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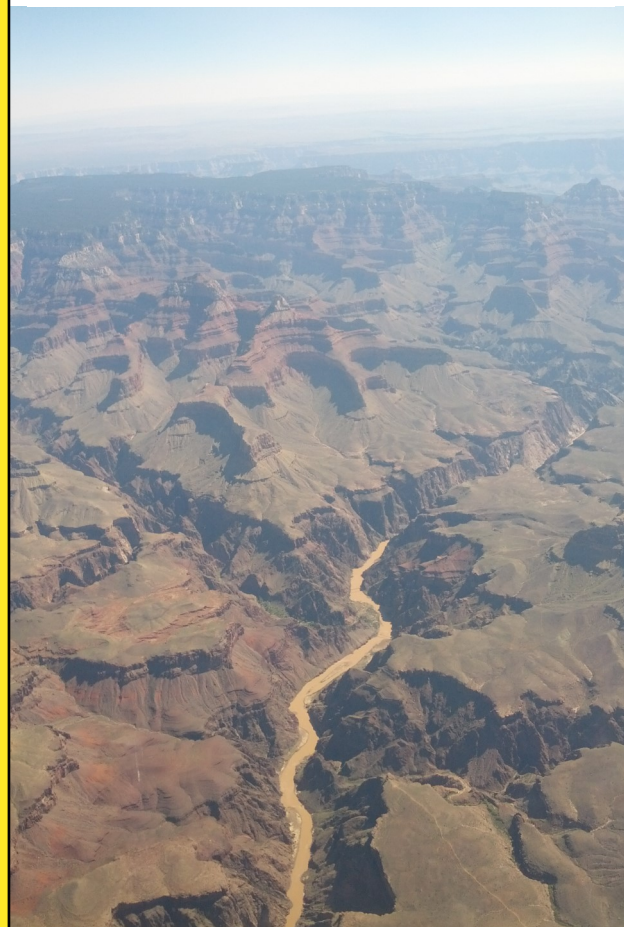
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President's Report

Welcome Aviators and Aviation Enthusiasts to the August issue of the Arizona Pilots Association newsletter.

The Arizona summer temperatures are keeping many of us inside near an air conditioner while a few folks are still out enjoying the freedom of flight. The FAAS team continues to conduct safety seminars around the state, helping keep our flying activities safe by exchanging lots of valuable knowledge and experience to those safety minded aviators and their wingmen.

Please take note of the new skydiving area and article in this newsletter. The new drop zone is just southwest of Eloy. You will also find a map of the various drop zones between Phoenix and Tucson where you need to be "heads up" and on frequency with



either ABQ Center or the various airports.

Don't forget to sign up for the next Getaway Flight in September to Long Beach where you will be staying aboard the Queen Mary and visiting Catalina Island. More information to follow in this newsletter and on our website at www.azpilots.org.

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 — August 2016

I'm afraid this month's report may be a bit brief and perhaps a bit disjointed because I'm writing it while I'm at the Oshkosh EAA AirVenture event. I haven't had a chance to see anything yet, but it promises to be great once again, and the weather also promises to be great. We shall see! At least it is cooler and more comfortable than Phoenix for now.

After all of this time and effort, it's hard to believe that it finally happened: on July 15, 2016, President Obama signed into law legislation that includes the third-class medical reform! The FAA now has a year to formulate and issue regulations which will require a valid driver's license and a doctor's checkup every 48 months, along with the completing of an aeromedical education course every 24 months for eligible pilots. The medical reform law will apply to pilots that have had a valid third-class medical within ten years of the bill's signing, and have never had their medical revoked or denied. For pilots with third-class medicals with a special issuance, they would not have to be re certified unless they developed a medical condition that would require a new special issuance. Pilots that have never had a medical certificate would still have to get a one-time third-class medical certificate from an AME to participate in the new medical certification program. Pilots operating under the new rules would be able to fly privately in aircraft with no more than six seats, it may be complex or twin engine, have a maximum takeoff weight of less than 6000 pounds, have a maximum indicated airspeed of 250 knots, and fly no higher than 18,000 feet MSL. The pilot may operate in either VFR or IFR conditions. Be aware, pilots cannot take advantage of the new third-class medical reforms UNTIL the FAA develops and issues the new medical rules, and in the meantime, pilots

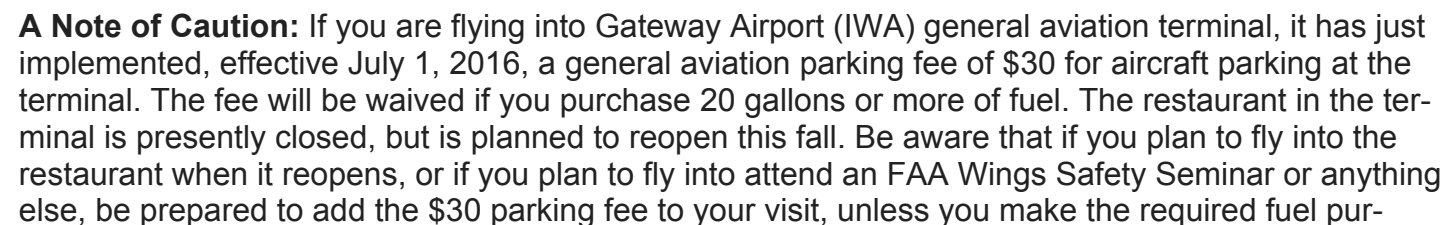


will need to continue complying with the current medical requirements in order to fly. However, under the new law, the position is being taken that, if the FAA does not issue new regulations within one year from July 15, 2016, when the President signed the bill into law, the FAA cannot take enforcement action against a pilot for not having a valid third-class medical certificate, so long as the pilot makes a good faith effort to comply with the legislation. In the meantime, we will have to patiently sit tight and see how this all evolves.



