



**JANUARY 2015**

**APA NEWSLETTER**

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# APA Newsletter



More fun in the  
Backcountry

Is ADS-B just for  
the controllers?

Furnace Creek, CA  
APA Get-Away Flight  
Jan. 24-25



Watch out  
for Icing!

Jan 24  
BIG WEEKEND  
Death Valley  
Grapevine  
Superior

APA needs you  
as a member!

APA welcomes  
volunteers for  
several events  
and projects.



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

Okay, we're off to a new year with hopefully new thoughts and ideas. I digress for a moment. On December 17, 1903, the Wright brothers flew the first airplane ever at 6.8 mph (10.9 km/h). Only 61 years and five days later, the Lockheed SR-71 Blackbird took off. It's still the world's fastest airplane with a speed of 2,193 mph (3,530 km/h.) I'm in awe of the engineers with their slide rules who created such incredible jet engine technology. The mach 3.2 speed was only accomplished through engine design. The trick was how to prevent supersonic air from entering the engine at this speed. The terms like "inlet spike" and "suck-in doors" are fascinating. Albeit in our digital age 51 years later we haven't designed and turned out a faster airplane, one must consider the thousands of improvements in aviation since that time.

Never give up on new ideas in your personal life, business life, or social life. Back in the day, aeronautical engineers reached their goals through innovation and a little brute force. Today our goals have changed somewhat. Speed is cool, but maybe landing on a 300' dirt strip in the middle of nowhere is cooler, especially since it will never be a Category III maneuver. Piloting skills will always be at the top of the list in getting from point A to point B. Technology in many ways is an enabler, but the humanoid is the key factor in the equation.

When we consider new ideas our minds have a tendency to lean toward "things" instead of intangibles like "doing." Change doesn't necessarily validate a new idea; I would say improvement does a better job. Ever think about radio communications, other than the taxi protocol at towered airports? Why do we report in a non-towered environment the same as in a towered airspace? For the controllers, they like to keep score so to speak by tallying up the tail numbers in real time. For pilots operating in a non-towered airport or training environment, they aren't keeping track of tail numbers. Instead, they're flying their aircraft and trying to spot you for traffic avoidance. Wouldn't it make more sense to report yourself as a "yellow Husky" instead of "N123AB?" This would give the other pilots a hint of your speed and what shape and color to look for. We don't have to legislate new laws or write new rules to make improvements, but we could surely use some new ideas.

Brad

[newsletter\\_editor@azpilots.org](mailto:newsletter_editor@azpilots.org)

# President's Report—Jan 2015

## Tommy Thomason

Happy New Year to all aviators and aviation enthusiasts. I hope your Holiday Season was good and you are ready for another year of fun, safe flying. 2014 was a year of some great flying adventures, fly-in's, making new friends, and growth of the Arizona Pilots Association. Our Board of Directors, many member volunteers, the FAASTeam, Recreational Aviation Foundation, and other organizations and individuals have really stepped up to the bar to put the fun and safety into flying. For me, I was able to attend a number of FAASTeam presentations, the RAF Summit in Utah, got in some really fun camping to Grapevine, Pleasant Valley, Double Circle Ranch, and Idaho, and meet lots of new friends. I'm sure 2015 will prove to be the same with lots of events planned throughout the year. Don't forget to check our calendar frequently at [www.azpilots.org](http://www.azpilots.org) to make sure you don't miss some of the fun. Also, if you know of an aviation related event you would like to get on the calendar, just send a note to Stef at [webmaster@azpilots.org](mailto:webmaster@azpilots.org). Have Fun and Fly Safe,

Tommy



## *Letter from Wings Of Faith*

Hi Tommy,

Thank you for your generosity last week in using your airplane to deliver toys and clothing to children on the reservation outside of globe Arizona sponsored by Wings of Faith. The impact we made delivering toys and clothing was much appreciated, and without our efforts many would not have received anything for Christmas. Wings of Faith is a California based ministry supporting primarily ministries in the southwest. Deliveries are made throughout the year primarily using aircraft, although vehicles are used as necessary. The majority of missionaries supported are in Arizona, Nevada, and Utah. Again, thank you for your generosity in using your aircraft to make a difference for these kids on Christmas.

