

Volume 4 February, 2017 Number 4

## Future Flyouts

<b>February</b>	2/11/17 Havasu City KHII	2/25/17 Mariana
<b>March</b>	3/11/17 Chiriaco Summit	3/25/17 Winslow
<b>April</b>	4/8/17 Prescott KPRC	4/22/17 Ryan Field

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## In Memorium

Last Month Anne Muirhead lost her husband and the club lost one of its good members; Jim Muirhead. Jim's death was not unexpected but came far sooner than was anticipated. The club extends its deepest sympathy to the Muirhead family in their bereavement. Below is Jim's obituary. It is not the final draft, but it does give one the flavor of the rich life that was Jim Muirhead.

**James Robert Muirhead, died peacefully at home on Friday, January sixth, 2017. James struggled heroically with pulmonary problems for five years. He is survived by his wife, Anne, nee Zabolio, his daughters Jennifer, Carrie, Louise and Kathleen, 13 grandchildren and an older brother Jack. He was preceded in death by his parents Dewey and Mamie, nee Dean, Muirhead, his daughters Angela and Sarah and sister Dorothy.**

He and Anne have lived in Genoa, WI for many years while operating the Zaboglio House and Genoa Motel. Throughout his life James was a master of any job, large or small. He really hit his stride as a golf pro and manager of 4 Dallas, TX gold courses. Following that, he enjoyed a 26-year career as a pilot for numerous companies. A highlight of his flying includes certificates signed by President Ronald Reagan. His instructor knew James was an amazing pilot and sent the certificates to the White House for Reagan's signature. On the home front James was a master chef, a mechanical genius and a carpenter without equal. At the Genoa Motel he hired many people and was usually able to advise them on a simpler way to perform the task.

Apart from his children he had an early joy in life when he became the Grand Master of the East Dallas Masonic Lodge #1200, before he was 30 years old. He only wished that his father had been alive to see him installed. Throughout his life, James was devoted to the Masonic principals.

His family is extremely grateful to the AZ Pulmonary Specialists team and Hospice of the Valley, particularly Lynn, Gretchen, and Amy.

**His funeral will be at Scottish Rite Cathedral in Dallas, TX on February first at 10 a.m.**

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## Month in Review

January was an atypical month for WVFC flyers. We had four breakfast meetings and two breakfast flyouts. Typical attendance at the weekly breakfasts is 30 to 40 members. (PLEASE NOTE – meeting days for the breakfasts have changed FROM WEDNESDAY MORNING TO THURSDAY MORNING at 8:30 am. Meetings are still at the Glendale Airport restaurant.

The first flyout was scheduled for Jan. 7<sup>th</sup> to Parker. Several pilots thought the weather en route to Parker might be iffy and opted to fly to Chandler instead and one plane went to Marana. The rest of the group went to Parker as scheduled, and apparently encounter no unusual weather.

Second flyout was scheduled for January 21 to Globe, but was postponed due to rain and wind throughout much of Arizona during the week end. The trip was re-scheduled to the next Saturday, Jan. 28 which appeared would offer much better flying weather. One of the club's guiding principals is that we have too much good flying weather to put up with the discomfort and risk of inclement flying weather just because of a published schedule.

. The Fly Out to Globe included 8-9 planes from Deer Valley, Goodyear and Glendale. There was a nice buffet at the casino for the 36 WVFC members in attendance. Unfortunately 4 or 5 people were left at Glendale. The day was clear, visibility looked to be 100 miles+. Flying out of Deer Valley we had a headwind that reached 30 kts and resulted in a bumpy ride over the mountains, however, wind at the airport was dead calm. Globe has added a self-service fuel station which several of the members took advantage of - the \$4.00/gallon price was well received

## January Member Meeting Provides a 2-fer

Club monthly membership meetings have also changed location and are now being held in the second floor conference room of the Glendale airport terminal. Said conference room is of generous proportions -for a conference. It was not designed for a general meeting for 140. Thus several members were relegated to stand-up space in the back of the room. Your correspondent assumes that club management is still searching for a larger space to accommodate the 40 to 60 members who usually show up for these meetings.

