. Pilots seem to think that a BFR will take only one hour, and many times that is all that is required. But that “one hour” is at a minimum, and is not final. After one hour, if the pilot refused to accept any more time, the instructor has little choice other than to terminate the flight review, and not sign off the pilot. The pilot will then have to seek out another instructor, and start all over again.



I have never had a student pilot that said he already knew how to fly because he had used a “simulator” and knew all there is to know about flying. However, with all of the flight simulator programs available for computers, it is not uncommon for students to ‘think’ that they know more than they actually do. I know some instructors that have been faced with this problem. It usually takes awhile and some demonstrations to convince the student that what he learned on his computer and how an airplane really does fly are two different things. This is not to say that simulators do not have value in learning to fly. They most certainly do, and we need to use them in the correct way to enhance the learning of flight with the student. For instrument training they have a great deal of value and can repeat a procedure more quickly than an actual flight, and can also be paused to explain something, which you can’t do in an actual flight.

A college professor in one of my classes said, “A person can have 1000 hours of experience, or one hour of experience repeated 1000 times.” If you keep doing a task wrong over and over you will never get better at it. In aviation this can end badly; the intent of the Flight Review is to keep things from ending badly. We need to become better and safer pilots. I fly with other instructors as often as I can. I always learn something new from them. So when you are flying with your instructor in a Flight Review, and the instructor makes a suggestion, don’t be offended. Think about something in a different way, and learn every day.



What's Missing in Weather Training? by Barbara Harper



Many newsletter issues back I wrote about *a pilot's favorite subject...*

WEATHER. This article is a continuation and reflects specific issues. How often does one hear the forecast the next few days will be deteriorating, most often a cold front with severe icing and strong winds? Then why would one plan a flight into these conditions knowing that your aircraft does not have deicing or the structural integrity for this weather? Mother Nature is big. Have you known anyone (past tense) who has outfoxed her, particularly in an airplane?

Why do pilots fly into this harsh and dangerous weather? Maybe there is something missing in the safety materials relating to the seminars, lectures, presentations, and personal instruction. Maybe we should be looking at the disposition of the pilot. Are instructors overlooking the psychology of their students regarding hazardous weather training? Who is responsible for knowing that a pilot is savvy in assessing weather reports? Could one of the factors involve the trainee's personality?

Why is the subject of personality circumnavigated in the formal training process? This could be the key to how the pilot plans irresponsibly for deteriorating weather, thus a blind pursuit to get to their destination? Do they demonstrate the responsibility and authority to fly innocent passengers into life threatening weather? Is there an abnormality or ascendance that contributes to a bad decision? Or, is it emotional balance and control? There should be a part of the flight training and also the flight review process where one or two hours are dedicated to a severe weather experience; in a simulator of course.

There are three weather factors that are critical in flying: jet stream, ice, and troughs. An article about the jet stream was written in the Christian Science Monitor (March 1982), describing a flight near the jet stream. During winter and sometimes the fall, the jet stream can actually drop down to the surface. The turbulence caused by the jet stream occurs at the very edges of the stream, with winds over 200 m.p.h. To avoid this turbulence pilots will fly to higher or lower altitudes to get beneath or above the jet stream. In the aviation industry when the jet stream is at one's back, fuel and money can be saved because the wind pushes the plane along. However, knowing that the jet stream causes moderate to severe turbulence is a step in weather planning.

Troughs and inverted troughs are barely readable on weather charts. There is not a universal symbol for a trough on a weather chart. However, on United States charts, a trough maybe marked as a dashed line. Troughs are associated with some type of front. Out West they are mostly attached to cold fronts, wind shifts and or temperature changes. They are dangerous because of their turbulence, almost the same as the jet stream.

The ice in a drinking glass is nice and friendly. The ice on one's aircraft is not. One cannot fly into known icing conditions unless your aircraft has been certified for that condition. According to the Air Safety Foundation, aircraft icing can cause engine stoppage by either icing up the carburetor or, in the case of a fuel-injected engine, blocking the engine's air source. Visible moisture and air temperatures are the key elements to icing. When one checks the winds aloft for the planned flight, is the temperature checked along with the type of cloud formation and the freezing level? Remember according to the Aeronautical Information Manual (7-1-20, 21) icing must be reported to Air Traffic Control whether VFR or IFR. And then, there is FAR 91.527 which gives the description of operating in icing conditions. In any event, hope to see you in the simulator.

