

ARIZONA



APA NEWSLETTER

<http://www.azpilots.org>

JUNE 2014

ARIZONA PILOTS ASSOCIATION

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PRESIDENT'S REPORT JUNE 2014

By Tommy Thomason, APA President

Welcome Arizona Pilots Association members and guests to the June 2014 newsletter. Our fiscal year has just ended and we have a great story to tell about our support of Arizona's general aviation. We continue to gain the support of the Recreational Aviation Foundation, (RAF), and some of the governmental agencies in keeping open and/or reopening many of our backcountry airstrips. We were successful in preventing a senate bill from passing which would have resulted in increased costs to many of our aviators to own and operate their airplanes. Our scholarship program has been formalized and is growing. Membership is expanding, which gives aviation a louder voice to our state representatives. Additionally, our safety programs and representatives with the FAASTeam are communicating with more and more pilots resulting in a reduced accident fatality rate.



At our Annual Members Meeting the 2014/2015 elections, we voted in three new energetic board of directors members. At subsequent "on line" discussions, the line up of officers, committee chairs and coordinators are as follows:

Officers: **Executive Director**—Jim Timm, **President**—Tommy Thomason, **1st VP** – Mark Spencer, **2nd VP** – Dave Fleming, **Secretary** – Craig Albright, **Treasurer** – Stefanie Spencer, **Director** – Rick Bosshardt, **Director** – Dave Dunteman, **Director** – Ty Greenwade, **Director** – Fred Gibbs

Programs: **Get – Away flights Committee Chairman**– Craig Albright & Dave Dunteman, **Back-country Chairman** – Mark Spencer & Tommy Thomason, **Membership Coordinators** – Ty Greenwade, Vicki Gookin, & Stefanie Spencer, **Sponsorship Chairman**-Rick Bosshardt, **GAARMS & Safety Chairman**– Fred Gibbs, **Back to Basic Program Chairman**– Dave Dunteman, **Scholarship Chairman**– Dave Fleming, and we have a new **Newsletter Editor** – Brad Lawrence.

There are many more members 'behind the scenes' that help make these programs a success and we can use more volunteers to help with our growth and success as your 'voice of aviation' in Arizona. If you would like to become more actively involved in any of these programs, please contact any one of the BoD members or Chairpersons mentioned above. Our website www.azpilots.org will be updated soon with all of our contact information.

Have Fun, Fly Safe,

Tommy

EXECUTIVE DIRECTOR'S REPORT - JUNE 2014

By Jim Timm, Executive Director



Well, it's almost the time of year that you're forced to get out early to be able to get some smooth, comfortable flying in. I just got back from flying to Kearny for breakfast. Not a very long ride, but very nice. The group had planned on going up north, but with the fires in the area, the plan was nixed. At this time of the year, be sure you get a last minute flight briefing that includes NOTAMS and TFRS that could have resulted from a forest fire that just started that you otherwise would not know about. Unfortunately, at this time of year we need to be aware of and avoid the fires with resultant fire fighting air tanker operations. Fly safe and use caution.

It was good to see and be able to talk with many of you that attended the APA Annual meeting on May 10th at Gateway Airport. We were honored this year to have Mark Baker, President of AOPA, as our keynote speaker. As a result of the annual directors election, I think we again have a winning team for the coming year.

The FAA has announced that the first UAS test site is operational. On April 21, 2014, the FAA announced that this first of six selected test sites for performing unmanned aircraft system, (UAS), research is now operational in North Dakota. The FAA granted the North Dakota Department of Commerce team a Certificate of Waiver or Authorization, (COA), to begin using a Dragan flyer X4ES, a small UAS, at its Northern Plains Unmanned Aircraft Systems Test Site. The COA is effective for two years.

"North Dakota has really taken the lead in supporting the growing unmanned aircraft industry," said Transportation Secretary Anthony Foxx. "We look forward to the contributions they and the other test sites will make toward our efforts to ensure the safe and efficient integration of UAS into our nation's skies."

