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April 2017

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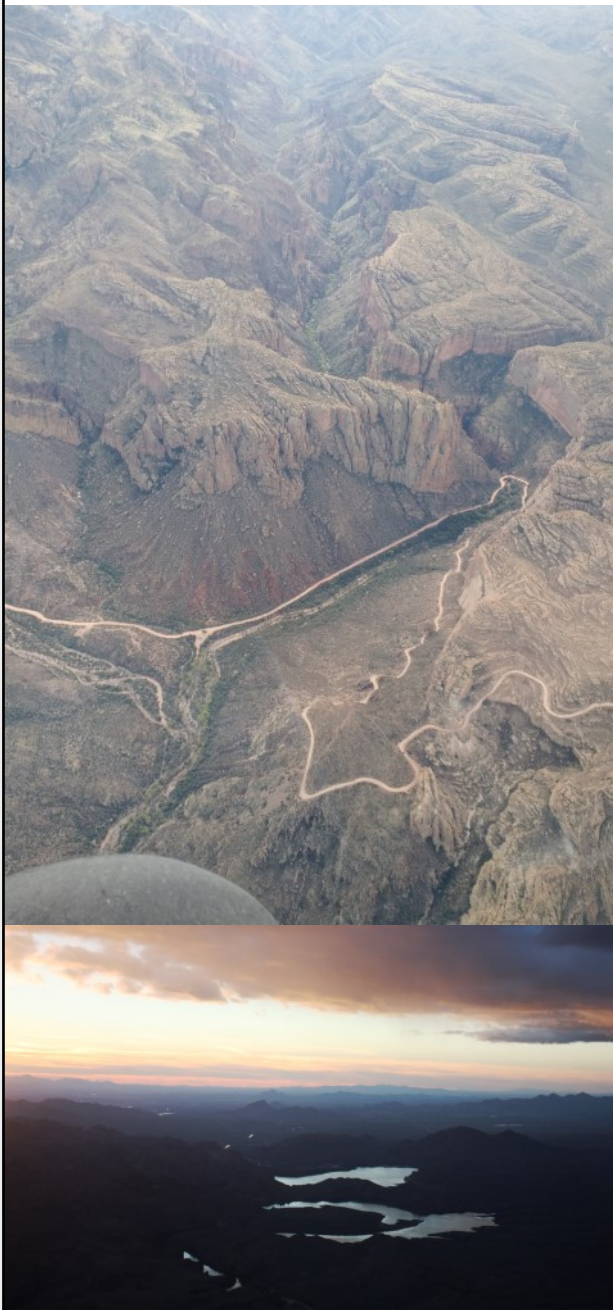
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# President's Report

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Greetings aviators and aviation enthusiasts,

Welcome once again to our monthly issue of the Arizona Pilots Association News Letter. What a great month of flying and activities. Camping at the old Double Circle Ranch with a number of friends was just awesome. A few of us have enjoyed the nice cool nights at camping at Grapevine and Red Creek with hikes, story telling, good food, and friends. We were able to accomplish some painting on the Grapevine Airstrip thanks to help from the Phoenix 99's. I hope you enjoy the content of this months newsletter and I really hope to see many of you at this years annual APA meeting in May (see the invitation as you read on).



Have Fun, Fly Safe,

*Tommy*



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# Executive Director's Report

Jim Timm — April 2017

In spite of some occasional rain we have had, the flying weather has been great, and I hope everyone has been taking advantage of it. With all the flying events that have been going on, it's sometimes difficult fitting in as many as we would like. There's a lot to see, so let's go flying, but do it safely.

With the President's new budget out, we are again facing the ATC Privatization threat with the claim it "would benefit the flying public and taxpayers overall." Since Trump's election, the airline industry has been lobbying nonstop for the formation of a nonprofit corporation controlled by a board of directors dominated by airline representatives to run the national airspace system. General aviation groups have been opposing privatization, pointing out it would amount to handing the nation's airspace over to the airlines, which the airlines themselves have suggested is accurate. The budget calls for a "multi-year reauthorization proposal to shift the air traffic control function of the FAA to an independent, non-governmental organization, making the system more efficient and innovative while still maintaining safety." The Transportation and Infrastructure Committee proposed similar legislation last year, but it was stalled by Senate opposition. The committee chairman is Rep. Bill Shuster, R-Pa., a longtime privatization supporter, who has close ties to Aviation 4 America, the national group representing U.S. airlines.