Blessings,  
Jim Gerblich





# Executive Director's Report

Jim Timm

January 2015



I hope all of you have had an enjoyable holiday season and are rested and ready to start a fresh new year. It will be interesting to see what challenges the new year will bring. With a new legislative session starting on both the state and national levels, it will be interesting to see what our legislators come up with. On a national level we will be watching to see when, or if, the General Aviation Pilot Protection Act bills are reintroduced again this year. Hopefully, the Third Class Medical legislative bills will be reintroduced, and to get them passed we may be called upon to contact our legislators in Washington to get on board and support these bills. So, in the mean time, watch the weather, keep flying, and please fly safe!

Last summer the FAA issued a Notice of Proposed Policy for the non-aeronautical use of airport hangars which would clarify compliance requirements for airport managers, airport tenants, state aviation officials, and the FAA compliance staff. AOPA, EAA and the aviation community offered comments to the proposed



policy, requesting they be a bit more lenient and permit construction or reconstruction of aircraft in hangars. At last reports, I heard the FAA was inundated with comments. As a result, I hope we see a more tolerant and acceptable policy issued soon in the coming year.

## MISCELLANEOUS ITEMS

Many airports around the state may still have construction projects underway this winter, so be sure to check NOTAMS before your departure for possible destination airport operational restrictions. The reconstruction projects that have impacted operations

on Runway 12R/30L at Phoenix Gateway Airport have been completed and operations are now back to normal. At the Phoenix area airports, they are getting ready for the Super Bowl and Pro Bowl visitors. Again, they are anticipating a crush of jet traffic bringing people in for the games. You can expect the ramps and airspace around Phoenix to get pretty congested and it's suggested that, unless it's necessary, not flying IFR the weekend of, and the following Monday morning after the two games.

Be sure to mark your calendars: The Classic Airplane Association of Arizona is planning for their 57th. annual **Cactus Fly-In** on March 6 & 7, 2015 at the Casa Grande Municipal Airport. This year's event will be featuring the historic Aeronca Airplanes. If you own an older airplane or a historic aircraft, you are very much encouraged to fly it in for the event. It's a great fly-in, and attending is always like taking a step back in time in seeing some of the fantastically restored airplanes and talking to the people that have restored them.



*Phoenix Gateway Airport*

## MISCELLANEOUS ITEMS (Jim Timm's Report)

Are You Moving or Have You Moved? The FAA would like to remind all airman certificate holders that in accordance with 14 CFR 61.60, 63.21, and 65.21, the FAA requires you to update your mailing address within 30 days of obtaining that new address. You can do this on line at <http://www.faa.gov> or by sending a completed "Change Of Address Notification Form AC8060-55" to:

*Federal Aviation Administration  
Airmen Certification Branch, AFS-760  
P.O. Box 25082  
Oklahoma City, OK 73125-0082*

We are still getting get last minute notices that GPS Interference testing is continuing. Unfortunately, we continue to receive these notices only days before the testing is to take place, thus making it impossible to provide you with timely notification. Tests at most of these locations are impacting significant portions of Arizona. Because of all this testing that is taking place, it's 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 in-flight 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 continually concerned about aviation safety and strive to always exercise good judgment and prevent being an accident statistic. In this last reporting period there were three reported accidents in the state, which was an improvement over last months report of ten. Unfortunately however, one of this month's accidents did involve a fatality. Fortunately, the other accidents involved either minor or no injuries. Please fly with care! This months detailed aircraft accident information is contained in my January 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 Deer Valley Airport (DVT) master plan update is in process and we are waiting for a review of the final draft of the Sedona (SEZ) Airport master plan.

### 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.)

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/heated 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 with the APA Getaway Flights program and the [APA Calendar](#) for fun weekend places to fly.



