



In this issue:

Fly Back in Time Gala

Long Beach Getaway

Wings 'N Things

**FAA Form for
Grapevine Submitted!**

July 2016

APA NEWSLETTER

President's Report

Tommy Thomason, APA President 2

Executive Director's Report

Jim Timm, APA Executive Director 3-5

FAA Form for Grapevine Submitted!

Mark Spencer, APA Vice President 6

AZ Aviation Accident Summary

Jim Timm, APA Executive Director 7-8

GAJSC Topic of the Month

Transition Training..... 9

Winslow Fly Back in Time Gala 10

Long Beach Getaway 11

Army Aviation Heritage Foundation

Steve Wieneke, AAHF 12

— SHORT FINAL —

GAARMS Report - July 2016

Fred Gibbs 14-16

Wings 'N Things

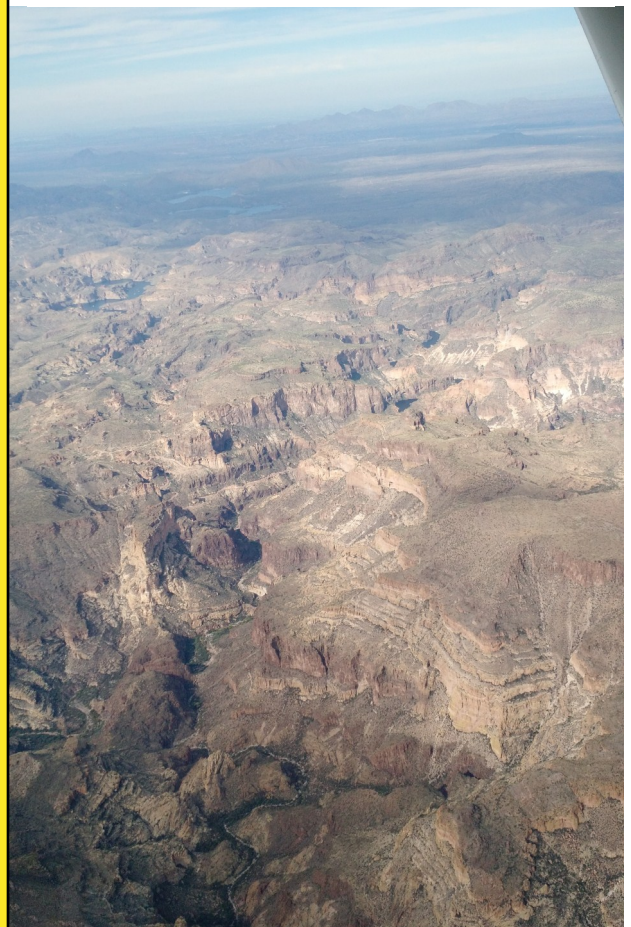
Howard Deevers 17-18

RAF Ryan MT Fly-In

Glenn Brasch..... 19

APA Website & Newsletter Contributors

Stefanie Spencer, Webmaster 20-21



President's Report

Greetings aviators and aviation enthusiasts and welcome to the July 2016 issue of the Arizona Pilots Association (www.azpilots.org) news letter. I hope everyone has been able to find cooler places to aviate or, as Jim Timm will suggest in his report, fly early in the morning before it gets too hot. Density altitude has been the theme for the month. Myself, along with a hand full of other Arizona Pilots, ventured north to cooler climates for some airplane camping, mountain / backcountry flying, and just good fun. My 182, loaded with the usual camping gear and my wife's suitcase, was close to gross. At some of the higher elevation airports and grass strips, the take-off and climb performance was typically much different than "book" numbers. Mornings, like here, were smooth and made for a comfortable ride. Afternoons both up north and here in Arizona are really not much fun even when the winds are relatively calm. On the longer legs of our cross country flights we used the portable oxygen, which sure made for a less tired pilot and pax.

The APA BoD and various committees will be meeting soon to develop our activity schedules and events for the upcoming season. Brad and Kit have almost filled the available slots for the Getaway Flight to Long Beach in September. Fred Gibbs has safety seminars in Show Low and Winslow coming up soon. Susan and Mary are already working on plans for another fun APA Social event in Mesa. Check the APA calendar frequently to see what may interest you. As always, please feel free to [send us](#) your comments, suggestions, and criticisms to help the APA continue to support the general aviation pilots of Arizona.



Have Fun, Fly Safe,

Tommy



Hangars for Sale

SkyRanch at Carefree — www.skyranchcarefree.com

480 488-3571 — [Click here for a PDF list...](#)

***A big thank you to our
Corporate Sponsor!***



Executive Director's Report

Jim Timm — July 2016

The weather has been so hot lately that you really have to get out almost at daybreak to be able to enjoy halfway decent flying temps. When you head out to the cooler high country, watch your density altitude so you don't run into a problem. It seems like the aviation activity has almost come to a standstill, and so many people have taken off for other parts of the country. For those of you that are stuck here with me, when you go flying, be extra careful, take plenty of water with you, and stay hydrated while you are flying.



