



In this issue:

Grapevine to be Charted!

Durango Getaway

APA Scholarships

Ready to Go Electric?

May 2016

APA NEWSLETTER

President's Report

Tommy Thomason, APA President 2

Executive Director's Report

Jim Timm, APA Executive Director 3-5

Grapevine to be Charted!

Mark Spencer, APA Vice President 6-8

Grapevine - Roosevelt Lake 9

GAJSC Topic of the Month

Spatial Disorientation 11

Ak-Chin Regional Airport Camp-Out

Karen Hausteen, PHX 99s member 12

Durango Getaway Report

Brad Lawrence 13

Cottonwood Winery Tour Getaway 14-16

AZ Aviation Accident Summary

Jim Timm, APA Executive Director 16-17

APA Happy Hour

Mary Hames & Susan Wearly 18

APA Scholarships

Jim Timm, APA Executive Director 20

APA Scholarship Recipient - Dylan Kuchan

Andrew Vogeney 21-22

— SHORT FINAL —

GAARMS Report - Off Airport Landing

Fred Gibbs 23-25

Ready to Go Electric?

Howard Deevers 26-27

APA Website & Newsletter Contributors

Stefanie Spencer, Webmaster 28-29



President's Report

Aviators and Aviation Enthusiasts,

Welcome to the May 2016 issue of the Arizona Pilots Association monthly newsletter.

Last month was once again filled with a number of aviation events, fly-ins, safety seminars, social activities, breakfasts, and a lot of fun. Our members, friends, and families always seem to find an activity to participate in. Don't miss the articles in this newsletter telling all about them. The annual meeting at Falcon Field last Saturday featured some of our accomplishments from last year and our featured speaker informed us about UAV activity in restricted area 2310, southeast of the valley.

I was recently visiting with friends in Idaho where their flying season is just starting to ramp up as ours is beginning to wind down. Some of our seasonal visitors are headed back to cooler country, while many of us will remain here and adjust our flying adventures to early mornings to avoid the high density altitudes and afternoon turbulence. The APA board of directors, committees, and volunteers will continue to work throughout the summer to plan and organize a number of events, work parties, and more. If you are interested in becoming more involved with some of our activities, just drop us a line!



Have Fun, Fly Safe,

Tommy



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Executive Director's Report

Jim Timm — May 2016

Fortunately, we are still enjoying the reasonably good flying weather, and I hope you are able to get out and enjoy flying to one of the fly in breakfasts or just flying around enjoying the freedom of flight. Whatever the case, be safe, have fun, and plan on attending the annual APA meeting at the Falcon Field EAA Warbirds Hangar on Saturday, May 7th, from noon to 2pm.



Perhaps, by now, many of you have heard the good news that the US Senate passed an FAA reauthorization bill on April 19 by a 95 to 3 vote, and fortunately the bill encompasses many issues that we have been fighting very hard for. Some of the major points are, under the Senate bill, most pilots who have had a regular or special issuance third class medical certificate within 10 years of enactment will never need to see an aviation medical examiner again. Pilots would need to see a personal physician every four years, make note of the visit in their logbook, and keep a form signed by the doctor in their logbook following the examination. Additionally, should a pilot develop certain specific cardiac, mental health, or neurological conditions, they will only have to get an FAA

special issuance medical once. The legislation would give pilots greater latitude than what we had earlier requested, by allowing them to fly aircraft up to 6,000 pounds and carry up to five passengers at altitudes below 18,000 feet and speeds up to 250 knots. The reauthorization legislation does not include user fees for GA, nor does it privatize air traffic control. A requirement was added that FAA provide ATC and safety support to aviation events without fees, taxes, or other charges. An amendment was also made that would guarantee that the active construction, restoration, or repair of a personal-use aircraft is a protected aeronautical activity in airport hangars under FAA grant assurances.

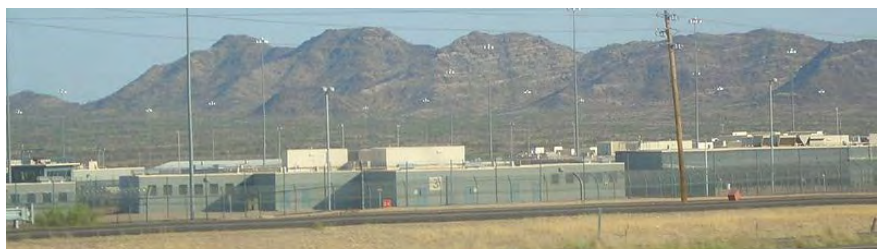


The FAA is currently operating under an extension through July. With the Senate bill now passed, the House will have to move swiftly to consider the Senate measure or adopt its own bill in order for FAA reauthorization to become law by the July deadline. The legislation would

authorize spending for the FAA and its programs through September 2017.

MISCELLANEOUS ITEMS

We have had considerable discussion, expressing concern over the operation of drones in airspace that we normally fly. I recently saw something that made me realize that we aren't the only ones with somewhat similar concerns. This may be the tip of an iceberg, and visible only because these concerned agencies must openly invite bids. With increasing frequency, U.S. federal agencies are releasing requests for information or proposals for systems to counter the perceived threat by the proliferating numbers of small unmanned aircraft systems (UAS). Specifically, the Federal Bureau of Prisons is seeking information on





systems able to prevent the smuggling of contraband into jails and prisons by a UAS. Perhaps we need to monitor this and see what they decide, and what could be applicable to the aviation concerns.