MISCELLANEOUS ITEMS

It appears that there is becoming a significant proliferation of sky diving operations in the central part of Arizona, and knowing where they are all located can be difficult. We have just heard of a new one called the "Saw Tooth Jump Center" that is supposed to be located, generally, southwest of the Eloy Jump Center. The known locations of all the currently active sky diving operations are shown on this map.



chase. Unfortunately, what this amounts to is a \$30 landing fee at Gateway Airport if you leave the runway and go to parking.

Significant construction is still ongoing at Williams Gateway Airport (IWA), and again, the ILS may be down from time to time. When planning instrument training, be sure to check NOTAMS before taking off to check on availability.

As reported earlier, the FAA is planning on decommissioning approximately 300 VORs across the country. While checking into the issue, I found that the list of the first 35

VORs to be cut do not include any in Arizona, and per the information I have been able to get from the FAA, it's very unlikely that any in Arizona will wind up on the decommissioning list. They are eliminating what they consider to be "low use" VORs, and almost all are located in the eastern part of the country where there seems to be a very significant proliferation of VORs as compared to the numbers we have in the western part of the country. However, we will certainly continue to keep an eye on how this program progresses.

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 cope with an unexpected problem when you arrive.

The number of accidents in the August accident reporting period was not very high, but unfortunately, one of them involved fatalities. The year didn't get off to a very good start with the number of accident fatalities that we have had, and it doesn't seem to be improving. There are the four reported



accidents in this month's accident summary, and there are also details of two accidents that had occurred in previous months. See my August accident summary for details.

APA is still continuing to work 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 still 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



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 | ➤ Cessna FITS Instructor Plus (CFAI+) |
| ➤ 6787 total hours flight time | ➤ Columbia Factory Flight Instructor, Avidyne & Garmin 1000 |
| ➤ Cirrus Standardized Instructor, Avidyne & Garmin 1000 | ➤ Author of the book <i>Glass Cockpit Flying</i> |
| ➤ Cirrus Pilot Proficiency Program (CPPP) Instructor | ➤ 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

August Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of the aviation accidents that have occurred in Arizona from June thru late July, 2016. We will 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 take the appropriate 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, and unfortunately, the trend has not been improving. We all need to take a more careful look at what we are doing and exercise more caution.

From a flight safety standpoint, things didn't go very well this past reporting period. While there were only four accidents, one of them involved two fatalities. One accident, while involving very significant aircraft damage, did not involve any injuries, and the other two accidents reported did not contain details at this time, and most likely they did not involve serious injuries, if any at all. In this reporting period there are two accidents that occurred in April and May that have finally had detailed reports issued, and these are included at the end of this report.

As you know, summer is here; please check density altitude performance and fly safely. Don't ever become part of this report.

The accidents that have been reported the past reporting period are as follows:

Accident Date: **Monday, June 13, 2016**

Title 14 CFR Public Use

Location: Ajo

Aircraft Type: EUROCOPTER EC120

NO NTSB INFORMATION AVAILABLE

personal flight was destined for Ernest A Love Field Airport (PRC), Prescott, Arizona.

The pilot reported that she and her friend, a pilot rated passenger, were on their way to PRC to participate in an air race. They departed GNT with the fuel selector in the left tank position and about 36 gallons of fuel onboard. After the occupants reached their cruise altitude, the pilot handed the controls over to the pilot rated passenger for the remainder of the flight, while the pilot continued to operate the radio. They made contact with the tower controller about 5 nautical miles east of the airport (PRC) and reduced engine power to begin a descent. When the engine suddenly lost power, the occupants immediately cycled the throttle and mixture and activated the fuel boost pump, which produced a brief surge of engine power. They contacted the tower controller to report the engine failure and to declare an emergency. The controller cleared the airplane to land on runway 21L, but as the pilot rated passenger turned towards the runway she realized the airplane would not reach the airport. The pilot reported that they had experienced two separate

Accident Date: **Saturday, June 18, 2016**

Report Dated 6/27/16

Title 14 CFR Part 91

Location: Prescott

Aircraft Type: Beech C23

Injuries: 2 Uninjured

LOSS OF POWER, LANDED SHORT OF RUNWAY

On June 18, 2016, about 0815 MST, a Beechcraft C23 was substantially damaged during a landing attempt in Prescott following a loss of engine power. The private pilot and pilot rated passenger were not injured. Visual meteorological conditions prevailed and no flight plan was filed for the cross county flight that departed Grants-Milan Municipal Airport (GNT), Grants, New Mexico at approximately 0630 MDT. The

power losses in the days leading up to the accident, but successfully restarted the engine during both events.

According to the pilot rated passenger, the main landing gear separated shortly after the airplane touched down. The airplane then skidded up the rising face of a small berm. An initial report from an airport operations representative indicated that the airplane came to rest in an area of sparse vegetation about one half mile north of PRC.

Accident Date: **Thursday, June 23, 2016**

Report Dated: 7/5/16

Title 14 CFR Part 91

Location: Wikieup

Aircraft Type: Robinson Helicopter R66

Injuries: 2 Fatalities

CONTROLLED FLIGHT INTO TERRAIN

On June 23, 2016, about 1420 MST, a Robinson R66 collided with terrain under unknown circumstances near Wikieup. The commercial pilot and the commercial pilot rated passenger sustained fatal injuries. The helicopter was destroyed during the accident sequence, and the cabin area was consumed by a post impact fire. The cross-country positioning flight departed Prescott, Arizona, about 1340 with a planned destination of Riverside, California.

