



APA Newsletter

Death Valley and
BackCountry Olympics
Results pp.25-34

The APA and RAF go
to Washington DC

Carefree Air Fair
Feb 28

Arizona Capital
Aviation Day Feb 26

FEBRUARY 2015

APA NEWSLETTER

You're Cleared for Take off	
Newsletter Editor.....	2
President's Report	
Tommy Thomason, APA President	3
Executive Director's Report	
Jim Timm, APA Executive Director	4-5
RAF Goes to Washington	
Mark Spencer, APA VP	6-7
Governor Proposes a Sweep of Aviation Funds	
Special Report	8
February AZ Accident Report	
Jim Timm, APA Executive Director	9-10
SHORT FINAL— (Opinion article)	
Flying for Hot Dogs and Chips	
Barbara Harper, FAAST	11-12
Arizona Airparks (93AZ)	
Kit McCloud, Indy Motorsports Ranch Airpark	13-14
Backcountry Care	15
EagleRoost Fly-In Flea Market (27AZ)	
Feb 21, 2015	16
Women in Flight	
Pima Air Museum Grand Opening Mar 7, 2015	17
SkyRanch Air Fair (18AZ)	
Feb 28, 2015	18
Pleasant Valley BackCountry Fly-in (P48)	
Wayne Fischer Feb 7, 2015	19
Casa Grande Antique Fly-In (CGZ)	
March 6-7, 2015 (Volunteers Needed!)	21
Death Valley Get-Away Flight Results (L06)	
Jan 24-25, 2015	25-31
BackCountry Olympics Results (E81)	
Jan 24-25, 2015 Rick Bosshardt	32-34



Inde Motorsports Ranch Airpark p. 13

Wind Shears
Icing
and plenty
of fun!

Feb 28 Carefree
Air Fair
Mar 7 Pima Air
Museum Women in
Flight

APA needs you
as a member!

APA welcomes
volunteers for
several events
and projects.



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

The days are getting slightly longer and the temperature a little warmer, but the winter is not over yet. With our frequent high relative humidity don't forget to sump your fuel tanks. It's on your checklist and not a bad thing to do especially with the low prices of fuel and a higher than normal consumption rate at the pumps.

With the winter weather comes unusual winds on the surface and aloft, sometimes going in opposite directions. The flight level guys are used to experiencing 50-100 knot winds aloft with calm surface winds, but in the winter months our low flying piston aircraft can be faced with a 30-50 knot surface wind in one direction and a wind in the totally opposite direction at 5,000' as an example. Be aware of wind shears in your climbs and descents. There is plenty of study and course material out there to help you understand these phenomena in detail.

What's in an APA membership? Many people ask what the value add is for joining and being a member of the Arizona Pilots Association. Good question because many AZ pilots are AOPA, EAA and specialty aircraft association members which provide plenty of magazines and general information to keep the average pilot up to snuff so to speak with aviation matters, commercial products, airport and weather reference materials. These are very beneficial organizations, but the APA is on a more personal level and deals with issues and flying in Arizona. With the national organizations one rarely gets to interact with fellow pilots unless you make a pilgrimage to one of their events; even then it's not that personal. With the APA you have the opportunity to come in contact and network with dozens of local pilots on a very personal level. You also have the chance to get directly involved with local events on a grass roots level. The APA is chalked full of local airport knowledge, FAA safety seminars, backcountry flying, and offers opportunities to students as well as seasoned pilots. Your APA also has good relationships in our state legislature, right up to the Speaker and Senate President, where we provide a voice for you on important issues. Join us and lend us your hand in Arizona.

The weekend of Jan 24 was busy with piloting events and their passengers. We had a very successful Get-Away Flight to Death Valley, CA as well as backcountry participants involved with flying contests at Superior and an overnight camp at Grapevine. The Death Valley trip had nearly 15 planes and 40 people and the Superior/Grapevine event had over 25 planes with close to 10 planes camping overnight at Grapevine. There was something for everyone and especially the passengers.

newsletter_editor@azpilots.org

Brad

President's Report—Feb 2015

By Tommy Thomason

Aviators and aviation enthusiasts, welcome to the February issue of our monthly newsletter. January has certainly been a great month for flying, even with the few rainy and windy days we've had. Lots of pilots and their aviation companions had some great fly-in events to attend. The Fossil Creek Get-Away trip turned out to be a fun time enjoyed by all. The monthly Grapevine fly-in / campout had over 24 planes show up for the day with about nine staying overnight to camp and enjoy sitting around a nice warm campfire telling "pilot" stories. The Back Country Olympics was well attended, even though it had to be postponed one day due to high winds. Several local spectators came out to watch pilots demonstrate their spot landing skills. The town folks have invited us back for more flying activities and a number of planned events and tours of their town, mine, festivities, and more. Check our [event calendar](#) from time to time to see what else may be planned at Superior and other fun places to visit around the state. The FAASTeam held a number of safety seminars, and has several more coming up. Don't miss the upcoming [Fourth Annual Pleasant Valley \(Turf, P48\) Fly-in](#) where Bernie Gross has a wiffle ball drop, accuracy landing practice, coffee and donuts, and mountain flying discussion (with WINGS credit) planned. Grapevine has moved to the fourth weekend of the month, which will be followed by this year's Cactus Fly-in at Casa Grande the first full weekend of March. Mark Spencer and RAF President John McKenna, had several very successful meetings in Washington DC regarding the future of our backcountry airstrips. Our membership continues to grow and we are starting to see more and more young folks join in on some of our events...Yeah! I hope you enjoy this month's newsletter, and please feel free to provide us with some feedback, articles, room for improvement, etc.