MISCELLANEOUS ITEMS

The LAFB Safety Office has advise us, that after having gone several months without intrusions into the Goldwater Range restricted areas, there have recently been several very serious intrusions. In some cases it appeared that the aircraft were going directly to or from Mexico from the valley. Military aircraft operating in these ranges are training with live munitions and intrusions have resulted in scrubbed missions that had to be rescheduled at great cost to us, the taxpayers. We have also been advised that, as a result, the Air Force will be tracking intruders and make every effort to identify them and take civil action against them. Know where you are! An intrusion could be costly in many ways.

Have you encountered a problem using the Phoenix Terminal Area Air Traffic Control services or the Class Bravo airspace? The Phoenix TRACON would like to know so the problems can get corrected. To assist in problem reporting, the TRACON has developed an easy to use form for submitting a question or reporting a problem. The link for the form is; <http://goo.gl/1Ycixc> . By submitting this form, it will ensure that they get all of the information they quickly need to effectively review an event.

Phoenix Gateway Airport (IWA) is rebuilding the approach end of Runway 30L and adding a mid-field water detention basin. The project was expected to start on May 27, 2014 and conclude sometime around mid-December 2014. From time to time, there will be taxiway and runway closures.

The Falcon EAA Warbirds Squadron Breakfast on the third Saturday has been suspended until October 18 when the weather cools down again.

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 still a fly in breakfast at Casa Grande Municipal Airport (CGZ) that runs from 7:00 am until 10:00. The breakfast is inside the air conditioned terminal building and it is anticipated to continue through the summer. (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.

Aviation cognition is the problem in accidents. This includes risk management, a very integral part of piloting. Personality and flight experience are part of a pilots' behavior. A measurement from this test can be used to identify pilots who are potentially more likely to engage in high-risk activities. Similarly, personality tests might provide a profile to identify a pilot who will be involved in an accident. According to D. R. Hunter's (1995, 2002), the more weather-related events the pilots has been involved in, the less implicitly anxious they are toward adverse weather. This behavior means that pilots perceive less risk in, and are implicitly less afraid of, hazardous conditions. The question is ... **why** the NTSB has not followed up with researching avenues such as personality tests to determine a future safe pilot. Therefore, we pilots should go to New Zealand take the test and get a sanity endorsement in our logbooks. To this end, I believe there should be a new government entity to explore this **WHY**. This new department could be called **W**ithersoever **H**eroarchy **Y**aap. (Heroarchy means governed by heroes and Yaap means it's yup but a better way of saying it.)

SAFETY LEGAL, MAYBE

By Barbara Harper , ATP, CFII, MEI, LRJet

As pilots are aware, pilot deviations on the ground are recorded as incursions and may be runway incursions, but, are they really? Every pilot at a controlled airfield has to ask permission for taxi and takeoff. As pilots we self-monitor until we reach the requested and approved taxi clearance. Does the controller also monitor our track? Yes and no. They, the controllers, get busy and do a great job. However, on occasion they can get too busy. This of course results in neglecting your taxi trek. So, you missed the turn that connects the runway, or passed by it. Of course, it is your fault! Is it really? In my crystal ball, the responsibility rest with the pilot and the controller jointly. Should the controller warn you as the taxi clearance has been reached?



For whatever it is worth, the FAA is very safety conscious, instead of the infamous runway incursion list; we should have a safety intervention list with no legal allegations, unless there is an accident/incident. These pilots who miss or overshoot their assigned taxiway should be required to pass a taxi exam, verbally or practically, preferably, a practical exam. A logbook endorsement should follow as the end result. Perhaps with safety in mind, incursions would then be reduced.

a high score on this test, the statistics might change to reduce accidents.

AVIATION ACCIDENT SUMMARY - JUNE 2014

by 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. Using this information we could 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, it's continuing to be a little bit more difficult for us to be able to develop these safety programs to reduce accidents. They now have 90 days to submit a preliminary accident report rather than the previous requirement of 30 days. This means we are having to dig back a bit deeper into the records to get the information.

We are still hopeful that an alternate source of information may be available from the Scottsdale FSDO. An effort will continue, to determine if this is possible. Since the last reporting period, there were five accidents, of which, only one did not have a report issued. The really bad news is that, in this last reporting period, there were three fatal accidents. Based on information available, the reported accidents are as follows.

