



October 2016

APA NEWSLETTER

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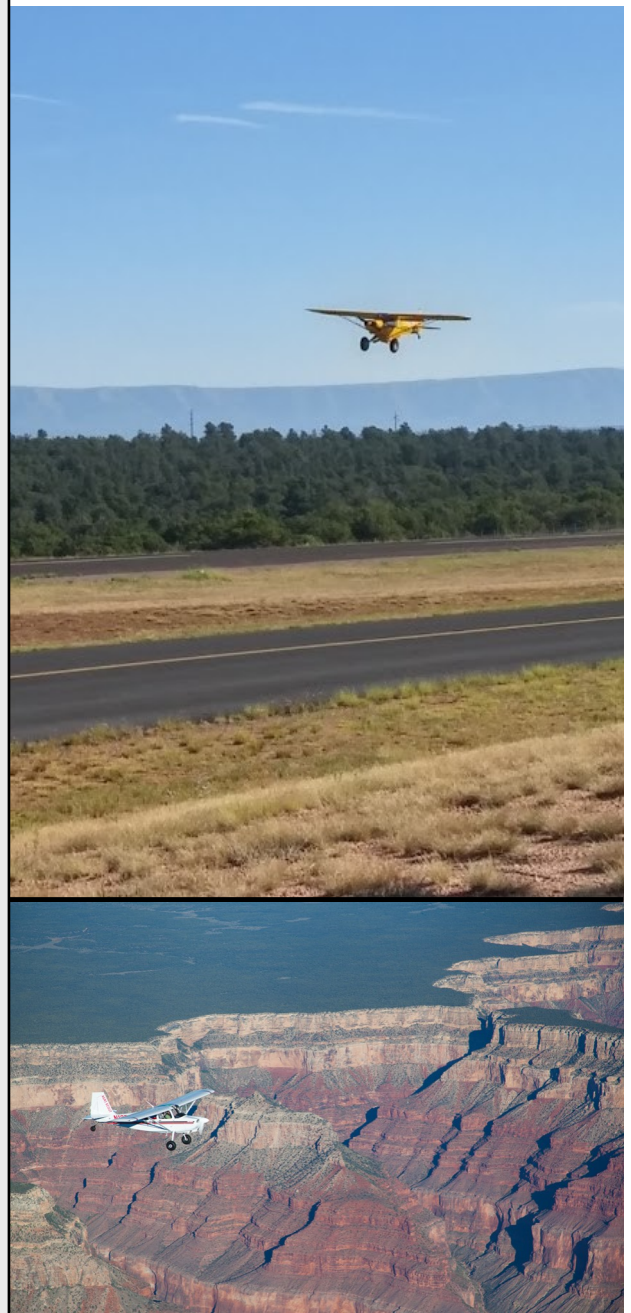
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# President's Report

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Greetings Arizona aviators and aviation enthusiasts.

Welcome to the October newsletter. Time seems to be flying by as we go from one aviation event to another. There have been fly-ins to Prescott, Grapevine, Double Circle Ranch, Coolidge, Williams, Bisbee, Casa Grande, and more. The AOPA Expo in Prescott was a huge success with over 6,300 attendees. I was able to visit some with Mark Baker, the AOPA president, about the future of aviation. Author and speaker Rod Machado, and other dynamic folks, were there presenting on a number of different aviation subjects. Many aviators camped with their planes Friday and Saturday nights. Airplane exhibitors and vendors with a wide variety of aviation products were present to make for a really great show. The FAAS team conducted a number of safety seminars in their continuing process of educating pilots to increase our aviation safety.

Our scholarship committee is currently reviewing that program to see what we can do to attract more young aviators. We were able to attend a high school aviation event in Marana, and are trying to help Explorer Leader Bennett Sloan out of Falcon find an airplane they can use for their program. If you know of a C150, Cherokee, or some other similar trainer, or want to learn more about their program, contact Bennett at [bennett.sloan@gmail.com](mailto:bennett.sloan@gmail.com).

I hope to see many of you at the upcoming annual Copperstate Fly-in October 28th and 29th at Falcon Field this year. Check our calendar for this and several more fun things to do.

Have Fun, Fly Safe,

Tommy



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# Executive Director's Report

Jim Timm — October 2016

It appears that Fall has finally arrived! The mornings are much cooler and the flying temperatures are getting much better. Looking at my calendar, it's also evident that our flying season is beginning, based on the number of fly in events I see coming up. Let's go flying, but fly safe!

This kind of falls under the heading of "Now what is happening?" Perhaps I'm a bit impatient, and I'm hearing too many rumors, but I'm wondering what is really happening in the progress of the Class 3 medical reform. When the president signed the FAA funding Bill, which included the medical reform bill, on July 15 of this year, the FAA was given one year to create and enact new regulations that conform to the legislation. I'm wondering if this is really going to be able to happen. Changes in the regulations would normally have to go through the Notice of Proposed Rule Making (NPRM) process, and based on personal experience with airspace changes, this process happens with the speed of a glacier, and can very easily exceed a year alone. In the case of the proposed physician checklist that the physician will have attest to, this could be a major stumbling block when the attorneys and insurance carriers get through with it. I doubt none who are not currently an FAA AME MD would want to sign the list and become a potential litigation target in the event of an incident. At the moment there seems to be a lot of questions and few real answers. Instead of being so impatient in wanting to know how things are progressing on what, in my opinion, is an exceptionally important issue to the average pilot, perhaps we (I) need to take the Pollyanna approach that the national alphabet groups seem to be taking, "Not to worry, all will work out." I sure hope so! However, based on the Administrator's comments this summer, I sure would appreciate an honest progress report once in a while, if that's even possible.