As the time grows closer to when we will be required to have ADS-B out equipment installed in our airplanes, it seems like many people are beginning to look more closely at what all ADS-B does or can do, and what benefits they may be able to derive from its implementation. Among many of the pilots I know in the busy Phoenix area, they are specifically looking at the features of ADS-B IN, TIS-B traffic. For those that do make longer cross country trips, they are obviously also interested in the features of the FIS-B weather, however, everyone seems to be intensely interested in the

traffic in feature. While planning on eventually installing ADS-B out someday, many are obtaining portable devices now of various kinds that provide traffic that can be displayed on their android or iPad tablet, or smart phone. Some are in the form of inexpensive "do it yourself" kits to small portable manufactured receivers. It seems like some of the kit DIY units have been a bit problematic in their reliability, but all that are using these traffic in receivers are amazed in the amount of traffic that is close around them that they haven't seen, and has helped them spot traffic that was hard to see. This added ability to identify possible traffic conflicts can certainly be a significant safety enhancement. However, while this "newly discovered feature" by many of us may be great in helping to identify possible traffic conflicts, I hope this doesn't induce more pilots to fly around in the high density traffic areas with their heads buried in the cockpit, not looking around for that plane that may be out there but not transmitting the necessary signal. It's always nice to meet other pilots, but not that way! This year it will be very interesting to see what the most efficient way to get ADS-B out will be for my airplane, and what is available now in a small and inexpensive receiver to reliably



get traffic information in.

MISCELLANEOUS ITEMS

Once again, in the last reporting period we received notices of GPS Interference testing that could potentially impact us in Arizona. I am wondering if this testing is occurring all over the country, or is it only happening in areas like Alamogordo, New Mexico and the military test areas in southern California and Nevada? Although the FAA doesn't go into detail, it seems the military is testing something that can disrupt GPS over a huge area, and the tests potentially knock out all GPS-reliant services including WAAS, GBAS and, notably, ADS-B. Apparently the FAA also doesn't want a lot of radio chatter about the outages and is urging pilots to report them if they need help

from ATC. It would seem that the military will have to call a halt to this type of testing when we reach the point we are supposed to be using ADS-B for air traffic control.



There is an issue brewing in the Tucson International Airport (TIA) area that is going to require careful scrutiny. A company called World View Enterprises wants to build a spaceport for the launching and recovery of high-altitude gas balloons from a facility which is planned to be less than 2 NM from the primary runway of TIA. Apparently

they convinced the Pima County Supervisors to approve their plan without considering the real impact the operation would have on aviation safety and the operation of TIA. The company and its representatives are completely out of touch with reality when it comes to how our airspace is utilized. The company believes the location is best because Arizona has consistently good weather, making regular balloon flights more reliable, and apparently they also think *"in-air traffic issues aren't likely to be an issue because nearby military bases ensure that the airspace is well controlled."* The military may be a significant user of the airspace in Arizona, but they definitely do not control it. This issue is going to require a lot of careful attention and action.

The fight for pilot medical reform continues, and your help is needed now. The U.S. Senate has passed the Pilots Bill of Rights 2 language three times in the past six months. We must now focus our efforts on the House of Representatives and have everyone contact their Representatives in the House and urge them to take up and pass S.571, better known as the Pilots Bill of Rights 2. Please contact your Representative in Washington now.

Once again, remember that significant construction is still going on at Williams Gateway Airport (IWA) and the ILS may be down from time to time. When planning instrument training, be sure to check



NOTAMS before taking off to check availability.

Be aware, there is a significant amount of airport construction activity going on at many of the airports in the Phoenix and Tucson areas, and also around the state this summer. Be sure to check for NOTAMS before taking off for another airport so you don't have to deal with an unexpected problem when you arrive.



The July accident reporting period was unprecedented in that the NTSB had not issued any reported accidents! However, I did know there was an accident late in the reporting period that most likely was relatively minor in nature. Unfortunately, the year didn't get off to a very good start with the number of accident fatalities that we had. With this extended period of very hot weather, I wonder if everyone has stopped flying or are they flying to cooler locations, and if they are, I hope we haven't exported any accidents to other states. In this month's accident summary there are details of four accidents that occurred in the previous three months. See my July accident summary for details.

APA is still working with various airports around the state, providing the pilot and aircraft owner's 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 next 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.)
- Also on the third Saturday, the monthly fly in to Grapevine Airstrip, next to Roosevelt Lake, has ceased operation for the summer and 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





FAA Form 7480-1 Submitted!

By Mark Spencer

It took me a while, but finally got the completed FAA Form 7480-1 over to District Ranger Kelly Jardine a couple of weeks ago for **re-charting Grapevine!** Fire season is incredibly busy for USFS folks, but DR Jardine signed it and got it back to me quickly, and it is now in the hands of the FAA. This first step in re-charting the Grapevine Airstrip gives the FAA a chance to look at the airspace and identify any potential issues. Once approved, a process that can take up to 6 months, we'll file the 5010 form passing pertinent information on to the FAA for the AFD publication. Once that's approved, again up to 6 months, then the X'd out circle over the Grapevine airstrip will be replaced with the appropriate symbol. This last step will align with a chart update following the 5010 approval. The whole process can take over a year, but what an exciting accomplishment for Grapevine!