Those planning on going to the EAA AirVenture in Oshkosh this summer are going to have the opportunity to see a very rare airplane, a gigantic Martin Mars Seaplane. In

its first trip to Wisconsin, the massive airplane will be parked near the EAA Seaplane Base on Lake Winnebago, just a few miles east of the main fly-in grounds. It will also fly several demonstrations throughout the week during the daily afternoon air shows. The Martin Mars, the largest flying boat ever flown operationally on a regular basis, has a height of 38 feet, a length of 120 feet, and a wingspan of 200 feet (approximately the wingspan of a Boeing 747). Only six of the massive aircraft were built, with Coulson Flying Tankers of Port Alberni, British Columbia, owning the two remaining examples, and uses them as water bombers on forest fires throughout the western United States, Canada, and Mexico.

Be aware, there is still a significant amount of airport construction activity still going on in the Phoenix and Tucson areas, and around the state. Be sure to check for NOTAMs before taking off for another airport so you don't encounter a nasty surprise when you get there.

Speaking of construction, the Scottsdale Airport GA terminal area is scheduled for redevelopment. The existing terminal and aviation business center are going to be demolished and replaced with two large executive-type hangar facilities and a new aviation business center. A new restaurant is planned as part of the new aviation center. Construction is anticipated to begin in February of 2017.

The May accident reporting period, while not being too bad in the number of accidents, it certainly could have been better. Fortunately there were only four accidents reported by the NTSB, and unfortunately, of the four reported, only one contained accident details. The good news is that there were no fatalities, and apparently none of the accidents involved serious injuries, if any. Also included in this month's accident summary are two accidents that were not reported by the NTSB and probably won't be because there were no injuries and probably no major structural damage, and therefore may be classified as incidents. These incidents, while costly, could have been serious and probably could have been avoided. See my May Accident Summary for details, and please fly carefully.



APA is still working with various airports around the state, providing the pilot and aircraft owner perspective in the process of updating their Airport Master Plans. An update of the Sedona Airport (SED), Deer Valley Airport (DVT), and Grand Canyon Airport (GCN) master plans are currently in process.

THINGS TO DO - PLACES TO GO FOR BREAKFAST:

- The first Saturday of the month fly in breakfast is at Coolidge Municipal Airport (P08).
- The second Saturday of the month, Ryan Field (RYN) fly in buffet breakfast should have restarted. However, breakfast is available at the restaurant next door.
- The Falcon Field EAA Warbirds Squadron fly in breakfast and car show is on the third Saturday.
- The third Saturday of the month there is a fly in breakfast at Benson (E95) at Southwest Aviation.
- (There are special fuel prices for breakfast attendees.)
- Also on the third Saturday, around noon, a donation lunch is served by the APA at the USFS Grapevine Airstrip next to Roosevelt Lake.
- The last Saturday of the month there is still a fly in breakfast at Casa Grande Municipal Airport (CGZ).
- The Airport's restaurant, Foxtrot Cafe, operating in the Terminal Building, is open 6:30am to 2:00pm Monday thru Saturday. On the last Saturday of the month they have a "Fly in-Breakfast Special" available on the menu; the price for adults is \$7 and kids \$5.

Jim



Finish Your Instrument Rating!

Are you one of the many pilots who started instrument training, only to quit out of frustration with the quality or pace of your training?

I will design a **personalized** program for you to **minimize the time and cost to finish your rating** and **insure you get the training you need!** I specialize in instrument training (I have given over 2500 hours of instrument flight instruction) and have helped many pilots complete their instrument rating.

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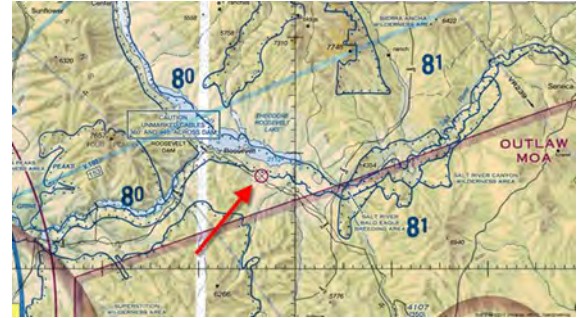
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GRAPEVINE TO BE CHARTED!

By Mark Spencer

You read that right gang! We've begun the process of placing the Grapevine airstrip back on the Phoenix sectional, replacing the closed airport symbol that has marked the place of Grapevine for nearly 20 years!



In my mind, it seems like just last year that we had our first volunteer weekend at the Grapevine, clearing the cracks and runway edges of over 100 trees and shrubs that had made their attempt at reclaiming the airstrip to nature. Surely no volunteer from that weekend will forget the thorns and bloody mess they made of us all, and I'll never forget DR Jardine standing there with what I could

have sworn was a tear in his eye as I asked him what was wrong, "Nothing, nothing. I just cannot tell you what this does for me to see all these volunteers willing to do this..." He went on to explain how lack of funding was forcing them to decommission a large number of the campsites around the lake, for lack of funding and use, and how our group was willing to work for our vision of using the Grapevine airstrip again.



There have been countless hours of volunteer work, tens of thousands of dollars in donations since then, and plenty of work left, but one thing I can say for certain is that these efforts and patience are paying off. Believe it or not, that was



2011, and Grapevine has become the most visited back-country airstrip in Arizona, and even Forest Service Region 3 as a whole. Its unique hard surface, in a remote location, with no automobiles allowed, and only a short dis-



tance from the shores of Roosevelt Lake, have made it a popular place, and in many cases the only backcountry airstrip many pilots will ever visit.

We're not finished with maintenance, and APA president, Tommy Thomason, has already begun the work of lining up a company to help us surface seal the runway this summer. We've got some funds left over from the crack sealing, and I know you volunteers are just chomping at the bit to get your sleeves rolled up and help as you

have thus far! In any case, when you see the call for volunteers go out, don't count on someone else if you can help yourself.



