



Wickenburg EAA Chapter 883

APRIL 2025

MESSAGE FROM THE PRESIDENT, Phyllis Wells

I feel like we are coming into the home stretch. With summer fast approaching many of our members are starting to pack and plan for the trip to cooler climates. We won't have any meetings from June through September. But that doesn't mean we can't be thinking and planning for when we do get together. When we start up in October we want to continue doing Fly-Outs (see Bruce's report on page 2) and we will need to get ready for the January event at the Wickenburg Airport (think "Pancake Breakfast"). We also want to have informative programs, good food and time to share our flying stories.

PANCAKES ANYONE?

We all know that pilots love pancakes. Especially if they are served in a make-shift, greasy hangar at an airport they have to fly to! So.....why don't we serve pancakes at the next big fly-in to Wickenburg? The town planners are in favor of the idea and we could feed the multitudes and make some money for our chapter. Let's think positive about this and discuss it at the April meeting.



NEW BUSINESS AT THE AIRPORT

It is exciting to know that we have a new maintenance shop at the Wickenburg Airport. The Baxter family has taken over the space that was Ken Vaughn's shop in the West Row of hangars. The "family" consists of Erica and Peter Baxter and Erica's father, Steve Arnold. They are all A&Ps and A.I.s. They have been in the business since Erica was old enough to pass tools to her Dad! The day I visited they were still unpacking while in the middle of a major repair job. They plan to provide all the services you might need. Call them when you are ready for maintenance. WICKENBURG AVIATION 928-668-3612

APRIL MEETING
SATURDAY, 4/12
10 AM
EAGLE ROOST
COMMUNITY CENTER
714-429-4999



Name this plane
get a FREE lunch on 4/12

VMC CLUB

We will be offering something new at the April meeting. It is called the VMC Club. We will use the first 30 minutes, from 10 AM to 10:30 AM for those who are interested to meet in the Board Room for a discussion of an aviation related situation. Mike Arensmeyer will lead the discussion using material provided by EAA. The purpose of these monthly discussions will be to enhance safety by sharing scenario based flight challenges with multiple courses of action. The audience is asked, "What would you do?" The group then discusses the pros and cons of each answer.

The VMC question for the month of April:

You are pre-flying your airplane and realize that you have not checked your ELT in a long time. The battery was replaced just under 2 years ago, but hasn't been tested since. Is there some way you can test the ELT (without triggering a search and rescue attempt) to ensure it still works properly?



ANYONE LOOKING FOR AN AIRPLANE TO BUY?



FOR SALE: VANS RV9-A * \$134,900 * 2007 RV9-A, Mattituck (Lycoming) TMX O-320 160 hp engine with 1,135 TT on engine/airframe, jaw-dropping Advanced Flight Systems 10" Skyview HDX VFR Advanced Panel, Dual E-MAG P Model w/alt (with auto 4-lead kit), 2020-Compliant ADS-B Out, 406 ELT, Angle-of-Attack On-Screen Display, Garmin GMA245A audio panel with Bluetooth, new tires and tubes, freshly painted, retractable canopy sun shade, engine pre-heater, engine trickle charger, no damage or history of hail, Condition inspection, performed July , hangared at KOLS * **Contact Torry Johnson at 775.790.4637.**

MESSAGE FROM FLY-OUT COORDINATOR (BRUCE ROSENTHAL)

I want to thank everyone who expressed an interest in the Parker Fly-out, especially Mike Arensmeyer who made it possible for me to attend. Frequently, I say bigger is better, but in this case smaller proved to be better. We only had 5 planes and 12 people, however, without exaggeration, this was our best flyout for several reasons. The weather was good, it's a short flight, the food was great, we all got to sit together, and it's on the beautiful Colorado river.

Almost everyone obtained a Club Card, which only takes 2-3 minutes and saved \$11 on the buffet and they received a \$10 gaming credit which in some cases helped offset the cost of the trip. After brunch, some of us tried our luck in the casino, while others checked out the amazing water slide and walked down to the river. By 1PM most of us were ready to go back to the airport, and within 5 minutes the shuttle was outside. After a scenic flight along the Colorado River, we were back in Aguila / Wickenburg by 2PM thanks to our skilled PIC's and a nice tailwind.

The flyout went so well, I'm already thinking about our next trip to Parker in the fall, I now have a friend in Banquet Services at the Blue Water Resort who will help plan something special for us. Optional golf, boating, fishing or just relaxing at the pool and some nice rooms to spend the night. I'm proposing we fly out on Tuesday Dec. 9th, with the option to return on Wed. Dec. 10th. In addition, this fall we will go to Kingman or Seligman. In the meantime, safe travels.



Standing in Alcove, Left to Right

Margaret Sucher
Sheryl and Tom Cammarato
Mike and Marcie Arensmeyer
Mike and Karen Chapman
Photo by Bruce R.

Around the Table, Left to Right

Mike and Karen Chapman
Mike and Marcie Arensmeyer
Sandy Girard
Mark and Kim Hooper
Margaret Sucher
Bruce Rosenthal
Sheryl and Tom Cammarato
Photo by Paul Shulins



While hiking at Lake Pleasant recently, Phyllis Wells and Margaret Sucher saw a most unusual airplane parked on the SW boat ramp. Actually it was in pieces. On closer inspection we saw it was a giant seaplane. The wings were on a flat-bed trailer and the propellers were missing. Talking through the chain length fence to one of the workers, we learned this behemoth of an airplane was on it's way to the Pima Air Museum in Tucson. Margaret did some research and found out the rest of the story.....



On February 10, 2025, the historic “Philippine Mars” flying boat, the last of its kind, made its final landing on Lake Pleasant before being dismantled and transported to the Pima Air & Space Museum in Tucson for display. Measuring up to nearly 120 feet in length and 200 feet in wingspan, it was the world's largest operational seaplane and the US Navy's largest WWII-era aircraft. While its use ranged from patrol boats to cargo during WWII, it was later deployed with its sisters as medical air transport lifts during the Korean war. The last remaining mars fleet “The Big Four” was sold to a timber company in British Columbia in the late 1950's. They became known as the world's largest water bombers to combat forest fires.

Two of the big four during their service in BC were damaged and the remaining two, the Philippine Mars and the Hawaii Mars, were retired in 2012. Over the last few months, multiple attempts have been made to get the Philippine Mars airborne to make the 800-mile flight from Vancouver Island to San Francisco to commemorate its service with the US Navy. After four engine and propeller changes with parts taken from the Hawaii Mars, the Philippine Mars successfully took off from Sproat Lake, down to San Francisco Bay. The next day it made its final journey to Lake Pleasant, Arizona, where she felt the water one last time. Coulson Aviation, the last company to own the Philippine Mars, said “She may be leaving the water, but her legacy will always ripple through history”.

