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# President's Report

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*Hello Arizona Aviators and aviation enthusiasts,*

It's been a busy month with the monthly Grapevine Fly-in, Copper-state, and a number of other fun aviation related activities around the state. I hope you will find the time to read through the entire newsletter and check our website, [www.azpilots.org](http://www.azpilots.org), to see what you may find of interest. As backcountry pilots, we have a strong group of pilots who are excellent stewards of public lands and "leave no trace" by "packing it in and packing it out." Well, I recently joined the Natural Restorations organization to help do some cleanup of the desert along the Lower Sycamore Creek Road.

Thanks to all of you that take pride in our Arizona lands and help demonstrate to the land managers and owners that we are the kind of people they want on their properties.

Have Fun, Fly Safe,

*Tommy*



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# Executive Director's Report

Jim Timm — November 2017

It looks like the Arizona fun flying season may have officially started with the Copperstate Fly In at Falcon Field at the end of October. The weather was good, and it looked like quite a few people flew in for the event. In addition to many vendors, the APA was there, and it was a pleasure to have had the opportunity to meet and visit with many of you that stopped by the display to see us. With the cooler weather finally here, there are going to be many more aviation events coming up, and I'll be looking forward to meeting many of you out there. So in the meantime, fly safe, and we'll be watching for you.



Well, it looks like Washington, at the last minute, passed a short term FAA funding bill *sans* ATC privatization, but the fight still isn't finished. I haven't heard anything very definitive, but apparently this privatization issue isn't dead by any means. At the moment, I'm being told that the best thing we can do is to continue keeping the pressure on all of our Washington legislators, and continue calling them on occasion, reminding them of your continued opposition to the so-called privatization of ATC. If we don't win, I fear our aviation future could really be grim!

## MISCELLANEOUS ITEMS

I know, this is really monotonous, but we continue to get last minute notices of GPS interference testing in our area; only this time, they're in locations a bit different than the usual. The locations now are San Diego for October 21 - 23 from 0700Z - 1059Z and Yuma for October 25 - 26 from 2030Z - 2230Z. The testing at San Diego probably wouldn't have affected much of Arizona except the western edges at very high altitudes. However, the Yuma location would have very likely impacted the central area of Arizona, and again, if anyone encounters 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, and altitude of the occurrence, and please advise APA also. In the year 2020 when almost everyone will be required to fly using ADS-B, I would think this interference testing would have to cease.

The old expression "here we go again" comes to use once more. What was supposed to have started in fall, the FAA is further postponing the implementation of the international flight plan format, also known as the International Civil Aviation Organization (ICAO) format, for all flight plans

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filed with Flight Service, within the National Air-space System, and to Canada, because testing inconsistencies among the FAA and its international partners remain unresolved. These are resulting from software discrepancies and problems in getting the system to issue flight-plan acknowledgement messages. The FAA is no longer giving a target date for the switch over from the present flight plan format to the ICAO format.

Even though the weather is cooling down, many of the airports around the state still have hot construction projects going on, including the

Phoenix area. Before taking off, be sure to check for NOTAMS at your destination airport so you don't have an unpleasant surprise awaiting you. Please fly informed, and fly safely.

Flight safety the last reporting period was not very good, with five accidents having been reported by the NTSB. The really bad news is that one of these five accidents resulted in two fatalities, one had two serious injuries, and one accident resulted in both minor and serious injuries. It's hard to believe that one of the accidents this reporting period was a mid-air collision where *both airplanes made a safe landing* and no injuries were encountered. See my November Aviation Summary for the accident details.

APA is still continuing to work with various airports around the state, providing the pilot and aircraft owner's perspective in the process of updating their Airport Master Plans. Adding to the list of airports that are updating their master plans, Mesa Falcon Field will be kicking off a master plan update process in November. The Superior Municipal Airport (E81) master plan update is being prepared, developing the present location rather than changing to a new airport location. An update of the Sedona Airport (SEZ), Flagstaff (FLG), and Grand Canyon Airport (GCN) master plans are also currently in process.

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

- The fly in breakfast at Coolidge Municipal Airport (P08), is on the first Saturday of the month.
- The Falcon Field EAA Warbirds Squadron fly in breakfast and car show is on the third Saturday of the month.
- The third Saturday of the month there is still a well-attended fly in breakfast at Benson (E95) at Southwest Aviation. (There are special fuel prices for breakfast attendees.)
- On every third Saturday of the month around noon a lunch is made available by APA at the USFS Grapevine Airstrip (88AZ) next to Roosevelt Lake.
- The last Saturday of the month there is 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 \$8 and kids \$5.
- The Tucson Airport Authority has completed the renovation of the restaurant at Ryan Field, and it's now open under the name of Richie's Cafe. The hours are 6:00 am to 2:00 pm doing breakfast and lunch daily.

Check with the APA Getaway Flights program and [online calendar](#) for fun weekend places to fly and don't forget this month's backcountry gathering at Young International (24AZ) on the weekend of the 10<sup>th</sup> through 12<sup>th</sup>!

Jim



Cub in the Night Sky carved by Stefanie Spen-

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## A Few Words About Safety

“

**Denny Granquist**

*“Taking a visual approach clearance too early can end up getting you home too late.”*

*“When you feel rushed, don't go faster, slow down.”*

”



# Pleasant Valley, Young AZ (24AZ)

By Mark Spencer

Get ready for Veteran's day weekend, November 10 -12th, as we'll be back in Young, at the **Pleasant Valley**, 24AZ airstrip. If you have a big tire plane, we're working on a special fly over to our newest backcountry airstrip, **Buzzard's Roost** that Saturday morning. Buzzard's Roost is basi-

cally an open hilltop suited only for the skilled backcountry pilot with appropriate aircraft. Landing is uphill from either the

north or south side of the hill, depending on winds, and density altitude; wildlife, rocks, and other debris are all possible. That being said, you can see from the photo below that it is a beautiful place!

This view is from the southeast looking northwest towards Payson.

The old windsock pole has been tied to this tree

for about 50 years and your APA donated the new windsock to the USFS who installed it for us last year. See the flyer on the next page for more fly-in details!



Mark



As always, for the most up to date information on backcountry events, unexpected changes and such, visit the [APA Facebook](#) site.

You do not need to be a Facebook user to benefit from this site. Also always read and understand our pilot briefs before visiting these airstrips. Lastly, you are responsible as pilot in command, under 91.3(a) for yours and the safety of your occupants.