As we learned with the Double Circle Ranch, now the first newly charted USFS airstrip in region 3 in decades, this process can take upwards of a year. It starts with the completion of the FAA's 7480-1 form, which I'll first submit to the FS, and after the signature, on to the FAA. This initiates an air space study, and upon approval, 3-6 months, the 5010 form will be completed, and once approved, 3-6 months, the closed symbol will be removed from the sectional and the new identifier and appro-

appropriate info is put in its place! Grapevine airstrip will not be without some restrictions, for example, no training, touch and go operations and such, and potentially some sort of reservation system for camping, but any restrictions will be there to secure long term safe access, and to keep the backcountry characteristics that draw most folks there.



Mark



Grapevine - Roosevelt Lake April 15-17

More good food and beautiful weather at a favorite spot of APA members



Kit Murphy and Brad Lawrence hosted the monthly event which is held every the third weekend. Mike Andresen was present assisting the hosts with traffic control. The winds in the valley were atypically high, which deterred several pilots from attending, at least that appeared to be the reason for unusually light attendance. Kit Murphy offered up her gourmet fare for breakfast and lunch which brought smiles from everyone.

The runway is practically weed-free after last fall's crack sealing. It's looking really good. The colors of nature were present with most of the cactus in spring bloom.



Anticipation—Rich Finkle



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Tanya





General Aviation Joint Steering Committee

Spatial Disorientation

This outreach guidance is provided to all FAA and aviation industry groups that are participating in outreach efforts sponsored by the General Aviation Joint Steering Committee (GAJSC). It is important that all outreach on a given topic is coordinated and is free of conflicts. Therefore, all outreach products should be in alignment with the outline and concepts listed below for this topic.

Outreach Month: April 2016

Topic: Spatial Disorientation

The FAA and industry will conduct a public education campaign emphasizing the dangers of spatial disorientation and optical illusions.

Background: NTSB accident data suggest that spatial disorientation may be a precursor to many general aviation accidents – particularly in night or limited visibility weather conditions.

Instrument and VFR pilots are subject to spatial disorientation and optical illusions that may cause loss of aircraft control.

Teaching Points:

- Discuss the physiology and limitations of human sight and balance mechanisms

- Offer responses to typical disorientation and illusion events.

- Discuss best practices for preventing Spatial Disorientation.

- Discuss local disorientation accidents and/or incidents.

- Practical demonstrations of vertigo can be included in the program if a Barany Chair or other vertigo-inducing device is available.

Note: This outreach consists of a PowerPoint Show with 2 embedded videos produced by the Civil Aeromedical Institute. The first video deals with human physiology & spatial orientation. The second addresses common visual illusions. Both presentations offer suggestions for managing disorientation. Each video runs for approximately 15 minutes. You may screen one or both videos depending on your program requirements. Links to the videos appear below. From those locations you can either run the video on line or download it for use in a seminar.

References:

Spatial Disorientation PowerPoint with embedded videos

[Spatial Disorientation Part 1– Why Not to Fly by the Seat of your Pants](#)

[Spatial Disorientation Part 2 – Visual Illusions](#)

DOWNLOADS: [PowerPoint Presentation Slides...](#)

April Phoenix 99s Ak-Chin Regional Airport Camp-Out

By Karen Hausteen, PHX 99s member

The Phoenix 99s and Ak-Chin Regional Airport hosted the 2nd Annual Spot Landing Contest and Camp Out the weekend of April 8, 9, and 10, 2016. Several RVs arrived on Friday afternoon to enjoy camping on the airport grounds, the beautiful weather, and watching airplanes and then stars!

Early Saturday morning activities started in anticipation of the Spot Landing Contest, with the lunch to follow. There were 6 contestants and many fans. It was an exciting contest made a bit more challenging by a crosswind and some non-contestant arrivals to challenge the pilots in the pattern.

The first place award was earned by 99 Courtney Smith in a Cessna 172, with one of her three landings right on the line! Second place went to Kevin Pettiette in his Husky, and third place was taken by Ryan Cable, for the second year in a row, in his aunt-in-law's Cessna 172. There had to be a "fly-off" for third place – between Ryan and the aunt in law!

Everyone enjoyed lunch following the event and the raffle table items being distributed.

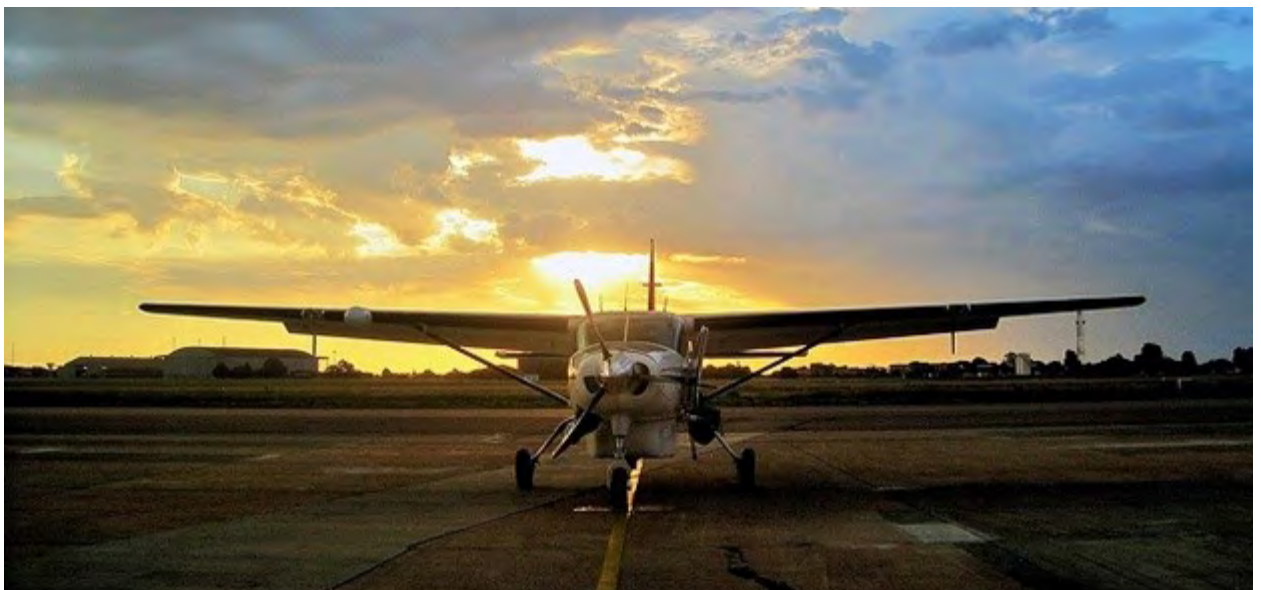
First, we would like to thank the wonderful generosity and support of the Ak-Chin Airport manager, Tim Costello, and airport staff, Henry Pane. We also were supported by Andy of Desert Rat Aviation who provided assistance with radio communication and more support on the ground, and he also provided the terrific trophies. Desert Aero Club and Kevin Gallagher helped us with judging and photography.