Accident Date: Monday, April 14, 2014
Location: Silver Spring
Aircraft Type: LINstrand 240A (Balloon)
[Link to report](#)

Accident Date: Monday, April 21, 2014
Title 14 CFR Part 91
Location: Bullhead City
Aircraft Type: Piper PA 30
Injuries: 1 Uninjured
[Link to report](#)

Accident Date: Saturday, April 26, 2014
Title 14 CFR Part 91
Location: Young
Aircraft Type: NBB Inc. GLASAIR III
Injuries: 1 Fatal
[Link to report](#)

Accident Date: Saturday, May 3, 2014
Title 14 CFR Part 91
Location: Aguila
Aircraft Type: AERO TEK Inc. ZUNI
Injuries: 1 Fatal
[Link to report](#)

Accident Date: Saturday, May 10, 2014
Title 14 CFR Part 91 (Part 135?)
Location: Page
Aircraft Type: Cessna T207A
Injuries: 1 Fatal, 1 Serious, 5 Minor
[Link to report](#)

[Aircraft Accident Reports Issued This Past Reporting Period:](#)

The following six accidents were previously listed without information being available. This last reporting period the following information was made available.

Accident Date: Friday, January 10, 2014
Title 14 CFR Part 91
Location: Lake Havasu
Aircraft Type: Maule M7-235
Injuries: 2 Minor
[Link to report](#)

Accident Date: Saturday, January 25, 2014
Title 14 CFR Part 91
Location: Wilcox
Aircraft Type: Piper PA 18-150
Injuries: 2 Uninjured
[Link to report](#)

Accident Date: Saturday, February 1, 2014
Title 14 CFR Part 91
Location: Globe
Aircraft Type: Beech V35A
Injuries: 1 Minor, 1 Uninjured
[Link to report](#)

Accident Date: Monday, March 17, 2014
Title 14 CFR Part 91
Location: Glendale
Aircraft Type: Grumman TMB-3E
Injuries: 4 Uninjured
[Link to report](#)

Accident Date: Sunday, March 23, 2014
Title 14 CFR Part 91
Location: Mesa
Aircraft Type: Diamond Aircraft Ind. DA20C1
Injuries: 1 Uninjured
[Link to report](#)

Accident Date: Saturday, March 29, 2014
Title 14 CFR Part 91
Location: Eloy
Aircraft Type: AVIAT Aircraft Inc. A1B
Injuries: 1 Uninjured
[Link to report](#)

Tonto National Forest & AZ Backcountry

By Mark Spencer

The aviation community continues to enjoy a positive relationship with the Tonto National Forest. This relationship has been built on trust and the mutual benefits backcountry airstrips located on the Tonto bring to both aviator and the Forest Service, (FS). I was reminded of this as a good portion of your backcountry committee, Tommy Thomason, Rick Bosshardt, Dave Dunteman and myself enjoyed visiting with Tonto Supervisor Neil Bosworth, Planner Ken Born, and District Ranger Kelly Jardine this last month. The Tonto has kicked off the process of its new Forest Plan; APA RAF backcountry team members will be attending several meetings and working to ensure aviation is considered in the new plan.

When enjoying the backcountry in places like the Tonto, we have to remember that the FS has an ever shrinking budget with which to accomplish the same tasks they've always had responsibility. One of these tasks is to provide opportunities for public recreation on FS lands. As recreational pressures have built on FS lands over the years it became important to disperse recreational activities over a greater area, as well as minimize its impact as much as possible wherever recreation takes place. In comes aviation, so the good folks managing the Tonto began working with the Arizona Pilots Association, (APA), and the Recreational Aviation Association, (RAF). In these few short years the aviation access to the Tonto has increased significantly. To date, the experience for all involved has been a positive one, but we cannot lose sight of the common goals and trust that began this relationship. Each of the APA's safety briefs includes the Aviator's Code of Conduct for the backcountry and I encourage each of you to read this code. Philosophies like "Leave No Trace" and avoiding training type activities at FS airstrips are important. Honoring eagle breeding no fly areas, and being courteous to others in the backcountry is important to the future enjoyment of these airstrips. With fire season in full swing, no doubt I should mention the hazards of flying near or around fires, even when you find no TFR.

