



In this issue:

National RAF Meeting

A Sky and Sea Getaway

Desert Wildwater Study

Dead Reckoning

June 2016

APA NEWSLETTER

President's Report

Tommy Thomason, APA President 2

Executive Director's Report

Jim Timm, APA Executive Director 3-5

National RAF Meeting

Mark Spencer, APA Vice President 6-7

AZ Aviation Accident Summary

Jim Timm, APA Executive Director 8-10

GAJSC Topic of the Month

Engine Maintenance and Performance Monitoring 12-13

A Sky and Sea Getaway 14-15

APA Getaway Report, Soaring Colorado

Brad Lawrence & Perry Null 16-19

Desert Wildwater Study

Jan Schipper 20-21

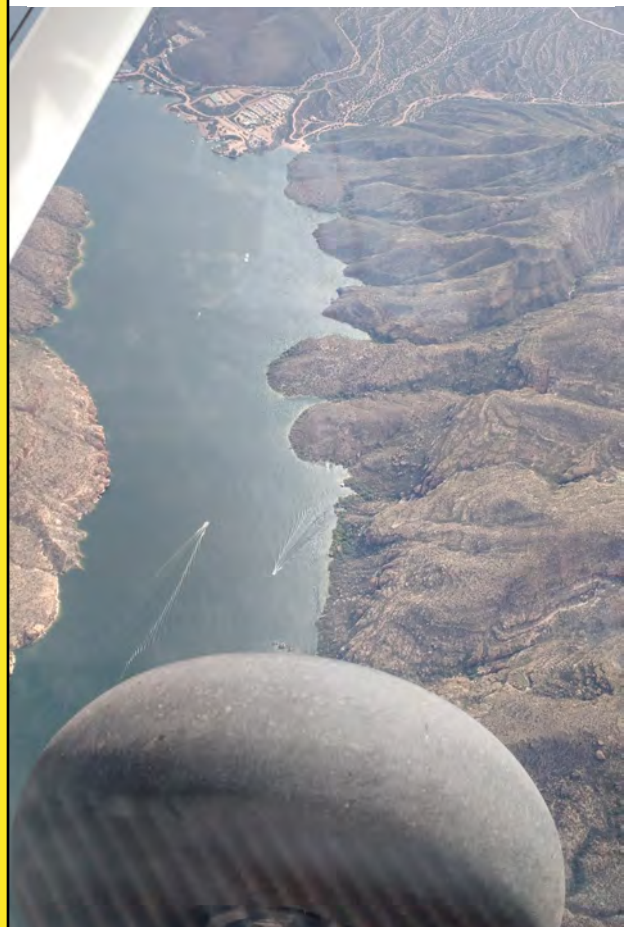
— SHORT FINAL —

Dead Reckoning, GPS Style

Howard Deevers 23-24

APA Website & Newsletter Contributors

Stefanie Spencer, Webmaster 25-26



President's Report

Welcome to the Arizona Pilots Association June Newsletter,

As you may know, May was the end of our fiscal year. At our annual members meeting on May 7th we elected some new board members. We are excited to have Brian Schober, Andrew Vogeney, and Kit Murphy on the board to bring in some new ideas. We will decide during our June executive session who will fill each of the officer and chairperson position. Our 2015-2016 fiscal year continued our growth in membership and our outreach to provide events for pilots, both pure fun weekend getaways, safety events, and those volunteer work days preserving our backcountry airstrips. May was the season's last monthly Grapevine weekend until September, and the USFS also made its announcement in May that Grapevine will be re-charted, with APA's help. Brad and Kit coordinated another fun filled Getaway event to Durango. Mark Spencer and I were able to attend the biennial RAF (Recreational Aviation Foundation) conference in Bentonville, Arkansas. Mark and the RAF have been directly involved and responsible for the airstrips we have been able to reopen in Arizona within the last four years. We cosponsor a booth at both the Copperstate and Cactus Fly-Ins each year with the RAF, and in October we will share a booth at the AOPA Expo in Prescott. Unfortunately, last month was not good from an aviation safety standpoint, with a couple of fatal accidents. Jim Timm's Accident Report covers these in more detail. I hope you all have a fun and safe summer.



Have Fun, Fly Safe,

Tommy



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Executive Director's Report

Jim Timm — June 2016

I hope everyone has been able to get some safe flying time in last month. As for me, like many of you, my flying seems to get limited to the weekends, and we sure have been encountering a lot of windy weekends lately. Anyway, it seems like I've gained a lot of crosswind landing experience lately. Flying a light tail-dragger, some of that experience has been a bit challenging and exciting at times, but what the heck, it's all been fun, exciting or not. However, from a safety standpoint, we have been encountering a lot of accidents lately, and some of them were pretty bad accidents. Please make certain your aircraft is in good operating condition and fly safely!