The pilot was going to Riverside to take a Part 135 chief pilot check ride with an inspector from the Federal Aviation Administration (FAA) Flight Standards District Office located there. The pilot rated passenger was the operator's Part 141 Chief Pilot. The airplane was reported overdue when it did not arrive at the destination, and the wreckage was located about 0430 on June 24.

The National Transportation Safety Board (NTSB) investigator-in-charge (IIC), inspectors from the FAA, and an investigator from Robinson Helicopter Company examined the wreckage on site. The helicopter came to rest in hilly desert terrain. The debris field was about 750 yards long and 150 yards wide. One of the first pieces identified was the outboard 5 feet of a main rotor blade afterbody that had separated from the leading edge spar. The left side of the helicopter was more

fragmented than the right, and left side cabin pieces and instruments were distributed throughout the early part of the debris field. The tail boom was about midway into the debris field. The left side/nose cabin was in the same approximate part of the debris field with a straight separation line across one side. The cabin came to rest inverted about 600 yards into the debris field, and was destroyed by a post crash fire. The engine remained attached to the cabin. The remaining piece of main rotor blade was about the same distance into the debris field, but 85 yards left of the debris path centerline. The transmission, mast, and second main rotor blade separated as a unit, and were about 100 yards past the cabin area in the direction of the centerline of the debris field. The main rotor driveshaft was bent approximately 15 degrees at the swashplate.

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

Accident Date: **Sunday, July 10, 2016**

Title 14 CFR Part 137 Agricultural

Location: Surprise

Aircraft Type: Bell OH58A

NO NTSB INFORMATION AVAILABLE

THE FOLLOWING DATA IS FROM THE NTSB PRELIMINARY REPORTS THAT WERE NOT AVAILABLE WHEN THE APRIL AND MAY REPORTS WERE PREPARED.

Accident Date: Thursday, **April 24, 2016**

Report Dated: 7/14/16

Title 14 CFR Part 91

Location: Marana

Aircraft Type: BURKHART GROB G103 TWIN ASTIR

Injuries: 1 Minor, 1 Uninjured

LANDING SHORT OF RUNWAY

According to the pilot, while maneuvering the glider about 2,900 feet above ground level, the pilot determined that the wind conditions were not conducive to sustain flight and turned toward the runway in order to establish an approach. He recalled that while maneuvering toward the runway,

he encountered downdrafts and began to lose altitude rapidly. He reported that he issued a mayday call about $\frac{3}{4}$ of a statute mile from the runway, established a nose up attitude to decrease the airspeed, and the glider impacted the trees. The glider sustained substantial damage to the right wing and fuselage.

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

NTSB FINDINGS:

OCCURRENCES Maneuvering - Other weather encounter

Maneuvering - Loss of lift

Emergency descent - Collision with terr/obj (non-CFIT)

FINDINGS

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Altitude-Attain/maintain not possible - C

Environmental issues-Conditions/weather/phenomena-Wind-Downdraft-Effect on equipment

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

The glider's loss of lift as a result of unfavorable wind conditions for glider operations, consequently resulting in a collision with trees.

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

Report Dated: 7/14/16

Title 14 CFR Part 91

Location: Mesa

Aircraft Type: Cessna C172

Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

The student pilot reported that during landing, the airplane porpoised, subsequently he attempted to abort the landing, but the airplane touched down again, which resulted in a collapsed nose gear, runway excursion, and an impact with terrain.

The airplane sustained substantial damage to the fuselage.

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.

NTSB FINDINGS:

OCCURRENCES Landing-flare/touchdown -

Abnormal runway contact Landing-flare/

touchdown - Landing gear collapse Landing -

Runway excursion

Landing - Collision with terr/obj (non-CFIT)

FINDINGS

Aircraft - Aircraft oper/perf/capability-

Performance/control parameters-Pitch control -

Not attained/maintained - C

Personnel issues - Task performance-Use of

equip/info - Aircraft control - Pilot - C

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

The student pilot's failure to maintain pitch control during the landing flare, which resulted in an abnormal runway contact, porpoise, nose gear collapse, runway excursion, and impact with terrain.

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

GAJSC



General Aviation Joint Steering Committee

[Fly the Aircraft First](#)

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: August 2016

Topic: Fly the Aircraft First (SE 34)

The FAA and industry will conduct a public education campaign emphasizing the necessity for pilots to maintain control of their aircraft at all times.

Background: NTSB accident data suggest that pilots, while distracted by less essential tasking, have lost control of their aircraft and crashed. In light of this, pilots are reminded to maintain aircraft control at all times. This may mean delay in responding to ATC communications and passenger requests or not responding at all unless positive aircraft control can be maintained throughout the flight. In other words, ***Fly the Aircraft First!***

Teaching Points:

Discuss the role of distractions and inappropriate priorities in aircraft accidents.

Offer tips to maintain proficiency and control discipline.

Provide information on prioritization and dealing with distractions.