Jim



# Just Another Backcountry Weekend in Paradise



**By Mark Spencer**

While many of our aviation friends in the north and east are dreaming of flying, Arizona pilots enjoyed another incredible weekend at the Grapevine Airstrip located just off the shores of Roosevelt Lake on the Tonto National Forest. This month's host, Mike Andresen, kept his promise to make it a special weekend for all who attended. The weekend started with a number of folks camping overnight on Friday, followed by roughly twenty aircraft of all sorts

and sizes arriving on Saturday, along with our two new backcountry friends and perhaps the two youngest pilots I know, at age 17, Hunter Nedin and Alex Huey, in their jointly owned J3.

It was hot dogs and hamburgers for lunch on Saturday, topped off with Paul and Charlie's special Dutch oven pineapple upside down cake. District Ranger Kelly Jardine's delicious Dutch oven chicken and dumplings really finished the day with perfection, but Sunday morning was just as delicious with Mike's breakfast along with the Falcon Field Breakfast Club arriving around 9:00AM.

Remember the Grapevine open weekends change to every 4<sup>th</sup> weekend in 2015, and the weekend of January 23-25 promises to be as nice as this last weekend, and we are hoping for full time opening later this year!



*Hunter Nedin and Alex Huey, in their jointly owned J3*



*Grapevine DR Kelly Jardine and Host Mike Andresen*



*Grapevine J3 Camp*



*Stephanie and Natasha*

## Improvements for Grapevine!

Last, and certainly not least, for Grapevine is the news that the District Recreation Manager Robert Ybarra has selected at least two of the large 12' by 16' camp shades from the nearby campgrounds to move to the airstrip. These shades will provide much needed shelter from the sun in the group area. APA member, Carl Guilliams, stepped right up to the plate in offering the necessary construction expertise and coordination to get these moved to the site and installed. Carl hopes to get the footers poured in January, so that we can install the shades by February. Please stay tuned for any calls for help we may put out, or if you have some special skill or ability to help on this project, don't be shy in [letting us know](#)!



