



Arizona Pilots Association

<http://www.azpilots.org>



APA NEWSLETTER

2014 May
Asa Dean, Editor



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President's Report

Tommy Thomason, APA President

Greetings Aviators and Aviation Enthusiasts and welcome again to the Arizona Pilots Association monthly newsletter. We have had another great month filled with aviation activities. Unfortunately there were a couple of cancellations due to high winds or dangerous storms but none the less, there were still some fun events taking place all around the state.



I hope you have all marked your calendars for the 2014 APA Annual Members Meeting on May 10th at the Mesa Gateway ASU campus. We will be reviewing the current 'state of the APA', including election of Board Members, a series of short presentations covering our scholarship program, sponsorship program, GAARMS (general aviation accident reduction and mitigation), back country, Get-away-flights, legislative support, and a special announcement. These presentations will be followed by our guest speaker, AOPA president, Mark Baker.

This year we have three open Board of Director positions. APA members may mail in the following ballot with their selections, or bring them to the meeting.

Have Fun, Fly Safe



Biographies Of Candidates For APA Board Of Directors

Rick Bosshardt

Rick grew up in both the USA and Switzerland, to a Swiss father and American mother. He is a dual citizen who speaks three languages, and graduated with an Electrical Engineering degree from Cornell University. His career has spanned more than three decades as an Executive Sales VP of various different High Tech companies such as Microchip, Motorola and Freescale, running Global sales operations. Rick and his wife Therese raised three boys and are proud that all are out on their own as Video Game Producer, Physical Therapist candidate, and Civil Engineer.

Rick has been flying for 25+ years, and 18 months ago was introduced to the world of taildraggers and Backcountry Aviation. He has bought in hook, line and sinker, and is the proud owner of a CarbonCub and most recently has been appointed as the CubCrafters dealer for Arizona. Rick has jumped right into the APA over the last year and enjoys the camaraderie of being part of the group. Rick has been taking a very active roll in and has been successful in securing corporate sponsors for APA and is also working on APA member discounts.

Dave "Dunto" Duntelman

Dave retired from the USAF in 2004, after a 20 year career of flying some terrific aircraft. He started in the A-10 after pilot training and attended USAF Fighter Weapons School at Nellis AFB. After almost 2000 hours in the A-10 he was selected for an exchange officer position with the RAF and flew the Harrier GR-7 in the night attack role with 3 Squadron in Laarbruch Germany. During his training he also flew the Hawk for 65 hours and received 8 hours in the Gazelle helicopter. Upon return to the States, Dave attended staff college and then transferred to the Block 52 F-16, and then taught at Luke AFB for his final four years before retirement. During his time at Luke, he started flying part time in the Extra

300L as an aerobatic, air combat and upset recovery instructor with a company here in Phoenix. Dave has also been active in presenting pilot safety programs at APA Back Country fly-ins.

Dave Fleming

Dave served over 30 years in the US Air Force as a tactical fighter pilot and instructor pilot in the United States, Europe and the Pacific regions. He has extensive aviation experience in formation and low level flying, coupled with many years in project management, diplomatic strategy and policy negotiation. His last assignment was Director of Operations for the Air Force ROTC program where he was responsible for training and scholarship selection.

He spent seven years in the subsea oil and gas industry developing standardization process improvements relating to subsea energy projects; leading multiple integrated operations teams in providing portfolio solutions for his customers.

He is now active in the Light Sport Aircraft community and currently owns a Sport Cruiser. Dave has also been very actively involved in organizing and administrating the APA scholarship program.

Arizona Pilots Association 2014 Election Ballot

Vote For Only Three Candidates

☐ Rick Bosshardt ☐ Dave Duntelman ☐ Dave Fleming

☐ Write In _____



Help Wanted!

Asa Dean

After serving APA for several years as the APA Newsletter Editor, it is time for me to move on. If you are interested in assuming this important position please contact [Tommy Thomason](#).



Executive Director's Report, May, 2014

Jim Timm, Executive Director

I hope everyone has also been able to take advantage of the the good flying weather we have been experiencing. At least, it appears you have been doing it safely, the accident numbers have been down. We had best be taking advantage of what we have because I fear the hot rough summer flying is just around the corner. I was just thinking, we are about to enter into the prime time for soaring conditions. Now might be the time to consider taking up soaring. Try it, you might like it! I can assure you, it will sharpen your flying skills and planning, especially pattern entry and landing. No go-arounds are allowed, every landing is a forced landing. It will keep you on your toes and it's tons of safe fun and we have some outstanding soaring operations available nearby to give it a try.



Everybody put Saturday May 10 on your calendar for attending the APA annual meeting and directors election. This year our featured speaker will be AOPA President, Mr. Mark Baker. The meeting will be at the ASU, ARAVAIPA Auditorium on the ASU Mall at Williams-Gateway Airport, starting at 9:30 am. Don't miss it!

As we mentioned last month, in an effort to improve general aviation safety, the FAA has started a one year project to demonstrate the capabilities of the Aviation Safety Information Analysis and Sharing (ASIAS) program for the general aviation (GA) community. The ASIAS program has been successively used in the commercial aviation field to enhance flight safety. The GA - ASIAS project would collect voluntary data from GA pilots within 40 nautical miles of Phoenix Sky Harbor Airport. The FAA and industry would work together through the General Aviation Joint Steering Committee (GAJSC) to use the data to help identify safety risks and emerging threats and develop safety strategies. The project will collect public sector and proprietary data which will be protected. We have been assured that the data collected will be de-identified and the data will not be accessed or used for FAA enforcement.

At this point, APA is not clear on how the collection of general aviation flight data will be, or could be, used to reduce general aviation accidents, or to develop programs to reduce accidents. As opposed to military or air carrier operations, the average private general aviation flight operation is relatively unstructured, and therefore we are unsure what metric could be used to evaluate the flight data gathered. However, In the interest of flight safety and accident reduction, APA would be willing to inform you as completely as we can of the ASIAS GA Demonstration Project, and as detailed information is made available, we will be advising you of the pros and cons, and if warranted, solicit your participation. We will keep you updated on the program as more information becomes available.

In the recent APA General Aviation Accident Reduction and Mitigation Symposium (GAARMS III) program, I think we all recognized that flying does present a certain level of risk, and with that recognition, there is action that can and should be taken to manage and minimize the risk of injury. It is recognized that shoulder harnesses installed and used in the airplane could prevent serious injury and possibly a fatality. In some older aircraft the installation of shoulder harnesses can be expensive. But the question needs to be asked, what is a life worth that could be saved with their installation. In this month's newsletter is the GAARMS Report by Fred Gibbs, and in it he addresses the shoulder harness installation issue. Please read it.