Have Fun and Fly Safe,

Tommy



Executive Director's Report

Jim Timm

February 2015

This winter has been providing great flying weather. It's been more like spring than winter. Enjoy the flying, and please fly safe!

So far, the year has started off relatively quiet. On the surface, everything has appeared to be somewhat calm on the airspace front. That's probably because everyone in air traffic control, and the airport managers in the Phoenix area, have been feverishly planning for the onslaught of corporate jets for the Pro Bowl and Super Bowl games. In spite of the tremendous amount of planning that went on, there was a concern that the airspace before the games and especially after the games was going to be extremely busy and the airport ramps in the Phoenix area were going to be pretty congested. I hope it went well and nobody got ran over. With all of the upcoming special events and political VIPs' showing up on our scene, be sure to check for TFRs' when you're planning a flight. Especially a political TFR! Keep in mind, Presidential type TFRs are administered by the Secret Service, not the FAA. An infraction with a Secret Service TFR would turn very ugly, very fast.



MISCELLANEOUS ITEMS



Remember, a lot of airport construction is still going on around the state, so check for NOTAMS before departing so you don't have a nasty surprise upon your arrival at your destination.

Make sure you have your calendar marked for *The Classic Airplane Association of Arizona's* [57th annual Cactus Fly-In on March 6 & 7](#) at the Casa Grande Municipal Airport. At this year's event they are planning on featuring Historic Aeronca Airplanes. After WW II, if you wanted to learn to fly, it seemed that you most likely would learn in either an Aeronca Champ or a J3 Cub. This fly-in is always a great event, and if you own an older airplane or an antique, the organizers are encouraging you to polish it up and fly in to the event and enjoy the fun!

Frustrating as it is, we still continue getting last minute notices of GPS Interference testing. The latest are for Alamogordo, NM for January 26 - February 13, and Las Vegas, NV for January 23 - February 15, 2015.

Each of these tests cover a significant portion of Arizona at potentially low altitudes. 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 altitudes the problem is experienced, and also please advise **us at the APA!**

The year 2014 has ended, and the following is a brief synopsis of the year's aviation accidents. The year ended with a total of 61 NTSB reported aircraft accidents occurring in the state of Arizona. In the reporting of these accidents, keep in mind that an incident such as a gear up landing, while very financially devastating, if no one was injured or structural damage as defined by the NTSB did not occur, these incidents are not included in this accident number.

MISCELLANEOUS ITEMS (Jim Timm's Report)

Unfortunately, when this report was prepared in late January, there were two reported accidents for the year that were devoid of detailed information. First was a Robinson R22 helicopter on November 15 near Chino Valley, and an Ultramagic N-250 balloon on November 17 near Wittman. The number of persons involved and the extent of their injuries, if any, is unknown. Most likely there were no fatalities. (These two are included in the reported accident numbers without injuries.)

Of these sixty-one accidents:

- 37 Were Certified Powered Fixed Wing Aircraft
- 10 Were Experimental Fixed Wing Aircraft
- 9 Were Rotor Wing Aircraft
- 2 Were Gliders
- 3 Were Balloons



Of the 120 people that were involved in these reported accidents, there were 16 fatalities, 8 received serious injuries, 22 received minor injuries, and 74 persons were uninjured.

A more detailed 2014 year end accident summary is included in my February Accident Report.

The 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 still in process and we are presently reviewing the Phase II Report 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 online calendar](#) for fun weekend places to fly.

Jim

RAF Goes to Washington, January 2015

By Mark Spencer

What better way to start the year off but to head to Washington D.C. to visit our friends and to educate new members of Congress on the RAF mission? With an invite to a portrait unveiling for MO Congressman and Co-Chair of the GA Caucus, Sam Graves, that's exactly what President John McKenna and I did. It was the first week of the 114th Congress, or the "first day of school" for newly elected legislators, as we heard over and over on Capitol Hill. Once the commitment to go was made, other invitations



Stefanie Spencer, US Rep Martha McSally (AZ), and Mark Spencer

followed, and in addition to Congressman Graves' event, we also attended receptions for Montana's newest Senator, Steve Daines, and Arizona's newly elected Congresswoman, Martha McSally. In all we had a very busy three days, meeting with over thirty decision makers, including USFS and BLM leadership, and leadership of other GA organizations such as AOPA, GAMA, and NBAA.