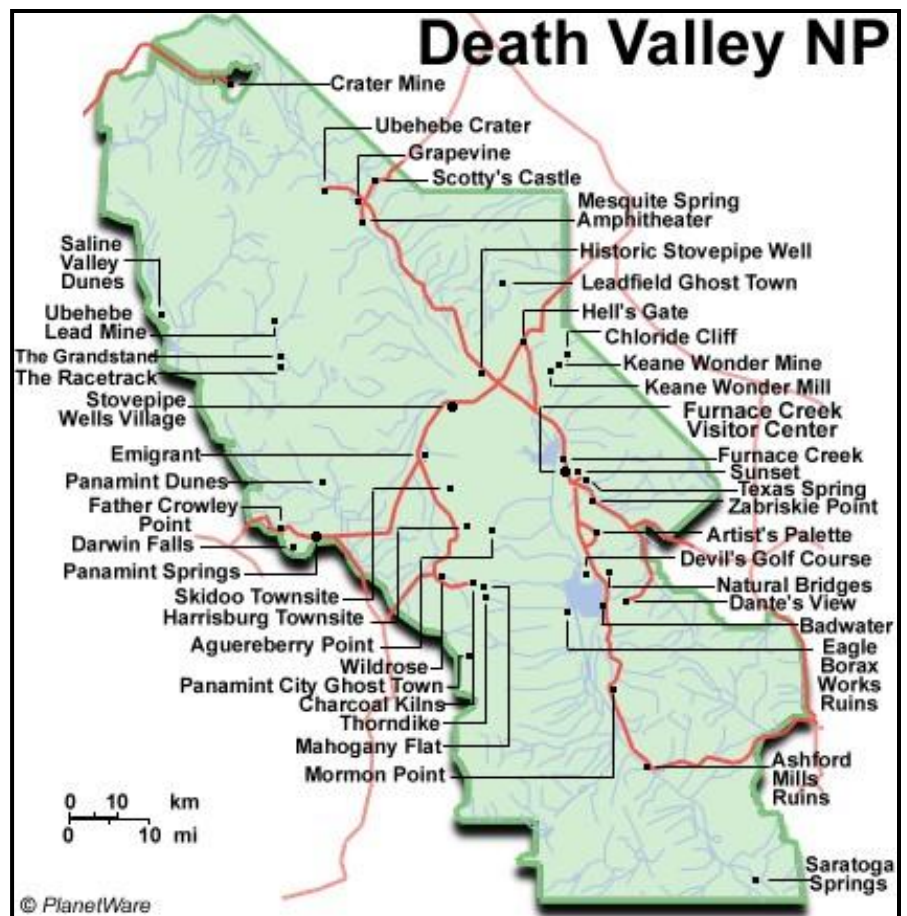


## Furnace Creek, CA (LØ6)

### Let's go to Death Valley!

The APA is having a Get-Away Flight for those of you whom enjoy flying to a venue for a day or two and taking in the local scenery and highlights. We will be hosting a flight every two months that will accommodate those planes needing or wanting a hard surfaced runway. This month the Get-Away is in Death Valley, CA. There are Jeep rentals available for visitors needing ground transportation. We've put together an itinerary for the pilots in the group; however, everyone is free to do their own thing. Please contact [Brad Lawrence](#) for sign-up and a briefing. This is an awesome destination for those who have not experienced Death Valley before. It's a one-of-a-kind National Park in the United States.

The airport is unattended and does not have fuel, so plan your flight accordingly. There is plenty of hard surfaced ramp for parking. Bring your tie-down equipment and dress warm. See you out there.



# 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)

## 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





# Calling All Backcountry Pilots!

Back by popular demand, we are pleased to announce that SunCountry Cubs and the Arizona Pilots Association, with support by CubCrafters Inc, will hold the second annual "Backcountry Olympics" on January 24, 2015!



This year's event will be a bit different than last year's at Flying "A" Ranch, and will be able to accommodate a much bigger group, as the popularity of the event seems to be growing! Not only will we be hosting our local pilots, but we have a large contingent from Colorado who are looking to join in the fun!

The event will be held this year at Superior Airport (E81), just east of Phoenix. It will be a relatively informal "arrive as you can" schedule, to accommodate the pilots from near and far. We will also blend this event with a BBQ Lunch and "Awards Ceremony" with the AZ Pilots Association monthly Grapevine Airstrip Fly-In and Camping event that same day, just 25 miles north of Superior just off the shore of Roosevelt Lake.

Here are the details, and if you have any questions please feel free to call Rick at SunCountry Cubs at [480-300-4402](tel:480-300-4402) or email [rick@azpilots.org](mailto:rick@azpilots.org).

**Olympics are "open" for participants:** Saturday January 24, 9am - 1pm

**Location:** Superior Airport, E81

**Arrival procedure:** Per A/FD; Pilots should exercise caution for traffic and use normal separation procedures

**Communications:** Please use the CTAF frequency of 122.95

**Events:** This year we will be measuring contestants on two events:

- Power on landing, closest to the marked Touchdown line
- Power OFF landing, closest to the marked Touchdown line

**Details-** Distance will be measured from the line to FRONT wheel touchdown point; landing short will result in a DQ on that attempt! Tail wheel touchdown point can be anywhere, and will not be measured

- We will mark a 2 foot wide white flour line across the runway, approximately mid field, as the Touchdown point. This will allow for landings in either direction, based on the wind. Calm runway preference is Runway 04.
- We will also put orange cones on either side of the Touchdown point line, for ease of spotting it.
- We will be on frequency for information, but sequencing and airplane separation are the responsibility of the pilots! We will note tail numbers on the way in so we can mark your score, so please make sure we get your full number!
- There will be parking at the NE end of the runway, and along the Southern side of the runway, for those that want to stop and watch the action!
- There are tires along the south side of the runway to help demarcate it from the runway and the parking.