## MISCELLANEOUS ITEMS

Be sure to mark your calendar for the Copperstate Fly-In on October 28-29. This will be the first time the event has been held at Falcon Field (FFZ) in Mesa. Because FFZ is a controlled airport, there will be detailed arrival and departure procedures that will need to be adhered to, so see their website for details <https://www.copperstate.org> and check for the NOTAMS.

Unfortunately, Gateway Airport (IWA) is still charging a \$20 fee for parking at the general aviation terminal. The fee will be waived with the purchase of 10 or more gallons of fuel.

Please be aware, there are still many construction projects going on at airports around the state, and unfortunately, the activity will still be going on for a while. Before you take off, make sure you check for NOTAMS at your destination airport so you don't have a bad surprise when you arrive.

In the monitoring of flight safety, the news in the past reporting period was not the best; however, the good news is that there were no reported fatalities. There were four accidents reported by the NTSB, and unfortunately, two of the four reports were devoid of detailed information. One of the reported accidents would have involved a fatality, if not for an unusual quirk of fate. Because of the nature of the operation, the pilot had a parachute on and was able to jump to safety shortly before impact. See my October Accident Summary for details.





Ryan Kilgore (Source: Facebook)

The 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), Flagstaff, and Grand Canyon Airport (GCN) master plans are currently in process. No, you have not heard much about Tuweep lately, but we continue to work with the State Land Department on a viable path to re-open this site on the North Rim.

### THINGS TO DO - PLACES TO GO FOR BREAKFAST:

- The fly in breakfast at Coolidge Municipal Airport (P08) is on the first Saturday of the month starting October.
- The second Saturday of the month, Ryan Field (RYN) a fly in breakfast is available at the restaurant.
- The Falcon Field EAA Warbirds Squadron fly in breakfast and car show on the third Saturday is starting up in October. It's a good show, don't miss it.
- The third Saturday of the month there is a fly in breakfast at Benson (E95) at Southwest Aviation. (There are special fuel prices for breakfast attendees.)
- Also on the third Saturday, around noon, a donation lunch served by the APA at the USFS Grapevine Airstrip next to Roosevelt Lake has resumed. The APA provides a donation based lunch at these events.
- 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





# GAJSC



## General Aviation Joint Steering Committee

### Compliance Philosophy & Remedial 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: October 2016**

#### **Topic: Compliance Philosophy & Remedial Training**

The FAAS team will conduct a public education campaign to apprise general aviation airmen of the features and benefits of FAAs Compliance Philosophy & Remedial Training programs.

#### **Background:**

FAAs Compliance Philosophy and its relationship to Remedial Training constitute a major cultural change with respect to how the agency goes about ensuring regulatory compliance. It is essential to educate the public on these programs in order to gain trust, increase voluntary disclosure of non-compliance, and address that noncompliance in the most effective manner.

#### **Teaching Points:**

- Discuss Compliance Philosophy and Remedial Training.
- Acquaint pilots and mechanics with the benefits of voluntary disclosure and non-punitive corrective actions.
- Discuss typical compliance action scenarios.
- Answer questions with respect to Compliance Philosophy and Remedial Training.

#### **References:**

- ***Compliance Philosophy Power Point Presentation***
- U.S. Department of Transportation FAA Order 8000.373

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

# October Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of the aviation accidents that have occurred in Arizona from late August thru late September, 2016. We will use this detailed accident information to develop safety programs and briefings to help pilots learn from the mistakes being made by others and hopefully take the action necessary to prevent similar accidents from happening. While the pilots did not get off to a very good year, things have gotten a bit better lately.

From a flight safety standpoint, this reporting period has not been as good as it could or should have been, but it was good in that there were no reported fatalities. In the past reporting period, there were four accidents reported by the NTSB, and unfortunately, two of the four reports were devoid of detailed information. One of the detailed accidents would have involved a fatality, if not for an unusual quirk of fate. Because of the nature of the operation, the pilot had a parachute on and was able to jump to safety shortly before impact. The end of this summary also contains the recently released details of an accident that had occurred last June.