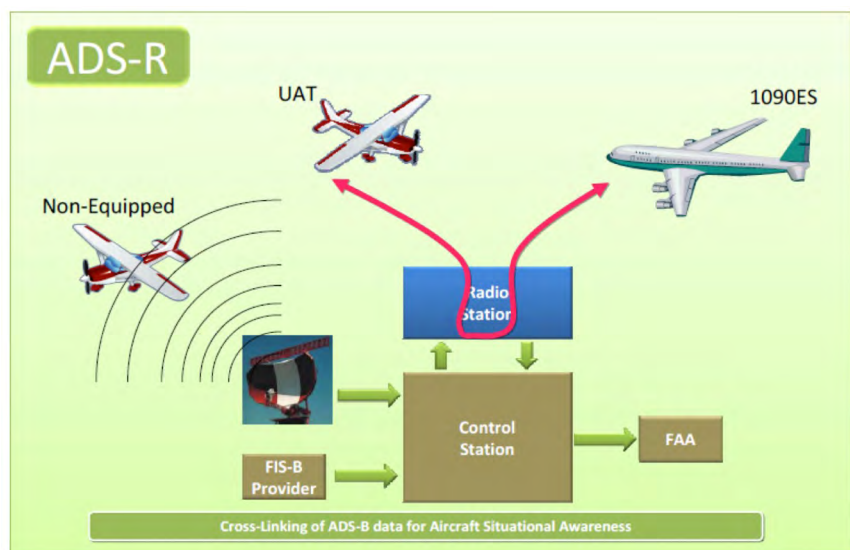
First off, I want to thank those that made the annual APA meeting in May. It was good to reconnect with some of you once again. Because there were no nominations put forth, the directors whose terms were expiring consented to running for office again and were reelected. The directors will be meeting in June to elect the officers for 2016-17, and the president elect will start the appointment of chairpersons for the various standing committees.

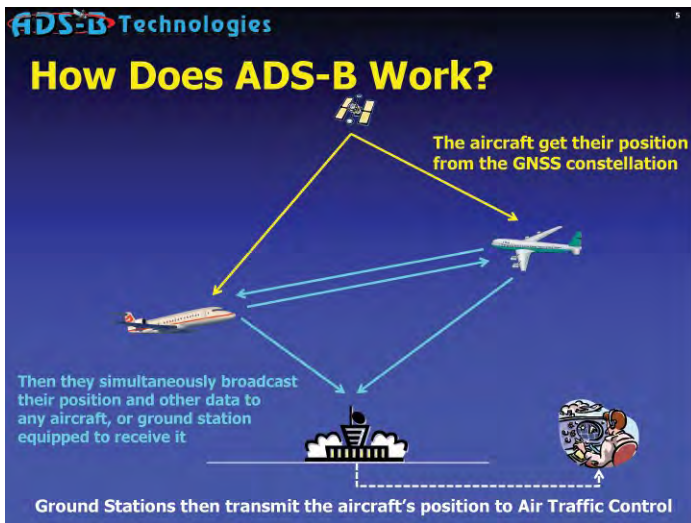
As time grows shorter for when we will be required to have ADS-B out equipment installed in our airplanes, there continues to be new information released regarding both programs and equipment. It's pretty apparent there won't be any slippage in the mandated implementation date, but there continues to be new information on equipment and compliance. Initially, there were a lot of questions on required equipment and how each installation would have to be accomplished, inspected, and certified. In what I thought was a major breakthrough by the FAA in making implementation much easier and cheaper for us, the FAA announced a new policy that simplifies ADS-B Out installations.

The FAA released a policy memo (AFS-360-2016-03-02) on March 2 that updates guidance on installation of ADS-B out systems, essentially allowing avionics shops to install ADS-B equipment on aircraft not covered by a supplemental type certificate (STC) and without having to obtain a new STC. The installer does have to obtain permission from the original STC holder. Earlier in the ADS-B upgrade process, the FAA was requiring that each aircraft model have its own STC. The FAA

was concerned and wanted to ensure, as new equipment hit the market, that it worked correctly, so the original policy stated that it could only be installed via STC. They believed this would maintain a high level of their involvement and ensure that aircraft entering airspace (where ADS-B is required) are operating as intended and not creating chaos.

Now the FAA has issued the new policy, and it basically states, if the installation is a major alteration, it will still need field approval. This may be the





case where a new antenna needs to be installed on a pressurized airplane, for example. A simple ADS-B out installation in a non-pressurized airplane will be a minor alteration and can be signed off by an A&P mechanic holding an Inspection Authorization, or by a Part 145 repair station, and doesn't require direct FAA involvement. Basically, it's a simple radio installation. With this change, the much feared bottleneck of getting last minute certified installations accomplished has been averted, and with a significant savings for many of us. ([You can read the entire FAA March 2 Memo AFS-360-2016-03-02 here...](#))

MISCELLANEOUS ITEMS

The FAA is in the process of publishing a list of perhaps over 300 VORs they plan to decommission across the country. They will evaluate the impact of each VOR on approaches, departures, enroute, etc, and hopefully, they will also look to local users for comment. As soon as we obtain a list of those VORs on the decommissioning list that are in Arizona, we will advise you and the APA will be submitting the appropriate commentary to the FAA.