U.S. Department of Transportation
Federal Aviation Administration

OMB CONTROL NUMBER: 2120-0036
EXPIRATION DATE: 4/30/2017

NOTICE FOR CONSTRUCTION, ALTERATION AND DEACTIVATION OF AIRPORTS

A. Airport Owner <input checked="" type="checkbox"/> Check if this is also the Property Owner		B. Airport Manager (Complete if different than the Airport Owner)	
1. Name and Address <input type="checkbox"/> Check if this is the Airport's Physical Address Tonto National Forest, Tonto Basin District 28079 N. Az Hwy 188 Roosevelt, Arizona 85545		1. Name and Address <input type="checkbox"/> Check if this is the Airport's Physical Address SAME	
2. Phone (928) 467-3200	3. Email	2. Phone	3. Email
C. Purpose of Notification (Answer all questions that apply)		D. Name, Location, Use and Type of Landing Area	
1. Construct or Establish as: <input checked="" type="checkbox"/> Airport <input type="checkbox"/> Ultralight Flightpark <input type="checkbox"/> Balloonport <input type="checkbox"/> Helipad <input type="checkbox"/> Seaplane Base <input type="checkbox"/> Other	2. Construct, Alter or Realign as: <input type="checkbox"/> Runway <input type="checkbox"/> Helipad(s) <input type="checkbox"/> Other <input type="checkbox"/> Taxiway (Public Use Airports only)	1. Name of Landing Area Grapevine	2. Loc ID (for existing)
3. Change Status From/To: <input type="checkbox"/> VFR to IFR <input type="checkbox"/> IFR to VFR <input type="checkbox"/> Private Use to Public Use <input type="checkbox"/> Public Use to Other	4. Change Traffic Pattern: <input type="checkbox"/> Direction <input type="checkbox"/> Altitude <input type="checkbox"/> Other (Describe Below)	3. Associated City and State Roosevelt	4. Distance from City 5 (nm)
5. Deactivate: <input type="checkbox"/> Airport <input type="checkbox"/> RWY <input type="checkbox"/> TWY	6. Description: Re-activate Grapevine airstrip, formerly E75	5. County (Physical Location) Gila	6. Direction from City 112
		7. Latitude 33° 38' 27.2700"	8. Longitude 111° 3' 24.9000"
		9. Elevation 2,329	
		10. Current Use: <input type="checkbox"/> Private <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private Use of Public Lands	
		11. Ownership: <input type="checkbox"/> Private <input checked="" type="checkbox"/> Public <input type="checkbox"/> Military (Branch)	
		12. Airport Type: <input checked="" type="checkbox"/> Airport <input type="checkbox"/> Ultralight Flightpark <input type="checkbox"/> Balloonport <input type="checkbox"/> Helipad <input type="checkbox"/> Seaplane Base <input type="checkbox"/> Other	
E. Landing Area Data (List any Proposed, New or Unregistered Runways, Helipads etc.)			
1. Airport, Seaplane Base or Ultralight Flightpark (use second page if needed)		2. Helipad, Balloonport or other Landing Area (use second page if needed)	
RWY ID 17 / 35	Helipad ID /		
Lat. & Long. Show on attachment(s)	Lat. & Long. Show on attachment(s)		
Surface Type Asphalt	Surface Type		
Length (feet) 3,800	TLOF Dimensions		
Width (feet) 40	FATO Dimensions		
Lighting (if any)	Lighting (if any)		
Right Traffic (Y/N) N / N	Ingress/Egress (Degrees)		
Elevation (AMSL) Show on attachment(s)	Elevation (AMSL) Show on attachment(s)		
VFR or IFR VFR / VFR	Elevated Height (AGL) /		
F. Operational Data (Indicate if the number provided is Actual or Estimated)			
1. Number of Based Aircraft		2. Average Number of Monthly Landings	
Present or Estimated	Estimated in 5 Years	Present or Estimated	Estimated in 5 Years
Single Engine		25	40
Multi Engine		2	5
Jet			
Helicopter			
Glider			
Military			
Ultralight			
3. What is the Most Demanding Aircraft that operates or will operate at the Airport? (Provide approach speed, rotor diameter, etc. if known) Grumman Widgeon, approx 70 kts			
4. Are IFR Procedures for the Airport Anticipated? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Within _____ Years			
G. CERTIFICATION: I hereby certify that all of the above statements made by me are true and complete to the best of my knowledge.			
1. Name, title of person filing this notice (type or print) Kelly Jardine, District Ranger		2. Signature (in ink) [Signature]	
3. Date 6/28/2016		5. Email	

FAA Form 7480-1 (4/14) SUPERSEDES PREVIOUS EDITION



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 May thru late June of 2016. We use this detailed accident information 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 occurring to them. The first half of the year didn't get off to a very good start, as we had a number of accidents that involved fatalities. We really do need to get back to flying more safely for the balance of the year.

