



April 2015

APA NEWSLETTER

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# APA Newsletter

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# President's Report—Mar 2015

By Tommy Thomason

Greetings Arizona pilots and aviation enthusiasts. Welcome to the April 2015 issue of the Arizona Pilots Association Newsletter. March proved to be another great month for flying, filled with the 47<sup>th</sup> Annual Cactus Fly-in, with lots of fun airplanes on display, fly-bys, FAASTeam seminars, pilot stories, and more. There were a number of breakfast fly-ins, backcountry camp outs, and work parties. We are sad to say that we are losing Brad Lawrence as our newsletter editor. Like most of us, Brad has a regular job and has become consumed with his engineering projects and will no longer be able to produce the publication we really enjoy. Brad will still be there behind the scenes and at some of our various events. Thanks Brad for the hours and days you spent to enhance our newsletter! Fortunately we have Stefanie Spencer our webmaster, treasurer, and all around super woman for the APA and RAF, to keep the balls in the air while Nelson Garrison takes over the newsletter. Please welcome Nelson to the team and help provide him with aviation related adventures, articles, photos, fun places to fly, and feedback. The APA membership continues to grow, with many great friends and members stepping up to help with some of our various activities, projects, and events, and we can't tell you how much we appreciate it!



Have Fun and Fly Safe,

*Tommy*



## *Board of Directors and Department Chair Persons Contact Information*

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# Executive Director's Report

**Jim Timm — April 2015**

Winter appears to be over and spring is here, bugs and all. With the temperatures we have been experiencing, I fear summer may be very close at hand. So let's get out there and go flying while we still have some smooth cool flying weather left. Most importantly, please fly safe. I like these currently short and brief accident reports, let's do our best to keep them that way.



Like it or not, the UAS or UAVs are going to be in our future and we are going to have to deal with them. FAA approvals for Unmanned Aerial Systems (UAS) or Unmanned Aerial Vehicles (UAV) could present some very serious problems for the general aviation (GA) aircraft pilot. It would appear that the FAA is ignoring the collision risk that the UAS presents to the smaller GA airplane and is considering only large air carrier aircraft risks. Speaking at a recent HAI Heli-Expo in Orlando, Florida, the FAA executive in charge of integrating unmanned aerial systems (UAS) into the National Airspace System (NAS) stated, that if and when a small UAS (sUAS) and a manned aircraft collide, the manned aircraft isn't likely to suffer serious damage. He went on to state, that while there's never been a reported contact between an sUAS and a civilian aircraft, the military has some experience in that regard. In all cases the aircraft was virtually unscathed. He said aircraft are much more robust than the lightly built UASs. With these statements, it is obvious that this FAA executive making UAS integration decisions is ignoring the presence of general aviation aircraft flying in the NAS and/or is oblivious to the damage that would occur if a GA airplane and a 55 pound sUAS collided in flight. He further stated, this is only the first step toward full integration of all sizes of unmanned aircraft. He also said he hopes to have standards for "sense and avoid" systems that would allow beyond-line-of-sight operations established by 2017, and further said, the agency didn't back away from a reported proposal to require a private pilot certificate for UAS operators because it never actually considered such a move, adding that requiring a PPL was "never the intent" and that the FAA always planned a separate certificate for UAS operators.

Given the interest in UAS, the apparent FAA decision maker's lack of awareness of general aviation's existence and our aircraft's relative frailties, and the questionable ability of the FAA to meet their deadlines, I hope we all will be able to safely survive until, and after, their 2017 regulatory deadline.

A Notice of Proposed Rulemaking was issued on February 15 that shows the path the FAA intends to take on the commercial use of sUAS. Comments to the NPRM will be taken for 60 days after the issue date. (Comments are due April 24, 2015, 11:59 PM ET). Send in your concerns in now! The NPRM can be found at: [http://www.faa.gov/regulations\\_policies/rulemaking/recently\\_published/media/2120-AJ60\\_NPRM\\_2-15-2015\\_joint\\_signature.pdf](http://www.faa.gov/regulations_policies/rulemaking/recently_published/media/2120-AJ60_NPRM_2-15-2015_joint_signature.pdf)

## MISCELLANEOUS ITEMS

No doubt everyone is aware that our state legislators have passed a budget for the next fiscal year, and unfortunately this resulted in the diversion of \$15 million dollars, or more than 40%, from our aviation fund into the general fund. This is going to result in a significant reduction in airport programs needed to maintain our airport infrastructure in the state. Diversion of these funds is a disproportionate reduction of the State Aviation Fund compared to other targeted funds, and it's also troublesome that all revenues supporting the State Aviation Fund are derived from the users of the airport system and none are derived from general fund sources. These diverted funds have

## MISCELLANEOUS ITEMS (Jim Timm's Report)

been lost for this year; however, we do need your help. **To prevent this from happening again next year**, we (you) need to contact our state legislators and inform them that we need their support in protecting the State Aviation Fund by:

Preventing and/or reducing proposed diversions.

