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2015 ANNUAL MEETING

Saturday, May 23, 2015



Coffee & Doughnuts at 9:30am, Meeting Begins at 10am
CAE/Oxford Facility on Falcon Field in Mesa
Lunch Available After the Meeting

Aviators and Aviation Enthusiasts,

Welcome the May issue of the Arizona Pilots Association Newsletter. The flying season continues to be nothing short of great. We have been able to sponsor a number of fun backcountry fly-ins to Pleasant Valley (Young) and Grapevine, a Getaway trip to Inde Motorsports Ranch near Wilcox, and FAASteam safety seminars. Although the weather has yet to get really hot, density altitude is creeping up. Please take the time to review you aircraft's performance specifications and then add some margin for safety before taking off to a high density altitude airport. The last day of May marks the end of our 2014/2015 fiscal year. On Saturday, May 23rd, we will hold our annual all members meeting to review the status and events of the past year. The meeting will be at 10 am at the CAE facility at Falcon Field. I hope to see as many of you that can make it out on that day. We are still looking for a few of you who have some aviation experiences that may be of interest to our readers, to *send us your stories*. *You don't have to be a professional writer to put it down on paper, just send in some of your thoughts.*

Have Fun, Fly Safe,

Tommy



ATTENTION

ARIZONA PILOTS ASSOCIATION ANNUAL MEETING AND DIRECTORS ELECTION NOTICE

On May 23, the Arizona Pilots Association will hold its Annual Membership Meeting and the Board of Directors Election. The meeting this year will be held at the CAE/Oxford facility at 5010 E. Falcon Drive, Suite 201 on Falcon Field, Mesa. Come join us at 9:30 am for coffee and doughnuts before the 2014 Annual Meeting begins at 10:00 am.

Topics will include: A Brief State of the Association Address, Directors Election, Financial Status, Backcountry and State Advocacy Updates, Scholarship Program, GAARMS & Safety, and Weekend Getaway Flights.

There will be lunch available for attendees after the meeting.

At this year's annual meeting, there are three APA director positions that are up for election and the directors presently filling these positions have consented to continue serving in these positions for another term if it is the desire of the voting membership. The 2015 Annual Election Ballot is as follows:

Arizona Pilots Association 2014 Election Ballot

Vote for Only Three Candidates

☐ **Mark Spencer**

☐ **Tommy Thomason**

☐ **Fred Gibbs**

☐ **Write In** _____

If you are unable to attend, you may vote by filling out the ballot above and mail it to:

Arizona Pilot's Association

PO Box 61242

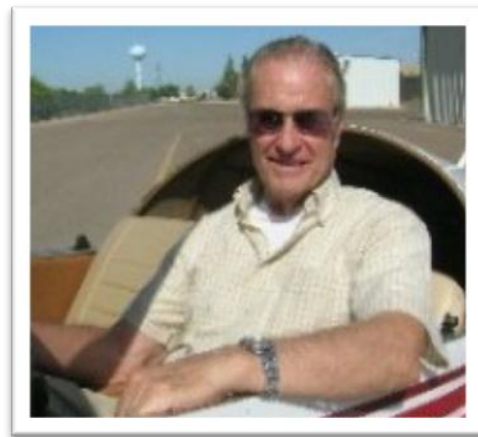
Phoenix, AZ 85082-1242

Your vote must be **received** by Friday, May 22.

Executive Director's Report

Jim Timm — May 2015

I hope everyone has been out enjoying the reasonably good flying weather we have been having, but it appears it may not have been done as safely as it could have been. Unfortunately, this month's safety report is not as good as it could have been. Please be careful out there!



Seven Arizona NAVAIDS Are Listed for Decommission

In a Notice of Proposed Rule Making (NPRM), The FAA has published a list of 736 redundant or underutilized VOR and NDB standard instrument approach procedures that it proposes to eliminate as the agency moves forward with implementation of the NextGen satellite-based air traffic control system. The list, published in the NPRM on April 13, was based on criteria established in 2014 by a "VOR Minimum Operational Network Working Group." Of the 736 Instrument Approach Procedures (IAP) listed, seven (7) are in Arizona, and one of the seven listed is the Casa Grande VOR RWY 05. Apparently the Operational Network Working Group was clueless concerning the instrument flight training activity occurring at Casa Grande and the Stanfield (TFD) VOR because the airport is uncontrolled and the activity is undocumented, when in reality, it is possibly the busiest in the entire southwest, or western United States. With the intensive instrument training in the Phoenix area, we desperately need to retain the number of procedures we now have to meet the needs of the current level of instrument training. There may also be other IAP's in the state that are on the list that should also be preserved. Interested parties need to send in comments on or before **May 28, 2015**. For more information on sending comments, go to: [NPRM](#)

MISCELLANEOUS ITEMS

Once again, it's that time of the year, June 1 thru 13, that the annual Air Combat Command Exercise "ANGEL THUNDER" takes place and a temporary MOA is established: the Roosevelt Lake Temporary Military Operations Area (TMOA) will be located over Roosevelt Lake and parts of the Tonto National Forest, including the use of Grapevine Airstrip, in support the annual Air Combat Command Exercise ANGEL THUNDER. The exercise is designed to provide Combat Search and Rescue (CSAR) training for combat aircrews, para-rescue personnel, intelligence personnel, battle managers, and joint search and rescue center personnel. The exercise allows combat air forces to practice effective integration/application of air and space power in the search and rescue mission.

The TMOA will be activated for aircraft and parachute operations involved in the CSAR exercise. Aerial activities will include: combat maneuvering by fighter and transport fixed and rotary wing aircraft, parachute operations, formation flights, rescue escort maneuvering and aerial helicopter refueling. The description of the MOA is as follows:

Roosevelt Lake Temporary MOA, AZ

Boundaries. That airspace within a 10 NM radius of lat. 33°41'57"N., long. 111°03'52"W.

Altitudes. 500 feet AGL to 9,000 feet MSL.