From a flight safety standpoint, this reporting period was exceptional. I don't ever recall the case of not having any NTSB accident reports for the month long reporting period. I do know there was an accident in Prescott near the end of the reporting period that didn't appear to have any serious, and most likely, no injuries at all. Apparently it was minor enough that the NTSB was not in much of a rush to get the report published. It will very likely show up in the next reporting period, and I hope with a detailed report. During this reporting period they did issue the details of four accidents that happened in the three previous months, and those details are available in this report.

I'm not sure what has happened, has the weather been too hot for anyone to fly, or has everyone been flying off to cooler parts of the country? If that's the case, I certainly hope they didn't take any serious accidents along with them.

The accidents from the last three months that had the details released this past reporting period are as follows:

Accident Date: **Sunday, March 6, 2016**
Report Dated 5/26/16
Title 14 CFR Part 91
Location: Scottsdale
Aircraft Type: Cessna 172
Injuries: 1 Uninjured

HARD LANDING, LOSS OF CONTROL

The solo student pilot reported that the airplane bounced after touched down, then veered off the runway to the left and came to a stop in gravel. A post-accident exam revealed substantial damage to the firewall. According to the student pilot there were no pre impact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows: The failure of the student pilot to maintain pitch control while landing, which resulted in a hard landing, loss of directional control, and runway excursion.

Accident Date: **Wednesday, April 6, 2016**
Report Dated 6/13/16
Title 14 CFR Part 91
Location: Payson
Aircraft Type: Cessna 172
Injuries: 1 Uninjured

HARD LANDING, LOSS OF CONTROL

According to the student pilot, during landing on his solo flight the airplane porpoised. He reported that after landing he repositioned the airplane, but prior to takeoff, a fellow pilot, who witnessed the porpoise, contacted him on the VHF radio, and informed him that he should have the airplane checked out before attempting to takeoff. The student pilot taxied to the parking area and the airport manager and airframe and powerplant mechanic inspected the airplane. The student pilot called his flight instructor and conveyed the situation and the level of damage. However, according to the flight instructor, the student pilot only conveyed the damage to the tail skid. The flight instructor reported that he told the student

to confer with the mechanic and determine if the airplane was airworthy.

The student pilot departed and proceeded to the airport where his flight school was based. Shortly after the departure, the airport manager that looked the airplane over for the student pilot, called the flight school and conveyed the gravity of the situation and informed the school that the airplane actually sustained damage to the firewall, tail skid and rudder fairing. The flight instructor did not confer with anyone other than the student pilot to ensure the airplane was airworthy. The airplane sustained substantial damage to the firewall.

The student pilot reported that there were no mechanical failures or anomalies with the airplane prior to or during the flight that would have prevented normal flight operation.

Accident Date: **Tuesday, April 12, 2016**
Report Dated 6/17/16
Title 14 CFR Part 91
Location: Chandler
Aircraft Type: Monocoupe 110
Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

According to the pilot of the tailwheel-equipped airplane, after performing an initial test flight, dur-

ing the landing roll the airplane rapidly veered right and the left wing struck the ground. The pilot reported that he overcorrected by applying full left rudder and the airplane exited the left side of the runway and nosed over. The pilot affirmed that prior to the flight he performed maintenance on the airplane to include the tail wheel single bungee steering system. The pilot reported that he installed the bungee incorrectly. The airplane sustained substantial damage to both wings, the windshield, and the fuselage.

Accident Date: **Thursday, May 12, 2016**
Report Dated 6/13/16
Title 14 CFR Part 91
Location: Wickenburg
Aircraft Type: Piper PA28
Injuries: 1 Uninjured

GROUND TAXI COLLISION

The pilot reported that while taxiing in the ramp area after landing, he was focused on an airplane parked to his right and was not monitoring the proximity of a vehicle parked to his left. Subsequently, the left wing struck the parked vehicle. The left wing spar was substantially damaged.

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

FABRIC REPAIR JOB

**LOOKING FOR CRAFTSMAN TO REPAIR TORN BELLY FABRIC ON EXPERIMENTAL TYPE.
ON SITE JOB IN STELLAR HANGAR.
A/C ON ELEVATOR.**

MARK SHERMAN 480 345 6677 FUELFRESH@AOL.COM



General Aviation Joint Steering Committee

Transition Training

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: July 2016

Topic: Transition Training (SE 5.3)

The FAA and industry will conduct a public education campaign emphasizing the benefits of transition training.

Background: NTSB accident data suggest that pilots with low time in type are more likely to crash. Although some transition training such as high performance, high altitude, complex airplane and tail wheel instruction and endorsement is required by regulation, the case can be made for other types and variations of aircraft as well.

