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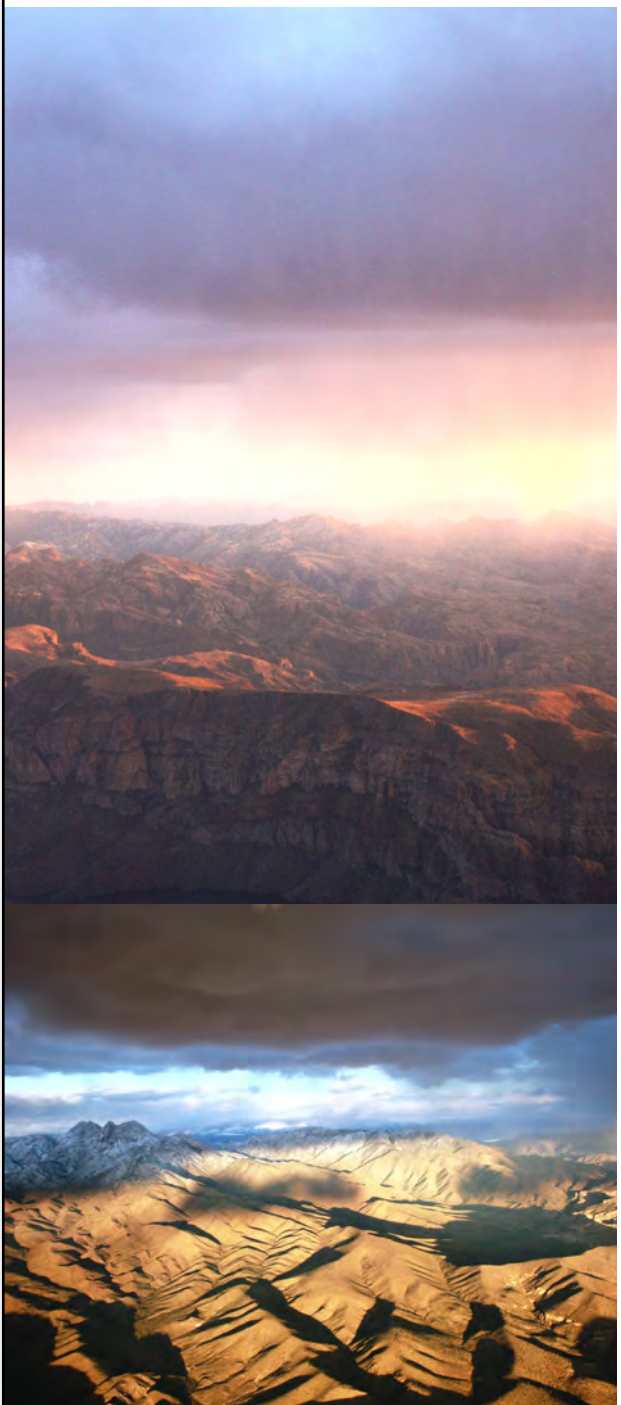
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President's Report

Aviators and aviation enthusiasts,

I certainly hope you are all enjoying your Arizona summer and are able to find some early mornings for some flying fun. I get a lot of comments about it being too hot but, my only reply is, "Yeah it's hot, but I chose to live here, and I just have to adapt." I have a great deal of work that needs to be done outside, so I try to do it in the early mornings. If I find myself out during the hotter part of the day, I just have to remind myself to keep hydrated. Anyway, for the air cooled airplanes that I fly, it's easier said than done. I find myself climbing at a bit higher airspeed, lower angle of attack, and maybe a little richer on the mixture to help keep that engine happy. Once I'm up to altitude, everything is mostly back to normal, cooler and comfortable until I descend back into the hot air and on the ground. Morning flights work best for me. Density altitude during our warm weather and higher altitudes is a consideration must. We see way too many safety issues with those pilots who don't really understand its effects. If you have any concerns, attend a FAASTeam seminar where you can develop a better understanding and respect for this "gotcha." If you don't find a seminar that is for you, let us know, our FAASTeam reps will be glad to put one together for ya.



On another topic, while planning your summer vacation don't forget to research enroute and destination airports so you don't get burdened with fees for taking a simple rest stop. There was a recent article in AOPA magazine regarding excessive FBO fees. I make occasional flights to Farmington, NM, and I have experienced these fees by parking at Atlantic for a one night stay. When I got ready to depart the next morning, I was hit with a \$71 bill. I had only tied down, did not purchase fuel, and was planning on a \$10 tie down fee. Instead, I had to pay a security fee, ramp fee, tie down fee, and whatever else

they came up with. If I had purchased 15 gallons of fuel which is \$2/gal more than at a neighboring airport, they would have waived the tie down fee. I have since talked to the Farmington Airport Management Team and discovered free parking to the east of the FBO. It is a bit more of a walk to the FBO, but well worth the savings. If you call operations at (505) 599-1394, they will be more than helpful. Jon Guinta with airport operations and maintenance went out of his way to help us out on our last visit. If you experience any of these excessive fees which only help discourage general aviation, let the APA and AOPA know. You can post comments for AOPA at www.aopa.org/FBOfees.

Have Fun, Fly Safe,



Tommy



EVERY PILOT HAS A FLIGHT PLAN. HAVE YOU PLANNED FOR RETIREMENT? RETIRED NOW AND WANT TO CHANGE COURSE?

WHETHER YOU'RE YEARS
AWAY FROM RETIREMENT OR
ALREADY RETIRED AND
WANT TO CHANGE COURSE—
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- DON CARTER JR.

Executive Director's Report

Jim Timm — July 2017

Summer really is here! It doesn't feel like it's possible to get up early enough to beat the heat and go flying. It's a taxing time of the year for both pilot and plane. Maybe I'm just getting old and cranky, but this time of the year flying becomes more of a chore than all fun. Thank goodness it doesn't last very long. When you get out there, be sure to drink plenty of water. Dehydration can compromise your thinking and reactions. Take a frozen bottle of water with you, fly safe, and watch density altitude.



Now is the time to make your voice heard. The issue of privatization of the air traffic control (ATC) system, and a plan to provide stable funding for FAA operations, is being discussed by our legislators in Washington, and we need to let them know what our concerns and wishes are.

The administration's privatization plan would be to move air traffic control services to a not-for-profit corporation overseen by a board of directors drawn from industry, aviation groups, and the government. The proposal would be based on a bill introduced by House Transportation and Infrastructure Committee Chairman Bill Shuster, R-Pa., who envisions a governing board of directors with overwhelming representation from the airlines, who would argue that as the biggest users of the system, they should have the biggest say. The concern is that with airline domination of the nation's airways, towers, and centers, GA will be pushed to the fringes of the system with less access and higher costs.

Breaking apart the system to establish a monopoly would take the focus off the substantial progress already being made by the FAA, and possibly compromise safety to fix a system that's not broken. Our present air traffic control system is the best in the world, moving more aircraft, more safely and efficiently, than any other country, and the system operates for the public benefit, providing access for all stakeholders to airports, heliports, and airspace. Dismantling the current system will devastate GA, while not accomplishing the desired goals of efficiency and technological improvements.

Points to consider:

ATC services are now funded by the taxes and fees that we all pay. Privatization would likely result in additional fees for the same service.

What will this mean to the small private general aviation pilot?

It would be economically devastating to us, and could have serious negative safety implications. Most likely, pilots would stop using ATC flight following assistance on cross country flights, with the potential for inadvertent airspace intrusions.

Pilots may press on in marginal VFR weather rather than seeking the safety of filing IFR flight plans, and the list could go on.