In a move to ensure that the Third-Class Medical Reform gets through the U.S. legislature, I noticed that it got attached to a defense funding bill that passed through the Senate's Armed Services Committee. Passing with a 23-3 in favor vote, the bill, which would authorize \$602 billion for the Department of Defense and other national security programs, also includes the pilot medical changes in the Pilot's Bill of Rights 2. This action is in addition to the same thing that is attached to the FAA funding bill presently in process. I guess we now have to wait and see what comes out of the House of Representatives and finally goes to the President.

Two new instrument procedures will be published for Cottonwood Airport (P52) on May 26: RNAV (GPS) Runway 32, and MINGY One Departure (RNAV).

One of the changes on the Phoenix Sectional and TAC charts on May 28 will be the deletion of several abandoned airports. What the identifiers were or their locations was not given. Better check to see that your favorite airport is not one of them.

If you fly into Ak Chin Regional Airport (A39), be advised they now have an AWOS in service on 126.90.



Significant construction is going on at Gateway Airport (IWA) and the ILS will be down from time to time. If you are doing instrument training, be sure to check NOTAMS before taking off to check on availability.

Be aware, there is a significant amount of airport construction activity going on many of the air-

ports in the Phoenix and Tucson areas, and also 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.

The June accident reporting period was certainly not very good. During this reporting period there were six accidents reported with two of them being fatal, involving three fatalities. Three of the accidents reported this period were devoid of information and it would be safe to assume they were not serious from a personal injury standpoint. See my June accident summary for details, and please make certain the airplane you are flying is airworthy and fly carefully. We don't want to continue at this present rate.

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) and Grand Canyon Airport (GCN) master plans are currently in process.



THINGS TO DO - PLACES TO GO FOR BREAKFAST:

- The fly in breakfast at Coolidge Municipal Airport (P08) on the first Saturday of the month has stopped and will restart the first Saturday in October.
- The second Saturday of the month, Ryan Field (RYN) fly in breakfast is available at the restaurant next door.
- The Falcon Field EAA Warbirds Squadron fly in breakfast and car show on the third Saturday has ceased operation for the summer and will restart in October.
- 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.)
- The monthly fly in to Grapevine Airstrip, next to Roosevelt Lake, will stop for the summer, but will resume on the third Saturday of September.
- 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.

Check with the [APA Getaway Flights program](#) and the [online calendar](#) for fun weekend places to fly.

Jim





National RAF Meeting

By Mark Spencer

Over 100 volunteers, including 20 state liaisons, met in Bentonville, Arkansas, from May 12th through the 14th for the RAF Razorback Rendezvous, as it was called. Thanks to generous support by the Walton Family Foundation, the group enjoyed Friday dinner at the soon-to-be open to the public Sugar Creek airstrip, just outside of Bentonville. Steuart Walton, an avid aviator and backcountry supporter, along with Chad Cox, joined the group as well, discussing plans to develop an Idaho-like environment for backcountry aviation in the Ozark Mountains area. This is very exciting since the area was absolutely breathtaking.

Also present at the conference were IMBA Vice President of Government Relations, Bruce Alt; along with IMBA President, Mike Abel; AOPA President, Mark Baker; GAMA VP of Government Affairs, Paul Feldman; USFS, Washington Dispersed Office Recreation, Crystal Merica; and USFS, Fire & Aviation Pilot and Smoke Jumper, Tim DeHass.



Sugar Creek Airstrip



Steuart Walton

Several of these folks shared with us insight from their perspective, giving everyone a more rounded picture of the pressures, challenges, and successes different groups have experienced with public and private lands and recreation.

Several Panel discussions and presentations were also held on subjects including Recreational Use Statute progress and strategies, what we've learned so far, and how to break the ice with local land managers.



Mark Baker

Saturday dinner was held in Steuart's hangar, and awards were presented to several RAF folks for their efforts in promoting recreational aviation across the country.

Being the diehard aviator, Tommy and his wife Linda, flew their 182 for the conference, where Tommy made good on a promise that the RAF made to get several guests up in the air.

The APA & RAF's Dave Dunteman, along with the RAF's Patrick Romano, held two days of Back to Basics training at the Bentonville Airport for local pilots and CFI's.