**PLEASANT VALLEY (YOUNG, AZ)  
BACKCOUNTRY FLY-IN  
NOVEMBER 10-12, 2017**

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**PLEASANT VALLEY HISTORICAL  
SOCIETY AND MUSEUM  
SATURDAY  
8:00 AM to 4:00 PM**

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Children \$5.00  
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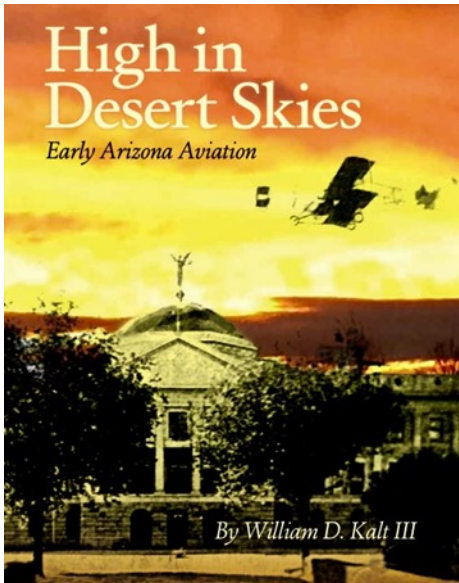
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**ANTLERS RESTAURANT  
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FRIDAY  
SATURDAY  
SUNDAY  
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**Thrift Store Open Saturday  
12:00 Noon to 5:00 PM**

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## ***Got great aviation photos that you'd like 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 please email them to us at:

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



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# MEMBERS' PHOTO CORNER

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*Thank you to **Alexander Peña** 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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# November Aviation Accident Summary

by Jim Timm

The following are NTSB reports of aviation accidents that have occurred in Arizona from late September 2017 through late October 2017. We 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 hopefully take the action necessary to prevent similar accidents from happening to them.

This past reporting period has not been very good in that five accidents were reported by the NTSB. The really bad news is that one of these five accidents resulted in two fatalities, one accident resulted in two serious injuries, and one accident resulted in both minor and serious injuries. It's hard to believe that one of the accidents in this reporting period was a mid-air collision with both airplanes making a safe landing and no injuries were encountered. Also, at the beginning of this report are the details that have recently been released for an accident that had occurred earlier this summer.

## THE FOLLOWING IS THE ACCIDENT THAT WAS REPORTED MUCH EARLIER WITHOUT DETAILS.

Accident Date: **Sunday, June 4, 2017**  
Accident Report Dated: 10/12/17 Factual Report  
Title 14 CFR Part 91  
Location: Payson  
Aircraft Type: Cessna 172  
Injuries: 2 Minor Injuries

### UNSUCCESSFUL GO-AROUND / OFF AIRPORT LANDING & FIRE

The pilot reported that during an approach to runway 22, the airplane drifted to the right of the runway centerline. He initiated a go-around by turning off the carburetor heat, he applied full throttle, he decreased the flaps from 30° to 20°, and he pushed forward on the yoke to increase airspeed. He noticed that the airplane began to settle into ground effect. He saw that the terrain began to rise, and he recalled that the noise abatement procedure called for a right turn to 270°, so the pilot turned to the right before establishing a climb. The airplane descended into rising terrain, struck trees and impacted the ground and became engulfed in flames. The post-crash fire destroyed the airplane's fuselage. The METAR reported that the wind was variable at 4 kts. and the temperature was 84° Fahrenheit. The field elevation was 5,504 ft. and the altimeter setting was 30.14. The density altitude was 8,255 ft.

Per the National Transportation Safety Board Pilot Aircraft Accident Report, the pilot reported that the accident could have been prevented by reviewing the airplane's performance data and atmospheric conditions, especially density altitude and its effect on performance per the manufacturer pilot operating handbook. In the future, the pilot vowed to place greater emphasis on performance planning as an essential activity during flight planning.

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

## THE FOLLOWING ARE THE FIVE ACCIDENTS THAT OCCURRED IN THE LAST REPORTING PERIOD.

Accident Date: **Saturday, September 16, 2017**  
Report Dated: 10/5/17 Preliminary Report  
Title 14 CFR Part 135  
Location: Sedona  
Aircraft Type: Cessna 208 B  
Injuries: None

### HIT A LIGHT POLE WHILE TAXIING

On September 16, 2017, about 1430 MST, a Cessna 208B collided with a light pole while

taxiing after landing at the Sedona Airport (SEZ). The pilot and eight passengers were not injured, and the airplane sustained substantial damage to the left wing. Visual meteorological conditions prevailed and a company visual flight rules flight plan was filed for the cross-country flight. The flight departed Grand Canyon West Airport, Peach Springs at 1322.

According to the pilot, after an uneventful landing on runway 3, he taxied the airplane from taxiway A2 to taxiway A and waited for further instructions from ground control at SEZ. A Fly In & Car Show event was taking place at the time, and several areas on the ramp were occupied by the show. The pilot was then instructed by ground control to follow a truck on A6 taxiway to transient parking. The transient parking was moved to the east side of the ramp and was only accessible by taxiway A6 during the event. The pilot stated that as he followed the truck, he noticed several airplanes that were parked to the right side and their wings overhung into the taxiway near to the centerline. As he approached the airplanes he steered left of centerline to maintain clearance to his right. He had one ground personnel to the right side clearing the airplane's right wing and no one on the left side to clear the left wing. The pilot advanced the throttle after he was clear of the airplanes to his right and subsequently impacted a light pole with the left wing. The light pole was positioned about 65ft from the centerline of taxiway A6.

Accident Date: **Friday, September 22, 2017**

Report Dated: 10/10/17 Preliminary Report

Title 14 CFR Part 91

Location: Perkinsville

Aircraft Type: Cessna 172 L

Injuries: 2 Fatal

### **CONTROLLED FLIGHT INTO TERRAIN**

On September 22, 2017, about 1634 MST, a Cessna 172L collided with mountainous terrain near Perkinsville, Arizona. The private pilot and passenger sustained fatal injuries and the airplane was destroyed by post impact fire. The personal local flight departed Ernest A Love Field Airport, Prescott, at 1621. Visual meteorological conditions prevailed and no flight plan had been filed.

On the day of the accident, the pilot told his father that he was planning to fly with his friend, the



passenger, and stay in the traffic pattern at Prescott performing touch-and-go takeoffs and landings.

Preliminary radar and audio data provided by the Federal Aviation Administration (FAA) revealed that on the day of the accident, after making contact with Prescott ground controllers, the pilot switched to the tower frequency, and requested a departure to the northeast. The clearance was granted, and after taking off from runway 21R, a radar target which was presumed to be that of the accident airplane, entered the right downwind traffic pattern and departed to the northeast. Over the next 2 ½ minutes the target climbed to an altitude of 7,175 ft mean sea level (about 2,100 ft above field elevation), leveling off 2.75 miles northeast of the airport.

For the next 8 minutes, the target began a gradual descent, while maintaining the northeast track. The last target was recorded at 1632:47, at an altitude of 4,550 ft, above the Verde River, and about 1,500 ft west of the entrance to Verde Canyon. The canyon followed the meandering path of the river to the east.

The following morning, family and friends of the pilot became concerned when they had not heard from him since the night before. They alerted the local Sheriff's department, and at 1108 the FAA issued an Alert Notice (ALNOT). The Sheriff's department initiated a search, and the wreckage was located by a captain from the air support unit at about 1300. The airplane was equipped with an emergency locator transmitter (ELT), and the captain stated that although he was performing grid searches southwest of the accident site for about 3 hours, he did not hear the ELT signal un-



til he was almost directly over the wreckage site.

The wreckage was located on the north face of the canyon wall, at an elevation of 4,290 ft msl, about 200 ft below the canyon top, and 1.8 miles east-southeast of the last recorded radar target. The airplane had come to rest inverted, with the cabin on a heading of about 030° magnetic. The tail cone had rotated 90° to the airplanes right, and fire had consumed the main cabin, and most of the left wing; the right wing and empennage remained largely undamaged.