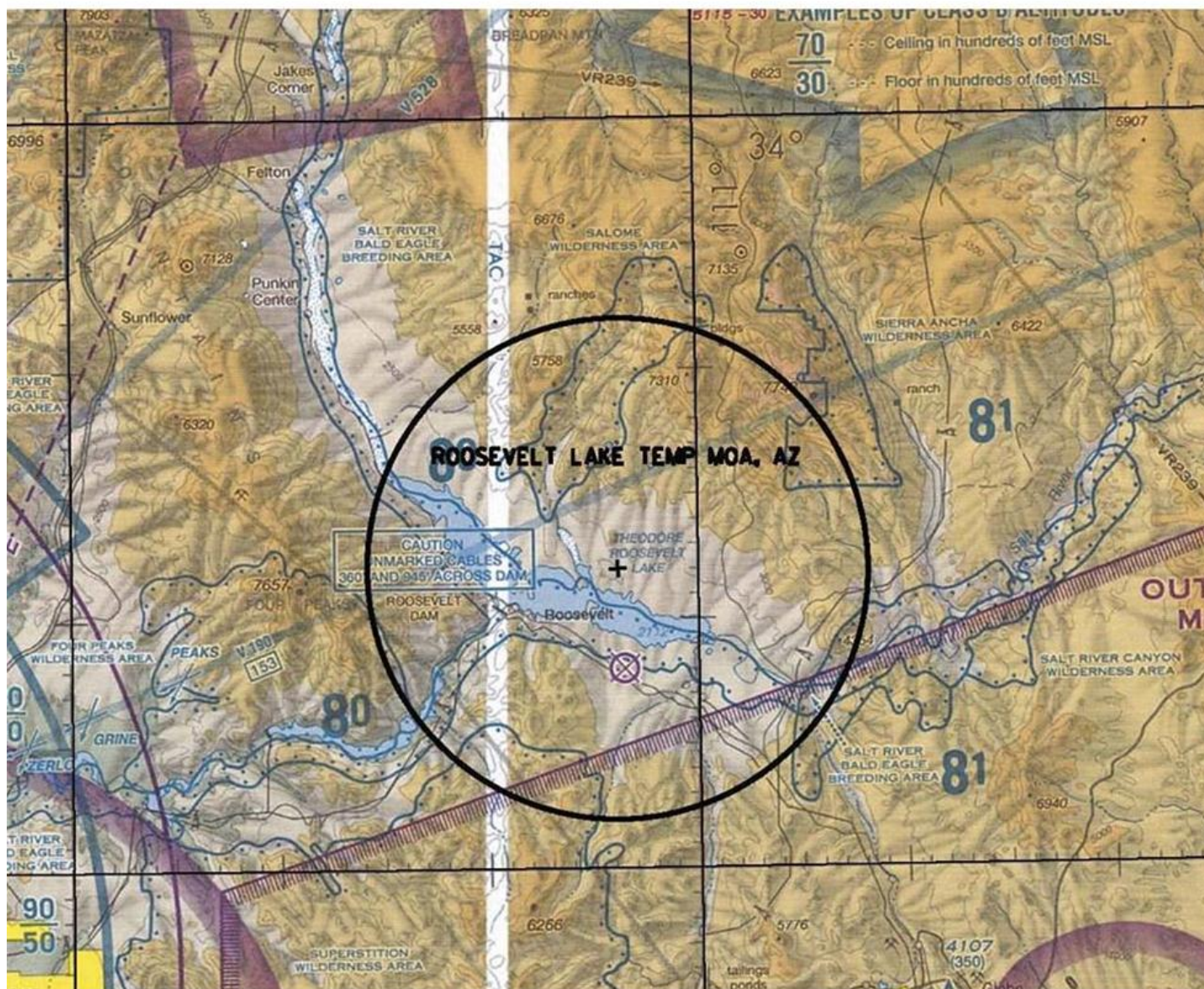
Times of use. By NOTAM, June 1–13, 2015.

Controlling agency. FAA Albuquerque ARTCC.

Using agency. U.S. Air Force, 564 Rescue Group, Davis–Monthan AFB, AZ.

A similar MOA will be established over the Playas, New Mexico, training research center for the same operation. Check NOTAMs for the specific details.

ROOSEVELT LAKE TEMPORARY MOA, AZ PHOENIX SECTIONAL AERONAUTICAL CHART June 1-13, 2015



Something to keep an Eye on.

A Republican House member, Rep. John Mica (R-Fla.), has [filed a bill \(H.R. 1835\)](#) that would oversee air traffic control functions that are currently handled by the FAA, saying the measure would drastically improve the efficiency of air traffic control in the U.S.; Rep. Mica further says, “We’ve tried reform and reorganization, and we’ve created positions like the Chief Operating Officer within the Air Traffic Organization, but unfortunately our ATC technology and working conditions for air traffic controllers continue to fall further behind the rest of the world,” said Mica, who is a former chairman of the House Transportation Committee. It sounds like this potential bill could possibly be a starting point for user fees and should be carefully watched.

Regarding aviation safety and aviation accidents, the year 2015 started out on the right foot, but from the early part of this reporting period things went downhill fast. In the month of March there were six reported accidents. Fortunately, at this point, none of them have been fatal. Think carefully when preparing to fly, and while flying, and try to break that link in the chain of events that lead up to an accident. Accident details for the past reporting period are contained in my May accident summary, take note, and please don’t become one of the items in a future report.

NTSB SAFETY ALERT.

Pilots: Perform an Advanced Preflight after Maintenance and be vigilant for flight control and trim anomalies. The problem the NTSB is pointing out is that in-flight emergencies, accidents and deaths have occurred when pilots have flown aircraft with incorrectly rigged flight controls or trim systems. Cases have been noted that maintenance personnel who had serviced the systems did not recognize the control or trim surfaces were moving in the wrong direction and the pilots who attempted to fly the airplanes didn’t detect the control anomalies during their preflight checks. Although maintenance personnel made a mistake, the pilot could have prevented the accident by performing a thorough or advanced preflight check. When getting an airplane out of maintenance of any kind, before departing on a cross country flight, make maintenance test flight in the pattern to check for any control or operational/performance anomalies.

