



Arizona Pilots Association

<http://www.azpilots.org>



APA NEWSLETTER

2013 March
Asa Dean, Editor



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President's Report

Tommy Thomason, APA President

Hello and welcome to the March issue of the Arizona Pilots Association Newsletter. February has been a great month for flying with lots of opportunities to get out and enjoy. We've had a number of APA sponsored fly-ins and the monthly Social Dinner that Ron Stafford is getting started on a monthly basis. There have been "breakfast" fly-in's at some of our favorite airports, the Buckeye Air Fair, a tour to Empire Ranch, the American Yankee Association fly-in to Sedona and more. I certainly hope you were able to participate in one or more of them.



Coming up next on March 1st and 2nd is the annual Cactus Fly-in to Casa Grande. Whether you fly or drive, you won't want to miss this year's event with many antique aircraft on static display, educational forums, vendor booths, and more. We hope to see you all come out and enjoy being a part of the aviation community. See the flier in this newsletter for more information or go to [Cactus Fly-In Website](#).

Have Fun and Be Safe,
Tommy



Executive Director's Report, Mar, 2013

Jim Timm, Executive Director

The flying weather has generally been excellent and there are a lots of aviation events happening around the state and it's difficult deciding which ones to go to. So, in the meantime, fly safely and enjoy as many of the events as you can.



We keep seeing more and more in the media about the use of UAVs in an ever expanding range of applications. It has been reported that there are at least 81 agencies that want to fly drones. Most are universities or other research-oriented institutions with law-enforcement agencies making up the next largest group. The FAA forecasts an estimated 10,000 civilian drones will be in use in the U.S. within five years. Unfortunately, very little seems to be said about resolving the potential conflict with manned aircraft. The FAA has also been silent on their progress in establishing the mandated six test areas for developing technology to assure the safe integration of these UAVs into the National Airspace System. They are long past the December 2012 deadline in announcing the location of these test sites. When they are announced, it's very likely that Arizona will have at least one or more of these test sites. With the wide range of interests wanting to use UAVs, it's a bit worrisome as to operator qualifications and how the UAVs are going to be controlled to prevent conflict with both commercial and general aviation.

In a recent airspace users meeting, we were advised of the potential impact on FAA and ATC services under sequestration. What the heck is sequestration I wondered? Well, it's some hotshot Washington bureaucrats way of saying, "it's the action of making a general cut in government spending". Last summer, a funding deal was reached that would keep government funding at the current levels through March 2013. Then, unless Congress takes further action, sequestration will take effect which will mean automatic and indiscriminate budget cuts across just about every sector of government in an attempt to slash \$1.2 trillion from the federal deficit. It's being reported that the FAA's air traffic organization will

have to lay off an estimated 2,000 employees, including air traffic controllers and technicians and the FAA may also possibly close more than 200 contract towers. We were advised that the air traffic control system would remain intact and safe, however we should expect to see a reduction in services. Examples given as; touch and go landings limited at controlled airports, reduction in practice instrument approaches etc. This anticipated reduction in funding is also the reason the Luke AFB airshow has been canceled as have others around the country. I guess we could try to light a fire under our legislators for appropriate action, but unfortunately, I fear, about all we may be able to do is sit tight and hope for the best.

Miscellaneous Items

Take note that April 7 thru April 20 there will be a temporary MOA with very significant military operations taking place over the Roosevelt Lake area in support of the annual Air Combat Command Exercise, **Angel Thunder**. The exercise is designed to provide Combat Search and Rescue (CSAR) training for combat aircrews, para-rescue personnel, intelligence personnel, battle managers and joint search and rescue center personnel. Detailed information on the MOA and the operation will be provided in my April report.

Have you ever thought about flying over the Grand Canyon? Mike Liversidge, a long time APA member and former APA Director and Retired FAA-FSS Specialist, sent me the following excellent video that is very informative on how to fly the Grand Canyon. Even if you're not planning a trip to the canyon, you will enjoy the flight over the canyon with "[Shade Tree Airlines](#)".

I heard a comment from a very credible source recently that there is a "package hauler" that is considering a cargo operation starting with a couple of flights a week out of Deer Valley Airport (DVT) operating Boeing B727s. My immediate thought was, WOW, if they haven't had enough noise complaints yet, this should certainly ensure that they will get some.

The word is that by June 22 we will be able to have tower to tower IFR operations between northern Arizona and Phoenix.