Accident Date: **Saturday, October 7, 2017**  
Report Dated: 10/19/17 Preliminary Report  
Title 14 CFR Part 91  
Location: Tucson  
Aircraft Type: Borom Long EZ  
Injuries: 1 Uninjured

### MIDAIR COLLISION

On October 7, 2017, about 1030 MST, an experimental amateur built Borom Long EZ, and a Piper PA-28-180, collided midair about 1 mile northwest of the Ryan Field Airport (RYN) Tucson. The private pilot, sole occupant of the Long EZ, and the private pilot and passenger of the Piper, were not injured. The Long EZ sustained substantial damage to the left rudder and the Piper sustained minor damage to the landing gear assembly. The Long EZ departed P13 about 0950 and the Piper departed from Chandler Municipal Airport, Chandler, Arizona, about 0935.

The pilot of the Long EZ reported that he was on downwind when he observed another airplane on left base, slightly above him, off to his right side, and closing rapidly. Shortly thereafter, the airplanes collided. According to the pilot of the Piper, he began his turn for a left base for runway 6L when he noticed an airplane coming from the east, on downwind. The pilot of the Piper stated that he attempted to avoid the other airplane, however, his airplane's landing gear struck the Long EZ. Both pilots declared an emergency and landed at RYN without further incident.

Visual meteorological conditions prevailed, and no flight plan was filed for either flight.

Accident Date: **Saturday, October 7, 2017**

Report Dated: 10/19/17  
Preliminary Report  
Title 14 CFR Part 91  
Location: Tucson  
Aircraft Type: Piper PA 28-180  
Injuries: 2 Uninjured

### MIDAIR COLLISION

*See details above in Long EZ Report.*



Accident Date: **Monday, October 9, 2017**  
Report Dated: 10/19/17 Preliminary Report  
Title 14 CFR Part 91  
Location: Buckeye  
Aircraft Type: Nanchang CJ 6  
Injuries: 1 Serious, 1 Minor Injury

### IN FLIGHT LOSS OF POWER

On October 9, 2017, about 1616 MST, an experimental Nanchang China CJ- 6 sustained substantial damage during a forced landing after a reported loss of engine power near Buckeye. The private pilot sustained serious injuries and the passenger sustained minor injuries. The flight departed North Las Vegas Airport, Las Vegas, Nevada, about 1500, Pacific daylight time, with a planned destination of Phoenix Goodyear Airport (GYR). Visual meteorological conditions prevailed and no flight plan was filed for the cross-country flight.

According to the pilot, after he started his descent, the engine lost power. Unable to make an airport, he decided to land on a clearing at a nearby construction site. During the landing, the airplane's left wing struck an obstacle which caused the airplane to veer out of control.



Accident Date: **Saturday, October 21, 2017**  
Report Dated: 10/26/17 Preliminary Report  
Title 14 CFR Part 91  
Location: Maricopa  
Aircraft Type: American Aviation AA 1A  
Injuries: 2 Serious Injuries

## **COLLISION WITH POWER LINE WHILE LANDING**

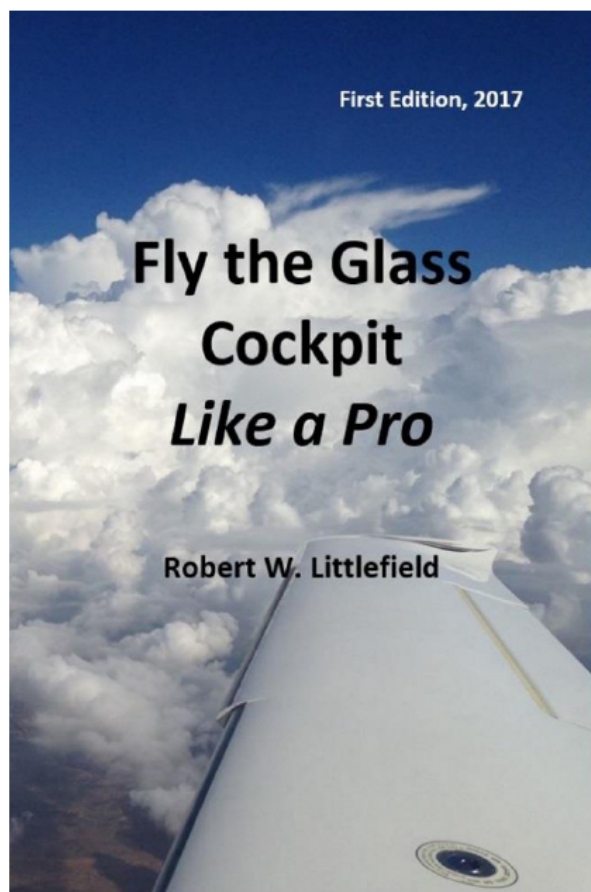
On October 21, 2017, about 1113 MST, an American Aviation AA-1A airplane impacted the runway hard after coming in contact with power lines during the approach to land at Millar Airport (2AZ4) in Maricopa. The private pilot and passenger were seriously injured and the airplane sustained substantial damage throughout. The personal flight originated from an unknown location.

Witnesses reported that while the airplane was on short final, the landing gear impacted power lines. Subsequently, the airplane descended rapidly and impacted the ground hard.



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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](http://www.flightskills.com)

Dear Pilots,

Well, how did your morning end? Mine? Not so well.

I was on left downwind for runway six left at KRYN, after having performed a requested left 360 to allow traffic to clear. I received the transmission - N966EZ cleared to land on runway six left, following a Cessna on final. I had not yet turned left base when I looked up and saw the underbelly of a Piper crossing at right angles, apparently on base, only feet above me and then heard the disastrous impact. His left main had struck my left winglet. A few feet lower and he would have taken out my engine with his left main and taken off my head with his right main.

The pilot in the Piper immediately declared an emergency, and was given clearance to land on any runway. I followed by declaring an emergency, and was given the same instructions. I replied landing on six left. The pilot of the Piper replied I am already lined up for six left (after all, he was already on base). I volunteered to take six right. Oddly enough, I don't think that my heart rate ever jumped or that my adrenaline level ever changed. At that point I did not know that I had no rudder authority and had left winglet drag. My left winglet had been severely damaged. My left rudder had departed, and, unbeknownst to me at the time, my left brake had been set.

My gosh. What a great little plane to fly. I maneuvered with the ailerons into a left base and then into final. The approach was standard LongEZ, but the touchdown was not. With the left brake set, the plane jerked into a left ground loop. Somehow, I was able to break the ground loop and keep the aircraft on the runway and depart onto a taxiway. I taxied back to the hangar without a problem.

The rest of the morning and the beginning of the afternoon was filled with conversations with FISDO, the FAA, the Tucson Airport Authority Police and a visit to the Tower. I was told by the Tucson Authority Police that the pilot of the Piper claimed that he had been cleared to land. The tower assured me that he had not been cleared to land until after he had declared an emergency. It will be interesting how this works out. I now have to write up a description of the morning from the time I departed from San Carlos Apache until I landed at Ryan Field. I have an appointment Wed. morning to meet with the NTSB inspector to evaluate the damage.