As you may have caught in a previous article, the RAF hopes to sign a national Memo of Understanding, (MOU), spelling out the mutual benefits and framework of cooperation between aviators and the entire FS sometime this summer. I can tell you that I am really looking forward to another trip back to D.C. with RAF President John McKenna. Especially if it is to sign this MOU, but I am reminded that there is a lot of work in this for all of us. Remember that ever shrinking budget? With this reality, it will be up to you and me to provide the care and upkeep of these airstrips. Agreements to these ends will be entered into, and we'll be getting the word out to you when volunteers are needed. Don't be shy, if you have some expertise in a certain area, just let us know. In the meantime, do your part to be a courteous and thoughtful backcountry aviator, and remember extra water and the effects of density altitude as we head into the summer months.



APA Getaway Flight - Pagosa Springs, CO

by Craig Albright, Cirrus N857CD @ KCHD, CFI/II

Our next Getaway Flight: Pagosa Springs, CO on June 21-22, 2014

I know that some of you have been waiting for details of our next APA Getaway Flight...and here they are! We're headed to **Pagosa Springs, CO** (KPSO) on June 21-22 to enjoy a brief escape from the scorching Arizona temperatures. However, there's a bit of an irony – one of Pagosa Springs' major attractions is its mineral *hot* springs – just the thing to soak away any aches and pains. Here's our itinerary:

Arrive: Saturday, 6/21 by 10:30 AM AZ time (1730Z). Flying “direct” from Chandler Municipal, my home 'drome, it's 335 nm.

FBO @ destination: Avjet. Currently, their self-serve 100LL is \$6.07/gal. In case you need to reach them, call (970)731-2127. Overnight tie-down is \$7 for single-engine and \$9 for multi.

Ground transportation: We won't need to rent vehicles. However, the airport on the outskirts of town. So, I'll make arrangements for transport to/from the airport.

Meals: The entire downtown area is within walking distance of our lodging.

Lodging: Sky View Motel, 970-264-5803 or <http://skyviewpagosa.com/>. According to several people I contacted, this place is comfortable, but not fancy, and for the area, it's very inexpensive. It sort of goes with the town itself – kinda funky. The Sky View Motel is only a few blocks from the downtown area with various options for food. Plus, we can easily walk to the Springs Resort & Spa, and enjoy their natural hot springs. The resort has locker rooms, towels, etc. and makes the hot springs available to visitors as well as guests.

Important - make your lodging reservation ASAP!

Depart: After a leisurely breakfast on Sunday, we will head back to the airport.

Small caveat... As is the case on all of our 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 transportation and possible restaurant (or lodging) reservations that do not involve collecting money.

N857CD with VFR Request: Please let me know as soon as feasible whether you intend to go on this trip. And, if you've previously said that you were interested, please reconfirm.

Blue skies & tailwinds,
Craig Albright, Trip Coordinator
APA Getaway Flights
480-776-9358 (cell)



GAARMS REPORT - JUNE 2014

By Fred Gibbs

Ya know the old saying "Timing is everything"...

Well, on Saturday, May 10th at our annual meeting, I briefed on our great safety record, only 2 fatal accidents in Arizona, only to get home and find out we had a THIRD fatal accident that day! Fortunately the pilot survived, but one of the passengers on the tour aircraft out of Page did not. As of this writing, information is very sparse, but apparently the aircraft, a C207, landed short of the runway and flipped over. The pilot and 5 passengers survived.



As of May 15th, the date of this article, there have now been 3 in-state fatal accidents killing two pilots and one passenger. An experimental home built experienced a loss of control while in flight and crashed at an airport on the reservation between Casa Grande and Maricopa on the Ak-Chin Indian Reservation; an ultra-light crashed down by Sahuarita; and now the C207 crash up at Page.

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, Colorado, 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.