Teaching Points:

- Discuss the benefits of transition training

- Note the higher rate of fatal accidents in amateur-built and light sport aircraft

- Emphasize that pilots need transition when transitioning from low to high & high to low performance aircraft.

- Provide information getting the most from transition training..

Note: This outreach consists of this guidance document, Power Point presentation, and presentation notes.

References:

- [GAJSC Loss of Control Work Group Report](#)

- [Airplane Flying Handbook Chapters 11- 15 Transition Training](#)

- [AC 90-109A Transition to Unfamiliar Aircraft](#)

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

Fly Back in Time Gala

Join us for a Fly Back In Time Gala celebrating the 1940s in the historic hangar at the Winslow-Lindbergh Regional Airport. Dinner and dancing to the music of the Big Band Connection. Doors open at 6:30 pm, dinner at 7:00 pm. Attire is dressy casual.

\$20 tickets at [Winslow Visitors Center](#) or [Online](#)

Event is in conjunction with the High Desert Fly-In on July 30th, 2016.



2016 HIGH DESERT FLY-IN

WINSLOW-LINDBERGH REGIONAL AIRPORT
701 AIRPORT ROAD, WINSLOW, ARIZONA

Pilots, residents, and tourists are invited to Winslow's historic airport for music, dancing, airplanes, history, food, and more!

FRIDAY, JULY 29 ■ FLY BACK IN TIME GALA ■ 6:30 TO 9 PM

Dancing to the Big Band Connection ■ Buffet Dinner at 7 pm
\$20 tickets at Winslow Visitors Center or on HDFI website

SATURDAY, JULY 30 ■ HIGH DESERT FLY-IN ■ 7 AM TO 12 NOON

FOR SALE: Winslow Rotary Club hosts a Pancake Breakfast from 7 to 9 am for \$5 per person; HDFI polo shirts for \$30 and \$35

ON THE TARMAC: Aircraft including general aviation planes and medical transport vehicles; Just Cruis'n Car Club's Show-and-Shine of vintage automobiles

IN THE HANGAR: Flying Fun Kids Area with hands-on activities; Flying Through History Area with exhibits and authors on aviation in the Southwest; Active Organizations Area with displays, Wingspan Auction, FAA Safety Seminar (register on HDFI website)



GO TO WWW.HIGHDESERTFLYIN.ORG AND FACEBOOK FOR UPDATES!

September 9th and 10th Long Beach Getaway!

Just an update on the Long Beach Getaway in September....

We are down to only 8 rooms left on our contract, and the Queen Mary staff have asked that all reservations be made by August 8th. Please call:

Valli O'Donnell, Convention Services Manager @ (977) 342-0742
valli.odonnell@queenmary.com

Or Book online: <http://queenmary.com/>

The cruise to Catalina and the visit to the Aquarium are optional, but let me know when you book your room if you'd like to attend these outings as well.

[Click here for more details online....](#)

I also have people who would like to attend, but *need a ride*. (They'd contribute to the fuel!)

Drop me a line if you have any questions. Hope to see you there!

Kit

kit@azpilots.org

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.

- 5438 hours of flight instruction given
- 6787 total hours flight time
- Cirrus Standardized Instructor, Avidyne & Garmin 1000
- Cirrus Pilot Proficiency Program (CPPP) Instructor
- Cessna FITS Instructor Plus (CFAI+)
- Columbia Factory Flight Instructor, Avidyne & Garmin 1000
- Author of the book *Glass Cockpit Flying*
- FAA Master WINGS Holder
- Advanced and Instrument Ground Instructor

Bob Littlefield, Gold Seal CFI, CFII, MEI
602-228-9145 • bob@flightskills.com • www.flightskills.com

Dear Editor,

The [Army Aviation Heritage Foundation \(AAHF\)](#) has come to AZ!

The Arizona Chapter of the AAHF received their first aircraft in November of 2015. We operate a Vietnam War veteran **AH-1F Cobra** attack helicopter with a FAA exemption to provide rides for sale as part of our mission to honor veterans, preserve the legacy of Army Aviation, and bring the public up close and personal with our aircraft and soldiers.

This short article is to introduce our chapter, our mission, and the aircraft. In the future we would like to provide a PowerPoint presentation with a bit more detail about our plans for the future and how APA members can be a part of something unique to the AZ aviation community.