I'd have to say what encourages me most on these trips is the overwhelming positive response we get from decision makers, and of course, I was again amazed at the friendships Mr. McKenna has with so many in Washington. If I were to summarize our meetings, the questions from those we visited went like this: How have you been? What's the good news in backcountry aviation? What are the challenges? And what can we do to help you guys? More than one legislator flat out said, "Let's get these airstrips opened and protected!" We also met with several on Capitol Hill for the first time, including Senator McCain and Flake's staff, Congressman Marc Veasy and Jason Chaffetz staff, where we discussed important issues such as the Public Lands Initiative. While it should not have been, a great surprise was handed to us in a meeting with Dave LesStrang, from the Committee on Appropriations for Interior and Agriculture. Dave simply asked us, "So, did you see the language in last year's Omnibus bill we passed?" I say this should not have been a surprise, because in our meetings last year we had requested that some funding be provided the USFS for maintenance on backcountry airstrips, and this was the fulfillment of our request. Dave ran off for a few moments and returned with printed pages from the report with language that read, "*Recreation, Heritage and Wilderness – The Forest Service is urged to provide sufficient funding for the maintenance of rural airstrips in future budget requests and to consult with Congress, State, and local officials, and effected stakeholders, prior to making determination to close or terminate use of any rural airstrips...*"

While report language is not law, it provides insight and direction to agencies on the mind of Congress, and this language clearly indicates Congress's support of our mission. The potential downside of this is that, while the USFS may then detail funding needs for backcountry airstrips in future budgets, Congress may not actually fund these requests, but may simply expect them to shift funds away from other areas. We'll be working with legislators to encourage actual funding. Other items that appeared in the law itself require the FS to consider the effects of purchasing private lands that have airstrips, and that they not close such airstrips.

I'd like to take a moment here to point out that, while state aviation organizations absolutely have incredible value in the mission of saving and preserving our backcountry airstrips, no single state organization could have persuaded such language in the Omnibus funding bill. **This sort of activity and direction on the national level requires a national organization such as the RAF, and will help all of us at the local levels in moving forward in our collaboration with the USFS.**

We found the USFS team equally as eager to meet with us and discuss the new Omnibus report language and what it meant to them, along with the status of the Memo of Understanding between the USFS and the RAF. Our first meeting here was with Heritage Program Deputy Director, Doug Stephens, where we discussed historic sites like the original Grand Canyon Airport at Red Butte on the Kiabab National Forest, and of course, the old Double Circle Ranch. Doug, and his superior, Joe Meade, are keenly interested in these sites and backcountry aviation. Just as important, John's relationships at the top made discussions with Doug Crandall, USFS Director of Legislative Affairs, and Deputy Chief Forester, Jacqueline Emanuel, as simple as a quick telephone call that lead to an in person visit. We were happy to learn that Doug Crandall had been involved in the Omnibus report language, so they were not blindsided by Congress. The next day we met with Randy Welsh, USFS Assistant Director of Recreation, Public Services and Tourism, to put the finishing touches on the MOU that we've been working on for well over a year. We are very hopeful to return to D.C. in March for a formal signing ceremony! This MOU will be provide general guidance and encouragement to local FS line officers on collaboration with aviation communities interested in partnering with them in efforts to preserve and maintain backcountry airstrips.

Last, but certainly not least, we had dinner with BLM's Anthony Bobo, who attended last year's Red Rock Round Up, and also met with the team making the final edits to our MOU with the BLM.

This team has had some experiences in backcountry aviation and understands its attraction and benefits. One potential first collaborative project they are interested in with us is to inventory BLM airstrips and perhaps chart certain ones that would be warranted by our interest. We hope to see this MOU signed by March as well, but we do not have a commitment as yet.



John McKenna (RAF Pres.) and US Rep Martha McSally (AZ)

Mark

Governor Proposes a Sweep of State's Aviation Budget

Arizona's new Governor has proposed sweeping \$15 million from the state's aviation fund. In Governor Ducey's recently released budget, [Executive Budget Proposal](#), available on line and under the [state_funds_book.pdf](#) section, page 70 a careful look will show a transfer of funds out of aviation and into the general fund.

While some budget cuts may make sense, aviation funds are collected directly from aviators through various taxes, registration fees and auctioned abandoned aircraft. A.R.S. § 28-8202 enumerates these as:

A. A state aviation fund is established consisting of the following:

- 1. Aviation fuel taxes or motor vehicle fuel taxes deposited by the department.*
- 2. Monies deposited by the department as a result of the sale of an abandoned aircraft as defined in section 28-8243 or seized aircraft.*
- 3. The amount of flight property tax that the department of revenue has deposited pursuant to section 42-14255.*
- 4. Registration fees, license taxes and penalties collected pursuant to article 4 of this chapter.*
- 5. Monies received by the department from the operation of airports under this article and articles 2 through 5 of this chapter.*



Arizona Governor Doug Ducey

It's not a surprise that these funds are then to be appropriated under paragraph D for aviation uses:

D: The board shall distribute monies appropriated to the department from the state aviation fund for planning, design, development, acquisition of interests in land, construction and improvement of publicly owned and operated airport facilities in counties and incorporated cities and towns...

