



November 2010

arizonaclodbusters.com

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**UPCOMING EVENTS**

**Breakfasts**

Casa Grande Last Sat of each month

Coolidge 1<sup>st</sup> Sat of each month

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Arizona Pilots Association Safety Seminar Luke AFB 12/11/10

Time TBD

Check their website for details

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**"The 'Wings' Program & Winter Flying in Arizona"**

Topic: Wings Program Updates & Winter Flying in Arizona

On Saturday, November 20, 2010 at 9:30

AM

Location:

Show Low Council Chambers  
181 N. 9th St.

Show Low, AZ 85901

**Description:**

This seminar (9:30 a.m.- Noon) will focus on the knowledge and skills required to avoid the accident causal factors associated with winter flying in Arizona, and a discussion/update on the Wings program.

To view further details and registration information for this seminar, [click here](#).

The sponsor for this seminar is: **AWP-204 AZ FAAS**Team

FiFi arrives

You don't want to miss this. FiFi , the worlds only flying B-29 will be at the Deer Valley Airport Nov 11-18. After being grounded for several years with several million dollars of new engines The Commemorative Air Force has FiFi back in the air. The AZ wing of the CAF will arrive at Deer Valley with Sentimental Journey ( B-17) and Maid in the Shade ( B-25) as well as their SNJ trainer. This is probably a once in a life time opportunity to see these pieces of flying history all in one place. Rides will be available on all 3 bombers.

Nov 14 12 PM arrival, Nov 15-17 9 AM to dusk, Nov 18 departure.

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## MEMBERS CORNER

My current age is an unreliable "ring count" estimate, but I got my private ticket two days after Christmas in 1969 while enrolled in the A&P program at Utah State (University, not Prison). Yeah, I'm old. The vast majority of you guys are too young to remember the "draft lotteries" of the late 60s, but my number was so low I was guaranteed a quick trip to Vietnam with the Army if I didn't do something fast. As luck would have it, the Navy was recruiting on campus, and I soon found myself in Pensacola in primary flight training. I eventually ended up in Vietnam anyway, but flying EP-3E and EA-3B reconnaissance planes was a lot better than packing an M-16 on the ground. As for private flying, it was another 10 years before I got my commercial/instrument/CFI. None of those did me much good, though, as I headed off again overseas with the Navy, spending three years with a squadron in the Mediterranean and another two in Japan aboard the carrier Midway. Then I had to take a turn in the Pentagon, and I didn't get back to private flying again until the late '80s when I was assigned to a Joint Staff at Offutt AFB in Nebraska, where I joined up with a nice

little flying club for a few years. Then it was back to Washington again, where finding a convenient flying organization proved difficult, especially after 9/11. It really wasn't until after I retired from active duty and moved out here to AZ (where my wife was born & raised) that I again got hooked up with a flying outfit, and I was really glad to find you guys. I've been a member for about two-and-a-half years and hope to continue to enjoy the Cloudbusters for some time to come! It's a fine organization.

Scott Haycock

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**Airplane wash. This looked like lots of fun.**



**Thanks for Greg for the pictures. Austin had some great ones also but I could not copy from the Kodak gallery. Computer challenged. Thanks guys.**

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## AEA Says FAA Memo Has "Fatal Effect" on NextGen

If you've been waiting for the Aviation Electronics Association's take on what to expect from the FAA's plan to implement ADS-B, you're not going to like what you hear. In an Oct. 4, memo to the FAA, the AEA didn't mince words. The association said the FAA's Aug. 30 memo would "stall early equipage, delay early implementation and, at the extreme, cause the failure of ADS-B implementation altogether." At issue are the rules surrounding supplemental type certificates (STCs) for the first installations of ADS-B equipment. According to AEA, the rules, as proposed, would double the cost of adding the equipment to business jets, and increase the cost by up to 700 percent for light aircraft. Costs are expected to fall over time to an expected average \$4,500 per light aircraft, but AEA contends that there is little incentive for aircraft operators to be the "early adopters" of a technology that is projected to decrease in cost so precipitously. The AEA urges "immediate intervention to limit the damage caused by this policy," and further stated, "We believe the consequences of the Aug. 30, 2010, memorandum will have a fatal effect on the first phase of your FAA Flight Plan toward the Next Generation Air Transportation System."

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## Go beyond 'direct to' with GPS course

Let's face it. When you rent different aircraft or have purchased a new GPS unit a little help would be welcome to distill the thick user manual. The Air Safety Institute's [GPS for VFR Operations](#) online course is the answer with a quick, thorough refresher on GPS technology. Enjoy the interactive program, which explores panel-mounted and handheld receivers. Find out about GPS "gotchas" with mode confusion and flight plan activation and what to do if the equipment fails. Take the course and qualify for AOPA Accident Forgiveness and the FAA Wings program.

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