Preventing future diversions.

Restricting the uses of revenues from the Aviation Fund to only aviation needs and improvements.

Supporting efforts to enact legislation that would allow changes in how the funds are appropriated and distributed to Arizona's airports.

Committing to restoring diverted funds in future budgets.

(Find your legislators here by entering your address...)

At this point, the year 2015 has been continuing on the right path from a flight safety standpoint. So far, the accidents have been relatively minor in nature in that there have not been any fatalities, and there have only been a few serious injuries. Most of the accidents have resulted in only minor or no injuries. At the time of this writing, the NTSB has only reported five accidents occurring in Arizona this year. In the last couple of years, at this time, we had experienced eight to ten accidents with many serious injuries and some accidents being fatal. I would like to think that pilots are becoming more cautious and I can only hope that this trend will continue. A detailed accident summary is included in my April 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 still in process.

Remember, there is a lot of airport construction still going on around the state, and in particular, the Phoenix area, so check for NOTAMS before departing so you don't have a nasty surprise upon your arrival at your destination. And also, don't forget to check for TFRs!

### 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*



# For Immediate Release

## Recreational Aviation Foundation

1711 College, Bozeman, MT 5971 • [www.theraf.org](http://www.theraf.org)

Contact: Carmine Mowbray, Press Liaison • [cmowbray@theraf.org](mailto:cmowbray@theraf.org) 406-883-4677

MARCH 26, 2015

## Recreational Aviation Foundation to Collaborate with USFS and BLM

The Recreational Aviation Foundation (RAF) brought two major initiatives to fruition on a mid-March trip to Washington, D.C.. RAF President John McKenna and Public Lands Director Mark Spencer completed national Memorandum of Understanding (MOU) documents with the US Forest Service (USFS) and the Bureau of Land Management (BLM). The stated purpose of the USFS MOU is to:

**“develop a framework for cooperation between the Forest Service and the RAF relating to support of Forest Service airstrips programs, including support for the operation, rehabilitation, maintenance, and public use of existing backcountry airstrips; assisting in collecting and sharing information about backcountry airstrip recreation opportunities; and enhancing recreation opportunities through funding, volunteerism and sharing technical advice. Collaboration under this MOU can occur at the national, regional, and local levels through mutually beneficial programs, projects, training and other activities that may be planned and accomplished on NFS lands by the FS and the RAF. Such programs, projects and activities will complement the respective missions of the Parties and serve the mutual interest of the parties and the flying public.”**

“After eight years of dedication, the RAF is celebrating this enormous accomplishment,” McKenna said. The MOU follows on the heels of the USFS Final Planning Rule Directives released in February that form the basis for aviation use on 193,000,000 acres of National Forests. The new directives were largely the result of the constant RAF advocacy for the aviation community. “Now with this formal MOU, we are ready to roll up our sleeves to maintain, preserve and create backcountry airstrips in Forest Service locations,” Spencer added.



## Framework for aviation formed with BLM –

The RAF delegates also secured a national MOU with the BLM. Over six years in the making, this MOU is the first of its kind and recognizes aviation and how it relates to the 245,000,000 acres of BLM lands. In summary, the MOU's stated purpose is to:

**“establish a framework for collaboration between the BLM and the RAF relating to the responsible use of recreational airstrips on BLM-managed lands and to serve the mutual interest of each party and the flying public. Both parties agree to collaborate in identifying opportunities and possible locations throughout the country for the RAF to pursue its mission.”**

“The RAF cannot be more pleased with these accomplishments and that we are considered a trusted partner on matters relating to recreational and backcountry aviation. Were it not for the efforts of many before us – the numerous pilots and aviation organizations that have dedicated time and effort to represent aviation as a good steward of public lands – our accomplishments would have been much more difficult to attain,” McKenna said.

The Recreational Aviation Foundation is a public 501(c)3 non-profit organization formed to “preserve, maintain and create public use recreational and backcountry airstrips nationwide,” 1711 W. College St., Bozeman, MT 59715, [www.theraf.org](http://www.theraf.org)

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## The Recreational Aviation Foundation Mission

“Keeping the legacy of recreational aviation strong by preserving, maintaining and creating public use recreational and backcountry airstrips nationwide.”



# Grapevine Airstrip Maintenance

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By: [Mark Spencer](#)

This last month's fly in weekend at the Grapevine Airstrip, located along the shores of Roosevelt Lake on the Tonto National Forest, served as an opportunity for a second round of maintenance. The Grapevine airstrip has not received any official maintenance since its closure in 1997, let's say a few cracks have developed in the asphalt. Noting too large, but if we don't take care of them, we're going to begin to lose this airstrip, in the words of engineer, Rodney Tang, we need to get moving on this airstrip. Rodney was the engineer who actually designed the asphalt upgrade to the airstrip back in 1987 when the Bureau of Reclamation upgraded the airstrip from dirt at the beginning of raising the dam. The APA hopes to gather enough financial and volunteer labor support to crack seal this important backcountry asset this coming fall. Earlier in the month a good crowd showed to help in vegetation control. The cracks must be void of vegetation before any kind of treatment can be correctly applied. The first crew got half the runway completed, and this last weekend, a second crew, including a few from the first weekend, worked a good portion of their Saturday getting pre-emergent down in the cracks.