In a short business meeting, new Secretary/Treasurer Brian Lee reported that the Club's current bank balance was \$1,645 and that the club had 120 members current and in good standing. There are 15 members from last year that have not yet re-joined. If they have not re-joined by Feb. 1, they will be expunged from the club rolls

Richard Collings reported that the club web site was pretty much recovered from issues resulting from changes forced on us by our web site provider. He is now working on some upgrades including a member photo directory which would, for the first time, combine a member's name and photo together in one place.

Jack and Brian discussed the current club budget status. Bottom line is – “It's Tight, but so far, looks do-able. One significant change to help keep it do-able; new members will have to buy club name tags personally rather than the club providing them out of the member's first year dues. This change will net the club \$7.00 for each new member henceforth.

Membership Coordinator Howard Woodruff is working to give the club wider exposure posting club posters at other airports in the west valley. Howard also urged members to greet new members and guests and introduce them around at club meetings to get them well acquainted in the club as quickly as possible.

The January meeting was unusually interesting with attending members being treated to two presentations. First was a presentation by Airport Administrator Ken Potts, noting improvements and upgrades currently completed or in progress.

Among the improvements noted were installation of free WiFi installed in parts of the terminal building and

other parts of the airport facility. The airport has also opened a workroom for pilots (room 2068 on the second floor. It has WiFi, a computer terminal and workspace tables and seating..

Potts also addressed rehabilitation of the north apron and expected rehab scheduled for the south apron. Also discussed was 2018 airport open house A GEU breakfast fly-in and several administrative issues.

Potts also encouraged pilots to check out the Airport's Facebook site, and/or relay questions and comments to him or his office. He also noted that he recommended that any pilots coming in to make GEU their home base check out WVFC

The next presentation was by representatives affiliated with Luke AFB. They gave a fascinating presentation regarding Luke's facilities, capabilities and commitment to air safety and desire and ability to work with private aviation to keep air force and private pilots safe and out of each other's way, and to allow private pilots whatever access and safe transit they can within Luke's footprint.

One of the presenters, Major Jason Chugg, who is Luke's safety officer as well as an F-35 instructor gave members an intimate glimpse into life with an F-35. It was an outstanding presentation providing a great appreciation of the airplane, its, development, production, and operation, and even some of the politics and costs involved with the machine.

The meeting ended with the Club's usual door prize drawings. If you weren't there you really missed another great informative and interesting meeting. These monthly presentations are one of the great benefits of club membership, if you are interested in aviation, (If you aren't interested in aviation what are you doing in this club?)

## **APA Invites WVFC Members to Winter Social**

The Arizona Pilots Association is inviting WVFC members to its Winter Social function Thursday, February 9, 2017. Location is the Desert Rose Pizza & Gastropub at 6729 N. 57 Drive in Olde Town Glendale 5 to 7 p.m Cost is \$15 per person

RSVP to Susan Wearly ([susanwearly@aol.com](mailto:susanwearly@aol.com) - 480-415-6480) OR  
Mary James ([mgjames8@gmail.com](mailto:mgjames8@gmail.com) - 515-321-3022)

## **“Fly Out Procedures for Non-Plane Owner Members”**

1. Club Fly Out's are listed on the Calendar on the Club Web Site. Non-flying Members need to be at the respective airports at 7:30AM to allow for an 8:00AM departure.
2. Non-flying Members wishing to fly out of **Deer Valley Airport** need to reserve a seat with Sam Foote in advance. Sam can be reached at 480-861-9416 (phone or text) or via email at [SamFoote@cox.net](mailto:SamFoote@cox.net). If you are flying out of Deer Valley, you will be picked up in front of the airport restaurant at 7:30AM and taken to a plane. If there are no seats available on the Deer Valley airplanes you can still go to Glendale and participate there.
3. Non-flying Members wishing to fly out of **Glendale Airport** need to be in the lobby of the Glendale Airport by 7:30AM. If there are more passengers than available seats, there will be a lottery to determine who is able to go along, however, New Members at their first Fly Out will have first priority for going along.
4. Members are encouraged to wear their Name Tags.
5. If you have any questions, contact the Flight Coordinator Glen Bigelow at 480-251-6486 (phone or text) or via email at [GlenBigelow@q.com](mailto:GlenBigelow@q.com) .