## **BASED ON INFORMATION AVAILABLE WHEN THIS SUMMARY WAS PREPARED, THE REPORTED ACCIDENTS THIS PERIOD ARE AS FOLLOWS:**

Accident Date: **Monday, August 15, 2016**  
Title 14 CFR Part 91  
Location: Peach Springs  
Aircraft Type: American Eurocopter AS350B3

### NO NTSB INFORMATION AVAILABLE

Accident Date: **Tuesday, August 30, 2016**  
Title 14 CFR Part 91  
Location: Sedona  
Aircraft Type: American Legend Aircraft AL3

### NO NTSB INFORMATION AVAILABLE

Accident Date: **Friday, September 9, 2016**  
Report Dated: 9/22/2016  
Title 14 CFR Part 91  
Location: Wickenburg  
Aircraft Type: Cessna 310N  
Injuries: 4 serious

### LOSS OF CONTROL ON TAKEOFF

On September 9, about 0700 MST, a Cessna 310 struck a refuse transfer trailer shortly after takeoff from Wickenburg Municipal Airport (E25). The airline transport pilot and three passengers were seriously injured, and the airplane sustained substantial damage. The personal flight departed Wickenburg with a planned destination of Pay-

son, Arizona. Witnesses reported observing the airplane takeoff from Runway 23, and veer to the right of centerline shortly after rotation. Having reached an altitude of about 75 ft above ground level, the airplane failed to climb, and crossed over the runway verge and towards an adjacent industrial park. A few seconds later, the airplane rolled almost 90 degrees to the right, and the right wing struck the refuse trailer. The right wing separated from the airframe, and the main fuselage came to rest about 75 ft downrange. The airplane came to rest within the confines of the City Sanitation Department, about 2,200 ft beyond the runway departure threshold, and about 30-degrees right of centerline.

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

Accident Date: **Saturday, September 17, 2016**  
Report Dated: 9/22/2016  
Title 14 CFR Part 91  
Location: Gilbert  
Aircraft Type: Cessna 182P  
Injuries; 1 Serious, 5 Minor

### INFLIGHT FIRE, LOSS OF CONTROL

On September 17, 2016, about 1918 MST, a Cessna 182 was destroyed when it impacted a

residential structure, following a reported inflight fire near Gilbert, Arizona. The commercial pilot was seriously injured and the 4 passengers sustained minor injuries. One of the two occupants of the house sustained a minor injury.

The airplane was participating in the Gilbert's annual Constitution Fair, which involved an aerial pyro technic display, and four skydivers parachuting into a predetermined drop zone about 1 mile northwest from the accident site. According to one of the skydivers, as the airplane arrived at the planned jump area and altitude, about 5,000 feet, mean sea level, he heard a loud noise and noticed damage to the airplane's left wing. Shortly thereafter, the skydivers successfully jumped out of the airplane as its left wing became engulfed with flames. The pilot radioed a distress call and then egressed out of the airplane. The airplane subsequently impacted in a residential area about 4 miles from the north of CHD.

Examination of the accident site by a National Transportation Safety Board, investigator-in-charge revealed that the airplane struck through the house's roof and a post impact fire consumed a majority of the airplane and the interior of the house.

Visual meteorological conditions prevailed and no flight plan was filed for the skydiving flight. The local flight departed Chandler Municipal Airport (CHD), at an unknown time.

**THE FOLLOWING DATA IS FROM THE NTSB PRELIMINARY REPORT THAT WAS NOT AVAILABLE WHEN THE JULY SUMMARY WAS PREPARED.**

Accident Date: **Monday, June 13, 2016**  
Report Dated: 9/12/2016  
Title 14 CFR Public Use  
Location: Ajo  
Aircraft Type: Eurocopter EC120  
Injuries: 1 Uninjured

**AFTER LANDING - ROLL OVER**

The pilot of a skid equipped helicopter reported that after landing on a volcanic rock hill top, the pilot exited the running helicopter. The pilot further reported that he heard an audible change in the sound of the main rotor and observed the ground under the right skid of the helicopter give way and the helicopter rolled to the right.

The helicopter sustained substantial damage to the tail boom.

According to the pilot there were no pre-impact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

The Federal Aviation Administration (FAA) has published FAA-H-8083-21A, Helicopter Flying Handbook (2012). This handbook discusses pilots at the flight controls and states in part:

"Many helicopter operators have been lured into a 'quick turnaround' ground operation to avoid delays at airport terminals and to minimize stop/start cycles of the engine. As part of this quick turnaround, the pilot might leave the cockpit with the engine and rotors turning. Such an operation can be extremely hazardous if a gust of wind disturbs the rotor disk, or the collective flight control moves causing lift to be generated by the rotor system. Either occurrence may cause the helicopter to roll or pitch, resulting in a rotor blade striking the tail boom or the ground. Good operating procedures dictate that, generally, pilots remain at the flight controls whenever the engine is running and the rotors are turning."

PROBABLE CAUSE; The National Transportation Safety Board determines the probable cause(s) of this accident as follows: The pilot's decision to exit the helicopter with the engine and rotors turning and the selection of unsuitable terrain for a landing, which resulted in a roll over.





