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# President's Report

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*Aviators and aviation enthusiasts,*

Welcome to the June issue of the Arizona Pilots Association monthly newsletter. May was a busy month for the APA and its members. Our annual members meeting with aviation historian Joan Fudala as our guest speaker was packed with standing room only. Joan gave an excellent talk on how Arizona's Thunderbird One, Two, Falcon Field, and Sky Harbor were utilized during WWII for pilot training, along with a number of other facts surrounding these airports. Our last monthly fly-in to Grapevine was also a huge success with a record number of planes, pilots, and enthusiasts in attendance for lunch with several folks camping out and enjoying the great weather that weekend. The Board of Directors will meet this month to determine the various officer positions, appoint committee chairs, and review the number of upcoming activities we are involved with. As we go forward, we will be looking for volunteer help to ensure our success. We look forward to another great year of aviation safety and fun for everyone.

Have Fun, Fly Safe,

*Tommy*



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# Executive Director's Report

Jim Timm — June 2017

Summer is here. Many of the usual Saturday morning fly in breakfasts have shut down for the duration, many of the aviation activities are slowing down, and you have to get up pretty early to enjoy any comfortable flying. So what's new! It's that time of the year again, so just find a cool spot, sit back, and relax. When you do go flying, please watch out for the effects of high density altitude when you go to the higher elevation airports to cool off or vacation. We don't want to see you as the subject of an NTSB accident report.



I just found out that on December 7, 2017, we will be having another bomb dropped on us. The last one on December 7 was from an adversary, but this one is not from an adversary, but from ICAO. As we mentioned last month, there will be an upcoming change in flight plan format conforming to ICAO standards, and because the U.S. is coming into compliance with ICAO requirements, effective December 7, 2017, the Gateway Airport identifier IWA will be going away. It will be replaced with AZM. Why the change? The airport identifier IWA has been in use by an airport in Russia, and you can't have two airports in the ICAO system with identical identifiers. If the change wasn't made, this would really give a new meaning to "Lost My Luggage" if you buy an airline ticket for IWA, and you arrive safely in Mesa Gateway, but your luggage winds up some place in Russia. Only the airport identifier will be changed. The VOR identifier will remain the same, IWA. The ATC system impact will be really significant with all the ATC documents, instrument procedures, automation and charting updates necessary, and the airlines using Gateway will also be similarly impacted. This identifier change was fresh news to just about everybody in the recent Phoenix airspace users meeting where it was announced, but it apparently has been an issue for about ten years, but action had been postponed because of the size of the impact it would have on the National Airspace System. I don't know how the final implementation date was selected, but it may possibly coincide with regular scheduled ATC changes, or I wonder if it was someone's weird sense of humor. No matter what the change, to us locally, Gateway will always be known as "Willie."



## MISCELLANEOUS ITEMS

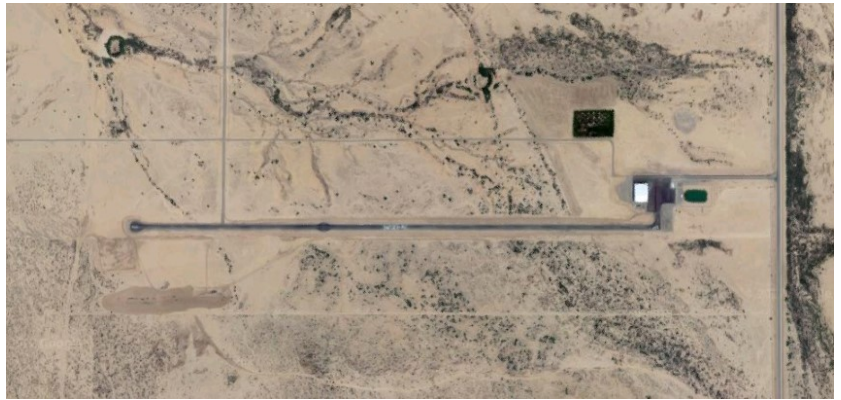
The June date for implementation of the FAA requirement to use the International Flight Plan (ICAO) format for all civil domestic flights filed with Flight Service has been postponed until the Fall of 2017. The FAA will provide a 30 day advance notice when the final date has been selected.