Miscellaneous Items

Mesa Falcon Field is experiencing a serious noise complaint problem from some nearby airport neighbors. In an attempt to reduce the number of flights and the noise impact, the neighborhood complainants are pushing for landing fees and the establishment of a City Council appointed commission to set fees and charges at the airport. In the next few days, if it hasn't happened by the time you get this newsletter, we will be issuing an e-blast with more detailed information and suggestions for help in combating the problem. If we don't stop it here, a major concern is what happens at Falcon Field may very well take place at other airports in the state.

It's that time of the year that the military undertakes the annual Air Combat Command exercise ANGEL THUNDER. The exercise is designed to provide Combat Search And Rescue (CSAR) training for combat air crews, para-rescue personnel, intelligence personnel, battle managers and joint search and rescue center personnel. The Exercise allows combat air forces to practice effective integration /application of air and space power in the search and rescue mission. The operation will require the implementation of a Temporary Military Operations Area (TMOA) which will be located over Roosevelt Lake in the Tonto National Forest in eastern Arizona.

The TMOA will be activated for aircraft and parachute operations involved in the CSAR exercise. Aerial activities will include: combat maneuvering by fighter and transport fixed and rotary wing aircraft, parachute operations, formation flights, rescue escort maneuvering and aerial helicopter refueling. The description of the TMOA is as follows:

Boundaries. That airspace within a 10 NM radius of lat. 33°41'57"N., long. 111°03'52"W.

Altitudes. 500 feet AGL to 9,000 feet MSL.

Times of use. By NOTAM, May 9 – 10, 2014.

Controlling agency. FAA Albuquerque ARTCC.

Using agency. U.S. Air Force, 563rd RQG, Davis-Monthan AFB, AZ.

Last summer a Piper Archer completed flight tests powered by 93 octane premium automotive gasoline. Piper worked with Airworthy AutoGas LLC, Phoenix, to prove the concept at their Vero Beach, Fla. facility. Also, apparently, Lycoming has approved the use of Airworthy AutoGas 93 octane unleaded fuel in their 0-360 series engines. There is a possibility that, later this summer, Falcon Field Mesa (FFZ) may have Airworthy AutoGas 93 octane unleaded fuel available at a new fueling facility. The location of the facility on FFZ is yet to be determined.

The FAA took an important step to help improve GA safety by rolling out a more simplified set of design approval requirements for angle of attack (AOA) indicators that can be added to small planes to supplement airspeed indicators and stall warning systems. Thus alerting pilots of a low airspeed condition before a dangerous aerodynamic stall occurs, especially during takeoff and landing.

Under the new policy, manufacturers must build the AOA indicator system according to standards from the American Society for Testing and Materials (ASTM) and apply for FAA approval for the design via a letter certifying that the equipment meets ASTM standards and was produced under required quality systems. The FAA believes this streamlined policy may serve as a prototype for production approval and installation of other add-on aircraft systems in the future. Hopefully this will also significantly reduce the cost of these add-on systems and pave the way for other lower cost safety enhancements.

Phoenix Gateway Airport (IWA) has construction activity scheduled to take place that will be impacting runway use, and at times, possibly IFR operations. Be sure to check NOTAMS before flight! Several airports in the Phoenix area are also planning runway work this summer.

GPS Interference testing is still being undertaken. This time we've received notices for two locations, El Paso, TX and Beatty, NV. that could impact Arizona. The Texas testing is from April 28 - May 18 and the Nevada testing is from April 29 - May 1 & May 28-29. Detailed test information is available at; Texas; https://www.faa.gov/files/notices/2014/Apr/WSMR_14-05_GPS_Flight_Advisory.pdf Nevada; https://www.faa.gov/files/notices/2014/Apr/CHLK_14-04_GPS_Flight_Advisory.pdf

Aviation safety needs be a concern for all of us. From the National Transportation Safety Board (NTSB) records, there were five accidents that occurred in Arizona in this last reporting period. Of the five accidents reported, only two have had a preliminary report issued, and neither of the two accidents resulted in injuries. At the writing of this report, the other three accidents had not had a report issued. An effort is being made to determine if an alternate, and more current, source of information is available. The information presently available is contained in the May accident report.

APA continues to work with airports around the state providing the general aviation user perspective in the process of updating their Airport Master Plans. We are presently working on the up dating of the Pinal Regional Airport, Bagdad Airport, Nogales International Airport, and the Gila Bend Municipal Airport Master Plans.

Things To Do - Places To Go For Breakfast:

The first Saturday of the month, is a fly-in breakfast at Coolidge Municipal Airport (P08).
Time: 8:00 to 11:00 am.

The second Saturday of the month Ryan Field (RYN) breakfast ended in April. It is anticipated that it will restart in September and run thru November.

The third Saturday of the month at Mesa Falcon Field, a fly-in breakfast will be in the EAA Warbirds Squadron Hangar, located in what was the west Champlin Museum hangar. The breakfast is being put on by the Warbird Squadron and the Airport Fire Fighter's Union. Breakfast will be served from 7:00 am until 11:00 am.

Also, on the third Saturday of the month there is a fly-in breakfast at Benson (E95) at Southwest Aviation. (Often there have been very special fuel prices for breakfast attendees.)

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

(The Casa Grande and Coolidge fly-in breakfasts are put on by community service groups to raise funds for community service projects.)

Check with the [APA Getaway Flights Program](#) for weekend places to fly.

May Aviation Accident Summary

Jim Timm

In the past we have been able to review the preliminary NTSB accident reports for aviation accidents shortly after they had occurred in Arizona, and used the information to develop safety programs and briefings that would help pilots learn from the mistakes being made by others and take the necessary action to prevent similar accidents from happening. With the new NTSB reporting guidelines that have been implemented at the first of the year, it's going to be a little bit more time consuming for us to be able to develop these safety programs to reduce accidents. Investigators now have 90 days to submit a preliminary accident report rather than the previous 30 days. This means we will have to dig back deeper into the records to get the information.

We are hoping that an alternate, and more current, source of information may be available from the Scottsdale FSDO. An effort will continue to be made to determine if this is possible.

In the last reporting period, there were five accidents reported as follows. Two of them have had a preliminary report issued.