6. **NOTE TO PILOTS:** Some pilots will be monitoring radio frequency 123.45 during Fly Out's in order to communicate with other club members

## **New FAA 3<sup>rd</sup> Class Medical Certification Rules** **By Brian R. Baker**

There is good news for some of us older pilots who wish to fly but who have had worries about getting FAA medical certification. The rules are changing for the better, and we should all be aware of them. The Third Class Medical is being replaced by a new system, Basic Med, which is scheduled to begin May 1, 2017, under which a pilot can fly any airplane with up to six seats, carrying up to five passengers, up to 6000 pounds gross weight and speeds up to 250 kts., with an altitude limit of 18,000 ft. The aircraft can have a fixed or retractable gear, and can be multi engined. There is no limit on aircraft horsepower.

The rule states that if a pilot passed an FAA medical within the past 10 years, after July 15, 2006, he or she need not again take a physical from a designated medical examiner. Instead, the pilot can take a physical exam from any medical doctor or personal physician every four years, and take a free on-line FAA medical course and pass the short quiz afterwards every two years.

Apparently, there will be forms made available for all of this, and the pilot should keep copies of these forms in his or her possession in the aircraft in case of a ramp check. These can be paper copies or electronic ones, such as in a cell phone.

The only limitation is that the pilot cannot fly for compensation or hire, but flight instructors can fly under this certification, as they could always instruct using a Third Class medical.

There are many references for this available on line, on the AOPA and FAA websites, and the WVFC has also sent out emails describing this change. Maybe we'll see more of you in the air after this takes effect. Happy flying.

## **In the Right Seat**

*Last year Flight Path offered some tips, things that passengers in the right seat ought to know when attending one or our breakfast fly-outs. We considered these tips important, but easily forgotten. Therefore, we are presenting this article again.*

Every occupant of a small private aircraft should be more than just a casual passenger. To that end Flight Path offers a few tips for "right-seat" passengers to promote greater awareness of desirable knowledge and participation in club fly-outs. Hopefully this will also be of interest to pilots as to what they might like their passengers to know in case of emergency.

For example let's say you are in the right seat, flying back from Eloy, and your pilot has you flying the plane straight and level as you approach the gap back to Glendale. You think you are doing a good job, and steal a glance at your pilot only to see him slumped back in his seat, apparently comatose and unresponsive. **WHAT DO YOU DO NOW?**

Obviously there is no one correct answer, it all depends on the situation; Flight Path would like to suggest a couple of initial thoughts.

. First, stay in control of the airplane. You are flying straight and level, so, first, maintain your altitude and keep it on course and level. If there is a passenger in the back seat they may be able to assist the pilot, but you can't do much for him, your first consideration is to keep the plane flying and in control.

Second, put out a call on the radio, get what help you can to bring the plane down relatively safely. Ah, but how do you operate the radio, and what frequency should you transmit over, and how do you make that frequency active? Hopefully the pilot has briefed you on basic operation of his specific radio. .

As to what frequency to use, if you are near the gap you should be able to communicate with the Glendale tower. Their frequency is 121.00. Once in communication give the tower Your airplane type and your call sign if you know it (it should be posted on a small placard somewhere on the instrument panel), but the important thing is to tell them you have an emergency.

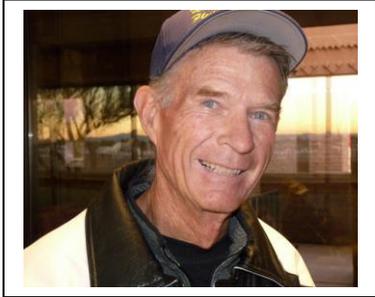
Explain the nature of the emergency, where you think you are, what your status is, and what help you need. Then leave it to the tower to help as best they can.

If you can't communicate with Glendale tower, dial to frequency 121.5, the standard monitored emergency frequency, with a MAYDAY call. That should put you in communication with someone who can help.

This is not an exhaustive primer to solve your problem, but at least it might point you on the right track towards getting the help you need, and give your pilot a clue what information you should have before take-off.

