



Arizona Pilots Association

<http://www.azpilots.org>



NEWSLETTER

2010 March

Asa Dean, Editor

President's Report

Nancy Benscoter

It was good to see many of you at the Cactus Fly-in. The weather was perfect and the event was too! The large variety of warbirds, antiques and other planes that were at the event made an enjoyable and memorable two days of aerial fly-bys and ground displays. If you didn't make it this year, plan on attending in 2011.

The Barry Goldwater Gunnery Range tour with the Arizona Pilots on March 31, 2010 still has 10 spots available. RSVP to me at nanbabi@aol.com to be added to the list. The cost is \$15.00 per person.

Remember to set aside **May 22, 2010** for the **Annual APA Members Meeting**. We will have Mr. Sergei Sikorsky as our guest speaker presenting *The Sikorsky Legacy*. He will be on hand afterward to autograph your copy of his book, *The Sikorsky Legacy*. The meeting is set to start at 9:30 am with a continental breakfast at Chandler Aviation, Chandler Airport.

Be sure to attend this month's APA's **Safety Seminar at Buckeye Airport on March 20th from 10:00-12:00**. Luke AFB will be on hand to talk about the Luke AFB SATR that is set to take effect May 6, 2010. In addition, Fred Gibbs will present Mountain flying and Density altitude. Just Show up or register online at www.faasafety.gov.

Paper or Plastic? Remember the March 31 deadline for replacing paper pilot certificates. Pilots who have not yet traded in their paper pilot certificates have until **March 31, 2010**, when the paper certificates expire. If you're still using paper, do not delay. Pilots can no longer exercise the privileges of their paper pilot certificates after the March 31 deadline. Student certificates are not affected. Certain non-pilot certificates (those issued under 14 CFR part 63 and part 65) are still valid for three more years — until March 31, 2013 — before they need to be replaced.

Renewing a certificate can be done online or through the mail, and instruction can be found at: http://www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement/. Requesting a replacement certificate online requires creating an account with Airman Certification Online Services, which only takes a few minutes. Being registered is a good idea since it can help later with future, quicker processing of an address change or a replacement certificate request.

To process a request by mail, fill out and send in Form 8060-56 (10/09) —see above link— along with a \$2 replacement fee. Make your check payable to FAA. New certificates will take four to six weeks to arrive with mail processing and seven to ten days for online processing.

If you are interested in helping in any way within the APA, let me know. Nancy: nanbabi@aol.com



Superior (E81) Fly-In & Campout

by Tommy Thomason

This past weekend a handful of recreational / back country pilots and enthusiasts flew and / or drove in to Superior, AZ (E81) for a day of fun and education. We had taildraggers, 182's, and even a Bonanza show up.

Mayor Hing, Melanie Oliver, the town manager, and staff member, Charles, met with us at the airport. The trio was excited to have us there and were the most gracious hosts we could have asked for.

Mayor Hing, gave us a very informative lesson on the past, present, and future aspects of the Town of Superior. He spoke about the history, growth, decline and future copper mining opportunities of copper discovered 7,000 feet below ground. We learned about the legend of Apache Leap and the of the origination of Apache tears. We were told of several movies that were filmed in Superior and scenes that were shot in Mayor Hing's grocery store.



Melanie Oliver is responsible for the runway being in the best shape I've ever seen it. The strip is clear of weeds and rocks (except a few stones on the west-most end) and had been recently graded. She even waived the fees for special use permits for those of us that intended to camp out at the airstrip. The *Arizona Pilots Association*



along with the help of Scottsdale, Gateway, and Goodyear pilot shops owner Joe Monks, will be donating a new windsock to the Town of Superior and

Melanie has agreed to have it installed on the existing pole.

Charles drove some of us into town for lunch and even gave me a personal tour of the town while pointing out many of the historical sites. I took Charles for a flight over the town and surrounding area where he was able to point out the old town site of Pima, the new aquatic center, new and old schools, and a number of other town sites.