Accident Date: Monday, March 17, 2014

Location: Glendale

Aircraft Type: Grumman TMB-3E

Accident Date: Thursday March 20, 2014

Location: Coolidge

Aircraft Type: Diamond Aircraft DA40

Accident Date: Sunday, March 23, 2014 Reported 4/22/2014

Title 14 CFR Part 91

Location: Mesa

Aircraft Type: Diamond Aircraft DA20C1

Injuries: 1 Uninjured

The student pilot reported that following an uneventful practice no flap landing, he decided to exit the 3,799-foot long runway at the last taxiway exit and focused on maintaining runway centerline. The student pilot stated that he did not realize how close to the end of the runway he was and the airplane was traveling too fast to turn onto the intended taxiway exit. Subsequently, the airplane overran the departure end of the runway onto the dirt, which resulted in structural damage to the fuselage. The student pilot reported no pre-accident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Accident Date: Saturday March 29, 2014 Reported 4/22/2014

Title 14 CFR Part 91

Location: Eloy

Aircraft Type: Aviat Aircraft Inc. A 1B

Injuries: 1 Uninjured

The pilot reported that he was practicing off airport landings and takeoffs. After the fifth landing, which was intended as a touch and go, he powered up for takeoff, lost directional control, and the airplane ground-looped. The airplane sustained substantial damage to the left wing spar, and left elevator. The pilot reported no pre-impact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Accident Date: Monday April 14, 2014

Location: Silver Spring

Aircraft Type: LINDstrand 240A (Balloon)

Previously Reported Accidents That Have Had Accident Reports Issued This Past Reporting Period.

This last reporting period the following information was made available for accidents that were previously listed without a preliminary or final report provided.

Accident Date: Saturday, January 4, 2014 Reported 4/1/2014

Title 14 CFR Part 91

Location: Marana

Aircraft Type: Cessna 140

Injuries: 1 Uninjured

Factual (final) Report

The pilot stated that he had completed four landings, and while at a fast taxi he touched both toe brakes. The airplane began a gradual turn to the right. He corrected the right turn first with left rudder control then left brake, however, neither action corrected the tightening right-hand turn. When the airplane encountered the edge of the runway, it nosed down and tilted to the left, substantially damaging the left wing. The pilot described the right brake as "dragging" throughout the accident sequence.

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot did not maintain directional control during the landing roll out when the right brake did not release completely after he applied, then released brake pressure, which resulted in a ground loop. Contributing to the accident was the taxi speed.

Accident Date: Friday January 10, 2014 Reported 4/22/2014

Title 14 CFR Part 91

Location: In Lake Havasu

Aircraft Type: MAULE M7-235

Injuries: 2 Minor

The pilot reported that following an uneventful takeoff in the amphibious float equipped airplane, he intended on performing a water landing at a nearby lake as part of his check ride. During the water landing, the airplane immediately nosed over which resulted in substantial damage to the fuselage and wings. The pilot stated that he had become distracted after takeoff and did not retract the landing gear for the water landing. The designated pilot examiner onboard the airplane, reported that he did not confirm the position of the landing gear prior to the water landing. The pilot reported no pre-impact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Accident Date: Sunday, January 26, 2014 Reported 4/1/2014

Title 14 CFR Part 91

Location: Wikieup

Aircraft Type: Cessna 170

Injuries: 1 Uninjured

Factual (final) Report

The pilot reported that during takeoff from a private dirt runway, the main wheel landing gear struck a dirt berm. Subsequently, the airplane nosed over and a post-accident fire ensued, which consumed the fuselage and inboard portion of both wings. The pilot reported no pre-accident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain clearance from terrain during takeoff.

Accident Date: Saturday, February 15, 2014 Reported 4/23/2014

Title 14 CFR Part 91

Location: Glendale

Aircraft Type: Cessna 172

Injuries: 1 Uninjured

Factual (final) Report

After touching down the airplane veered to the left. The pilot added right rudder to correct back to the centerline, however, it continued toward the right side of the runway. The airplane subsequently went off of the runway and impacted a taxiway sign, which resulted in substantial damage to the rear right wing spar. A post-accident examination of the airplane by a Federal Aviation Administration aviation safety inspector revealed no pre-impact anomalies that would have precluded normal operation.

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain control of the airplane during the landing roll, which resulted in a runway excursion and subsequent impact with a taxiway sign.

Accident Date: Saturday, February 1, 2014 Reported 4/18/2014

Title 14 CFR Part 91

Aircraft Type: Beech V35A

Injuries: 1 Minor, 1 Uninjured

The pilot reported that the wind was calm during his descent to landing. He further stated that he was low and slow at about 150 to 200 feet above the ground when the airplane began to stall and he was too late to respond. The airplane subsequently collided with terrain and came to rest short of the runway threshold. During the accident sequence, the firewall and both wings sustained substantial damage. The

pilot reported no pre-impact mechanical malfunctions or failures with the airplane that would have precluded normal operation.



RAF Red Rock Round Up

Mark Spencer

Over ninety aviators, industry leaders, and federal land managers from around the country gathered in St. George Utah the week of April 21st for a conference organized by the Recreational Aviation Foundation (RAF.)

Arizona's State Liaison to the RAF, Mark Spencer, along with APA President Tommy Thomason, Backcountry Training Coordinator Dave Dunteman, APA's Corporate Sponsorship Coordinator Rick Bosshardt, and APA's Treasurer and Webmaster Stefanie Spencer were all in attendance (see lower left area of photo.)



While the conference was graced with a host of aviation leaders including AOPA President Mark Baker, GAMA president Pete Bunce, and RAF President John McKenna, one thing was obvious; when it comes to backcountry aviation, it takes aviators from all ranks working together. Our own Dave Dunteman had the entire room on the edge of their seats as he presented his own approach to safety in the backcountry and an analysis of how quickly things can go wrong. Leaders from the various groups are now begging Dave to travel around the country and give his presentation. It looks like we are going to have to share Dave a bit, but his heart is still with the Arizona backcountry family.

In attendance were also Forest Service Pilots Dolan McDonald and Mary Verry, along with leadership from the Washington office, Chris Hartman, and BLM's Anthony Bobo, who were there to help us understand the challenges these agencies face. Several State organization presidents and RAF state liaisons from around the country participated in panel discussions, presentations, and networking events. Long time RAF contributors and founding board members, Chuck Jarecki and Dan Prill, received very special awards from AOPA's Mark Baker for their accomplishments in their tenure with the RAF.

One thing is for certain, the federal agency folks got a real feel for what our beloved backcountry aviation is all about and both the FS and BLM are on a fast track to get Memos of Understanding completed and signed.

Sponsors of this event included the RAF, Cub Crafters, GAMA, Aviat Husky, Cirrus and ACE Insurance.



Struggle for Tuweep

Mark Spencer

Well, the legislative session is over, but our efforts to regain access to our beloved Tuweep are not. This last year brought a lot of promise as we won the hearts of several key legislators, including [Senate President Andy Biggs](#), [President Pro Tempore Gail Griffin](#), [Senator Ward](#), and [Majority leader David Gowan](#). When our efforts to persuade the land commission to reasonableness in their treatment of aviation went unsuccessful, these legislators worked to get a line item in the budget to cover the land department's insurance costs for the airstrip. Unfortunately, I received a late night call from Leader Gowan explaining that the Governor had line item vetoed this budget item. Please take a moment to write an email to these legislators to say thanks for their support on the Tuweep issue!

abiggs@azleg.gov ggriffin@azleg.gov ward@azleg.gov dgowan@azleg.gov

We are in this struggle for the long term and will work with legislators over the summer to draft a plan or legislation for next year. We are also considering a legal challenge to the commissioner's policy at this point as we believe we've worked hard to reach a compromise and must consider all options at this point. Stay tuned for any calls to action!

