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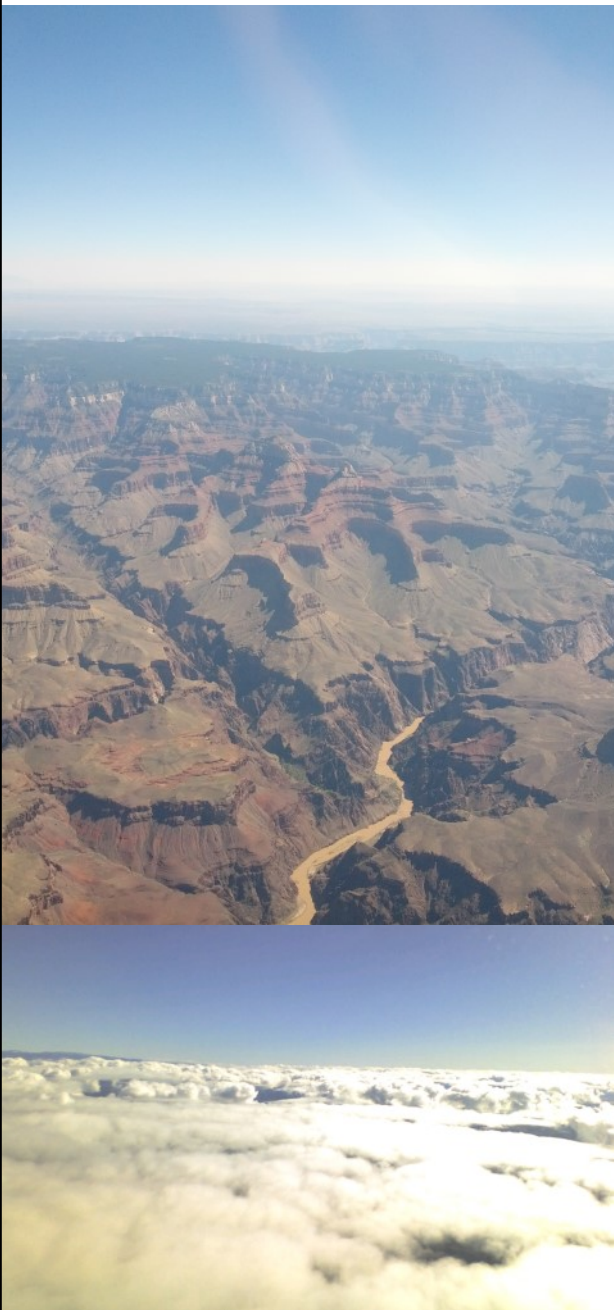
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# President's Report

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Greetings aviators and aviation enthusiasts.

I hope you were able to find some fun things to do last month with the mixed sunny and rainy days. CC Pocock was the featured speaker at the 5<sup>th</sup> Annual Pleasant Valley Fly-In where he presented some great tips on mountain, backcountry, and bush flying. By the time this newsletter makes it to you, the 59<sup>th</sup> Annual Cactus Fly-in will have happened. I hope you were able to make it out to enjoy the activities. Included in this month's issue, you will find interesting articles by Susan Wearly and Mary James, Howard Deevers, Fred Gibbs, Dave Dunteman and Mike Andresen. Don't forget to check our calendar and Facebook frequently to stay on top of upcoming events and news, and watch for our backcountry fly in camps. You will also find some helpful safety presentations under the GAJSC link that you may download for personal or public presentations/seminars. As always, we would love to hear from you with any ideas, suggestions, or criticisms so that we may continue to improve our support of you, as general aviators in Arizona.



Have Fun, Fly Safe,

*Tommy*



## ***Hangars for Sale***

***SkyRanch at Carefree — [www.skyranchcarefree.com](http://www.skyranchcarefree.com)***

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- DON CARTER JR.



# Executive Director's Report

Jim Timm — March 2017

This past February we have had a few weekends messed up with bad weather, preventing flying out for breakfast or lunch, but overall, outside of the rainy weekends, the flying was great. We need to take advantage of our good flying weather while we can. There are a lot of aviation events coming up soon. When you are out there attending some of them, if they are at uncontrolled fields, fly with heightened awareness, and have a safe and fun time. I hope to be seeing you at some of them. Just Fly Safe!

There is a lot of interest being expressed by pilots about replacing their Class 3 Medical Certificate with the new BasicMed Rule. When considering the change, remember the restrictions; pilots cannot operate an aircraft weighing more than 6,000 pounds and cannot have more than six people on board, IFR operations are allowed, but pilots must fly at less than 18,000 MSL and no faster than 250 knots. Pilots using BasicMed also cannot fly for compensation or hire, and must fly only within the United States.

To qualify for BasicMed, pilots also must have held a medical that was valid any time after July 15, 2006. New student pilots must obtain a medical certificate, but then they can operate under BasicMed to keep it current. The restrictions are pretty generous and if they are not a problem for you, BasicMed may be the way to go. There have been questions raised about doctor's willingness to perform the basic med exams, but we are hopeful that this will not become a problem, particularly if you already have a family doctor that knows you and your medical status.

In spite of the Presidents executive order putting a freeze on new regulations, BasicMed is still set to go into effect May 1, and pilots should use the intervening months to get ready to take full advantage of the new regulations. Pilots must note that they cannot operate under BasicMed until the new rules take effect on May 1, and then they must first meet certain requirements to fly under BasicMed. Pilots who have held a regular medical certificate or special issuance anytime on or after July 15, 2006, and whose most recent medical was not suspended, revoked, or withdrawn, can fly under BasicMed by getting a physical exam by a state-licensed physician in accordance with a checklist that will be filled out by the pilot and the physician, and then completing the online aeromedical course. Remember, only Medical Doctors may perform the exam, not a nurse practitioner or physician's assistant. Pilots should take those steps in that order because upon successful completion of the aeromedical course, specific information must be transmitted to the FAA such as the name, address, and contact information for the pilot as well as the physician who performed the exam, the date of the examination, an authorization for a National Driver Registry check, and the pilot's certifications acknowledging their fitness to fly. The FAA is currently working on finalizing the checklist for the physical exam.

To be ready, now is the time to start digging into the details of the new BasicMed rules so you will be prepared when the date rolls around to start participation. In the back of my mind I have this



Red Creek - Nelson Garrison



nagging question, if you are not now flying with a special issuance medical certificate, is the new BasicMed process going to be so complex and difficult that it may be easier to simply get a Class 3 Medical Certificate?

## MISCELLANEOUS ITEMS

The new sectional charts in May will have Grapevine Airstrip on Roosevelt Lake marked with a new identifier and a CTAF of 122.9. It took the APA and RAF Back-country teams a lot of hard work, but it will finally happen. While charted as private, it will be open for non-commercial use without prior permission. Please note, training is not allowed here and camping reservations will be made through the APA. When it hits the chart, we'll let you know, and be sure to familiarize yourself with the rules of use and respect the land manager's vision as we don't want to lose their support! Don't jump the gun, please wait for our announcement to land at what will be the second airstrip we've successfully charted (or re-charted) on USFS lands here in Arizona! Until then, we'll hope to see you there the third weekend of each month, and these monthly group fly-ins will continue even after it is charted. The port-a-john will continue to be there October through May.



From March 31-April 3 the NCAA Men's Basketball Final Four event will be happening in Phoenix with its associated events, such as parades and concerts, which I'm sure will most likely result in some TFRs. The Luke RAPCON will be open and the SATAR will be in effect. NOTAMs will be filed, so if planning on flying that weekend, check for NOTAMs for PHX, GYR, GEU, SDL, and DVT, and use extra caution.

FFZ is planning an Airport Open House on Saturday, March 25th. There will be a number of military and general aviation aircraft on display and an auto show in the airport park. The airport also announced they are moving closer to getting an ASOS but the commissioning date still is unannounced.

There is a new RNAV GPS RWY 30R Approach into Gateway that will be published later this year. Starting March first, Gateway Airport will be reinstituting their parking fee of \$20 for parking at the General Aviation Terminal. The fee will be waived with a purchase of 10 gallons of fuel. Because of the very diverse size and type of airplanes using the terminal facilities, ranging from large military to smaller general aviation, be sure to follow the lineman's directions as to where to safely park. APA met with the airport director and terminal manager to discuss the parking fees and their negative impact on general aviation activity at Gateway and on the FAA Wings Safety Seminars that are being presented at Gateway Airport. In the interest of promoting aviation safety, they agreed that parking fees at the General Aviation Terminal would be waived for pilots attending the FAA Wings Safety Seminars if they could give the terminal a few days prior notification or upon arrival that they will be attending the Wings Seminar and provide evidence upon departure that they had attended the seminar. I think it's a positive step forward, and we will have to see how it works out.



Please be aware, there are still a lot of major

and minor construction projects going on at many airports around the state, particularly in the Phoenix area. Unfortunately, the activity will be going on for several months, so before you take off, make sure you check for NOTAMS at your destination airport so you don't have a surprise awaiting you when you arrive.

From a flight safety standpoint, the last reporting period started rather badly with an accident that occurred very late in January at Tucson International Airport that resulted in two fatalities. However, the reporting period did end well in that there were no reported accidents from the NTSB or my other sources for the rest of the period ending very late in February. I would hope that everyone has been

flying as usual during this time, but doing it safely, and I hope we can keep the trend going and have a safer year than we had last year. For the details of the January accident, see my March Accident Summary.