*Thanks to Jim Polk and Gary Davis for their help on this article*

## Meet Our Members - Bob Ingalls



At about age eleven Bob started driving a tractor. It wasn't for recreation either, it was helping to work the family farm near Idalia, Colorado (Just a long stone throw from Kansas). If you've ever driven a farm tractor you know it isn't easy, a far cry from driving the family sedan, and a good way to get nowhere slowly – ver r ry slowly.

From Bob's vantage point on the tractor seat he could see airplanes up in the sky. Lots of airplanes, going every which way. Usually, these planes would go from horizon to horizon in the time it took Bob to drive from one end of a furrow to the other. "There's got to be a better way" Bob would muse as he trudged along on his tractor, and an avid interest in aviation took root.

Basically a native Coloradoan, Bob was actually born in Santa Monica, California where his father was posted at the time during WW II. The end of the war saw Bob back on the Colorado farm and eventually behind the wheel of that tedious tractor. Bob's flying days were yet years in the future.

After high school Bob applied for pilot training at the Coast Guard Academy, but was rejected because he missed one letter. Unfortunately, it was a letter on an eye chart. Possibly it could have been a 'G', but Bob didn't see it that way. Unlikely as it might seem for a lad living near the center of the nation, Bob stayed with the Coast Guard for a year and a half. Not seeing The Coast Guard as a long term career choice, however, he left to enroll at Colorado State University, majoring in Math and physics. This led to a teaching position in Aurora, Colorado along with a part time job at Sears. At last he was able to start a savings account with which to begin funding flying lessons, and finally earned his license in April 1969.

Bob has pretty much stuck with Yuma County, Colorado, owning an insurance agency and engaging in farming operations until he retired. After receiving his license, Bob bought a 1964 Skylane, and subsequently has owned a '76 Skylane, a '64 Bonanza and an '84 Bonanza. He also for a time leased a Cessna 210 which he used to take the family on some extended trips to both coasts and the gulf area. Bob and his wife Barb have three children and 6 grandchildren.

Visiting a Yuma neighbor who had retired to the Phoenix area, and with advice and encouragement of a few other friends, Bob and Barb heeded the siren call of retirement and in 2008 bought a house in Buckeye but they do return to Yuma in the summer, trading the Arizona summer heat for the eastern Colorado summer heat.

Three years ago, one or two people mentioned WVFC to Bob. He checked it out and signed on. The Ingalls are now active members, joining many of the fly outs, and attending most of the breakfast and membership meetings. The Ingalls are delightful, engaging people, interesting and easy to talk to. If you don't already know Bob, seek him out at the next meeting; ask him about his adventures sinking the first well and installing the first irrigation system in the dry-land farming area of eastern Colorado.

## Bill Gillies Answers Our Questions

Mike,

Thanks for the opportunity to brief your organization last January 17<sup>th</sup>. Hopefully, your pilots got some useful information.

I've got answers to the two questions that were asked Tuesday night.

- The AUX-1 ILS is left on during the weekends. Just give Luke approach a call if you'd like to use.
- The phone numbers for the ATIS that we have on file are (623) 856-2361/2362.

Finally, our public affairs person that does range briefing is out until next week. I'll have her contact you when she returns.

## **AOPA President Mark Baker Reviews the Year Past**

The past year was one of the most exciting general aviation has seen in a long time -- not least because medical reforms were signed into law. But 2017 promises just as much excitement as those reforms take effect.

Just days into the new year, the Federal Aviation Administration published the final rule on medical reforms, creating a new medical standard the FAA is calling BasicMed. The new BasicMed standard, which mirrors the law, will take effect May 1.

It's been a long road, and AOPA has led the march. But we're not done yet. In the coming days, weeks and months, we'll be taking steps to make sure pilots who qualify can start flying under the BasicMed standard as soon as possible. We've created a variety of resources to help you understand the rule and how it affects you -- all available on the AOPA website. Soon you'll find the free aeromedical course you'll need to take to comply with the rule there, too. And we'll be working with the medical community to make sure doctors understand their role in helping pilots get flying.

With BasicMed in place, we could welcome thousands of pilots back into flying this year!

To make it easy for those pilots -- or any lapsed pilot -- to get current, we're expanding our successful Rusty Pilots program. In conjunction with local flight training facilities, we'll offer hundreds of seminars, which provide two hours of ground instruction toward completing a flight review.