This will not be the first time aviation funds have been swept away for other budget short falls, and once again it will require courteous feedback from the aviation community to stop this transfer of funds away from the purpose for which they are extracted from the aviation community. We'll be meeting with AOPA, EAA, SPA (Seaplane Pilot's Assn), NBAA (National Business Aviation Assn) and AZ Airport Association folks to discuss a focused strategy and are asking that all of you contact a fellow pilot, urging them to pay attention. Many, who are not members of the APA may not even know this is happening, so encourage them to join the APA and stay up to speed. We cannot stress enough that we need every Arizona pilot to be a part of Arizona's voice of GA! Numbers count!

Please stay tuned for upcoming **Call to Action** emails and suggestions on how you can help us in this struggle to keep aviation funds where they belong!



AZ Aviation Accident Summary

February 2015

By Jim Timm

For general information, a review of all the accidents that had been reported in Arizona for the past year were reviewed, and the following summary for 2014 was prepared to examine a breakdown of aircraft class and the injuries involved.

2014 ARIZONA AIRCRAFT ACCIDENT/INJURY BREAKDOWN

Aircraft Class	None	Minor	Serious	Fatal	Total Accidents
Certified Powered Fixed Wing	24	5	3	5	37
Experimental Fixed wing	6	1	1	2	10
Rotor Wing	6		1	2	9
Glider		1		1	2
Balloon		3			3
(Included in above.)					
Part 135	3				3
Part 137	1			1	2
Public Use		1			1

The Number Of People Involved in the Above Accidents.

74 Non Injuries This year

22 Minor Injuries This Year

8 Serious Injuries This Year

16 Fatalities This Year

120 TOTAL PEOPLE INVOLVED IN THE ABOVE 61 ACCIDENTS.

In the coming year I hope we can find a way to reduce these numbers, particularly the number of fatalities. To do this will require everyone to do their part and avail themselves of all the safety information out there and exercise good judgment and fly safely.

For the February accident report, the following are the preliminary NTSB reports of the aviation accidents that have occurred in Arizona from mid-December thru late January. Hopefully the information from these reports will be used 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 reporting period has not improved much from last month from a flight safety standpoint. Since the last reporting period, there were four accidents, and unfortunately, one of them was an accident with two fatalities. One accident had one uninjured person, and the other two accidents were devoid of information, and most likely the persons involved in these accidents received either minor or no injuries.

February Accident Report - Jim Timm

Unfortunately, there are still two reported accidents dating back to November, 2014, that are still devoid of detailed information. While devoid of details, these accidents could have been serious and should have been avoided.

During this past reporting period there were four previously reported accidents, one dating back to last September, that have finally had a detailed accident report issued. These detailed reports are appended to the end of this month's summary.

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



Accident Date: Sunday, December 7, 2014
Report Dated (12/19/14)
Title 14 CFR Part 91
Location: Lake Havasu
Aircraft Type: Fouga CM-170R Magister
Injuries: 1 Uninjured
FORCED LANDING, CAUSE UNCERTAIN [Details](#)

Title 14 CFR Part 91
Accident Date: Wednesday, December 31, 2014
Report Dated (1/7/15)
Location: Benson
Aircraft Type: Bell 206
Injuries: 2 Fatal
CONTROLLED FLIGHT INTO TERRAIN [Details](#)

Accident Date: Thursday, January 1, 2015
Location: Yuma
Aircraft Type: Cessna 140
NO INFORMATION AVAILABLE

Accident Date: Sunday, January 4, 2015
Location: Sedona
Aircraft Type: Piper PA28R-200
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: Saturday, September 13, 2014
Report Dated (1/12/15)
Title 14 CFR Part 91
Location: Phoenix
Aircraft Type: Ultramagic N250 (Balloon)
Injuries: 2 Minor Injuries, 9 Uninjured [Details](#)

Accident Date: Thursday, October 23, 2014
Report Dated (12/19/14)
Title 14 CFR Part 135
Location: Mesa
Aircraft Type: Rockwell 690B
Injuries: 4 Uninjured
POSSIBLE MECHANICAL PROBLEM [Details](#)

Accident Date: Wednesday, November 5, 2014
Report Dated (1/2/15)
Title 14 CFR Part 91
Location: Havasu City
Aircraft Type: Beech A35
Injuries: 1 Uninjured
POSSIBLE MECHANICAL PROBLEM ? [Details](#)