Currently we have the largest and safest ATC system in the world. We don't see how privatization would benefit the system. What we have now is working efficiently, and well. It doesn't need fixing. Anytime the government calls something broke that isn't, you'd better look at the money trail!

We think the public interests are best served by an agency with democratic oversight rather than by a small group dominated by commercial interests.

Now is the time to contact your legislators in Washington immediately and tell them to oppose ATC Privatization, and support measures to provide a more stable funding for FAA operations. [Visit this site](#) to determine your federal representative and contact them by telephone and email!

MISCELLANEOUS ITEMS

Last month I mentioned that the FAA, in their effort to conform to ICAO standards, was going to change the Identifier for Gateway Airport in Mesa from IWA to AZM because IWA was already used for Ivanovo Airport in Ivanovo, Russia. A few days ago I got an e-mail telling me the change is on hold without much of an explanation. GUESS WHAT, AZM is also used for the Azamgarh Airport in Uttar Pradesh, India. Well, back to the drawing board. You would have thought someone in the FAA working the problem would have made a simple quick online identifier check. Stick around, and we'll see what they come up with next.



To ensure a safe and seamless transition, the June date for implementing 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.

The Marine Corps at 29 Palms is planning a large scale training exercise August 7 through August 26. The exercise will have a new temporary SUA activated to support the aviation requirements, and the SUA will be located west of R-2501. The exercise will include the temporary SUA, all of the R-2501 areas, a temporary CAX MOA, and the Turtle MOA. During this exercise, also use extra caution around the Marine Corps Air Station Yuma, and be sure to check NOTAMS before flying in the area of the exercise during these dates. See pages 14-17 of this newsletter for more details.

A couple of days before the scheduled event, we got notification of GPS Interference Testing that was going to be conducted on June 23 & 24, and June 28 in Sierra Vista that could have impacted GPS navigation in all of Arizona. If at any time you encountered a loss of GPS navigation signal lasting more than a minute or two that was unexplained, 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 this last reporting period was relatively good. The good news is that there were only four accidents reported, down one from last period, and there were no fatalities or injuries reported.

One airplane experienced a loss of control while rapidly exiting the runway after landing, and damaged the landing gear and fuselage. Another airplane started to lose power shortly after takeoff, and while attempting to land, landed short of the runway significantly damaging one wing and the landing gear. The other two accidents reported by the NTSB were devoid details other than date, location, and aircraft identification. See my July Aviation Accident Summary for the available accident details.

In spite of the heat, there are still major and minor construction projects going on at several airports around the state, and in the Phoenix area. Before you take off, make sure you check for NOTAMS at your destination airport so you don't have a hot surprise awaiting you when you arrive, and 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 their 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 had their last Breakfast in May. They will resume in October when it is 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.)
- On the third Saturday, around noon, the lunch that had been made available by APA at the USFS Grapevine Airstrip (AZ88) 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 through 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 through the summer.

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

Jim



TEACHING POSITION AT EVIT

EVIT is looking for someone who is interested in teaching part time/afternoons next year.

Their first-year aviation class has over 60 students registered, and they need some help!

School starts August 1 and runs through May 20.

They are looking for a "jack of all trades."

Certifications are not critical, but someone who is at least a Private Pilot with some maintenance experience and understanding plus a desire to work with kids usually works out the best.

This has the potential to turn into a full time position the following year.

EVIT teaches their dual enrollment AET 205 and 215 classes the first semester and then covers all basic airport operations in the PM.

This is a paid position.

If you're interested or want further info,
contact Lou Amadee at [480-643-0945](tel:480-643-0945) or lamadee@evit.com.

Hangars for Sale

SkyRanch at Carefree — www.skyranchcarefree.com

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

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- DON CARTER JR.



July Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of the aviation accidents that have occurred in Arizona from late May 2017 through late June 2017. We can use this detailed accident information to develop safety programs and briefings that will help pilots learn from the mistakes being made by others and then take the action necessary to prevent similar accidents from happening to them.

This reporting period has not been too bad in that there were only four accidents reported, down one from last period, and there were no fatalities or injuries reported. The down side to everything is that the NTSB has not been making public the preliminary accident reports in a very timely manner. This month there are two accidents where the preliminary reports that have not been released, only the accident notification was published. We need to determine what is happening in the NTSB accident reporting system that is causing the delays in receiving information in a timely manner.

Following is the information available:

Accident Date: **Thursday, May 4, 2017**
Report Dated: 6/19/17 Final Report
Title 14 CFR Part 91
Location: Prescott
Aircraft Type: Cessna 190
Injuries: 2 Uninjured

LOSS OF CONTROL LANDING

The pilot of a tailwheel-equipped airplane reported that during a right turn from the runway to the taxiway, he "exited too fast" and the airplane ground looped to the right. He added that he taxied the airplane to the ramp without further incident. The airplane sustained substantial damage to the fuselage. The pilot reported that there were no pre accident mechanical failures or malfunctions with the airplane that would have precluded normal operation. A review of recorded data from the automated weather observation station located on the airport reported that about the time of the accident the wind was 050° at 7 knots. The airplane landed on runway 21L.

Accident Date: **Thursday, May 25, 2017**
Report Dated: 6/21/17 Preliminary Report
Title 14 CFR Part 91
Location: Peach Springs
Aircraft Type: Eurocopter EC 130 B4
Injuries: UNK Nonfatal

Preliminary report is not publicly available, only the above NTSB notice.

Accident Date: **Sunday, June 4, 2017**
Report Dated: 6/19 Preliminary Report
Title 14 CFR Part 91
Location: Goodyear
Aircraft Type: Titan T-51
Injuries: 1 Uninjured

LOSS OF POWER, LANDED SHORT OF RUNWAY

On June 4, 2017, at 0917 MST, an experimental Titan Aircraft T-51 Mustang lost engine power during takeoff from Phoenix Goodyear Airport. The flight instructor pilot was not injured, and the airplane sustained substantial damage to the left wing and aft fuselage during the forced landing.

The pilot reported that immediately after takeoff, the airplane began to vibrate. It felt like one of the wheels was still spinning, so he applied the brakes, but it continued. As he transitioned the airplane to the downwind leg, the vibration increased and the engine began to stream smoke. As he initiated a return to runway 21, the cockpit filled with smoke, and the engine lost power. Unable to reach the runway, he landed short in the adjacent dirt area, where the landing gear collapsed.

The airplane was equipped with a Suzuki six-cylinder, 2.7-liter automobile engine. Post-accident examination revealed two holes in the

lower left side of the engines crank-case, adjacent to the cylinder number 4 crankshaft journal.

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



Accident Date: **Sunday, June 4, 2017**
Report Dated: 6/5/17 Preliminary Report (Unpublished)
Title 14 CFR Part 91
Location: Payson
Aircraft Type: Cessna 172
Injuries: 2 Survived, Injuries UNK.

LOSS OF CONTROL & FIRE

Airplane departed controlled flight during go around at Payson Municipal Airport.

Preliminary report is not publicly available, only the above NTSB notice.



Only newspaper and TV information available.



GAJSC



General Aviation Joint Steering Committee

Pilots and Medications

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

Outreach Month: July 2017

Topic: Pilots and Medications

The FAA and industry will conduct a public education campaign emphasizing the best practices for determining whether medications prescribed for or acquired over-the-counter (OTC) by pilots are hazardous to flight operations.