Rusty Pilots works. We know because since the program began, we've helped more than 3,500 lapsed pilots return to active flying status. In fact, in 2016 alone we offered 156 Rusty Pilots seminars and more than 45% of the "rusty" pilots who attended reported completing a flight review. In 2017, we're even offering a special version of the program, called "Back to Your Roots," to help professional pilots who haven't flown GA in a while get back into general aviation.

Rusty Pilots is part of AOPA's larger You Can Fly program, which comprises a range of initiatives designed to get people flying and keep them flying. To that end, You Can Fly initiatives are helping launch flying clubs -- 25 in 2016 -- to give more pilots access to affordable flying; developing aviation STEM curriculum to help high school students prepare for aviation careers; and recognizing the very best flight schools and CFIs nationwide with Flight Training Excellence Awards.

At the same time, we're making the skies safer. The AOPA Air Safety Institute's online courses, in-person seminars and tools touched aviators more than 2.5 million times in 2016, and we look forward to bringing you even more safety courses, programs, seminars and quizzes this year.

I'm proud of what we as an organization and a community achieved in 2016, but I believe 2017 can be even better. Our passion for aviation grows stronger every year, and so does our commitment to your freedom to fly!

## **NEW MEMBERS**

The following people have joined WVFC for the first time for 2017. Please give them a big 'howdy' when you see them and welcome them to the club.

Name	City	Plane(s) owned
Larry Lynch	Mesa	Darter 100
Jim Jespersen	Sun City	Co-Owner Cirrus SR20
Kathleen Jespersen	Sun City	Co-Owner Cirrus SR20
Dave Gardner	Sun City	
Marc Francechi	Phoenix	
Crissie Jameson	Litchfield Park	
Jack Lawless	Phoenix	Cessna T 182T & Elon A-2 Ercoupe
Jeff Lawrence	Surprise	Mooney (3)
Chuck Peterson	Glendale	
Edward Ricks	Phoenix	
Saleem Shareef	Buckeye	
Rebecca Stokes	Tonapah	
Dave Tondini	Goodyear	
Milt Bloom	Sun City	
Sal Shareer	Buckeye	

## Club Shirts Are Now Available

OWNER SUPPLIED SHIRT (OSS) If you have a shirt and want the WVFC logo put on it; bring it in. Cost is \$8. Shirt must be clean.

If you would like to purchase a shirt, go to the WVFC website. ([westvalleyflyingclub.org](http://westvalleyflyingclub.org)) Click on "additional information" at the top. Forth line down find "shirt ordering form" and click on it. Form should appear and you can print it out. Click on the hypertext on the form for the color chart.

2X size---add \$2, 3X size--- add \$5, 4X size---add \$7, Pocket---add \$4 limited sizes and colors

Name or N#---add \$8 Both---add \$14

Problems---Call me: Jim 623-910-5211

## AOPA headlines for 2016

Last year, several discoveries shed new light on aviation legends. Remains of a female skeleton on a remote Pacific island lent weight to the theory that [Amelia Earhart survived as a castaway](#) after her plane crashed in 1939. The refurbishment of the Smithsonian's "Milestones of Flight" gallery also led to the [discovery of a note from the plane's restorers](#) under the floorboard of Charles Lindbergh's Spirit of St. Louis.

Military history marched on in 2016 with general aviation. An aviation collector might have found the Interstate Cadet, which was the [first US aircraft fired upon at Pearl Harbor](#). According to new information, the Air Force considered [reviving the P-51 Mustang](#) after World War II as the PA-48.

General aviation pilots continued the spirit of adventure in 2016, with one pilot catching [footage of a meteor](#) from a camera mounted on his Piper aircraft. Mooney introduced [new M20 Acclaim and Ovation models](#) with several features asked for by pilots.

Many general aviation pilots breathed a sigh of relief when the House of Representatives [passed third-class medical reforms](#), followed by Senate approval and President Barack Obama's signature.

Many pilots' hearts sank when Cessna Skycatcher fuselages were [scrapped by Textron](#). On the lighter side, a

columnist rounded up the [11 worst aircraft](#) produced by the former Soviet Union.

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