Regards,

Steve Wieneke
Business Development
AZ Chapter, AAHF
Attachments area



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			

Short Final

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

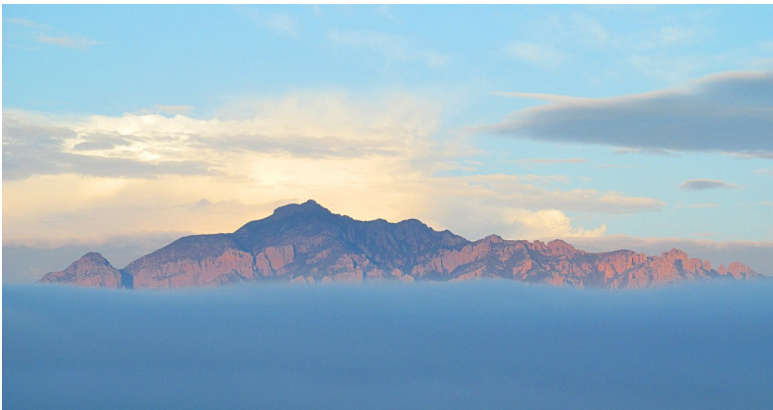
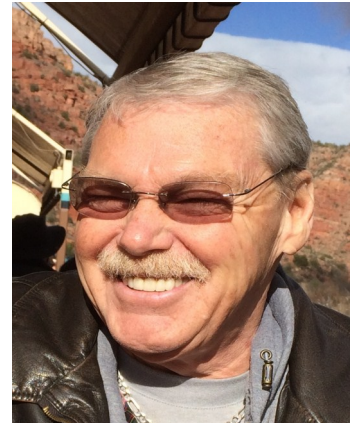


GAARMS Report: July 2016

By Fred Gibbs

We are now half way through 2016, and we've had 4 fatal accidents so far, with 6 fatalities, 4 pilots (including 1 CFII) and 2 passengers....

Three of the four accidents involved what I would call unique non-GA representative aircraft. One involved a P-51 Mustang, another a North American AT-6, both vintage Warbirds, and the third was a weight-shift "Trike." The 4th aircraft, a Beechcraft G35 Bonanza, on a maintenance test flight with a pilot and a flight instructor, lost power and impacted some big trees during the forced landing. The flight instructor was fatally injured, but fortunately the pilot survived.



In the future, will we still have to fly the airplane, or will we just be along for the ride? Automation has crept into the cockpit piece by piece, and while I really do like some of it, I am still an old guy who likes "stick and rudder" flying. I like reading maps, I like knowing how to navigate by looking out of the window instead of just following the "Magenta Line." I like being able to use an ADF (to both navigate and avoid thunderstorm activity), I like flying using only VORs and being able to actually cross fix my position, and I take great

pride in my ability to read and understand aviation weather including NOTAMS and PIREPs in raw form, etc., etc., etc... Heck, I can even navigate by the stars if I have to... So, am I a dinosaur or what???

Today's students show up with electronic E6B's, smart phones, iPads, and all sorts of electronic gadgets. Even some of my instrument students come all "*electron'd up*," and become totally reliant on their iPad for navigation instead of using all that FAA-approved electronic stuff in the instrument panel! With all of the automation in the cockpit, will the next generation of pilots be texting while flying? Will they be flying with their heads down looking at the iPad or their smart phone? What will happen to "see and avoid"? We have laws against texting while driving because it is NOT a safe thing to do, but I guess it is OK to text while flying!! What could possibly go wrong?



There is another change to both VFR and IFR flying coming out soon from the FAA. Domestic formatted flight plans will go away, and we will all be required to file International Civil Aviation Organization (ICAO) style flight plans. And, you ask, just what are these? Well, you need to start learning all about them now. Look in the Aeronautical Information Manual (that's the AIM for you old timers) and read how to fill them out. They are much more involved than the current flight plan form, and require a lot more information. A question to ask is: Why is the FAA making this change? Is it to improve flight safety? Is it to simply give in to the ICAO influence? Or is it more devious than that, like maybe an effort to reduce the number of VFR flight plans (by making it harder or more complex), resulting in less work for flight service, thereby supporting the FAA's position to reduce flight service staff due to the reduced number of flight plans being filed? See the logic?

Well then, just what is the purpose of a VFR flight plan? First off, there is no requirement to file one; it is not used by "Big Brother," (i.e., the Government) to "track" you, nor is it a reservation to allow you to fly. Some might say it is there to help you meet the preflight action requirement of the FAR, etc. It is a tool to ensure safety by triggering Search and Rescue should you not show up at your filed destination. It is essentially a short term life insurance policy. With all of the new automation capabilities, like Spot, inReach, SpyderTrax, FlightAware, etc, plus the upcoming ADS-B tracking capabilities, who needs flight VFR plans? They are essentially unnecessary if you use flight following, which I highly recommend in lieu of a VFR flight plan. I like being part of the solution (in the ATC system), not part of the problem (an unknown target).

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				(FAA USE ONLY) <input type="checkbox"/> PILOT BRIEFING <input type="checkbox"/> VNR		TIME STARTED		SPECIALIST INITIALS	
FLIGHT PLAN				<input type="checkbox"/> STOPOVER					
1 TYPE VFR IFR DVR	2 AIRCRAFT IDENTIFICATION	3 AIRCRAFT TYPE/SPECIAL EQUIPMENT	4 TRUE AIRSPEED KTS	5 DEPARTURE POINT	6 DEPARTURE TIME PROPOSED (Z) ACTUAL (Z)		7 CRUISING ALTITUDE		
8 ROUTE OF FLIGHT									
9 DESTINATION (Name of airport and city)				10 EST. TIME ENROUTE HOURS MINUTES		11 REMARKS			
12 FUEL ON BOARD HOURS MINUTES		13 ALTERNATE AIRPORT(S)		14 PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE				15 NUMBER ABOARD	
				17 DESTINATION CONTACT/TELEPHONE (OPTIONAL)					
16 COLOR OF AIRCRAFT			CIVIL AIRCRAFT PILOTS. FAR Part 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed \$1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.						