Background:

Several studies published by the FAA Toxicology Laboratory on toxicology samples of deceased pilots indicated the presence of illicit drugs, and prescription or over-the counter medications in 42% of subjects tested. While NTSB and FAA have not necessarily cited drug or medication use as a causal factor in these accidents; the magnitude of these findings poses two questions. Have the drugs found in recent investigations, diminished pilots ability to safely conduct flight operations? Have the medical conditions requiring use of those drugs compromised pilots ability to fly safely? It may be impossible to say after the fact to what extent a drug compromised a pilot's capability but it's safe to say that a consultation with one's Aviation Medical Examiner (AME) is a good idea before flying while using any drug.

Teaching Points:

- 42% of pilots in fatal crashes had some sort of drug/medication in their systems during the flight.
- Some of these medications carry very specific warnings against operating machinery or motor vehicles or performing tasks requiring alertness. Flying certainly is included, even in a glider or hot-air balloon.
- Illicit drugs always impair human performance.
- Healthcare providers may prescribe drugs that could compromise pilots' abilities – especially if the doctor is not aware that the patient is a pilot.
- Combinations of prescription and OTC medications can be particularly dangerous. Pilots should consult their AME before taking a combination of medications.
- AMEs are trained to advise pilots on negative and positive effects of drugs with respect to aviation.
- Pilots must truthfully report all medical conditions and drug use on their medical application forms and should consult their AME with respect to all medical conditions and drug use before flight.

References:

- [Pilots and Medication Power Point](#)
- [Guide for Aviation Medical Examiners](#)

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



Arizona Gold Seal CFII [Bob Littlefield](#) has just released his latest aviation book, ***Fly the Glass Cockpit Like a Pro***.

This book examines how advancing technology is changing aviation, and gives pilots the tools and knowledge they need to fly safely in this new environment. ***Fly the Glass Cockpit Like a Pro*** explains these changes in plain English, from the pilot's perspective, and shows how they are creating a *new way of flying* in the Digital Age.

Fly the Glass Cockpit Like a Pro first examines several technologies which have really "taken off" in the last seven years - NextGen, personal devices such as tablet computers and smartphones, drones, and cybersecurity. Next, ***Fly the Glass Cockpit Like a Pro*** examines "The Glass Cockpit Revolution" - how it happened, what it means for pilots and how to use glass cockpit technology to fly safely and efficiently. The book includes chapters on "Mastering the Glass Cockpit" and "Flight Planning In the Digital Age."

Fly the Glass Cockpit Like a Pro is available on [Amazon](#) as a paperback (\$14.95) or as a Kindle e-book (\$9.99).

www.flightskills.com

APA Scholarship Winner Takes Flight in the Backcountry

By Rick Bosshardt

As many of you who attended the “sold out” Arizona Pilots Association’s Annual Meeting on May 13th know, we awarded three Scholarships to deserving young pilots-to-be. From these immensely talented and motivated high school students, who are also involved in extra curricular education in aviation related fields, the Scholarship committee of the APA selected three for this honor. Being one of the members of the Scholarship Committee, I can attest to the difficulty in selecting these three from the 9 outstanding candidates that put forward their applications.



To this end, all three of the Scholarship Committee members offered airplane rides in their planes to any of the applicants and winners that wanted a ride.

I had already given one of the winners a ride during an early spring Young Eagles event at Falcon Field, but I was contacted by the other two winners subsequent to the scholarships being awarded. I managed to get one flight done before I sold my demo plane, and I promised the other a ride as soon as I get my new, and “upgraded,” Carbon Cub in the fall.

So on May 31st I had the distinct pleasure of taking Kayla Phillips, one of our scholarship winners, up for her first flight in a true “backcountry” plane. I wanted her to experience the different kind of flying that such a plane can offer, and to show her that even though her goal is firmly set on being a Captain for an airline in the future, that there are a myriad of different types of planes, and thus many different missions that can be flown!

We started off with a low and slow flight up the Verde River Valley, being sure to keep a bit offset because of the current Eagle nesting period. We opened both the window and door, and were on a “mission” of spotting wild horses! I was truly amazed that for the very first time on my many flights up the Verde, we didn’t see a single one!

It was super great to see that Bartlett Lake is almost full again. As we flew from there to Horseshoe Lake, we saw the water level was just low enough to see the Indian Adobe ruins on the northeast side.





From there we climbed up and over the Four Peaks range, and headed for our destination, Buzzards' Roost. As the new "caretaker" for the strip/field for the APA, I wanted to land and check out the conditions. The ground was nice and dry, although a bunch of 1-2' weeds had sprouted up from the recent rains on the meadow that we landed in. The tundra tires made quick work of it, and Kayla experienced her first (voluntary!) off-airport landing!

The return flight took us on a low pass over Grapevine (88AZ) to show her the handiwork of the APA volunteers, and then back to Falcon.

Its really great to feel the passion and excitement from a young person today who loves all things aviation, and Kayla promised to come out with her dad (they are both camping enthusiasts) to our next fall Grapevine event, to camp with all the pilots and to meet more APA members.

Congratulations to Kayla and all the winners and applicants. May your aviation careers be long and rewarding!

Rick



Dear Scholarship Committee

I wanted to take a moment and thank you for choosing me for the 2017 APA Scholarship. I was honored to attend your annual meeting, thank you for your generosity. This will allow me to pursue my goals, and I hope to be a good representative for the APA in the process.

Thank you!!

Josiah Plant

A Few Words About Safety

“

Denny Granquist

“Assumptions can lead to unsafe operations.”

“Memorizing the checklist is not as important as knowing the checklist.”

”



UNITED STATES MARINE CORPS
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MARINE AIR GROUND TASK FORCE TRAINING COMMAND
MARINE CORPS AIR GROUND COMBAT CENTER
BOX 788105
TWENTYNINE PALMS, CALIFORNIA 92278-8105

5000
5A
23 Jun 17

Dear Sir or Ma'am:

On June 23rd, the Federal Aviation Administration (FAA) approved Temporary Special Use Airspace (SUA) for Large Scale Exercise (LSE) training at Marine Corps Air Ground Combat Center (MCAGCC) following completion of its regulatory processes, including aeronautical and environmental reviews, and consideration of public comments. The Marine Corps will use this Temporary SUA to accommodate planned LSE training in August of 2017 (LSE-17). The Temporary SUA will only be activated in support of the planned military exercise, and once the exercise is complete the airspace will return to its previous designation and uses in the National Airspace System (NAS) - as we do now with SUA already established to support training at MCAGCC.

Marines must train as they fight. Realistic training is critical to achieving mission success - and sufficient SUA enables training with aircraft, airborne and ground fires, and the operations to support these activities in the manner they would be undertaken in the combat theater while maintaining the safety of others using the NAS. This Temporary SUA represents an interim solution, one that does not fulfill all LSE training requirements, and falls short of meeting Marine Expeditionary Brigade (MEB) training requirements. But, it will enable the Marine Corps to undertake meaningful, large-scale, combined-arms and maneuver training in the new training lands provided by Congress in the safest and most efficient manner for all users of the NAS.

Lessons learned from LSE-17 will be incorporated into a modified Permanent SUA proposal that supports all MEB training requirements while minimizing impact to the NAS. Since the development of its original SUA submission in 2014, and subsequent proposals for Temporary SUA in 2015, and 2016, the Marine Corps has worked closely with the FAA and stakeholders to acquire the necessary joint-use Permanent SUA that will fully support the congressionally mandated MEB training.