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

References:

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

[Eastern Airlines Flight 402 Accident Report](#)

[Airplane Flying Handbook Chapter 16 Emergency Procedures](#)

[Risk Management Handbook Chapter 6 Single-Pilot Resource Management](#)

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



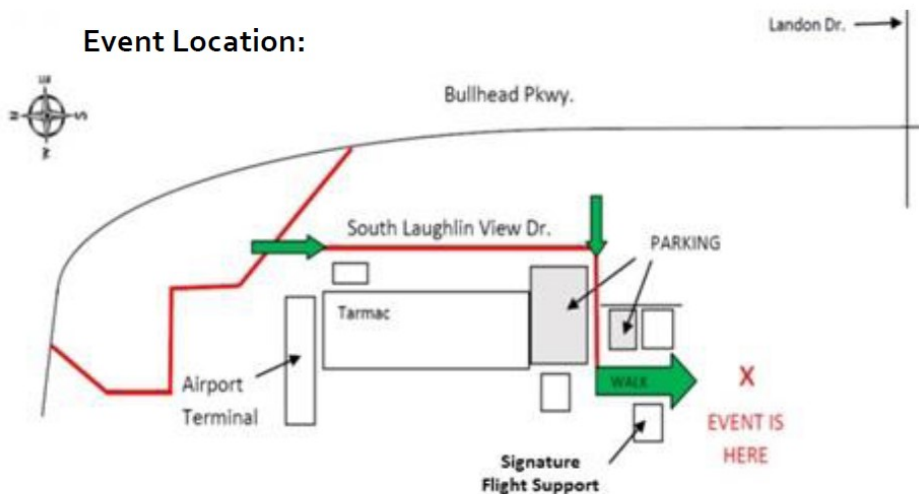
HONORING NATIONAL AVIATION DAY

SATURDAY, AUGUST 20, 2016
8:00AM – 11:00AM

Open To All Aviation Enthusiasts

Come join us to celebrate the anniversary of Orville Wright's birthday. Stop by for free breakfast and take a look at the variety of aircraft parked on the airport's ramp. Great for all ages!

Event Location:



**LAUGHLIN/BULLHEAD
INTERNATIONAL
AIRPORT**

**A VARIETY OF
AIRCRAFT ON
DISPLAY**

**FREE BREAKFAST
AND
REFRESHMENTS**

**GREAT FOR ALL
AGES**

DON'T MISS IT!

Event Location:

Signature Flight Support
2550 Laughlin View Dr.
Building 40
Bullhead City, AZ 86429

For event information call:
(928) 754-2134

Saturday, August 20, 2016
8:00AM - 11:00AM



Flagstaff Airport Event

Fly-In & Car Display

Benefiting Youth and Aviation
EAA Chapter #856

August 27, 2016 ✈️ **8:00 am - 3:00 pm**

Car Display!



Fly In!



FREE Airplane Flights!
Kids ages 8-17

Food & Craft Vendors

Featured Guest Speaker!

George Burk



Fly in a Helicopter!



Additional Fee

Tickets

\$5.00 Per Person
Family Max \$20.00
Children Under 8 Free!

Pancake Breakfast

BSA Troop #138
6:30 am until 10:00 AM

South of Flagstaff off I-17



For More Information:

714.322.8097

FlagThunder.org

Thank You to our sponsors:





Land of Enchantment Fly-In & Airport Open House

August 27, KAEG, Albuquerque, NM

FLY IN, DRIVE IN! Bring the family! To the 26th annual Land of Enchantment Fly-In at Double Eagle II Airport (KAEG). Includes: Static displays (distinctive aircraft, automobiles, military vehicles, RC aircraft). Exhibits by New Mexico aviation organizations and vendors. Fly Mart.

WINGS Seminars (including "Flying the New Mexico Backcountry").

Awards for 'best of category' aircraft (owner-built, LSAs, vintage, contemporary, warbirds, sailplanes, and trikes), oldest aircraft, and fly-in from furthest away. Hands-on activities for kids. Enjoy EAA179's pancake breakfast and burger lunch. For more information visit www.eaa179.org.

Hosted by EAA Chapter 179.

APA Getaway Flight Sept 9-11



2 nights on the Queen Mary and a day cruise to Catalina Island departing from the Queen Mary. Arrive Friday afternoon, check into the Queen Mary Hotel, take a free shuttle over to the aquarium in downtown Long Beach. Everyone convenes on the ship for dinner that evening. Saturday morning the Catalina shuttle leaves for Avalon. There are several boats returning to the mainland throughout the day; return at your leisure. Sunday morning the aviators are free to return to the airport for the trip back to AZ. (A schedule to follow)

Hotel Reservations call 877-342-0742 and identify yourself as being with the APA. The room rates are \$109 /night/room. Reserve your room ASAP! If you've never stayed on the Queen Mary, now is the time.

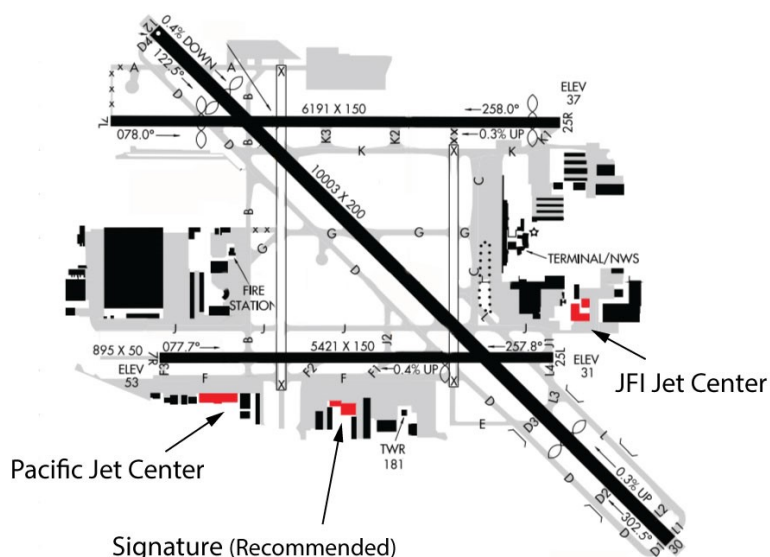
Long Beach Aquarium. Free shuttle over from the QM. \$14 entrance fee. This is a highlight of Long Beach. Worth your time.

Cruise to Avalon, Catalina. Departs from the pier adjacent to the Queen Mary (short walk).