I no longer have the tools or equipment to rebuild my winglet, so my flying days may be over. I am attaching photos of the damage.

Blue Skies,

Marc





# GAJSC



## General Aviation Joint Steering Committee

### Engine Maintenance and Performance Monitoring

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: November 2017**

**Topic: Engine Maintenance and Performance Monitoring - SCF-SE-49**

**Background:**

The General Aviation Joint Steering Committee (GAJSC) System/Component Failure work group contends that inadequate engine maintenance has led to a significant number of general aviation power failures. The GAJSC also believes that flight data monitoring can help to forecast system/component problems before they reach the point of failure.

Airlines have long been required to equip their aircraft with flight data and voice recorders. These were, in the beginning, rudimentary devices to record basic flight information. But now they have evolved to a plethora of sensors throughout the aircraft. Data from these sensors can be recorded onboard or streamed to the ground where it can be subjected to manual or automated analysis. Information derived from the data is very useful in maintenance planning and invaluable in accident investigation. The equipment and processes to acquire and distribute the data are collectively known as *Flight Operational Quality Assurance* or FOQA. But such equipment is for the big guy's only, right? General Aviation aircraft aren't equipped with anything like that sort of hardware..... Or are they?

While it's true that most GA aircraft don't have dedicated automatic flight data recording devices now; we will be able to enjoy the benefits of equipage in the future. In the meantime it's often surprising to see what we already have. Manufacturers are already offering self-contained flight data and visual data recorders for GA airplanes and helicopters. Operators of this equipment must periodically download and analyze the recorded data – often with the aid of dedicated computer programs.

/Many data monitoring operations are less automated. Turbine operators are accustomed to manually recording engine cycle and performance information for trend and engine health analysis. Recip. pilots can do much the same thing by tracking engine power, fuel flow, oil temperature and pressure. Panel mounted GPS systems and many hand held units are already capable of recording

position, heading, speed, and altitude. Some engine monitors have recording capability and many aircraft owners participate in oil analysis programs – a tool for gauging engine health and heading off expensive or, in some cases, disastrous problems. Some aircraft – particularly helicopters are equipped with metallic chip detectors that can forecast engine and transmission failures in time to make a safe landing.

And don't forget basic instrumentation such as Air Speed Indicators, Attitude Indicators, Angle of Attack, Manifold Pressure, RPM, and G indicators – all of which give immediate feedback as to whether design limitations have or are about to be exceeded. When automated equipment becomes available we'll all know a lot more about the health of the airplanes we fly. Until then – we urge you to consider the information that's already available on every flight.

### **Teaching Points:**

- Discuss the safety benefits of proper engine maintenance.
- Discuss the safety benefits of Flight Data Monitoring (FDM).
- Acquaint pilots with the availability of FDM hardware and software.
- Discuss means of manual data acquisition.
- Encourage pilots to adopt FDM processes.

### **References:**

- [Engine Maintenance and Flight Data Monitoring Power Point](#)
- Flight Data Monitoring Systems and Non-Required Safety Enhancing Equipment
  - [SCF-PP: GAJSC System Component Failure Report](#)

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



**MOREFIELD AVIATION**

# **DYNAMIC PROPELLER BALANCING**

## **SYMPTOMS OF IMBALANCE**

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# Douglas Flight to the Border

By Clifford VanVleet

The third annual Douglas Flight to the Border Pancake Breakfast and Young Eagles Flight Rally was held on Saturday, October 7. Sponsored by Douglas Rotary, the Experimental Aircraft Association (EAA) Chapter 776, Sierra Vista and Cochise College, Douglas exceeded all expectations with 187 youth enjoying introductory airplane rides. The Young Eagle flight program provides rides free of charge in certificated general aviation aircraft to youth ages 8 to 17 for the express purpose of introducing young people to sport and careers in aviation. Eight pilots provided rides from 7:30 AM until 12:30 PM. The flights followed a circular route around the city and lasted 15 minutes each giving passengers good views of the city. Rotary served a pancake breakfast through mid-morning.

Flying children in Douglas provides EAA pilots the opportunity to introduce youth to the thrill of flying. Douglas Municipal Airport was the first commercial aviation airport in Arizona with the first incoming flight to Douglas in 1911. The plane landed behind the old YMCA building at the west end of 10th street. In 1913, planes that were used in the Mexican Revolution came to Douglas. Five years later, after World War I, the barnstormers arrived. The city purchased the airport in 1928 and a dirt runway was built connecting Douglas and Agua Prieta. Airplane passengers could land in Douglas and taxi through the runway gate into Mexico. Aviation activity in Douglas today is very minimal, offering students limited incentive to use aviation as a career or hobby. Pilots and ground crews conducting the rally were continually heart warmed by the reaction of the children and their parents who are having their first experience with airplanes and flying.

Blue Skies,

*Cliff*



YE climbing into Cliff's Piper PA-22 Tri-Pacer



Leo Scherping, Carolyn Schmall, Carole Van Vleet, Monika Short, Shirley Portouw doing registrations



Cliff Van Vleet preparing three YEs for loading



# Desert Flyers

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By Cathy Paradee



The Scottsdale Breakfast Club has been putting together interesting monthly events for the past 23 years. Every November, the committee has met to put together an itinerary for the following year. The most recent committee members have been Austin Erwin, Paul Fortune, and Richard Azimov, all faithfully led by Warren McIlvoy. Simply having a list of fabulous destinations for the year is the start of what we have been able to expect from the Breakfast Club. Warren would then make the plans, including research the destinations for places to eat and stay, and to organize transportation. Having amassed the arrangements, he would then send out the information for members to act on. On the website, he would post a story about the fly-in, titled "The Knife and Fork."

After years of faithful service, Warren has passed on the torch. Assuming leadership is Travis Kenyon. He describes himself as follows: *"My name is Travis Kenyon and along with being an Arizona native I have been flying around the state my entire life as my mom was a GA pilot way back in the days of Aero Mech at SDL and the old (and very short) Glendale airport. After owning my polished Cessna 150 for 23 years we recently traded up for a 73 Piper Challenger and I have both SE COM/INST and ME as well as glider and about 1900 hours. I have been on several BC trips over the past 15 or so years along with many group trips with the Phoenix Pilots Group."*

Both the Scottsdale Breakfast Club and the Phoenix Pilots Group have seen a steady decline in membership and participation. After some great conversations with members from both groups, it has been decided that re-branding is in order. The two groups are being combined into one, with a new name, **Desert Flyers**.

Travis offers an invitation to all current members and those interested in becoming members, "Do you like flying? Well let's go then! This is your group... I see us doing more than just breakfast runs. How about getting night current with a dinner trip to Eloy? Or perhaps a weekend getaway to Monument Valley, Mexico, or Palm Springs. Who knows what we will come up with? It is a big job, so Travis will need help in planning, organizing, and participating in activities.

The first activity is the 2018 Kick-Off Hangar Party. It is scheduled for Saturday, Nov 18<sup>th</sup>, at 5:30pm on the North Side of DVT. Jen and Travis will provide appetizers, so please feel free to bring any beverage of your choice and a chair. Plan to fly or drive. Meet some old friends and make some new ones.