The enclosed Airspace Information Paper, and additional information regarding the Temporary Special Use Airspace and military training requirements is also available on the project website at:
<http://www.29palms.marines.mil/Staff/G5-Government-and-External-Affairs/Airspace/>

If you desire more information, please e-mail SMBPLMSJOHNSONVALLEY@usmc.mil, call 760-830-3737, or visit <http://www.29palms.marines.mil/Staff/G5-Government-and-External-Affairs/Johnson-Valley/>

Sincerely,

J. M. RICKER
Assistant Chief of Staff, G-5



**Marine Air Ground Task Force Training Command (MAGTFTC)
Marine Corps Air Ground Combat Center (MCAGCC)
Twentynine Palms, CA
Land Acquisition/Airspace Establishment in Support of
Large-Scale Training Exercises**



The Project Update Notices provide new information to augment public documents available on MCAGCC's Land Acquisition Study webpage.

Project Update Notice #23, June 26, 2017

➤ **Marine Corps Seeks Special Use Airspace (SUA) to Support Marine Expeditionary Brigade (MEB) Training in Newly Acquired Training Lands Aboard MCAGCC**

- The Marine Corps met with the Federal Aviation Administration (FAA), as well as national, regional and local airspace stakeholders, throughout the development of its original SUA submission to the FAA in 2014. The 2014 SUA proposal was developed and modified throughout the preparation of the 2012 Final Environmental Impact Statement, which studied the impacts of providing sufficient training land and airspace to meet the Marine Corps' MEB combined-arms, live-fire and maneuver training requirements. It was developed to provide MEB level training while mitigating impacts to other users of the National Airspace System (NAS).
- The process of gaining permanent joint-use SUA can take several years to complete. In the interim, temporary solutions were proposed via a *Temporary* SUA proposal submitted in October 2015 to support the large scale exercise (LSE) that took place in August 2016. The FAA could not complete the processing, resulting in a modified exercise that did not fulfill MEB level training requirements. To support the necessary training airspace for a planned LSE in August 2017 (LSE-17), the Marine Corps submitted another *Temporary* SUA proposal to the FAA in October 2016.
- LSE-17 *Temporary* SUA is a subset of the required SUA to fully support LSE/MEB training in MCAGCC's new range lands.
- The revised *Temporary* SUA proposal in support of LSE-17 was approved by the FAA on June 23, 2017 after the completion of regulatory processes for establishment and modification, which included a public comment period.

➤ **Temporary SUA Granted in Support of August 2017 Large Scale Exercise**

- The *Temporary* SUA granted by the FAA to support LSE-17 provides safety for all users of the NAS and operational capabilities with a *Temporary* Restricted Area (RA), seven new *Temporary* Military Operating Areas (MOAs)/Air Traffic Control Assigned Airspace (ATCAAs). The *Temporary* SUA creates expanded or modified existing MOAs contiguous to the southwestern, southern and eastern boundaries of the MCAGCC training range.
- The *Temporary* SUA is activated only in support of LSE-17 and once the exercise is complete, the airspace returns to its previous designation and uses in the National Airspace System (NAS).
- The *Temporary* RA is contiguous to the northwestern boundary of R-2501 and directly over the new training lands.
- The *Temporary* SUA allows for:
 - Airspace to support LSE-17, a Large Scale Exercise to be conducted in August 2017;
 - Activation of SUA only in support of the planned LSE-17; and,
 - Use of *Temporary* SUA above 27,000' MSL only 2 days (days to be determined) and for only 4 hours each of those two days.
- The *Temporary* SUA is described and activated via Notice to Airmen (NOTAM). The FAA NOTAM published June 22, 2017 identifies only 6 MOA, not identifying the Marine Corps intended use of a *Temporary* High Bristol ATCAA. (NOTAMs do not address temporary special use airspace/ATCAA above FL 180.) The times of use and altitudes for *Temporary* High Bristol ATCAA are shown in the table on page 2, along with those for other SUA used in LSE-17.
- Coordination for the *Temporary* SUA to support live fire and maneuver training for LSE-17 will occur daily between LA Center (FAA) and MCAGCC. Any changes to the planned *Temporary* SUA would be published in an updated NOTAM - **recommend all aviators to check the NOTAMS daily to be fully informed of any potential changes to the Temporary SUA associated with LSE-17 training activities. Please see the next page for the graphical depiction of the Temporary SUA.**

For Further Information, Please Contact

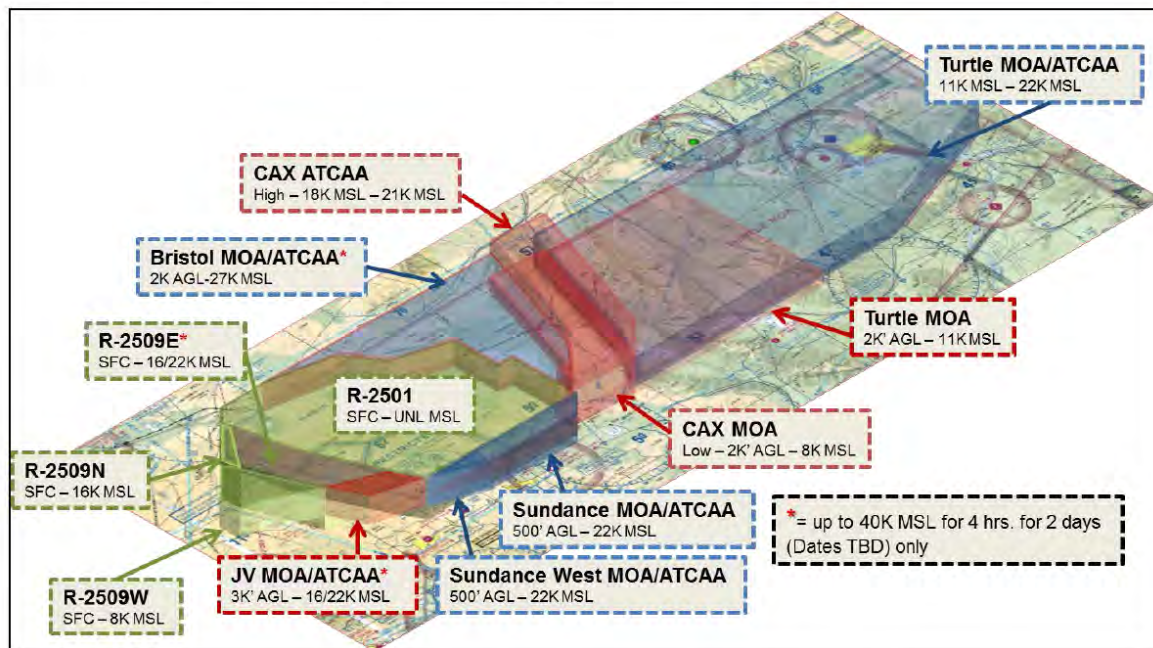
29Palms Training Land/Airspace Acquisition Project

(web) <http://www.29palms.marines.mil/Staff/G5-Government-and-External-Affairs/Airspace/>

(e-mail) SMBPLMSJOHNSONVALLEY@usmc.mil – (phone) 760-830-3737

(mail) MAGTFTC, MCAGCC, Bldg. 1417, Box 788105, Twentynine Palms, CA 92278-8105

The below graphic depicts the LSE-17 *Temporary* SUA and flight levels and current SUA. The green to the West of R-2501 represents new *Temporary* RA with the other colors representing MOAs, the blue being already established MOAs, and the red shaded areas being new *Temporary* MOAs in support of LSE-17.