In a discussion with a Luke RAPCON representative I was advised that the Luke Aux. Field 1 practice ILS equipment does not have adequate protection from significant weather such as rain, and as a result, if there is significant rain in the area the ILS will be shut down. If on a Friday, and there is rain predicted for the weekend, the ILS will be shut down for the weekend. When it is being shut down for weather, a NOTAM will be issued. They have been encountering a significant problem with damage to the ILS equipment from vandalism. Because of it's remote location and limited manpower resources, it has not been possible to provide sufficient protection with Luke or local law enforcement personnel. I wish there was something we could do to stop the vandalism of this asset that is much needed by both the Air Force and the local aviation community. Any suggestions?

Believe it or not, they are still doing GPS interference testing. This time it was in the middle of February at Alamogordo, NM. Once again, please let us know if you ever encounter a problem with GPS navigation due to interference.

Did you send in your 2013 State of Arizona aircraft registration? Remember it was due February 28. If you haven't, do it now to avoid the penalties. The fees are used to help pay for runway, taxiway and ramp maintenance and improvements.

There are a number of airports in the Phoenix area and around the state that have runway repair/upgrade projects scheduled for this spring and summer, so be sure to check for NOTAMS before you depart.

Aviation safety should be a concern for all of us. From the National Transportation Safety Board (NTSB) reports, there were five aviation accidents in Arizona this last reporting period. Unfortunately, two of them involved fatalities. See my March Aviation Accident Report for details.

We continue to work with airports around the state providing the general aviation user perspective in the process of updating the Airport Master Plans. The Wickenburg Airport Master Plan update has been completed and we are presently working on both the Gila Bend Municipal Airport and the Nogales International Airport Master plan up date and the update of the Phoenix Sky Harbor FAA Part 150 Noise Study.

Things To Do - Places To Go For Breakfast:

Cactus Fly In - March 1 &2 (An annual major Arizona aviation event)

The first Saturday of the month there is a fly in breakfast at Coolidge Airport (P08).

Time: 8:00 to 11:00 am.

The last Saturday of the month there is a Fly in breakfast at Casa Grande Airport (CGZ)

Time: 7:00 to 10:00 am.

(Both of these fly-in breakfasts are put on by a service group in their respective communities to raise funds for community service projects.)

The third Saturday of the month there is a fly-in breakfast at Benson (E95) at Southwest Aviation.

(Rumor has it that there may be special fuel prices for breakfast attendees.)

March Accident Summary

Jim Timm

In this regular reporting of aviation accidents that have occurred in Arizona, we hopefully can learn from the mistakes being made and take corrective action to prevent similar accidents from occurring.

In this last reporting period, the National Transportation Safety Board (NTSB) has reported five aviation accidents in Arizona. Of these, two were fatal accidents and three accidents resulting in no injuries.

Additional aircraft accidents may have occurred in the reporting period that had not been recorded and reported by the NTSB, however, they will be available and covered in the next report. The cause of the fatal accidents may be difficult to determine and it was not very apparent from the preliminary reports. For that, we will have to wait for the final NTSB reports. The non-injury accidents have the appearance of being the result mechanical deficiencies. The final NTSB reports will tell us if they were.

While it's good that the number of accidents reported were down a bit, we do not like to see reports on fatal accidents. I hope we can keep the numbers down and minor in nature.

The following information was taken from the preliminary reports that had been issued by the NTSB and contain only the initial information available and are subject to change and may contain errors. Any errors in the preliminary NTSB reports will be corrected when the more detailed final report is completed, which in some cases may be a year or more later.

Accident Date; Monday, December 31, 2012 (Reported 2/22/13)

Title 14 CFR Part 91 Operation

Location; Chandler

Aircraft; Cessna 210A

Injuries; 4 Uninjured

On December 31, 2012, about 1045 MST, a Cessna 210A experienced a loss of engine power on takeoff from runway 22R and the pilot made a forced landing in an open field near the Chandler Municipal Airport (CHD). The private pilot, operating the privately-owned borrowed airplane, and the three passengers were not injured, however, the airplane sustained substantial damage to the fuselage and wings. According to airport operations, the airplane had performed three touch-and-go takeoffs and landings. On the fourth takeoff, the engine lost power, and the pilot made a forced landing in an open field. The airplane came to rest about 1/4 mile from the departure end of runway 22R.