Summer is just about here, and with that comes more flying, and more exposure. As a group, the pilots who belong to, and participate in, the Arizona Pilots Association's educational and safety programs and THE WINGS PROGRAM are significantly safer than the general pilot population. So, please keep safety of flight in mind when you go flying. Analyze the parameters of your proposed flight, look at the risks involved, and take all the appropriate steps to mitigate any 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?

Operation Angel Thunder, the huge international military Search and Rescue training mission that covered several states and involved a lot of aircraft, including the Civil Air Patrol squadrons across the state, also had it's issues. Up here at Flagstaff, we had as many as four C130's on the ground at one time, completely filling up our GA ramp, along with several Blackhawk helicopters, Apache gunships and several military and corporate biz jets accompanying and/or observing the goings-on. On the day of our annual meeting, as I landed at Williams-Gateway, there were 6 Marine Harrier jump jets and three F-5s on their ramp. The military is certainly not immune to accidents, and you may have seen on the news the crash site of a Harrier, but the pilot ejected safely. The C130's here at Flagstaff had maintenance issues as well. Very complex aircraft need , no... require, lots of TLC!!!

Great Alaska Gathering Fred Gibbs

During the first weekend of May I got to go to the Great Alaska Aviation Gathering, Alaska's version of Oshkosh without an air show. If you want to see a wild variety of aircraft, that is the place to go. If you love backcountry flying, Piper Super Cubs, Huskys, KitFoxes, Beavers, anything on floats, Tundra tires, old aircraft and the great outdoors. You have got to go there at least once. At Anchorage International, B747's are more common than 737's at Sky Harbor. At Lake Hood, there are more float planes than you can shake a stick at and at Merrill Field, there are more tundra-tired aircraft than the total based aircraft at Deer Valley! There are also a whole lot of Civil Air Patrol aircraft, with lots of capability – 'cause it's needed!



Up at Palmer, I watched several DC-3's depart and then we watched a 1944 DC-4 stagger out with a full load of who knows what? At 20 feet, after using 5000 feet of runway, they sucked up the gear and climbed out at what looked like 100 feet per minute!!! Parked over at another FBO were 2 (year of manufacture unknown) C-119 Flying Boxcars!

And, all you backcountry flyers, get ready to drool. Parked on display at the Gathering was one highly modified KitFox. The fuselage was NOT covered from behind the pilots seat to the tail, obviously the horizontal stab, elevators and rudder were not covered, but that was it. Up front was a 100HP highly modified ROTAX sans cowling! It also had full leading edge slats and 3/4 wing flaps and, of course, very soft tundra tires and very long shock struts, including one on the tail wheel. The owner/builder swears he can take off in two lengths of the aircraft and land in the same distance. He participates, and wins a lot, at the Valdez short field takeoff and landing competition. Oh, by the way, did I mention that when he lines up for take-off, he powers up, stands it on the mains, releases the brakes, and HITS THE NITROUS OXIDE BUTTON, boosting his engine power up to almost 200 HP – and literally launches himself off the ground! And he makes his approach to a spot landing at 27MPH!

While the serious Alaska bush pilots are hardy souls, so are their airplanes. They take great pride in their flying abilities and the capability of their aircraft, and they push them to the far corners of the performance

envelope. The average Alaska pilot, the typical GA pilot, still needs some of those skills because many of the airports, and I use that term loosely, are nothing more than gravel, snow, ice or water runways. Between floats, tundra tires, and oversize tires. Seeing “normal” tires on a GA aircraft is rare. Here is a typical C172 in Alaska – note the tires (next page). Many of them look like “Big Wheels” toys.



So, anyway, back to Arizona. It appears that all 3 of the accidents so far this year fall into the category of “Loss of Control – Inflight”. The experimental aircraft – a draganFly - appeared to suffer some form of control malfunction. Witnesses stated the aircraft pitched up “apparently out of control” several times before crashing. The ultra-light cause is totally unknown and the C207 that landed short at Page, according to preliminary reports, was suffering some form of engine problem, was attempting to return to the airport, but ran out of altitude, landing short, into soft terrain, and flipping over. One passenger, sitting all the way in the back of the aircraft was fatally injured. As a side note, all of the passengers on board, including the passenger who was fatally injured, were NOT wearing shoulder harnesses. Does that shock you? Well, there is no FAA requirement for shoulder harnesses to even be installed, and certainly NO requirement for the passengers to wear them. Hmmm... just imagine shoulder harnesses for every passenger on a 747! I’m pretty sure the front seats had shoulder harnesses for proven safety, but the paying public in the back of a 135 operation? Where is FAA oversight?