Airspace for LSE-17	Initial LSE-17 training activities	Culminating LSE-17 training activities
R-2501	SFC – UNL	SFC – UNL
<i>Temporary</i> R-2509E	SFC – 16K' MSL	SFC – 22K' MSL (to 40K' MSL up to 4 hours on 2 days, TBD)
<i>Temporary</i> R-2509W	SFC – 8K' MSL	SFC – 8K' MSL
<i>Temporary</i> R-2509N	SFC – 16K' MSL	SFC – 16K' MSL
<i>Temporary</i> JV MOA/ATCAA	3K' AGL – 16K' MSL	3K' AGL – 22K' MSL (40K MSL up to 4 hours on 2 days, TBD)
Sundance (including <i>Temporary</i> Sundance High) MOA/ATCAA	500' AGL – 22K' MSL	500' AGL – 22K' MSL
<i>Temporary</i> Sundance West MOA/ATCAA	500' AGL – 22K' MSL	500' AGL – 22K' MSL
Bristol (including <i>Temporary</i> Bristol Low MOA and <i>Temporary</i> Bristol High ATCAA) MOA/ATCAA	2K' AGL – 22K' MSL	2K' AGL – 27K' MSL (40K MSL up to 4 hours on 2 days, TBD)
<i>Temporary</i> CAX Low MOA/ATCAA	N/A	2K' AGL – 8K' MSL (MOA) 18K' MSL – 21K' MSL
Turtle MOA/ATCAA	N/A	11K' MSL – 22K' MSL
<i>Temporary</i> Turtle Low MOA	N/A	2K' AGL – 11K' MSL

Key Points of *Temporary* SUA

- Uses current R-2501, Bristol, Sundance and Turtle MOAs per chart above
- Uses 3 *Temporary* Restricted Areas R-2509E/W/N and 7 *Temporary* MOAs and/or ATCAAs: JV MOA/ATCAA, Sundance High MOA/ATCAA, Sundance West MOA/ATCAA, Bristol Low MOA, Bristol High ATCAA, CAX MOA/ATCAA, & Turtle Low MOA
- R-2509N remains SFC to 16K MSL & R-2509W remains SFC to 8K MSL throughout LSE-17

For Further Information, Please Contact

29Palms Training Land/Airspace Acquisition Project

(web) <http://www.29palms.marines.mil/Staff/G5-Government-and-External-Affairs/Airspace/>

(e-mail) SMBPLMSJOHNSONVALLEY@usmc.mil – (phone) 760-830-3737

(mail) MAGTFTC, MCAGCC, Bldg. 1417, Box 788105, Twentynine Palms, CA 92278-8105

➤ **Marine Corps Agreed to *Temporary* SUA Proposal Modifications**

- Following the original *Temporary* SUA submission in October 2015, the Marine Corps and the FAA met and exchanged counter proposals to support required LSE-16 training, and then again for required LSE-17 training. The Marine Corps modified its *Temporary* SUA proposals to address FAA concerns.
- In response to public comments, USMC proposal increased the floor of Bristol MOA, Turtle MOA and CAX MOA from 1,500 feet AGL to 2,000 feet AGL; and, lowered the ceilings in CAX MOA and removed Turtle High MOA/ATCAA per FAA request. (Current, permanent Turtle MOA/ATCAA will be used 11,000 feet MSL – 22,000 feet MSL.)
- The *Temporary* SUA does not fulfill all LSE-17 training requirements – and falls short of the MEB training requirements, but enables the Marine Corps to undertake meaningful large-scale, combined arms and maneuver training in the new training lands provided by Congress in the safest and most efficient manner for all users of the NAS

➤ **Sufficient Permanent SUA is Required to Fulfill MEB Training Requirements**

- Marines must train as they fight. Realistic combined-arms, live-fire and maneuver training is critical to achieving mission success – and such training can only be achieved with sufficient SUA to utilize and coordinate aircraft, airborne and ground fires, and the operations to support these activities in the manner they would be undertaken in the combat theater
- MEB training is critical to the Marine Corps' ability to train its Marines and sailors to best succeed in fulfilling their duties as the Nation's contingency force in readiness; the *Temporary* SUA for LSE-17 will only support this specific exercise and does not permit the Marine Corps to meet all MEB training requirements.
- When the exercise is complete, the Marine Corps will apply lessons learned to refine procedures and/or airspace dimensions to better support future exercises. The Marine Corps will continue to work with stakeholders to create a modified Permanent SUA proposal for submission to the FAA that supports all MEB training requirements while minimizing impact to the NAS.
- Throughout the process, the Marine Corps will continue to manage established MCAGCC SUA, only activating the airspace when required for training and returning it to the NAS for joint use at all other times. The Marine Corps will continue to be a good neighbor in the Southern California airspace region.

For Further Information, Please Contact

29 Palms Training Land/Airspace Acquisition Project

(web) <http://www.29palms.marines.mil/Staff/G5-Government-and-External-Affairs/Johnson-Valley/>

(e-mail) SMBPLMSJOHNSONVALLEY@usmc.mil – (phone) 760-830-3737

(mail) MAGTFTC, MCAGCC, Bldg. 1417, Box 788105, Twentynine Palms, CA 92278-8105

PAYSON CAMPOUT

By Richard Reuland of EAA Chapter 228

The campout hosted by Dave McNeil at the Payson airport campground was enjoyed in near perfect weather conditions May 26 through May 29. A large gaggle of RV fliers from California, Oregon, and Arizona attended, with most arriving on Saturday afternoon. Several drive-in pilots also assisted in the campground activities. A few flew in Saturday morning, along with a multitude of others to join us for breakfast, but did not camp. There were approximately 7 or 8 campsites occupied with 5 or 6 more available. The campground is really outstanding for fly in camping with a lot of amenities. There are fire rings and wood available when open fires are permitted.



Getaway Flight to Zion, Utah—August 25-27, 2017

If you've never experienced Zion National Park, this would be a great time. We plan to fly into St. George Utah (KSGU), rent a car, and drive into the park. KSGU has a wide selection of rental car brands available and if you'd like to share a car with another party please let [Brad Lawrence](#) know and he'll pair up parties to ease the budget and minimize parking hassles. The trip from the airport to the lodge is 30-45 minutes.

The hotel we are reserving is the Cable Mountain Lodge. Very comfortable digs indeed. The park is in high season at this time and the hotel rates reflect this. We urge you to make hotel reservations *immediately* in order to secure a room. You can cancel it up to 72 hours before your stay. There are plenty of sites to see as well as short and long hikes. The scenery is absolutely gorgeous and the whole valley is breathtaking.



Zion National Park - View of the main valley looking north.



St. George, Utah airport—new in 2011

The “new” St. George Airport was opened in early 2011. Most of us are familiar with the original airport closer to town that was on top of a butte. This new airport had been in the planning for 20 years with the objectives of commercial expansion. It has several scheduled airlines. Elevation is 2850' with a 9300 x 150 runway. The FBO on the field, “Above View Jet Center,” offers 100LL at \$4.75.

The alternate airport to access Zion is in Kanab, Utah. It is about the same distance to the park as from KSGU, but the rental cars and aviation services are limited which makes St. George the better choice.