We are still getting Flight Advisory GPS Interference Testing notices from the FAA. This time the testing was occurring in the Las Vegas area. The notices continue to be arriving too late to be of much use in providing a timely warning. Again if you have encountered a noticeable delay in getting a suitable GPS navigation signal, please advise us of the date, time, location, and signal loss duration.

APA is continuing to work with various 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.

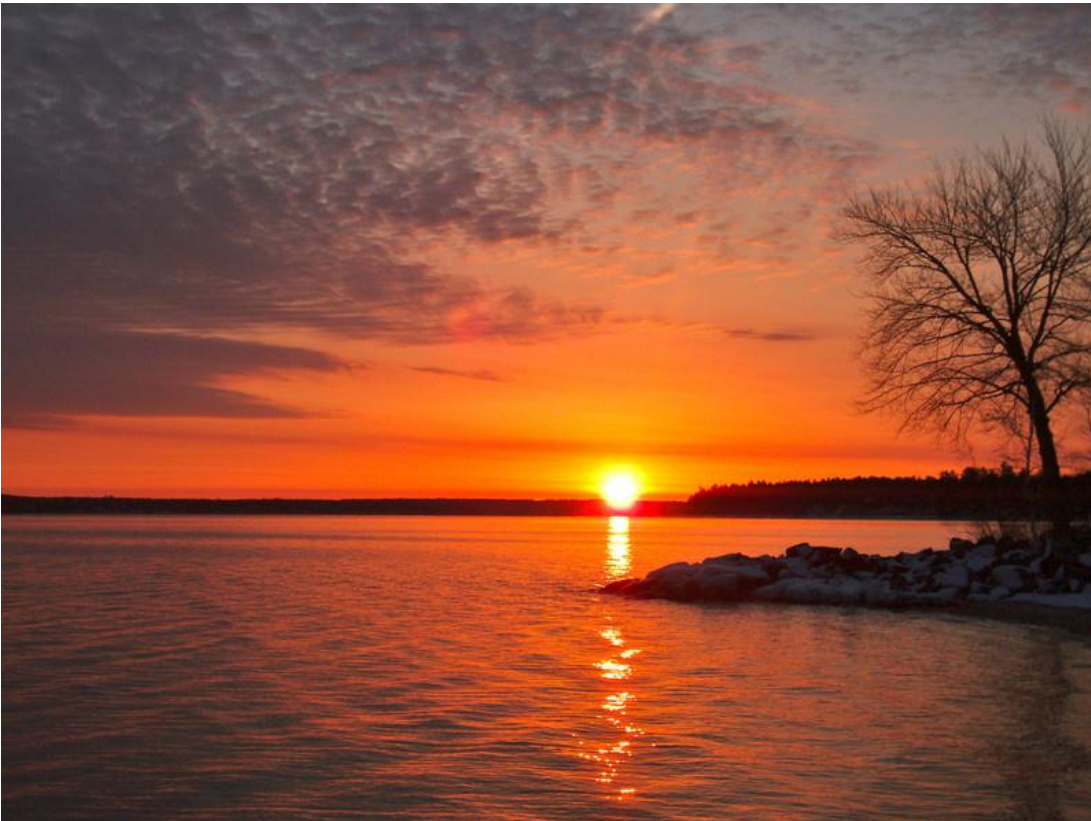
Remember, there is still a lot of airport construction going on around the state, and in particular, the Phoenix area, so continue checking for NOTAMS before departing so you don’t have a nasty surprise upon your arrival at your destination. And also, don’t forget to check for TFRs!

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 Coolidge fly in breakfast is 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



A Green Light for the Double Circle Ranch

It's been up to the wire, but our new friend, Eric Bredemann, District Archaeologist for the Clifton District of the Apache Sitgreaves National Forest, has accomplished what he had hoped to for us and won the approval of the State Historic Preservation Office (SHPO) for our upcoming project at the old Double Circle!

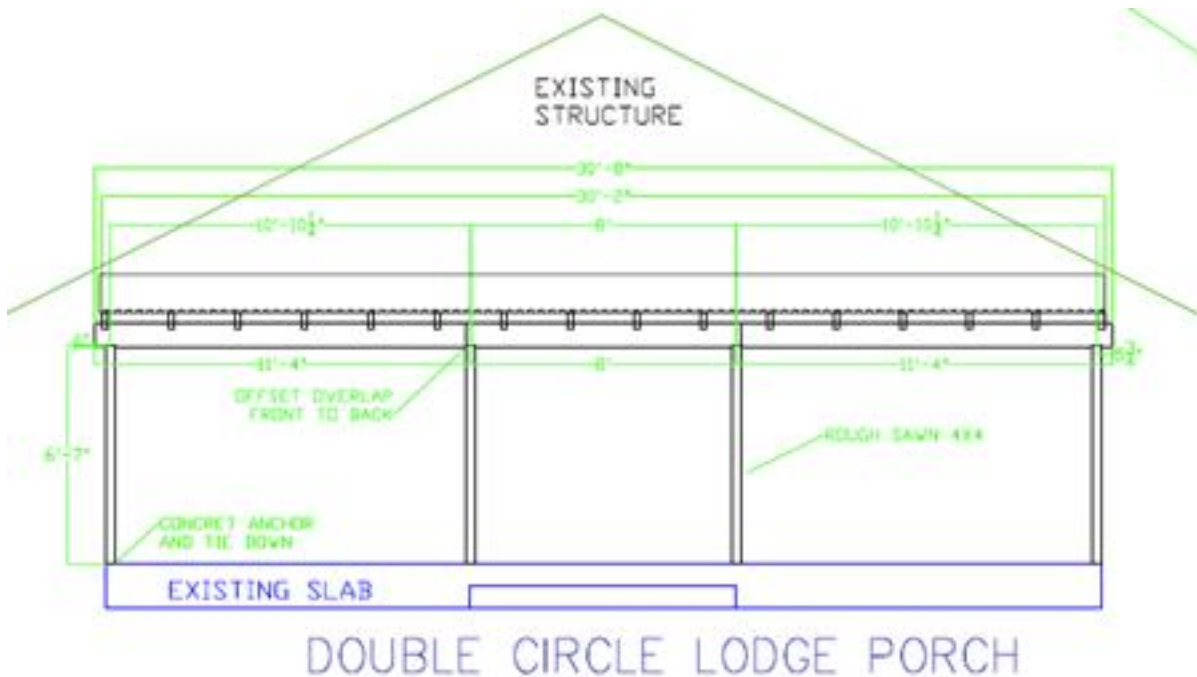
This means we are on for constructing a new porch roof on the lodge building over the weekend of May 8, 9 & 10, assuming we have good weather. APA's board member, Ty Greenwade, has been busy getting quotes on materials and we pulled the trigger today on their purchase. Total cost for the materials looks to be just under \$2000, with three members