Barbara

GAARMS Report—Dec 2014

By Fred Gibbs

I need to start off with a correction to my article in last month's newsletter. It is in reference to the accident involving Air France flight 447 out over the South Atlantic. The aircraft involved was an Airbus A-330, NOT a Boeing B-747. My apologies to the Boeing Company and to all you Boeing pilots out there. A 747 has regular yokes like most of our GA aircraft, while the A-330 has side stick controllers – like the Cirrus, Corvallis & TTX's. We all know when the pilot moves his/her yoke, the co-pilot's yoke mimics the movement. However, on the A-330, the side-stick controllers DO NOT mimic each other. Therefore, when the pilot moves his/her side-stick, the co-pilot's side-stick DOES NOT move, and the co-pilot doesn't really feel – or know - what the pilot is doing. Thus, in my humble opinion, this accident could NOT have happened in a 747. Here is that (paraphrased) paragraph from the article:

This is not the time for a dissertation on the Airbus flight-control system (which is criticized by Boeing), but to the extent that it embodies a mistake in design, it is that the pilot's and co-pilot's side-sticks are not linked and do not move in unison. This means that when the Pilot Flying deflects his stick, the other stick remains stationary, in the neutral position. If both pilots deflect their sticks at the same time, a DUAL INPUT warning sounds, and the airplane responds by splitting the difference. To keep this from causing a problem in the case of a side-stick jam, each stick has a priority button that cuts out the other one and allows for full control. The arrangement relies on clear communication and good teamwork to function as intended. Indeed, it represents an extreme case of empowering the co-pilot and accepting C.R.M. into a design. More immediately, the lack of linkage did not allow the Co-pilot to feel the Pilot's side-stick movements.

In last month's article I cited our good fortune of no fatal accidents in the preceding 95 days. Well, you guys and gals are doing a bang up job – ooh, that is a bad choice of words – um, how about doing so good at this flying thing, that the **NO** fatal accidents time-frame has grown to over 120 days. That's right – 4 months without a fatal accident here in Arizona. Pat yourselves on the back, but don't get cocky or complacent. Remember, it only takes one mistake to create an accident, one error in judgment, one miscalculation, one "OOPS", one "Oh Sh*t" to erase 20 "Atta-Boys"!

In case you haven't noticed, winter is coming! Arizona, with its huge diversity of terrain and elevations, can cause some significantly different weather patterns and conditions over a relatively short distance. Think of flying from Deer Valley to Flagstaff: DVT, with clear and 10 miles visibility, SEZ at 3000 broken-to-overcast with 10 miles visibility, and then there is Flagstaff, with indefinite ceiling 800 feet, 1 ½ miles with light snow and blowing snow. All that in less than 100 miles! And then, of course, there is the temperature – mid 60's in the Phoenix area (almost short-sleeve weather) and only 30 degrees (**BELOW FREEZING**) up in Flagstaff! So not only do you have to consider the airplane, the weather, and the airport conditions, you have to consider the pilot and his/her exposure to the elements. How does the cabin heat work? Smell anything funny?



Continued



Got a carbon monoxide detector in the cabin? How about dressing appropriately for any anticipated conditions? Flip-flops, Bermuda shorts and a Hawaiian shirt do not offer much protection trudging across the wind and



snow swept ramp up here in Flag!!! But winter is not all bad. A really beautiful flight is one in the dead of the winter, in the dead of night, over snow covered territory, brightly lit up by a full moon – it is spectacular! But again, caution is advised; slick, slippery runways and taxiways, ice in the clouds, frozen brakes, snow-packed wheel pants, cold starts with the associated potential for fire, ice-jammed control surfaces, balky instruments, cold-soaked radios, and frozen-solid seat cushions can make the whole experience less than wonderful.

People often ask me if the flight school up here even flies during the winter, and I always answer with an enthusiastic “FER SHURE!” In fact, the 172s really like the cold weather; they like the cold dense air. They get more power out of the engine, the propeller gets to bite into denser air producing more thrust, the wings love the dense air and produce more lift, and the airplane gets to act like a youngster again, jumping into the air in less than 1000 feet of run down the runway vs the 2500-3000 feet it needs in the heat (and density altitude) of the summer. We just dress warmer!