**Post Event BBQ and Awards:** We will meet at approximately 2pm at Grapevine, download the Grapevine Safety Brief at [AZPilots.org](http://AZPilots.org), for a post event BBQ hosted by SunCountry Cubs, AZ Pilots Association, and CubCrafters! Come and join us, and find out the results of the events! **ALL PARTICIPANTS** in the Olympics, who come to the BBQ, will win a prize, with the Theme being "Backcountry Safety"!

Many will stay for camping that night at Grapevine, so please feel free to join in!

*Rick*

# AZ Aviation Accident Summary

January 2015

By Jim Timm

The following are the preliminary NTSB reports of the aviation accidents that have occurred in Arizona from November thru late December. Hopefully, APA and the FAAST team 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 action needed to prevent similar accidents from occurring.

This past reporting period has improved a bit from a flight safety standpoint in that since the last reporting period, there were three accidents. Two of them were reported by the NTSB and, at the time this report was prepared, information for one accident was only available from the Flight Safety Foundation. Unfortunately, one of the NTSB reported accidents resulted in a fatality. The other two accidents resulted in either minor or no injuries.

During this past reporting period there were two accidents reports dating back to last September and October that have finally had a detailed accident report issued. These reports are appended to the end of this months report.

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

Accident Date: Sunday, November 30, 2014  
Report Dated December 9, 2014  
Title 14 CFR Part 137 (Agricultural)  
Location: Somerton  
Aircraft Type: AIR TRACTOR AT502B  
Injuries: 1 Fatal  
CONTROLLED FLIGHT INTO TERRAIN [Details](#)

Accident Date: Tuesday, December 2, 2014  
Report Dated December 4, 2014  
Title 14 CFR Part 91  
Location: Mesa  
Aircraft Type: Nanchang CJ-6  
Injuries: 2 Minor  
ENGINE FAILURE [Details](#)

Accident Date: Sunday, December 7, 2014  
Report Dated (NTSB Report not available)  
Title 14 CFR Part 91  
Location: Lake Havasu  
Aircraft Type: Fouga CM-170R Magister  
Injuries: 1 Uninjured  
LOSS OF CONTROL LANDING [Details](#)

Accident Date: Thursday September 25, 2014  
Report Dated December 5, 2014  
Title 14 CFR Part 91  
Location: Sedona  
Aircraft Type: Pitts S1S  
Injuries: 1 Uninjured  
MECHANICAL MALFUNCTION [Details](#)

Accident Date: October 23, 2014  
Report Dated December 4, 2014  
Title 14 CFR Part 91  
Location: Lake Havasu  
Aircraft Type: Cessna 172R  
Injuries: 1 Uninjured  
LOSS OF CONTROL ON LANDING [Details](#)





# Short Final

The following article contains content not necessarily the opinion of the APA

## GAARMS Report—Jan 2015

By Fred Gibbs

2014 has come, and 2014 has gone. Last month I cited our good fortune of no fatal accidents in the preceding 95 days, and, lo and behold, we continued that good fortune right up to November 30<sup>th</sup>, until the fatal crash in Somerton, AZ, involving an Air Tractor (operating under FAR 137) returning from a routine field spray job, cause unknown at this time. The **NO** fatal accidents time-frame window broke at 125 days. But GA, operating under FAR 91, has gone almost 150 days – 5 months - without a fatal accident. OOHRAH! Pat yourselves on the back, but, as I said last month, 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"!



**GAARMS IV**, the fourth **General Aviation Accident Reduction and Mitigation Symposium** is in the planning stage. GAARMS is a major joint safety initiative by the Arizona Pilots Association (APA), The Arizona Safety Advisory Group (ASAG) and the Scottsdale FSDO Safety Program. It is directly targeted at the Arizona-based and trained pilot community; in reality, this is the only pilot community the APA can actually reach out and touch. As a member of APA, it is one of the many benefits we extend to you. And, as you



know, we always ask our members to bring a "Wingman" to the safety programs, hoping to both increase membership by showing them the benefit of belonging and reach out to non-members to further instill the safety culture. The date and time are tentatively planned for Saturday, March 21<sup>st</sup>, 9:00AM to Noon, so mark your calendars. As of right now the actual location is not yet locked down, but it will be somewhere in the Phoenix area. We are working on that as you read this.