Long Beach Aquarium

Long Beach / Daugherty Field



Flying to Long Beach, CA is one of the most accessible airports in the LA Basin. Flying to the Palm Springs area (VOR) will set you up to transition through the Banning Pass and then skirting the LAX bravo airspace to the south until you reach the Fullerton area at which time you stay under 6,000' as you transition into KLGB. It's highly advised to contact SoCal just before the Palm Springs area.

September in California usually brings their best weather considering the marine layer and winter storms. We will most likely be given rwy 30 and then taxi instructions to Signature which is off of Foxtrot for parking—friendly crowd with not too high of fuel prices.

Ask the Signature people to get a taxi or summon an Uber or Lyft driver. Both have apps you can download onto your smart phone. (Schedule to follow)



Queen Mary 2 in Circular Quay



Coral Casino in Avalon Bay, Santa Catalina, California

EAA Chapter 776 Young Eagles

August 2016

The Experimental Aircraft Association, EAA, Oshkosh, WI, Young Eagles program originated in 1992 with the goal of providing children ages 8 to 17 free first flights in general aviation airplanes to initiate and foster interest in aviation as a career field in addition to the fun and adventure of flying. All flights are provided at no cost by EAA members flying certificated general aviation airplanes. EAA set the goal of flying one million children by December 2003, the 100th anniversary of Wilbur and Orville Wright's first powered flight on December 17, 1903. This goal was successfully passed and on July 28, 2016 the two millionth airplane ride was given by Harrison Ford at EAA AirVenture in Oshkosh, WI. Ford, an avid pilot and longtime EAA supporter, served as chairman of the Young Eagles program for five years, from 2004 to 2009. After receiving their first flight, all Young Eagles' names are entered into a log book in Oshkosh. Many additional activities and opportunities have been incorporated into the program which can be investigated at www.young eagles.org.

EAA Chapter 776, Sierra Vista, Arizona flew its first organized Young Eagle rally in November 1992. Through July 2016, the chapter has conducted 69 young Eagle rallies in ten Arizona cities; Sierra Vista, Douglas, Bisbee, Benson, Whetstone, Willcox, Safford, Tucson, Mesa and Maricopa, AZ.



FLY TO THE BORDER 5TH ANNUAL FLY IN/DRIVE IN PANCAKE BREAKFAST

promoting

Douglas Municipal Airport

The First International

Airport of the Americas

And Douglas' Rich Aviation History



Douglas Municipal Airport

DOUGLAS, ARIZONA / KDGL

SATURDAY, OCTOBER 1, 2016

7 A.M.—12 P.M.

\$6.00 per person

**Proceeds to go to local youth
scholarships**



Young Eagle Flights for ages 8—17;

Parent signature required

Visit Border Air Museum with rare Emigh A-2 Trojan |

Raffles

Pilots Eat Free



One hundred chapter pilots have flown 7612 Young Eagles from 1993 through mid- 2016. Of these 100, four have flown significant numbers; Clifford Van Vleet 1175, Leo Scherping 663, Barney Parker 721, Dick McColley 663.

The chapter has conducted three Young Eagle rallies in Douglas with students attending from 13 different locales both near and far.

- In 2007, five chapter pilots flew 130 Young Eagles from Douglas, Pirtleville, St. David, McNeal, Agua Prieta and Sonora, Mexico.
- In 2008, six chapter pilots flew 58 Young Eagles from Douglas, Pirtleville, St. David, Agua Prieta, Maricopa, Chandler and Wasilla, AK.
- In 2015, eight pilots flew 86 Young Eagles from Douglas, Pirtleville, St. David, McNeal, Vail, Bisbee, Tucson, Huachuca City.

The next Douglas Young Eagle rally will be conducted Saturday, October 1, 2016 at Douglas Municipal Airport with assistance from Cochise College pilots and ground crew and in conjunction with the Rotary Club of Douglas' Fourth Annual Fly to The Border Fly In/Drive In Pancake Breakfast at the First International Airport of the Americas. Parent signatures are required for each flight. Forms will be available the Douglas Municipal Airport on the morning of the rally.

The invitation is open to all to fly/drive to Douglas on Saturday, October 1, 2016 and enjoy a pancake breakfast watch the Young Eagles rally.



(Gene Moreman at Copperstate 2015)

Congratulations to Gene Moreman for scoring again!

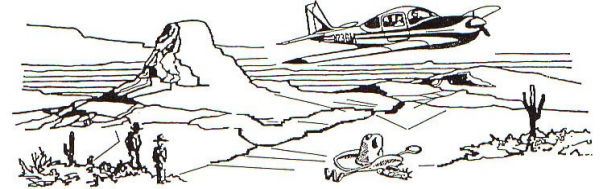
2016 AirVenture Aircraft Award

Outstanding Cessna 170/180 - Plaques (Small)

EUGENE MOREMAN

WILLCOX, AZ

1954 CESSNA 170B - N2584C



22ND ANNUAL WICKENBURG FLY-IN & CLASSIC CAR SHOW

Saturday, October 8, 2016 - Wickenburg Municipal Airport

The Wickenburg Chamber of Commerce, Town of Wickenburg, and the Wickenburg Airport Advisory Commission, are proud to co-sponsor the 22nd Annual Aircraft Fly-In & Classic Car Show on Saturday, October 8 at the Municipal Airport/Wellik Field off Highway 60.

Starting at 7:00 a.m. through 11:00 a.m., an array of aircraft from all over Arizona will be flying into Wickenburg to participate. Pilots will be available to describe their aircraft throughout the day. The Classy Classic Car Club will display over 70 classic automobiles for spectators to view and learn from car owners.