Double Circle Ranch Fly-In Camping

Mark Spencer

Double Circle Ranch Fly-In Camping



From Friday, May 02, 2014

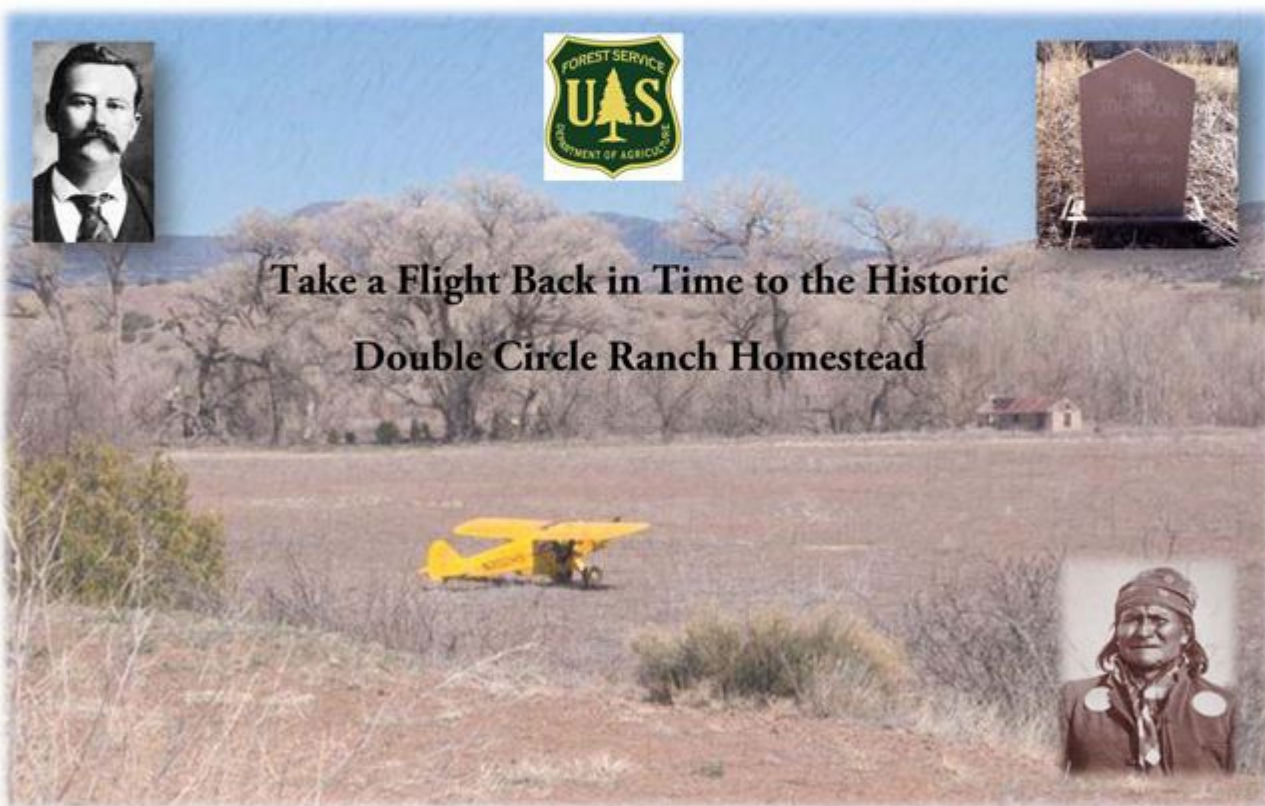
To Sunday, May 04, 2014



DOUBLE CIRCLE RANCH



**Take a Flight Back in Time to the Historic
Double Circle Ranch Homestead**



Weekend Getaway: a 3-Month Outlook!

Craig Albright, Cirrus N857CD @ KCHD, CFI/II

It's been quite awhile since our last Weekend Getaway. Although we don't lack for interesting destinations, we have a dearth of Trip Leaders! It seems that my retirement schedule is busier than it ever was while I was working. Periodically, my wife remarks that I'm "failing retirement". Hmmmm... What's the solution? **We need some additional Trip Leaders.** Folks, planning these things isn't particularly difficult.

Unfortunately, I simply don't have nearly enough free weekends to dedicate to the flights themselves. So, I have a proposition for you. If you are interested in going on the trip, how about being "lead bird" in the gaggle? I'll do the preflight coordination and planning, and if I can't go, you take lead position in the flock while in the air and on the ground. Together we can create more aviation fun for more people. And, that's what Weekend Getaways are all about! If you're interested, please contact me at [email](#) or cell: 480-776-9358.

Since I'm already busy in April, I've mapped out three consecutive months of Getaway events starting in May. I bet that everyone can find something that piques their interest!

May 17-18: Monument Valley, UT (UT25)

Would you like to see some of the most majestic scenery in the southwest? Join us for a flight up to Monument Valley. It's a story-book location, well-known for its famous Southwestern landscape and Navajo Indian culture. Monument Valley was the setting for many of Hollywood's classic western movies – think John Ford/John Wayne era of movie-making.