We are very grateful as well for the support of the Ak-Chin Indian Community. Members came with breakfast burritos, and a reporter for the newspaper of the tribe attended the event, taking lots of photos and writing a story to share with the tribe in their paper.

We had several items donated for our raffle table, and jewelry and t-shirts for sale – all proceeds to build the PHX 99s scholarship fund.

Thank you all for the support and fun times had by all!

See you
next year!



Getaway Flight to Durango, CO—May 28



Silverton Durango Mining Train

Your unforgettable experience begins long before you arrive at *Soaring*. Your Durango zip line trip starts with a first class train ride through breathtaking mountain scenery to our remote, Alpine location, including traveling through remote mountain terrain untouched by the public. You'll even traverse through the canyon along a 200' drop to the Animas River below. It is so spectacular that this view has been featured in numerous films, including "Butch Cassidy and the Sundance Kid." When you arrive at our resort to begin your thrilling day full of zip lining, our friendly Sky Ranger guides will help you with your gear and assist you while zip lining throughout the day. We will serve a gourmet lunch and snacks during your five and a half hours of *Soaring*. For your full day zip line adventure, lunch and snacks as well as all of the equipment, guides and train ride are all included in the price.

www.soaringcolorado.com



Something different for this APA Getaway Flight. A venue that is indisputably awesome in the mountains of Colorado. This zip line excursion is for all ages. No running, flying or any athletic ability required.

We fly into Durango-La Plata County Airport (KDRO) Saturday morning May 28, pick up a rental car, and drive to the train station for the ride from Durango to *Soaring - Tree Top Adventures*. We'll spend 5 hours on the zip line park which includes a short ground school, gourmet lunch, and tons of fun. At the end of the day, we take the train back to Durango where we drive to our hotel and have a group dinner. Sunday morning you're free to check out Durango and plan your return flight accordingly. [Perry Null](#), APA Member in Gallup, NM, is coordinating the trip. Call Perry to get information on the Zip Line excursion, rental car and hotel. He has negotiated extremely low rates on everything. Perry's mobile is 505-722-3806.



Zip Lining over the Animas River



Trip Coordinator - Perry Null 505-722-3806 He has negotiated rates for the zip line excursion, the rental car and the hotel in Durango. perrydnull@gmail.com

Cottonwood Winery Tour Getaway - Apr 23



Pillsbury Winery Tasting Room—Old Town Cottonwood, AZ (Getaway Host—Kit Murphy)

A sizable group of APA Pilots and co-pilots made their way to Cottonwood on a beautiful Saturday morning, shuttled to the hotel, then shuttled to three wineries in the Verde Valley. The adventure included the Page Spring Winery, the Oak Creek Winery, and lastly the Pillsbury Tasting Room in Old Town Cottonwood. Returning to the hotel after a hard day of wine tasting, there was just enough time to indulge in a power nap prior to going to the Blazing M Ranch for a cowboy dinner and western music show.

If you haven't been to Cottonwood for a while, or to the wineries, you are in for a pleasant surprise. Old Town has as much if not more activity than Sedona, and the two wineries we visited (Page Springs and Oak Creek) offered up some mighty fine scenery of vineyards on the banks of the Verde River. At noon on a Saturday you could swear you were at a Napa Valley,



Cottonwood Winery Tour Getaway

CA, winery tasting room by the number of visitors and even a few limousines. Oak Creek offered up yummy Boars Head cheese plates along with the wine tasting. It's surprising to see the contrast between the red cliffs of Sedona and the greenery of the Verde Valley. Quite impressive and atypical Arizona as an outsider would think.



The tour was arranged through the Pines Motel staff which offers several side tours including horseback riding, wine tours, river rafting, ATV rides and many more. We recommend the horseback riding before the wine tasting tour. So all the APA Getaway participants booked their room along with the tour and lunch all with one phone call. The APA host arranged shuttles to and from the airport. The process was straightforward and simple.

The evening event was very special which took place at the Blazing M Ranch. A very interesting venue which is comprised of a miniature western cowboy town including gift shops, a museum, roping demonstrations and lessons, a saloon, a tractor pulled shuttle around the premises, and the main building which was the chow hall and entertainment stage. The ranch is a family owned and operated business with the employees wearing several hats including food



Oak Creek Winery Tasting Room



Page Springs Winery Tasting Room



Blazing M Ranch Dinner

service to singing to playing a guitar, and even riding a horse in an act. If you are ever in Cottonwood on a weekend, don't miss an evening at the Blazing M Ranch.

All in all the day was very enjoyable with perfect weather and very friendly hosts every place the APA Getaway group visited. The pace seemed to be just right too and allowed for plenty of catching up and some aviation stories.