A pancake breakfast and other goodies will be served from 7:00 a.m. to 11:00 a.m. by Chaparral Homemade Ice Cream & Café. Throughout the morning, you'll have an opportunity to view the various aircraft flying into Wickenburg and learn of the services available at the airport.

The public is invited to visit Wickenburg throughout the day, taking in local attractions, such as the Desert Caballeros Western Museum, Hassayampa River Preserve, Vulture Mine, and local art galleries, antique shops, and unique dining establishments.

DISCOVER AVIATION MONTH ... "OUT WICKENBURG WAY"!

For more information contact us at (928) 684-5479

Email; us: events@wickenburgchamber.com

Visit our websites: www.wickenburgchamber.com

www.visitwickenburg.com



It's time
for another
party!!



APA FALL SOCIAL

Thursday, October 13, 2016

5:00 - 7:00 PM

The Monastery Restaurant

4810 E. McKellips Rd., Mesa AZ

Next to Falcon Field

Please join us for complimentary HORS D'OEUVRES!!!

CASH BAR

\$15 per Person

The Question Board is waiting for you!



RSVP by October 10th:

Susan Wearly 480-415-6480

susanwearly@aol.com

Mary James 515-321-3022

mgjames8@gmail.com

Proceeds go to our APA Scholarship Fund

Pegasus Breakfast Fly-In

Supporting HopeKids <http://www.hopekids.org/>

All proceeds go to support HopeKids Saturday October 15 2016 6:30 — 10 am



When: - Saturday 10/15/16 6:30—10:00 am.

Pancake breakfast on site (Donations Appreciated)

Where: - Pegasus Airpark — 5AZ3 (Queen Creek Az.)

Bring your plane for the families from HopeKids to see.

**Sponsored by: Hangars at the Pegasus,
& The Arizona Pilots Association**

THE SOUTHWEST'S PREMIER AVIATION EVENT
**COPPERSTATE FLY-IN
& EDUCATION EXPO**
OCTOBER 28-29-2016
FALCON FIELD, MESA, AZ



- Educational Workshops
- Many Types of Aircraft on display
- Rides available in Vintage Aircraft
- Aircraft & Non-Aircraft Exhibits
- NEW! Come play in the Drone Room
- Learn how You could be a Pilot!
- Food & Camping Available



*Sign up
TODAY for our
Newsletter!*

18 AND UNDER **FREE**
www.copperstate.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

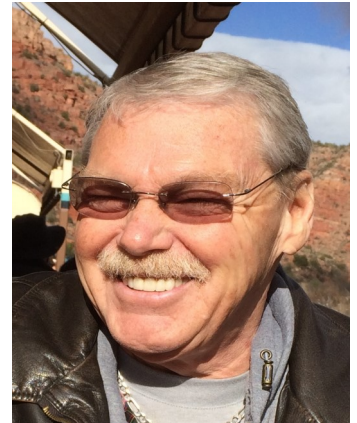
The following articles contain content that is not necessarily the opinion of the APA.

GAARMS Report: August 2016

By Fred Gibbs

Y'all keep up the good work, er, I mean good flying...and for most of us, that means the shiny side up and the pointy end going forward. OK, I know, some of the older planes don't have pointy fronts, so in that case, keep the loud end going forward. Unless you fly helicopters, then all bets are off...

All across Arizona, forest fire season is here. Should you see any smoke plumes or fires, please remember to report the location(s) to ATC ASAP, either as radial/distance or lat/long coordinates. They will then relay that info onto the Forest service to take action. We are the eyes in the skies, and they definitely appreciate any and all reports.



With Monsoon season upon us, dodging thunderstorms is a serious issue, not a game of chicken. Even as good as ATC radar is, the view out the windshield is the most critical. Sure, ATC can keep you clear of the boomers, but what about those shafts of virga? What impact do they/can they have on your aircraft? What about that lightning off your left wing? Or the outflows of those downdrafts under those cells? Yeah, OK, you got ADS-B "in" with Nexrad radar on your iPad, so you are comfy dodging the heavy yellow areas. Well, you are dodging old weather, sometimes as much as 15 minutes old, so you really are "Betting your life" on that old information. If you intend to fly VFR around boomers, you better give them a very wide berth, and get help from ATC. Big thunderstorms and little airplanes do not mix...



Did you know that the congress passed the FAA re-authorization bill with the medical reform in it? YUP, but now the FAA has a year to come up with their plan on how to implement it, so don't expect any quick relief from your medical any time soon...

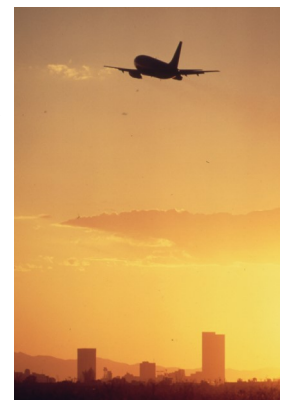
RULES TO FLY BY:

As a pilot only two really bad things can happen to you:

One day you will walk out to your airplane knowing that this is your last flight; or

*One day you will walk out to your airplane **NOT** knowing that this is your last flight.*

I was reading a most interesting article the other day that addressed flying the traffic pattern and, specifically, the base and final approach legs. For the past 50 years that I have been flying, the FAA, in the Aeronautical Information Manual (AIM), has recommended specific downwind, base, and final approach legs, with a stabilized approach on the final approach leg. The discussion centered around



the “dreaded” base-to-final turn, and the associated stall and loss of control issue. There was the suggestion that we abandon that philosophy, and adopt the military version, that is, the curved approach that “Maverick” always flies on his approach to the runway, or the carrier. The thought process behind that is, I presume, if you never have to make a 90 degree turn, with the associated increase in bank angle, you should never stall, thus reducing your chance of a base-to-final stall, and ultimately reducing fatal accidents during that phase of flight. Interesting...