2015 is almost here, and with it comes GAARMS IV, the fourth ***General Aviation Accident Reduction and Mitigation Symposium***. The date, time and place are yet to be determined, other than to say it will be during the month of March somewhere in the Phoenix area. We will be discussing the fatal accidents that occurred in Arizona during calendar year 2014, eight (8) of them as of this writing. The accidents are being analyzed, scrutinized, and sanitized, so we can present them to you without any finger-pointing. The intent is to educate you about what and how it happened, NOT who, so that you can learn from others’ mistakes. That is a critical part of life – learning from other folks’ mistakes, because none of us will live long enough to make all of them ourselves!

The Flight Review:

Regarding the “biennial” flight review, or BFR for short, questions about the flight review continue to confuse pilots. Simply put, you cannot act as pilot in command without a current flight review endorsement (with the exception of a student pilot on a solo flight with proper endorsements). To act as pilot in command, pilots must complete a flight review every 24 calendar months. A calendar month means that the endorsement runs to the end of the 24th month. For example, if your flight review endorsement is dated March 15, 2013, you have 24 calendar months, or until March 31, 2015, to receive your next flight review. Your logbook endorsement must be specifically for a flight review. Advisory Circular 61-65E suggests using this wording:

I certify that (First name, MI, Last name), (pilot certificate), (certificate #), has satisfactorily completed a flight review of 14 CFR 61.56(a) on (date).

S/S [date] Instructor's name, certificate number and date of expiration.

No logbook endorsement is required for an unsatisfactory performance of a flight review. The flight time may be logged as training time received from an instructor. A flight review is not required if the pilot,

Continued

Here are the main points concerning flight reviews:

- You may not act as PIC without a current flight review endorsement.
- You do not need a current medical during the flight review as long as the flight instructor agrees to be the acting PIC, or if you are operating as a sport pilot with a current and valid U.S. driver's license in lieu of a medical.
- You cannot fail a flight review. However, the instructor may choose not to endorse your logbook if he or she feels you have not satisfactorily completed the review. If you have not satisfactorily completed the flight review, your flight instructor should log your flight time as training received. If the instructor does not endorse your logbook, you may use a different flight instructor for the flight review.
- An IPC, complex, high-altitude, tailwheel, or other endorsements do not qualify as a flight review, but they can occur at the same time — provided there is an agreement made with the inspector, examiner, or instructor prior to the flight.

Duration and Content: CFR 61.56 requires a minimum of one hour of flight training and one hour of ground training. The only specific requirement is a review of the current general operating and flight rules of 14 CFR Part 91 and, at the discretion of the person giving the flight review, those maneuvers and procedures necessary for the pilot to demonstrate the safe exercise of the privileges of the pilot certificate.

Required aircraft: Any aircraft for which you are rated may be used for the flight review. If you are rated for single-engine land and multi-engine land, you may complete the flight review

in either a single or a multi-engine aircraft. Additionally, if you are rated for another aircraft category, such as glider, you may take the flight review in any aircraft in that category, and it satisfies the requirement for all categories.

Flight Review Preparation Course – ALC-25 This course offers a structured guide to reviewing the regulations and advisory material you need to know to complete the ground portion of your flight review and, more importantly, to fly safely in the national airspace system. Completing this course in advance of your scheduled flight review will allow you and your instructor to use your ground time more efficiently. To receive appropriate course credit for this course you must:

- Have an account on FAASafety.gov
- Be logged into that account
- Be enrolled in the course, and
- You must visit each chapter of the course, using the navigation bars at the top or bottom of each screen, and complete all the course material found on each.



Continued

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.

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

Fred

Airparks of Arizona

by Kit McCloud



Mogollon Airpark in Overgaard, AZ. Approx 35 miles west of Show Low. Photo facing south.

"O flight, bring her swiftly to our song. She is great, we measure her by the pine trees." Hilda Doolittle, *Greatness*

Many of us have traded the heat of the summer for those cool breezes whispering through the tops of the pines on the Mogollon Rim. At 6,658', 50 miles east of Payson, 35 miles west of Show Low, surrounded by the Apache-Sitgreaves National Forest and nestled in the world's largest stand of those Ponderosa pines, lies the magnificent Mogollon Airpark. Officially in the town of Overgaard and next to its neighbor, Heber. Like most airparks Mogollon is private and is not open to the public for general operations. However, it's open to guests of airpark residents. The only requirement is that the guest pilot execute a hold-harmless agreement (available via the website) and submit it in advance of their arrival. This is mentioned on the airpark's homepage at <http://www.az82.com/>.