Rodney spent the better part of his day walking up and down the entire airstrip, taking notes, and assessing the various conditions and issues. He's suggested that, given the quickly deteriorating condition of the asphalt, we need to act fast and that the use of a weak mortar type concrete mix in the larger cracks would be faster and simpler than packing them with green, or cold mix asphalt. Such a mix can be sealed the very next day, as there is no outgassing associated with green mix

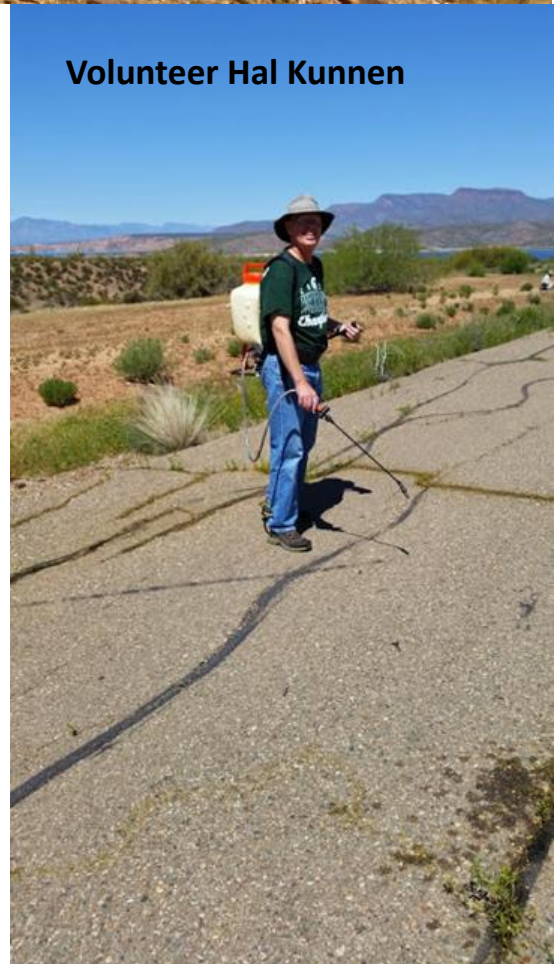




**Engineer, Rodney Tang, Analyzing the Runway, and the landing Widgeon!**

asphalt. The good folks at Mogollan Airpark have offered the use of some of their equipment for the actual hot melt crack sealing process, but logistics of this process and the use of volunteers may require the purchase of our own equipment. The good news is that the equipment cost is fairly low, but the material cost will easily reach the \$15,000 range for crack sealing, and after this we'll need to slurry seal the entire length. Anyone who's visited Grapevine would probably say, Why give it a second thought? Surely this airstrip is worth the investment! I would agree with this sentiment as the Grapevine has probably done more to allow and introduce more people to backcountry aviation than just about any other airport. This task can only be accomplished by a willing aviation community.

The logistics of this project will be challenging, and we're looking for just a dozen or so people that can commit to the actual labor in a concentrated effort this next fall. We have not yet decided if we'll do the entire job, or contract out a portion, perhaps the actual hot melt operation, or we find a benevolent asphalt contractor willing to make a deal. President Tommy Thomason is working with at least one that has offered some serious concessions. Aviators who value Grapevine, but may not be able to offer time should consider making a donation to its preservation. This can be accomplished very easily on line, by simply making a tax deductible donation to the [APA back-country fund](#). With some effort and funding, the Grapevine will continue to provide that backcountry aviation adventure and solitude for years into the future, and yes, the USFS is working with us to expand access to this incredible site.