A couple of planes made a flight 'over the hill' to check out Kerny airport. Early in the day I took fellow camper Matt to see the coke ovens and Tom around the local area. At the end of the day some of the departing planes made one final pass over the runway just to review how good of shape the strip was in. Bob Carter made it late in the afternoon and went on a hike with us before he had to head home for the evening. Some of us camped out along the runway and sat late into the night around a nice warm mesquite fire where we could hear the coyotes howl in the distance. The sky was so clear we could easily make out the constellations and even spotted a satellite pass from one horizon to the other. Sunday morning, the Peble family (Kam, Tim, Mark and Whiskey, their boxer) came back in their 182 and brought coffee and donuts for the whole camp. Four-year-old Kiley Monks is going to be expecting this service on future campouts.



Daughter, Mayor Hing, Town Manager Malinda Oliver & APA VP Tommy Thomason.

The next time you are looking for a new place to discover, check out the Town of Superior. Fly in for some great hiking, awesome hometown cooking and friendly atmosphere. There is no public transportation, so bring your walking shoes if you want to make the trek into town.



The bonanza was flown in by APA member Jack Juraco. APA members Jim & Diane Wisda flew their Maule in with some much appreciated & delicious donuts!



The next fly-in will be to Chapman Ranch April 17. This will be the last fly-in before we cancel the lease. Future trips including this trip may change to Pleasant Valley.

On another note: The next **Board of Director's meeting is April 8, 6:30pm** at Scottsdale airport Aviation Business Center (Pilot Shop) members welcome.

Executive Director's Report

2010 March - Jim Timm, Executive Director

The *Arizona Antique Aircraft Association* had their 52nd annual Cactus Fly-In at Casa Grande Municipal Airport on the first weekend in March and it was a great event with good weather. It was great to see some of the beautifully restored airplanes from the past and the good warbird turnout. We want to thank the Antique Airplane Association for letting APA have a space in the vendor display area so we could meet and visit with present members and potential members. Thanks for stopping by to visit.



In the last Phoenix airspace user's meeting there was an item that came up that really caught my attention. In the activity update for Williams Gateway Airport (IWA), it was pointed out that their operations have been increasing significantly and the number of passenger enplanements has been steadily increasing and they have reached a level that would permit the classification of IWA as a mini hub and also qualify it for implementation of Class C airspace. Presently there is only one carrier operating out of IWA, but that is expected to change in the near future and significant land side expansion is in progress to handle the anticipated increased passenger traffic. As a result, the planning process has been started within the FAA to determine how the airspace in the IWA area may have to be reconfigured to accommodate the increased operations. If Class C airspace is implemented around IWA, I'm certain, we could expect there would also be additional related Class B airspace changes occurring on the east side also. I fear the next couple of years, from an airspace standpoint in the east valley, are going to be interesting and challenging.

Unfortunately one of the Phoenix TV stations has taken on a very anti-general aviation stance in their news reporting. They recently ran a lengthy "news" segment exposing how a Phoenix valley area airport is putting the public at risk because, in the stations opinion, the airport does not have adequate measures in place to prevent unauthorized persons from having access to the airplanes based there. It was never defined what that risk may be, but it was very sensationalized reporting of an undefined risk. In a similar manner in reporting on a recent tragic airplane accident, the reporter in describing the accident site states "crime scene tape" was placed around the site. I guess my question is, why does an unfortunate aircraft accident become a crime scene in their mind.

With this type of so called reporting going on, we are facing a difficult time trying to develop a positive image of general aviation with the general public. All of us need to do our best to present a positive image to the public as best we can through our actions and contacts.

We continue to be involved with several airports in the state in the process of updating their Airport Master Plans. We try to represent the general aviation user and their needs in this process.

Please try to fly friendly and follow the noise abatement procedures at the airports you fly out of. Noise issues still continue to be a "hot issue" at many airports around the state.

For places to fly for breakfast, the fly-in breakfast at Coolidge Municipal Airport is the first Saturday of the month and the fly-in breakfast at Casa Grande Municipal Airport is the fourth Saturday of the month. Important to note: All FUEL PRICES DURING THE CASA GRANDE BREAKFAST will be reduced by 10 cents below their already low posted prices.