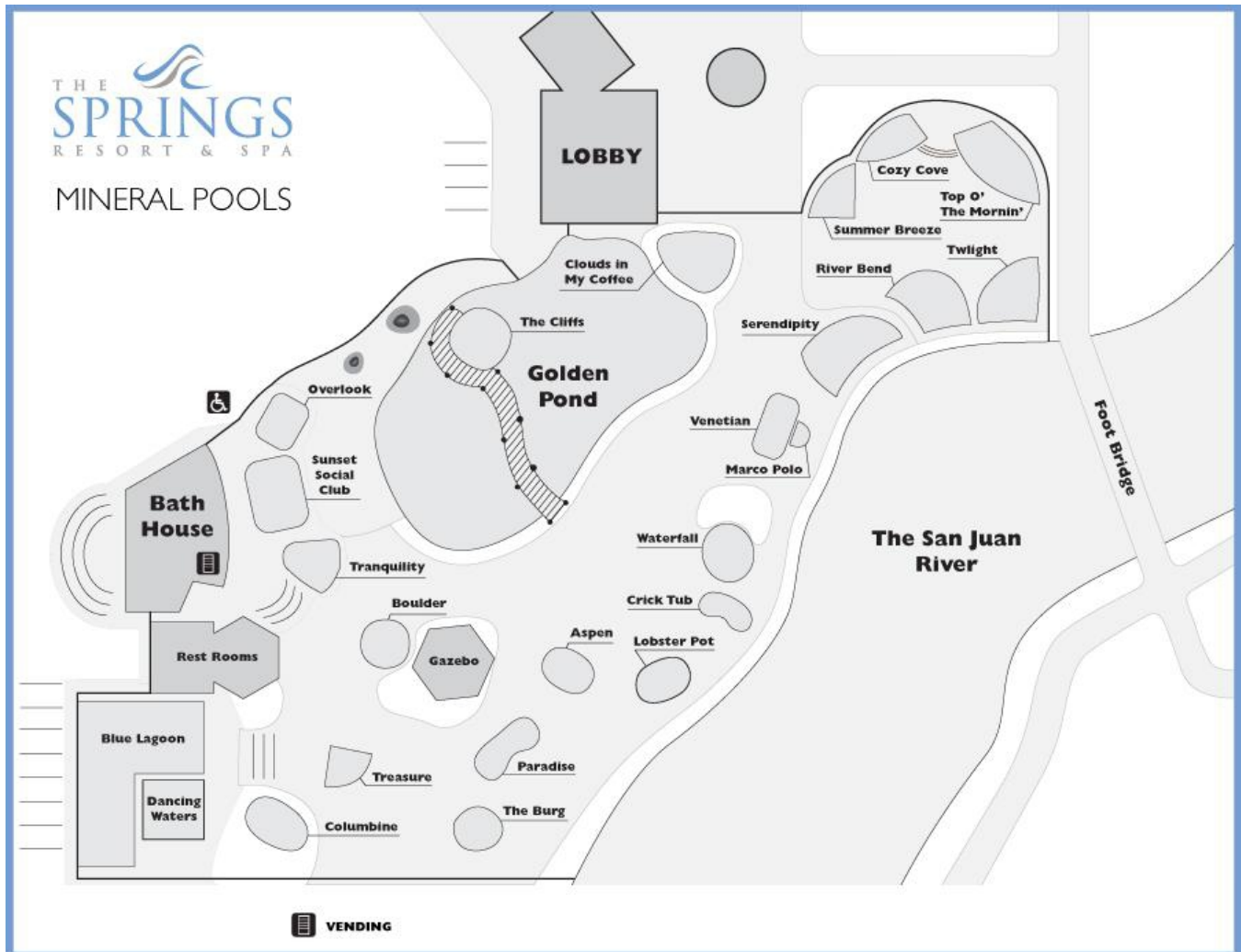


Just over the AZ border in southern Utah, Gouldings Lodge and Trading Post were the only nearby "civilization" back in the day. When I first visited there, the runway was half dirt/half asphalt. Now, the 4,000' runway is plenty long. And, it appears that meals no longer limited to a small café. Although I have to work out the details, I expect that we'll stay at Gouldings. (From the various websites, it looks like the entire place has had a facelift since my wife and I visited there many years ago.) This trip is only 238 nm. from Chandler Municipal. But, because of the timing, I expect most of us will stay overnight. There are guided ground tours we can take (in large vans). And, after arrival (over lunch?), we can brief our own "flightseeing" tour (e.g., aircraft sequencing, comm. frequency, specific sites/locations to be seen, etc.) The airport, itself, is private but readily accessible to the public by sending them some advance information. They don't have fuel; plan accordingly.



June 21-22: Pagosa Springs, CO (KPSO)

There's nothing like soaking in some mineral hot springs to relax away your aches and pains! And, Pagosa Springs, 35 nm. ENE of Durango in SW Colorado, is a great place to do it. When my wife and I were there a few years ago, we thought Pagosa Springs was a funky little community with the potential for a weekend of fun. You can see a few of the possibilities at this [website](#). Admittedly, I think one of the



best times to enjoy natural hot springs (courtesy of Mother Nature) is in the winter, tip-toeing over snow-covered ground to peer into a steaming pool. However, we need to arrange our Getaway trips a month or two in advance, and planning winter flights in mountainous areas is always subject to last minute changes! So, we'll shoot for a Getaway visit in late June. Being at 7600' MSL, Pagosa Springs should be a wonderful escape from the AZ heat. Since this destination is 335 nm. from Chandler, AZ (KCHD), this will be a 2-day trip. We'll fly up in the morning on Saturday, and spend the remainder of the day (and evening) enjoying what Pagosa Springs has to offer. Your departure time on Sunday is up to you and something we can discuss as the planning evolves.

July 26-27: Bryce Canyon, UT (KBCE)

What's a "hoodo"? Sure, you could look it up on Wikipedia, but why not fly up to Bryce Canyon with your APA friends and find out for yourself? As you can see from the photo below, the place is a photographer's paradise! So, bring a fully charged camera with lots of digital media to capture some of the incredible vistas.

Although our more adventurous (and physically fit) members would certainly enjoy hiking down into the canyon, itself, I'm looking forward to a more casual walk along the rim trail. Bring a daypack! We'll buy some box lunches and enjoy eating outside with the breeze on our faces. And, since we're not flying until the next day, a little wine with lunch is always a possibility...

If you're interested in joining us on any of these Weekend Getaway trips, please send me an email ASAP. I need to get an idea of how many people are interested in which trips. Plus, these trips require overnight accommodations that will need to be made in advance. (I'll attempt to negotiate a group rate; you are responsible for making your own reservation at the selected lodging.) Of course, if you have questions, don't hesitate to contact me. I'll post additional, trip-specific information as we get closer to each event. For now, just reserve the time on your calendar and let me know of your intention!



Small caveat... As is the case on all of our Weekend Getaway Flights, you are PIC and responsible for all aspects of flight planning, including (but not limited to) weather, routing, and aircraft performance. The go/no-go decision is entirely yours! As volunteer trip leader, I've selected a destination and will arrange a few details like ground transportation and possible restaurant (or lodging) reservations that do not involve money.

An aside... Remember that APA events like this are tax-deductible! And, membership is only \$25/year! So, if you have a pilot friend who would also like to join us, have him/her become a member prior to the trip. They will save more than their membership fee on the very first flight!

Blue skies & tailwinds,

Raig

GAARMS REPORT: 2014 May

Fred Gibbs

I don't want you all to get complacent now, but so far this year our in-state fatal accident safety record is running at the 99.99% percentile level, right in line with our Four 9's Program objective. That is an excellent performance by all of you. Please keep up – no pun intended – the great flying.

So far this year there has been only one in-state fatal accident, an experimental home built that experienced a loss of control while in flight that crashed at an airport on the reservation between Casa Grande and Maricopa on the Ak-Chin Indian Reservation.