RENTAL CARS All the national brands are available at KSGU. For car rental sharing call or email Brad Lawrence 602-460-4286 / bradale@gmail.com

HOTEL [Cable Mountain Lodge](#) (Direct # 435-772-3366)

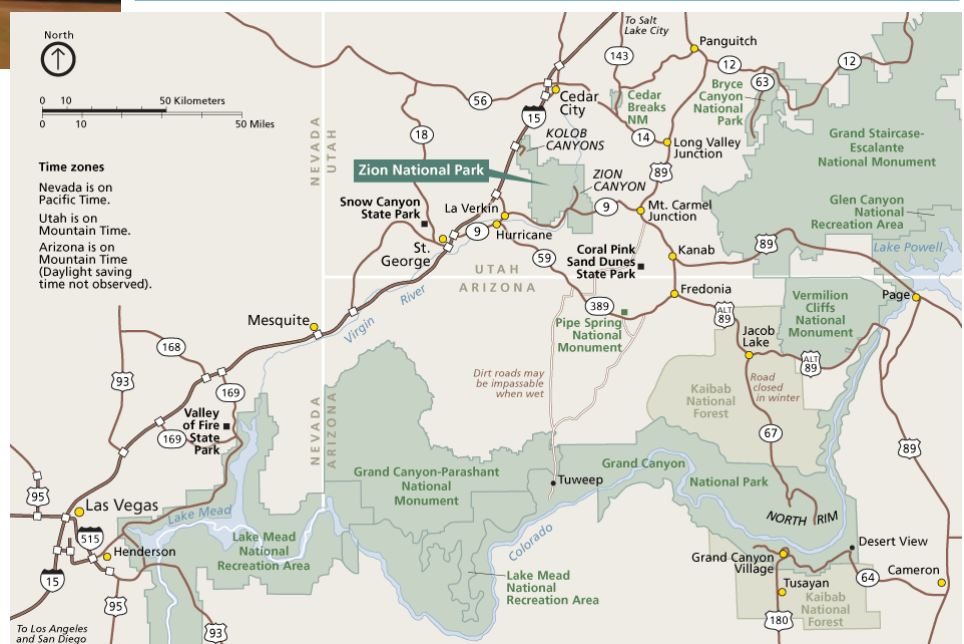
Make reservations now! You can cancel within 72 hrs.

www.cablemountainlodge.com

DRESS Footwear: sturdy walking shoes/boots. August temps in the day are upper 80s, lows at night high 60's. Take plenty of sunblock, sunglasses, water bottle, camera, and the usual light hiking gear.

ITINERARY Friday Aug 25 - 1:00 Meet in lodge lobby

Email or Call Brad Lawrence with confirmation of your intentions to make the trip along with the arrival date/time, number in your party, home base, and tail number. Most flyers will arrive at St. George mid to late morning on Friday Aug 25, pick up their cars and drive into the park. Saturday arrivals can join in, and a specific itinerary will be published next month. **602-460-4286**
bradale@gmail.com



MEMBERS' PHOTO CORNER

*Thank you to **Alexander Pena** for this month's photos!*

Where will you go next? Send your photos to newsletter@azpilots.org!



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

De-ja vu, All Over Again

By Howard Deevers

The opinions expressed here are my own, and not necessarily those of Arizona Pilots Association or any other aviation association.

It was like hearing an echo, the same words, with a few more added, but from a different President.

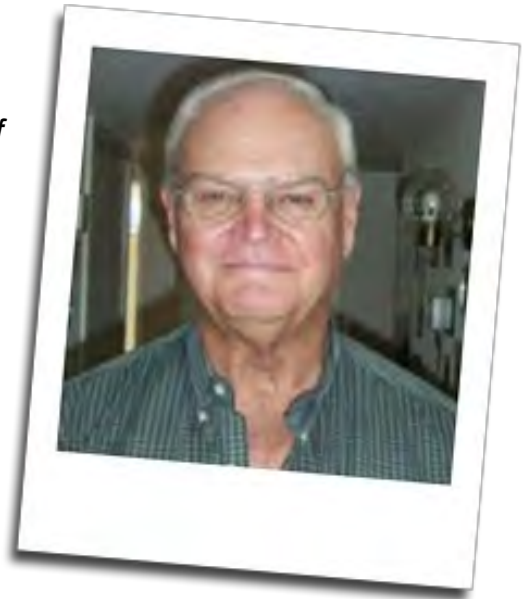
Trump said: The nation's air traffic control system was designed when far fewer people flew. Then he called the system, "Ancient, broken, antiquated, and horrible, stuck painfully in the past."

The echo was there. Any time the government wants to change something, they claim that it is "broken." Not just aviation; witness health care. We heard from other presidents that it was "broken." After a black-out due to a powerline failure, the nation's grid was said to be "crumbling."

This time some more adjectives were added to broken: ancient, antiquated, and horrible. Going back several Presidents, the words seem to be mostly the same, and it does not make any difference what party you or I voted for. The Clinton administration proposed user fees, the Bush administration proposed user fees, and the Obama administration proposed user fees. Each one had its own flavor, but the bottom line was the same.

General Aviation, through organizations like APA, AOPA, EAA, and others, were able to lobby Congress to oppose user fees. The administrations have finally figured out that user fees are not going to be passed by Congress, so let's go a different route. If the government "privatizes" ATC, then Congress won't feel the heat from the public, such as general aviation fliers.

It is really hard not to get emotional about this issue. I have been hearing about user fees almost before the ink was dry on my private pilot certificate. Emotions overflowed after this last Presidential election, and we saw civil unrest all over the country. It didn't help.



General Aviation is a small group in the overall picture. We are not going to block traffic at airports or try to do other stupid things to get attention. Are we going to win this battle one more time? Only time will tell.

First we must understand that the system *is not* broken. The system we use today evolved over many years, and it still is evolving. Many of the instrument approach systems were developed during the Berlin Air Lift, were revised over time, and still work today. They may be old, but they are not broken. Newer navigations systems have become common since

that time, and are still being developed such as GPS navigation. Of course, GPS did not exist at all during the Berlin Air Lift. ADS-B was to be our most important system in aviation, and was called "The Next Generation of Air Traffic Control (NextGen)," and it is not even fully in effect until the year 2020.

You can be sure that this is NOT about fixing a "broken" ATC. This is about money. Air Traffic Control is a complicated and very complex system. It also has a lot of legal issues attached to it. For example: did you know that the various Centers (ARTCC) across the country actually co-operate with each other under a legal document agreed to by each party? The areas agreed to by the Centers are not just random lines on a map (in this case a Sectional, or En Route Chart). The FAA managers of these areas meet to discuss how and where air traffic will be handed from one Center to another, and a letter of agreement is drawn up.

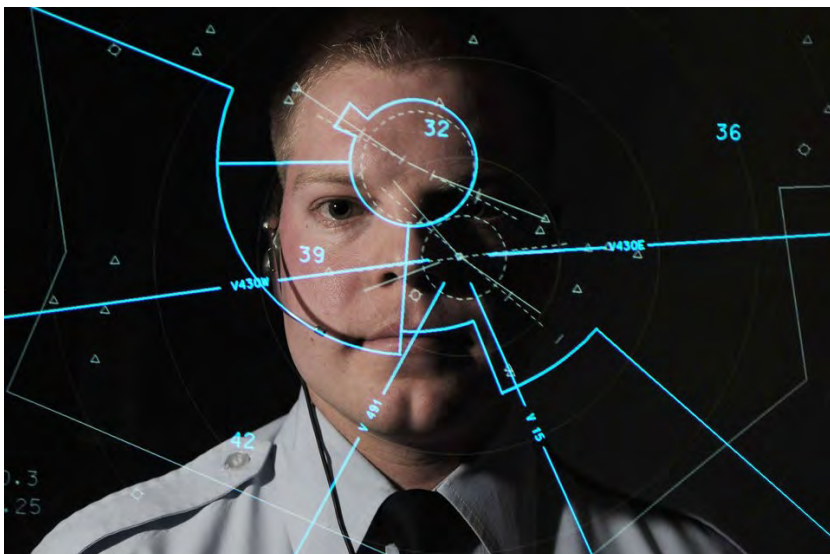


The Approach Control that operates within the ARTCC is also by letter of agreement. The Phoenix Approach Control took over the airspace over PRC, FLG, SEZ, and P52 in an effort to improve service and safety. For that to happen, many meetings and discussions had to take place first. All pilots that fly in these Arizona airspaces enjoy the fruits of those labors. How can you "fix" something that constantly works to make its self better?

