



Veracity Aviation Newsletter

In This Issue

[Featured Article](#)

[We've Moved!!](#)

[Pat Scrogin Featured on AOPA Website](#)

[Featured Student](#)

Discovery Flights

Stop Dreaming and start flying! [Sign up](#) now through our website for a discovery flight.



I would like to start out by saying thanks to everyone that has helped with our move down the ramp to our new hangar. We will be completely moved in and operating 100% out of our new hangar by the 15th of July. I welcome everyone to come out and see our new place. We will be having a ribbon cutting early next month; details will follow on this. Our new hangar will allow us room to expand and take on new and more challenging projects. On the flying side, Zane Whiteside's completed his commercial certificate in just under four months. Congratulations

Zane. Until next time

Fly Safe,

Derrick

www.veracityaviation.com

We've Moved!

Veracity Aviation is excited to announce our move to 1806 Entrance Drive. Though it's just down the street, we have more space than ever to grow into and expand! Come and see the new hangar and all the changes we've made.



AOPA Let's Go Flying Newsletter



Last month we informed you that one of our Students, Pat Scrogin, was to be featured in the AOPA dream section of their Let's Go Flying Website. Intended to encourage more potential pilots into the field, [the story about Pat](#) and other stories featuring amazing stories of accomplishments and hardships are available for reading.

Instrument Program



Reduce the cost of your rating by using our new Fly-It Simulator for up to 7.5 hours of your private and 20 hours of your instrument training. By using the simulator, you'll be able to spend less time waiting for good weather and spend more time flying and getting closer to your rating. Visit our website for information on both the private pilot's license and instrument rating using the simulator.

In Memory of Rick Snure

Rick "Remolino" Snure



Remolino died on June 11, 2009 when he hit a power line northwest of Phoenix, AZ. He was gathering cattle for a ranch which was his niche in this vast and varied helicopter market. Born on February 26, 1948 Rick was an all-state football player for Douglas High School, a graduate of the University of Arizona and went to the National Finals Rodeo in 1971. Rick was an accomplished cattleman and raised outstanding roping horses. While his sons Dr. Roland Snure, Clay and Bill were pursuing their own rodeo achievements. His son's accomplishments were his greatest source of pride even in the last few years of his life.

Rick was raised on a ranch between Rodeo New Mexico and Douglas Arizona. Many years of working his ranch from horseback proved very arduous and inefficient. Rick had hired a few helicopters to work his ranch and was intrigued by what they could do, in regards to herding cattle to ship to market. Everyone who Rick hired had told him he would never be able to learn how to fly one of these machines being just a hillbilly from Douglas, Arizona. This made his motivation and desire to learn to fly burn deep inside him, and one day he decided to go for it. He came in contact with Trey Webb, out of Canadian, Texas and after many hours of flying and lots of cursing later he finally earned his private pilot certificate. Rick began flying on his own ranch and convinced himself, that using a helicopter is the only way to ranch. Rick was able to fly from one end of the ranch to the other, check water, fences, and move cattle in a fraction of the time. A job that would normally take several cowboys several days to do he could do himself in one day. Rick did this for a few years and went through a few helicopters doing it. Until he decided his next step was to get his commercial license and work cattle for other ranches with the time he had saved using these practices on his

own ranch. The examiner for his private certificate said he would never be able to get his commercial certificate but once again for Rick "no" meant just try harder. Trey Webb called Derrick Smith out of New Braunfels, TX to see if he would be able to help Rick out gaining his commercial certificate since he was no longer doing flight instruction in his business. A couple months later Rick had his commercial certificate and he was on his way to "Cowboying" Arizona far and wide. Rick was thought by many in the industry to be an outcast, recluse and in his great sense of humor he often called himself a "Spastic Mongoloid Retard" just to break the ice. But for me all these pretenses were the farthest from the truth. Remolino was indeed an aviator of the most pure and elemental definition. Rick had the most passion and determination of any pilot I had ever known. His business was merging his life's work of cattle with a helicopter and he did with the same tenacity the pioneers used to settle the very land his ranch lies on. Rick achieved an aviation career although late in life in comparison to most aviation careers. Rick's career was to be envied by any aspiring or accomplished pilot. Rick's career was not shaped by the standard mentorship of senior pilots or intense regulation. His career was forged like a river valley through his own misfortunes with crashes and hardships. The success he achieved through working cattle brought him great pride and even better stories. The adventure of being on the road and doing what he loved brought him a euphoric high that took him away from his many trials and tribulations such as his acrimonious divorce which resulted in the devastating loss of two of his beloved ranches, the IRS and many issues with his remaining ranch in Douglas. Rick overcame whatever obstacle came into view whether it was manmade, natural or super natural . Any lesser man would have packed it up and left this type of work for some young buck to do. But there was too much pride and life in Rick for that. Many close friends and family told Rick flying was not for him, he is too old, and to hard headed to be a good pilot. Rick once said "I may not be the best pilot in the world, but I am the best cowboy that flies a helicopter" and Rick had to be the best no matter what. Rick pursued his passion with 110% all the way to the end. Rick's contribution to our great industry though a typical by the modern day view, is in my opinion one of the greatest. Rick brought the same tenacity to aviation as our pioneers did. Rick would never give up on an idea, he would just change the way you pursue it until you get what works. Though Rick will not be known as a great contributor to aviation such as Doolittle, Sikorsky or Wright however he had the same passion and drive to achieve the same amount of greatness as they did, just in his own way. When young pilots hit barriers that threaten their dreams of flying such as lack of money or time Rick tell them not to give up Rick would tell them a story of his own perseverance; about a crash and how he would be back on the job the next day with another helicopter to finish what he began. Rick would tell them not to let obstacles turn into excuses they give for failure, Where there is a will there is a way and you only lose when you tell yourself there is no other option. Rick had the courage and determination that would make any aspiring or accomplished pilot envious of the late great "Remolino Loco" the crazy whirl wind. The helicopter cowboy that many said would never do it, the man when ones that once loved him turned against him, where he found his passions kicked down the doors of opposition and grabbed them. I am proud to have him call me Amigo.

