



Arizona Pilots Association

<http://www.azpilots.org>



NEWSLETTER

2009 June

Asa Dean, Editor

Executive Director's Report Jun, 2009 - Jim Timm, Executive Director

Because of the general economic crises, the state legislature has been adequately distracted from proposing significant new legislation affecting aviation this last session. To an extent, this has not been bad. However, when it came time to find ways to balance the budget they did not forget about us.

At the time of this writing, the state budget had not yet been finalized. Unfortunately the aviation fund has taken a major financial hit the past couple of years to help balance the state budget. Last fiscal year the aviation fund lost approximately \$43.3 Million to the general fund. In spite of taking several major hits, the Governor's Budget is proposing to take a major part of our funds again for next fiscal years budget. This draining of the aviation fund is going to have some serious consequences to maintenance and safety for all of our airports in the state. I can only hope they back off a bit this year and give us a break. Like our highways, we do need the funds to maintain the aviation infrastructure.

On the local level, It appears that some cities are also looking at their airport funds and, taking a note from the state, may be raiding the airports of their funds to help overcome the city general fund budget deficits. You need to take a close look at what is happening in your city and if necessary, get involved. If your airport funds which were derived from hangar rents, fuel sales, etc are diverted, sooner than you may realize or like, it will have a direct impact on your cost of flying.

In an effort to reduce costs, the state will be relocating the Aeronautics Division, and it is being planned that over the next two years the various departments of the Aeronautics Division will be dispersed and an attempt made to combine them with other state departments. For example, Aircraft Registration will become part of MVD Registration, Airport Development would combine with Highways Planning, Airport Engineering combining with ADOT Highways Engineering, etc. If this were to occur, I would fear, our airports and the aviation needs in the state will become lost in the shuffle. (Along with our funds).

What had started as an airport noise issue at Mesa Falcon field, is evolving into a more serious issue of flight and airport restrictions. As I had commented in an earlier report to you, it's never good when "City Hall" gets involved in finding a solution. The city of Mesa established an FFZ Ad-hoc Task Force to initially identify noise issue solutions. But it appears it has grown into more than noise issues.



To address the noise issues, eliminating touch and go's, landing and training related pattern work from 10:00 pm to 6:00 am and a request that all training related activity be conducted only on the north runway is being considered.

To help the City achieve their vision or goal for Falcon Field Airport, the committee is also being asked to consider if the city should allow only airworthy airplanes to be stored in the hangars or on the airport that are using Falcon's services.

We would encourage "fly friendly" procedures that do not compromise safety to address community concerns. We would however suggest the city consider a policy that would provide access for all types and classes of reasonable aeronautical activity at Falcon Field without discrimination and promote and encourage all levels of general aviation.

On to a more positive note, I want to thank all of you that took the time to participate in the annual election of APA Directors. At the next Board of Directors meeting later in June the directors will be electing the new officers for 2009/2010.

We are continuing to work with several airports in the state updating their Airport Master Plans and represent the general aviation users needs in this process. We attempt to make certain that the user needs are accommodated in the course of the airport's planning.

The latest word is that there will continue to be a fly in breakfast at Casa Grande Municipal airport through the summer in the air conditioned terminal building. NOTE however, THE DATE HAS BEEN CHANGED TO THE LAST SATURDAY of the month.

Also of important to note: All FUEL PRICES DURING THE BREAKFAST will be reduced by 10 cents below the already low posted prices.

Have fun and Fly Safe.

Jim Timm

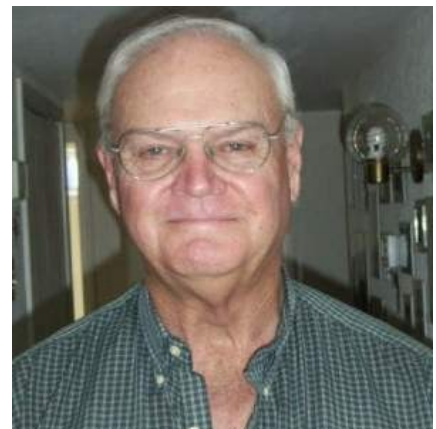
Executive Director

Summertime Flying **Howard Deevers CFII**

Summertime flying is here in Arizona. July will heat up even more, and it is the traditional beginning of our "monsoon" season, so we will have both heat and humidity. This is a good time to review the performance of your airplane, and take special note of a thing called "density altitude." NTSB reports tell us of tragedy due to not following the laws of physics every year.