Several people were excited about the next APA Getaway Flight to Durango CO for a day of ziplining on the Animus River in the Ponderosa Pines of Colorado which includes a ride on the Durango-Silverton Railroad. Please see the article on this trip in the newsletter. World class ziplining like you've never experienced! Join us for the May 28 trip. [Perry Null](#) is the host 505-722-3806.



Got great aviation photos that you're willing to share?

We are always on the lookout for photos to add and enhance our monthly newsletter. If you'd like to contribute your photos to this effort please email them to us at:
newsletter_editor@azpilots.org

May Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of the aviation accidents that occurred in Arizona from early March thru late April, 2016. We will use this detailed accident information in the coming year to develop safety programs and briefings that will help pilots learn from the mistakes being made by others and hopefully take the action necessary to prevent similar accidents from happening to them. We need to get the pilots to fly more carefully in 2016 and prevent needless accidents or incidents.

From a flight safety standpoint, this reporting period was not as good as it could have been, but fortunately, there were no fatalities. Apparently none of the accidents involved serious injuries if any. In this past reporting period there were four accidents reported by the NTSB and unfortunately only one of the four reports contained detailed accident information. I've also include in this report two accidents that were not reported by the NTSB and probably won't be because there were no injuries and probably no major structural damage, and therefore may be classified as incidents. These incidents, while costly could have been serious, and probably could have been avoided.

Accident Date: Sunday, March 6, 2016

Title 14 CFR Part 91

Location: Scottsdale

Aircraft Type: Cessna 172

NO NTSB INFORMATION AVAILABLE

Accident Date: Thursday March 10, 2016

Report Dated 3/29/16

Title 14 CFR Part 91

Location: Prescott

Aircraft Type: Lancair ES
Injuries: 1 Uninjured

FORCED LANDING AFTER LIFTOFF

About 1522 MST on March 10, a Thomas D. Parkes Lancair ES was substantially damaged following a forced landing due to a partial loss of power at Ernest A. Love Field (PRC), Prescott. The airline transport rated pilot, the sole occupant of the airplane, was not injured.

In a telephone interview with the National Transportation Safety Board investigator-in-charge, the pilot reported that after taking off from Runway 21 and at an altitude of about 50 feet above ground level, he experienced a partial loss of engine power near taxiway C. The pilot stated that he attempted to land on the airport's north ramp at taxiway B, but during the descent the nose landing gear impacted a Precision Approach Path Indicator (PAPI) light standard before impacting terrain and coming to rest upright between Runway 12 and the terminal ramp.

A Federal Aviation Administration aviation safety inspector performed a post-accident examination of the airplane on March 24, 2016. As a result of the examination, the inspector reported that the engine mount had punctured through the composite firewall. Additionally, the engine mount was observed to have sustained multiple fractures.

Visual meteorological conditions prevailed, and no Federal Aviation Administration (FAA) flight plan was filed for the flight.

Accident Date: Monday, April 4, 2016
Title 14 CFR Part 91
Location: Supai
Aircraft Type: Bell 206

NO NTSB INFORMATION AVAILABLE

Accident Date: Monday, April 11, 2016
Title 14 CFR Part 91
Location: Glendale
Aircraft Type: Cessna 310
Injuries: 2 Uninjured

NO NTSB REPORT **(LANDING GEAR MALFUNCTION)**

Because there may not have been any major structural damage and there were no injuries, an NTSB report may not be issued. The airplane encountered a nose gear malfunction that did not lock it down and it collapsed on landing. It appeared that both engines experienced prop strikes and a sudden stoppage. The airplane slid to a stop near the runway centerline.

Accident Date: Monday, April 11, 2016

Title 14 CFR Part 91
Location: Deer Valley
Aircraft Types: Piper PA44-180 Seminole 3 persons on board.
Piper PA28-181 Archer 1 person on board.
Injuries: 4 uninjured

NO NTSB REPORT **(GROUND OPERATION AIRCRAFT CONTACT)**

Because there may not have been any significant structural damage and there were no injuries, an NTSB report may not be issued. The two Trans-Pac aircraft experienced wingtip contact in the run up area at Phoenix Deer Valley Airport. The airplanes sustained unreported damage and the four occupants onboard the two aircraft were not injured.

Accident Date: Tuesday, April 12, 2016
Title 14 CFR Part 91
Location: Chandler
Aircraft Type: MONOCOUPÉ 110 Special
Injuries: 1 uninjured

NO NTSB INFORMATION AVAILABLE **(LOSS OF CONTROL LANDING)**

Per the Aviation Safety Network, The aircraft experienced a loss of directional control and subsequent runway excursion upon landing on Runway 4L at Chandler Municipal Airport (KCHD). The airplane came to rest inverted, sustaining substantial damage, and the sole pilot onboard was not injured.

April's APA Happy Hour at Harold's!

by Mary James & Susan Wearly

Our Spring Social at Harold's Corral in Cave Creek on Thursday, April 28th was loaded with fun, food, and lots of stories! We hosted sixty-eight pilots, spouses, aviation enthusiasts, and honored military people. Guests came from all over the Valley and even from Tucson. It was wonderful to see old friends chatting and new friendships forming. Tables were set with red, white, and blue flowers, toy and wind-up airplanes, flags, and more.

APA President, Tommy Thomason, welcomed everyone and helped announce the winners of the Question Board Raffle. Two questions were posed and Question #1 had 6 correct answers.