See if you can find your APA President, Tommy Thomason, Webmaster & Treasurer, Stefanie Spencer, and yours truly in the photo below! Bonus points for finding RAF President John McKenna, he's really incognito. ;-)



Mark & Stefanie



Mark

June Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of the aviation accidents that have occurred in Arizona from late April thru late May, 2016. We will use this detailed accident information in the coming year to develop safety programs and briefings that we hope will help pilots learn from the mistakes being made by others, and then take the action necessary to prevent similar accidents from happening to them. Unfortunately, pilots have not gotten off to a good year in avoiding bad accidents. We really do need to get back to flying more carefully and safely in 2016.

From a flight safety standpoint, this reporting period was not good in that we had a number of accidents with two of them being fatal. In all, there were six accidents that occurred in late April through May that have had reports filed this reporting period. Unfortunately, some of them did not include accident details at this time, but it would be safe to assume they were not serious from a personal injury standpoint.

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

THESE THREE ACCIDENTS OCCURRED IN A PREVIOUS REPORTING PERIOD, BUT THE REPORTS WERE MADE AVAILABLE DURING THIS REPORTING PERIOD.

Accident Date: **Sunday, March 13, 2016**
Report Dated 5/3/16
Title 14 CFR Part 91
Location: Chandler
Aircraft Type: Cessna 140
Injuries: 1 Uninjured

The pilot reported that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows: The pilot's failure to maintain directional control during the landing roll, which resulted in a runway excursion, a ground loop, and a collision with an airport sign.

LOSS OF CONTROL LANDING

The pilot of a tailwheel equipped airplane reported that he encountered a crosswind during a wheel landing. During the landing roll, the pilot further reported that the airplane "drifted abruptly to the left" and he added right rudder, but the airplane departed the runway to the left. During the runway excursion, the airplane ground looped to the left and collided with an airport sign, the right main landing gear separated, and the right wing impacted the ground. A post-accident examination revealed substantial damage to the right wing.

Accident Date: **Wednesday, April 6, 2016**

Report Dated: 5/11/16

Title 14 CFR Part 133 (Rotorcraft External Load Operations)

Location: Supai

Aircraft Type: BELL 206

Injuries: 1 Minor

UNCONTROLLED LANDING

The pilot reported that he was performing external load long line hauling operations with a helicopter and was on a return leg with two empty nets. During the approach to a hilltop helipad, the

pilot reported that he performed a normal approach, rather than a long line approach. Subsequently, the 100 foot long line snagged on a ridgeline and the helicopter jerked in an uncontrollable turn to the right, touched down right skid first, and rolled over. The pilot reported that he forgot that the long line was still attached. The tail boom was substantially damaged.

The pilot did not report any mechanical malfunctions or failures with the helicopter that would have precluded normal operation.

The operator submitted two operator/ owner safety recommendations to the National Transportation Safety Board investigator-in-charge. First, the operator revised the normal operation checklist. The revised checklist included a new "CARGO HOOK – CHECK" in both the BEFORE TAKE-OFF and DESCENT AND LANDING checklist. Second, the chief pilot provided a copy of a memorandum to all employees that directs the use of an observer, when available, to observe the take-off and landings and communicate any unsafe condition to the pilot via radio communication or hand signals.

Accident Date: **Wednesday, April 6, 2016**
Title 14 CFR Part 91
Location: Payson
Aircraft Type: Cessna 172

NO NTSB INFORMATION AVAILABLE

THE FOLLOWING ACCIDENTS OCCURRED DURING THE CURRENT REPORTING PERIOD. DETAILED NTSB ACCIDENT REPORTS HAVE NOT YET BEEN PUBLISHED FOR ALL.

Accident Date: **Sunday, April 24, 2016**
Title 14 CFR Part 91
Location: Tucson
Aircraft Type: Grob G103 Twin Astir

NO NTSB INFORMATION AVAILABLE

Accident Date: **Monday May 2, 2016**

Title 14 CFR Part 91
Location: Mesa
Aircraft Type: Cessna 172S

NO NTSB INFORMATION AVAILABLE

Accident Date: **Saturday May 7, 2016**
Report Dated: 5/11/16
Title 14 CFR Part 91
Location: Surprise
Aircraft Type: Beech G35 Bonanza
Injuries: 1 Fatal, 1 Serious

INFLIGHT LOSS OF POWER

On May 07, 2016, about 1655 MST, a Beechcraft G35 Bonanza sustained substantial damage during a forced landing following a reported loss of engine power near Surprise. The flight instructor was fatally injured and the private pilot sustained serious injuries. The flight was being operated as a maintenance check/instructional flight when the accident occurred. The flight departed Glendale Municipal Airport (GEU) about 1630. The flight instructor, who also held a mechanic's certificate, was asked to complete a maintenance flight after the airplane had recently been serviced. He elected to use the accident flight to also provide instruction to the private pilot who requested a checkout in the airplane.

A witness who observed the airplane descending over a parking lot stated that the airplane appeared "low, slow, and quiet." The airplane then disappeared behind a building, and subsequently impacted a green belt in a residential area. Multiple residents close to the accident site heard the sound of impact and alerted first responders.