FAA Form 7233-1 (8-82) CLOSE VFR FLIGHT PLAN WITH _____ FSS ON ARRIVAL

Just a reminder – The new rule for student pilot licensing is now in effect. All applicants must now apply on line through the IACRA system for a student pilot certificate – a new plastic license – that will be sent to the applicant after they've been vetted by TSA.

INSTRUCTORS – You may need to help the applicant through the IACRA process; it is NOT intuitive!!! Then you, the instructor, will then have to log in as the recommending official to approve it. **NOTE:** This 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. And speaking of the medical, perhaps that requirement will also disappear in the near future if Congress passes the FAA authorization bill that includes the medical issue reform, doing away with the requirement for a private or recreational pilot to have a medical certificate, and only self-certifying. Stay tuned on this issue and call your representative!



While working on this article, I had to stop and go to the airport to perform my CFII duties, you know, meet my students and maybe even fly. I looked at the sky and determined it was probably a good idea to put the roof on my car even though the sun was out over there. My first student was a returnee after

an 8 year hiatus. Because I am anal about record keeping, I still had his training folder. So, with a copy of his new medical and a review of his logbook, we laid out a plan of action to complete his training. While we talked about that, the sky opened up and it poured like a race horse after drinking 8 gallons of water!!! And that's when my 2nd student showed up, hoping to keep working on takeoffs and landings! Yeah, like that was going to happen! It was a perfect day for ground school, and it poured for over an hour! After the rain stopped, and my student departed the fix, I met my next student. He's an instrument student with his own airplane, and we planned out a three approach night



flight, departing via the published ODP, a DME arc to a VOR/DME approach, flying the published missed approach procedure, holding patterns and a partial panel approach to end the night. A look at the weather made me wary – lots of virga around (indicative of downdrafts), some cumulo mammatus just off to the east of the airport, and the windsocks totally opposite of each other. The winds were crazy variable with a slight tailwind for the runway in use as we lined up for takeoff, and a direct crosswind a quarter of the way down the runway at the lift off point. Ironically, another aircraft was in the pattern, but he gave way for us to take off because he was getting beat up by the rough air. (I think maybe he wanted to see what we were experiencing!) My student was about to

learn a valuable lesson, experience the thrill of victory – OOPS, I mean the thrill of scary things that weather can do, and the agony of defeat against Mother Nature. We rotated at Vy, probably climbed 20 feet, and Mother Nature smacked us right back down to the ground, at which time I declared an aborted takeoff, landed the airplane (sort of...) and told tower we were done for the night. This, too, proved to be a good lesson why you need to track the centerline on takeoff! Mother Nature won this round, and I am not ashamed to admit defeat. More importantly though, my student learned an invaluable lesson – discretion is always the better part of valor. NO, we were not going to taxi back and try again!!! I passed a PIREP to the tower, who passed it on to the other aircraft (who I think was waiting to see how we did). I talked to him later while he was putting his airplane away, and he said it was a real rough ride out there and he was very glad to be on the ground, and really appreciated the PIREP. Quite a day, all in all...



SAFETY PROGRAMS:

July has two fly-in safety programs on the schedule that I know of right now – Saturday, July 16th is the “Dueces Wild Fly-In” at the Show Low airport, and Saturday, July 30th is the Winslow Fly-In at the Winslow airport. Watch FAASAFETY.GOV for the announcements coming out soon.

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



WINGS ‘N THINGS

By Howard Deevers

It might be hot in southern Arizona, but it was somewhat cooler in Denver, Colorado. At 90 degrees, the folks in Colorado are complaining! I was enjoying the cooler temperatures. The Mooney Pilots Safety Program (MAPA) invited Fred Gibbs and I to be instructor pilots at the safety program in Denver in June. Both of us have time in Mooney aircraft of various models, and we always enjoy flying with the Mooney pilots that take aviation safety seriously.



Twenty Mooney owners and 10 instructors attended this training session. The sessions usually begin on a Friday with a day of classroom instruction on everything from basics to advanced subjects, tailored for the Mooney owners. Weather and Mooney maintenance were big hits. At this session, there was a Mountain Flying course, and Fred and I sat in on that. Living in Arizona, we are no strangers to mountain flying, but in Colorado with the tall Rockies only a few miles west of the airport, Mountain Flying takes on a new meaning. Two experienced instructors did an excellent job of teaching this very important subject. If you plan to fly over the Rockies at any time, I highly recommend that you take such a course before going. I thought that I knew a

lot about mountain flying already, but learned so much more from this course.