The Sad, Sad Loss of an Old Friend

by Howard Deevers, CFII

I went out to fly on Monday February 15, 2010. In my usual per-flight, I set up my navigation radios. The Northstar LORAN (LONg RANGE Navigation) displayed “No Position Information Available.” What? Well, maybe I did something wrong. So I turned it off and then back on. The same message appeared again. Then I remembered that LORAN was scheduled to be shut down in February.

Like the death of an old friend, your first reaction is shock, even though you might have known that the end was near. Then sadness sets in and will be with you for a long time.

As an electronics technician in the U S Navy, I worked on the LORAN system on our ship. It was a big box, about 2.5 feet deep, 2 feet wide, and 2.5 feet high; weighed about 120 pounds, was full of tubes, and had a CRT display on the front. When I lined up the two “blips” on the ‘scope’ I could get latitude and longitude. Transfer that to a set of charts on the table and put a dot there. Repeat that in 5 minutes and again in another 5 minutes. Then I could plot our course and speed. That took 15 minutes to get an accurate plot. But on a ship at sea blasting along at 13 knots, it was better than a sextant.

Developed at the end of WWII, LORAN had not changed much by the time I worked on them in 1962. But when transistors became microprocessors, technology took off and LORAN receivers became much smaller and with a ton of information we did not have before. We could put them in our planes and they were wonderful. My instructor, “Woody” ferried planes around the world. He said that when they got LORAN, they thought they were in heaven.

I used that LORAN to navigate all over the East and West. I compared it to a hand held GPS, and later to a panel mounted IFR certified GPS, and it was never more than one tenth of a nautical mile different. I never lost the signal, and updated the receiver once a year. Of course, it was for VFR use only, but what a helper!

Alas, my old friend, LORAN, had no champions to defend him. AOPA tried to justify the system, but not aggressively. Their attention is user fees for now. Even my letters to my Congresswoman went unanswered. So, the signals went silent on February 8. I said that I would keep my LORAN for two weeks after they shut the system down. I guess it will have to come out of the plane in a couple of weeks.

The justification for shutting down the LORAN is cost savings. The government will ‘save’ \$190 million over 5 years by not having the LORAN in use. In a time when words like “billions” and “trillions” are used for just about everything else, I find this “savings” offensive, compared to the good it provided.

We took the ADF out of the plane a few years ago. There are few NDB transmitters left, but there are some, and used for instrument approaches in most cases. I am regretting taking the ADF out, because it is an AM radio receiver. Just about every town in the U S has at least one AM radio station. The transmitter towers are usually close to the town. A book is available with the frequencies of all of those radio stations. If you can navigate to that, you should be able to find the town, and then the airport. VFR, of course.



First came the ADF, then the VOR, then the LORAN, and then the GPS. Now, there is discussion about taking the VOR's out of service also. That will leave us with only GPS for navigation. We have a GPS in the plane and use it on every flight and it is wonderful. I just don't want to have only one system to rely on. Our government can "degrade" the GPS signals, or shut them down at will. That makes me nervous.

When I think of the loss of my LORAN, I also think about the inscription above one of the graves at Boot Hill, in Tombstone, AZ. It reads:

"Here lies LORAN,* hung by mistake
He was right, We was wrong
We strung him up, Now he's gone"

(*name changed, of course)

If you think that saving \$190 million over 5 years will keep the government from imposing user fees on us, you are not paying attention. User fees are pushed back for now, but the next sad loss of a friend could be General Aviation it's self.

Howard Deevers CFII
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Safety Seminars