Dust Storms: Last summer I was returning from San Diego to Tucson, Marana Regional late in the afternoon. I had filed an IFR flight plan because of possible showers in the Tucson area, with a planned stop in Casa Grande for fuel before going on to Marana. As I approached the Stanfield VOR I noticed the lack of traffic in this very busy training area. Albuquerque Center cleared me for a VOR approach into CGZ, and I turned on final at the VOR.

Looking ahead I could see a huge cloud of dust from the ground up to about 5000 feet and at least 20 miles wide, moving west toward the airport. [Ed. These violent sandstorms are frequently called



haboobs.] My first thought was 'can I beat this thing to the airport?' My second thought was 'if I do, I will still be in it,' not a good thing. So I abandoned the approach and started climbing, informing ABQ center as I did. Naturally, the response was: "what are your intentions?" I said that I would continue to Marana, since I had plenty of fuel anyway. ABQ gave me a heading and altitude.

Looking ahead I could see a line of thunder showers right in my route of flight. Again, I informed ABQ that I was not going to try to penetrate those storms. "What are your intentions" came back again. I said that I would go Eloy and wait it out, but Eloy was covered by the dust storm by that time and I could not consider a landing there. Coolidge was clear of the dust storm, so I canceled IFR and thanked ABQ for the assistance and landed there. On the ground, I found another instructor with a student that had ducked into Coolidge to avoid the dust and thunder storms. We sat under cover and talked for about an hour until it cleared up enough for us to feel safe about flying on.

My weather briefing before leaving San Diego said nothing about possible dust storms, and only a chance of storms in the Tucson area. Things changed during the 2.2 hours to CGZ. The flight from San Diego to CGZ was beautiful, but things went south very quickly. The point is, always have an "out." My first and second choices didn't work out, but my third one did. If that had not been an option, I would have to fly North toward Phoenix, or back to Gila Bend. I had enough fuel for all of these options.

There is a fuel related accident in this country every week. Pilots run out of fuel and the results are some times fatal. The military has a saying: "Failure to plan, is planning to fail!" So, as you fly this summer, enjoy it, but do your planning. Don't be one of those NTSB reports that I read every week.

Howard Deevers
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Backcountry Airports

Bob Carter, Director, Backcountry

Sprucedale Ranch

Over the Memorial Day weekend, members of the APA visited the Sprucedale Ranch (<http://www.sprucedaleranch.com/>) located in the White Mountains of northeastern Arizona. Based on tips from Backcountry enthusiasts, this expedition was to locate the rumored Sprucedale Airstrip. On arrival, the Expedition met with the Ranch Owner & Manager. We were excited to learn that there was an airstrip, but that it had not been used in over 25 years. The Ranch Manger graciously provided transportation and an escort to the airstrip. From an investigation of the airstrip and a review of topo charts of the region, we estimated that the airstrip is 3,600lf x 90lf and 7,600 MSL. Although the airstrip had not been used or maintained for many years, there was evidence that it had been well planned and built. In its present condition, it could be easily cleaned-up for use.

On our return to the Ranch, we discussed the ownership of the airstrip and possibilities for its re-opening. The location is ideal for trout fishing in the Black River or other streams in the area, camping in cool pines or a day trip for breakfast or a \$100 hamburger at the Sprucedale Lodge. Additionally, it would provide great access for guests of the Ranch where they have many indoor and outdoor amenities. It is uncertain who owes the property were the airstrip is located and the Sprucedale Ranch, with the support of the APA, is in the process of sorting out the ownership.

The geography of Sprucedale reminds one of the backcountry airstrips in Idaho and Montana. For a better understanding, go to Google maps at: http://maps.google.com/maps?f=q&source=s_q&hl=en&geocode=&q=sprucedale,+az&sll=33.733048,-110.225058&sspn=0.031621,0.054932&ie=UTF8&ll=33.739811,-109.326196&spn=0.003952,0.006866&t=h&z=17. The APA is investigating the possibilities of re-opening the Sprucedale Airstrip, but needs your input to determine if our efforts are worthwhile. Please forward your comments regarding Sprucedale or other backcountry airstrips to Bob Carter at bobc@buildersguild.com.