meeting our donation challenge each to cover these costs so far! Thanks to three pilots thus far that have taken our \$500 challenge! We need only one more to complete our funding for this worthy project! Please contribute anything you can, just click [here](#)! Even if you are not a carpenter, plan on camping out with us for the weekend and enjoying Saturday's lunch and dinner! Bring a side dish of your choice.

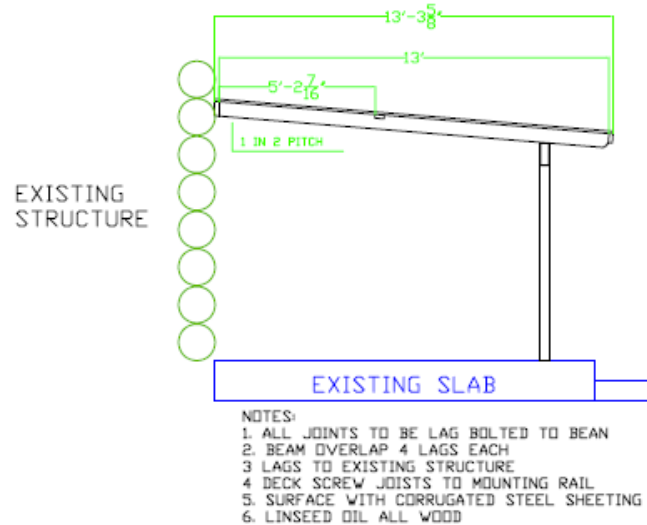
The final designation of the site remains up in the air as the Forest Archaeologist in Springerville believes the original study of the site, completed in 1992, was incomplete. Eric plans on an update to this earlier study, including a closer look at the Apache influence on the site, sometime next year. He believes he's found some funding for this, and may be reaching out to the pilot community for volunteers in a site survey that would include some digging and sifting. I am sure hoping my schedule will align as I've always been interested in this sort of archaeological work. Either way, the pilot community and others will continue to enjoy the use of this site into the future. Region 3 Recreation Officer, Francisco Valenzuela, has even mentioned including the site in the Arizona Trail System.

I sketched the plans below as a general guide, but we'll be sure to run into some small challenges as we fit them to the existing lodge structure.



Moving forward, we'll be sending the old, and very heavy, picnic tables back to the Forest Service after our May weekend. Our original intent was to place these inside the lodge, for both protection and use, but their weight has caused concerns of potential damage to the lodge floor joists. We've proposed replacing them with [convertible](#) park like benches that fold into picnic tables. These could be easily moved outside under the new porch roof when necessary, or left inside during bad weather. Their cost is only \$100 each, and a few of these would really help all visitors, especially the pilot community. If you are interested in supporting placement of these at the site, [let us know](#).

Keep an eye on our [facebook](#) site as we monitor the weather for the May 8, 9 and 10th weekend. Any changes will be posted there. Also, it helps us plan for the correct amount of food if you let us know you plan on attending! [Email us](#)!



Mark Spencer

INDE MOTORSPORTS AIRPARK FLYIN – April 18, 2015

Kit McCloud

“I always thought every day was a gift, but now I am looking for where to send the thank you note.”

~Randy Pausch

I know where to send my thank you note for at least one very special day. THANK YOU JOHN MABRY of Inde Motorsports! To say he made my day is not enough.

A day outing to Inde Motorsports is to be envied by all aviation and race enthusiasts alike.

The fly-in on Saturday, April 18th was amazing. The fantastic facility, the staff, and particularly John Mabry can't be appreciated by the written word. YOU JUST GOTTA GO THERE!



Make your reservation, announce yourself as you get into the pattern for their FAA tower, and they will clear the track so you can land on the straight away/runway. Back taxi and follow your escort to a tie down. Hop aboard and two shakes of a lamb's tail later you're at the main staging area.

John gave us a tour of the facility which included hangars full of every kind of collectible and race car imaginable. We also got a peek at a very small portion of the owner, Mr. Graham Dorland's, collection of Apache artifacts and photos. Well known in the business world, since he retired he has taken up many philanthropic endeavors, including a soon to open museum for the Apache Nation.



An extensive overview of the track and facility was provided by John. One of the things I learned is safety is paramount here. During practice heats, only five cars are allowed on the track at one time. We were treated to rides in both a Porsche Cayman S and a McLaren MP4-12C Spider in several heats. I never realized that those Caymans I see “putzing” around town have 325hp, with a top speed of 175mph. Think about that all you “slow and low” big wheels guys. Sitting just inches from the ground makes it seem even soooooo



much faster. YIKES! I must admit, I don't see too many of the 600hp McLarens around. Probably because they can fly by me at 207mph.

Just a blur.

Along with the rides, we enjoyed a terrific Mexican lunch at the facilities indoor/outdoor café

and a view of the track from both the control tower and a hillside, glass enclosed patio where we could watch a few sportsmen utilizing the shooting range. What? Yep. A shooting range.



"But, wait, that's not all...." Mr. Dorland has a collection of war birds on display. Each is lovingly restored and in bristol condition. They are washed and waxed more regularly than my car.