# Last Month's Getaway to Long Beach

By Kit Murphy



What can I say about the last Weekend Getaway? We had a great time with old and new friends, exploring Avalon and the Queen Mary, and the weather was perfect! September is definitely the best time to go to Long Beach! Low 80s, light breezes, virtually cloudless, even at night it was wonderful. Some of us spent a lovely evening on the bow of the Queen Mary, enjoying the starry night, a copious amount of wine, the night time lights of Long Beach, and the best of conversation. Life is good. The Queen Mary is a

historical gem, celebrating her 80<sup>th</sup> birthday this year. She is still the world's largest collection of original art deco and holds the all-time record for passengers in a single crossing. Recommissioned as a troop carrier during WW II, she brought home over 15,000 soldiers in one crossing! With tours, restaurants, pubs, shops, and so much to do on the ship, there is never enough time to experience it all.

On Friday we visited the Pacific Coast Aquarium, which has a fantastic array of



specimens. One of the most exotic collections are the "dragons" from Australia. They are a type of large, "lacy" seahorse and I don't believe any of us had ever seen them before. The size of the aquarium is deceiving from the outside. It has multiple levels, outdoor displays, an inside Café, and of course, the gift shop. The Pacific Coast Aquarium itself was worth the trip to Long Beach.

Catalina Island is timeless. Saturday's ride on the Catalina Express brought us right







into the Avalon Harbor. The new Harris Museum gave us a historical overview of the island. The annual outrigger races were in progress. A funny note is that they use to have the men race the first leg (from the mainland to the island) and the women race back. Not anymore. They found that the guys would race over







and then “trash” the town partying! No matter how many times you go to Catalina, there is always something new or different to enjoy.

As the holidays will soon be upon us, our next getaway will be after the first of the year. There have been some requests to return to Death Valley or a trip to Las Vegas. If you have any suggestions, please let us know.

Kit



### ***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](mailto:newsletter@azpilots.org)







# MEMBERS' PHOTO CORNER

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*Thank you to Tim Timmons for this month's photos!*

*Where will you go next? Send your photos to [newsletter@azpilots.org](mailto:newsletter@azpilots.org)!*

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*Red Creek*



*Grapevine*



*Grapevine*



*Pleasant Valley Young*







# APA Volunteers Pull Through at the AOPA Prescott Fly-In!

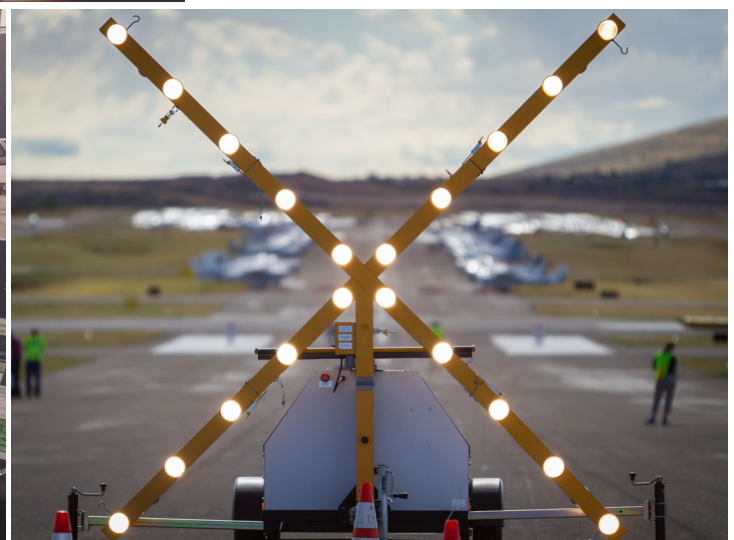
By Stefanie Spencer

Last weekend's AOPA regional fly-in at Prescott's Earnest J Love Field was a record breaker with 6,300 visitors!

Hoping for this sort of turn out, the APA pulled out all stops, leasing two booths and setting up a display that rivaled the big name commercial exhibitors. Of course, hardware is just that, and without our volunteers that willingly and tirelessly manned the booth, we would have not had the success we did. In line with the show's record breaking attendance, APA also experienced record sales and membership sign-ups. Our large flat screen display and new video captured the attention



of many passers by, but nothing gathered a bigger crowd than our new luggage tag lamination system. Mary and Susan tirelessly repeated the process of producing roughly 200 luggage tags. Most of these folks had questions about our mission and accomplishments while waiting, and we are hopeful that the constant reminder of the APA, through use of their new luggage







tags, will encourage many more to visits to our website, where they can learn more about Arizona's voice of GA and join the team over the coming weeks.

If there was a surprise at the event, it was the number of people that said, "I never even knew there was an APA!" This one statement should cause each of us to ask the question, does my hangar neighbor or flying friend know of the APA? We have often pointed out that if each APA member would just share our mission and accomplishments with one other pilot they know this week, we could virtually double in size overnight! Remember, numbers count, especially when working in the political sphere where members of our state and federal legislature are swayed by the number of voters we represent! This simply cannot be over emphasized. Mark Spencer has sat in more than one meeting at the state capital where the question is asked, "How many members does APA have?" Please share the reasons you joined the APA team with a friend this week!