I know that you are already wondering how to get or stay involved? It really is easy. Go to the [www.meetup.com/desertflyers](http://www.meetup.com/desertflyers) site. It is very interactive and for you as a member it is totally free. Create a new account and get started with your member experience. This includes seeing the calendar at a glance, RSVP for events, email the organizers (or each other), and a forum for group discussions to help your fellow aviators. They are also on Facebook and have a regular webpage [www.desertflyers.org](http://www.desertflyers.org). Sean is the graphic artist working on new logos and images. If you already have a BC# (a call sign used to identify folks in the air), let Travis know so you can keep the same one.

Cathy



# EVIT Aviation Advisory Committee Meetings

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By Lou Amadee

EVIT's advisory council is made up of aviation enthusiasts and professionals who want to assist in the growth and development of our Career and Technical Education (CTE) aviation program. EVIT (East Valley Institute of Technology) is one of only a few high schools across the country that offer such an extensive program to prepare youth for a variety of aviation pathways. Our students can earn college credits as well as a private pilot's license. We also try to place many of our seniors in aviation related internships in their last semester.

Our graduates include pilots, CFIs, certified technicians, flight attendants, and air traffic controllers.

Our members are welcome to attend the quarterly meetings or just contact us and let us know how you can assist. We are always in need of equipment and training aids, as well as guest speakers. If you are interested, contact Lou Amadee ([lamadee@evit.com](mailto:lamadee@evit.com))

*Lou*



# VMC Club First Meeting

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By Alexander Peña



Greetings VMC Club Members,

Thank you for attending our Meet & Greet Oct. 3rd. It was nice meeting all of you, and I hope to see you at future VMC Club meetings.

A special thank you to Chandler Air Service for their support, and for loaning us a CFI for the evening, as well as thank you to Forrest Murdoch for his time and experience. I hope I speak for all of us in attendance when I say that his contribution to our discussion was the highlight of the evening, and I am sure we all came away with something to remember should any of us ever be faced with a similar in-flight situation as he shared with us.

Our next meeting will be Nov. 7th, 6-7pm in the meeting room at the KCHD Terminal building, which was to be our inaugural event with special guest Radek Wyrzykowski, founder of the IMC/VMC Club program, and EAA Manager of Flight Proficiency in New York. Unfortunately Mr. Wyrzykowski will not be able to attend that date, and therefore we have rescheduled the inaugural meeting with his attendance to December 5th. We will still be meeting Nov. 7th, using our standard scenario meeting format.

Our club FaceBook page can be found at [FB.ME/AZVMCCLUB](https://www.facebook.com/AZVMCCLUB). I also started an Instagram Page [instagram.com/azvmcclub](https://www.instagram.com/azvmcclub)

We also appreciate the support the Arizona Pilot's Association is giving us in reaching out to their membership through their newsletter and calendar. Ask your friends to consider joining the APA as they advocate for GA in Arizona!

Thank you again for attending, and your participation. I hope you can make the commitment to attend on a monthly basis.

Alexander Peña ([AZVMCCLUB@icloud.com](mailto:AZVMCCLUB@icloud.com))  
EAA VMC Club Coordinator - [EAA.org/VMCClub](http://EAA.org/VMCClub)

Alexander



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## ***WANTED: Flying partner for weekend flights and get-away trips***

I'm a recent member of the APA, and I would certainly like to join any fellow pilots that are interested in sharing the cost of aircraft rental/fuel for weekend flights in Arizona, or possibly out of state.

Thanks,

Michael Schratt

email: [auroracad5@aol.com](mailto:auroracad5@aol.com)

Phone: 815-814-2145

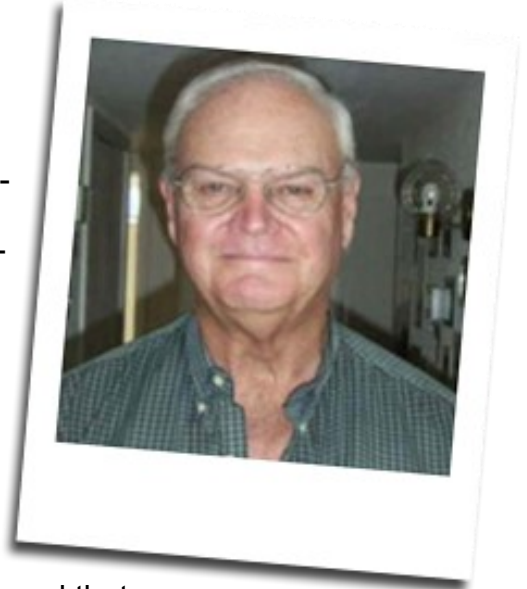


## TEACHING THE TEACHERS

By Howard Deevers

Learning to fly was wonderful, getting an Instrument Rating was stressful, training for the Commercial Pilot's License was eye opening, and then my instructor/mentor suggested that I become an instructor. This had not been my goal in aviation, but he kept encouraging me to do so. His comment was, "If you really want to learn how to fly, get yourself a couple of students and let them teach you." What! Really?

The decision was made. I would give it a try. Working on my CFI was stressful and hard work, but rewarding. I flew with not just one instructor, but with several at different times. Moving to the right seat took some time, but eventually I got the hang of it. Regulations say that a CFI must have logged at least 200 hours of instruction given before training another candidate for the CFI. I passed that mark in the first year after getting my CFI and instrument instructor rating (CFII). Now I have had the unique pleasure of signing off 3 other CFI candidates.



While each CFI candidate had different backgrounds and different personalities, each had (and still has) a passion for aviation and a desire to pass that passion on to others. I'm also sure that each will have different teaching styles as well, but the end result should always be a new well-trained private pilot or instrument pilot. Maybe these new CFI's will go on to teach other CFI candidates as well!

Several years ago I had the honor of leading the FAA CFI Renewal Program in Arizona. The program allowed a CFI to attend 8 two-hour seminars in a 2 year period (one each quarter) and get their certificate renewed at no cost. The program continued for 4 years before the FAA discontinued it. During that time I met many CFI's in Arizona and presented programs that the FAA provided, along with other optional programs of interest to CFI's. Most of the FAA required programs covered such things as FAR's, teaching methods, flight reviews, and other subjects. There were many changes coming about in aviation at that time, so it was easy to find new subjects to talk about: GPS navigation, changes in airspace, ADS-B, iPads and Electronic Flight Bags, technically advance aircraft, and more. We had no problem filling up 2 hours of subject matter plus discussions from participants. What impressed me the most during that time was how much I learned from other instructors. The attending CFI's would question everything, and there was a lot of interaction between those attending and the presenters. I did not do all of the presenting, but recruited other CFI's to do a program if they were comfortable with the subject matter and with presenting it to a very critical group.

“

There is no better way to learn  
a subject than to  
teach it.

”

So, getting back to my instructor: "If you really want to learn to fly, get yourself a couple of students and let them teach you." Of course, that could apply to

any subject. There is no better way to learn a subject than to teach it. It didn't take long for me to understand the value and impact of that statement after getting my CFI Certificate. I had to take the controls several times until the student developed the skills to fly the airplane. However, with the CFI candidates, you let them teach you a maneuver, because they already know how to fly. How do you teach how to take off and land? I had to remember back when I was a beginning pilot and the things I put my instructor through.