So, I went out and flew some – deliberately. Although I will admit, in my flying experiences I have made those curved approaches quite often, but they are much easier when I have the runway environment in sight all the way around. That is easy to do in a low wing aircraft or out of the cockpit of Maverick’s glass-canopied F-14, but it is not so easy in a high wing C152, C172, or C182, or even the C210 that I occasionally fly. As soon as I drop that wing, the airport disappears from view, and only comes back into view the last 30-40 degrees of the turn onto final. This does not leave much time to both line up on the runway and stabilize the approach.



PROCEDURES vs CHECKLISTS vs TEACHING STABILIZED FLIGHT vs CHANGES TO CONFIGURATIONS WHILE TURNING...

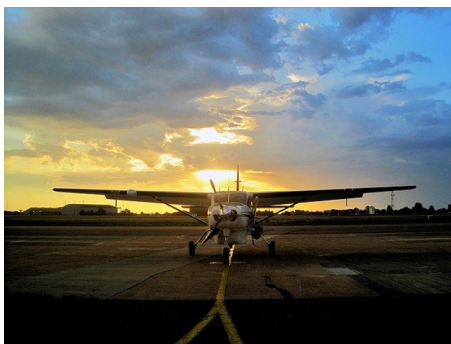
So, I sit here pondering... Hmmmmm, should I consider teaching a student pilot the curved approach method? What are the pro’s and con’s? Let’s start with the pro’s.

Well, some folks think that the gentle continuous approach will improve safety by eliminating the “dreaded base-to-final turn” – a noble cause in and of itself, and it apparently works quite well for the military. It dates way back to World War 2 and navy carrier landings. Just try landing a long nosed F4U Corsair using the straight in approach – NEVER HAPPEN! You had to make a curved approach just to be able to even see the carrier, and you would never ever see the carrier deck over that nose!! But even the curved approach had a stabilized final approach leg – line up on, and fly, the “Meatball,” the very sophisticated approach light system used on the aircraft carriers today. So, either way, a stabilized approach is necessary for safe landings.

So how about some con’s – well, I believe that the 3 legged approach process serves us quite well with regard to training students how to land. I teach the stabilized approach process for all 3 legs,



which includes the completed checklist and configuration of the aircraft for each leg. This gives the student time to learn the checklist, learn what each action of the checklist is and should produce, and then confirm that those actions resulted in the expected result. If the results are not what we expected, the student needs to recognize them, determine a course of action, take that action, and then re-analyze those results to see if the end results are what is required. And doing all of this, while trying to maintain a continuous turning maneuver, all the while descending closer and closer to the ground, is not my idea of a safe learning environment.



Throughout the turn, when do you slow down to gear speed? When do you lower the gear? Add flaps? What angle of bank is too much? Is it a constant power setting or a variable power reduction all the way around? What if the tower tells you to “Square up your base leg”? Uh, tower I don’t know how to fly a square pattern..... And I believe a constant turning approach, in a wing up attitude all the way around in a standard left hand pattern, creates a huge blind spot out the right side of a low wing aircraft, preventing me or you from seeing other aircraft either on a modified base leg or on final. Sure, at a towered airport this may not be a big deal because the

tower’s job is to safely separate traffic, but at non-towered airports, I would think it is a BIG deal! This is not to say I never fly curved approaches, because I do, but usually with a large dose of safety thrown in. We practice these, often referred to as “emergency landings”!!! In these situations, we do not have the luxury of being able to fly nice square patterns or even pretty patterns. We need to get to the safety of the runway environment – specifically, short final – in some semblance of a short stabilized final approach mode from which we can make a “pseudo-normal” landing. The perfect reason – and place - to know how to make a curved approach!

Thus, each has its reasons for existence, but the remaining question is – In primary training, should the curved approach be taught as the “New norm” vs. the old standard, the 3-legged approach? A point to ponder...

SAFETY PROGRAMS:

Should you desire a safety or educational program at your local airport, simply contact APA via our website and connect with me through the Safety Program Director. You can also 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.

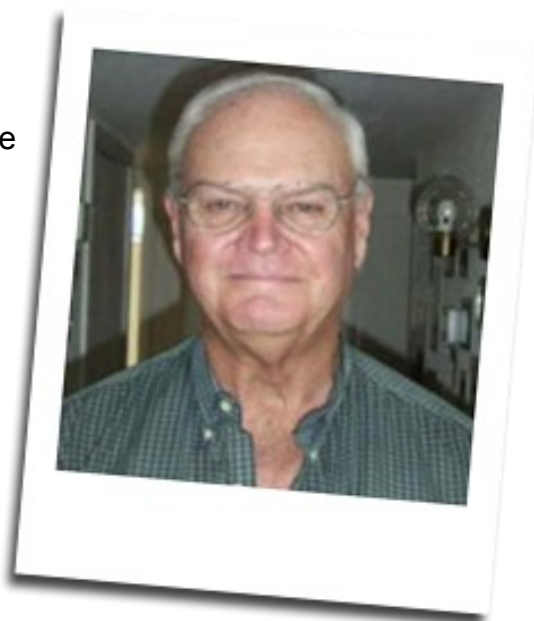
We never complain when a program runs out of chairs!!!

IT'S ONLY A FLAT TIRE

By Howard Deevers

The EAA convention is known as AirVenture, but before that name it was simply referred to as OSHKOSH. Most of us still refer to it as OSHKOSH. For one week the airport in Oshkosh, Wisconsin, is the busiest airport in the world. About 700,000 people and 10,000 airplanes will make Oshkosh the place to be for anyone interested in aviation.