*Stef*







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Photos by Jay Beckman

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# Short Final

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

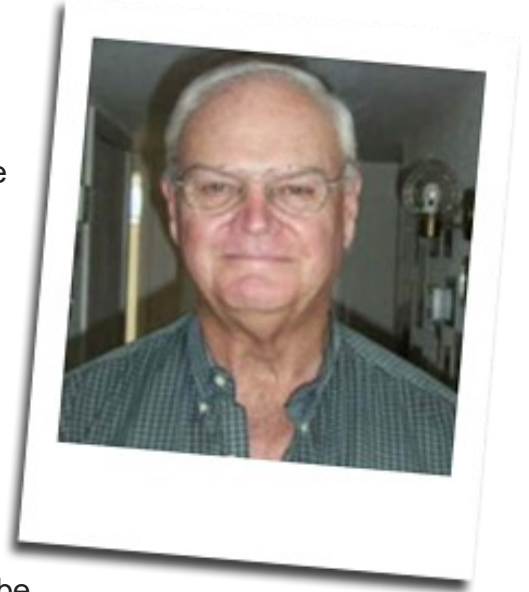
## THE JOY OF FLYING A SMALL PLANE

By Howard Deevers

To the general public, any airplane that is not a jet with at least two engines is a small airplane. Even a King Air or Beech 1900 would be considered to be a "puddle jumper." To most of us single engine fliers, a King Air of any size is a "big plane."

So making a long cross country flight, solo, in a "small" airplane is totally foreign to most people. After a flight from Tucson to Pittsburgh, I stopped to visit as many old friends as possible. One of my old neighbors, in Monroeville, PA, seemed to be amazed that I had flown from Tucson to Monroeville in a single engine airplane all alone. He was my neighbor when I learned to fly 37 years ago.

He did ask how many stops I made and how many miles it was. I tried to tell him that nautical miles in a straight line would be less than statute miles on a highway, and that my ground speed would be about twice my driving speed. It didn't really matter. He still thinks I am crazy for flying a small airplane all that distance. There's someone in your neighborhood that probably thinks you are crazy for flying at all!



Flying small airplanes does have limitations. Weather is always a factor. Planning this long cross country, I started checking weather several days in advance. I did file IFR on most legs of my trip. Kansas City was IFR as I approached from the southwest. After 6+ hours of flying, I was getting tired, and decided to stay overnight in a motel and continue the next morning. The next morning it was still IFR, but with help from Flight Service and ATC, I made a very nice IFR flight into Moline, IL. ATC kept me away from the really bad stuff, and there was no ice, no turbulence, and no thunderstorms.

After my visits in Iowa and Pennsylvania, I continued on to Jacksonville, FL, to attend my Navy ship association reunion and visit other friends in Florida, before returning to Tucson. During the whole roundtrip there was only one day that I would not fly due to heavy rain, low visibility, and low ceilings in Florida. I rented a car and made my visit anyway.

Leaving Sarasota, I did not cross the Gulf of Mexico, but went north and across the Pan Handle of Florida to get back to Tucson. Weather was good again, and I made it back in two days.

The 4108 nautical mile round trip was made easier in a small





plane. If I had driven the trip, it would be over 5000 driving miles, and would have taken much longer. Small plane flying has its advantages, and you just can't beat the views of this wonderful country from 5000 feet above the ground! I hope small plane flying never goes away.

Fly safe, and stay current. Look for the next Arizona Pilots Association Safety Seminar in your area, and remember to Bring Your Wingman.

Howard



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## A Few Words About Safety

“

Denny Granquist

*“When you encounter any turbulence, do something and say something.”*

*“You can never cross check engines and fuel too many times.”*

”

### ***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?

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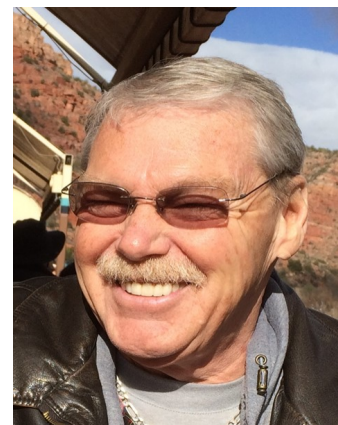
- 5438 hours of flight instruction given
- 6787 total hours flight time
- Cirrus Standardized Instructor, Avidyne & Garmin 1000
- Cirrus Pilot Proficiency Program (CPPP) Instructor
- Cessna FITS Instructor Plus (CFAI+)
- Columbia Factory Flight Instructor, Avidyne & Garmin 1000
- Author of the book *Glass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

## OCTOBER 2016

By *Fred Gibbs*



We are now three quarters of the way through 2016, or if you work for the government, it is the beginning of the new 2017 fiscal year and, of course, the FAA is gathering stats for last year's safety record. Us real folks operate on the calendar year, and we still have 3 months to go. With no new fatal accidents since the last newsletter, there is not much to report. We currently stand at 6 fatal accidents so far, with 9 fatalities, all pilots, including 2 CFII's.

Those of you that read Last month's article saw that I quoted and/or paraphrased my old buddy Rod Machado's article, "**The Forbidden Question – Can we ever really be accident free?**" Well, On Saturday, October 1<sup>st</sup>, like many of you, I went to the AOPA Fly-In down in Prescott, and guess who I ran into and ended up talking with for almost an hour? YUP, the man himself! It was like old times, and then, lo and behold, my other old buddy, Greg Brown of "The Flying Carpet" fame joined us and we had a great time. Interesting fact – I have known Rod for over 20 years and he LOOKS THE SAME – doesn't he ever age????? And he mesmerized the crowd!