It's not just a beautiful location. A 30 minute drive from the airpark, in its mid-80s summers, gives you access to 5 Alpine lakes with all the fishing, kayaking, hiking, golfing, horse and ATV trails.... you could ever dream of. Let's not forget to mention that an hour-and-a-half will get you to Sunrise Park, Arizona's largest ski resort. To paraphrase John Geddes, "...freshly cut trees smelling of stars and snow and pine resin – inhale deeply and fill your soul with wintry night..." Wow! A place with a little bit of every season to enjoy.

All the cedar-sided homes within the park have similar architecture to maintain a harmony with nature. The 56 aircraft on the field are housed in the hangars of like construction that also seem to slip quietly into the woodsy background. The Homeowners Association proudly hosts an annual summer fly-in with exhibitions, serving breakfast and lunch. Even with the higher density altitude, the 3420'x50' asphalt runway can accommodate most aircraft, but be ready to stay the night or take-off before sunset as the runway is for day use only. Good thing... wildlife on the runway is a distinct possibility.

The residents boast Mogollon to be the friendliest airpark in Arizona. With community center facilities for the pot luck dinners, movie nights, raffles... they definitely know how to have a great time!

There are currently 3 homes for sale at the airpark and one hangar. Not all of the properties have a hangar and house together. There are also empty lots for sale to build a home and/or a hangar.

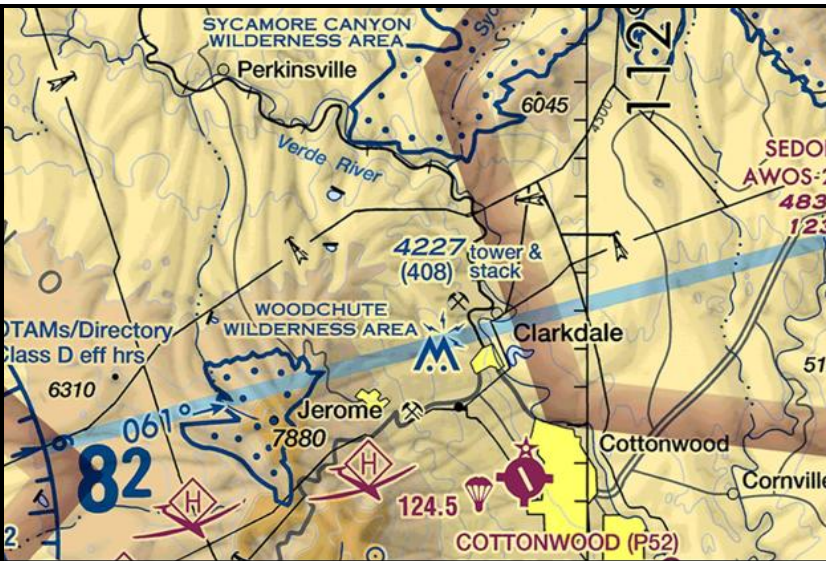
Kit

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

APA Get-Away Debriefing—Cottonwood, AZ

November 1, 2014 by Craig Albright, Cirrus N857CD @ KCHD, CFI/II

Who would have thought that nearby Cottonwood, AZ, held such fun?! On Saturday, November 1st, we joined up with EAA 1044 (from Mogollon Airpark in Overgaard) for a “getaway” excursion up to Cottonwood,



AZ. Since the weather was a bit iffy, the folks from Overgaard drove down – talk about dedication! And, although my Cirrus may have been a bit lonely on the ramp, the group camaraderie certainly made up for the absence of other aircraft. Our “mission” was to take the Verde Canyon Railroad from Cottonwood up to Perkinsville and back, a 3+ hr. trip that would take only minutes by air. As the chart shows, travelling by rail between Cottonwood and Perkinsville is a bit circuitous!

After a quick lunch at the rail station, we

wandered the length of the train. It had “open” cars (with open sides and protective canvas roofs) alternating with enclosed coaches containing conventional bench seats and glass windows. Because the weather was overcast and threatening to rain, initially everyone headed inside. However, once we were underway, nearly everyone headed outside to one of the open cars and enjoy the high-desert scenery and fresh air.

As the train wound its way through the canyon, it was as if we were turning back pages of history – no cities, no cars, no blaring horns or sirens, just the clacking of the train’s wheels against the steel rails and the occasional whistle of the locomotive.