Review of preliminary radar data indicated that the airplane made one circuit in the airport traffic pattern before departing the airport to the northeast. About 10 miles north of GEU, the airplane made a 180 degree right turn followed by a 270 degree left turn, and subsequently entered a constant descent which continued to the last radar return, located about 15 miles southeast from the accident site.

The initial impact point (IIP) was identified by sev-

eral broken tree branches on a eucalyptus tree, about 30 feet above ground level. The airplane continued intact from the IIP along a 242 degree magnetic heading for about 100 feet before impacting a large pine tree. The wings and empennage then separated from the fuselage, which came to rest inverted about 30 feet from the pine tree. All the major components of the airplane were accounted for at the accident site. A detailed examination of the engine and airframe are pending.

Visual meteorological conditions prevailed and no Federal Aviation Administration flight plan had been filed.



Accident Date: **Wednesday May 11, 2016**
Report Dated: 5/19/16
Title 14 CFR Part 91
Location: Winslow
Aircraft Type: Boeing B75N1
Injuries: 2 Uninjured

LOSS OF POWER ON TAKEOFF

On May 11, 2016, about 1710 MST a Boeing B75N1 was substantially damaged during a forced landing at the Winslow-Lindbergh Regional Airport (INW). The private pilot and her passenger were not injured. The cross-country flight was originating at the time of the accident with an intended destination of Phoenix.

The pilot reported that during takeoff from runway 29, as the airplane ascended to about 30 to 50 feet above the ground, the engine began to lose

RPM. The pilot initiated a left turn to avoid power lines and subsequently landed off airport. During the landing roll, the right main landing gear sunk into the ground and the airplane cartwheeled. The pilot reported that all four wings, tail, and fuselage were structurally damaged.

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

Accident Date: **Thursday May 12, 2016**
Title 14 CFR Part 91
Location: Wickenburg
Aircraft Type: Piper PA28

NO NTSB INFORMATION AVAILABLE

Accident Date: **Tuesday May 17, 2016**
Report Dated: 5/23/16
Title 14 CFR Part 91
Location: Mesa, Falcon Field
Aircraft Type: North American AT6
Injuries: 2 Fatal

LOSS OF POWER ON TAKEOFF

On May 17, 2016, about 1842 MST a North American AT-6, N3198G, was destroyed when it impacted terrain shortly after departure from Falcon Field Airport (FFZ), Mesa. The pilot and the passenger were fatally injured. The airplane was registered to Wings of Flight Foundation, and the local flight originated from FFZ at 1841 mountain standard time. Multiple witnesses reported that shortly after takeoff they heard "popping" sounds accompanied with a loud "bang" and it appeared that the engine was not producing enough power. As the airplane exited the airport boundary, above an airport perimeter road, it made an 180-degree turn. Immediately thereafter, the airplane impacted the ground and a post impact fire ensued.

Visual meteorological conditions prevailed for the flight, and no flight plan had been filed. Visual meteorological conditions prevailed for the flight, and no flight plan had been filed.

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General Aviation Joint Steering Committee

Engine Maintenance and Performance Monitoring

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: June 2016

Topic: Engine Maintenance and Performance Monitoring

Background: The General Aviation Steering Committee (GAJSC) System/Component Failure work group contends that inadequate engine maintenance has led to a significant number of general aviation power failures. The GAJSC also feel that flight data monitoring can help to forecast system/component problems before they reach the point of failure.

Airlines have long been required to equip their aircraft with flight data and voice recorders. These were, in the beginning, rudimentary devices to record basic flight information. But now they have evolved to a plethora of sensors throughout the aircraft. Data from these sensors can be recorded onboard or streamed to the ground where it can be subjected to manual or automated analysis. Information derived from the data is very useful in maintenance planning and invaluable in accident investigation. The equipment and processes to acquire and distribute the data are collectively known as *Flight Operational Quality Assurance* or FOQA. But such equipment is for the big guy's only, right? General Aviation aircraft aren't equipped with anything like that sort of hardware..... Or are they?

While it's true that most GA aircraft don't have dedicated automatic flight data recording devices now; we will be able to enjoy the benefits of equipage in the future. In the meantime it's often surprising to see what we already have. Manufacturers are already offering self-contained flight data and visual data recorders for GA airplanes and helicopters. Operators of this equipment must periodically download and analyze the recorded data – often with the aid of dedicated computer programs.

Many data monitoring operations are less automated. Turbine operators are accustomed to manually recording engine cycle and performance information for trend and engine health analysis. Recip. pilots can do much the same thing by tracking engine power, fuel flow, oil temperature and pressure. Panel mounted GPS systems and many hand held units are already capable of recording position, heading, speed, and altitude. Some engine monitors have recording capability and many aircraft owners participate in oil analysis programs – a tool for gauging engine health and heading off expensive or, in some cases, disastrous problems. Some aircraft – particularly helicopters are equipped with metallic chip detectors that can forecast engine and transmission failures in time to make a safe landing.