I could go on and on and on. Just go. Fly. Drive. Bring your car to try on the track... Just go.

WOW! THANKS JOHN!

Kit



GAARMS Report:

MAY 2015



The first four months of 2015 have come and gone, and I am pleased to say there have been NO fatal accidents in the state of Arizona – OUTSTANDING!! There was one fatal accident over in California involving one of our Scottsdale, Arizona, based pilots. The aircraft, a single-engine Lancair, went down shortly after takeoff from the Van Nuys airport mid-day. The aircraft ended up in a Los Angeles street intersection with one wing bent around a traffic signal pole and the cockpit demolished. The weather at the time was good VFR, with only 6kt surface winds. No cause has been determined as of this time.

The past weekend I attended the National Weather Service “Southwest Aviation Weather Symposium” in Las Vegas and actually participated as a guest speaker. The symposium was highly successful, with very good attendance both days. Day one was specifically aimed at weather forecasters and the NWS staff manning the forecast offices and the Center Weather Service Units (CWSU) located in the FAA’s ARTCC’s. The second day was aimed at the pilot community. The presentations were outstanding, highly technical, quite diverse and educational, yet very intense if you were not a weather geek! Some of the subjects were:

Identifying and communicating hazardous weather to GA pilots;

Integrating GOES-R into Aviation Weather Center operations and Decision Support Services;

Mid-level steering flows and antecedent conditions associated with monsoon thunderstorm winds, reduced visibility and lightning at major airports in the SW United States;

CWSU Salt Lake City operations for mountain wave activity;

Unique aviation weather in the fractional jet industry;

Memphis ARTCC CWSU decision support of FedEx cargo operations at Memphis International Airport;

Flying in mountainous terrain;

Flight hazards associated with thunderstorms and weather radar interpretation;

West Coast stratus – tools for pilots to better anticipate and avoid;

Known icing, known risk – a case study;

Understanding Eastern Sierra wind storms & how to mitigate your risk while flying;

Improvements to the CWSU Websites and Interpretation & Application of Center Weather Advisories and Meteorological Impact Statements;

Preflight Weather & In-Flight Weather Briefings Using ForeFlight/iPad

As you can see, it was quite diverse and technical, and very educational. I closed out the symposium on Saturday afternoon, talking about the future of Flight Service. All of those weather issues and products are useful information if you understand them, just like getting a weather briefing. If you press the print button on your DUATS briefing, you get pages and pages of data, but do you re-

ally understand all that data? Are you in the DRIP mode (“Data Rich, Information Poor”)? Tons and tons of data, but nominal information, so who do you turn to when it is complicated? Why, Flight Service, of course! But the FAA is looking at eliminating the weather briefer in the interest of downsizing and cost cutting. The FAA has already reduced the size of the FSS from around 5000 briefers in the 70’s to only about 700 now, employed in the 3 Lockheed Martin FSS’s. Terrific automation has facilitated that, such as [DUATS](#), the [Aviation Weather Center’s web page](#) and [ADDS](#), as well as the plethora of other weather sites on the Internet. In fact, DUATS logs more users than the Flight Service Stations, but I believe automation is the reason for that. A pilot need only call FSS when the weather is really “iffy” to get a professional opinion; the rest of the time you can just log in and check the weather yourself. But what if the FAA really does do away with the weather briefer? Now what do you do? I believe the FAA will adopt the philosophy of “Weather Briefing by Exception;” that is, some briefers will remain, although a lot fewer than currently, and we will have to wait on the phone for a while to get a human being.

Almost all flight planning will be via automation, as will opening and closing of VFR flight plans if you choose to file one. A caveat here: some of the cool automation capabilities being looked at in the future will require you to file a flight plan in order to receive the services that the automation can provide. The flight plan would be necessary in order to have the appropriate data and routing to track you in order to provide you with timely and accurate data for your route of flight. It may also include route deviation notifications (“Why are you off your route?”), quick response for search and rescue (“Your position has stopped moving at other than your planned destination”), or opening and/or closing your flight plan when your position leaves the vicinity of the departure airport and stops moving at the planned destination. And that is just the tip of the iceberg!

I believe that by 2020 (a NextGen target date, as well as an ADS-B target date), the Flight Service world will be significantly changed forever, if not disappearing. All flight planning will be via automation, and professional, human-provided weather briefings will only be available via a subscription or membership. You, the pilot, will have to be significantly smarter about weather...

On a different subject, directly related to GAARMS, I met an individual with some insight into the fatal accident that occurred up here, involving a Bonanza on departure out of Flagstaff that crashed only a few moments after takeoff. It was one of the accidents discussed at GAARMS back in 2013. Several of the causal factors we considered were: 1. density altitude; 2. leaning for max power for takeoff; 3. pilot decision-making to abort the takeoff if not at the right airspeed by a certain distance down the runway; and 4. turning away from a possible safe landing area on departure (i.e., I-17 south bound). Well, it seems that all of the above came into play, plus one we had NOT thought of. It is now believed that the pilot leaned TOO MUCH, preventing the engine from making sufficient power to climb out, so the plane lost power as it tried to climb, bleeding off airspeed as it struggled to stay in the air. It is believed that, had the pilot just pushed in the mixture, we would NOT be talking about this!

On a side note, the last few weeks up here in Flag have been fraught with some very interesting occurrences, accidents, incidents and pseudo-emergencies. A Bonanza had the backing plate on the spinner disintegrate in flight, completely unbalancing the prop and hub. Fortunately, they were only a few miles north and made a successful emergency landing here at Flag. Then, as I sat at the taxiway with a student holding short for arriving traffic (describing how the pilot was very nicely holding the aircraft off the runway as he bled off his airspeed so as to land close to stall speed), a huge plume of white smoke suddenly appeared, and the aircraft ground to a halt on the runway! Seems the nose gear collapsed as he set the nose down – what a bummer!

The following weekend two aircraft ran off the runway, one on Saturday, one on Sunday, each one picking a different side. One took out some of the runway lights and damaged the horizontal stabilizer to the point that it needed to be replaced, and the other went off the left side, wiping out the PAPI, damaging a wing and ripping off the pitot tube and associated plumbing. (PS – the PAPI is still out of service!)