The track’s designers probably took the path of least resistance by following the valley carved out of the landscape by the Verde River. Even so, it must have been rough going! The canyon wall was never far away, and the rail line was bound by the river on the other side. Whether you elected to stay inside or venture out, the views were stunning, and the low-lying clouds simply heightened the effect.

Cottonwood, AZ—Nov 1



Cottonwood, AZ—Nov 1

Although we had expected to see some great scenery, we hadn't planned on an added attraction that was travelling on the train with us. A wildlife conservation organization had rescued an injured bald eagle and nursed it back to health. However, her wings could no longer handle the stress of flight. So, she became an important contributor to a wildlife education program and periodically rode the train with her handler and several attendants. Even though she was grounded, her presence was overwhelmingly regal!



Like cowboys (and cowgirls) of old, after our train ride through the arid Arizona landscape, we headed over to The Tavern (in Cottonwood) to wash down the "trail dust" and swap stories about the day's adventures.

Craig



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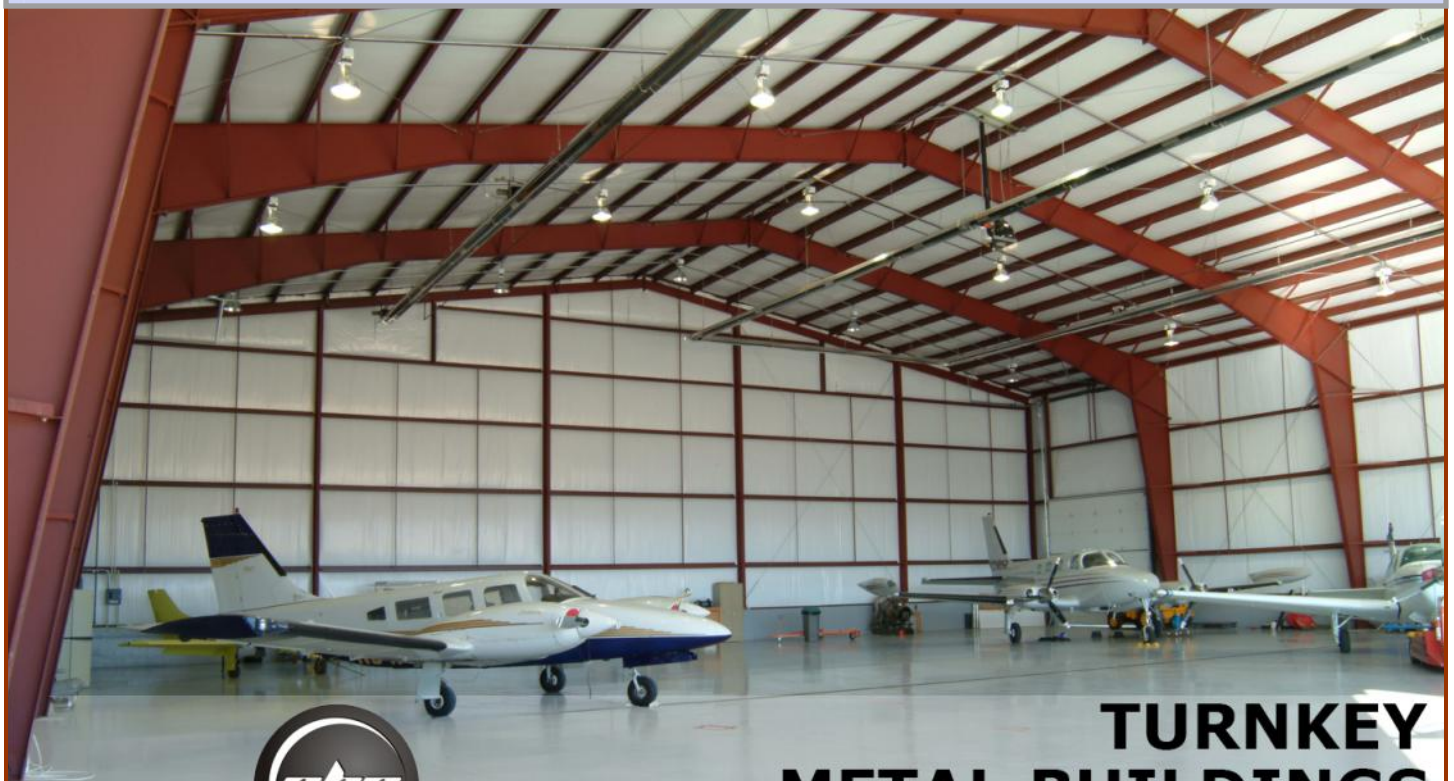
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Events around the State