And don't forget basic instrumentation such as Air Speed Indicators, Attitude Indicators, Angle of Attack, Manifold Pressure, RPM, and G indicators – all of which give immediate feedback as to whether design limitations have or are about to be exceeded. When automated equipment becomes available we'll all know a lot more about the health of the airplanes we fly. Until then – we urge you to consider the information that's already available on every flight.

References:

Engine Maintenance and Flight Data Monitoring Power Point

Flight Data Monitoring Systems and Non-Required Safety Enhancing Equipment

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

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- Columbia Factory Flight Instructor, Avidyne & Garmin 1000
- Author of the book *Glass Cockpit Flying*
- FAA Master WINGS Holder
- Advanced and Instrument Ground Instructor

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A Sky and Sea getaway...

Add a little nostalgia, romance or adventure to your life!

The next Weekend Getaway will be **September 9th through the 11th to Long Beach, California**. The locals say that September has the best weather of the year!



Your Friday airport destination is the Signature FBO at the Long Beach Airport (LGB), and from there you will be shuttled to the majestic Queen Mary. A transatlantic passage on an ocean liner was once the most luxurious way to travel in the world. Now you can enjoy your own stateroom and all she has to offer right at her own berth in Long Beach.

Her unique history is too extensive to write here, but easy to learn about and explore aboard ship with all of the tours and superior exhibits. Just walking her promenades and decks allows you to admire the over 60 woods and veneers in her finish work. (Six of which are now extinct.) Stand in awe at the world's largest collection of original art deco, and I could go on and on. You'll just have to see for yourself! There is sooooo much to do aboard ship, come just for her!

There will be a trip to the Aquarium of the Pacific. Grab the free shuttle from the ship for the 3 p.m. (adult only) entrance time to spend the afternoon at this famous aquarium.

Saturday, we will take a very short walk down



the dock to the Catalina Express which, after an hour-and-a-half cruise, will deliver us to Avalon on the beautiful Catalina Island, for a leisurely day of shopping, restaurants, sightseeing, biking, hiking, margaritas on a sandy beach... Come and return on the ferry when you so desire, then meet up for dinner at one of the fantastic restaurants back on board the Queen Mary.

Sunday, the shuttle will return you back to your plane for a short flight home.



We have been able to negotiate some group rates based on a minimum of 10 rooms and 20 attendees. Based on these negotiations the estimated cost of this “bucket list” getaway will be:

- ~ Landing fees at the airport (are waived with minimum fuel purchases)
- ~ Tie down fees are \$28/night-single engine and \$40/night-twin engine
- ~ Round trip shuttle between the airport/Queen Mary is \$34.40/person
- ~ Staterooms aboard the QM are \$109/night (minimum 2 night stay)
- ~ Round trip cruise to Catalina is \$65/person
- ~ Round trip shuttle to the Aquarium is free
- ~ Entrance to the Aquarium is \$14/person



APA Getaway Report, Soaring Colorado

By Brad Lawrence (Arizona) and Perry Null (New Mexico)

I was a little apprehensive about flying out to Durango and taking the train up to the zip lining facility, Soaring Colorado, for the first time. I guess I should have realized that I wasn't the first person ever to do this. The entire procedure was very well polished by the accommodating organizations. Upon arrival to the Durango airport, the rental car was waiting on the ramp with friendly faces to help unload the



Iron horse bicycle ride from Durango to Silverton, CO

plane and get us off to our Durango hotel on Main Street. This weekend was buzzing with bicyclists from around the area to ride the "Iron Horse" course north from Durango to Silverton, named after the train and its route. The weatherman was on alert because it was simply rocky mountain beautiful!

After finishing Friday with a pleasant dinner at the Eolus Restaurant downtown, we arose on Saturday morning and made our way to the Rockwood train station to board the "Zip Liners" special car



Train ride to Soaring Colorado Zip Line Park



APA Getaway Flight to Durango, CO

We took in Silverton and Ouray too!

on the Durango to Silverton train.

We were so amazed with our experience overall on this weekend because there were so many aspects of the trip that added to it. Everything from being in this beautiful aspen & ponderosa pine forest, enveloped with steep rocky cliffs and white mountain tops, to the zip lining experience itself, which was pretty awesome, but the environment brought a whole new dimension. Soaring Colorado has been providing zip lining for several years and has the entire operation down to a science. Zipping from tree to tree over the river and through the woods, they have thought of everything to make your day a lot of fun and extremely safe. No worries. They start out the day by outfitting everyone with harnesses, adjusting them to fit snug but comfortable at the same time. All of their equipment is state of the art. The group's interaction accounted for a lot of the entertainment throughout the day.