A Federal Aviation Administration (FAA) inspector responded to the accident and reported that fuel was evident in the airplane, and there were no obvious mechanical problems identified. The pilot reported that right after takeoff, the engine quit; "it did not sputter or cough, it just quit."

Visual meteorological conditions prevailed for the local area flight, and no flight plan had been filed.

Accident Date; Thursday January 10, 2013

Title 14 CFR Part 91 Operation

Location; Lake Pleasant

Aircraft; Heinz Rans S-4 Coyote

Injuries; 1 Uninjured

(Preliminary and Final Report)

The pilot stated that after about 30 minutes of flight he advanced the throttle and the engine went to idle power, then stopped. He restarted the engine and determined that it would only operate at idle power before it stopped again. He was over rocky terrain and determined that the best option was to ditch the airplane in the river he was flying over. After he ditched the airplane in the river, he swam to shore. The airplane sank and will not be recovered.

Pilot data was unavailable.

Accident Date; Tuesday, January 22, 2013

Title 14 CFR Part 91 Operation

Location; City of Mesa

Aircraft; Goetz Helicycle

Injuries; 1 Uninjured

On January 22, 2013, about 1400 MST, a Goetz Helicycle, experienced a hard landing following an off airport autorotation about 4 miles southeast of Falcon Field Airport (FFZ). The uninjured commercial pilot reported that while approaching FFZ, the helicopter's engine started to oscillate rapidly. Unable to stop the oscillations, he entered an autorotation and landed hard on a residential street sidewalk. Subsequently, the main rotor and tail rotor systems were substantially damaged. Visual meteorological conditions prevailed and no flight plan had been filed for the flight destined for FFZ.

Accident Date; Wednesday February 6, 2013

Title 14 CFR Part 91 Operation

Location; Casa Grande Airport

Aircraft; Beech E90

Injuries; 2 Fatal

On February 6, 2013, about 1135 MST, a Beech E-90 sustained substantial damage when it collided with the terrain while maneuvering at the Casa Grande Airport (CGZ). The private pilot, who occupied the left pilot seat, and the certified flight instructor, who occupied the right pilot seat, sustained fatal

injuries. The reported local instructional flight departed the Marana Regional Airport (AVQ) about 1030 MST.

A line service person who assisted the pilot in preparing the airplane for the flight reported that the pilot mentioned to him that he and the flight instructor were going up to practice some maneuvers. Additionally, a family member reported that the pilot was going to CGZ to practice touch-and-go takeoffs and landings.

Several witnesses reported that they observed the airplane over runway 05 in an extremely steep bank angle to the left and in a severely nose down attitude prior to impact with terrain. Two witnesses reported that the airplane was about 200 to 300 feet above the ground when it entered the steep descent.

An onsite examination of the wreckage by the NTSB and representatives from the Federal Aviation Administration revealed that the initial point of impact occurred about 100 feet north of the mid-field point of runway 05. After initial ground contact with the left wing, the airplane then cartwheeled in a northeasterly direction for about 50 feet before coming to rest upright and oriented on a southeasterly heading, which was perpendicular to and facing runway 05. A fire, which erupted immediately following impact, consumed various sections of the airplane. The examination further revealed that all major components necessary for flight were accounted for at the accident site.

Visual meteorological conditions prevailed at the time of the accident and a flight plan was not filed.

Accident Date; Friday, February 8, 2013

Title 14 CFR Part 91 Operation

Location; Tucson

Aircraft; Cessna 152

Injuries; 1 Fatal

On February 8, 2013, about 0930 MST, after it was established on a right downwind leg for runway 6R, radio and visual contact with a Cessna 152 was lost by the air traffic control tower (ATCT) controller at Ryan Field (RYN) Tucson. Shortly thereafter, the controller noticed a dust cloud on the surface about 1 1/2 miles southwest of the airport. The dust cloud was a result of the airplane's impact with terrain. The airplane was substantially damaged, and the private pilot received fatal injuries. The pilot had departed Tucson International Airport (TUS), with the stated intent of practicing landings and takeoffs at RYN.

The accident site was about 150 feet south of Ajo Highway. Multiple persons riding on the highway witnessed the airplane's final descent and resulting dust cloud from the impact; their view of the impact itself was occluded by vegetation. Pima County Sheriff Office (PCSO) was notified at 0937, and the first PCSO officer arrived on scene about 0940.