Accident Date: Friday, November 7, 2014
Report Dated (1/15/15)
Title 14 CFR Part 91
Location: Bullhead City
Aircraft Type: Cessna 210B
Injuries: 4 Uninjured
MECHANICAL PROBLEM [Details](#)

Flying for a Hot Dog and Chips

By Barbara Harper

The school year in Tucson is a lot of fun for many students. That's because *Wright Flight* flies students from the many schools in the area. *Wright Flight* is a nonprofit 501(c)(3) organization that provides aerospace education in the classroom. *Wright Flight* is dedicated to "helping kids reach new heights" in both their classrooms and their lives. There are a few chapters of *Wright Flight* around the country which host a variety of programs for youth using aviation as a motivational tool. At the start a student sets an academic goal or behavior improvement goal to attain. The program begins with the



Student taking the controls

student making their first goal, which is a pledge of abstaining from drugs and alcohol. Passing the program is not trivial, as each student must achieve their academic goal while simultaneously completing the *Wright Flight* curriculum.

Only students who work hard and succeed earn the right to fly. The program culminates with a flight experience dependent in which *Wright Flight* program the student is participating. At the graduation each student is given the opportunity to fly. They do not merely get a ride, but they will take the controls as they soar through the sky. After the flight each student gets a picture of themselves with the pilot, taken in front of the aircraft, and given a *Wright Flight* T-Shirt. The ground crew, administration, and pilots are all volunteers who donate their time to this program. There are four aircraft that are owned by *Wright Flight* and supplemented by many private aircraft for the flying portion of the curriculum. Our reward as a volunteer is a hot dog and chips after completing the flight portion for all students. Of course, the students, parents, and observers also indulge in the culinary extravaganza.



Student and Volunteer Pilot



Student and Volunteer Pilot

Refresher - Control Tower Light Gun Signals

Excluding birds of flight, all pilots must know the meaning of the Air Traffic Control Tower Light Gun Signals. How long has it been that one has reviewed these Signals? There are a fortunate few who have the descriptions and meanings on their lap board. After all, only a few of us remember steady red and green. Therefore, for the New Year, below is a refresher to digest.

Air Traffic Control Tower Light Gun Signals

Color and Type of Signal	Meaning		
	Movement of Vehicles, Equipment and Personnel	Aircraft on the Ground	Aircraft in Flight
Steady green	Cleared to cross, proceed or go	Cleared for takeoff	Cleared to land
Flashing green	Not applicable	Cleared for taxi	Return for landing (to be followed by steady green at the proper time)
Steady red	STOP	STOP	Give way to other aircraft and continue circling
Flashing red	Clear the taxiway/runway	Taxi clear of the runway in use	Airport unsafe, do not land
Flashing white	Return to starting point on airport	Return to starting point on airport	Not applicable
Alternating red and green	Exercise extreme caution	Exercise extreme caution	Exercise extreme caution

Barbara

Aviation Day at the Capital February 26th



If you've never been, aviation day at the capital will take place beginning at 11:00AM this February 26th on the grass in front of the capital buildings. Your APA will be there sharing the great things we're doing in GA in AZ. It is also a great time to make appointments with your specific legislators to express your GA experience, and any ideas or concerns. A special treat this year will be a reading in the Senate of a Concurrent Resolution declaring September as Arizona General Aviation Month. This proclamation is the result of your APA team working with the state legislature over the past few years.

Airparks of Arizona

by Kit McCloud



Inde Motorsports Ranch in Wilcox, AZ. Private Airpark / Racetrack

Never stop being a kid. Never stop feeling and seeing and being excited with great things like air and engines and sounds of sunlight within you. Wear your little mask if you must to protect you from the world but if you let that kid disappear you are grown up and you are dead. — Richard Bach, [Nothing by Chance](#), 1963

There is probably no other place in Arizona that can keep the kid in us alive quite like Inde Motorsports Ranch. Take your exotic sports cars for a fly around a 2.75 mile track. One that can be configured in 30 different shapes. Rising and diving over 200 feet in elevation changes until you hit the 3,800 foot long, 60 foot wide straight-away. Test your metal (on big rubber wheels of course)! With, or without, big rubber wheels, that same straight-away has been designed to double as a runway. "Fan"tastic! Unbelievably, the runway is an FAA approved private airport with an observation tower.

Inde Motorsport Ranch is 1,700 acres of luxurious, indulgent adult fun. Drive a little over hour east of Tucson, climbing to an elevation of 4,463 at Wilcox, or fly-in, or charter in from Scottsdale Airport... However you get there, it will be worth it.

The accommodations at the track currently are 3 lovely casitas trackside for you, 20 garages for your cars and tons of ramp for tying down your aircraft. The Ranch facilities are expanding. Six more casitas are to be built in the next 8 to 12 months and an additional 8 bay garage will begin construction this month. For those who love the high desert, there's an exclusive residential community of 2 homes. That's right, only 2. Technically, that makes the racetrack an airpark. Hopefully, the on-going development plans will include more home sites.