At the GAARMS symposium, we will be dissecting the ten fatal accidents that occurred in Arizona during calendar year 2014, as well as one fatal out-of-state accident that involved an Arizona-based aircraft and three pilots. Of the ten in-state accidents, only six involved Arizona-based or trained pilots. To the best of my knowledge, none were APA members, and only one of them attended an APA safety program or seminar. While GAARMS will go deep into the accidents, in a nut-shell, there were three CFIT accidents (actual causes unknown, although one was weather-related); four fall into the "just flat Unknown what happened" category; one was an apparent Loss-of-Control due to mechanical issue(s); one was, in my opinion, a poor decision by the pilot while on the ground; and one incident falls into the "unique" category where a passenger was fatally injured during a engine-out forced landing when the aircraft flipped over. The one out-of-state accident involved three highly skilled pilots flying a well-equipped Bonanza out of Telluride on an IFR flight plan – in actual IFR weather – who hit the side of the mountain. All of these accidents are being analyzed, scrutinized, and sanitized, so we can present them to you without any finger-pointing or blame. The intent is to educate you about what and how it happened, NOT who to blame, so that you can learn from others' mistakes. That is a critical part of flying – and life – learning from other folks' mistakes, because none of us will live long enough to make all of them ourselves!

## Automatic Dependent Surveillance - Broadcast

**OK, so what is this ADS-B thing?** ADS-B is the next BIG thing you need to have installed in your airplane, kinda sorta whether you want it or not! By 2020, all aircraft will be required to have ADS-B “Out” equipment to fly in Class A, B and C airspace, plus Class E airspace above 10,000 feet but not below 2,500 feet. So in general you’ll need ADS-B “Out” most of the places you need a Mode C transponder today—and you’ll need to keep that Mode C transponder, as a radar backup for ADS-B. That’s only a short 5 years from

now. And why do I say short years? Well, based on the number of aircraft that need to be equipped (or have ADS-B installed), there may not be enough days, avionics shops or avionics folks available to complete everyone’s airplane in time. It is estimated that there are over 220,000 GA aircraft, but only about 1800 work days before the deadline. Hmmm, that means about 122 airplanes a day for the next 6 years! If you wait, hoping the units will get cheaper, you may be out of luck getting into a shop in a timely manner. And if you are not equipped by the cut-off date, you are essentially grounded!

While ADS-B “out,” may be the only legal requirement, you are much better off installing ADS-B “in and out.” The price differential is nominal, and the benefits of ADS-B “in and out” far out-weigh the cost difference. ADS-B “out” only transmits your GPS-derived position out to ATC and to other ADS-B “in” capable aircraft, depicting your position relative to them. That helps them avoid you, but if you install ADS-B “in” you’ll also get traffic, and if you go with the Universal Access Terminal (UAT) method you’ll also get weather! The UAT method is only approved for aircraft in the U.S. and flying below 18,000’. Of course, to take advantage of ADS-B “In” you’ll need some kind of display, either panel-mounted, like your Garmin GPS’s, or a multi-function display, or, if you install the kind with Bluetooth capability, it will come up on your iPad. With ADS-B “in,” you also get weather-in-the-cockpit, either to the panel display or via Bluetooth to your portable display, whichever set-up you have. Currently, the traffic and weather

to-the-cockpit, referred to as TIS-B and FIS-B respectively, are free. Several companies are working on different capabilities to send both weather and/or aeronautical information to the cockpit via new apps, etc., although they may charge you for that service, as they do now for your Foreflight, WingXpro7, or Garmin Apps. You will start to hear a lot of chatter about fee-for-services in the future with regard to Flight Services as the FAA prepares to again further modernize the Flight Service Station System.