APA is still continuing to work with various airports around the state, providing the pilot and aircraft owner's perspective in the process of updating their Airport Master Plans. The City of Superior has just started an update of their Municipal Airport master plans. An update of the Sedona Airport (SED), Flagstaff, and Grand Canyon Airport (GCN) master plans are currently in process.



## **BREAKFAST:**

- The fly in breakfast at Coolidge Municipal Airport (P08) is on the first Saturday of the month.
- The second Saturday of the month, Ryan Field has been the fly in breakfast destination until the Tucson Airport Authority closed the restaurant down in January. The Airport Authority is undertaking a major renovation of the building inside and out, and they are seeking a restaurant operator that will expand the hours of operation from 6:00 am to 2:00 pm when renovations are complete. We have not heard of an opening date yet.
- The Mesa Falcon Field EAA Warbirds Squadron fly in breakfast and car show is on the third Saturday.
- The third Saturday of the month there is a fly in breakfast at Benson (E95) at Southwest Aviation. (There are special fuel prices for breakfast attendees.)
- Also on the third Saturday, around noon, a donation lunch is served by APA at the USFS Grapevine Airstrip next to Roosevelt Lake.
- The last Saturday of the month there is a fly in breakfast at Casa Grande Municipal Airport (CGZ). The Airport's restaurant, Foxtrot Cafe, operating in the Terminal Building, is open 6:30am to 2:00pm Monday thru Saturday. On the last Saturday of the month they have a "Fly in Breakfast Special" available on the menu; the price for adults is \$7 and kids \$5.

## **THINGS TO DO - PLACES TO GO FOR**

Check with the APA Getaway Flights program and the [online calendar](#) for fun weekend places to fly.

*Jim*







# The Struggle for Tuweep

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By Mark Spencer

Who would believe that 12 years after Tuweep's closure by Arizona's State Trust Land Department that we'd still not see the end of our struggle to regain access to this long established and historic airstrip? The APA's and RAF's efforts here might win a record for tenacity or persistence, as a recent email to me from the land department stated, "You are wonderfully persistent..." I have always held that our success in the Arizona backcountry has been the result of relationship and trust building with federal land managers, and the aviation community's follow through on its commitment to the land manager, but I must admit that, to date, this has not worked with the Arizona Land Department (ASLD). Perhaps we got off on the wrong foot with them, I don't know, but we have continued to offer the olive branch at every turn we could. In fact, when we first met the new governor's choice for Land Commissioner, Lisa Atkins, in late 2015, we agreed to start afresh and give her an opportunity to work out a new approach with us, an approach that we believed was at least in an outline form after our second meeting in April of 2016. We even agreed forego our continued legislative pressure on ASLD.



We were told that the department was working on the approach with the Department of Administration, but after waiting 8 months, in a call with the ASLD's director of policy in late December 2016, we learned that the commissioner had solicited the new Grand Canyon National Park Superintendent's opinion on restoring GA's access to Tuweep and that the new park superintendent had actually written a letter to Commissioner Atkins that expressed her concerns and opposition to restoring GA use. To her credit, the director of policy almost immediately forwarded me the superintendent's letter for review, along with the statement, "ASLD certainly appreciates your efforts on behalf of the APA; however, with existing restrictions and potential for increased incursions or diminishing availability for NPS to facilitate emergency medical services, firefighting and law enforcement – authorizing GA use would be in conflict with the existing ASLD SLUP." This SLUP, or Special Land Use Permit,



is in essence a non exclusive lease the land department has entered into with the National Park Service (NPS) on a renewing basis since about 2008. The first SLUP was signed only shortly after the land department abruptly ended its work with the APA and RAF to lease the airstrip. Does this sound a little strange? APA leadership at the time had been negotiating and jumping through various hoops to acquire a lease on Tuweep for about 3 years, spending several thousand dollars in this process, with the RAF even funding a phase I cultural study that concluded that the airstrip should remain open! Suddenly, the land department pulled the plug and less than 6 months later entered into a SLUP with the NPS for use of the airstrip! Don't



### **President Clinton Declaring Parashant National Monument at Tuweep January 11, 2000**

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get upset with the park service as their preference has always been that GA have access, thus keeping the airstrip in good condition for their use as well.

Interestingly and thankfully, the park service actually continued to support GA's efforts to regain access to the Tuweep airstrip for non commercial recreational use, and even participated in conference calls between us and the land department from 2011 to 2015, or so. This, along with a 70+ year history of safe joint use with the park service from 1942 until Tuweep's closure in 2005, makes this new letter of concerns and opposition a curious thing. I believe that with a little conversation the park service would continue it's decades long support of GA's access to Tuweep. To these ends, and in respect to the new superintendent, I penned a multi page and detailed response to the superintendents concerns and sent this to the land commissioner, along with a request to meet with her and the superintendent. Sadly, after several weeks, I have learned that it has yet to be shared with the park superintendent. Meanwhile, several federal legislators have taken interest in the potential that federal land managers are now being relied upon to limit access to state trust lands, and have asked me to keep them informed.

Is there a friendly solution to this that would avoid a legal battle? Yes, I believe there is one last potential solution:, the original solution in fact.

In the end, ASLD and the Land Commissioner have one primary constitutional mandate, the management of state trust lands to the highest and best use. This use is nearly always, barring some ex-

traordinary circumstance, measured in dollars and cents to the trust and its beneficiaries, in this case the public schools. In other words, if it could be shown that private non-commercial GA access to the Tuweep parcel would provide greater income to the trust than the current SLUP with the park service, ASLD would be obliged to consider it very seriously. We have long argued to ASLD that the current recreational permit system, the one that affords access to state trust lands for every other type of recreation and transportation to and from recreational activities on trust lands, is the current and proper system to allow access to Tuweep once again. Under this system the state enjoys immunity from liability under our state's Recreational Use Statute, a law that was actually amended, in collaboration with ASLD in 2011, to add both OHV and aircraft operations. To require a lease instead of the simply recreational permit would in fact undermine this immunity and force what the courts have called an indelegable duty of care upon the state. Ironically, ASLD continues to allow thousands of OHV's, automobiles, horses, and bicycles under this same permit system and protection each and every year, accessing hundreds of miles of roads and trails.

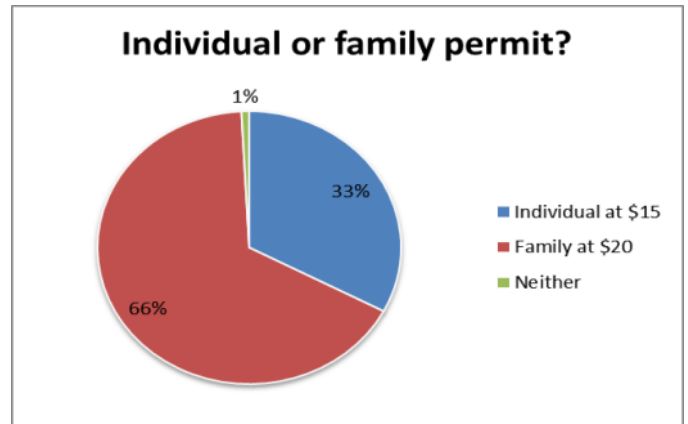
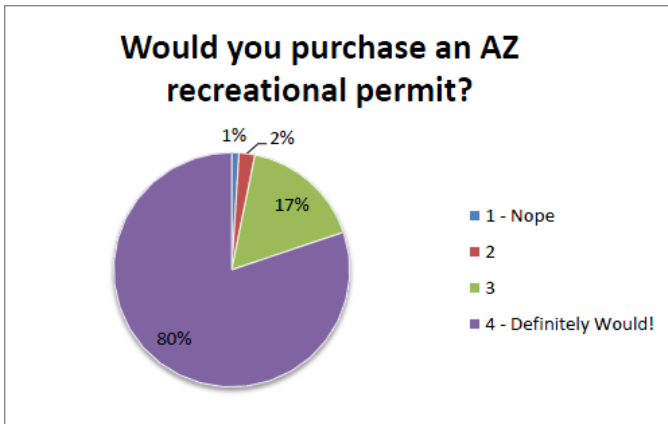


ASLD's decade plus of opposition is almost mind boggling when one considers that Tuweep is basically an open field with a dirt road less than one mile long, what we call an airstrip, down its center, but I digress. To support our position that non-commercial aviation access to Tuweep for recreational purposes, we intend to prove that the current system of recreational permits would provide income to

the trust that substantially outperforms the current position of ASLD this being the current SLUP with the park service at \$2,400 per year. To these ends, The APA , Pilot Getaways Magazine, and the RAF worked together to generate an online survey and presentation to pilots gauging their support and willingness to purchase either the individual or family recreational permit from ASLD for \$15 or \$20, respectively. The results are very encouraging, especially when we consider that only a fraction of the pilot community was reached.