The last Friday of every month is their version of the soon-to-be-famous \$100 Hamburger. Visit the on-site Military Aircraft Museum. Take a lap ride with a professional driver. It's 5 Star hospitality all the way.

LOOK FOR INDE AT THE SKYRANCH AT CAREFREE AIR FAIR – FEBRUARY 28, 2015!

Kit

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

Backcountry Care

Hey gang, it's backcountry season in AZ and as many of us head to our favorite backcountry airstrip, perhaps one that we've re-opened in the last three years, remember a few things: Always update yourself with recent or new information about your destination. The APA provides updated safety briefs at our main web page under [backcountry info](#) for our USFS and BLM airstrips. Keep in mind that we've agreed to practice Leave No Trace practices at all these airstrips! You can learn more about these practices [HERE](#). These are pretty basic, and simply mean that if you pack it in, pack it home, and leave your camp site as you found it or better. This means that even your campfire, if you built one, needs to be completely cleaned up, rocks redistributed and ashes removed along with any trash that may have made it into the fire. If you haven't read the Aviator's Code of Conduct, included below and contained in all our backcountry Safety Briefs, please read it. Please! No low level, high speed passes, aerobatics, or training at these airstrips! One accident or complaint could set us back for years. As aviators we all win when we take the high road and show our land manager partners that we'll act safely and take care of these airstrips voluntarily. Keep in mind, the FARs apply in the backcountry, and should be considered before alcohol is consumed, and if so, use discretion and set a safe example.

An item that we need to remind everyone of is that the Grapevine airstrip camp is strictly for aviators and only ground support personnel necessary for the monthly event are approved for driving onto the site by our USFS partners. There are some good reasons for this policy, and we've agreed to it, so please honor this agreement. If you would like to participate in ground crew activities, check with that month's camp host; his or her name and contact info will be on our calendar. If your help is not necessary, you'll need to fly in and not drive in. The gates will be locked at the highway at future events and a phone call to the camp host will be necessary to have the gate unlocked.

Last, but not least, if you are inviting a friend or new aviator to the backcountry, please be sure to share this information and our online safety briefs with them! We'll see you at the campfire!

Aviator's Code of Conduct

Preamble:

The Arizona Pilot's Association (APA) and The Recreational Aviation Foundation (RAF) are partnering to advance backcountry aviation in Arizona, and every pilot plays a part in our success. Each of us is an ambassador to the non-flying public, and to the land managers responsible for the airstrips we enjoy. Please do your part by practicing these few rules. We want to be the friendliest and most helpful recreational users that these land managers work with!

- Pilots will abide by all State and Federal regulations regarding the use of aircraft.
- Act with all possible courtesy to those on the ground who are hunting, horseback riding or observing wildlife, by maintaining reasonable distance and altitude.
- Know wildlife refuge boundaries as well as seasonal areas of wildlife congregation to avoid inadvertent low level over-flights.
- Avoid putting potential stress on wildlife.
- Get appropriate permissions when required, prior to using an airstrip. Pilots will practice good wilderness and backcountry flying ethics.
- Keep the noise signature of the aircraft to a safe minimum.
- Practice "leave no trace" camping. Fly it in, fly it out.
- Avoid very early morning departures unless safety of flight demands a deviation.
- Be courteous to other users in the area.
- Do not use these airstrips for training purposes or just to say "I've been there."
- Keep the aircraft clean of noxious weed seed to prevent the spread of weeds to backcountry airstrips.
- Participate whenever possible in work events to maintain these airstrips. Honor the Land Manager's Vision and Rules for the Airstrip. Many hours of negotiations and work go into each backcountry airstrip and trust is earned through fulfilling our commitments to the land managers. A few rogue pilots can destroy this trust and set our backcountry efforts backwards for years. On the other hand, honoring these agreements can go a long way towards these efforts, and even opening new airstrips, so get to know the vision and rules for each airstrip.



EAGLE ROOST AIRPARK (27AZ)

SATURDAY FEBRUARY 21 2015

9 AM – 4 PM

AVIATION FLEA MARKET FLY - IN

**FLY IN. DRIVE IN. WALK IN. PARACHUTE IN.
JUST DON'T MISS IT**

CLEAN OUT YOUR HANGAR

SELL OR BUY AVIATION ITEMS

AVIONICS TO AIRCRAFT

SELLERS COME EARLY AND BRING YOUR ITEMS

BRING YOUR OWN TABLE OR TARP

BUYERS COME AND FIND BARGAINS

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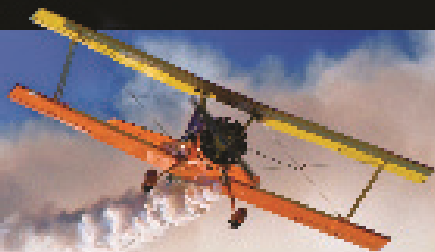
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FOR FLY-IN PROTOCOL DAY OF FLIGHT USE FREQUENCY 122.9