Continued



*And I leave you the following thoughts**The Current Thunderbirds**The Future Thunderbirds*

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](mailto: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

*Stellar Airpark in Chandler, AZ. Open to public traffic*

*“Caution: Cape does not enable user to fly.” – Batman Halloween costume warning label, Wal-Mart 1993*

We all dream, but few of us ever see those dreams become reality... In 1969, Harold (Tom) Earley dreamed of being able to land your plane and taxi it home. Though Earley perished in a plane crash in September 1975, his dream would eventually become Stellar Airpark in West Chandler.

The original plan was for forty homes with direct access to the airport and tie-down areas. It also called for a hotel and restaurant, but the facilities initially developed only included a wash rack, maintenance hangar and fueling services.

The property was bought by Tom Van Sickle in 1976 from the Earley Estate and the land east of the runway was developed into Stellar Industrial, Unit One and Unit Two. He used the south half of the airport property as collateral for the necessary funds. Though the City of Chandler annexed the entire development in 1979, it did not protect it from seizure and transfer to Resolution Trust Corporation when the lending bank became insolvent during the 1980s recession.

As if things couldn't be worse, in 1990 the resident's discovered the land taxes were delinquent and in danger of being transferred to a tax lien purchaser. YIKES! Many residents donated funds and including a \$15,000 loan, they were able to scrape together enough for a legal battle with Maricopa County regarding the taxes. Virtually overnight the forty property owners became members of a non-profit corporation named Stellar Runway Utilizers Association (SRUA), which had the capability of buying back the land from Resolution Trust. The battle was also won against Maricopa County reducing the tax assessment from \$200,000 to \$1,000. Later, a portion of the property to the south end of the runway would be sold to ADOT (now the 202 freeway) and those proceeds would go to reimburse donations and loan.

After all the hard work to save their runway, 1991 saw the now annual victory celebration of “Stellar Day”. A pot luck dinner with all kinds of activities and contests, which receive hobby made awards.

In 2000 Stellar Airpark Estates opened just south of the existing homes. The construction of the new high design, planned community by developer, Mark-Taylor, included a total airport renovation. All the upscale homes now enjoyed new runways, taxiways, lighting... WOW! Another complete airport renovation in 2009 took just 100 days and had no cost to the general membership (other than their contributed time and energies). Two members, Ron Pratte and Jeff Mark took on the project to increase safety and widened the runways and taxiways, reducing obstructions and dealing with soil issues at the same time. Ron Pratte has now also developed the last of the residential property on the north end of the airport which has become Stellar Estates II where lots are ready for custom home construction inside the gated community.

Over forty-two years, the amazing, STELLAR efforts of so many have given their grateful membership and general aviation one on the premier airparks in Arizona. Tom Earley's dream has been full-filled. The airpark covers over two hundred acres and has lit, asphalt runways that are 3913' x 60', which are open for general aviation. There is a full compliment of aircraft that call Stellar home. Approximately 88% are single engine. 7% multi-engine. 3% jets. 3% helicopters and ultra-lights.

There are at least two executive private charter companies, ACS, Inc. and Jet Charters.com that can accommodate any requirement for transportation within as little as a four hour notice. Unfortunately, this fantastic airpark has only four homes for sale currently. Once you see this place, you will appreciate why.