# Tuweep Survey Summary

This survey was distributed to membership of members of the Arizona, Utah, Colorado, New Mexico, and Idaho pilots associations in February 2017. We received 1571 responses to the survey and the resulting commitments to purchasing the state's recreational permit totaled **\$28,500**. These funds would flow to the trust via individual and family permits in exchange for restoring aviation's historical access to the site in the first year, and commitments for this amount would be reduced by 13% in the years after, based on the survey. The survey questions and resulting percentages are as follows:



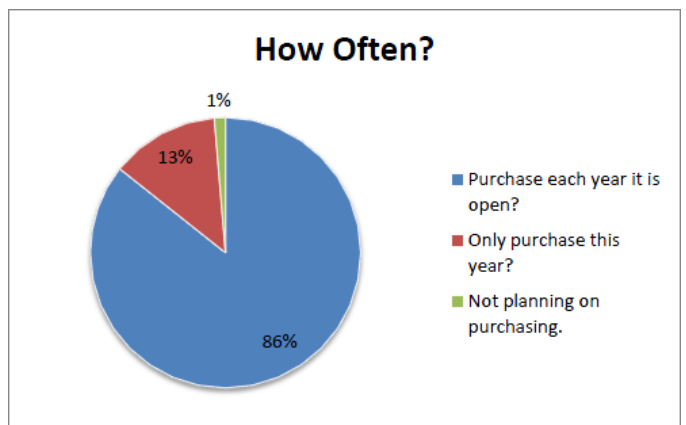
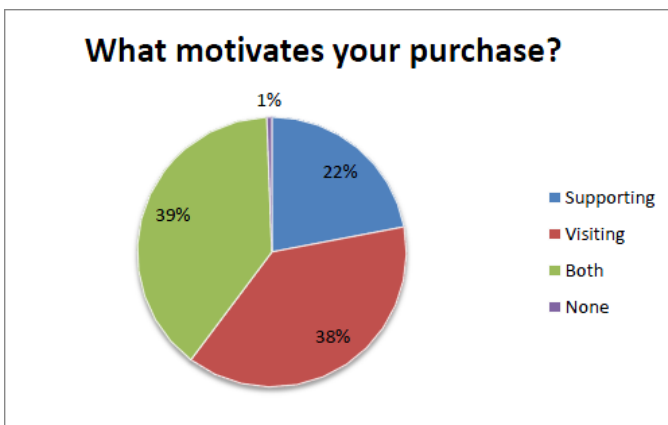
## Would you purchase an AZ recreational permit?

1 to 4 with 1 being "No" and 4 being "Definitely would"

1 = 17 (1%)  
 2 = 34 (2%)  
 3 = 260 (17%)  
 4 = 1260 (80%)

## Would you purchase individual or family permit?

Individual (\$15) = 512 (32%) **\$7,680**  
 Family (\$20) = 1041 (67%) **\$20,820**  
 Neither = 13 (1%)  
 Total = **\$28,500**



## What would motivate your purchase?

I will Visit Tuweep = 38%  
 I am supporting others or future generations access to Tuweep = 22%  
 Both = 39%

## Will you:

Only purchase this year? = 13%  
 Purchase each year it is open? = 86%  
 Not planning on purchasing = 1%



In our minds, the numbers above make it clear that the highest and best use of the Tuweep airstrip is indeed private, non commercial general aviation access. The aviation communities commitment is clear, and we believe the follow through on permit purchases would be swift, and in the end, ASLD would wonder why they opposed such a common sense approach for so long. Our proposed solution, along with the data above was sent to the commissioner on March 7th and we will ask for a response within 30 days. If it's a yes, we will immediately reach out to the NPS to develop a plan to mitigate their concerns. Shortly thereafter we'd reach out to those who made their commitment through the survey asking them to follow through in their purchase of the state's recreational permit



### **2013 Meeting at ASLD in Phoenix, Commissioner Hickman, RAF's President John McKenna, RAF Liaisons Wayne Loeber & Paul Bowmar, APA/RAF's Mark Spencer**

on line at ASLD's web site

With this struggle starting in 2005 under Arv Schultz, Mark Hawkins, and Paul Pitkin no one will say the aviation community has not been patient in this struggle, but when your behavior does not bring the results you desire, it may be time to consider new behavior. Unfortunately, this may mean that what we have always held as a last resort, that being one form or another of a legal challenge to the state, may be our only option to bring an end to

what is in essence discrimination against aviators as a class of citizen.

I must end this on a positive note, however, as I do remain hopeful that the current commissioner will recognize that the simple and existing recreational permit system is indeed the commons sense solution, but if not, I am comfortable that we will have exhausted all possible remedies short of the governor's intervention, which I do not expect. Either way, stay tuned for news on Tuweep as we intend this year to be the year we finally restore our long standing and historic access at this site.

*Mark*



# March Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of the aviation accidents that have occurred in Arizona from late January, 2017, thru late February, 2017. We will use this detailed accident information to develop safety programs and briefings that will help pilots learn from the mistakes being made by others and then take the action necessary to prevent similar accidents from happening to them.

From a flight safety standpoint, this reporting period is a bit difficult to classify in that in late January there was a serious accident that claimed two lives, and since that accident there have not been any accidents reported by the NTSB thru late February. Granted, we have had some weather this past reporting period that may have discouraged some flying, but it hasn't been all that bad. I would like to think that after our bad start for the year, everyone has gotten a bit more cautious. I hope that is the case and the trend will continue.

**Based on NTSB information available when this summary was prepared, the single accident this reporting period is as follows.**

Accident Date: **Monday, January 23, 2017**  
Report Dated: 1/30/17  
Title 14 CFR Part 91  
Location: Tucson  
Aircraft Type: Beechcraft 300  
Injuries: 2 Fatal

## LOSS OF CONTROL ON TAKEOFF

On January 23, 2017, about 1233 MST, a Beechcraft 300 was destroyed when it impacted terrain during takeoff from Tucson International Airport (TUS). The pilot and the passenger were fatally injured. The airplane was being operated as a personal flight, visual meteorological conditions prevailed, and an instrument flight rules flight plan was filed for the flight to Hermosillo (MMHO), Sonora, Mexico. The flight originated from TUS at 1232.

A witness observed the airplane takeoff from runway 11L and rapidly pitch up in the initial climb. At an altitude between 100-150 feet above the runway, the airplane suddenly yawed to the left while maintaining a nose-up pitch attitude. The airplane then appeared to slow down such that he believed it was about to stall. The left wing dropped, and the airplane rolled left and continued as the nose dropped and the airplane struck the ground inverted.

Another witness described the airplane yawing from left to right while climbing. The airplane then rolled left and eventually became inverted, in a manner he described as similar to a barrel roll. The airplane then exited his field of view.

After impact, the airplane slid about 650 feet across the ramp on a 060-degree magnetic heading before it collided with an 8-feet tall concrete wall.



## 4 Person Life Raft For Sale

\$ 1,200.00

**Contact: Tommy**

(602) 708-2040

# GAJSC



## General Aviation Joint Steering Committee

### Maneuvering Flight

This outreach guidance is provided to all FAA and aviation industry groups that are participating in outreach efforts sponsored by the General Aviation Joint Steering Committee (GAJSC). It is important that all outreach on a given topic is coordinated and is free of conflicts. Therefore, all outreach products should be in alignment with the outline and concepts listed below for this topic.

**Outreach Month:** March 2017

**Topic:** Maneuvering Flight

The industry and FAA will develop a public awareness campaign on the hazards associated with Maneuvering Flight.

**Background:**

More than 25% of general aviation fatal accidents occur in the maneuvering phase of flight. Of those accidents – half involve stall/spin scenarios. Technology such as angle of attack indicators is increasingly affordable for GA pilots and will be covered in a separate Topic of the Month presentation.

**Teaching Points:**

- Create maneuvering flight hazard awareness.
- Describe typical maneuvering flight accident scenarios.
- Discuss best practices for successful maneuvering.
- Encourage pilots to seek training and proficiency in maneuvering flight operations.

**References:**

- [Maneuvering Flight Power Point](#)

**DOWNLOADS:** [PowerPoint Presentation Slides...](#)





# Backcountry Update Spring 2017

By Mark Spencer

As 2017 flying season enters full swing so does our backcountry schedule! If you've got the right aircraft and skill, you'll find Arizona's backcountry to be among the most beautiful places in the country to fly and camp. Arizona's backcountry airstrips provide everything from the smooth but narrow

asphalt at Grapevine, to Red Creek's one way in and one way out true challenge, both offering an incredible experience of Sonoran desert beauty. If you enjoy history, and a little cooler climate, the incredible history and primitive cabin comforts of Double Circle Ranch cannot be beat.

With the weather was perfect last weekend with 15 aircraft and over 30 people showing up at the old **Double Circle Ranch** for the Wisda's famous sloppy joe's for lunch and a potluck feast for dinner. Nights were cool and days were warm. Folks from New Mexico and other nearby states attended. Jeff strung up a sheet from his 182 wing and showed a movie



while another group told stories around the nearby campfire.

Again, the third weekend of March, that's the 17th through the 19th, we'll be out at **Grapevine**, where you'll enjoy friendship around the fire and an APA sponsored lunch on Saturday, donations accepted.

For April, we're hoping to have our usual fly in and camp weekend at **Young (24AZ)**, April 7 through the 9th, with back up

dates of April 28th through 30th. Young, AKA Pleasant Valley, is very special in itself with beautiful surroundings and treats like transportation to and from Antlers Restaurant. **We need to hear from you if you are interested** in this one, as we are planning a private tour and wine tasting at



[Bruzzi Vineyards](#), or a tour of the archaeological site at the [Q Ranch Pueblo](#). If you are interested in either of these, please let us know so we can get an idea of the interest level, email [Mark Spencer](mailto:Mark.Spencer@azpilots.org) [mspencer@azpilots.org](mailto:mspencer@azpilots.org).