With the latest sectional charting up date, there have been three new airports added to the Phoenix Sectional. They are all

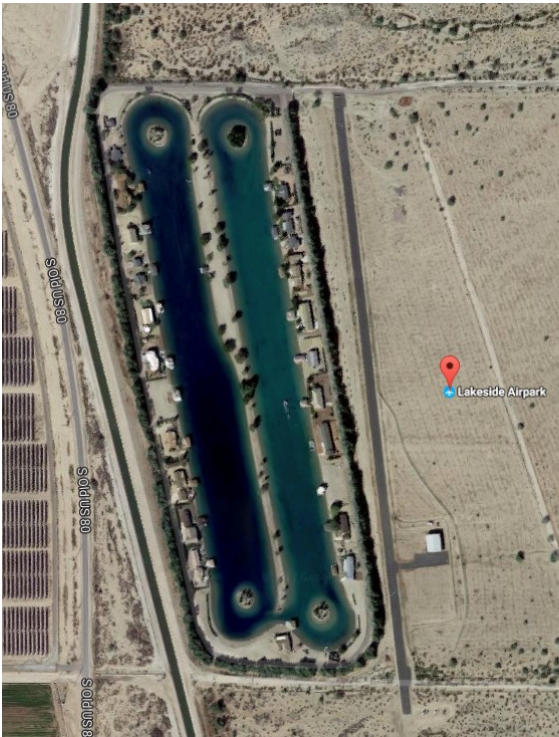


charted as private, and are as follows:

**Sawtooth - AZ04** This one is located south of Arizona City. The airstrip is used by Skydive Arizona for military contract parachute jump training. Skydive Arizona also has an extensive skydive operation at Eloy Municipal Airport. If flying in the area of the Sawtooth airport, be sure to check for NOTAMS and use caution for the extensive parachute operations in the area.



**Lakeside - AZ05** This is located just north of Gila Bend Municipal Airport. I have no information on flight activity, access or facilities.



The Arizona Flight Training Workgroup (AFTW) is working with the Scottsdale FSDO to define airspace “Hot Zones,” or areas where there is an unusually high volume of air traffic. The AFTW is developing a chart depicting where these areas are to assist pilots in either avoiding these areas or when flying thru or in the vicinity of them to be aware, and extra vigilant. When ready for publication, we will help to make the information available.

**Grapevine - 88AZ** This airstrip is located on the south shore of Roosevelt Lake. The runway has been resurfaced at significant cost and labor by the Arizona Pilots Association mem-

bers working in cooperation with the U.S. Forest Service. The airstrip is now open for use at any time, not just one weekend a month. Use unicom frequency 122.9. There are no facilities. The only limitation is that no commercial activities or flight training is allowed per the Forest Service. A limited number campsites next to the runway are available. Check with the APA Backcountry group at [grapevine@azpilots.org](mailto:grapevine@azpilots.org) to determine campsite availability if you want to fly in and camp there.

From the Military, a new restricted area, R-2306F, is being added near the Yuma Proving Grounds on June 22nd. Also, a Large Military exercise is being planned in Western Arizona and the California Desert for August 7 thru 26.

A Letter to Airmen (LTA) will be published June 1 advising that IFR Separation will be provided during VFR practice approaches at KPRC. A similar LTA is already in place at CHD, IWA, and FFZ Airports.



It's a bit hard to believe, but they were still continuing to conduct GPS interference testing in the last

reporting period. The locations for the testing have changed a bit. This last period, testing has been at Barstow, CA, Salt Lake City, White Sands, and San Diego. A significant amount of this testing could have impacted GPS navigation in Arizona. As usual, we received information of the testing only a day or so before the test dates thus making it very difficult to provide you an adequate warning. If at any time you encounter an unexplained loss of GPS navigation signal lasting more than a minute or two, notify the nearest FAA Air Traffic Control facility advising them of the time, location, altitude and nature of signal loss. Also please advise APA with the same information.