Tommy drew from these 6 and congratulations went out to Tim Greer for correctly answering the question of who founded the Arizona Air National Guard – Barry Goldwater. Tim and his wife Lynell took home a liter and a half of Maker's Mark Bourbon as their prize. Question #2 had 3 correct answers and kudos to Robin Gerblick for her winning answer to the question of who owns the *Gray Ghost* – Tommy Thomason. Robin and her husband Jim walked away with a fifth of Glenfiddich Scotch. Way to go, Tim and Robin! The party went on well past our 7 pm ending time! It was a great way to welcome in the Double Circle Ranch Fly-In scheduled for April 29-30.



Organizers Susan Wearly and Mary James wish to thank

Tommy and all of the APA staff for allowing them to run with their party planning and for helping. \$140 was raised toward our Scholarship Program. We had a great showing of just how impressive the APA is as a volunteer organization.

Watch for news of a Fall social later this summer – this could be habit forming!!



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	
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	
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	
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 928-671-1597 pat@wickenburgpat.com
John Anderson janderson72j@gmail.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	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			

2016 APA Scholarships

by Jim Timm

Early each year, for the past few years, The Arizona Pilots Association has made a couple of scholarships available to qualified and deserving aviation program students at the East Valley Institute of Technology (EVIT) location at Williams Gateway Airport in Mesa to assist the students in pursuing their aviation careers. This year's program resulted in ten applying for what was initially going to be two scholarships. When the scholarship selection committee started to review the applications, everyone was amazed at the high quality of the applications, and that many of them were deserving of being chosen. It was evident that the selection task was not going to be very easy. Very early in the task it was decided that we needed to request additional funding to permit increasing the number of recipients from two to three, which was unanimously approved by the APA board. After much discussion and debate the three finalists selected were: Dylan Hicks, Avery Nelson, and Baby Kaithe Tampas.

Dylan will be starting at the Chandler Gilbert Community College flight program this fall and wants to be a flight instructor.

Avery wants to get his pilot's license thru EVIT, then go on to college and become a professional pilot.

Kaithe will be starting Embry-Riddle this fall, getting her pilots license, and study engineering with the long term goal of being a flight test engineer.

We want to wish all the applicants and EVIT success in their pursuit of a career in aviation. We would like to suggest that any members that would like to assist aviation career students with their education to please send their tax deductible donations to the APA with a memo denoting the **Scholarship Fund**.

(Avery Nelson wasn't able to be present when the scholarship checks were presented, but he was proudly represented by his father.)



2015 APA Scholarship Recipient Dylan Kuchan

by Andrew Vogeney



It's crazy to think it was nearly 11 years ago that I earned my pilot's license, just a few weeks before graduating high school back in New York. I was so fortunate to have attended a half-day program in high school that funded a great deal of my training. So when Stefanie and Jim asked me to join the Arizona Pilot's Association Scholarship Committee, it was only after a brief hesitation that I said yes. My goal - aside from getting back into aviation myself after a long hiatus - is to do whatever I can to encourage younger pilots to become and stay active in aviation, so it was a no-brainer.

A few days before presenting our 2016 scholarships we received an email from Dylan Kuchan, a recipient of last year's scholarship. He sent along photos from his solo - a moment I bet none of us have forgotten. Below is a Q&A with Dylan, a deserving young pilot who has benefited from our scholarship. If you're as proud as I am to be helping these kids fulfill their aviation dreams, [consider making a donation to our scholarship fund!](#)

Andrew: Tell me about your first solo?

Dylan: My first solo was one of the most exhilarating moments of my entire life. I thought that I'd be nervous going up without the safety net that was my instructor, but once I pushed that throttle all the way to maximum power and took the airplane off by myself, I felt a huge surge of confidence and satisfaction. That, to me, was the most defining moment of my training thus far; that flight was such a huge success that I felt even more motivated and compelled to keep working harder, with the intent of hopefully accomplishing more in the future.



Andrew: What are your aviation dreams and aspirations?



Dylan: I intend to be an international airline pilot. The entire reason I want to fly is because of my undying passion to travel: all my childhood I've traveled around the nation and parts of the world with my family, and seeing new cultures and experiencing new places was something that I enjoyed strongly. Considering that my dad is an engineer for Boeing here in Mesa, I've always been very interested in aircraft and flight; so one day, I hope to revive a salary by doing the activity I find most satisfying and invigorating while at the same time gaining new experiences from all around the globe.

Andrew: How has the APA scholarship helped you?

Dylan: This scholarship has been a tremendous help to kick-starting my aviation career. When I first learned about how much it costs to be a pilot, I had a miniature heart-attack; even though I was confident my parents would be one hundred percent happy with supporting me financially to reach my dream career, I still felt sorry for putting such a huge burden on their wallets just so I can have fun flying planes and living the dream. Now, not only has this paid for a quarter of my private pilot's license, but it also gave me confidence and hope towards managing the rest of my flight training, and helped relieve that tense consideration I had towards my parents. I am unimaginably appreciative towards this amazing opportunity that I received, and I put every dime of it towards my training with the hopes that I will not only become the best aviator I can be, but also towards becoming a contributing member to the aviation community one day as well.



Andrew: What phase of your flight training are you in now?

Dylan: Right now I am about complete with my flight training. I should be doing my solo cross-country in about a week or two, and then finishing up the final three lessons before doing my check ride and finishing the course by around the middle of May. I am very satisfied with the work I have put forward towards this goal, and have enjoyed every minute spent while at the controls of an airplane. I would not be in the excellent position I am now if it were not for the amazing help that I have received from the Arizona Pilot's Association one year ago.



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Short Final

The following articles contain content that is not necessarily the opinion of the APA.