by Fred Gibbs

APA SAFETY PROGRAMS 2010 SCHEDULE				
DATE	LOCATION	SPONSOR/LOCATION	1st HOUR	2nd HOUR
Saturday morning JAN. 16, 2010 10:00AM <i>COMPLETED</i>	WICKENBURG		CROSS- COUNTRY PLANNING	SPECIAL USE AIRSPACE
Saturday morning JAN. 16, 2010 10:00AM <i>COMPLETED</i>	YUMA AREA		HUMAN FACTORS <i>Jeff Koonce</i>	
Saturday Morning February 13, 2010 10:00AM <i>COMPLETED</i>	DEER VALLEY	DVT Industrial park - 1825 Knudsen, Sulte 100	WEATHER WISE Part 2 - HAZARDOUS WEATHER	
Saturday morning February 20, 2010 10:00AM <i>COMPLETED</i>	FLAGSTAFF	Wiseman Aviation	WEATHER WISE Part 2 - HAZARDOUS WEATHER	
Saturday Morning February 20, 2010 10:00AM <i>COMPLETED</i>	SAN MANUEL	EAA CHAPTER 1406	SPECIAL USE AIRSPACE	
March 5 - 6, 2010	CASA GRANDE	CACTUS FLY-IN	Back Country Flying	
Saturday Morning March 20, 2010 10:00AM	BUCKEYE	Buckeye Airport Quad Building	DENSITY ALTITUDE, TFR's & LUKE AFB SATR	
Saturday morning APRIL 24, 2010 10:00AM	WILLIAMS - GATEWAY	Being worked on	HUMAN FACTORS <i>Jeff Koonce</i>	

<p>Saturday morning MAY 22, 2010 9:30AM to NOON</p>	<p>CHANDLER</p>	<p>ANNUAL BUSINESS MEETING CHANDLER AVIATION HANGAR 2375 S. Stinson Way Chandler Airport - - GUEST SPEAKER - - Sergei I. Sikorsky</p>	
<p>Saturday morning JUNE 19, 2010 10:00AM</p>	<p>BULLHEAD CITY</p>		<p>DENSITY ALTITUDE, TFR's & RUNWAY SAFETY</p>
<p>Saturday morning JULY 17, 2010 10:00AM</p>	<p>PAYSON</p>		<p><i>TBD</i></p>
<p>Saturday morning AUG. 21, 2010 10:00AM</p>	<p>PRESCOTT</p>		<p><i>TBD</i></p>
<p>Saturday morning SEPT. 18, 2010 10:00AM</p>	<p>MESA</p>		<p><i>WEATHER WISE Part 2 - HAZARDOUS WEATHER</i></p>
<p>Saturday morning OCT. 9, 2010 10:00AM</p>	<p>YUMA</p>		<p><i>WEATHER WISE Part 1 - BASICS</i></p>
<p>Saturday morning October 23 - 26, 2009 10:00AM</p>	<p><i>CASA GRANDE</i></p>	<p>COPPERSTATE FLY-IN</p>	<p>Medical Considerations for sport Pilots</p>
<p>Saturday morning NOV. 11, 2010 10:00AM</p>	<p>TUCSON - RYAN</p>		<p><i>TBD</i></p>
<p>Saturday morning DEC. 11, 2010 10:00AM</p>	<p>GLENDALE - LUKE AFB</p>		<p><i>TBD</i></p>

APA Membership

If you are not a member of APA you are encouraged to join and help us keep General Aviation available, safe and fun for all. Your support is very much appreciated. For details and to sign up, please visit our website (http://www.azpilots.org/how_to_join.htm) where you can use PayPal. The dues are \$25.00 per year, per member with additional household members for \$5.00 each, per member per year. Save with the 2-year rate which is \$45.00 or the 3-year rate is \$68.00. If you have questions, contact Nancy Benscoter at nanbabi@aol.com or call 480-580-0974. Please send your application and check to: Arizona Pilots Association, P.O. Box 61242, Phoenix, Az 85082. You can also help APA by purchasing some of our logo items, **Caps, T-Shirts and Patches.**

Caps, T-Shirts and Patches



These t-shirts are soft & comfortable. Perfect for your next fly-in. They are available in large or extra large. Only \$18.00. Caps \$12.00. Patches \$3.00. Contact Nancy Benscoter at nanbabi@aol.com or call 480-580-0974 to order your caps and t-shirts. You may also contact any APA board member if you have questions or need additional information concerning caps and shirts.

APA Website

Nancy Rogers

Please visit our website for the latest information.

<http://www.azpilots.org>

Newsletter Authors

Monthly Deadlines

- 13th Authors submit articles to the editor
- 17th Editor submits draft for approval
- 19th Final approval from President
- 20th Publisher delivers email to membership