*Kit*



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



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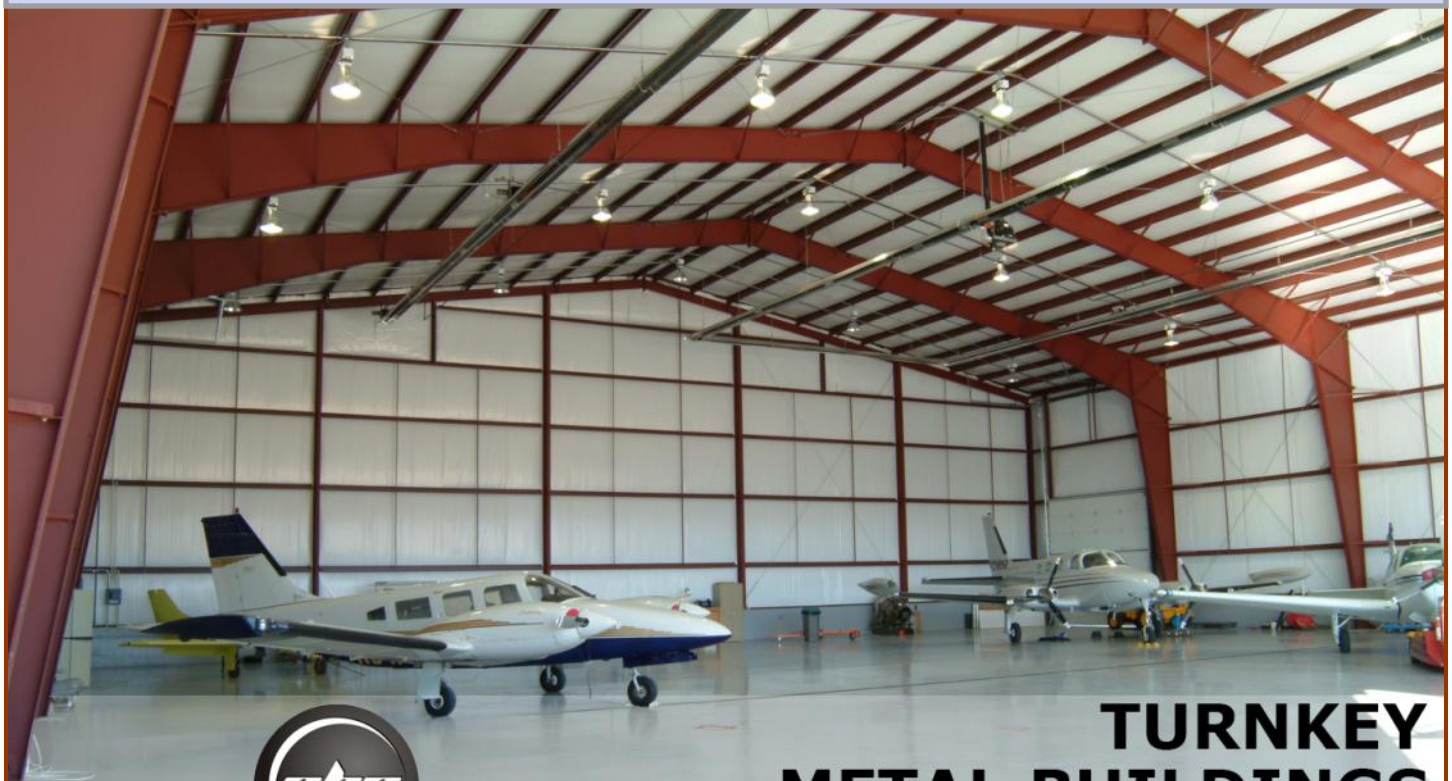
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## FAA/CAMI Hypoxia Training

Double Eagle Airport, NM February 6-8, 2015



The New Mexico Pilots Association is hosting the FAA and their Portable Reduced Oxygen Training Enclosure (PROTE) here in New Mexico. This FREE clinic will offer pilots the ability to experience hypoxia in a normobaric hypoxia training device that simulates altitude by reducing oxygen percentage without reducing atmospheric pressure.

The Civil Aerospace Medical Institute (CAMI) and the FAA Safety Team present this clinic.

Pilots (PROTE requires a current medical cert), health professionals, educators and aviation enthusiasts will benefit from the CAMI Aviation Physiology class.

Registration is now open. [CLICK HERE](#) for information and to register.

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## APA Website

Please visit our website for the latest information.

[www.azpilots.org](http://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](mailto:Webmaster@AZPilots.org).



## Newsletter Contributors

### Article Deadline

20<sup>th</sup> Editor reminds "The Team" to submit articles

25<sup>th</sup> Authors submit articles and advertisements

Contact the editor, Brad Lawrence:

[Newsletter\\_Editor@AZPilots.org](mailto: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.



*New pilots welcomed!*



*Writers welcomed!*



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