Should you decide to come and visit the northern Arizona area this summer, please remember to consider density altitude, (DA). Sedona has its unique attributes. If it is cross windy, think carefully before attempting to land there. Also remember, when landing, the calm wind runway is RWY03 **BUT** the departure runway is 21. That is due to the uphill gradient, so beware of departing aircraft coming at you!!! Be ever vigilant on the radio and out the windshield. If coming to Flagstaff, really consider density altitude. Mid summer may well see DA’s up to 10,000 feet; leaning is absolutely essential, and pay attention to weight and airspeeds.

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, will help you organize a program of your choice and can recommend programs that your pilot community might really like.

2014 APA Scholarship Winners

On May 1, 2014 the APA awarded \$1,000 scholarships to two outstanding EVIT students who will someday achieve their dreams to become aviation pilots.



Dave Fleming, APA Scholarship Chairman, awarded Ephinee Zaragoza of Mountain Pointe HS (left), and Jonathon Higgins of Desert Ridge HS (right) each with a \$1,000 scholarship to be used for their continued aviation education.

Ephinee is currently enrolled in the pilot program with the University of North Dakota while Jonathon is pursuing his A&P certification with the Chandler-Gilbert Community College.

AOPA President Mark Baker Visits EVIT

On May 1, 2014 the APA awarded \$1,000 scholarships to two outstanding EVIT students who will someday achieve their dreams to become aviation pilots.



Mark Baker is pictured with Ephinee Zaragoza of Mountain Pointe HS, who was recently awarded a \$1,000 scholarship from APA and Al Mittelstaedt, EVIT Aviation Program Director in front of their campus building

Mark enjoyed seeing the students working on their Sonex LSA fabrication project.



Mark commented that EVIT is one of only 5 aviation vocational education programs in the US. EVIT is the only aviation vocational education program in Arizona and currently has over 120 students enrolled in aviation program.



HIGH DESERT FLY-IN Saturday, July 26 8 am to 2 pm

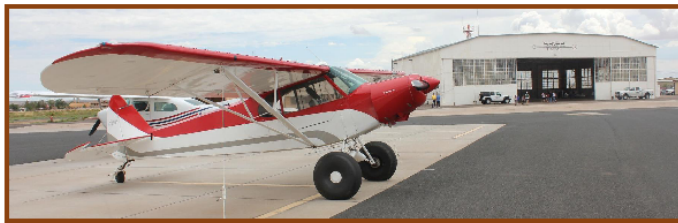


Winslow-Lindbergh Regional Airport
701 Airport Road, Winslow, Arizona

Pilots, residents, and tourists are invited to Winslow's historic airport for this free event featuring airplanes, history, food, and more!

- 8-10 am: Winslow Rotary Club Pancake Breakfast (\$5/person)
- 10 am-2 pm: Presentations by the FAA, historian Erik Berg, & author Robert Kirk
- All-Day Displays: Antique & contemporary aircraft; Just Cruis'n Car Club's "Show-and-Shine"; displays on aviation history in the Southwest & by Wiseman Aviation, Guardian Air, & US Forest Service; Old Trails Museum's new exhibit, *Flying through History: The Winslow-Lindbergh Regional Airport*

Go to www.highdesertflyin.org
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Please visit our website for the latest information.

Leave email for Stefanie: Webmaster@AZPilots.org.

Newsletter Contributors

Article Deadline

- 20th Editor reminds "The Team" to submit articles
- 25th Authors submit articles and advertisements to the President

Contact the President, Tommy Thomason:

Newsletter_Editor@AZPilots.org

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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.**

Volunteer 501 (c) (3) Organization

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