Then the next weekend I had a total electrical failure in a customer's Bonanza on departure as we pulled (or tried to pull) the gear up. Total electrical failure! We went west, trouble shot the issue, and determined that we could not do a thing to reset it. So I whipped out my cell phone, called the tower and explained our dilemma. We then coordinated a pass by the tower, who confirmed that our effort to manually put the gear down looked right (We had a gear down indication in the cockpit, but not lights), and we made a super smooth no-flap landing. The electrical problem was resolved the next day.

And finally, right after that flight, I was back up in the air with another student in a C210 when, after landing and taking back off at Winslow, the gear would not come up – which is certainly better than NOT going down!! After re-cycling the gear, to no avail, and leaving the gear down and looking as close as possible to the nose gear in the mirror, I deduced there was a problem with the nose gear. We flew back to Flag with the gear down and locked and then coordinated another pass by the tower, who confirmed my assessment. The nose gear was certainly down and locked, but it appeared to be cocked off to one side. Hmmmm... shades of JetBlue raced through my mind. Well, we landed with another of my great (SIC) soft field landings, and as I gently lowered the nose the wheel straightened out and I was able to just turn off the runway and taxi back to the hangar with no problems. Problem – linkage. Going into the shop for repair.

Just another day in the life of a flight Instructor!!!

And I leave you with the following thoughts:

The biggest lie I tell myself is... "I don't need to write that down, I'll remember it."

My people skills are just fine. It's my tolerance to idiots that needs work.

Of course I talk to myself; sometimes I need expert advice.

The military salute is a motion that evolved from medieval times, when knights in armor raised their visors to reveal their identity. ([...more](#))

In ancient times strangers shook hands to show that they were unarmed.

Should you desire a safety program at your local airport, simply contact APA via info@azpilots.org. 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@npgcable.com. 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.

Fred



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!!!

AZ Aviation Accident Summary

May 2015

By Jim Timm

The following are the preliminary NTSB reports of the aviation accidents that have occurred in Arizona from mid-April thru late May. We hope the following accident information can be used to develop safety programs and briefings that will help pilots learn from the mistakes being made by others and hopefully will take the action needed to prevent similar accidents from happening to them.

From a flight safety standpoint, this reporting period has not been good. Fortunately, however, there have not been any general aviation fatal accidents reported in Arizona by the NTSB so far this year. There were six general aviation accidents reported during this past reporting period, five of them occurring in March and one in April. The April report failed to contain detailed accident information from the NTSB and therefore is suspected to be minor in nature.

On March 11 there was an accident reported by the NTSB that involved a flight of two U.S. civilian owned foreign military jet trainers being flown by U.S. civilians that were operating under contract for the USAF flying out of Yuma Marine Air Corps Station when one of them struck a truck on takeoff, killing the Marine Lance Corporal occupant. In spite of being investigated by the NTSB, because of the military intent, location, and type of operation, this incident will not be included in this reporting process.

Since January, there have been four accident reports that failed to provide detailed accident information at the time. In the past reporting period, detailed reports have been issued and 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: Saturday, March 14, 2015
Report Dated (4/3/15)
Title 14 CFR Part 91
Location: Peoria
Aircraft Type: ULTRAMAGIC SA N210 (Balloon)
Injuries: 1 Serious, 10 Uninjured

HARD LANDING

About 0820 MST on March 14, an Ultramagic SA N210 balloon experienced a hard landing during a visual approach and landing in an open field near Peoria. The pilot and nine out of the ten passengers were not injured, and one passenger sustained two broken ankles during the landing sequence. The balloon sustained minor damage to the gondola scruff leather coverings. According to the pilot, halfway through the flight, it was determined that winds aloft were faster than anticipated. As the pilot maneuvered the balloon for a landing in an open field, a hard landing occurred.



AZ Aviation Accident Summary cont'd

May 2015

By Jim Timm

Accident Date: Saturday, March 21, 2015
Report Dated (3/30/15)
Title 14 CFR Part 91
Location: Sedona
Aircraft Type: McCurry F 1 Rocket (Experimental)
Injuries: 2 Serious

LOSS OF POWER ON APPROACH TO LANDING

On March 21, about 1115 MST, a McCurry F-1 Rocket sustained substantial damage during a forced landing following a loss of engine power while on final approach to the Sedona Airport (SEZ). The private pilot, who was seated in the front seat, and the airline transport rated pilot, who was seated in the rear seat, were seriously injured. The cross-country flight originated from Prescott, Arizona, about 20 minutes prior to the accident. Visual meteorological conditions prevailed and no flight plan was filed.

The front seat pilot reported that while the flight was inbound to SEZ, the engine began running rough, and through adjusting the mixture, it returned to running normal. The pilot stated that after switching to the right fuel tank, he proceeded to enter the airport traffic pattern on a right base for runway 3. As he turned onto about a 3-mile final for the runway, the airplane descended below his intended flight path and he added power, however, noticed that the engine was not responding. The rear seat pilot took control of the airplane while the front seat pilot continued to troubleshoot the loss of engine power by leaning and enriching the mixture along with switching fuel tanks. The front seat pilot stated that despite all of his attempts, no changes in engine power were noted. The rear seat pilot initiated a forced landing to a nearby road, and during the landing roll, struck desert vegetation and came to rest upright about 1 mile southwest of the airport.

Accident Date: Saturday, March 21, 2015
Report Dated (3/30/15)
Title 14 CFR Part 91
Location: Green Valley
Aircraft Type: Vans RV6A
Injuries: 2 Minor

LOSS OF POWER ON TAKEOFF

On March 21, about 0920 MST, a Vans RV6A was substantially damaged during forced landing following a loss of engine power during takeoff from the Ruby Star Airpark (14AZ), Green Valley. The private pilot and his pilot rated passenger sustained minor injuries. The cross-country flight was originating at the time of the accident with an intended destination of Tucson. Visual



meteorological conditions prevailed and no flight plan was filed for the flight.