Ryan Field Tucson (RYN) Dec 13 fly in buffet breakfast. Between the Rest. & the Fuel Pits. 8:00 to 11:00

Falcon Field Mesa (FFZ)—Dec 5 “Surviving a Crash.” Dec20 Breakfast at Falcon Warbirds & Moose Lodge

Benson (E95) Dec 20 Fly-in breakfast at Southwest Aviation

Grapevine . Roosevelt Lake Dec 19-21 Weekend fly-in

Coolidge (P08) Dec 6 Fly-In Breakfast 8:00am-Noon Sponsored by the Coolidge Lion’s Club

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



Stefanie Spencer—Webmaster



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.



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.



APA Get-Away Flight—January 24-25, 2015. Out Saturday AM—Back Sunday PM

Furnace Creek, CA (LØ6)



Furnace Creek Ranch Oasis with runway

I don't know to which seat to promote this venue; the right seat for its elegance and unique setting or the left seat for its hard surface landing strip located 210 feet below sea level. Okay, I'll start with the right seat. Furnace Creek is located within a national park; does this give you any clue of how beautiful the setting is right off the bat? In this valley there are hundreds of mineral deposits in the hills which appear as a giant paint palette. This secluded valley is apart from cities and industrial parks which renders it very peaceful and extremely quiet. 25 minutes from the Ranch there are giant salt crystals 1000' deep in the valley floor which expand with the warmth of the morning sun and emit crackling chime sounds. This is

where you'll find those preposterous stones that leave trails behind as they self propel across sediment beds. Now left seat; as you approach this valley the surrounding mountains are intriguing because on the west side they are over ten thousand feet. As you make your way down to the runway you'll have an incredible crystal clear view of this 150 mile long valley which appears to be all yours. Keep your eye on the strip even though taking in the scenery will be very tempting. Most days you'll be able to land on either 15 or 33 because the wind will be calm, but do your pre-flight just to make sure. You may not notice your altimeter, but you'll descend below sea level on final a half mile before the runway. How many of your friends have done this?



Furnace Creek Ranch Hotel on the golf course. Comfortable rooms with amenities.

Back to the right seat; The original venue was an Inn (Furnace Creek Inn) built in the late 20's for the Hollywood crowd as an opulent retreat. They would fly out in DC-3s and private planes to enjoy this incredible atmosphere and oasis in the desert. Many years later the Ranch was established (Furnace Creek Ranch) which includes restaurants, a golf course, a retail store, a saloon, a museum, and much more. Rooms at the Inn up on the hill start at \$400/night plus tax if you're bold enough to try this. The Ranch rooms and cabins start at \$129/night plus tax. The Ranch at Furnace Creek is the perfect vantage point from which to explore Death Valley National Park!

[How Death Valley was formed—Video](#)

Today at the Furnace Creek Ranch there are visitors from all over the globe taking advantage of this world renowned venue.

The facilities provide horseback riding, jeep rentals, tennis courts, several hiking trails, history museum, mines to explore in the area and more.

Pleasant surprises are to be discovered all over the place. How about a slow jog up to the Inn on the hill from the resort and back? The Jeep rentals offer the guests that arrive by air a way to get around as well as explore a little of the gorgeous back-country. The views of the valley from all these potential perspectives are limitless.



Furnace Creek Ranch—Restaurants, gift shops, saloon and more.

On the north end of the valley lies another piece of history in full regalia, Scotty's Castle. This site is not only worth the 45 minute drive for its esthetic value, but it has a rich history for book ends. As a key piece of real estate the Castle is also within the National Park borders and the park rangers watch over and give guided tours of this historic structure. A little history to whet your appetite: The man who built Scotty's Castle was Walter Perry Scott (1872-1954). Walter P. Scott was the son of an alcohol distiller and horse breeder in Kentucky. Walter did not get any formal education. He left home and went west where he worked as a mule



driver, and a water boy. From there he became a horse wrangler. Because of his talent with horses Buffalo Bill made him the featured rider along with Annie Oakley in Buffalo Bill's family show. The show travelled and Scotty was with it eleven years. During this time, Scotty made many important friendships with men of power and wealth. In 1900, Walter married and left the show. It gets very interesting after this and you'll have to visit to get the complete colorful details.