Aviation author and humorist Rod Machado entertains an audience from the main stage at AOPA's Prescott Fly-In. Photo by Mike Collins.



1973 Bellanca Super Viking

If you were at the AOPA Fly-in, you would have to say General Aviation is alive and well. They say over 6,300 folks attended. But I did notice one unique thing – many of the pilots were OLD! Where is the younger generation? Where are the future pilots when us old guys are gone? Whose is going to remember what "Stick and Rudder" means, or what the heck are "Steam Gauges"?

As many of you know, I fly (if I may say so myself) a really nice Bellanca Super Viking. Have had it for 28 years, put in lots of time, effort, and money on it, and really consider it in the same class as a



“

**Pilots now self brief themselves, using all kinds of sources, and often do not really know the FAR 91.103 requirements for a pre-flight action.**

”

“57 Chevy Nomad.” As I walked around looking at all the other airplanes, there it was – my airplane’s Grand-daddy! An absolutely beautiful, lovingly restored back to original (with a modern panel), 1959 Bellanca – the very first Viking to roll off the factory floor. Obviously, I stopped and talked with the owner, only to find out it actually started down the production line as a Super Cruise Master, but halfway down the line it was converted from the original tail-dragger configuration to the very first tricycle gear Bellanca. How exciting is that, to find the original Bellanca Viking, and in its original form, can still out run most singles today! Sure did help make my day!

As some of you may know, I spent 30 years in the FAA, and am considered a Subject Matter Expert on flight service operations. I still do consulting work in that area. I started way back when there were 365 FSS facilities all across the United States, many were small, oftentimes one person operations. Many a shift I was everything from the janitor up to and including the manager, responsible for every operation that FSS could possibly provide. I lived through, and often was directly involved, in the transition to the automated FSS’s, and was intimately involved in the transition to the Lockheed Martin FSS system. I have watched the FSS go from almost 5000 specialists down to approximately 600 today, and I’m watching the next transition as the FAA re-bids the contract in the very near future. FSS traffic has decreased significantly with the advent of automation and the self briefing capabilities associated with that automation. Self briefing has become the norm. Both the FAA and the pilot community have made a paradigm shift – in the old days, in order to comply with 91.103 Pre-flight actions, the only way to do that was to call flight service. Every call, every briefing, every flight plan, and every transaction that took place was recorded and archived to allow Flight Standards to do accident investigations. That is why you always had to give your N number. With the advent of DUATS, you had to log in, which gave us the ability to record and archive all the data you requested and received to help meet flight Standards requirements. However, automation has brought new technologies to bear, other ways to ascertain data, and all without a tracking and archiving mechanism. Pilots now self brief themselves , using all kinds of sources, and often do not really know the



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**Contact:** Chris Tucker

Mesa Falcon Field

Email: [DakotaFlyer@cox.net](mailto:DakotaFlyer@cox.net)

FAR 91.103 requirements for a preflight action. Notice I did not say a preflight briefing or a pre-flight weather briefing. FAR 91.103 specifically say “Preflight Action” – and that action includes a lot more than just weather. Any TFR’s on your route of flight? A Special Use Airspace NOTAM out? How about special arrival procedures for the AOPA Fly-In at Prescott? If you have an Accident, incident, or pilot deviation, the FAA often asks 2 questions – did you get a Preflight briefing and do



you participate in the WINGS program? 2 YES’s go a long way with the investigation. They are not free get out of jail cards, but can certainly help in the final result.

Please remember, flying safely is a state of mind, a culture that embodies risk management and is not afraid to say ***“I ain’t going – conditions do NOT meet my personal minimums.”*** That is the smart play, and of course you can always say - ***“I ain’t going because conditions do NOT meet my personal minimums and I do not want to end up as part of Fred’s GAARMS discussion!!!”***

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 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**



# Navajo Christmas Airlift

By Gregory McColley

While the temperatures have not yet quite chilled off, our thoughts naturally start to turn to the Navajo Christmas Airlift coming in November. For so many of us, the Airlift is very special intro to the Holiday season and a wonderful representation through the hundreds of pilots and donors that the Navajo Airlift has touched so many hearts.

We have the formal date targeted for the 2016 32nd Navajo Airlift in coordinating with recognized November activities as well as validation with the Thoreau Navajo Outreach. The planning is for **Saturday, November 12** (the second Saturday of November), into Gallup, NM (KGUP). The flight is 196 miles for KGUP, and the Ramp has very sufficient Ramp space to manage our team and allow for growth. The Wiseman and Gallup terminal provides very comfortable space to get out of any unreasonably cold weather, as well as a couple restroom facilities. A big advantage in Gallup is the availability of fuel, especially for the Sierra Vista pilots, with the past complications that had surfaced again for Window Rock.