There was also one out-of-state fatal accident involving Arizona-based pilots, a tragic controlled flight into terrain (CFIT) accident up in Colorado, with 3 fatalities. The single-engine Beechcraft Bonanza took off from Telluride Regional Airport in MVFR/IFR conditions en route to Cortez, but crashed into a cliff about a mile west of the Telluride runway. All 3 people on board were very experienced professional pilots based out of the Phoenix area.

We all need to keep safety of flight in mind when we go flying – analyze the parameters of our proposed flight, look at the risks involved, and take all the appropriate steps to mitigate those risks down to very acceptable levels. If you can't mitigate them down to that level, do you really want – or need – to go that badly?

During the discussions that ensued at the GAARMS III symposium, a few new things came out about 2 of the accidents. Here they are in a nutshell -

One of them involved maintenance issues with regard to the helicopter crash south of Sedona. We all know that mechanical things break, and we all hope that that never happens to us, but it can and sometimes does. Thank God that most of the time when something does break on our aircraft or helicopter, it is only minor, containable, controllable, and not disastrous! It was pointed out by some very "Helicopter-knowledgabLe" folks that it appears that the pilot may have induced the helicopter into a bad situation with inadequate piloting skills that caused rotor bumping, but also that the pilot/owner chose not to incorporate an AD designed to prevent the rotor bumping if the pilot induced the situation. How's that for a "Catch-22" situation!

The other new piece of information to come out was in reference to the classic stall-spin accident that occurred during the base-to-final turn in a very forgiving C150. We asked what could possibly have gone wrong at that point? It was NOT a student, but a 300 hour plus hour pilot practicing take-offs and landings to maintain proficiency. How could this happen, you ask? Well, we found out that the pilot was flying his aircraft from the right seat! While this sounds innocent in itself, perspectives, abilities and capabilities are all challenges when moving over just 24 inches or so! Things are definitely different from the right seat, and making that seat change without proper training can be dangerous. Was that a causal factor here? DUNNO! But maybe...but definitely food for thought.

REMINDER - Coming up the 1st two weeks of May is a large international military exercise called Operation Angel Thunder that will have some effect northeast of Phoenix and up in Flagstaff. Please see the information below as it relates to the Roosevelt Lake area. The military will be operating out of the Flagstaff airport, and will have some impact on operations at Flagstaff as well as a military presence and security on the airport, so stay alert.



Roosevelt Lake Temporary Military Operations Area, AZ - Effective: May 9 - 10, 2014

The Roosevelt Lake Temporary Military Operations Area (TMOA), located 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 Exercise 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 scenarios at the Playas training facility.

The TMOA will be activated for aircraft and parachute operations involved in the CSAR exercise. Aerial activities will include: combat maneuvering by fighter and transport fixed and rotary wing aircraft, parachute operations, formation flights, rescue escort maneuvering and aerial helicopter refueling. The description of the MOA is as follows:

Boundaries. That airspace within a 10 NM radius of lat. 33°41'57"N., long. 111°03'52"W.

Altitudes. 500 feet AGL to 9,000 feet MSL.

Times of use. By NOTAM, May 9 – 10, 2014.

Controlling agency. FAA Albuquerque ARTCC.

Using agency. U.S. Air Force, 563rd RQG, Davis-Monthan AFB, AZ.



And for my good deed for the day - For some time now, the folks over at the ASU campus at Williams-Gateway airport have been looking for an aircraft that could be donated to ASU Aviation. It does NOT have to be airworthy. They want to display an aircraft repainted in ASU colors in front of their Simulator building. ASU would provide the person donating the plane a tax receipt for the fair market value of the aircraft. A metal aircraft would probably be best, and anything from a Cessna 150 on

up would work. If interested, please contact me and I'll get you in touch with the right folks at the ASU campus.

Hey, YOU, The guy flying without shoulder harnesses

If you're flying with only a lap belt — shame on you. As much as some pilots don't like having belts over their shoulders, the study data has been clear for decades: **According to the FAA, 88 percent of injuries and 20 percent of fatalities can be eliminated by adding shoulder harnesses (or additional restraints) over lap belts alone.**



The FAA didn't get serious about seatbelts and shoulder harnesses until 1978, and even then it was only requiring shoulder restraints for the front seats. Ten years later, they added the rear. Given how long aircraft stay in service, that means there are thousands of craft flying every day with inadequate protection for the most valuable item on board.

Even a decent seatbelt system needs to be checked if it's seen over 10 years of regular service. Webbing that's torn or frayed should be replaced. This includes the threads that stitch the belts together, which shops tell us is often the first thing to go. Loose threads or thread ends hanging out are red flags.

The seatbelt hardware can also wear. Common issues can be detachable shoulder restraints that no longer lock securely into the lap belt, and latches that open under strain. Aircraft that see a lot of short flights, such as trainers, are especially suspect. With worn hardware and webbing, it's often cheaper to buy a replacement for the whole thing. Prices vary widely depending on exactly what hardware and finish you want.

Replacement time might be an opportunity to upgrade to an inertia reel, a four-point system (straps over both shoulders) or even the new airbag systems. Upgrade costs vary in the time needed, but since some interior disassembly is required, it's often several hours of labor.

There are three ways to upgrade a seatbelt system, mostly related to the volume of paperwork required. The simplest is by STC with all the paperwork included. The second is as a minor modification. This can happen when there's an existing hard point or framework where the seatbelt can be attached. AC 23-17B (page 105) makes it clear that this method is acceptable for aircraft manufactured without shoulder restraints. The third method is by field approval, which is required if any welding or drilling is involved. Many local shops have the authorization and ability to repair your existing belts or to find STC kits for you.

OK, so how much is your life worth? How important to you is that person in the right seat, your wife, your children, your best friend, or even you flight instructor?

If I told you you could install a basic shoulder harness system for the pilot and right seat passenger for only \$110.00 bucks, would you do it? Hell, you will easily blow \$110.00 bucks in one night out at the restaurant for dinner and drinks, for one night's pleasure. Why wouldn't you spend \$110.00 bucks so you can continue to do that for the rest of your life?

You know risk is always there when we fly, that something could happen. We do risk management every time we go flying. The FAA requires student pilots receive training in emergency landings, Flight Reviews put emphasis on emergency procedures, we play the "What if" game as we fly around, we buy new ELTs, we change ELT battery's every 2 years, we buy EPIRBs, we subscribe to SpyderTracks or SPOT, we carry our i-phones with all kinds of Apps for survival, and to make calls if you go down in the

“boondocks”, etc, But all this depends on you surviving the landing or crash. **Without shoulder harnesses, your chances, and your right seat passengers chances, are significantly reduced!**

APA, in doing our research, has found that Hooker Harnesses offers their “QUICKIE” harness for only \$55.00 for many of the older lap-belt-only equipped aircraft. This is actually a Y-strap that has loops on all three ends. It requires NO installation, no modification to the aircraft, no tools, NADA! You simply thread the rear seat lap belt through the single strap's loop and tighten. Then you thread the two halves of the front lap belt through two forward loops and climb in. This effectively makes a shoulder restraint anchored by the rear seatbelts. However, It does make the rear seats unusable for passengers, but many owners rarely carry people in the rear seats anyway. And if you desperately need to carry passengers in the rear seats, the “Quickie” system can be taken out. Because the Quickie isn't permanently attached, there's no paperwork at all. Hooker Co-owner Scott Mc Phillips says it's very popular with ferry pilots flying aircraft without modern seatbelts.