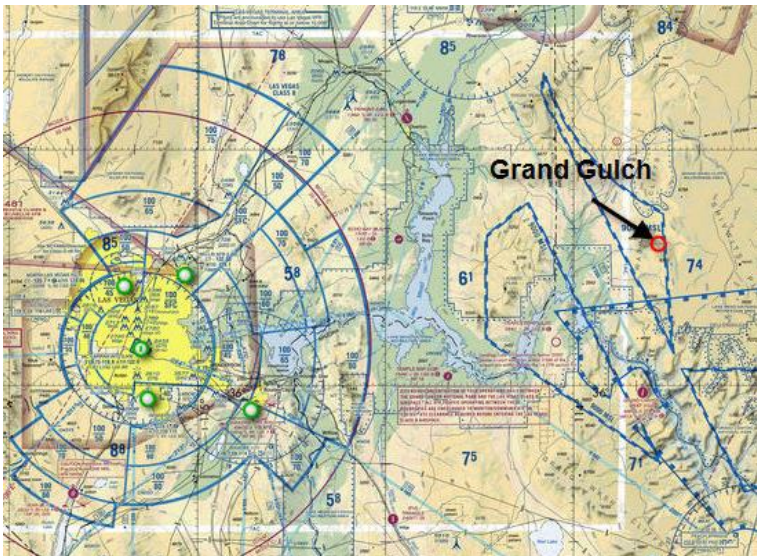


**Volunteer Hal Kunnen**

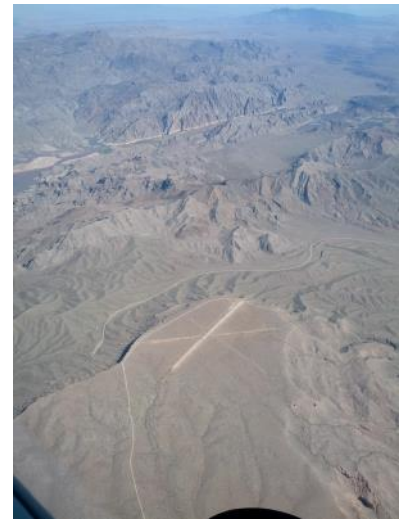


# APA's Spring Backcountry Fly-in Lineup

By Mark Spencer



**GRAND GULCH** airstrip is a unique gem in Northern AZ. Please consult the [azpilots.org](http://azpilots.org) website to get all the details on landing, takeoff, and operating around this strip. Don't miss this May 1-3 event.



Pleasant Valley (24AZ Young AZ) April 10-12<sup>th</sup>

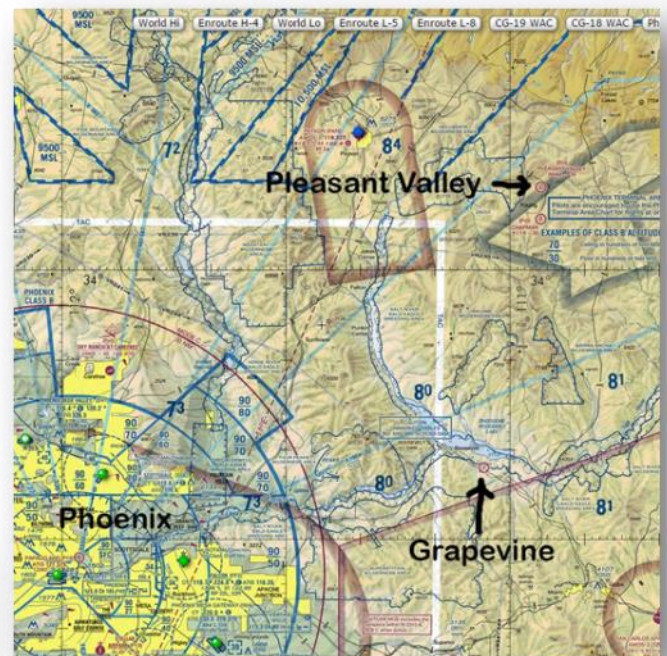
Grapevine (Roosevelt Lake) April 24-26<sup>th</sup>

Grand Gulch May 1-3<sup>rd</sup>

Double Circle Ranch (Eagle Creek) May 8-10<sup>th</sup>

Payson (KPAN) May 15-17<sup>th</sup>

Grapevine (Roosevelt Lake) May 22-24<sup>th</sup>



**DOUBLE CIRCLE RANCH** airstrip is a somewhat challenging runway due to its length and ruggedness, but if you consult the [www.azpilots.org](http://www.azpilots.org) website and click on backcountry strips you can mitigate most of the risks associated with landings and takeoffs. The area is sensational and a must see for those with "dirt strip" capable aircraft. The APA and RAF's relationship with the forest service is key to keeping this strip available to pilots. Always call the number on the website before planning your trip. This is a special airstrip and we need to respect the local activities, neighbors, and Forest Service's wishes.



It's that time of year again when the days begin to lengthen, the trees start shooting out their buds, and in my area, the birds start to sing again. I think I like just about any season in AZ, but spring is always refreshing, and a great time to take advantage of our clear skies. Of course, the wind also picks up in spring, so pay attention to the weather and our [facebook](https://www.facebook.com/AZPilots.org) page just in case an event has to be cancelled or re-scheduled: <https://www.facebook.com/AZPilots.org> Please be sure to RSVP if you plan on attending. This helps us more than you can imagine when it comes to planning the cookouts at these events. Also, please be sure to also study the pilot briefs we've worked very hard on to provide you additional information on these sites: [Back-country Info](#)

## ***Here's our line up for spring 2015:***

**Grapevine (Roosevelt Lake)** -The 4<sup>th</sup> weekend of each month, you'll enjoy food and a healthy crowd of fellow aviators at the Grapevine airstrip. Come check out the new shades donated by the FS and installed by our own Carl Guilliams, his crew, and of course Paul and Charlie from Payson assisting. Carl and his crew worked like a well-oiled machine and prove what we can accomplish as a team! Watch for a future article on this.