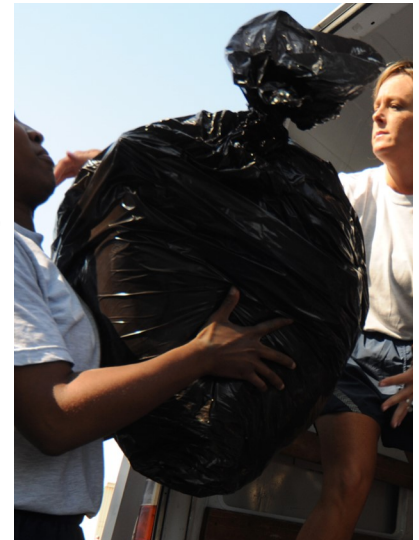
Each plane would typically have a pilot and one passenger, with all remaining space filled with clothing, toys, or non-perishable food. The Airlift has always been a fun and rewarding occasion, one the regular participants look forward to each year. **Anyone who has collected a plane load of material is welcome to join us.**

It is hard to understand how poor most of reservation is only a few hours from us here in Phoenix. Many of the Navajo live in virtual third world conditions in homes without even running water or electricity. The donations might be gently used clothing for children or adults, blankets, good condition toys, toiletries or non-perishable food to fill the planes for the trip. Clothing and soft pack are ideal, as may be packed in garbage bags, which then works very well for packing in the planes. The food stuffs, cans, and toiletries may be put in small cardboard boxes as the weight tends to accumulate.



Another option would be to help create and coordinate care packages for special purpose kids. As an example, in earlier special efforts have created care baskets for young girls at a school, with Shampoo, Soap, Toothbrushes, Toothpaste, Lotion, some special candy, etc. These simple articles mean so very much to children who have so little.

All participating pilots are responsible for collecting clothing, toys, and food to fill their planes for the trip. The donations collected usually come from friends, schools, churches, business associates, or other groups or individuals who would like to contribute - the donations are tax deductible as is the flight. This does require each pilot to plan proactively and collect a load of donations. We strive to ensure that all planes are filled to capacity. If you have something you would like to contribute, but will not be able to join in the flight, you may contact myself or any participating flight member to help make arrangements.



We are fortunate this annual Airlift has touched the hearts of so many pilots from across the state. The past couple years we have flown into Gallup, which provides greater opportunity for more pilots to participate. We strive to coordinate the departures to synchronize arrivals for the Navajo community service team. Thoreau Navajo Outreach. We also frequently manage any final packing of extra materials in the days prior or early that Saturday morning and provide any needed final briefing for the flight and meeting at Gallup.

Projected Scheduling:

DATE:	Saturday, November 12, 2016	
TIME:	7:30 AM	Final Loading for participating Aircraft
	~8:15 AM	Approximate Coordinated Departure
	~10:30 AM	Arrive at Gallup and Unload the Planes
		Greet the Navajo People
	11:00 AM	Brunch in Gallup?
		Shopping at Trading Post ?
		Return at your leisure.

Considering the success of last year, we are also reaching out to other DVT pilots to attempt to increase the impact we can have for the Navajo Nation. Many of you will see an upcoming notice for the Deer Valley Pilots Association, as we believe we can more than comfortably grow our team to over 40 aircraft.

If you are available and interested in participating in this year's airlift, please let us know so that we can start planning on the roster as we all start managing for our donations. If you plan to join in the Airlift, or simply need more information, please do feel free to contact **Greg McColley** at [602-978-1663](tel:602-978-1663), or E-Mail at [GMPSN930@Cox.Net](mailto:GMPSN930@Cox.Net). Thank You for any assistance or consideration in supporting this tremendous 32nd Annual event.

Thank you, as always, for all for your support,  
Blue Skies,  
Greg



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# AIRPORT FLY-IN OPEN HOUSE AND PANCAKE BREAKFAST



## Fly Like a Young Eagle!

**SATURDAY, NOVEMBER 5**  
**7:30 – 10:30 AM**

**Sierra Vista Municipal Airport**  
2100 Airport Avenue

**FREE**

Have your kids become "Young Eagles" at the Sierra Vista Municipal Airport. The first 200 children, ages 8 through 17, can take an exciting airplane flight for free! Each child must have a signed permission slip from a parent or guardian to become a young eagle. Permission slips will be available at the event. This event will also feature aviation displays and a pancake breakfast.

**PANCAKE BREAKFAST**  
**7:00 – 10:30 AM**

**\$5 Adults**

**\$3 Children under 12**

Sponsored by Chapter 776  
of the Experimental Aircraft  
Association and the  
City of Sierra Vista.