Scotty's Castle. Located on the north end of the valley this picturesque masterpiece encapsulates the wild west influence of the valley's history.

[Short History of Scotty's Castle Video](#)



Furnace Creek Golf Course. Natural spring water fills the water hazards and irrigates. The lowest elevation golf course in the world.

If you have useful load left over for a set of clubs, the valley's golf course will be very rewarding as it offers the impressive mountain views, pin dropping quietness, and fun layout of the links for you. The Furnace Creek starts at the Inn and irrigates all of its trees and vegetation, passes through the palacios swimming pool, then is diverted to the Resort below for irrigation and supplying its pools, then finally ends up at the golf course for filling water hazards and irrigation. How efficient is that? The course is not long, so the par 4 320 yard fairways are very doable. After finishing the round make sure to take in the snack bar and don't forget to brag to your friends that you have golfed at the lowest elevation course in the world.

There is so much to do in this valley that you might not want to stay for just two days; you may want to take it in for a week or at least return in the future knowing what can do and

Badwater Salt Flats (-282')

see. For us pilots flying from central Arizona in the Phoenix area it may require a little over half of your vehicle's fuel capacity. This means that you'll have to plan a fuel stop somewhere between your home base and Furnace Creek (L06). This airport had fuel available in the past, but due to economy trends it is no longer available. The airstrip offers a large ramp for tie-downs. Bring your own rope and chocks. A quick call to the Ranch will summon you a ride to the Fur-

Titus Canyon

nace Creek Ranch where you will be greeted and checked in. For those of us wishing to rent Jeeps, the rental agency will drop them at the airport.



[Death Valley Moving Stones Mystery Solved Video](#)



APA Get-Away Flight—Furnace Creek, CA (LØ6) - Jan 24-25

Accommodations (*Saturday night Jan 24*)

[Death Valley Travelogue Video](#)

Furnace Creek Resort: Reservations (800) 236-7916 or Front Desk (760) 786-2345.

The Ranch at Furnace Creek: Std room \$159/night +, Cabin \$129/night +

Several restaurants in the ranch area (family type) no reservations required

(The Wrangler Steakhouse, 49er Café, Cork Screw Saloon, 19th hole)

What to Pack

Winter desert wear. Chilly at night after the sun sets and short sleeve warm in the day. Bring hiking footwear and sunscreen plus a water bottle. Don't forget your camera.

Transportation on Site

Farabee's Jeep Rentals located at the Inn. Reservations (877) 970-5337 or (760) 786-9872. Farabee's will leave your vehicle at the airport for your arrival if requested. 4 seaters. \$235/day

The Flight over

Phoenix to Furnace Creek, CA is ~300nm. You may have to plan a fuel stop or two depending on your aircraft. Please plan your flight according to regulations. Please submit a [Liability Waiver](#) prior to the trip if you have not done so previously. **Planned arrival time => 11:00 local time Saturday Jan 24 at LØ6 (gain an hour from AZ)**

Schedule (*Trip Coordinator— Brad Lawrence 602-460-4286*)

We've put together a schedule for those who want to rent a Jeep (sharing expenses) and see the high points of the valley. For those who choose to stay by the ranch and rent a bicycle, that's fine too. In either case call or [email Brad](#) to give your intentions for planning purposes. Looking for backseats.

Saturday Jan 24

11:00 Local time—Arrival from AZ
Pick up Jeeps and head to Titus Canyon
12:30 Arrive Titus Canyon (sightsee/box lunch)
4:00 Head back to Furnace Creek
6:00 Dinner at Wrangler Steakhouse
8:00 Campfire / Guitar music / Astronomer presentation by Mesa College Prof.

*[Death Valley is an International Dark Sky Park](#)

Sunday Jan 25

Sunrise 6:54
Local breakfast buffet at the 49er OR pack coffee and a Danish to eat on location
8:00 hit the road for Badwater (25 minutes)
10:00 head for the Inyo mine or Zabrinski's Point (30 minute drive)
11:30 Head back to airport



Death Valley floor and surrounding mountains with snow capped Telescope Peak in the background.

Fly it. Fix it.
It's your choice.



Arizona Pilots Association Scholarship Program

*EVIT Aviation students may qualify for assistance in the field of aviation
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SCHOLARSHIPS FROM \$1,000 TO \$2,500



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APPLICATION MUST BE ENDORSED BY EVIT AVIATION INSTRUCTOR

APPLICATION DUE MARCH 24, 2015