Located 1400' from the south shore of Roosevelt Lake. This airstrip has become an Arizona favorite, as it was before its closure in 1997. Don't forget that there are actually fish in that cove down the hill from the strip! We're hoping for a full opening of this little gem along with placing her back on the sectional.



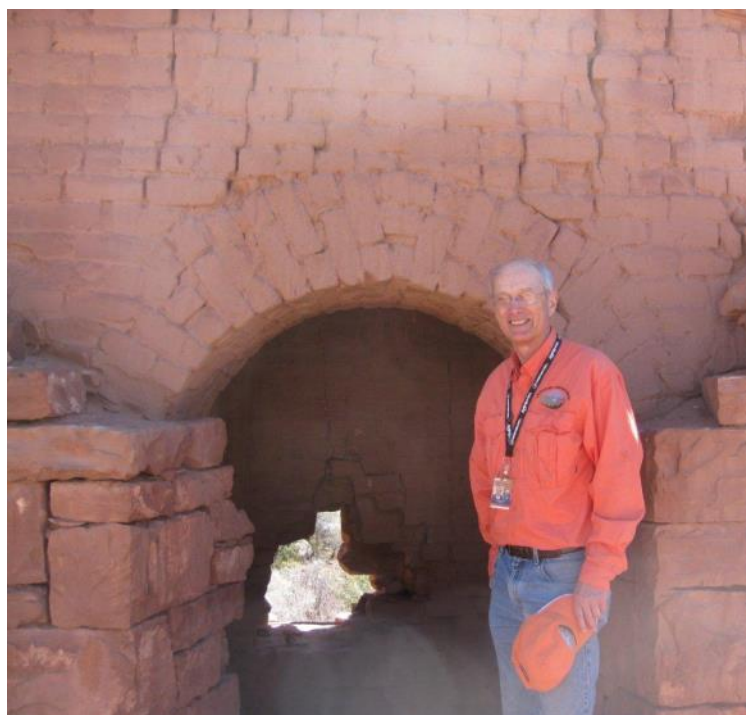
**Pleasant Valley (24AZ Young AZ)** The air will still be cool in Young Arizona for our annual fly in camp at [24AZ Pleasant Valley](#) April 10<sup>th</sup>-12<sup>th</sup>, and I always enjoy a trip into Young, especially for a meal at the Antler's restaurant. Camping at Pleasant Valley is basic but comfortable if you prepare properly. Bring your tent, warm sleeping bag, plenty of snacks, a potluck dish for Saturday, and your own facility. That's a nice way of saying



your own honey pot, or just a five gallon bucket, for your personal bathroom.

The Pleasant Valley (Young) airstrip is smooth dirt/gravel, and landing to the west you'll have a bit of an offset threshold. Let's hope for low winds and blue skies for this one, but we're holding the 17-19<sup>th</sup> as a backup in case spring winds kick up on the 10-12<sup>th</sup>. There will be transportation available back and forth from town.

**Grand Gulch (North Rim)** – Boasting Arizona's first copper mine, the Grand Gulch is a very interesting and historic site. Explore the old ruins, and the only standing adobe smelter in the world! Located just northeast of Lake Mead, this is a favorite of our friends from Utah, and a great launching point for exploring the area north of the Grand Canyon. May 1-3<sup>rd</sup> is slated for a weekend of camping, and there are no facilities here. The RAF will be putting on a cookout on Saturday afternoon, so bring your favorite side dish. [RSVP and more info here.](#)





**Double Circle Ranch (Eagle Creek)** – If you’ve not been to the historic Double Circle Ranch, take this opportunity to join us at what is one of the most historic sites of the old southwest. From its early Pueblo inhabitants, to the Apache, to the Kansas City cattle barrens and outlaws, this ranch has seen them all. The locals will be joining us once again in a potluck BBQ, meat and beans provided by your APA. Pack up your camping



gear, including honey pot, a potluck dish and prepare to enjoy one of the most incredible back-country airstrips in the southwest. From the old lodge building, the flowing creeks to the 100+ foot tall cottonwoods, you’ll enjoy exploring this old site for many hours.

This will be the weekend we are partnering with the RAF and USFS in building a new porch roof, replacing the one that has been missing for decades, This

will provide a beautiful covered outdoor area attached to the lodge log cabin. We placed two large picnic tables given us by the USFS here last fall.