### NEED MORE INFORMATION?

#### PUBLIC WORKS

2401 Giulio Cesare  
(520) 458-5775

#### EMAIL

Yvette.Matthias@SierraVistaAZ.gov

#### YOUNG EAGLE CONTACT

Carole Van Vleet  
(520) 378-2517



[www.SierraVistaAZ.gov](http://www.SierraVistaAZ.gov)

Produced by the City of Sierra Vista Public Affairs Office 09/2016 1,050



AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
<b>Big Springs Airpark</b>	Prescott	12	
Mgr: Peter Hartman (928) 626-7207			
<b>Castle Wells</b>	Morristown	5/10	<b>Pat Mindrup - WEST USA Realty</b> 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
Mgr: Gerald DaFoe (810) 516-9122			
<b>Eagle Roost Airpark</b>	Aguila	85 / 115 (5 acre lots)	<b>Pat Mindrup - WEST USA Realty</b> 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
Mgr: John Greissing (928) 685-3433			
<b>Flying Diamond Airpark</b>	Tucson	20/97	
Mgr: Lou Cook (520) 399-3879			
<b>Flying J Ranch</b>	Pima	2/ 28	
Mgr: Howard Jenkins (928) 485-9201			
<b>Hangar Haciendas</b>	Laveen	39 lots w/sep taxi ways	
Mgr: Scott Johnson (602) 320-2382			
<b>High Mesa Air Park</b>	Safford	/19 (2.5 acre lots)	
Mgr: Phil DiBartola 928-428-6811			
<b>Inde Motorsports Ranch Airport</b>	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	
Mgr: John Mabry (520) 384-0796			
<b>Indian Hills Airpark</b>	Salome	75	
Mgr: Gerry Breeyear (928) 916-0608			
<b>La Cholla Airpark</b>	Oro Valley	122	
Mgr: Larry Newman (520) 297-8096			
<b>Mogollon Airpark</b>	Overgaard	60	
Admin: Cheri Thomas (928) 535-3071			
<b>Montezuma Heights Airpark</b>	Camp Verde	43/44	
Mgr: Glen Tenniswood (928) 274-1233			
<b>Moreton Airpark</b>	Wickenburg	2	<b>Pat Mindrup - WEST USA Realty</b> 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
Mgr: Daniel Kropp (602) 315-0323			
<b>Pegasus Airpark</b>	Queen Creek	15/40	
Mgr: Jack @ 1st Svc Res (480) 987-9348			
<b>Pilot's Rest Airpark</b>	Paulden	4/25	
Resident: Dave Mansker 818-237-0008			
<b>Ruby Star Airpark</b>	Green Valley	13 / 74	
Mgr: Wendy Magras (520) 477-1534			
<b>Valley of the Eagle (Sampley's) Airpark</b>	Aguila	30	<b>Pat Mindrup - WEST USA Realty</b> 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
Mgr: Jerry Witsken (928) 685-4859			
<b>Skyranch at Carefree</b>	Carefree	20	
Mgr: Tommy Thomason (602) 708-2040			
<b>Stellar Air Park</b>	Chandler	95/105	
Mgr: SRUA, Inc. (480) 295-2683			
<b>Sun Valley Airpark</b>	Fort Mohave	55/107	
Mgr: Jim Lambert (928) 768-5096			
<b>Thunder Ridge Airpark</b>	Morristown	9/14 (on 160 acres)	<b>Pat Mindrup - WEST USA Realty</b> 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
John Anderson janderson72j@gmail.com			
<b>Triangle Airpark</b>	White Hills	115 acres	
Mgr: Walt Stout (702) 202-9851			
<b>Twin Hawks</b>	Marana	2/40 (4 acre lots) on 155 acres	
Mgr: Tim Blowers (520) 349-7677			
<b>Western Sky</b>	Salome	all 200 acres for sale	<b>Pat Mindrup - WEST USA Realty</b> 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
Mgr: Mr. Hauer (877) 285-0662			
<b>Whetstone Airpark</b>	Whetstone	5 / 12	
Mgr: Brian Ulmer (520) 456-0483			



## APA Website

Please visit our website for the latest information.

[www.azpilots.org](http://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](mailto:Webmaster@AZPilots.org)



Stefanie Spencer— Webmaster

## Newsletter Contributors

Article Deadline

20<sup>th</sup> Editor reminds "The Team" to submit articles

25<sup>th</sup> Authors submit articles and advertisements

Contact the newsletter editor:

[Newsletter\\_Editor@AZPilots.org](mailto:Newsletter_Editor@AZPilots.org)

For anyone wanting to contribute to this newsletter please submit your writing in an email file along with photos and captions (separate files). The APA would like to publish information about what's happening in your area of Arizona. Subject matter could range from regulatory issues to new places to eat (or old places) to airport management to safety. Of course the APA would like to know about any political activities that could potentially compromise Arizona's pilots or its airports.



*New pilots welcomed!*



*Writers welcomed!*





## APA Clothing

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

## Advertisements

As a benefit to current members, you may advertise aviation related items in the APA Newsletter and online. Classified ads for items that you own are completely free, just send those requests to our webmaster [Stefanie](#). Photographic ads range from business card size to full page. Please contact our sponsorship and advertising chairman [Rick](#) for more information on advertising.

## APA Membership

If you are not a member of APA you are encouraged to join and help us keep General Aviation available, safe and fun for all. Your support is very much appreciated. Please visit our website for details and where you can [join APA](#). If you have questions, please go to our website's contacts web page where you can send an email, see our mailing address or contact us by telephone. You can also help APA by purchasing some of our logo items, Caps & T-Shirts.

## 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.