Flight safety in the last reporting period has been both good and bad. The good news is that there were no fatalities, and the injuries were either minor or none. The bad news is that there were five accidents reported in this past period. One airplane experienced a loss of control landing when encountering a crosswind gust and departed the runway, two airplanes experienced an inflight loss of power, and both made damaging off airport landings. One lost power shortly after takeoff, and the other encountered a loss of power during in-route flight. The other two accidents reported by the NTSB were devoid of details other than date, location, and aircraft identification. See my June Aviation Accident Summary for available accident details.

Please continue to be aware, there are still many major and minor construction projects going on at several airports around the state, particularly in the Phoenix area. Unfortunately, the activity will be continuing well into the summer, so before you take off, make sure you check for NOTAMS at your destination airport so you don't have a surprise awaiting you when you arrive. If you are flying into the higher altitude airports, be sure to check the density altitude, and review your aircraft performance data.

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 Airport Master Plans. The City of Superior has just started an update of their Municipal Airport master plan. An update of the Sedona Airport (SEZ), Flagstaff (FLG), and Grand Canyon Airport (GCN) master plans are currently in process.

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

- The fly in breakfast at Coolidge Municipal Airport (P08), normally on the first Saturday of the month, is on hiatus until October.
- The Falcon Field EAA Warbirds Squadron fly in breakfast and car show on the third Saturday of the month had their last Breakfast in May. They will resume in October when it's cooler again.



- The third Saturday of the month there is still a fly in breakfast at Benson (E95) at Southwest Aviation. (There are special fuel prices for breakfast attendees.)
- The third Saturday lunch that had been made available by APA at the USFS Grapevine Airstrip (88AZ) next to Roosevelt Lake is also discontinued until October.
- 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. Because it's in the air conditioned terminal building, it's continuing on thru the summer.

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

*Jim*



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# Grapevine, Final Spring Fly In

By Mark Spencer

APA's last organized event for the spring went off without a hitch on the weekend of May 19th through 21st. The only challenge was keeping up with parking of the 30 aircraft! According to Kit and Brad, our hosts for this weekend, there were a total 64 attendees throughout the weekend. Everyone pitched in with food dishes for the pot luck, and the weather could not have been better. There were many new faces this weekend and we expect several new members for the APA team. A good number of attendees made the hike down to the lake's shore with only one rattlesnake sighting. We've heard that Kit and Brad's supplied meals were to die for!

We'll be putting off our organized events at Grapevine until it cools down again in September or October, so watch our calendar for the next date!

Again, Grapevine is now open full time to any non commercial non training flights,

but expect fire restrictions to be in place until the monsoon is in full swing, and there will be no port-a-john until our next group event in the fall. If you do visit during the summer, please contact us to let us know at [grapevine@azpilots.org](mailto:grapevine@azpilots.org) and let us know how you enjoyed it.



Please also think about hosting an event in the fall as we are already looking for volunteers!

Mark









# June Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of aviation accidents that have occurred in Arizona from late April, 2017, through late May, 2017. 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 then take the action necessary to prevent similar accidents from happening to them.

From a flight safety standpoint, this month's report has both bad news and good news. The bad news is that there was a significant jump in the number of accidents reported, five to be exact, but the good news is that none of them involved fatalities. They only involved minor or no injuries, but unfortunately some fine airplanes did get seriously damaged. I'm not sure what is going on with the NTSB, but they have started the routine of publishing an accident notice giving only the basic information, the date, the location, the airplane information, and type of injuries, fatal or nonfatal. They state a preliminary report was prepared and its date, but they don't provide any information from the preliminary report. The report details show up several days later. Of the five reported accidents this period, two are this case. The following are the five reported accidents and the information that has been published to date.

Accident Date: **Saturday, March 11, 2017**

Preliminary Report Dated: 3/16/17

Title 14 CFR Part 91

Location: Gila Bend

Aircraft Type: Piper PA28

Injuries: Nonfatal

**A Preliminary Report had been prepared, but the report details were not yet released.**

Accident Date: **Saturday, April 1, 2017**

Findings Report Dated: 4/3/17

Title 14 CFR Part 91

Location: Wilcox

Aircraft Type: Baking Duce (Experimental Bi-plane)

Injuries: 1 Minor

## LOSS OF CONTROL LANDING

The pilot of the tailwheel-equipped airplane reported that during the landing roll as he pulled the power to idle and lowered the tail, he raised the flaps and the airplane encountered a "sudden and strong wind" that caused the airplane to weather-vane. Subsequently, the airplane veered off the right side of the runway, the main landing gear collapsed, and the airplane came to rest nose down. The airplane sustained substantial damage to both right and left wings and both lift

struts.