The design philosophy for the “Quickie” is that most four place aircraft are generally flown with two people the majority of the time. The “Quickie” system should not be used with people in the rear seats, as this results in double loading of the rear seat belts, pulling the belts off of the pelvis of the rear passengers, and other undesirable things in the event of a crash.

There is also one other consideration to note. If the top of the front seat is below your shoulders, any load on the harness can compress your spine. Thus the “Quickie” could save your life by preventing head injuries (the most common cause of death in a crash) but leave you with spinal damage. This problem can be averted only if your seat back is high enough and strong enough. The best solution is a real shoulder harness, attached with proper geometry.

Now, APA is not promoting Hooker harnesses over any other shoulder harness company – they are all very good – but just letting you know we found a very inexpensive alternate to help save lives that you should consider, taking into account the Pro's and Con's . APA believes anything we can do to further promote safety at a reasonable cost should be brought to your attention.

Pilots rarely think about seatbelts other than as a startup checklist item. But worn belts and/or no shoulder harnesses are a risk with no accompanying benefit, given how reasonable the solution can be. Even if hardware has to be replaced, we think it's a no-brainer to make sure this basic safety equipment is up to the potential challenge.

We also think that any seat regularly occupied by humans - family members, friends, and yes, even your flight instructor - should have a shoulder restraint of some kind if at all possible. Our pick – if money were no object - would be an inertia reel, four-point system, but anything that improves your odds of walking away from a bad day is money wisely spent and I don't have to talk about you at the next GAARMS symposium!

Should you desire a safety program at your local airport, simply contact APA via our [website](#). You can connect with me through the Safety Program Director, or you can contact me, Fred Gibbs, at 410-206-3753 or email me at fredgibbs@npgcable.com. The Arizona Pilots Association provides the safety programs at no charge. We will most certainly help you organize a program of your choice, and we can recommend programs that your pilot community might really like.

Don't come to a safety program by yourself. But don't just bring your old buddy who always comes with you. Bring someone new, and get your BFF to also bring someone new.

We need you to help us expand our audience, to expand our reach, and to expand our ocean of faces.



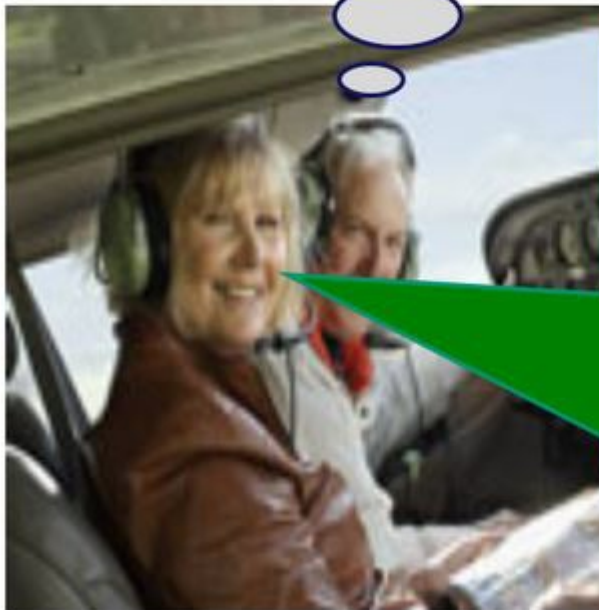
Statistics show that the folks having accidents are the ones who don't participate in the WINGS or safety programs, so help us reach out to those folks and pull them in.

We never complain when a program runs out of chairs!



GAAIRMS

**IS LOOKING FOR A FEW
GOOD MEN OR WOMEN
WHO MIGHT BE
INTERESTED IN HELPING
RESEARCH AIRCRAFT
ACCIDENT STATISTICS -**



- If you are
interested,
please contact
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APA Safety
Program Director
- At 928-266-
0112 or 410-
206-3753,
- Or email me at
[fredgibbs@npg
cable.com](mailto:fredgibbs@npgcable.com)

Dream Flights

Howard Deevers

Everyone knows about “the \$100 hamburger.” I remember when it was only \$50! It jumped from \$50 to \$100. No one ever told me about a \$60, or \$75 hamburger. It just went to \$100 with no stops in between.

Well, we need a reason to fly somewhere, and the “hamburger flight” will do anytime.

Here in Tucson, we have a small group of pilots that get together for no other reason than just being social, and not on any regular schedule. As we visit the conversation will inevitably get around to “where do we want to fly out to next?”

Most of the flights are within a one day trip from Tucson. Some may require a fuel stop, but most are within range of our various aircraft without a fuel stop. Some of the trips are across the border into Mexico.

A couple of years ago, some of the group made an “Island Hopping Trip” down the Bahamas, and further South along the Island chain to Panama, then back North to Tucson. That IS a dream trip. I didn’t make that one, but sure wish I could have.

Many years ago, I read an article in a flying magazine. I believe it was in FLYING MAGAZINE. I think it was before I got my pilots license too. Wish I could find that article again.

The story was about two young men and their flying adventure during their summer vacation from college. I think they both had pilot’s licenses. The trip started in the U. S. and went all the way around South America. Now get this: This was in a Cessna 150. Also in a time well before GPS, Cell Phones, and many other things that we take for granted today.

The article talked about how they had planned this trip for a long time. It talked about the route they took. They followed the coast line on the Pacific side all the way down to the tip of South America, then started north along the Atlantic coast. It was also in a more peaceful time when you could fly from one country to another without too much red tape. One other thing: fuel prices were less than a dollar a gallon everywhere. Going that far south in our summer means that you are going to encounter winter in that part of the world.

I don’t remember all of the details, but they did have one problem on the trip. When making a landing in the northern part of South America, they had a cross wind, and encountered some damage to one of the wings of the Cessna 150. There was no way to repair it, so they had to order a new wing, and have it shipped to their location. I believe it was in Venezuela, but I am not sure of that.

They would have to wait some time to get a wing shipped to them. Since it was getting close to time to return to classed, and they knew that they were not going to make it back in time, they also had their books sent to them, so they could begin studies and not be too far behind when they did get back. Just imagine writing a story for the school paper; “What I did on my Summer Vacation.” They did get the wing and repaired the plane, and completed the trip back to the U. S.