Women in Flight



Sat., Mar. 7, 2015

10:00am-2:00pm

Exhibit Grand Opening

10:00am - *Aerospace Engineering Talk*

by Laura McGill - *Engineering Deputy at Raytheon Missile Systems*

11:00am to 1:00pm - *Exhibit Exploration*

interact with local female aviators and volunteers portraying historical aviatrix

1:00pm - *Pilot Talk*

by DMAFB pilot - *TBD*

All day displays from the Tucson 99s, Art by Rouch, American Institute of Aeronautics and Astronautics, and Experimental Aircraft Association: Chapter 81

Event FREE with paid or member admission

Adults \$15.50 - Pima-County Residents \$12.25 - Children 7-12 \$9; 6 & under FREE



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Public Welcome
2015 Skyranch Air Fair
 Saturday February 28
 9am to 3pm



At the SkyRanch at Carefree Airport,
 8305 E Cave Creek Road, Carefree Arizona

Come one, come all, it is Free to all who attend
 Antique, homebuilt and modern airplanes
 R/C (remote controlled) model airshow
 Food service available through the
 Cave Creek Smokehouse
 Automobile displays

SkyRanchCarefree.com

Pleasant Valley P48 "Turf"

BACK COUNTRY FLY-IN

9:00am - 3:00pm

Saturday - February 7, 2015



10:00am ☒ FAAS Team Mountain Flying ☒ Wayne Fischer

- ☒ Short Field TO/Landing Demonstrations
- ☒ Hole-in-One Flying Golf
- ☒ Helicopter, tail dragger, and glider rides.
- ☒ Static hot air balloons, amphibious aircraft
- ☒ Military aircraft fly -over

Directions:

Flying - ANNOUNCE your back country arrival/departure on 122.9

Plan 5L/23R runway with RIGHT traffic pattern.

CAUTION - The aerobatic box to the west

Driving: West on Carefree Highway (AZ74)...

...pass the wind sock...then SW on the unpaved access road to the event hangars.



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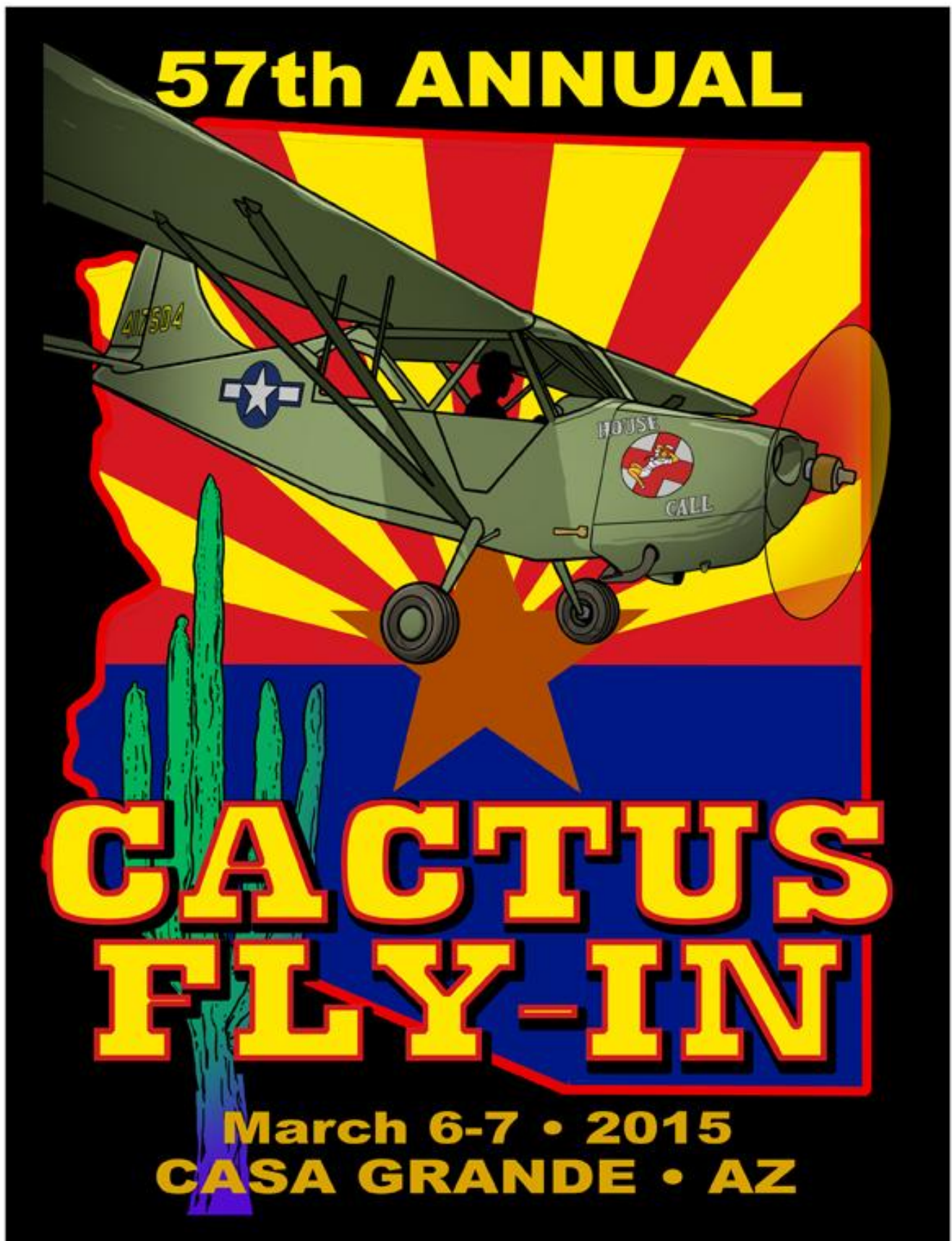
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Volunteers needed to help with this fly-in. Please go to the [APA Website](#) or directly to the [Cactus Fly-In Website](#) and get involved—H E L P !!