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

Accident Date: **Thursday, April 20, 2017**

Preliminary Report Dated: 5/22/17

Title 14 CFR Part 91

Location: Goodyear

Aircraft Type: Diamond DA 40 NG

Injuries: 1 Uninjured

## LOSS OF POWER ON TAKEOFF

On April 20, 2017, at 0719 MST, a single-engine Diamond Aircraft DA 40 NG airplane lost engine power during the takeoff from the Phoenix Goodyear Airport (GYR). The student pilot, the sole occupant, was not injured. The airplane sustained substantial damage.

According to the student pilot, he performed a preflight check in accordance with the airplane flight manual; it included a check of the ECU, with no discrepancies noted. Taxi and takeoff were normal until about 400 feet above ground level (agl). The pilot noticed a change in the engine sound. When he looked at the engine load indicator, it read 35%, he then tried to cycle the power



level to see if he had any control, but the load indication remained at 35%. Shortly thereafter, the pilot reported the annunciator lights for the ECU illuminate; ECU A FAIL and ECU B FAIL.

The pilot stated that he did not believe there was sufficient altitude to turn back to the airport. Per the flight schools standard operating procedures (SOP), below 1,000 feet it is advised to not turn back to the airport. The student pilot maneuvered to a field to the right of him, however, he stated that his altitude was low, and he did not think the airplane was going to be able to clear power lines. He decided to go under the power lines, and as the airplane went under the power lines, it struck the bottom wire. There was a white flash in the cockpit, and the pilot stated that he tried to get the airplane to a field for landing. When the airplane touched down, it bounced, and then eventually struck a ditch. He switched off the fuel pumps, opened the canopy, and exited the airplane.

Visual meteorological conditions prevailed for the local area solo instructional flight and no flight plan had been filed.

Accident Date: **Thursday, April 27, 2017**  
Preliminary Report Dated: 5/11/17  
Title 14 CFR Part 91  
Location: Coolidge  
Aircraft Type: Schweizer 269C (Helicopter)  
Injuries: 1 Minor

## **LOSS OF POWER IN FLIGHT AND FORCED LANDING**

On April 27, 2017, about 0945 MST, a Schweizer 269C sustained substantial damage subsequent to a hard landing near Coolidge. The private pilot sustained minor injuries. The cross-country instructional flight departed Falcon Field Airport (FFZ), Mesa, about 0915 with a planned destination of Coolidge.

The pilot reported that it was a training flight and that he was working towards a commercial certificate. The pilot reported that in level flight he noticed a change in the sound of the engine. He then noticed that the RPM dual tachometer was below the normal limit, and attempted to correct the anomaly by increasing the throttle with the twist grip. He noted there was no response to the RPM and he attempted to make a landing in the open desert. He flared just before touchdown, and the helicopter landed hard and rolled onto its right side. The pilot noted that he did not observe the rotor/engine tachometer needles split prior to landing.

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

Accident Date: **Saturday, May 20, 2017**  
Preliminary Report Dated: 5/22/17  
Title 14 CFR Part 91  
Location: Casa Grande  
Aircraft Type: Airtime Aircraft Inc. Cygnet  
Injuries: Nonfatal

**A Preliminary Report had been prepared, but the report details were not yet released.**

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## **A Few Words About Safety**

“

**Denny Granquist**

*“There is no such thing as flying VFR at night.”*

*“Too much airspeed on final shortens most runways.”*

”

# GAJSC



## General Aviation Joint Steering Committee

### The Human Startle Response and Managing Unexpected Events

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

**Outreach Month: June 2017**

#### **Topic: The Human Startle Response and Managing Unexpected Events**

The FAA and industry will conduct a public education campaign that acquaints the public with the human startle response and discusses best practices regarding single-pilot CRM operational techniques. One aspect of CRM addresses management of unexpected events. Humans are subject to a “startle response” when they are faced with unexpected emergency situations and may delay action or initiate inappropriate action in response to the emergency. Training and preparation can reduce startle response time and promote more effective and timely response to emergencies.