The pilot reported that after takeoff from runway 7, at an altitude of about 400 feet above ground level, the engine lost power and he initiated a left turn toward the airport. Subsequently the airplane impacted terrain about 30 feet from the runway and nosed over.

Accident Date: Sunday, March 22, 2015
Report Dated (4/1/15)
Title 14 CFR Part 91
Location: Flagstaff
Aircraft Type: Beech B23
Injuries: 2 Uninjured

LOSS OF CONTROL LANDING

On March 22, about 1150 MST, a Beech B23 veered off of runway 21 during the landing rollout at the Flagstaff Pulliam Airport (FLG). The private pilot and passenger were not injured during the local area personal flight. The airplane, however, sustained substantial damage. Visual meteorological conditions prevailed for the local area flight and no flight plan had been filed. The flight departed FLG about 1050.

According to the pilot, during the landing rollout, as the airplane began to veer to the left of the runway, he applied right rudder and aileron. However, the airplane continued to veer to the left, exited the runway, and struck a precision approach path indicator (PAPI) light. The pilot believed that there may have been a problem with the rudder control bungees or springs.





Camp Weekend at Payson (KPAN) May 15-16th

Come help us thank thirteen year old James Nebrig for his hard work in providing a picnic shelter at the Payson (KPAN) airport campground! James and his parents, Ken and Lorrie, will be joining us for a weekend of fun, food, and flying in the cooler temps of Payson. A main BBQ dish will be provided on Saturday, so bring along your favorite side dish, tent, and sleeping bag, or just join us for the day. The Payson airport campground boasts hot showers, toilets, and even an airport restaurant! You can count on plenty of camaraderie and flying stories at the campfire as well.

Please RSVP us right away to help us plan the right amount of food! [RSVP HERE](#)





A View from the Top — by Wayne Fischer

This narrative takes place in 1962 during what was known as the cold war. During that time, the US had B-52 and B-47 bomber airplanes loaded with armed nuclear weapons circling what was then the USSR. This operation was called “Chrome Dome,” and literally created an unending ability to respond to any nuclear threat to our country. A typical bomber mission was 24 hours in the air, supported by aerial refueling which extended the time aloft, limited only by human endurance. There was a significant force of these bombers airborne 24 hours a day, 365 days a year, for years.

This sets the scenario for my role as an aircraft commander of a KC-135 airborne refueling tanker. The KC-135 was the prototype for the Boeing 707, a 4 engine swept wing jet which began the jet age of commercial aviation. The -135 carried about 30,000 gallons of jet fuel and was capable of giving all but 1,600 gallons to a receiving bomber, or we could use it all fly about 17 hours.

My primary home base was Minot AFB, ND, and was the staging point for refueling missions around the globe. There were no geographical limits to our support of the airborne nuclear forces. For example, we flew from Minot AFB to Forbes AFB, Topeka, KS, picked up 12 B-47 crewmembers (36 airmen) and then flew 16 hours non-stop to Incirlik AB in Adana, Turkey. While in Turkey, we then supported the reconnaissance B-47 as they radar monitored the southern borders of the USSR.

Another of these staging points for refueling missions was Eielson AFB in Fairbanks, AK, to support the airborne command post over Thule, Greenland. The Strategic Air Command had a B-52 constantly orbiting over Thule with a General officer on board. The purpose of this continuous airborne command post was to run the war in the event the Strategic Air Command headquarters in Omaha, NE, was destroyed by a nuclear attack. Our support mission involved taking off from Eielson AFB, flying 1500 miles over the polar ice cap to Thule AB in northern Greenland, refueling the B-52, and returning to Eielson. Our speed of 500+ MPH made for about a 3 hour trip one way. The flight across the polar ice cap at 37,000 feet during the continuous daylight of the summer months was a spectacular experience. The suns glare off the white snow and ice background was so very different from anything we had ever experienced. The barely setting sun over the horizon, followed within minutes by the rising sun, was so unreal it was mind boggling.

As spectacular as the summer flights were, we were in for a totally different experience during the almost continuous dark skies of the winter months. One might think flying at night over this desolate unlighted environment would be boring, but nature put on a show for us that has been unmatched in my 62 years of flying. It took about 20 minutes to refuel the B-52 and we started back to Alaska. As we began our climb to 37,000 feet we began to see a scene of unparalleled beauty. We were directly under the aurora borealis with its dancing lights



of blue, green, gold and every varying shade, as the magnetic disturbances moved the entire brilliant sky in a constantly changing picture. In few minutes we saw the moon rise on the distant horizon to the left of our course. As the moon became brighter we noticed a narrow band of clouds below and to slightly to the right of our course. We appeared to be flying into a circulating vortex of unbelievable beauty. My entire crew was spellbound by this ever changing, almost living presentation by nature. It's hard to imagine the silence in the cockpit as the skies put on their Technicolor display, which lasted for hours as we made our way across the polar cap. In retrospect, this awesome display is even more profound when we thought about the fact there were only 4 of us in all of mankind ever to witness such a thing of beauty. It was truly a spiritual experience, never again to be seen exactly as we saw it. It's a wonderful memory that will be as vivid in my mind as it was at the time it happened. It bears witness to the fact nature never recreates an exact image—somewhat like a snowflake in that there are no two alike.

What a stunning view from the top!

Wayne

CAN FLYING REALLY BE A HOBBY?

By Howard Deevers

According to my Merriam Webster Dictionary: "Hobby: a pursuit or interest engaged in for relaxation."

Hobbies are supposed to be fun, and flying IS fun, but all that you have to do to learn to fly may not be so much fun. And then there are all of the regulations that we need to comply with before flying, and to keep current, such as a medical, annual inspections, maintenance, radios, and much more.

Do you know of any hobbies that have more regulations than aviation? Many sports do have rule books, and I guess you could call them regulations.

We probably all remember our first flight, and then our decision that we really did want to learn to fly. Finding an instructor, or flight school, and then taking lessons became a weekly occurrence. After enough time and experience, when the instructor was confident that we could do it, we were allowed to solo. After our first solo, flying *really* started to become fun. Before that euphoric moment was over, we realized we still needed to study for the written "Knowledge Test."