Is a trip like that even possible today? Getting a visa for each country you cross into. Some of those countries are no longer even friendly to the United States any more. And, we have to file an “eapis” going out of and coming into the U S now. Some other countries are thinking of doing that now as well.



A Dream Trip? Well, maybe. I know that I will never make such a trip around South America, but it is still fun to think about it. How about some Dream Trips closer to home. I'm thinking about them too. Well, we can all dream, can't we?

APA Social Hour - May 13, 2014

Dave Fleming

Well, if you forgot Mother's Day, here's an opportunity to 'redeem' yourself ... sort of ☺

Come join your fellow pilots and spouses for the **Arizona Pilots Association Social Hour**. This will be the 3rd of our quarterly meet and greet events for our organization ... and the first one in the Chandler area!

The intent is to come together in a social setting "away from the hangar". This event will be at Majerle's Sport Grill in the Chandler Fashion Center (3095 W Chandler Blvd) on Tuesday, May 13, 2014 beginning at 5:30 pm. Dress is casual.

The planned agenda will include a no-host Happy Hour menu and a 'pilot' raffle where 50% of the proceeds will go to our APA Scholarship Fund. Prizes will include adult beverages (TBD), pilot paraphernalia and cash. More details to follow.

There will be plenty of food, beverages and 'flying stories', so please come join us and bring your spouse. Meet fellow pilots in your area.

The Arizona Pilot's Association (APA) strives to serve the interests of our 500+ members by providing social interaction and staying abreast of aviation related legislative actions at both the state and national levels. The APA promotes general aviation in advocating advances in flying safety, pilot education and public understanding of general aviation.

Our host is Dave Fleming, who can be reached via [email](#) or his cell at 480-459-6366. **Please RSVP by May 6th, 2014** if you are interested in attending. Take a look at our [website](#) for more information.



How Is Your Idle Mixture?

Barbara Harper, ATP CFII MEI LRJet

In January 1980, AVCO Lycoming “Flyer” published an interesting article on mixture. I would like to share this information with you. First, the article starts out with a question. How can the average pilot determine whether the idle mixture setting is correct? Idle mixture may be checked by doing an engine runup which includes these steps:

1. With the mixture control set at full rich, run the engine at 1000 to 1200 RPM until temperatures have come up and stabilized. All temperatures gages should indicate within the green arc area.
2. Set power of Lycoming direct drive engines at 2000 RPM for 30 seconds. This will clear any lead deposits which may affect operation at idle.
3. Reduce power to idle (550 to 600 RPM). Slowly lean mixture and check for an RPM rise. If there is no RPM rise, the idle mixture is too lean. If the rise is more than 50 RPM, the idle mixture is too rich.
4. If step three produced a moderate rise (10 to 50 RPM), no further action is necessary. If step three indicated a lean or rich idle RPM, the idle mixture and engine idle speed should both be adjusted by a competent A&P mechanic.



A Little Test On Your Knowledge Of Engines

1. For maximum engine life and trouble-free operation, engine breakin during the first 25 to 50 hours of engine operation should be accomplished by:
 - (a) Limiting takeoff power to five minutes per flight and using 65% power maximum for cruise.
 - (b) Running the engine continuously at 75% power or greater with full power or maximum power available for climb.
 - (c) Using less than 100% power for takeoff and cruising at 75% power or below.
 - (d) Running the engine at 1200 RPM for at least twenty minutes before the first takeoff of the day.
2. The full flow oil filter is very useful in keeping an engine clean, but it will not filter out—
 - (a) Water
 - (b) Acids
 - (c) Lead sludge
 - (d) All of the above
3. For aircraft with an EGT gage, a good “rule of thumb” for most general aviation engines at cruise is to lean to—
 - (a) 50° on lean side of peak EGT
 - (b) Peak EGT
 - (c) 50° on rich side of peak EGT
 - (d) 100° on rich side of peak EGT
4. With high relative humidity, carburetor icing may be expected within which of the following ranges—
 - (a) 32° to 59°F.
 - (b) 0° to 15°F.
 - (c) 20° to 90°F.
 - (d) 0° to 59°F.
5. An aircraft engine which develops less and less power from the point of takeoff to the service ceiling is said to be—
 - (a) Supercharged

- (b) Normally aspirated
 - (c) Turbocharged
 - (d) Super critical
6. If full carburetor heat is used during cruise for the prevention of carburetor ice, some of the 15% of power loss incurred may be regained by—
- (a) Enriching the mixture
 - (b) Squaring the power setting
 - (c) Applying one pump of the primer every 15 minutes
 - (d) Leaning the mixture
7. The final authority regarding operation of the general aviation aircraft engine is—
- (a) Engine operator's manual provided by the engine manufacturer
 - (b) Pilot's operating handbook provided by the airframe manufacturer
 - (c) Aviation circulars distributed by the FAA
 - (d) Your local fixed base operator
8. Use of partial heat to prevent carburetor icing is recommended only if the aircraft has
- (a) A carburetor air temperature gage—CAT.
 - (b) A cylinder head temperature gage—CHT.
 - (c) An exhaust gas temperature gage—EGT.
 - (d) An outside air temperature gage—OAT.

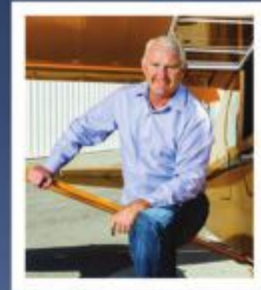
Answer to test

- 1. – b 5. – b
- 2. – d 6. – d
- 3. – c 7. – b
- 4. – c 8. – a



2014 APA Annual Meeting

May 10 - 10:00am to Noon



Mark Baker
AOPA President

2014 Annual Meeting

Saturday, May 10, 2014

10:00am to Noon

Phoenix-Mesa Gateway Airport
ASU Campus Aravaipa Auditorium

Come join us at 9:30am
for coffee and doughnuts before the
2014 Annual Meeting begins at 10am.

Topics will include: a Financial Status, Backcountry
and State Advocacy Updates, Scholarship Program,
GAARMS and Safety, Back to Basics Instruction ,
Member Discounts, and Weekend Getaway Flights.

**Keynote Speaker will be AOPA President
Mark Baker**

Location address is 7211 E. Sonoran Arroyo Mall, Mesa, AZ 85215. At the traffic circle take Innovation Way West and then an immediate left turn into the parking lot # 30. Walk past Picacho Hall (7151 on the side) to the Aravaipa Auditorium.



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Lemuel Cook

Experimental Aircraft Association (EAA) Show Low Chapter 586



Deuces Wild!



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APA Website

Stefanie Spencer

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

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25th Authors submit articles and advertisements



Contact the editor, Asa Dean:
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