#### **Background:**

Fatal general aviation accidents often result from inappropriate responses to unexpected events. Loss of aircraft control is a common factor in accidents that would have been survivable if control had been maintained throughout the emergency. In some cases pilot skill and knowledge have not been sufficiently developed to prepare for the emergency but in others it would seem that an initial inappropriate reaction began a chain of events that led to disaster. Humans are subject to a “startle response” when they are faced with unexpected emergency situations and may delay action or initiate inappropriate action in response to the emergency. Training and preparation can help pilots to manage the startle response and effectively cope with unexpected events.



### Teaching Points:

- Unexpected events – especially those occurring close to the ground – require rapid appropriate action.
- Startle response can delay action or precipitate inappropriate action.
- Encourage pilots and CFIs to train and plan for emergencies.
  - Review and practice “what if” scenarios.
  - Vocalize takeoff, approach, and landing expectations.
    - Aircraft configuration, airspeed, altitude and route
    - Emergency options

### References:

- [Managing Unexpected Events Power Point](#)
- [Aviation Risk Management Handbook \(FAA-H-8083-2\) – Chapter Five](#)

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

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# AZ Pilots Association Gives \$6,000 in Scholarships

By Andrew Vogeney

As a part of our mission to support sustained GA in Arizona, the Arizona Pilots Association awarded three scholarships during our Annual Meeting. This year we supporting deserving high school students with a total of \$6,000 toward their aviation educations!

Each of our 2017 Scholarship award winners will have finished their junior year of high school by the time you read this, and plan to re-enroll in EVIT's aviation program next year. They'll also be dual-enrolled in Chandler-Gilbert Community College's aviation program, well on their way to joining our pilot ranks.

Special thanks to scholarship committee members Rick Bosshardt and Jim Timm for going through the tough selection process with me this year. All of our applicants were deserving of our support, and as always it was tough for us to pick just three. But our three high school students who walked away with a "big check" really did deserve it. If you missed the meeting, here are this year's winners.



**Kayla Phillips** aspires to be a commercial pilot and work for Southwest Airlines, where her mom has been a flight attendant for over 20 years. She is an active volunteer in her community and served an 18-day mission trip in Africa. When thinking about flying in a small plane with a family friend, Kayla said "The moment that little, 2-seater, orange and white plane was off the runway, I knew that this is how I wanted to live my life - with my office in the sky. There's just something about being a few thousand feet above the world to help you see clearly and from a new perspective."

**Avree Anderson** also has ties to Southwest, where both of his parents are flight attendants. He's learned through sports and volunteer work that hard work pays off, and hopes to bring his work ethic and perseverance to the airlines. In addition to working as a commercial pilot, Avree hopes to own his own plane and take advantage of the Arizona backcountry. When asked about his goals, Avree shared "The feeling of lifting off the ground in an airplane is one that will never get old for me. With the long term view in mind, my goal is to work as an airline pilot for Southwest like my parents, and own my own small airplane as well."







**Josiah Plant** has been interested in aviation for as long as he can remember, and hopes to become a flight instructor so he can inspire others as well. He builds and flies RC planes, volunteers on weekends helping build EVIT's Sonex aircraft, and has already completed college courses in aviation. When we asked why Josiah was interested in aviation, he shared what we probably all think every day: "Soaring through the clouds, being able to fly in wide open space is amazing, just the through of flying through the sky thrills me. Aviation in all aspects, weather, mechanics, history, different careers, etc. is a field in which I aspire to learn and become more skilled."

All three award winners came highly recommended, and it was an honor to introduce them to our amazing community of Arizona pilots. I can't wait to meet another group of deserving kids next year, and it's my hope that we can do more and more for our next generation of pilots.