## Welcome to Q Ranch

The "Q" is a private ranch nestled in a Ponderosa pine and oak-dotted valley surrounded by the Tonto National Forest. It is located in Gila County, below the Mogollon Rim at an elevation of 5500-6200 feet. From 900 to 1400 AD, the area was the site of a thriving Native American Western Pueblo culture. This civilization built what is now known as the Q Ranch Pueblo, a 220-room, apartment-like dwelling of fine sandstone masonry, the third largest of its kind. In 1894, Col. Jesse Ellison started a cattle ranch on the site and his wife's brand, the letter Q, gave the ranch its name. Hand-cut log buildings from that period still exist.

Again, please RSVP us ASAP if you are interested in participating in either the vineyard or Q ranch tour. [mspencer@AZPilots.org](mailto:mspencer@AZPilots.org)

Mark





# MEMBERS' PHOTO CORNER

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*Thank you to Michael Menez for this month's photo!*

*Where will you go next? Send your photos to [newsletter@azpilots.org](mailto:newsletter@azpilots.org)!*

---



*Sedona - "Sweet Dreams of Flying Machines"*

## ***Got great aviation photos that you're willing to share?***

We are always on the lookout for photos to add and enhance our monthly newsletter.

If you'd like to contribute your photos to this effort please email them to us at:

[newsletter@azpilots.org](mailto:newsletter@azpilots.org)



# 59th Annual Cactus Fly-In

By Stefanie Spencer

This year's Cactus Fly-In was another success! There were many antique and modern aircraft on display, stretching across the entire airport. The safety seminars from the APA, RAF, and NM Pilots were completely filled, as were many of the other seminars on Saturday. The US Coast Guard Auxiliary band was on the patio in front of the terminal and really did set the festive, patriotic mood for the day. It was so nice visiting with everyone that stopped by the booth, and I look forward to seeing you at the next event. The Falcon Field Open House is just around the corner, maybe we will see you there!



**The FATMSW Cactus Fly-In Jump!**

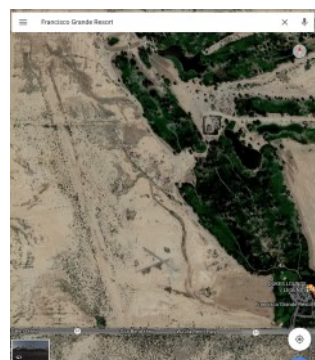


# 4th Annual STOL Tips Seminar

By Dave Dunteman



**February 10-12 marked the fourth STOL tips seminar by Patrick Romano and Dave Dunteman** and the first in Arizona. They started the class last May 14 in Bentonville, Arkansas, and have now taught over 70 pilots in the art of expanding the pilots comfortable operating envelope of their aircraft. Specifically they start in the classroom and spend three to four hours watching videos and hearing presentations on all aspects of taking off, approaching, aborting the approach, flaring, landing, going around, and balked landings. Then participants go out and fly their aircraft with the instructors and work on the elements addressed in class. The desire is for a steep stabilized approach to a low energy spot landing. The picture above shows local pilots the day prior flying out to each of the strips to verify surface condition after the January rains.



Most participants stayed two nights at the **Francisco Grande Resort**. The facility is top notch and afforded great food and drinks at Dukes Lounge, a nice pool and hot tub, and an opportunity for participants to get to know one another and share the days lessons over an adult beverage.

Participants enjoyed a great area in the desert to park for the overnights. Most backcountry trips result in a camp-out and cooking over a fire, or eating freeze dried foods, but staying at a resort was a welcome departure!





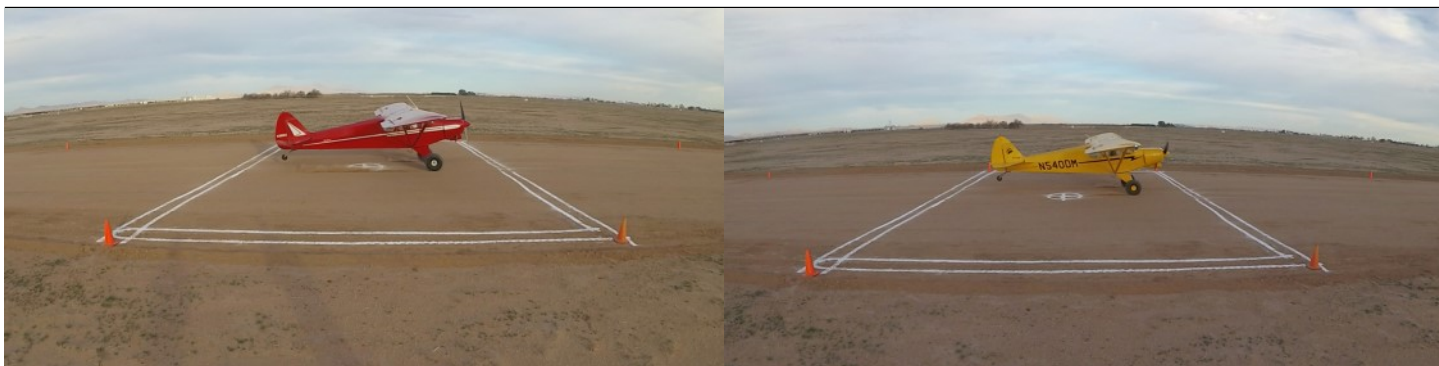


The entire point of the course is being able to land on your spot at an appropriate speed. The **Ak Chin Regional Airport** provided an excellent indoor and outdoor classroom. A massive thank you goes out to the airport manager Tim Costello and his assistant Henry Pane! Here is our outdoor classroom. Henry, Kevin, Mike and Dave marked the touchdown point with a three foot circle in the middle of a thirty by fifty foot rectangle. Here is Dave demonstrating a low energy touchdown short of the box of course for the purpose of camera calibration. Kevin Pettiette is judging Dave Dunteman's second calibration run.



More than any other participant, local pilot Dean Gilderoy, put his 1958 big tire Cessna 175 in the box consistently, and here he puts it right on the mark!

Instructor Patrick Romano with student participant owning the box with the Maule M7-235.



Local pilot Jeff Kaufman flew with Dave Dunteman and demonstrated exceptional low energy landings and they explored many great local strips!

Brad Dunteman, flight instructor from Tac Aero in Hood River teaches in the Top Cub and enjoyed an escape from snow and ice storms to remember the joy of flight and all Arizona has to offer.

# APA WINTER SOCIAL

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February 9, 2017

Desert Rose Pizza & Gastropub  
Olde Towne Glendale

The APA's Winter Social kicked off in a funky & fun restaurant housed in a former warehouse-like structure in Olde Towne Glendale called the Desert Rose. Thirty-three guests attended with many familiar faces and several new faces. We hosted spouses, children, cousins, grandmothers, friends, honored military, current and retired pilots – aviation enthusiasts all!!

Some traveled from as far as Tucson for our social, and as near as Glendale itself – we think that Chuck Schroll, from Tucson, wins the longest-distance-traveled award as well as the “3 for 3” attendance award! Several of you have attended all 3 of our recent APA socials and we love seeing you!

Pizzas of all kinds and roast beef sliders with horse-radish sauce along with a vegetable platter were served and libations were enjoyed by all.

We had a surprise for our APA President, Tommy Thomason, and his wife, Linda. Tommy's birthday is February 9<sup>th</sup> and Linda's is February 7<sup>th</sup> so a big Happy Birthday Cake was brought out and a birthday song was sung! Tommy & Linda's daughter, Chelsea, attended the party which made the birthday celebration even more special.

The Question Board had a lot of participation again this party. Question #1 was: “Third Class Medical Reform begins on what date?” Seven guests gave the correct answer of: May 1, 2017. Those that answered correctly were: Glen Larsen, Brad Lawrence, Jonathan Lopez, Butch Milbrandt, Chuck Schroll, Chelsea Thomason, and Andrew Vogeney. We shook up these winning names once again and drew for the ultimate winner: Andrew Vogeney! Andrew was awarded a bottle of Perrier Jouet Grand







Brut Champagne & a box of See's Chocolates. Think Valentine's Day!!!

Question #2 was: "In what year was the APA established?" 1978 is the APA's inception. Those with the correct answer were: Brad Lawrence, Butch Milbrandt, Beth Owens, Ron Piracci, Chelsea Thomason, and Linda Warren. Upon re-shaking the box one more time, the winner was: Linda Warren! Linda was given a Happy Valentine's Day bottle of Perrier Jouet Grand Brut Champagne and a box of See's Chocolates, as well. Congrats one and all!

Our APA socials are a great way to get together and socialize. We also raise money at these parties for our APA Scholarship Fund. This party raised \$230 and the proceeds have been placed in our Scholarship Fund. Thank you for contributing to this very worthy cause. Providing financial support to young men and women aspiring toward a career in aviation is a fantastic part of our organization.

Watch for the next APA Social – it may be in your neighborhood!