What about the money? The system of fuel taxes that we have been paying for many years works just fine. The bigger planes that use *more fuel*, pay *more taxes* into the system. The Piper Cub won't pay much in tax, but will use much less of the services than the bigger planes. It works out about right for all. To replace that simple system by "privatizing" the ATC will require a new system to collect the money. That new system is not likely to be more efficient than the present system, and probably will cost more to administer, thus being even more expensive.

Aviation is a transportation system, so was the railroad system. Passenger rail service went to a private organization in 1971. AMTRAK has had to fight for everything they need every year since that time.

The nation's highway system was financed by taxes on fuel. Have you ever driven behind a truck that had the dollars in taxes it paid a year ago painted on the back of the truck? Sure, they paid a lot of taxes, but they use the highways a lot more than a family car that travels mostly around the town they live in. By the way, in the end, all taxes paid by corporations are included in the price of the



products you buy; consumers end up paying all taxes. Now we are hearing that those taxes can't fix the roads and bridges that were built 50 or 60 years ago. So, what is next? Privatize the highway system? Can you imagine the interstates being managed by a private corporation run by the commercial trucking industry? It is being talked about, but I doubt that the public will go for that.

Are we "stuck in the past?" Not really. After all, we do have "NextGen" ATC that will, or is already, costing General Aviation lots of money to equip the fleet. What happens after NextGen? Do we

have a "NextGen II?" I'm not thinking that this is the end of ATC. Maybe it is just another evolution. After all, aviation is just a little over 100 years old and has constantly changed and evolved over that time. *The United States has the safest and most efficient air traffic system in the world.* When our Government talks about "fixing" that, it is time to worry.

On my way back to Marana, Arizona, I was handed off to Tucson Approach Control. The woman controller was busy helping an airline going east out of Tucson. The area was ripe with the summer storms that develop in the afternoon. That controller was doing a great job of helping the plane avoid nasty weather. After reporting that I had Marana, the controller said "frequency change approved." I responded in the usual proper way, then added: "As my final sign off, ATC *is not broken.*" The controller got it, and gave me a laugh, and a "thanks." I know we will never get the airlines to sign off with a slogan like that, but maybe if General Aviation pilots did that enough, it would catch on. (Only my opinion, of course.)

Want to know more about Air Traffic Control, NextGen, proper communications, iPad navigation, or many other subjects? Check the Arizona Pilots Association website, and come to a safety seminar near you. If you have a subject suggestion on something we have not covered, contact us. We can make presentations for you. And, don't forget to "bring your wingman."

Howard

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GAARMS REPORT

JULY 2017



By Fred Gibbs



THE FUTURE OF FLIGHT SERVICE

On June 16 and 17, my wife Kelly and I attended the National Weather Service's Southwest Aviation Weather Safety Symposium, held this year in Long Beach, California. Friday was weather forecaster and meteorologist day, with some very technical presentations on some very interesting weather initiatives. It was well attended by the NWS folks, with representatives from all over: Washington, DC headquarters, several of the Regional offices, and several of the Center Weather Service Units (CWSU's) from several ARTCC facilities located here in the western part of the US. One exception was my wife: this stuff was certainly NOT up her alley!

Saturday was pilots' day, with over 60 pilots attending in addition to the weather folks –quite a full house! Kelly did attend “most” of this day, but I think only to critique my presentation! Most of the programs were about what the NWS was developing to further improve weather products, forecasting and hazardous weather detection, including a presentation on the demise, or getting rid of, the old Area Forecasts and replacing them with a graphical product for easier reading and understanding. There was also quite a lively discussion on “Raw Data” vs. plain text, and the “why” factor for raw data.

My presentation was on the future of flight service and the services you receive today. What the future holds could be very interesting. For instance, the FAA is looking to significantly diminish those services by pushing the burden of ascertaining a pre-flight briefing onto the pilot through the use of automation instead of talking to a briefer. For many of you, that doesn't pose any problem – you simply continue to use your computer and/or iPad to get the weather as you always have. For others who grew up with flight service and despise computers, it will pose a problem. However, for all of you, the devil is in the details. Ever wonder why flight service keeps you on the line so long and gives you all that “STUFF”? The answer is simple – the Flight Standards organization, responsible for maintaining standards and safety have, over the past 60 plus years, determined what they think is necessary for you to know prior to departing on a flight, and flight service is RESPONSIBLE AND HELD TO THOSE STANDARDS to ensure any pilot receiving a standard preflight briefing receives all that information. Notice I keep referring to a preflight briefing, NOT a weather briefing! That is because a preflight briefing includes both meteorological (weather) information and aeronautical information (NOTAMs,



TFR's, Presidential movements, etc.), data usually only available from flight service in any kind of a timely manner. Penetrate a Presidential Movement Area and you WILL hear from the FAA after being intercepted, and the excuse, "I did not know about that notice," cuts no ice. Flight service would have told you about that – that is their job! However, now the FAA is talking about putting all of that responsibility on you, the pilot. Do you know where to go to get it? Can you read and decipher what it says? Can you read and understand NOTAMs? Your acceptance of doing self briefings implies you can do all that, including the reading, deciphering, and understanding of all meteorological and aeronautical data. A saving grace is that - while the FAA would like to eliminate flight service to save money, but not your life – they reluctantly acknowledge that some flight service specialists will still need to be available to the pilot community, sort of like a help desk, but reaching them may not be a quick process. In the old days, one performance metric strongly adhered to was a national call answer time, or an average wait time for a briefer to answer the phone. The old standard was 20 seconds; the new proposed standard is 3 minutes, on average. Flight service will become like the banks – most transactions are done outside at the ATM. When you have a problem, or a complex transaction, you need to go into the bank – and wait in line for whatever amount of time it takes for the lone teller to handle everyone's complex, and usually long, transactions. It often gets frustrating having to wait so long, right?? Well, that is what will happen under the new FAA Future Flight Service Program.

The flip side of that coin is the safety aspect. OK, push the preflight briefing onto the pilot. Are you as smart about weather as a flight service specialist? Can you read and decipher the weather as well as a flight service specialist? Do you actually know the requirements of FAR91.103, Preflight Actions? As a side note, learning to fly in Arizona does not prepare you weather-wise to just take off and fly into southern California, the Oregon or Washington coast, or mountains, or even into the mid-west. Arizona has NO weather to actually experience. It is 350 days of severe VFR and 15 days to not even go out of the house, so the weather decision is a no-brainer. This is not so in other parts of the country. We even turn out instrument rated pilots with no experience in weather and no actual IFR!!

Technology is a wonderful thing, but it also has its downsides. I hear students say:

"I don't need to know that; I will just look it up on Google!"

"I don't need to learn that; my electronic calculator will do that for me."

"I let the autopilot do most of the flying."

"I don't need to know pilotage, I just fly the magenta line."

"Why use or understand VOR navigation, I only use GPS!"

"I DON'T NEED TO KNOW ANYTHING; I JUST ASK SIRI..."

So, to help vent my frustrations, I found this great sign for my deck. It says:

**"WHERE ARE WE GOING?
AND WHY ARE WE IN A HAND BASKET?"**

PS: I think it has far more implications than just flight instructing!!!