On Saturday afternoon we’ll be having Sloppy Joes, etc. in the old lodge, potluck style along with many of the local ranchers and old timers of the area. Thanks to Jim and Diane Wisda for cooking for us! It’ll be old stories and friendship around the campfire in the evenings. [Please RSVP here!](#)

This airstrip is narrow, but smooth dirt/gravel, slightly uphill to the north. As always, please check in at our event page and let us know you are coming so we can plan food accordingly. Also, please be certain to download our pilot briefs for any of these airstrips under our Resources tab. Know your skills and aircraft performance! We’ll be looking for you at the Old Double Circle!



Mark Spencer

# AZ Aviation Accident Summary

April 2015

By Jim Timm

The following are the preliminary NTSB reports of the aviation accidents that have occurred in Arizona from mid-February thru late March. When detailed accident information becomes available, it will be used to develop safety programs and briefings to help pilots learn from the mistakes being made by others and take the action needed to prevent similar accidents from happening to them.

From a flight safety standpoint, this reporting period has again been outstanding. So far, there have not been any fatal accidents this year, and the number of accidents continues to be down and minor in nature. In the last reporting period there were only two accidents, one in late February and one in early March. Neither of the reports contained detailed information from the NTSB and therefore the injuries, if any, are suspected to be only minor.

I find the small number of events that have occurred so far this year to be amazing, and the fact that they all have been apparently minor in nature! So far this year the NTSB has reported five aviation accidents. At the time this report was being prepared, there was an experimental aircraft accident at Sedona with suspected serious and minor injuries that had not had time to be investigated or reported by the NTSB. Last year this same time, we had experienced ten accidents with some serious injuries and a fatality, and in 2013 this time we had had eight accidents with several serious injuries and two fatal accidents, with three fatalities. I wish I knew what has been happening and we would be able to sustain this trend. Are we being more cautious or what? I would like to think that's true, and our Arizona pilots are not just taking all of their accidents out of state.

Unfortunately, there is still one reported accident, an R22 helicopter, dating back to November 15, 2014 that is still devoid of detailed accident information. As mentioned earlier, these reports devoid of details usually only involve minor or no injuries, but still, they need to be taken seriously and should not have happened.

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

Accident Date: Tuesday, February 24, 2015

Location: Phoenix

Aircraft Type: Piper PA28R-201

**NO NTSB INFORMATION AVAILABLE**

## LEFT LANDING GEAR COLLAPSE ON LANDING

Per information from the Aviation Safety Network; "The aircraft experienced a collapse of the left main landing gear upon landing at Phoenix-Deer Valley Airport. The airplane sustained minor damage and the two pilots onboard were not injured during the incident."

Accident Date: Saturday, March 7, 2015

Location: San Manuel

Aircraft Type: Sky Ranger II (Experimental)

**NO NTSB INFORMATION AVAILABLE**



# Recreational Aviation Foundation and USFS Memo of Understanding Complete!

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By: [Mark Spencer](#)

Nearly 8 years in the making, and the final product says it all!

**PURPOSE:** The purpose of this (MOU) is to develop a framework for cooperation between the Forest Service (FS) and the Recreational Aviation Foundation (RAF) relating to support of airstrips, the operation, preservation, rehabilitation, maintenance, and public use of existing backcountry airstrips; assisting in collecting and sharing information about backcountry recreation opportunities; and, enhancing recreation aviation opportunities through funding, volunteerism, and sharing technical advice. Collaboration under this MOU can occur at the national, regional, and local levels through mutually beneficial programs, projects, training, and other activities that may be planned and accomplished on National Forest System (NFS) Lands by the FS and the RAF. Such programs, projects, and activities will complement the respective missions of the Parties and serve the mutual interest of the Parties and the flying public.

If that were all, we'd have made tremendous progress in moving backcountry aviation into the mainstream, but the MOU goes on to define the mutual benefits:

- *Airstrips are an important part of the administrative and recreational infrastructure on FS lands.*
- *Use of these airstrips for recreational access is a valued and important activity for the aviation community and many visitors.*
- *Backcountry airstrips provide a low impact method of access to various remote and isolated recreation sites and areas.*
- *Some backcountry airstrips contain important historical and cultural values that are reminders of a bygone era.*
- *Backcountry airstrips provide potential access for emergency services, firefighting efforts, and other administrative activities of the Forest Service.*

In my new role as Director of Public Lands for the RAF, I was asked to become the primary negotiator with the USFS in developing the text. At the same time, Ron Normandeau, RAF's Montana Liaison, worked the BLM MOU language. Ron, Stefanie, and I, along with RAF President John McKenna, made several visits to D.C., meeting face to face with FS leadership over the past two years. There is no doubt that the relationships built on the ground right here in Arizona went a long way in paving the road to this MOU. Our partnering with District Rangers in the Tonto and Apache Sitgreaves, along with the excellent work done by so many around the country, made it easy to come to terms with FS and BLM leadership. The atmosphere in these meetings was nothing less than personal and friendly. The trip last week to D.C., March 16<sup>th</sup> through 20<sup>th</sup>, served as an opportunity to have a formal signing of the agreement. The FS will now circulate the MOU throughout the forest regions. The MOU continues with a list of "Shall" that both parties agree to fulfill, for example:



### ***The RAF Shall...***

Assist the FS planning future recreation aviation opportunities by proposing areas and airstrips to be utilized for recreational aviation access purposes.