The main wreckage path was about 200 feet long, and oriented along a magnetic heading of about 240 degrees. The airplane came to rest inverted, with the nose oriented about 090 degrees magnetic. The underside of the nose was crushed. The engine remained attached to its mount, which remained attached to the fuselage. The propeller was separated from the engine. The nose landing gear strut remained attached, but was crushed against the firewall and lower fuselage. The aft fuselage was deflected about 90 degrees airplane left, and almost fully fracture-separated from the cabin. The empennage was essentially intact, and remained attached to the aft fuselage. The right wing was fracture-separated at its aft fuselage attach point, and the left wing remained attached to the fuselage. Both wings exhibited some leading edge crush damage. There was no post-impact fire.

The pilot held a private pilot certificate with an airplane single-engine land rating. His most recent FAA third-class medical certificate was issued in December 2011. According to the pilot's flight logbook, he

had accumulated a total flight experience of about 302 hours. His most recent flight review was completed on June 29, 2012.

Maintenance records indicated the airframe and engine had a total time in service of about 8,037 hours. Visual meteorological conditions prevailed, and no flight plan was filed for the flight.



**EVERYMAN NEEDS A
WINGMAN**

**NEVER COME ALONE TO A
WINGS SAFETY PROGRAM**
HELP SPREAD THE SAFETY CULTURE!

An Arizona Pilots Association Safety Initiative



ARIZONA
Pilots Association

Ron Stafford



6 pm AT THE DEER VALLEY AIRPORT TERMINAL RESTURANT

START THE NEW YEAR WITH YOUR FLYING FRIENDS

**GOOD FRIENDS AND GOOD FOOD
DOOR PRIZES AND SILENT AUCTION**

MONEY GOES TOWARD OUR AIRPORT AND FLY OUT FUND

THIS MONTHS SPEAKER IS

RON STAFFORD



**18,500 HRS, ATP, CFI, CFII,
WORLD WIDE FLYING EXPERIENCE**

Mar 9, 2013 6pm

Taxiing, A Skill Taken For Granted

Barbara Harper, ATP CFII MEI LRJet

The Private, Commercial and Flight Instructor Practical Test Standards have a task for taxi operations when applying for a certificate. All three are written differently and separately. For instance, the private pilot applicant has to comply with airport markings, signals and air traffic controller clearances.

For the flight instructor applicant, he/she does not have to read the airport markings, signals but must read back taxi clearances and review taxi routes on the airport diagram. There is apparently no standardization in the task for taxi operations. Why? Maybe it is known or unknown that the flight instructor can make his/her way to the runway without directions while the private pilot need written, verbal and visual cues to locate the destination runway. Collision avoidance is also written differently. For the private pilot it is avoids other aircraft and hazards, and the flight instructor exhibits instructional knowledge of the elements of visual scanning and collision avoidance. Both do not want to encounter aircraft while safely taxiing to the assigned runway.

One of the best ways to obtain additional knowledge about the airport that one utilizes is the airport diagram or schematic. These are obtainable from many sources including AOPA online and the ugly green book, Airport Facility Directory. Most airports now have handouts for the itinerant and local pilot. Although runways do not move physically, taxiways do. Despite the well known yellow taxi line, in the southwest, pilots encounter colored lines that sometimes are confusing. In fact, blue lines at larger airport can lead one to fuel and services or to U.S. Customs. Some lines can be green too. Now, since we all know the color red and how it is noted for the Hotspots on airport diagrams (Jeppesen shows it in red, but the ugly green book is several shades darker in an unnamed color of sorts; left over ink from the aeronautical charts, I suppose), would it be nice if color was used for the taxi lines on the diagram? Ironically, I was told as a student pilot that as long as one stayed centered on the taxiway it would guarantee clearance from objects. Not so according to the Aeronautical Information Manual, 2-3-4 b.

The Sun takes its toll on runway and taxiway paint. They fade and are obliterated over time. The Runway Incursion Team is aware of this phenomena and no paint manufacturer to date has a solution. Then there are the taxi lights. Everyone knows they are blue. Night movement, using your peripheral night vision skill, will likely keep one centered on the taxiway. Not so if you are at Tucson West Ramp area. After exiting the runway on Bravo taxiway, there are no lead-in taxi lines nor lights. One is on their own to explore by using aircraft taxi light and flashlight. That is why perhaps it is known as the Wild West.