If you have a moment and are so inclined, consider visiting the [AZ Pilots Website](http://AZPilotsWebsite) and making a donation toward our scholarship program. If we each make even a small donation, we can award a fourth scholarship next year... and maybe a fifth the year after that! Heck, you're probably reading this article in triple digit heat, wishing summer wasn't here already. If you're leaving the plane hangered or tied down this weekend, consider donating whatever that \$200 hamburger would have cost you had you gone up this weekend. And maybe again in July or August! Your donation goes a long way for these kids, and helps ensure the sky will be filled with the "tiny planes" for years to come.



Andrew



### DID YOU KNOW?

The Arizona Pilots Association has several social events each year. Mary and Susan throw a great party with prizes if you can answer their trivia questions right, great food and drinks, and with your help great company. Plus, ***all proceeds from the event benefit our scholarship program.*** We hope to see you and your friends at our next APA social!

# 39th Annual Members Meeting

By Kit McCloud

The 2017 Annual Members Meeting was a great success! Almost one hundred people made the journey to the Scottsdale Airport to learn a little more about what the APA has done over the past year, and what we will be continuing into 2018. Almost thirty people took advantage of the new webinar option and watched from home.

Joan Fudala was the guest speaker and gave a great presentation regarding the history of the four “Hollywood Thunderbird Fields” in Arizona. These fields were used to train WWII aviation cadets and all were initially owned and operated

by South West Airways. This was an evolution from the Civilian Pilot Training Program which began in 1939. Sky Harbor Airport opened first and trained mostly Latin American pilots. Thunderbird I was Glendale, which opened in March 1941, and trained mostly Chinese cadets. Falcon Field in Mesa opened in September 1941 and trained RAF pilots. Thunderbird II, Scottsdale Airfield, opened in June 1942 and eventually became a municipal airport in 1967 after being purchased by the City of Scottsdale. By the end of the war, over 25,000 pilots had been trained. All four fields closed to cadet training by 1945. After graduation, many cadets went on to Williams, Luke, and NAS Litchfield which were operated by the military for intermediate training. By this time, the Phoenix area became the largest aviation center in the country.

Jim Timm lead the election of officers. Andrew Vogeney with Jim and Rick Bosshardt presented our three scholarship checks. Brad Lawrence reviewed some of the previous get-a-ways and updated the members as to upcoming plans (which will be also in the newsletter with details prior to each trip). Fred Gibbs presented a recap of the annual G.A. Accident Reduction and Mitigation Symposium for 2016. Mark Spencer related our backcountry progress and shared photos of Double Circle, Buzzard’s Roost, Pleasant Valley, Red Creek, Ground Gulch, and Grapevine, which are all open to the public. Grapevine has a new FAA identifier (88AZ) and is now charted. Tons of information in a quick meeting. If you missed this year, plan on coming next time!





# MEMBERS' PHOTO CORNER

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*Thank you to **Alexander Pena** 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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***Got great aviation photos that you're willing to share?***

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[newsletter@azpilots.org](mailto:newsletter@azpilots.org)

## VFR CROSS COUNTRY FLYING

**By Howard Deevers**

Long cross country flights are lots of fun, IFR or VFR. Traveling for pleasure, for business, to visit family, or on a vacation, and using your airplane is what flying is all about. When weather permits, flying VFR can be even more fun. At the lower altitudes that most of us will fly, you can see much more of the country. Flying at thirty thousand feet or more in an airliner does not allow us to see much of the country. Actually, we can get a broader view, but not much detail. The lower altitudes allow us to see the cities, towns, rivers, and much more as we travel. Remember that early VFR pilot training we had, when we needed to plan a cross country flight by reference to ground features? We had to plan a flight and find our way by finding lakes, rivers, roads, cities or other features. That first flight was nerve racking, but after that it got easier and more fun, picking our way across the country by reference to features that we found on a sectional. Remember a Sectional? It still works. Now many of us use an iPad, or other device, with an aviation app such as ForeFlight. That makes cross country navigation so much easier.