Chapman Ranch (58AZ)

Check the new Phoenix Sectional. Chapman Ranch has been added and the identifier is 58AZ. It is listed in AirNav (<http://www.airnav.com/airport/58AZ>) and many other navigation guides. As a result of the recent NACO publication, numerous flyers have become aware of 58AZ and have contacted the APA with the intent of flying to this jewel in the Arizona high country. The APA now has 71 aircraft registered at Chapman Ranch. Not all aircraft registered at Chapman Ranch have updated Hold Harmless Agreements on file. The Hold Harmless Agreements are only valid through the end of each year. When planning to use the airstrip, please go to the APA website and submit the 2009 Hold Harmless Agreement, if you haven't already done so. The 2009 Hold Harmless Agreement and Operations & Safety Guidelines are located under the Latest News tab at the APA website (http://www.azpilots.org/Latest_News.htm).

With the exception of early afternoon winds, the second Chapman Ranch Fly-In went off without a hitch thanks to the efforts of Tommy & Linda, Barry & Caroline, Arv, Nancy and many other volunteers. There were about 16 aircraft in attendance, which was down from 32 aircraft the previous year. The Arizona Pilots Association collected about \$300 in donations and thanks from the APA to our supporters whose generous donations will help preserve this airstrip. The APA is planning more fly-ins and a general schedule is as follows:

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| * Pleasant Valley Days Fly-In | 3rd weekend of July, 07/18 – 07/19 |
| * Late Summer/Early Fall Fly-In | Range, 09/15 – 10/15 |
| * Early Spring Fly-In | Range, 02/15 – 03/15 |
| * Late Spring Fly-In | Range, 03/15 – 04/15 |

If you have any Fly-In suggestions or would like to volunteer for an upcoming Fly-In, please contact Bob Carter at bobc@buildersguild.com.

Recently, the APA put out a call for donations to offset the costs of the annual lease and insurance. As a consequence, we receive many generous donations from 58AZ supporters. The APA is very appreciative of the donations and thanks our supporters for their generosity. Without your donations, the APA would not have been able to continue leasing the Chapman Ranch Airstrip.

Pearce Ferry Airport (L25)

It has recently come to the attention of the APA that L25 may have been closed and runways 1/19 “X” by the National Park Service. According to Prescott Flight Service there are no NOTAMS posted for closing the airport. If anyone has any knowledge or is interested in following-up on the status of L25 with the National Park Service – Lake Mead National Recreation Area located in Boulder City NV, please contact Bob Carter at bobc@buildersguild.com. Your assistance would be greatly appreciated.

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Election Results Submitted by Tommy Thomason

This months APA Board of Directors meeting was held Thursday evening at Chandler Airport to review the ballots for election of Directors and elect officers for President, 1st VP, 2nd VP, Secretary, Treasurer and appointment of Executive Director.

Results are as follows:

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|--------------------|------------------|
| President | Nancy Benscoter |
| 1st VP | Tommy Thomason |
| 2nd VP | Howard Deevers |
| Secretary | Barbara Harper |
| Treasurer | Joe Monks |
| Executive Director | Jim Timm |
| Director | Bob Carter |
| Director | Arv Schultz |
| Director | Ed Chauza |
| Director | Dr. David Bryman |
| Director | Paul Pitkin |
| Director | Fred Gibbs |

Other Current Key Volunteers:

| | |
|------------------------|-----------------|
| Membership Coordinator | Linda Thomason |
| Web Master | Nancy Rogers |
| News Letter Editor | Asa Dean |
| Representative | Bill Turner |
| Legislative Affairs | Bob Littlefield |

Upcoming BoD meetings

July 21, 6:30 pm, at Chandler Airport
August – Marana Airport – Saturday time and date TBD
September – Payson Airport – time and date TBD

Say “Goodbye” to Your Aviation Funds

Andrew V. Cebula, Executive Vice President, Government Affairs

State aviation funding for the Arizona airports and facilities that you count on are in jeopardy as Governor Jan Brewer proposes to raid 60% of the State Aviation Fund for non-aviation uses. This money is collected from pilots and is critical to the safety and integrity of Arizona’s airport system – as runways, taxiways and other facilities across the state are in desperate need of repair.

The strength of our organization lies in our membership, and your voice will be most effective in convincing your elected official that underfunding investments in airports and aviation safety is a bad idea. Governor Brewer needs to immediately hear from the pilots of Arizona about this issue.

Take action and join our effort:

http://www.aopa.org/whatsnew/region/2009/ariz_action_alert.html

Thank you for your support.

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