After passing my CFI check ride, I called my instructor to let him know. He said, "Great, I need a BFR!" (now just called a Flight Review). What a surprise to me! I said to him, "but Woody, that would be like the newest ordained priest hearing the confession of the Pope." His response was "Maybe it's just another part of the training!" We did the BFR the next day, and I felt great about it. My first act as a CFI was to give my 50,000 + hour flight instructor a BFR. This guy really knows how to teach.

Please remember that the ARIZONA PILOTS ASSOCIATION presents a safety seminar somewhere in the State each month. Don't miss out on these free ways to keep current and learn more about being a safe pilot. Check the website for locations and times, and, don't forget to "Bring your wing-man!"

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.***

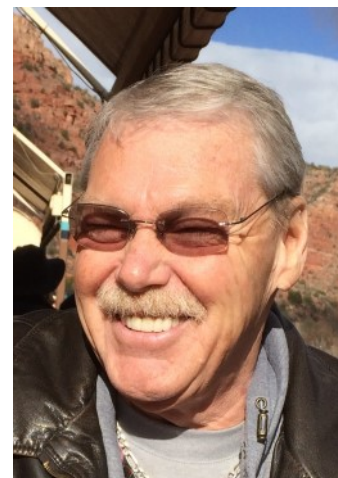
***We never complain when a program runs out of chairs!!!***

# ***GAARMS REPORT***

## ***NOVEMBER 2017***

*By Fred Gibbs*

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***Another month has passed, and unfortunately, as I write this article, our safety record continues to slip further down the “Luck Meter”***

From AZFamily.com: WILLCOX, AZ Oct. 19 - The pilot of a small airplane that died last week after crashing into the desert in southern Arizona has been identified. Authorities with the Cochise County Sheriff's Department said the 68-year-old pilot was the only person in the plane when it crashed. The single engine aircraft he was flying, a homebuilt Lancair Legacy 2000, crashed Thursday in a remote desert area north of Interstate 10, near mile post 155, between the towns of Willcox and Bowie. Authorities said Peterson was heading from California to Texas when the plane went down about 8:20 a.m.

Peterson had left that morning from Eagle Roost Airpark in Aguila and was heading to Garner Field Airport in Uvalde, Texas. The crash is under investigation by the National Transportation and Safety Board as well as the Federal Aviation Administration.



It's the second fatal plane crash in southeastern Arizona in the past two months. On Sept. 5, an F-16 Fighting Falcon jet crashed near Fort Thomas, killing its pilot.

**With this latest accident, we have slipped even further down the scale from the “Average” level towards the “Worse than last Year” level, currently standing at 6 fatal accidents and 13 fatalities, NOT counting the military F-16 accident. 2016 stood at 6 fatal accidents with only 9 fatalities. Hopefully we can continue to hold right here for the rest of the year, so think safe, fly safe.**

***WARNING, WILL ROBINSON!!! - Winter is coming to northern Arizona!***

Arizona, with its huge diversity of terrain and elevations, can cause some significantly different weather patterns and conditions over a relatively short distance. Think of flying from Deer Valley to Flagstaff: DVT, with clear and 10 miles visibility, SEZ at 3000 broken-to-overcast with 10 miles visibility, and then there is Flagstaff, with indefinite ceiling 800 feet, 1 ½ miles with light snow and blowing snow. All that in less than 100 miles! And then, of course, there is the temperature – mid 60's in the Phoenix area, BUT BELOW FREEZING up in Flag!! So not only do you have to consider the airplane, the weather and the airport conditions, you have to consider the pilot and his/her exposure to



the elements. How does the cabin heat work? Smell anything funny? **Got a carbon monoxide detector in the cabin?** How about dressing appropriately for any anticipated conditions? Flip-flops, Bermuda shorts, and a Hawaiian shirt does not offer much protection trudging across the wind and snow swept ramp up here in Flag!!!



Winter is not all bad. A really beautiful flight is one in the dead of the winter, in the dead of night, over snow covered territory, brightly lit up by a full moon – it is spectacular! However, caution is advised: slick, slippery runways and taxiways, ice in those clouds, frozen brakes, snow-packed wheel pants, cold starts with the associated potential for fire, ice-jammed control surfaces, balky instruments, cold-soaked radios, and frozen-solid seat cushions can make the whole experience less than wonderful.



People often ask me if the flight school up here even flies during the winter, and I always answer with an enthusiastic “FER SHURE!” In fact, the 172s really like the cold weather; they like the cold dense air. They get more power out of the engine, the propeller gets to bite into denser air producing more thrust, and the wings love the dense air and produce more lift. The airplane gets to act like a youngster again, jumping into the air effortlessly in less than 1000 feet runway – vs the 2500-3000 feet it needs in the heat (and density altitude) of the summer. We just dress a lot warmer!

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**Hey, YOU, the guy flying *without shoulder harnesses*...**

***If you're flying with only a lap belt — shame on you.*** As much as some pilots don't like having belts over their shoulders, the study data has been clear for decades. According to the FAA, **88 percent of injuries and 20 percent of fatalities can be eliminated by adding shoulder harnesses (or additional restraints) over lap belts alone!**

The FAA didn't get serious about seatbelts and shoulder harnesses until 1978, and even then it was only requiring shoulder restraints for the front seats. Ten years later, they added the rear. Given how long aircraft stay in service, that means there are thousands of craft flying every day with inadequate protection for the most valuable item on board.



Even a decent seatbelt system needs to be checked if it's seen over 10 years of regular service. Webbing that's torn or frayed should be replaced. This includes the threads that stitch the belts together, which shops tell us is often the first thing to go. Loose threads or thread ends hanging out are red flags. The seatbelt hardware can also wear. Common issues can be detachable shoulder restraints that no longer lock securely into the lap belt, and latches that open under strain. Aircraft that see a lot of short flights, such as trainers, are especially suspect. With worn hardware and webbing, it's often cheaper to buy a replacement for the whole thing. Prices vary widely depending on exactly what hardware and finish you want.

Replacement time might be an opportunity to upgrade to an inertia reel, a four-point system (straps over both shoulders) or even the new airbag systems. Upgrade costs vary in the time needed, but since some interior disassembly is required, it's often several hours of labor.

There are three ways to upgrade a seatbelt system, mostly related to the volume of paperwork required. The simplest is by STC with all the paperwork included. The second is as a minor modification. This can happen when there's an existing hard point or framework where the seatbelt can be attached. AC 23-17B (page 105) makes it clear that this method is acceptable for aircraft manufactured without shoulder restraints. The third method is by field approval, which is required if any welding or drilling is involved. Many local shops have the authorization and ability to repair your existing belts or to find STC kits for you.

**OK, so how much is your life worth?** How important to you is that person in the right seat, your wife, your children, your best friend, or even you flight instructor?

If I told you you could install a basic shoulder harness system for the pilot and right seat passenger for only \$110.00 bucks, would you do it? Hey, you will easily blow \$110.00 bucks in one night out at the restaurant for dinner and drinks, for one night's pleasure. Why wouldn't you spend \$110.00 bucks so you can continue to do that for the rest of your life???