My friend, Marty, convinced me that flying in formation with 86 other Cessna's was the way to go to Oshkosh. Since I had not made a formation arrival, I agreed to make this trip with him. To join the formation arrival, known as Cessnas 2 Oshkosh (C2O), you must take their formation training in advance. We did that in Southern California four weeks before the arrival date. The group of Cessna pilots gather at Dodge County airport about 50 miles south of Oshkosh, have a safety briefing, lunch, and then depart that airport for the mass arrival into Oshkosh.



Other owners also do this too: the Mooney owners, Bonanza owners, Cirrus, Piper, and more, each have their own arrival and camping areas. It enhances the experience, and many members develop close friendships there.

The departure is in groups of three airplanes, called "elements," with one airplane in the lead and one in trail on each side. We landed on runway 36 at OSH, and that runway was reserved for the Cessna mass arrival. After landing, we were directed to a pre-reserved tie down area for the Cessna campers. We tied down and began to pitch the tent that would be home for the next 5 nights. True to form for Wisconsin, it started to rain, and we only beat it by minutes. In my many visits to Oshkosh, there was only one year that I did not get rained on, 2015! This year made up for that.

Even as popular and well known as AirVenture is, not all pilots have made the trek to the event. Looking at the crowds, the exhibits, and all of the work it takes to put this on, you would think that every pilot must have made it at least once, but that is not so.

Getting out of Oshkosh is about as exciting as getting in. Our departure was to be about noon on Wednesday, but we didn't get started in time to beat the closure of the airport for the air show. The airport re-opened for arrivals and departures about 6:15 PM, and we were in the



early departures. Landing just after sunset in the upper mid-west at Des Moines, Iowa, we stayed overnight there.

The next morning we departed for Tucson, flying past Garden City, Kansas, and landing at Dalhart, Texas. After a quick lunch and fuel stop, we were back on our way to Tucson. Turbulence at all altitudes made us divert to Santa Rosa, New Mexico. Marty was flying and made a beautiful "squeaker" of a landing. Since there was no one else there, we turned on the runway to back taxi to the turn off. After about 100 feet, the right main tire on the Cessna 172 went flat. We could not move!



This is not a busy airport, and has NO services; not even an FBO. The first thing I did was to call Flight Service to let them know that a disabled airplane was blocking runway 19. Flight Service also has a contact phone number for the airport manager and they called him. In about 10 minutes he was there. Our attempts to move the plane were futile. Luckily for us, the airport manager knows just about everyone in this little town on old Route 66. He called an auto service company, who arrived at the airport in about 10 more minutes.

With tools now available, we were able to get the wheel pant off of the right main gear. The auto service also had a 4 wheel dolly and jack. We were able to get the right wheel on to the dolly, and then push the plane to a parking place. I called Flight Service to thank them for the service, and let them know that the airport was now safe again. How did we do this before cell phones?



We were transported to a motel in Santa Rosa. Did I mention that there are no services in Santa Rosa? Well, not just the airport, but nothing available in the town either: no car rental, no taxi cabs, no bus service, and surely no aircraft parts! It was too late in the day to get any help remotely, also.

Friday morning we started to figure out how we were going to get a new tire and tube, and get that mounted on the plane, so we could continue on to Tucson. The nearest place with any parts or service was Albuquerque. Searching the internet on my iPad, I found a service place in ABQ that had a tire and tube in stock.

They called a courier service and had the tire and tube sent out to us about 150 miles east on I-40. This whole adventure took most of the day before we even had a tire and tube. Unlike cars, airplanes don't normally carry spare tires. With a flat tire on my car I would most likely be back on the road in less than two hours. A flat tire on an airplane may take a couple of days to get you back in the air, depending on where you are when you have the flat tire, but it is only a flat tire!

I am thankful for several things that made this adventure easier. First, we had a cell phone and were within coverage. Second, with my iPad and internet we were able to locate the replacement tire and

tube. And, I have the knowledge, ability, and skill to make the repairs without having to fly in a mechanic. Remember, it is only a flat tire. If you bend something on a plane, that is another matter.

So, how was Oshkosh? Great, as usual. The highlight of the week was getting to take a flight in the EAA B 17! It is not a ride, it is an experience. No more flat tires for a while will be just fine with me!

Howard



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Letter to the Editor

Farmington NM Cost Awareness

I've been flying to and from Farmington (FMN) from the Phoenix area since 1980 and have watched the slow demise of aviation at many of these grass roots airports. It's of little wonder to see what is happening to general aviation when you look at what is happening to places like Farmington. On my most recent trip to visit family, I fuel planned so that I would not have to pay the extreme fuel prices at FMN. I planned to add enough auto fuel in my STC'd C182 to make it as far as back as Winslow. Much to my surprise, I was charged \$71 to park myself, tiedown, unload and load my own baggage! This price included a ramp fee, tiedown fee, and some kind of security fee. I spoke with the very friendly staff at the Airport Manager's office to see what other options I had for future visits. They informed me that the city has a number of free tiedowns to the east of the FBO. After you land, just ask the ground controller where the city tiedowns are and they will give you directions. If you are up to a short flight to Animas Airpark on the south edge of Durango, you can get much more reasonably priced fuel. You will see in Jim Timm's article this month what the Gateway FBO is doing to discourage general aviation activity. What's one to do?

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

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!



Stefanie Spencer— Webmaster



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.

Volunteer 501 (c) (3) Organization

The Arizona Pilots Association (APA) is an all volunteer 501 (c) (3) organization. The articles you find in our newsletter are written by volunteers and do not necessarily reflect the opinions or position of the APA, nor have they been vetted for technical accuracy.