AVALON, CATALINA ISLAND

After the symposium, Kelly and I jumped back into “The Speed Monster” and winged our way all 26 miles across the sea to Santa Catalina Island, landing at the famous “Island in the Sky” airport. Check out the approach... you do not want to be high or fast or land long – it could be hazardous to your health. Now, it is 3000 feet long, slightly uphill, landing to the west on runway 22, and not a big deal as long as you land correctly, at the right speeds, and the right place on the runway, like the first 500 feet!! If you land a little bit long, it looks like you are running out of runway quickly, because the last 500-800 feet slopes back downhill, and you can’t see the end of the runway until you crest the rise, raising the pucker factor considerably!! Same thing happens on takeoff; you think you are running out of runway and have a tendency to pull up too early and too slow! And, by the way, landing and parking fees apply, so bring money...



PS – DO NOT CALL FOR A CAB TO COME PICK YOU UP TO GO INTO AVALON, BECAUSE THAT WILL COST YOU OVER A HUNDRED BUCKS IN TAXI FARE!! The airport runs a shuttle van into town for only \$32. After you pay your landing and parking fees, just ask the airport attendant to purchase a ticket on the shuttle van. He works on the 2nd floor in what looks like a tower, but it isn't. There is only Unicom there...



The ride into Avalon is a real trip, down through the mountains where the buffalo roam... literally!! The road is a monument to switchbacks, steep cliffs, and outstanding views. The airport is 1600 feet above sea level, and Avalon is at sea level. Oh, did I mention the road is not paved!! And you have to watch out for the buffalo wandering all over the place, but Avalon is a fantastic spot for a quiet, relaxing get-a-way... almost like being on a Greek island.

We departed there on one of the hottest days of the year, and we were quite aware of the density altitude issues, not only for the airport, but for our cruising altitude coming home. I worked SoCal approach all the way across California and Albuquerque Center the rest of the way home, climbing to (slowly because of temperatures) and cruising at 11,500 feet. OAT at 11,500 feet was a PLUS 12 Centigrade! Standard temperature (ISA) for 11,500 feet is -8 centigrade, thus it was 20 degrees Centigrade warmer than standard! We were also on oxygen, even though we were only at 11,500. We made it from Santa Catalina to CMR (Williams, Arizona) in 2 hours 20 minutes. Why Williams and not Flagstaff you might ask? Well, I had to move the airplane off of the Flagstaff airport during the week of runway repaving, and left the car at the Williams airport when we departed for Long Beach, plus I got to fill up the Monster with cheap gas when we got back! A great flight, even if the haze and smoke layer topped out at over 12,000 feet, screwing up our usually great 100 mile visibility!

BASIC MED

On an entirely different subject, I now hold a new 3rd class medical dated June 22, 2017, as well as a new BasicMed certification and certificate dated the same day. It was easy. The Doc just did both at the same time, using the class 3 requirements and filling out the BasicMed forms I prepared beforehand and provided to him. (Make sure you and your doctor keep a copy for the record). Those forms become your medical certificate in lieu of the 3rd class certificate. Then I went home and did the required online BasicMed course, completed the quiz, entered the appropriate data required by the

FAA, and printed out the course certificate. Why both you ask? Well, just in case you did not know, you CANNOT fly into Mexico using a BasicMed medical. So, I got both just in case I need to go there, or into Canada or any other country in the world. BasicMed is only valid for private pilots flying in the US. If you fly commercially, except for flight instructing and/or banner towing not for fee, you CANNOT use BasicMed. I recommend that if you own your own airplane, make a copy of the BasicMed forms and the certificate and put them in your airplane with the registration and airworthiness certificate and never take them out again until you replace/update your BasicMed course certificate 2 years from now.

As an active instructor doing lots of BFRs, I currently require all BFR applicants to do the Flight Review course, ALC-25, online prior to their BFR and I include a copy of that certificate in my/their record of the BFR. Tomorrow I think I will also start requiring a copy of the BasicMed certificate, and I may just recommend that everyone do the BasicMed course in conjunction with their BFR. It makes your and my life (as a CFII) easier and helps you to stay current and legal.

SAFETY PROGRAMS

There are a lot of FAASafety programs on the schedule over the next couple of months all around the state, so go to WWW.FAASAFETY.GOV and click on "Seminars" and check them out. You might find one that interests you. Should you desire a particular safety or educational program, like the BasicMed program, at your local airport or pilot meeting, simply contact me directly at fredgibbs@npgcable.com, or call me at 410-206-3753. The Arizona Pilots Association provides the safety programs at no charge. We can also help you organize a program of your choice, and we can recommend programs that your pilot community might really like.

Fred



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!!!

Davis Monthan Boneyard Tour

By Jordan Ross

As of 5-1-17 significant changes in procedure for taking the "boneyard" tour at Davis Monthan AFB in Tucson, Arizona, have been implemented. The tours are run by the Pima Air and Space Museum (PASM) which is located next to Davis Monthan AFB. In the past you could simply buy a ticket for the tour at the admissions desk, get on the bus, and be taken around the acres and acres of stored aircraft. You could not get off the bus, but it was and is a most interesting tour.

Anyone contemplating taking the tour needs to first read the [information on the PASM website](#).

Now, when you go buy your tour ticket, the clerk will ask you to read a printout they have of the information which is on the website. It contains information about what you need to do in order to be allowed to take the tour. You must acknowledge you have read it and understand what it says.

Note that tickets for the tour are sold on a first come, first served basis. They do not sell them in advance or take reservations so the earlier you get there, the better the chances tickets will be available. The museum opens at 9:00AM. Check ahead to make sure they are open on the day you plan to go. Tours are not conducted on Saturday or Sunday.

Once you have paid for your ticket, you go to another counter where a clerk will ask you for identification and your Social Security number which is recorded on a form you have to sign which includes a liability waiver. You are then issued a boarding pass for the tour bus and assigned a number.

You then go outside to the area where the line forms to get on the bus. Boarding begins after the clerk who took your ID and SS number brings the driver and docent what they call "the paperwork" which they have to show to the USAF military police once you get to the base. Side note: it would be wise to use the restroom before getting on the bus.

To get on the bus you need to again show your ID (drivers license in my case) and give the docent the boarding pass you were issued. The bus is a very nice one. Big, air conditioned, comfortable seats, and with huge windows making viewing and photography easy. The docents who narrate the tour are knowledgeable and



friendly and most willing to answer questions from the guests, and so was the bus driver.

The bus takes the group to the main base entrance, about a 10 minute drive from the museum. Upon arrival the bus goes to what is called the "holding area" manned by armed military police. Everyone has to get off the bus and take their possessions with them. Passengers are directed into a building used to inspect vehicles. Once everyone is in the building the doors are closed until the military police have concluded whatever passenger checking and bus inspecting they need to do. Assuming no problems, in about 15 minutes everyone is allowed to re-board the bus and the tour begins.



The main gate is on the far side of the base from the boneyard which requires the bus drive through the main part of the base to get to it. No photography is allowed until the bus arrives at the start of the boneyard tour.

The tour itself is very well conducted. The bus slowly creeps along the roads between rows and rows of stored aircraft and the docent explains what kind of aircraft they are, what role they served, and a little history about the more interesting ones. It takes around an hour and a half to complete the tour circuit.

Assuming you have no problem with the security driven requirements to take the tour, I highly recommend it. Just be prepared. Whether you take the tour or not, a visit to this great museum is always a wonderful experience.

Jordan

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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 (480) 488-3571			
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			

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 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

Newsletter Contributors

Article Deadline

20th Editor reminds the Team to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

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!



APA Clothing

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Volunteer 501 (c) (3) Organization

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