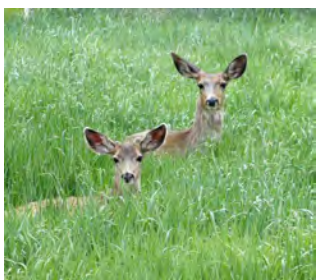
APA Getaway Flight to Durango, CO

Rated in the top 3 APA Getaway Flights

Everyone encouraging the zipliner to do well and promoted their acrobatics. Not far into the day we discovered the staff calling everyone by their first name. I asked if my name tag was on my back or something, but, no. It became very personable and fun throughout the day as we ziplined across all 27 lines. After the short “beginner” lines which gave everyone their air legs, the lines kept



The group all harnessed up and ready to zip.





getting longer and longer. In the second half of the day, most of the lines crossed the Animas River which added to the thrill of the ride. Coming within 5-10 feet of the river enabled us to hear the roar of the rapidly running Animas River. They even have an on site food preparation facility that is all encompassing, including baking the sandwich bread. From the beautiful scenery, to the food, the equipment, and the very friendly personnel, Soaring has done a great job!



Brad



Looking for a backcountry airplane? *Then this plane is for you!*

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Desert Wildwater Study

By Jan Schipper



The initial "Wildwater" project was based on the idea what we needed a desert foothills landscape where we could look at how wildlife communities are shaped by seasonal water availability in a "water limited ecosystem" (aka desert). In other words, how does water shape ecosystems and communities - including perennial, intermittent and ephemeral sources. If surface water IS the most limiting factor for stable communities,

and we are losing ground and surface water across the region, what can we learn from how animals adjust to this phenomenon every year with the seasons? Wildwater, or surface water available to wildlife, could be declining further in the future as groundwater is depleted, and as the keystone resource that shapes these communities, we need to better understand the linkages between water and wildlife.

As with any new study, getting to know the logistics of access, and in this case the limitations involved with getting into some areas, is what lead us to meet Tommy Thomason. Our original study design included access to Red Creek either by 2-3 days on the river, or what would be a full day over land (with no guarantee of success). Working together with the Arizona Pilots Association not



only made this study possible, but allowed us to test both water and overland routes which will greatly improve the quality and quantity of the data we are able to collect.

This far (from 2015) we were able to set over 70 camera traps in the Verde (and adjoining Cave Creek) basin, across a number of different watersheds. We collected over one million images the first year alone, and although a majority of these are of sun-warmed plants on a breezy day (moving in front of the motion/heat detector), we got a lot of

very interesting data and observation of the native wildlife. We recorded black bear, mule deer, javelina, mountain lion, ringtail, bobcat, and many others, and by placing our cameras on water holes, we were also able to observe how animals adjust their use of time and space to water availability. We were also able to record the range expansion of the white-nosed coati, a species formally only found in southern Arizona, but now rapidly

“

We consider the Arizona Pilots Association to be among the most valuable members of our team in the Verde basin.

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expanding north (to Flagstaff).

The 2016 field season will use less cameras over a small area and sample across all available habitat types. Because we focused on water issues in 2015, in 2016 we are using a different study design to more intimately know a single landscape with vastly different stewardship types. So we hope to not only better understand how animals use the entire range of habitats at their disposal, but

also if we see any difference in community composition in wilderness areas vs multi-use UTV areas, for example. The more time we spend in this landscape, learning not only the logistics or how to get around, but also learning from the wildlife communities which live in this remarkable transitional region between the desert (low) and the forest (high) ecosystems, the more we can understand.

We are very excited to be working with the Arizona Pilots Association, who we consider to be among the most valuable members of our "team" in the Verde basin. I look forward to strengthening this partnership further in the future as needs and resources allow.



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

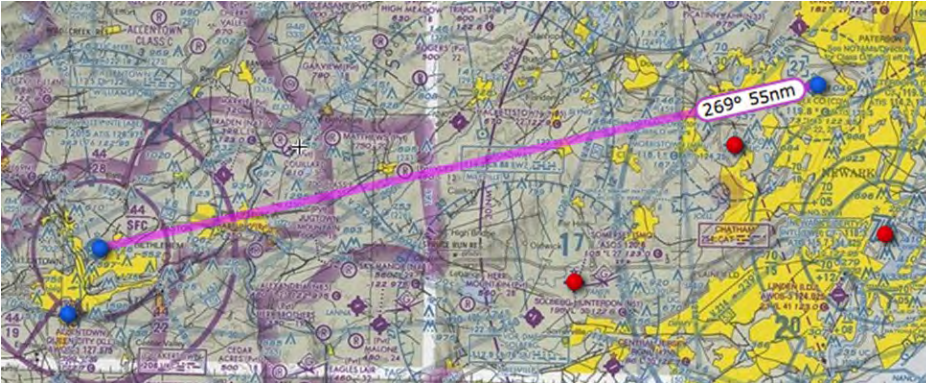
We are always on the lookout for photos to add and enhance our monthly newsletter. If you'd like to contribute your photos to this effort please email them to us at:

newsletter@azpilots.org

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			

DEAD RECKONING, GPS STYLE

By Howard Deevers



Early in our aviation training, navigation is an important subject. Many of my beginning students get lost easily. That is understandable, since things do look differently as we get up in the air. Suddenly, the road we use to reach the airport does not look the same. Get a little further away from the airport, and some beginning students can't figure

out how to get back to the airport. It is all part of the training and earning your wings.