As requested, help facilitate the coordination of meetings and sharing of information with the FS, aviation community and other stake holders for discussing recreation aviation issues/ concerns at the local level.

Maintain a communication and volunteer network for engaging recreational pilots through the RAF State Liaisons and other state pilot organizations.

### ***The Forest Service Shall...***

Collaborate with the RAF to identify opportunities and possible locations on the National Forests for the RAF to pursue its mission with interested FS partners.

Cooperate with the RAF to identify mutually beneficial projects, activities and opportunities for subsequent Forest or Ranger District agreements or partnerships with the RAF and /or state pilot organizations...

### **The entire RAF/USFS MOU agreement is available online here.**

While the MOU is not a mandate, it serves to convey to local line officers the common interests of the FS and aviation community and a nod of approval from the Washington Office.

The signing ceremony took place at the FS Washington Office, otherwise known as the Yates Federal Building. This building was built in 1878 for the Bureau of Engraving and Printing.

Present for the signing were RAF President John McKenna; Tricia McKenna; RAF State Liaison/APA VP Mark Spencer; APA Treasurer, Stefanie Spencer; USFS Director, Recreation, and Heritage, Joe Meade; Dispersed Recreation Program Manager, Crystal Merica; and Assistant Heritage Program Manager, Douglas Stephens.



The team was also invited to the Chief's office, where we met with Doug Crandall, USFS Director of Legislative Affairs, and Jacqueline Emanuel, Legislative Affairs Specialist.



# Short Final

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

## Learning Safety Culture in Aviation

By Barbara Harper

When studying for a private, commercial, or flight instructor certificate, how did we learn about the safety culture of aviation?

Most of us learned from our esteemed instructors the rights and wrongs of aviation. What we were allowed and not allowed to do were covered in the FARs and AIM. Both, however, probably did not address specifically the safety culture. Is there a safety standard in General Aviation? Do we have a formal and an informal safety system? According to Thaden and Gibbons (2008), in their technical report to the FAA, safety culture must be driven by management. They also state in their report that to ensure the required commitment to safety, leaders must show that safety is their top priority. It really is about what people (pilots) believe about the importance of safety. Therefore, I would like to ask everyone, regarding flight operations and maintenance operations, is safety your top priority?

Human factors and culture are roles that contribute to safety and create a safe aviation environment. One of these human factors is communication. Ambiguity is an ever-present source of potential air-ground misunderstandings. The effect of not understanding aviation phraseology may result in potentially dangerous miscommunication. As new technology is introduced in aviation, initial training becomes essential, specifically in communicating the who, what, where, and why of information, equipment, and people regarding the safety of flight. There is still a lot of room for improvement to be accomplished on the influence of culture and aviation human factors, specifically General Aviation.

*Barbara*





# Airparks of Arizona

by Kit McCloud



*La Cholla Airpark north of Tucson, AZ*

***No one regards what is before his feet; we all gaze at the stars. ~ Quintus Ennius***

**LA CHOLLA AIRPARK (57AZ)** – What better place to star gaze than twenty miles northwest of Tucson in Oro Valley, at the base of the dramatic Tortolita Mountains? Here lies the 1,000 acre La Cholla Airpark with an unobscured sky for star gazing. This magnificent location is home to 91 established residences. Though already a private airpark, the ultimate privacy for each is further secured by a minimum of its seven acre lots. Besides the horses, Javelinas, and deer, you will find the elusive Yak, something with only a designation: L-19 and... what are those things? Ooooooh. Hel-i-cop-ters. A 4500'x44' lighted, asphalt runway and 44'x44' helipad give these animals a good place to come and go, and they can get their favorite libation on-site, Avgas. Not only are the "animals" varied, so are the properties. One incomparable example is Mr. Toshikasu "Ski" Tsukii's guest house that incorporates the nose of a 737, the tail of a 727, and two cabin sections of 707s. His nearby swimming pool is covered by the fuselage of a 747. All incorporate superior and innovative design inside and out. Unique and magnificent! Though there has been a runway here since April 1943, the airpark itself was not established until 1972. The home sites may have their own taxiways and hangars, but there are still approximately 15 freestanding "T" hangars, a bank of hangars and shades, and open tie-downs near the pilot's lounge/operations office, as well as the transient parking. If you would like to visit, please consult their website: [www.lachollaairpark.com](http://www.lachollaairpark.com) for information and to complete a prior permission request. Close to Tucson. Close to the stars. Far from the bustling crowds... Take a flight down to this unsurpassed airpark. There are still unimproved lots and currently seven homes for sale. Ranging from \$530k to the nearly \$4m, 16 acre property with a home of over 12,000 square feet, which comes with all the space and amenities for family, friends and horses one could dream of. Yahoo cowboy!