Besides being annoying, construction on taxiways is always a continuing process. Most all airports will give the pilot a heads up if there appears to be a major construction project. Pilots need all the help they can get to detour on working taxiways, more so at night. One often thinks if a black light or iridescence light (also known as goniochromism) were used incorporating with the taxi light, and the paint was iridescence, would that make for a safer taxi at night to parking? That's too simple a solution; I believe there is a difference between intelligence and wisdom. We all learn from experience, ours and others. Equally important is training to taxi. Research indicates that the effectiveness of training depends on the trainee and the trainer. The taxi task requires skill and attitude. This training should be followed up with reinforcement and feedback, particularly when safety counts on the flight review.



The Numbers In Your Log Book

Howard Deevers

One of the first things we get when we start taking flying lessons is a log book. The first entries are made by our instructors, and over time, they should teach us how to log our flights.

At first, it seems that our flight time, or logged time, is so small. After all, we had to take the time to get to the airport, do a pre-flight, talk to the instructor about what we will be doing, then do a flight, and then debrief, and drive back to home or to work. After spending almost 1/2 a day, we look into the book and see a “1” hour of flight. It seems to us that it will take a very long time to ‘log’ 100 hours of flight time.



The unfortunate thing is that too many people think that the more hours you have in your log book, the better pilot you are. To some extent, the many hours do have meaning. But those hours alone should not be the only measure of the pilot’s ability, experience, or knowledge. After all, it takes more time to log an hour than it does to fly an hour, as I just pointed out in the early training example above.

I visited a large flying club south of Denver. They have a Redbird Simulator, and I was watching a flight demonstration going on at that time. I was talking to a lady standing next to me that was also watching. She and her husband own the Redbird and lease it to the club. In conversation she found out that I am an instructor. So is her husband. “How many hours do you have?” she asked. I replied; “about 5000 hours.” “Oh, he passed that awhile ago,” she said. I responded, “well, congratulations,” totally ignoring the fact that she had just given me a classical ‘put down,’ meaning that since he has more hours, he must be better than me.

That was not my first ‘put down’ and won’t be my last, I’m sure. It seems that we, as pilots, do that way too often. I guess that is because “numbers” have become so important to us.

If you want to have a career in aviation, the numbers in your log book are very important. You can’t even apply for the ATP rating until you have 1500 hours as a pilot. When you do apply for that airline job, they want you to have lots of time in various types of aircraft, multi-engine, and ATP ratings. If you are not planning on an airline career, then those numbers and ratings are not as important to you, but that does not mean that you are less important as a pilot. A 100 hour private pilot is just as important as a 10,000 hour air line pilot. We all own the sky and it is our responsibility to equally use that space carefully, and safely, no matter how many hours you may have in your log book.

We do typically log every hour of flight just so we know and have a record. But the FAR’s don’t require us to log every hour. What the FAR’s do require is that we record the time required to meet recent experience, and act as pilot in command in order to carry passengers, such as night flight, (3 take offs and 3 landing at night within the last 90 days), IFR recent experience in order to file an IFR flight plan, and the time required for training for a rating. (See FAR 61.51). I have known pilots that don’t log every hour of flight, but do keep a log of those hours needed to meet FAR requirements.

Then there are pilots with “P-51” time. I’m not talking about the famous fighter aircraft, the P-51. I’m talking about the famous Parker P 51 ball point pen. Some pilots log time that they never flew. I have know a few that claim to have flown everything from a J-3 Cub to a B-52, but can’t show a minute of that in their log books that I could believe. Most of the time, you will never see those “log books.” In those cases I just say: “great” and move on.

We all feel better flying with a pilot that has lots of experience, and time logged in his log book. We want to believe that a pilot with 5000 hours, or more, is very good. But those pilots make mistakes too. And some don't bother to keep up on training by coming to safety seminars or being part of the FAA Wings Program. We encourage all pilots to be part of the Wings Program. After all, what is the most important hour in your log book? It is the next hour that you will fly!

Check the Arizona Pilots Association website for seminars. And, don't forget to "Bring your Wingman!"

Flying Companion Seminar

Marguerite Baier, 99s



Phoenix 99s



**FLYING COMPANION
SEMINAR**

Saturday, Mar. 2, 2013
14700 N Airport Drive # 215
Scottsdale, AZ. 85260
(Scottsdale Airport)

9 - 4 with Lunch included
All materials provided
Reservations required

For more info and to register
go to www.phx99s.org
or call 623-486-7255 or
or beenflying1979@gmail.com

This event is geared
towards the Non-flyer, your
"right seater". Cost \$45.00
for the day prepaid, \$55.00
at the door.



See more at this [website](#).