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.



Stefanie Spencer—Webmaster

Newsletter Contributors

Article Deadline

20th Editor reminds "The Team" to submit articles

25th Authors submit articles and advertisements

Contact the editor, Brad Lawrence:

Newsletter_Editor@AZPilots.org

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



New pilots welcomed!



Writers welcomed!



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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.

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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.



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



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APPLICATION DUE MARCH 24, 2015

Great Turn-Out for Death Valley, CA Get-Away Flight

Jan. 24/25

[Video by Richard Yerian](#)

You couldn't have asked for better weather, scenery, and participants. Nearly 15 planes and 40 people made the trek to Death Valley, CA from the Phoenix area, Tucson and even Gallup, NM. Many would say that the trip had two major highlights. One was the flight into the valley. For the first-timers you are in awe of the mineral deposits coloring the valley edges with quite a palate. The second was the Jeep ride through Titus Canyon. The group had rented 8-9 Jeeps and caravanned northward about 35 miles and drove the one-way Titus Canyon road stopping for sights along the way. Red Mountain and the ghost town of Leadfield were the main highlights. After a long day some still joined in at the campfire for some serious star gazing. Sunday morning many took their Jeeps to Badwater (lowest point in the US), the Natural Bridge road, and to Devil's Golf Course.

We had to return the Jeeps at 10AM to the airport, but many didn't want to leave because everything was almost picture perfect and certainly entertaining.



Devils Golf Course & Telescope Peak





Half of the Group



Flat Tire









Peter Xu





Sheila & Mike Wilson



Dave & Wanda Fleming



Brian Schober, Michele & Dad



Bob and LeVina Jones

BackCountry Olympics and BBQ Events were a great success! Superior / Grapevine Jan 24-25.

by Rick Bosshardt

Photos by David Langdon

The Arizona Pilots Association, SunCountry Cubs (the Southwest CubCrafters Dealer) and CubCrafters co-sponsored a flying event January 24 and 25.

Saturday morning dawned with a strange wind pattern over the greater Phoenix area with strong winds in parts of the valley. With the easterly flow there were turbulent conditions over Superior (E81), the site of the



Superior Airport - BackCountry Olympics. Photography by David Langdon

proposed BackCountry Olympics competition. We went out to investigate, and could not even get within 2000 feet of the ground without getting knocked and bumped around! It was an easy call to push out until the next day.

However, what was interesting was that with all the wide open spaces around Roosevelt Lake, the Grapevine airstrip was virtually calm the whole weekend!

The call (email to be more precise!) went out to all Olympic participants that the Olympics was pushed a day, but that the BBQ and gathering at Grapevine would continue!





The following day found the winds in Superior had calmed down, and the BackCountry Olympics were held a day later than planned. Flexibility and Safety are the name of the game!

We had ten aircraft participate in the fun, with power off and power on Spot Landings as the main events. I was very encouraged to see over 50 spectators show up at the public strip, with their coffees and lawn chairs at the ready to cheer on the pilots! We were also very appreciative of the Superior Chamber of Commerce for supporting this event, and were understanding that the High School kids who were planning on bringing us coffee and pastries on Saturday weren't able to make it Sunday.



We committed to the town that we would plan some more events at Superior together in the future, and should encourage pilots to use the strip more. Its in great shape after some volunteer help from APA members who have Rancher friends, and we are very grateful that they came out to grade the strip before the event.

More BackCountry fun coming up in the Spring! Keep an eye out on the APA Events Calendar! The next one scheduled is the "[Rumble in the Desert Round 2](#)", so if you are curious, check out the AzPilots.org site!

Rick





BackCountry Olympics at Superior Airport



Barbeque activity at the Grapevine Airport