Thanks to all for attending,

Susan Wearly and Mary James

*Susan and Mary*





# Short Final

*The following articles contain content that is not necessarily the opinion of the APA.*

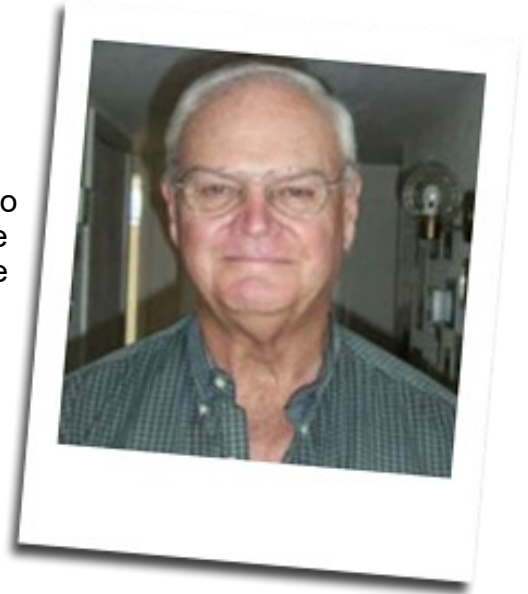
## AGING IPADS, AND OTHER AVIATION ELECTRONICS

By Howard Deevers

It seems strange to even talk about aging iPads, since they have only been around for as little as 7 years. "Electronics" in aviation go back to before WWII. They were fairly simple systems, such as the "Automatic Direction Finder," or ADF as we call them. Radios were tube type, and not very good. During WWII, electronics advanced rapidly, but still with tubes, since transistors were still in the future. Make a visit to an aviation museum, like the Pima Air and Space Museum in Tucson or the Smithsonian in Washington DC, and you will see examples of some of the radios and navigation equipment from those times.

Even 25 years ago, a "glass panel" consisted of CRT displays (Cathode Ray Tube displays.....like Televisions). Today most Televisions are flat screen and the CRT displays are going into the history books. Even if you flew with the latest and greatest panel, you still needed to have a box full of charts and approach books with you. I had a complete set of Jeppesen approach books with a subscription for updates. You needed at least a part time assistant to keep those books up to date and current, since updates came in the mail at least once per week. The leather bound manuals took up a complete shelf in my office book case.

My computer genius friend in Pittsburgh suggested that I load all of my charts and approaches into my lap top computer. Of course, that would have meant scanning every chart and approach, and then downloading it into the laptop computer. Not to mention the fact that the laptop computer required 120 VAC, weighed in at close to 20 pounds, and took up a complete seat in the plane, but I did think that it would be nice to have all of that at my fingertips.



Then in January 2010, the iPad was introduced. Suddenly it was possible to have all of those charts and approaches available in one small portable device. Aviation was not the only one to notice how effective it would be to have all of their information available in a portable "tablet." These handy devices were put to use for many purposes. The earlier models had some limitations, but those were overcome quickly.

I can remember flying with my iPad 1. The GPS needed some external help. I found that I didn't know everything



there was to know about how to use this new “gee-wizz” tool. I was not the only one that didn’t know. Arizona Pilots Association started sponsoring seminars on iPad use with ForeFlight. Then other suppliers got into the act and other programs (Apps) started coming into use. The airlines were happy to have such a portable device and save weight and space on paper. Then we started doing seminars on “is this thing legal to fly with?” Yes, it is, but research that first.

A back up to the electronics is a good idea.

Paper again? Well, maybe not. I actually have two iPads; the iPad 2, and the iPad mini. Should one fail, I have the other as a back up. I always keep them up to date and fully charged before flying. Now I have made 4 long cross country flights with nothing more than the 2 iPads. What happens when they get old? They do get old. After all, these are electronics like computers. If your computer is over 5 years old, just about any supplier will tell you that you need a new one. If you drop your iPad, it could have a cracked screen. Maybe it will still work, but check that out before flying with that alone.

Other electronics getting old too? Sure. The wonderful radios that we loved years ago are now hard to maintain. Getting parts for the King KX170 series is hard. The Narco radios that we loved so much are no longer made at all. Transponders? Sure. “Got mode C?” And now with the advent of ADS-B, even those great transponders may not do the job. I can’t find anyone that will even talk about repairing an older ADF receiver.

Thirty years ago no one had even heard of the name “Garmin.” Now, the earlier Garmin GPS navigation devices are no longer supported by Garmin.

New electronics are coming into the market place faster than the FAA can check them out. You can easily spend thousands of dollars on electronics, only to find that in a few years it is being replaced by a newer and better model, and to replace those in-panel devices will cost you thousands of dollars more. Your forty year old airplane may look very much like the same model that was delivered only two years ago, but the electronics in the panel will be vastly different. The airframe may out last the electronics 3 or 4 to one!



The old vacuum driven Attitude Indicator (AI) is being replaced with an electronic device that will fit in the same hole and provides much more information at a price of about \$2500. No more vacuum pump failures to worry about. And, with battery back up, the electronic device is pretty reliable. How long will that device last? Too soon to tell at this time.

Electronics may be wonderful, but nothing replaces a safe pilot. To stay safe, come to your ARIZONA PILOTS ASSOCIATION Safety seminars. And, don’t forget to bring your wingman!

Howard



# Aircraft Power Performance Curves

By Mike Andresen



In last month's article, "Cruise Speeds," we learned how optimal cruise speeds can be derived from an airplane's power and thrust performance curves. We also learned that cruise speeds could be optimized depending on the objective of the flight mission. In this article, I would like to discuss how to determine the performance curves for your airplane and what you can learn from it.

The power required for level flight performance curve is easily determined through flight testing. The data you need to collect is the engine power required for particular airspeeds from stall to cruise. Engine power is determined by manifold pressure and revolutions per minute (rpm) on a variable pitch propeller equipped engine, and by rpm alone on a fixed pitched propeller equipped engine. The conversion from manifold pressure and rpm to power is available in either your pilot operating manual or in the engine manual. If your airplane is fixed pitch equipped you can just record rpm versus airspeed and not worry about the conversion if you like.

The flight test itself is flown at constant altitude, varying the airspeed in 5 kt increments. I like to start at cruise speed and work my way down to stall. You will also need an estimate of the weight of the airplane during the test if you want to convert your power curves to thrust curves. If you want to precisely convert the engine parameters to power, you will also need to record your pressure altitude and outside air temperature.

## Flap Deployment

- Reduces  $V_x$ ,  $V_y$ ,  $V_c$  and stall speeds.
- Increase power required for flight
- Reduces climb rate (Less excess power)
- First 50% of deflection causes >50% total change in lift
- Last 50% of deflection causes >50% total change in drag

This flight test should be performed at least four times and for each flap setting. The power versus airspeed is then averaged from all flights and plotted in a spreadsheet graph. You would like to think that your plot will look like the curve in a textbook but it will not. It takes precision flying, averaging over multiple flights, and graphical curve fitting to get a smooth looking graph like the one shown below from my RV-10 flight testing.

The lower end of the power curve is dominated by induced drag and the upper part of the curve is dominated by parasitic drag. As a force, induced drag is proportional to one over airspeed squared, and parasitic drag is proportional to airspeed squared. Total drag is equal to  $k_1/V_2 + k_2 V_2$ , where  $v$  is true airspeed and  $k_1$  and  $k_2$  are constants chosen to curve fit data to theoretical curves.

The first difference you will notice between the curves below and those in a textbook are that the real life curves don't span over all airspeeds. The lower limit of each curve is limited by the stall speed of the aircraft which is decreased with flap deployment. The upper end of each curve is limited by the maximum flap deployment speeds which also vary with flap settings. The  $V_{FE}$  for each flap setting is not normally published for general aviation training aircraft but is for higher performance aircraft.

In previous month's articles we derived optimum climb and cruise speeds from the performance curves. We can now see that each of the  $V$  speeds are decreased as flap deflection is increased.

As flaps are deployed, more power is required to maintain level flight. Small initial flap deflections cause noticeable changes in lift without large changes in drag and hence only require small power

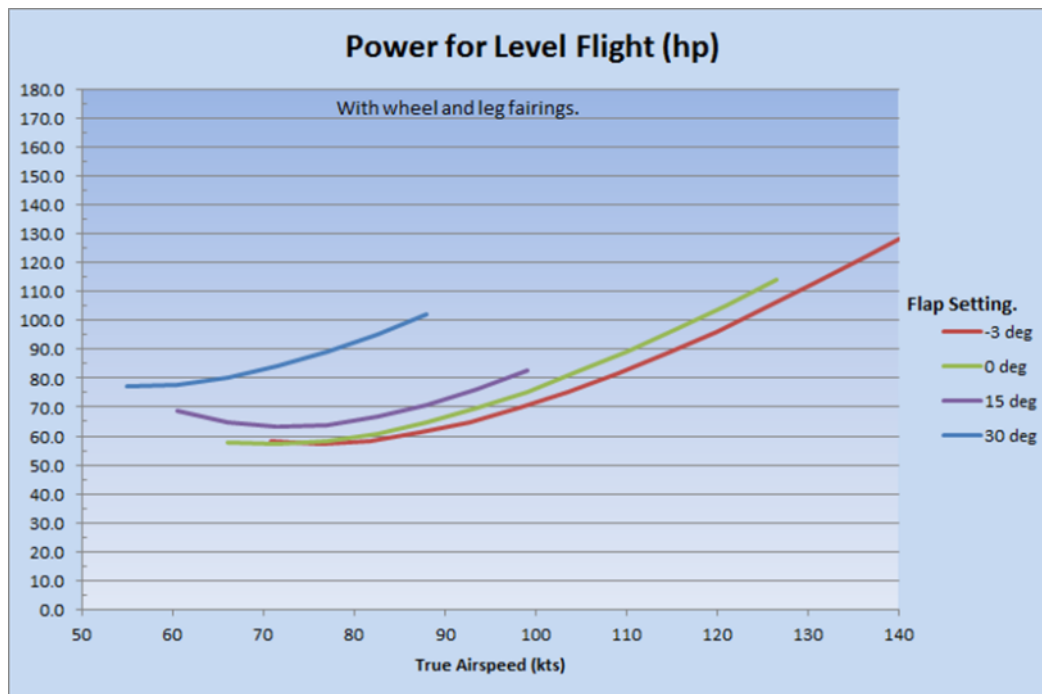


increases. Larger flap deflections cause considerable changes in drag and require larger power increases. In any case, flap deployment requires more power and hence degrades climb performance (rate) which is a function of excess power.