55th Annual Cactus Fly-In



MARCH 1 & 2, 2013
CASA GRANDE, ARIZONA

City of Casa Grande Municipal Airport

8:00 am to 5:00 pm

Antiques ★ Classics ★ Replicas ★ Homebuilts ★ Warbirds

Aircraft from the Commemorative Air Force Arizona Wing Aviation Museum
are scheduled to appear. For more information or to purchase a ride visit

AZCAF.org

General Admission: A donation of \$10.00 per person is requested. Kids under 12 free!

Modern Aircraft Admission: Donation of \$10.00 per person or \$20.00 per planeload



CactusFlyIn.org

Visit our website for additional information on the
55th Annual Cactus Fly-In

Special Use Airspace -- Temporary Military Operations Area

Effective Dates: April 7 – 20, 2013.

The ROOSEVELT LAKE Temporary Military Operations Area (MOA), over Roosevelt Lake in the Tonto National Forest in eastern Arizona, supports the annual Air Combat Command Exercise ANGEL THUNDER. The exercise is designed to provide Combat Search and Rescue (CSAR) training for combat aircrews, para-rescue personnel, intelligence personnel, battle managers and joint search and rescue center personnel. The execution of Exercise ANGEL THUNDER allows combat air forces to practice effective integration/application of air and space power in the search and rescue mission. Training will include night extracts and night ground infiltration/evasion/exfiltration scenarios at the Playas training facility.

The ROOSEVELT LAKE Temporary MOA will be activated during Exercise ANGEL THUNDER for aircraft and parachute operations involved in the CSAR exercise. Aerial activities will consist of typical MOA flight operations to include tactical combat maneuvering by fighter and transport fixed and rotary wing aircraft, freefall and static line parachute operations, non-standard formation flights, rescue escort maneuvering, and aerial helicopter refueling.

ROOSEVELT LAKE Temporary MOA, NM

Boundaries: That airspace within a 10 NM radius of Latitude 33°41'57"N, Longitude 111°03'52"W

[Phoenix (PXR) VORTAC R-059/48.1 NM].

Altitudes: 500 feet AGL to and including 9,000 feet MSL.

Times of Use: By NOTAM April 7-20, 2013.

Controlling Agency: FAA, Albuquerque ARTCC.

Using Agency: U.S. Air Force, Commander, 563rd Rescue Group, Davis-Monthan AFB, AZ.

[Ed: The monthly Grapevine Fly-In is canceled, but we are having an awesome Double Circle Fly-In Camping event that weekend instead.]



Support APA with Stylish Merchandise



APA Merchandise is available at the [APA Web Store](#). You may also contact any APA board member if you have questions or need additional information.



APA Website

Stefanie Spencer

Please visit our [website](#) for the latest information. Leave email for Stefanie: Webmaster@AZPilots.org.

Newsletter Authors

Monthly Deadlines

To dispel confusion, this is a list of deadlines not a schedule. We might achieve these goals early, but we will strive to publish on time.

- 14th Editor reminds “The Team” to submit articles
- 19th Authors submit articles and advertisements
- 22nd Editor submits preliminary draft to President
- 25th President returns corrected draft to editor
- 27th Editor submits final draft and layout to President
- 28th President gives final approval for mass mailing



Contact the editor, Asa Dean:
Newsletter_Editor@AZPilots.org

Advertisements

As a benefit to **current members** you may advertise **aviation related items** that are **owned by you** in the APA Newsletter. Maximum size of the ad is 7 inches wide, 8 inches high. Resizing is at the discretion of the editor. Minimum 12 point font. The following copy-ready formats are acceptable: Text (TXT), Portable Document Format (PDF), Joint Photographic Experts Group (JPEG or JPG), Microsoft Word document (DOC) or Open Office Writer (ODT). Provided that it is a simple layout and you don't know how to produce your own copy-ready advertisement, you may simply include your text and attach picture(s) in an email. Please email your ad to both the [webmaster](#) and the [newsletter editor](#). Advertisements to run more than one month must be resubmitted each month.

APA Membership

If you are not a member of APA you are encouraged to join and help us keep General Aviation available, safe and fun for all. Your support is very much appreciated. Please visit our [website](#) for details and where you can [join APA](#). If you have questions, please go to our website's [contacts](#) web page where you can send an email, see our mailing address or contact us by telephone. You can also help APA by purchasing some of our logo items, **Caps, T-Shirts and Patches**.