GAARMS Report: May 2016

By Fred Gibbs

The first 4 months of 2016 are now behind us, and we have only had 2 fatal aircraft accidents. Overall, our general aviation community is doing quite well – in fact, very well. While certainly not trying to diminish the 2 fatal accidents in any way, neither were directly indicative of the average GA community, that is to say, flying “normal” GA-type aircraft that most of us fly, like a Cessna, Piper, Bonanza or a Cirrus. One involved a P-51 Mustang, a vintage warbird, and the other a weight-shift “Trike,” both very unique aircraft. Those of us who fly the typical GA aircraft can still learn from those accidents. Every aircraft type, from a hot air balloon to a Gulf Stream G650,

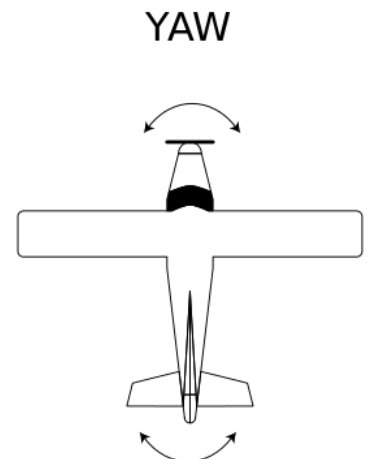


requires good, well-trained, and disciplined pilots. None of us are immune to mistakes, which is why it is so important to look at any and all accidents to understand what happened so that you, me, and others do not make the same mistakes.



I recently read a great article about landing accidents. It seems like there are a LOT of landing accidents happening, but very, very few are ever fatal – just fender-benders! However, when the landing is an OFF AIRPORT landing, then things can be much more difficult. Regular landings need follow through – you are not done flying the airplane until it is shut down and chocked. We always hear

about stabilized approaches, which are absolutely essential for instrument approaches and just plain ‘ol approaches to the runway, but what about stabilized landings? Staying on centerline? Stabilized speed control? (Notice a theme here?) Every day when I go flying, either by myself or with a student, I hope to learn something new (or have another AHA moment) that makes my day, and, hopefully, makes the student’s day. Everybody knows on takeoff and climb out, you need to carry right rudder to counteract torque and “P” factor. Hmmm... “P” factor is the left turning (yawing) tendency of the airplane in a nose high attitude, at a relatively slow airspeed, and a high power setting. Well, after years of instructing students how to fly and land, and every landing reminding the student to keep the airplane lined up on the center line, which seemed to be an impossible task because they always seemed to land left of centerline and drift left of centerline, I had an epiphany – my “AHA” moment! That dang right rudder! So I experimented with the aircraft in the flare and continuing to flare to slow down to stall speed at touchdown. As I slowed down by carefully, slowly raising the nose, the nose slowly drifted left. WHY? “P” factor!!! “Of course, you dummy,” I said to myself. The airplane is in a nose high attitude, slow, and “P” factor is still in play, although not as



powerful as during takeoff. Amazingly, I discovered – learned (YES, even at my age I can still learn new things!) - that carrying a little right rudder – I said a little, a little - during the flare fixed the drift problem while still emphasizing the sight picture of flying down the runway looking at the centerline where it disappears at the end of the runway. Hmmm, why didn't my old flight instructor teach me that? Did he do that during landings subconsciously not realizing the student wasn't? Did he just assume that I knew? Seems that several of my old instructors were old taildragger pilots and the rudder thing was just so natural to them, it was easy to assume the student just "knew it." Yeah, yeah, I know, many of you think I am an old instructor, but a couple of thousand hours of tail wheel time does make the rudder thing subconscious. Teaching someone to fly requires retraining their brain that that thing in their hand – the yoke – IS NOT a steering wheel! The rudder is a critical control surface on the airplane, and learning how to use it is a critical part of flight training. So, during training, you have to do both, put emphasis on both the sight picture and the rudder, while continuing to emphasize staying on the centerline during roll out, whether it is the runway centerline or the taxiway centerline. Then there is the issue of placing the control surfaces in the correct position relative to wind conditions, but that is a story for another time.



My stepson, learning to fly back in Maryland, relayed this story to me. Seems he and his relatively new (and young) flight instructor were talking about night flying and the oxygen requirements for night flying. The instructor stated that any night flying above 5000 feet required the use of oxygen because of the night vision thing. My stepson politely disagreed with him saying, "Not true, it is only recommended." They sort of went round and round about it – friendly banter – when the instructor asked him why he disagreed with that statement. He politely told him he had done some flying with his stepdad, yours truly, out in Flagstaff. If that rule were actually a rule, everyone who flies in Flagstaff would have to have an O2 bottle strapped to their side just to do takeoffs and landings in the pattern! The flight instructor, born and raised in Maryland (just a little bit above sea level except for the western part), had never experienced flying higher than 8000 ft in his life, so far, and was a little taken back by the fact Flagstaff is 7000ft above sea level, and just the pattern is higher than he ever normally flies! A classic case of the student teaching the master! No one can know everything about flying, which is why we need to share experiences, learn from each other's discoveries, epiphanies, and, yes, sometimes mistakes. He also mentioned that night flying around Northern Arizona is very different than night flying around the Baltimore/Frederick, MD area, not to mention the Washington, DC SVFR airspace!!!



IACRA



Integrated Airman Certification and Rating Application (IACRA)

Just a Reminder – The new rule for student pilot licensing is now in effect. All applicants must now apply online through the IACRA system for a student pilot certificate, a new plastic license, that will be sent to the applicant. It does NOT replace the medical requirement. A student must still obtain a third class medical through a local AME using the FAA's MedXpress system. The old paper student pilot certificate/medical is no longer in use. **INSTRUCTORS** – you may need to help any applicant through the IACRA process – it is NOT intuitive!!!

Speaking of the medical, perhaps that requirement will also disappear in the near future if the congress passes the FAA authorization bill that includes medical reform, doing away with the requirement for a private or recreational pilot to have a medical certificate, and only self-certifying, with an ordinary doctor's review and signature. Stay tuned on this issue...

SAFETY PROGRAMS:

Should you desire a safety or educational program at your local airport, simply contact me directly at fredgibbs@npgcable.com, or call me at 410-206-3753. 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!!!