You know risk is always there when we fly, that something could happen. Remember Murphy's Law? We do risk management every time we go flying. The FAA requires student pilots receive training in emergency landings, flight reviews put emphasis on emergency procedures, we play the "What if" game as we fly around, we buy new ELTs, we change ELT battery's every 2 years, we buy EPIRBs, we subscribe to SpyderTracks or SPOT, we carry our iPhones with all kinds of Apps for survival, and to be able to make calls if you go down in the boondocks, **but all this depends on you surviving the landing or crash. And without shoulder harnesses, your chances, and your right seat passenger's chances, are significantly reduced!!!**

In doing some research, I found that Hooker Harnesses offers their "QUICKIE" harness for only

\$55.00 for many of the older lap-belt-only equipped aircraft. This is actually a Y-strap that has loops on all three ends. It requires NO installation, no modification to the aircraft, no tools, NADA!! You simply thread the rear seat lap belt through the single strap's loop and tighten. Then you thread the two halves of the front lap belt through two forward loops and climb in. This effectively makes a shoulder restraint anchored by the rear seatbelts. However, it does make the rear seats unusable for passengers, but many owners rarely carry people in the rear seats anyway. If you desperately need to carry passengers in the rear seats, the “Quickie” system can be removed. Because the Quickie isn't permanently attached, there's no paperwork at all. Hooker Co-owner Scott Mc Phillips says it's very popular with ferry pilots flying aircraft without modern seatbelts.

The design philosophy for the “Quickie” is that most four place aircraft are generally flown with two people the majority of the time. The “Quickie” system should not be used with people in the rear seats, as this results in double loading of the rear seat belts, pulling the belts off of the pelvis of the rear passengers, and other undesirable things in the event of a crash.

There is also one other consideration to note. If the top of the front seat is below your shoulders, any load on the harness can compress your spine. Thus the “Quickie” could save your life by preventing head injuries (*the most common cause of death in a crash*) but leave you with spinal damage. This problem can be averted only if your seat back is high enough and strong enough. The best solution is a real shoulder harness, attached with proper geometry.

Now, I am not promoting Hooker harnesses over any other shoulder harness company – they are all very good – but just letting you know I found a very inexpensive alternate to help save lives that you should consider, taking into account the Pro's and Con's. I believe anything we can do to further promote safety at a reasonable cost should be brought to your attention.

Pilots rarely think about seatbelts other than as a startup checklist item, but worn belts and/or no shoulder harnesses are a risk with no accompanying benefit, given how reasonable the solution can be. Even if hardware has to be replaced, we think it's a no-brainer to make sure this basic safety equipment is up to the potential challenge.

We also think that any seat regularly occupied by humans - family members, friends, and yes, even your “grouchy” flight instructor - should have a shoulder restraint of some kind if at all possible. Our pick – if money were no object - would be an inertia reel, four-point system, but anything that improves your odds of walking away from a bad day is money wisely spent and I don't have to talk about you at the next GAARMS symposium!

## **SAFETY PROGRAMS:**

There are a lot of FAASafetyTeam safety programs on the schedule over the next couple of months all around the state, so go to [WWW.FAASAFETY.GOV](http://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 [fredg-ibbs@azpilots.org](mailto:fredg-ibbs@azpilots.org), 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





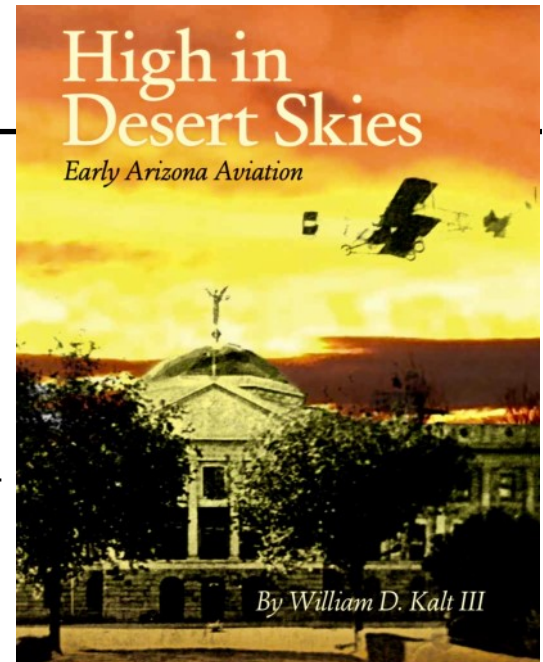
# High in Desert Skies:

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## Tucson's Red-Letter Day

By William Kalt

Blueish-gray smoke billows from large metal drums surrounding Tucson's newly prepared landing grounds for airplanes in early December 1918. A small crew of men and animals works applying the finishing touches on the clearing, grading, and leveling of land east of the road from Tucson to Oracle, Arizona. Arizona's Ancient & Honorable Pueblo throbs with excitement in expectation of the first planes to fly into the city in more than seven years.



A telegram just three days earlier from Harvey S. Burwell, U.S. Army Commander at Coronado Island's Rockwell Field, San Diego, requested, "Kindly arrange to have a landing field cleared off, which must be 3,000 feet long, 500 feet wide, and comparatively smooth. Kindly have same marked with large white canvass placed flat on the ground and have available 200 gallons 68-[specific] gravity gasoline, 25 gallons of the best medium lubricating oil, one barrel clean water, 20 stakes 2 x 4 x 48 inches, 150 feet three-eighths-inch line, and sufficient guards to protect the planes, which will remain all night." Burwell concludes, "Kindly wire action taken and location of field, giving directions and distance from city and any suggestions to the [flight's] commanding officer."

Scrambling, the Tucson Chamber of Commerce soon locates suitable turf and a landowner willing to provide access to it for flying purposes. Realizing the benefit to the community, Tucson's mayor and Pima County Supervisors order all work crews, along with every horse and mule team to the new airfield. While the groundwork moves forward, one group marks the field with long strips of canvas for easy pilot recognition. Not yet fully packed for firm landings but deemed adequate, the grounds' preparation amounts to "the building of 15 miles of good road in just three days," declares a local newspaper.

Squadron commander Major Albert D. Smith's flight departs the Pacific coast and works eastward mapping one of the first airmail routes across Arizona and the nation. After landing in Phoenix at the Arizona State Fairgrounds, Major Smith heads southeast. Searching the desert for potential emergency and permanent landing areas, Smith pins a Rand McNally state map to his leg with thumb-tacks, straps the board to his leg, and uses landmarks such as Pinal County's Picacho Peak to judge speed and distance. He also draws red circles over Tucson and Deming, New Mexico and marks good landing field locations with a lead pencil as the squadron flies along the Southern Pacific Railroad tracks.

Four Curtiss JN-4 "Jenny" aircraft appear above the Old Pueblo just before 5:00 p.m. on December 6, 1918. "Those with sharp eyes" shout, "Here they come" and the news races "through the immense crowd like crackling powder through a fuse," reports the *Tucson Citizen*. The mayor stations a spotter with a pair of powerful field glasses on the roof of the Santa Rita Hotel to telephone the city's water pumping station when he spots the squadron and trigger the city's fire siren to inform

other residents of the airmen's grand arrival. The airplanes soar past the Oracle Road landing grounds in the formation of a stretched-out letter N and circle repeatedly "as an athlete might while gauging the height of a hurdle."