In General:

Mike

- First 50% of flap deflection causes >50% total change in lift
- Last 50% of flap deflection causes >50% total change in drag



## Finish Your Instrument Rating!

Are you one of the many pilots who started instrument training, only to quit out of frustration with the quality or pace of your training?

I will design a **personalized** program for you to **minimize the time and cost to finish your rating** and **insure you get the training you need!** I specialize in instrument training (I have given over 2500 hours of instrument flight instruction) and have helped many pilots complete their instrument rating.

- 5438 hours of flight instruction given
- 6787 total hours flight time
- Cirrus Standardized Instructor, Avidyne & Garmin 1000
- Cirrus Pilot Proficiency Program (CPPP) Instructor
- Cessna FITS Instructor Plus (CFAI+)
- Columbia Factory Flight Instructor, Avidyne & Garmin 1000
- Author of the book *Glass Cockpit Flying*
- FAA Master WINGS Holder
- Advanced and Instrument Ground Instructor

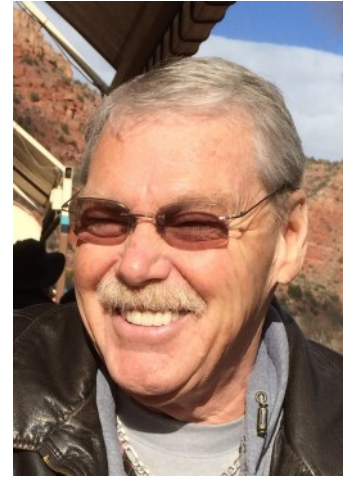
**Bob Littlefield, Gold Seal CFI, CFII, MEI**  
**602-228-9145 • bob@flightskills.com • www.flightskills.com**

# ***GAARMS REPORT***

## ***MARCH 2017***

*By Fred Gibbs*

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**WE HAVE MADE IT THROUGH FEBRUARY WITH NO FATAL ACCIDENTS, SO LET'S HOPE JANUARY WAS JUST AN ANOMOLY, A "BLIP" IN OUR SAFETY EFFORTS.**

The two general aviation aircraft involved in the fatal accidents were operating entirely different. A C210 departed SDL VFR enroute to Telluride on a family vacation trip, while the King Air was on departure for a flight to Mexico. The C210 was being flown VFR and the King Air was IFR: two distinct operations in two distinctly different aircraft.

This is the NTSB preliminary report of the C210 accident:

*On January 2, 2017, about 0937 Mountain standard time, a Cessna T210K, N272EF, was destroyed after it collided with mountainous terrain near Payson, Arizona. The private pilot and three passengers were fatally injured. The personal flight was operated under the provisions of Title 14 Code of Federal Regulations Part 91. Instrument meteorological conditions prevailed and no flight plan was filed for the cross-country flight that departed Scottsdale Airport (SDL), Scottsdale, Arizona at 0912 and was destined for Telluride, Colorado.*

*According to the pilot's friend, he planned a flight to Colorado with his family for their annual vacation. Preliminary Federal Aviation Administration (FAA) Air Traffic Control (ATC) radar data showed an airplane that had departed SDL with a VFR transponder code on a direct course for the pilot's destination airport. After approximately 12 minutes of flight, the airplane reached a final cruising altitude of about 7,950 feet mean sea level. The airplane subsequently descended about 1,300 feet in one minute before it entered a momentary climb, followed by a shallow descent. In the remaining two and a half minutes, the airplane maintained a 300 foot per minute descent rate with some intermittent climbs. The final two radar targets showed the airplane ascend about 425 feet in 12 seconds. The airplane maintained a straight track from SDL to the last radar target, which was within a tenth of a nautical mile of the accident site and indicated a field elevation of 6,670 feet.*

*The last radar target was recorded at 0937:39. Between 0938 and 0942, an ATC facility received reports from three separate aircraft that had received ELT signals near the accident site. The airplane came to rest on the south face of a mountain rim approximately 11 nautical miles north of Payson Airport at an elevation of about 6,601 feet. The initial impact point (IIP) was identified by an aluminum fragment embedded in a 50 foot tall tree about mid-span and several broken tree branches beyond the IIP. An initial ground scar was marked by airplane fragments, tree branches, and loose dirt approximately 40 feet forward of the IIP. Portions of the wings and elevators were found along the wreckage path. The main wreckage was found approximately 80 feet from the IIP and was comprised of the engine, fuselage, and tail section, which had been displaced approximately 30 degrees upward from the ground. The vertical stabilizer and rudder had separated from the fuselage and were hanging by the airplane's*



*rudder cables. An odor of fuel was detected near each wing fuel tank, which were both separated and breached.*

This is the NTSB preliminary report of the C210 accident:

*On January 23, 2017, about 1233 mountain standard time, a Beechcraft 300, N385KA, was destroyed when it impacted terrain during takeoff from Tucson International Airport (TUS), Tucson, Arizona. The pilot and the passenger were fatally injured. The airplane was registered to KAAZ, LLC, and operated as a personal flight under the provisions of 14 Code of Federal Regulations (CFR) Part 91. Visual meteorological conditions prevailed, and an instrument flight rules flight plan was filed for the flight to Hermosillo (MMHO), Sonora, Mexico. The flight originated from TUS at 1232.*

*A witness observed the airplane takeoff from runway 11L and rapidly pitch up in the initial climb. At an altitude between 100-150 feet above the runway, the airplane suddenly yawed to the left while maintaining a nose-up pitch attitude. The airplane then appeared to slow down such that he believed it was about to stall. The left wing dropped, and the airplane rolled left and continued as the nose dropped and the airplane struck the ground inverted. Another witness described the airplane yawing from left to right while climbing. The airplane then rolled left and eventually became inverted, in a manner he described as similar to a barrel roll. The airplane then exited his field of view. After impact, the airplane slid about 650 feet across the ramp on a 060-degree magnetic heading before it collided with an 8-foot tall concrete wall.*

**(NOTE: THIS WAS THE FIRST FATAL ACCIDENT AT TUCSON SINCE 1993!!)**

The point I'd like to make is that an accident can happen to any one of use, regardless of our ratings or experience level. Like Ernest Gann's novel, Fate is the Hunter, fate knows no bounds, does not care about your ratings, does not care about what type aircraft you fly, or how often or little you fly, nor where you fly...

As of this writing, the NTSB has not released any information or final findings on either of these accidents, and it may be a while until they do. In the meantime we can only speculate, which really solves nothing other than starting some good discussions on what may have happened, which is the main purpose of the General Aviation Accident Reduction & mitigation Symposium (GAARMS) – to involve the pilot into the “Look-See” process of accident reviews and discussions to make you more aware.

**The 2017 GAARMS Safety Symposium**  
**will be held on March 18<sup>th</sup> at the TRANSPAC facility**  
**at Deer Valley – seating for up to 150 folks. The notice**  
**is out on FAASAFETY.GOV for registration. We will be**  
**reviewing the 6 fatal accidents that occurred in 2016**  
**and discussing the new “BasicMed” requirements.**

GOT ADS-B Out yet???