For some reason, I've never had that problem. Well, almost never. There were times when I was confused about where I was, but after consulting my sectional (remember those?) I was able to figure out where I was, and where I needed to go. My instructors spent a bit of time on navigation by "ground features," then we quickly went to navigation by use of VOR's and NDB's. Most of the early training planes had at least one VOR receiver, and maybe a NDB receiver. GPS navigation was only a gleam in someone's mind.

Dead reckoning was, and still is, used by ships at sea. The term comes from "Ded," for Deduced Reckoning, which is a method of calculating your course by estimating speed and direction by compass. Sure, modern ships are equipped with GPS, also. GPS is so common now that almost every airplane has at least one in the cockpit, handheld or panel mounted. After getting my pilot's license, I would practice cross country travel by dead reckoning only, just to keep those skills as useful as possible. Most of my VFR or IFR cross country flights were from VOR to VOR along Victor airways. Now, I file and fly "GPS Direct" and ATC is okay with that. I must say that GPS Direct has its benefits.

This month I had a chance to fly with a friend on a flight that was going to take him from Tucson to Indianapolis. Weather was a factor and we spent a lot of time planning the best route to keep us away from heavy rain, thunderstorms, restricted areas, and MOA's. We stayed VFR for as long as possible, and we used ForeFlight and his panel mounted GPS for navigation. ATC was very helpful keeping us out of weather and the restricted areas in New Mexico.



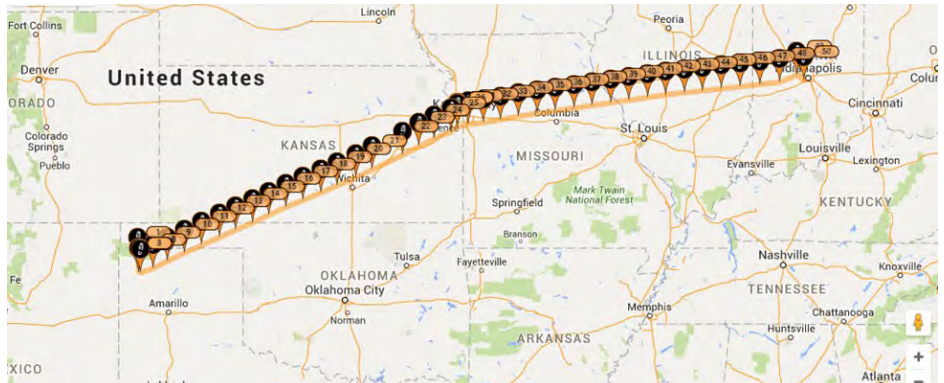
Finally, it was no longer possible to maintain VFR, and we asked ATC to convert the VFR flight plan

to IFR. Since we are both instrumented rated, and the plane was well equipped, I felt comfortable doing this. Our good friends at Albuquerque Center helped us out with the request. After only a few questions, we closed the VFR flight plan and were on an IFR flight plan. Only 500 feet of altitude change was needed to be on the correct IFR altitude, and we were cleared direct to our destination: Dalhart, Texas. For the next hour or more we were in solid IMC conditions, navigating by GPS. I thought about that at the time. What if the GPS was not there? What would change? We would stay on the same heading, and fly for the same amount of time, to get to our intended destination. It would be "Dead Reckoning" in IFR.

Our destination was VFR, but we did an instrument approach anyway. For the rest of the trip we were able to maintain VFR over broken to scattered clouds and navigate GPS direct. Flying with GPS has benefits, and for long cross country flights you can't beat it.

What did the early aviators do? There was NO radio navigation, NO GPS, NO radar, NO VOR's. They had to rely on their own senses, a compass, a clock, and by looking at the ground to find their way across the country. Charles Lindberg flew from New York to Paris with nothing more than a compass, a clock, and only a few "maps" that were crude compared to what we have today. Navigating "by the stars" has been around for a long time, and is still important, if you know how to use a sextant. During and after WWII, electronic navigation improved rapidly, and today we have the benefits of the GPS system.

Would we be lost without it? The answer should be NO! Since we all know that the GPS system can be shut down, or even compromised to the point of being unreliable, we need to keep those cross country Dead Reckoning skills sharp by practicing. Remember, safety is no accident. We need to keep current, and don't forget to look for the next Safety Seminar presented by your Arizona Pilots Association and bring your "Wingman," too!



Howard



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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!



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