Major Smith then dives for the dirt and the crowd gasps, afraid that he will fly straight into the telegraph wires surrounding the field. Smith makes a smooth landing, however, and taxis to the grounds' west end. The remaining Curtiss machines circle several times before dropping to earth and pulling into line next to Major's aircraft. True to early aero-fans' unruly nature, spectators initiate a furious crush toward the airplanes. Authorities hold the throng outside the fence until the ships put down, but the horde breaks free to flood the field, even beating city officials to the planes. Hundreds push close to gaze upon the flying wonders as Major Smith, a "lithe and wiry, cloaked and hooded figure" emerges from his plane in "the trappings of an aviator," recounts an observer.

Dressed in leather breeches and coat and a fur-lined cap, Smith instructs Special Sheriff's Deputies on guarding the ships through the December night and shows mechanics how to fuel them before addressing locals. A warm welcome greets the history-making fliers, who soon find themselves whisked into town for a sumptuous banquet and comfortable sleeping accommodations. One reporter asserts, "This will be a red-letter day in the 'aeronautical history' of Tucson." One short flight from Phenix—one giant leap for Old Pueblo Aviation. Major Smith's aviators will soar on to Jacksonville, Florida as the first squadron to execute a successful transcontinental flight in military formation.

In fact, piloting early mechanically-powered aircraft across the United States proved thorny for pioneer aviators. Not only did fliers battle winds, temperature variations, and violent storms in open-cockpit in wood, wire, and cloth machines which lacked modern-day power, due to southwestern desert turbulence, "pockety-air" challenged even the finest aviator. Finding a flat-enough, relatively rockless-enough, firm-enough, wide-enough, and long-enough piece of land for a successful landing without instrumentation also proved no easy task. Once aground, airmen might find their demands even harder met.

Communities across the nation welcomed arriving aerial guests in a variety of ways, ranging from open-armed warmth and hospitality to apathy and even not-so-friendly gunfire. In addition, fliers often encountered local "aero-nuts"—over-amped spectators who rushed the landing area either just before, right as, or just after a plane touched down. Some lingered in hopes of grabbing a piece of history off the aircraft, necessitating a guard for the machines. Other pilot needs, such as securing gasoline, oil, and needed repairs found fulfillment with varying degrees of difficulty. Depending on their level of hunger and exhaustion and weather conditions, airmen might also require a decent meal and a bed for the night. Such stood the days when early airplanes soared high in desert skies!

Read other exciting tales of early flying in William Kalt's book **High in Desert Skies: Early Arizona Aviation**. Visit [highindesertskies.com](http://highindesertskies.com) to learn more and purchase.



**Flight commander Major A.D Smith made a name for himself, "The Army's Number One Smith," and set the nation's hydroplane duration flying record in 1916.**

# Flying Companion Seminar



**Saturday, Feb. 3, 2018**

702 West Deer Valley Road

Phoenix, AZ 85027

(Deer Valley Airport terminal upstairs)

**9 - 4 with Lunch included**

All materials provided

Reservations required

For more info and to register go to

**[www.phx99s.org](http://www.phx99s.org)**

or call 623-486-7255 or

or [beenflying1979@gmail.com](mailto:beenflying1979@gmail.com)

This event is geared towards the Non-flyer, your "right seater". Cost \$50.00 for the day prepaid by Feb. 1, \$60.00 at the door.





AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
<b>Big Springs Airpark</b>	Prescott	12	
Mgr: Peter Hartman (928) 626-7207			
<b>Castle Wells</b>	Morristown	5/10	<b>Pat Mindrup - WEST USA Realty</b> 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
Mgr: Gerald DaFoe (810) 516-9122			
<b>Eagle Roost Airpark</b>	Aguila	85 / 115 (5 acre lots)	<b>Pat Mindrup - WEST USA Realty</b> 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
Mgr: John Greissing (928) 685-3433			
<b>Flying Diamond Airpark</b>	Tucson	20/97	
Mgr: Lou Cook (520) 399-3879			
<b>Flying J Ranch</b>	Pima	2/ 28	
Mgr: Howard Jenkins (928) 485-9201			
<b>Hangar Haciendas</b>	Laveen	39 lots w/sep taxi ways	
Mgr: Scott Johnson (602) 320-2382			
<b>High Mesa Air Park</b>	Safford	/19 (2.5 acre lots)	
Mgr: Phil DiBartola 928-428-6811			
<b>Inde Motorsports Ranch Airport</b>	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	
Mgr: John Mabry (520) 384-0796			
<b>Indian Hills Airpark</b>	Salome	75	
Mgr: Gerry Breeyear (928) 916-0608			
<b>La Cholla Airpark</b>	Oro Valley	122	
Mgr: Larry Newman (520) 297-8096			
<b>Mogollon Airpark</b>	Overgaard	60	
Admin: Cheri Thomas (928) 535-3071			
<b>Montezuma Heights Airpark</b>	Camp Verde	43/44	
Mgr: Glen Tenniswood (928) 274-1233			
<b>Moreton Airpark</b>	Wickenburg	2	<b>Pat Mindrup - WEST USA Realty</b> 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
Mgr: Daniel Kropp (602) 315-0323			
<b>Pegasus Airpark</b>	Queen Creek	15/40	
Mgr: Jack @ 1st Svc Res (480) 987-9348			
<b>Pilot's Rest Airpark</b>	Paulden	4/25	
Resident: Dave Mansker 818-237-0008			
<b>Ruby Star Airpark</b>	Green Valley	13 / 74	
Mgr: Wendy Magras (520) 477-1534			
<b>Valley of the Eagle (Sampley's) Airpark</b>	Aguila	30	<b>Pat Mindrup - WEST USA Realty</b> 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
Mgr: Jerry Witsken (928) 685-4859			
<b>Skyranch at Carefree</b>	Carefree	20	
Mgr: Tommy Thomason (480) 488-3571			
<b>Stellar Air Park</b>	Chandler	95/105	
Mgr: SRUA, Inc. (480) 295-2683			
<b>Sun Valley Airpark</b>	Fort Mohave	55/107	
Mgr: Jim Lambert (928) 768-5096			
<b>Thunder Ridge Airpark</b>	Morristown	9/14 (on 160 acres)	<b>Pat Mindrup - WEST USA Realty</b> 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
John Anderson janderson72j@gmail.com			
<b>Triangle Airpark</b>	White Hills	115 acres	
Mgr: Walt Stout (702) 202-9851			
<b>Twin Hawks</b>	Marana	2/40 (4 acre lots) on 155 acres	
Mgr: Tim Blowers (520) 349-7677			
<b>Western Sky</b>	Salome	all 200 acres for sale	<b>Pat Mindrup - WEST USA Realty</b> 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
Mgr: Mr. Hauer (877) 285-0662			
<b>Whetstone Airpark</b>	Whetstone	5 / 12	
Mgr: Brian Ulmer (520) 456-0483			





## APA Website

Please visit our website for the latest information.

[www.azpilots.org](http://www.azpilots.org) A great resource for APA's work in the state, archived newsletters, current events, APA's continuous work with legislators, a calendar of activities, and more.

**APA is a 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!*



## APA Clothing

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## Volunteer 501 (c) (3) Organization

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