I'm sure that you already know the ADS-B Out mandate cutoff date is January 1, 2020. That mandate says you must have ADS-B Out to operate in Class A, B & C, and above 10,000 feet. Note: If

you don't EVER plan to fly in that regime, you do not need ADS-B Out, but if you want to sell your airplane after 2020 and you do not have ADS-B Out, or depending on the capability of the airplane, ADS-B In, it may be very detrimental to the asking price!!! I received some very interesting information from the FAA in the following two charts:

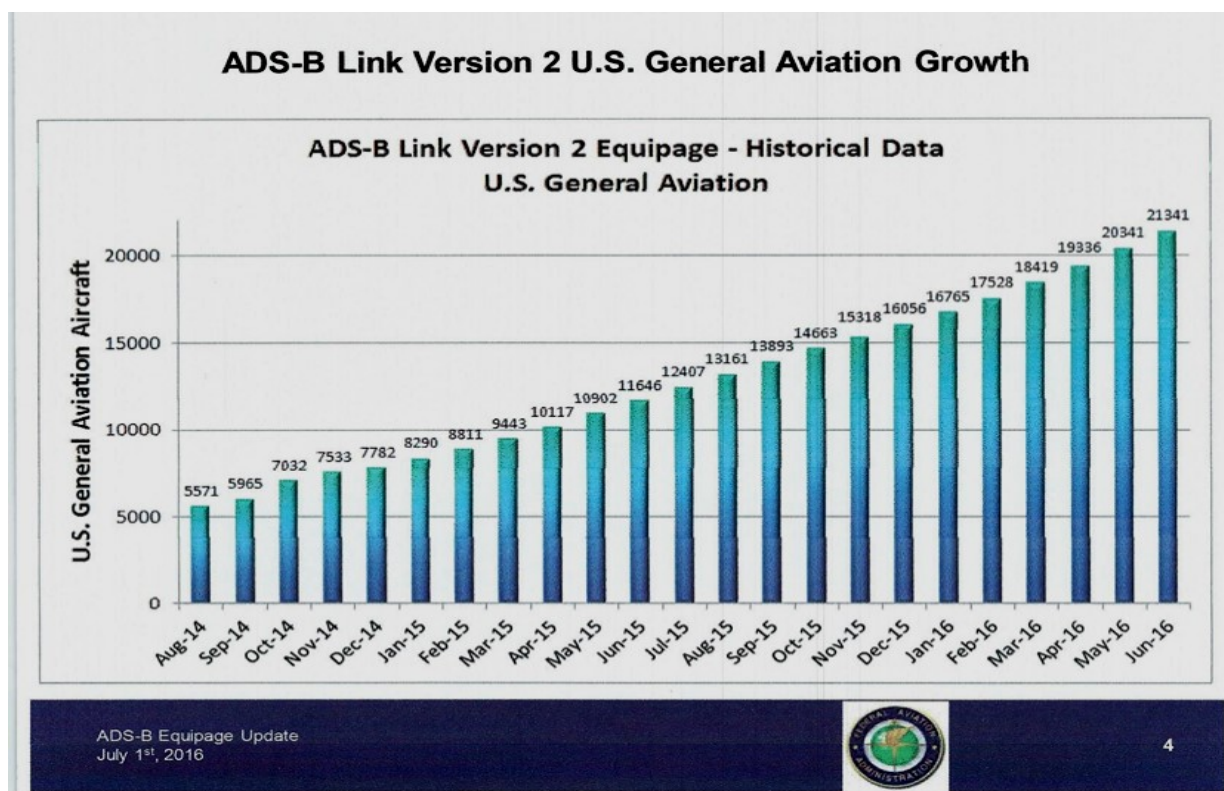


Fig. 1

Notice in Fig. 1 above, that as of June 2016, ONLY 21,341 aircraft have been ADS-B equipped. That is 21,431 aircraft out of a fleet of over 160,000 aircraft! One of them is mine - Is one of them yours?? If not you better start thinking about it.

Figure 2 below says it all! There are almost 160,000 aircraft still to be equipped, with only 2 years and 9 months left to do it. The light pink shaded area (NOTE 1) and the darker pink shaded area (NOTE 2) indicate the "Danger Area" for the rest of the fleet if even 50,000 airplanes are equipped during those times. What all this says is, if you do not move **NOW** you may just not get into a shop in a timely manner and may not get your airplane equipped in time to meet the mandate. If you don't, you will end up grounded if you fly out of an area requiring ADS-B Out, like PHX, DVT, GEU, GYR, SDL, CHD, FFZ, TUS, etc., or you will not be able to go into those areas, period!!! And as right now, the FAA has no plan to back off that date.

So, you may have to stop procrastinating, stop waiting for the price to (hopefully) keep dropping, bite the bullet and get crackin' on this issue before you end on the long waiting list at your favorite, or not so favorite, avionics shop...

## SAFETY PROGRAMS:

There are a lot of FAASafety programs on the schedule over the next couple of months all around the state, so go to [WWW.FAASAFETY.GOV](http://WWW.FAASAFETY.GOV) and click on seminars and check them out. You might find one that interests you...



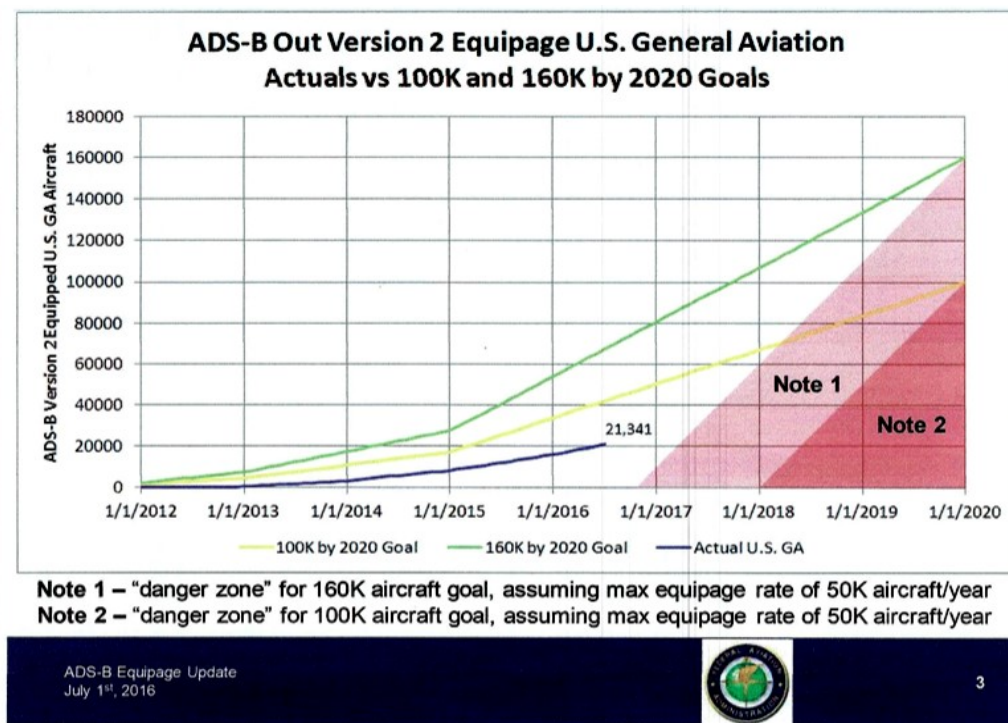


Fig. 2

Should you desire a safety or educational program at your local airport, simply contact me directly at [fredgibbs@npgcable.com](mailto:fredgibbs@npgcable.com), or call me at 410-206-3753. The Arizona Pilots Association provides the safety programs at no charge. We can also help you organize a program of your choice, and we can

Fred



***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 that 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!!!***

Contact: **Dee Anne Thomas**  
 Marketing/Communications Specialist  
 480-644-4233  
[dee.anne.thomas@mesaaz.gov](mailto:dee.anne.thomas@mesaaz.gov)

## Falcon Field Airport invites pilots to annual Open House

Arizona pilots are invited to display their aircraft and share their passion for aviation **9 a.m.-2 p.m. Saturday, March 25, 2017** at the City of Mesa's Falcon Field Airport Open House.

Static displays will be located on airport ramps, and other exhibits will be in Falcon Field Park, 4636 East Fighter Aces Drive, on airport grounds (north of McKellips Road between Greenfield and Higley roads). Free general and disabled parking is available at the airport entrance on the north side of McKellips Road east of Greenfield Road. Additional free parking with shuttles to the event site also will be available on the west side of Higley Road north of McKellips Road.

Event admission is free! Canned food donations will be accepted for the United Food Bank. The annual event is held to share information about the airport with the general public, including flight activities, businesses, and economic impact. Event highlights include:

Get close-up views of aircraft on display, including The Boeing Company's AH-64E Apache attack helicopter; two unmanned aerial vehicles - the S-100 Camcopter and ScanEagle; and a ground control station; vintage warbirds; a 1967 AH-1F Cobra helicopter; experimental aircraft; general aviation aircraft, and more!

Experience the pilot's seat in flight simulators!

Explore flight training and aviation careers with representatives of area education programs, businesses and aviation organizations.

Learn about Falcon Field's origin as a World War II pilot training base & view historic military aircraft & exhibits at the Commemorative Air Force Air-base Arizona Aviation Museum (CAF). The museum will have expanded hours 9 a.m.-4 p.m. March 25. The Southwest Military Transport







Show also will be held at the CAF 9 a.m.-4 p.m. March 25. Highlights include military vehicle & static aircraft displays, collectibles, vehicle parts, plastic model contest, & swap meet. Discounted admission of \$5/person or \$10/family on March 25 cover both the museum and Southwest Military Transport Show.

See more than 100 classic cars at the Impala Bob's Car Show!

Enjoy a model railroad exhibit by the Arizona Big Train Operators!

Inflatables, face painting, balloon animals and more for the kids!

Food, music and aircraft fly-overs will add to the fun!

For information or to exhibit your aircraft or aviation business or organization, call (480) 644-2450 or visit [www.falconfieldairport.com](http://www.falconfieldairport.com).



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# *ANNUAL FLYIN/CAR SHOW*

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**MILLAR AIRPORT**  
**53510 W. McDavid Rd**

**2AZ4**  
**602 571 1059**

**March 18, 2017**

Annual Flyin/Car/Military Show at Millar Airport. Events and activities throughout the day. Free full breakfast starts at 0800. 18 piece BIG BAND cool music. Aircraft traffic use 122.9, traffic remain east of Hidden Valley Road, use right hand pattern for 34. Caution-power line on north end. Park aircraft on the northwest lag of runway. Ground traffic try to prevent dust. All activities are free. Awards for cars and planes with give away drawing. Lots of fun for all.