*Kit*



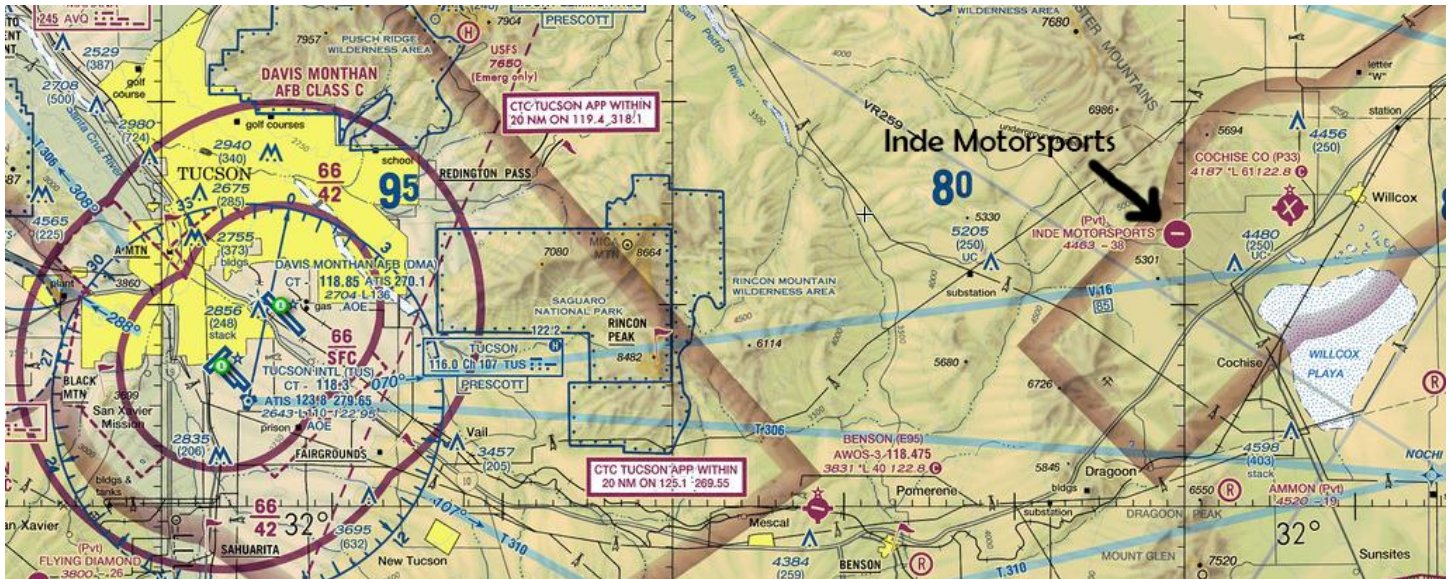
AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
<b>Big Springs Airpark</b> Mgr: Peter Hartman (928) 626-7207	Prescott	12	
<b>Castle Wells</b> Mgr: Gerald DaFoe (810) 516-9122	Morristown	5/10	<b>Pat Mindrup</b> - WEST USA Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com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



# APA Get-Away Flight to Inde Motorsports Ranch

## Apr. 18 - Daytime Event (15 people max for hot laps)

**WHERE:** A day event only at the private Inde Motorsports Ranch Airpark, Wilcox, AZ Hosts are John Mabry



**ARRIVAL:** April 18. Landing window is 10:00 AM to 11:00 AM. Rwy 26/8 CTAF is 122.8 the same as Wilcox. Inde will normally give you the prevailing winds and traffic report. No special patterns.

**AGENDA:** A tour of the facilities will start at 11:00, followed by lunch and high performance hot laps given by professional drivers around the track.

**DEPARTURE:** Departure window is flexible

**FEES:** Make your way to the airport. The Inde tour, gourmet lunch, and hot laps is \$100/person payable on site at Inde Motorsports Ranch.

**TRIP LEADER:** Brad Lawrence [brad@azpilots.org](mailto:brad@azpilots.org) 602-460-4286. Call for details and to sign-up.

*Brad*





*Don't just dream it, live it!*

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| ➤ Cirrus Pilot Proficiency Program (CPPP) Instructor    | ➤ FAA Master WINGS Holder                                   |
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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)



Stefanie Spencer— Webmaster

## 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 newsletter editor:

[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!*



## Advertisements

As a benefit to current members, you may advertise aviation related items in the APA Newsletter and online. Classified ads for items that you own are completely free, just send those requests to our webmaster Stefanie. Photographic ads range from business card size to full page. Please contact our sponsorship and advertising chairman Rick for more information on advertising.

## 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.