To be sure, there is a lot to be said about flying IFR cross country as well. That instrument rating will probably pay you back on a long cross country flight, if you encounter IMC conditions, and are current and competent on instrument flying. Of course, there are some instrument conditions that small airplanes should not fly in at all. An Instrument Rating is no guarantee that you will be able to complete every flight no matter what. Even the airlines cancel flights due to severe weather. If the airlines are canceling flights, that should be a clue for us small airplane drivers that we should not venture there either.

Before getting my instrument rating, I spent many extra nights on the ground waiting for VFR conditions to return, so I could complete my trip. Naturally, I had left several days of extra time in my planning just in case I would run into IFR and have to wait it out. I did not just sit in a motel room watch-

ing it rain. I took that time to become acquainted with the community I was in. That just added to the adventure and made using an airplane even more fun. Of course, there are relatives that were expecting me to show up at an airport *on time*. I had to explain to them that flying a small airplane is not the same as taking a scheduled airliner. Even airliners are not exactly on time for reasons of weather, or traffic delays, or mechanical problems.





I flew back into Tucson after a visit to my son in Ohio last month, on Delta. The flight from Ohio went to Atlanta, and then changed planes to Tucson. Everything was on time. The flight into Tucson actually arrived about 15 minutes early. As we taxi to the gate, we are allowed to use our cell phones. A lady sitting behind me called a family member to report that we had landed and would be getting luggage soon. Her comment "Naturally, we are late again," caught me by surprise. We were not late, but actually early, but the public just can't get over constant criticism of the airlines!

When I do carry passengers, on a VFR or IFR flight, I explain to them in advance that we are not an airline, and we may have to delay or divert on that trip. Some people just can't deal with that, if so I suggest that they find another way to travel.



Photo by Dale Jensen

I know pilots that hate to talk to ATC. I don't know what it is that bothers them so much. For myself, I ask for flight following on VFR cross country flights. On IFR flights you get the service since that is mandatory. IF you are VFR, ATC can provide traffic advisories "on a workload permitting basis." So, if you call and ATC says "unable at this time" just keep going and watch out for yourself. Try back in 15 to 30 minutes and you may find that ATC will take you then.

One of the greatest things about VFR cross country flying in this country is that you *don't* have to talk to anyone. You *can* fly from the Pacific to the Atlantic without ever talking to anyone, but there are rules to follow to do this; you cannot fly through restricted areas, Class B or Class C airspace, or land at control towered airports without permission. There are so many non towered airports across this country that you would never need to land at an airport with a control tower if you didn't want to. There is no other country, this size, on Earth where you have that much freedom to fly. Why not take advantage of it?

If you do ask for "flight following," ATC will want to know where you are going. Give them the destination airport. You do not have to give them your complete intended route. They will tell you "altitude and route your discretion." That alone makes VFR flying easier and more fun. If you are on an IFR flight plan with an assigned altitude, and are 300 feet high, or low, ATC will let you know. On those hot summer days crossing New Mexico, staying at an assigned altitude is not an easy task.

While it is fun and wonderful to fly VFR cross country and enjoy this vast and beautiful land, don't forget to check your gauges from time to time. It would ruin a perfectly good flight to simply run out of fuel because you were not paying attention. Knowing your airplane and your personal limitations will pay you back on these flights.

Chevrolet had a TV commercial in the 60's: "See the USA in your Chevrolet, America is asking you to call." I just changed the words a little: "See the USA in your (Piper, Cessna, or other airplane), America is asking you to call." I know, it doesn't rhyme like the commercial, but you get the point. And, if you need a reason to fly somewhere, check out your ARIZONA PILOTS ASSOCIATION seminar locations, and fly in and learn something that same day, or check any of the many social locations for breakfast or lunch that you will find in the APA newsletters. Don't forget to "bring your wingman."

Howard



***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.***

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on

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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 volunteer run organization.** It survives on membership dues and sponsor revenue. Stefanie Spencer manages the website on a continuous basis.

Email Stefanie at:

[Webmaster@AZPilots.org](mailto:Webmaster@AZPilots.org)

## 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, Cathy Paradee:

[newsletter@AZPilots.org](mailto:newsletter@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.



Stefanie Spencer— Webmaster



*New pilots welcomed!*



*Writers welcomed!*



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