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## A Few Words About Safety

“

Denny Granquist

*“Flashlights work well during the day, especially where the sun doesn't shine. Extra batteries always seem to come in handy.”*

*“Brief all passengers on the plan and what you expect from them to include survival.”*

”

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**2017 FALCON FIELD AIRPORT**

# Open House

- Free Admission & Parking
- Airplanes & Helicopters on Display
- Aviation Careers Information
- Classic Car Show & Model Railroads
- Historical Exhibits
  - » CAF Museum & Southwest Military Transport Show open 9 a.m.-4 p.m.
  - » Discounted admission \$5/person or \$10/family

**mesa·az**

**SATURDAY, MARCH 25**

**9 AM - 2 PM**

**4636 E. Fighter Aces Dr.**  
(McKellips Rd. & Falcon Dr.)  
**Mesa, Arizona**  
[www.falconfieldairport.com](http://www.falconfieldairport.com)

\*Canned food donations for United Food Bank

**UNITED FOOD BANK**  
Member of 211.622.6343



Phoenix Chapter of the Ninety-Nines, Inc.

SPRING 2017

# SPOT LANDING CONTEST

Impress your friends! Improve your skills! Meet the 99s!

**Saturday, April 1st**

**Ak-Chin Regional  
Airport, A39**

**8:00 am Registration**

**Competitor Fee: \$40  
per pilot, includes  
breakfast and lunch**



**Any pilot (male or female) can compete!**

**\*Win Cash Prizes, trophies, and bragging rights at this  
fun event. Come on out and show us your stuff!**

**8 am Registration opens at the airport terminal, coffee and pastries available**

**9 am Pilot Briefing**

**9:30 am Competition Begins**

**Delicious Lunch and Awards Ceremony to follow**

**Questions? Contact Karen (602)441-0250 or [phx99s@gmail.com](mailto:phx99s@gmail.com)**

**Proceeds from this event benefit the chapter scholarship fund.**

**Sponsored by the Phoenix 99s, Ak-Chin Regional Airport, and Desert Aero Club.  
Ak-Chin Regional Airport, 32514 W. Bud Road, Maricopa, AZ 85318**



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02-05-2014



Building self esteem and confidence for special needs kids through flight

## SIXTH ANNUAL FLY DAY EVENT FOR SPECIAL NEEDS KIDS Goodyear Municipal Airport April 8, 2017

### THE MAIN EVENT

All participating special needs children will experience the fun and excitement of flight in a general aviation aircraft. Sky Kid Pilots who are capable may even be allowed to handle the controls.

### MORE FUN FOR THE KIDS

SKY KIDS HAS ARRANGED FOR A FUN DAY ON THE GROUND TOO

- Face Painters
- Goodyear Police K9 Unit and "Big Bear Cat" SWAT Vehicle
- Clowns
- A fun BBQ lunch
- Some interesting aircraft displays
- A Goodyear Fire Engine
- Therapy Paws

*And more fun in the making...*

For more information visit <http://www.SkyKidsAZ.org>

or

Email: [Info@SkyKidsAZ.org](mailto:Info@SkyKidsAZ.org)

Sky Kids, Inc. is an Arizona 501c(3) Public Charity  
All donations are tax deductible



AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
<b>Big Springs Airpark</b>	Prescott	12	
Mgr: Peter Hartman (928) 626-7207			
<b>Castle Wells</b>	Morristown	5/10	<b>Pat Mindrup - WEST USA Realty</b> 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
Mgr: Gerald DaFoe (810) 516-9122			
<b>Eagle Roost Airpark</b>	Aguila	85 / 115 (5 acre lots)	<b>Pat Mindrup - WEST USA Realty</b> 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
Mgr: John Greissing (928) 685-3433			
<b>Flying Diamond Airpark</b>	Tucson	20/97	
Mgr: Lou Cook (520) 399-3879			
<b>Flying J Ranch</b>	Pima	2/ 28	
Mgr: Howard Jenkins (928) 485-9201			
<b>Hangar Haciendas</b>	Laveen	39 lots w/sep taxi ways	
Mgr: Scott Johnson (602) 320-2382			
<b>High Mesa Air Park</b>	Safford	/19 (2.5 acre lots)	
Mgr: Phil DiBartola 928-428-6811			
<b>Inde Motorsports Ranch Airport</b>	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	
Mgr: John Mabry (520) 384-0796			
<b>Indian Hills Airpark</b>	Salome	75	
Mgr: Gerry Breeyear (928) 916-0608			
<b>La Cholla Airpark</b>	Oro Valley	122	
Mgr: Larry Newman (520) 297-8096			
<b>Mogollon Airpark</b>	Overgaard	60	
Admin: Cheri Thomas (928) 535-3071			
<b>Montezuma Heights Airpark</b>	Camp Verde	43/44	
Mgr: Glen Tenniswood (928) 274-1233			
<b>Moreton Airpark</b>	Wickenburg	2	<b>Pat Mindrup - WEST USA Realty</b> 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
Mgr: Daniel Kropp (602) 315-0323			
<b>Pegasus Airpark</b>	Queen Creek	15/40	
Mgr: Jack @ 1st Svc Res (480) 987-9348			
<b>Pilot's Rest Airpark</b>	Paulden	4/25	
Resident: Dave Mansker 818-237-0008			
<b>Ruby Star Airpark</b>	Green Valley	13 / 74	
Mgr: Wendy Magras (520) 477-1534			
<b>Valley of the Eagle (Sampley's) Airpark</b>	Aguila	30	<b>Pat Mindrup - WEST USA Realty</b> 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
Mgr: Jerry Witsken (928) 685-4859			
<b>Skyranch at Carefree</b>	Carefree	20	
Mgr: Tommy Thomason (480) 488-3571			
<b>Stellar Air Park</b>	Chandler	95/105	
Mgr: SRUA, Inc. (480) 295-2683			
<b>Sun Valley Airpark</b>	Fort Mohave	55/107	
Mgr: Jim Lambert (928) 768-5096			
<b>Thunder Ridge Airpark</b>	Morristown	9/14 (on 160 acres)	<b>Pat Mindrup - WEST USA Realty</b> 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
John Anderson janderson72j@gmail.com			
<b>Triangle Airpark</b>	White Hills	115 acres	
Mgr: Walt Stout (702) 202-9851			
<b>Twin Hawks</b>	Marana	2/40 (4 acre lots) on 155 acres	
Mgr: Tim Blowers (520) 349-7677			
<b>Western Sky</b>	Salome	all 200 acres for sale	<b>Pat Mindrup - WEST USA Realty</b> 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
Mgr: Mr. Hauer (877) 285-0662			
<b>Whetstone Airpark</b>	Whetstone	5 / 12	
Mgr: Brian Ulmer (520) 456-0483			



## APA Website

Please visit our website for the latest information.

[www.azpilots.org](http://www.azpilots.org) A great resource for APA's work in the state, archived newsletters, current events, APA's continuous work with legislators, a calendar of activities, and more.

APA is a completely voluntary organization. It survives on membership dues and sponsor revenue. One of the highlights of the organization is the Website. Stefanie Spencer manages the complete Website on a continuous basis. Leave email for Stefanie:

[Webmaster@AZPilots.org](mailto:Webmaster@AZPilots.org)

## Newsletter Contributors

Article Deadline

20<sup>th</sup> Editor reminds "The Team" to submit articles

25<sup>th</sup> Authors submit articles and advertisements

Contact the newsletter editor:

[Newsletter\\_Editor@AZPilots.org](mailto:Newsletter_Editor@AZPilots.org)

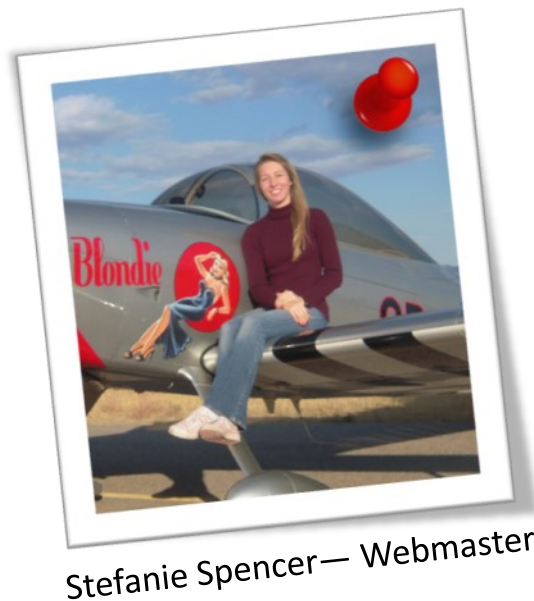
For anyone wanting to contribute to this newsletter please submit your writing in an email file along with photos and captions (separate files). The APA would like to publish information about what's happening in your area of Arizona. Subject matter could range from regulatory issues to new places to eat (or old places) to airport management to safety. Of course the APA would like to know about any political activities that could potentially compromise Arizona's pilots or its airports.



*New pilots welcomed!*



*Writers welcomed!*



Stefanie Spencer— Webmaster



## APA Clothing

The online store is currently on the [Square Market, click here](#).

## Advertisements

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## Volunteer 501 (c) (3) Organization

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