Ready to Go Electric?

By Howard Deevers

Electric (battery powered) cars have been around for a long time, even going back to Henry Ford's time. His wife drove a battery operated car. The Tesla Company makes a modern all battery powered auto today. It has great styling, good performance, and NO gasoline power. It is not a hybrid. The Nissan Leaf is another example of an all-electric car.

Now, it looks like aviation is going into the new era of battery powered aircraft. A few years ago I read an article about a plan to make a Cessna 172 all electric; sounded interesting. The electric motor, nearly the same horse power as the standard Lycoming engine, would weigh about the same. The batteries could be located in the wings, just as the fuel is now, and weigh about the same as the full fuel also. So, weight and balance would not change very much and the flying characteristics would remain about the same.

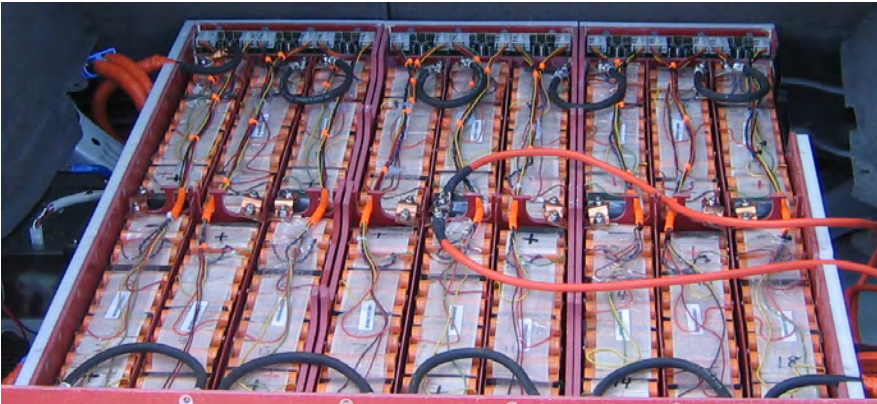


We all know that aviation fuel weighs 6 pounds per gallon. 50 gallons of full fuel will weigh 300 pounds, but you use up that fuel as you fly. Batteries are still going to weigh the same when you land as they did when you started, even if you used all of the amps they had to give. And, you cannot drain fuel to change your load before take-off.

George Bye, CEO of Aero Electric Aircraft Corp, introduced the Sun Flyer at the EAA Sun 'n Fun in Florida this year, with a promise of a proof of concept aircraft to be at Oshkosh this coming summer. From the pictures that I saw of the plane, it is a well-designed 2 seat trainer, and the performance specs are impressive as well. A flight school ordered 30 of the planes at Sun 'n Fun and he has deposits for over 30 more. Electric aviation is on the way!



Almost everything I deal with in my business is battery operated in one way or another. So, every time I hear about something new in battery technology, I read about it. The Sun Flyer will use 7 Lithium- ion batteries and be able to fly about 3 hours on a full charge. The wings are covered in solar panels that will help to keep the batteries charged, but not enough to fly longer. In fact, it will take the solar panels 3 days to fully recharge the batteries, if that is all you have available. Special recharging stations will have to be provided to recharge the batteries in a quicker time in order to use the plane again sooner. For a trainer, several flights a day would be required. The big advantage: the *recharging* costs would be about \$1.00 per hour, compared



to the fuel cost of about \$50.00 to \$70.00 per hour for aviation fuel power 2 seat trainers.

Batteries have been around and in constant experimental stages from the beginning of electric technology as we know it. We do not have space or time to discuss all of the battery technologies in an article as short as this. Battery technology in

a 4 year Electrical Engineering course at a technical college would be a semester long and only give you enough information to have a basic understanding of batteries, not enough to go out and start inventing new batteries. Lithium-ion (Li-ion) batteries are hailed as the current savior in new battery technology. They do give more power for less weight, but they have limitations as well. And, there is more than one technology involved in Li-ion batteries; they are not all the same. Even Boeing had their problems with Li-ion batteries in their new Dreamliner and that cost them millions of dollars to satisfy the FAA's requirements to prove they had fixed the problem.

All batteries have a limited life, and Li-ion are no different. They are also more expensive compared to other batteries. When the electric autos need battery replacements, the owners usually look to unload the car. Will that happen in airplanes as well? We don't know the costs just yet. Without more information on the life and replacement cost of the batteries, it is difficult to calculate the amortized per flight hour expense for replacing them. You can bet that the battery replacement is not going to be something that the owner can do. Batteries will need to be secured, and must be properly connected, and that will probably required a trained mechanic. Don't worry; there will be an FAR for this soon enough.

Other factors will need to be addressed as well, such as temperature limitations. Batteries operate differently in hot and cold environments and that will make a difference. Long time storage is another factor. Recycling of expended batteries will need to be addressed. Charging stations will need to be installed at all of the places these planes will fly into, not just the home base. I am not saying that these factors will stop the production, experimentation, and future development of electric powered aircraft. We are only at the beginning. Would I fly a battery powered airplane? If I get the chance I will be on board in a flash!

Don't look for anything the size of a Boeing 737 or larger to go electric any time soon. There is a lot of experimentation to be done before large scale battery powered airplanes will be in the sky. Who knows what the next 50 years will do for us? If we don't try, we never get there.



I keep looking for that wonderful breakthrough in battery technology that we all have hoped for. A battery that is lightweight, provides lots of power for long periods, recharges quickly, and is inexpensive. We can dream can't we? If mankind ever learns how to harness the power of lightning, then all of the power requirements on earth will be satisfied forever.

Howard



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 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.



New pilots welcomed!



Writers welcomed!



APA Clothing

The online store is currently on the [Square Market, click here](#).

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.

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