The two owners that I flew with did not want to fly the Mountain course that the program had planned, so we stayed to the East and flew all of the requirements there. Some of the owners did want to fly that course, and that was on Saturday and Sunday. Not all were from Colorado. Some from as far away as Virginia, and others from South Dakota, Wyoming, and one from Sierra Vista, AZ. Other owner associations also do this kind of training to keep the owners current and safer. Not only do you meet all of the requirements for a Flight review and IPC, you get WINGS credit as well.

Here are some things to think about - Common Mistakes Pilots Make:

- Not getting a weather briefing before every flight
- Rushing through a preflight
- Doing an incomplete or no run up
- Multi-tasking while taxiing
- Not using a checklist every time
- Handheld GPS users, getting too close to airspace (Class B, or Class C, etc.)
- Not having a taxi diagram out while taxiing
- Canceling IFR in flight before landing
- Over correcting on IFR approaches (chasing the needle)
- Not understanding installed technology
- Saying too much on the radio (How much is too much?)

If you belong to an association such as the Mooney Pilots, or Beech Pilots, Cessna, Piper, Cirrus or other, get involved with their recurrent training programs. During one of my flights with a Mooney owner, we discussed "The Art of Flying." I'll talk more about that another time. If you don't belong to one of these, but you do belong to the ARIZONA PILOTS ASSOCIATION, then look for the next safety seminar somewhere in the State. And, don't forget to "bring your wingman." You will be glad that you did.



Howard



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

For Sale - 1974 Helio Super Courier HT-295 STOL. One of 19 factory built tri-gear Helios. Recent annual, all ADs, overhauled prop., 3560 TT, 2010 SMOH, (2) top o/h since last M/O. S-TEC 50 Autopilot, Garmin GNS-530W. Based at KSDL. \$185,000, Includes demo flight.

Vernon Parsons 928-715-4908

Recreational Aviation Foundation

Ryan Field Montana Fly-In

by Glenn Brasch

I decided to escape the Arizona heat for a while this summer and head north to Montana, specifically the Glacier National Park area. Easy to do once you are retired, and even easier with the wife's permission. The bad part is no airplane, just a 4x4 Chevy truck and a camper, but at least I have my own bathroom. Anyway, I heard about this backcountry fly-in going on nearby at 2MT1, Ryan Field (not to be confused with KRYN of course), and decided to drive over. Sponsored by the Recreational Aviation Foundation, it was a little spot of heaven. The weather had been bad, and I really didn't expect to see much, but as I drove down the muddy 2 mile drive off of highway 2, I spotted a little Cub taking off behind the trees. Upon arrival, there were about a dozen planes parked facing a beautiful grass runway. The facility was beautiful, and I was met by the friendliest people I had seen in a while (not to mean all these great people in Montana are not friendly). I was given a tour and history lesson by Jo. She is a highly praised volunteer of the organization, and met Paul who lives on the property. I have to say that when I told people I was from Arizona, the first words out of their mouths were, "Do you know Mark and Stefanie Spencer?" They were expected, but got hung up by bad weather (at least when I was there) and were sorely missed. If you're ever in the area of West Glacier, Montana, drop into this wonderful place! They even have a courtesy car you can use to check out the area, but make sure you get the [mandatory safety briefing first from the RAF website](#).

Glenn Brasch KRYN (the "other" Ryan)



“

**I fly because it releases my mind
from the tyranny of petty things.**

”

- Antoine de Saint-Exupery



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

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25th Authors submit articles and advertisements

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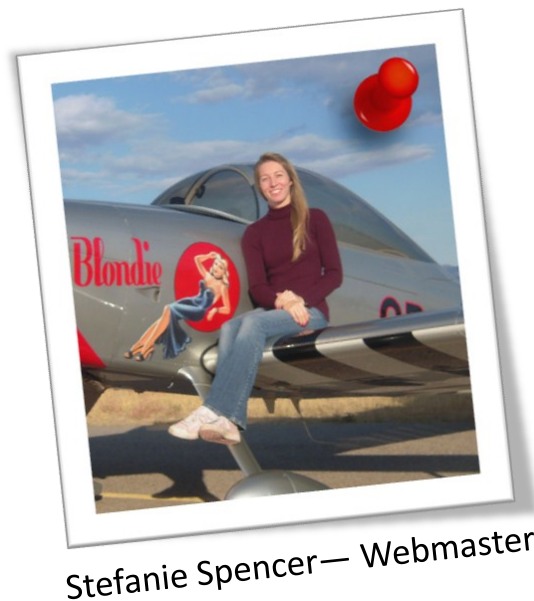
For anyone wanting to contribute to this newsletter please submit your writing in an email file along with photos and captions (separate files). The APA would like to publish information about what's happening in your area of Arizona. Subject matter could range from regulatory issues to new places to 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!



Stefanie Spencer— Webmaster



APA Clothing

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

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Volunteer 501 (c) (3) Organization

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