How many hobbies do you know of that require a knowledge test? Golf, rock climbing, base jumping, and many others don't require that. There are hobbies that do require a certain level of skill and knowledge, such as wood working where you would need to know how to operate power saws, lathes, drills or other tools safely. After all, we don't want to cut off a finger or hand, or worse. But I don't remember taking any tests to prove that I knew how to operate those tools. The only thing I can think of that comes close to aviation is auto racing. Driving a specially built car in a race does require skill, knowledge, and experience.

Of course, aviation can be a hobby for some people, and there are many ways for that to happen. Glider flying, and more recently, Light Sport Aviation, can be considered hobbies, but even those

activities have a lot of regulations attached to them.

I really do enjoy my time flying, but have never thought of it as a hobby. It is not my profession either, even though I am a flight instructor. I don't earn a living flying people around the country, or even giving instruction. I consider my flying to be an efficient means of transportation.

I can go places that I would not bother to go to if I did not fly. Most of the time, flying is quicker than driving (unless you are going less than 100 miles.) For trips of over 100 miles up to about 700 miles, fly yourself. For trips of 1000 miles or more, the airlines are usually the best way to fly. And don't forget, that weather will play a major factor in any flight that you make. For some of those long trips of over 1000 miles, flying yourself just for the adventure is sometimes worth it. Some of the time I like to drive on trips that will take days and cover over 1000 miles.

If flying is a hobby, after all of the study, instruction, experience, testing and work, then it is one of the most rewarding hobbies in the world. And, maybe that is what a hobby should be, according to Webster, a rewarding and relaxing experience. Maybe for you it is an exciting and liberating experience. I wish more people would take up aviation, even as a hobby.

Make sure to keep it a safe hobby! Be sure to come to the next ARIZONA PILOTS ASSOCIATION aviation safety seminar. Check the [website calendar](#) for the location and time. And, don't forget to *Bring Your Wingman*.



AIRPARKS OF ARIZONA

By KIT McCLOUD

MONTEZUMA AIRPARK (19AZ) CAMP VERDE, AZ

This airpark is situated 20 miles due south of Sedona and 15 miles southeast of Cottonwood, adjacent to Hwy 17. However, one cannot see this airpark from the highway because it's on a plateau which provides magnificent views of the surrounding mountains for the airpark residents. Runway elevation and length are both 3300'. The airpark is totally private and every parcel has at least a hangar, which was mandated by the HOA.

I was welcomed by the HOA VP Jon Fineman and his wife, Bette. Both are accomplished pilots and have lived here for 19 years. They had aviation in common when they met, and have owned everything from Navions to Champs to 185s. Bette is a veteran author of aviation stories and gifted me with "*Patterns – Tales of Flying... and of life.*" This was such a pleasant surprise to be hosted by Jon and Bette, as well as visiting Camp Verde itself, which is nestled in the lush treed outcroppings of the Verde River. Driving by this area on Hwy 17, so many times I missed this gem.

The airpark was established in 1981 with 45 home/hangar sites of which a few are for sale. Each site is a minimum of two acres. A third of the homes have solar energy sources installed. In typical Arizona style, several of the residents are snowbirds and commute from cold country. The lighted runway (5 clicks on 122.9) has taxiways on both sides which are maintained very nicely. Even though a significant percentage of the residents don't fly anymore, the airpark's location, views and community make it a very attractive place to reside.

When the airpark was established the HOA installed a pump house to supply the airpark residents with fresh water from two 400' deep wells. Jon said that because the water source serves more

Montezuma Airpark, Camp Verde, AZ (19AZ) Continued...

than 9 residences, they have to conform to state water regulations which make the airpark HOA a water company, "Montezuma Heights Air & Water Company."

On the plateau of the airpark you cannot hear the highway noise, but in the evenings on the east side of the park you can take in the pleasant sound of live music from the neighboring Cliff Castle Casino Hotel. In town you'll see most people wearing cowboy hats while they tend to their business and mill around the quaint town center area. In the fall the area supports several corn and wine festivals; yes, corn. Some of the best sweet corn in the world as per Jon.



Local attractions include Montezuma's Castle, two miles from the airport, and Fort Verde State Historic Park, which is a preserve for parts of the Apache Wars-era fort as it appeared in the 1880s. If you have an eye out for airpark property, this may fit the bill.

Many thanks to Jon and Bette Fineman for their gracious hosting.

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 928-671-1597 pat@wickenburgpat.com
Mgr: Gerald DaFoe (810) 516-9122			
Eagle Roost Airpark	Aguila	85 / 115 (5 acre lots)	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Mgr: John Greissing (928) 685-3433			
Flying Diamond Airpark	Tucson	20/97	
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	Kevin Baker , Realtor® Realty ONE Group www.azaviationproperties.com
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			
La Cholla 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 928-671-1597 pat@wickenburgpat.com
Mgr: Daniel Kropp (602) 315-0323			
Pegasus Airpark	Queen Creek	15/40	Kevin Baker , Realtor® Realty ONE Group www.azaviationproperties.com
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 928-671-1597 pat@wickenburgpat.com
Mgr: Jerry Witsken (928) 685-4859			
Skyranch at Carefree	Carefree	20	Kevin Baker , Realtor® Realty ONE Group www.azaviationproperties.com
Mgr: Tommy Thomason (602) 708-2040			
Stellar Air Park	Chandler	95/105	Kevin Baker , Realtor® Realty ONE Group www.azaviationproperties.com
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 928-671-1597 pat@wickenburgpat.com
Mgr: Craig Elg (623) 388-0001			
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	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Mgr: Mr. Hauer (877) 285-0662			
Whetstone Airpark	Whetstone	5 / 12	
Mgr: Brian Ulmer (520) 456-0483			

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Stef@AZPilots.org



Stefanie Spencer— Webmaster

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20th Editor reminds "The Team" to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor:

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.



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