The Trump administration is apparently ready to go through the due diligence part of implementing the program. Transportation Secretary, Elaine Chao, is apparently planning to travel to Ottawa, Canada, to meet with leaders of NavCanada, the nonprofit corporation that has run the airspace north of the border and over the North Atlantic for 20 years. NavCanada charges most light aircraft operators in Canada a flat fee of \$68 a year for access to all but the country's 10 busiest airports. Commercial operators pay for access on a fee-for-service basis and are billed for air traffic control services.



We will have to support all our national general aviation groups and contact our legislators in opposing the privatization of the present ATC system.

## MISCELLANEOUS ITEMS

Last month we discussed participation in the BasicMed program that goes into effect May 1st. If you do elect to participate in the BasicMed program, you should be aware that the three countries whose airspace borders the U.S. (Mexico, Canada, and the Bahamas), which do not have parallel

regulations, so that means pilots flying with BasicMed will not be able to fly in these countries. All three countries require an ICAO-recognized third class medical, and BasicMed will not be approved by ICAO. Pilots wishing to fly into Mexico take note!

March 1, Gateway Airport restarted their parking fee of \$20 for parking at the General Aviation Terminal. The fee will be waived with the 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 line-man's directions as to where to safely park. In the interest of promoting aviation safety, they have 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 also provide evidence upon departure that they had attended the seminar.



The 39<sup>th</sup> annual General Aviation and Part 135 Activity Survey (GA Survey) for reporting on calendar year 2016 has been officially launched, and as always, your participation is important. The GA Survey is the FAA's primary source of information about the size and activity of the GA and on-demand part 135 fleet. It includes a wide range of aircraft, aircraft operations, and types of ownership. If you receive a survey, please complete it, even if you did not fly in 2016. The information gathered will be used only for statistical purposes and will not be released in any form that would reveal an individual participant. If you have any questions, please call [1-800-826-1797](tel:1-800-826-1797) or email [infoaviationsurvey@tetrattech.com](mailto:infoaviationsurvey@tetrattech.com).

From a flight safety standpoint, the past month's reporting period has been outstanding, because from late February to very late March the NTSB has not issued any reports on accidents. They did issue two delayed reports of accidents that had occurred in late January and mid-February, neither of which involved any injuries. I would like to think this was not just luck, but that everyone is being more cautious and I hope the trend continues. See my April Aviation Accident Summary for the details in the two delayed reports.

Once again 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 continuing 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.



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 (SEZ), Flagstaff, and Grand Canyon Airport (GCN) master plans are currently in process.



## THINGS TO DO - PLACES TO GO FOR 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, and the airstrip is open for camping that Friday through Sunday.
- 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.

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

Jim



## 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 to be safe!** I specialize in instrument training (I have given over 2800 hours of instrument flight instruction) and have helped many pilots complete their instrument rating.

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# April Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of the aviation accidents that have occurred in Arizona from late February through late March, 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 thus permitting them to take the action necessary to prevent similar accidents from happening to them.

Again, from a flight safety standpoint, the last reporting period appears to have been outstanding in that from late February to late March the NTSB has not reported any accidents. They did issue two much delayed reports on accidents that had occurred in late January and mid-February, neither of which involved any injuries. I would like to assume that everyone has been out there actively flying, but with a much higher degree of safety awareness. While the year did start off rather poorly, I hope that was an anomaly, and present trend continues and everyone continues to fly safely.

Based on the NTSB information available when this summary was prepared, the two delayed accident reports that appeared this past reporting period are as follows:

Accident Date: **Thursday, January 26, 2017**  
Report Dated: 3/14/17 (This was a Factual Report)  
Title 14 CFR Part 91  
Location: Fort Mohave  
Aircraft Type: Piper PA32R  
Injuries: 2 Uninjured

## GEAR UP LANDING

The pilot reported that during the initial climb he retracted the landing gear normally and then "a few minutes later the radios went blank." The pilot further reported that he believed he had a radio problem, so he decided to return to the airport. During the return, the pilot reported that he moved the landing gear selector to the down position, but the three gear down indicator lights did not illuminate. Subsequently, the pilot reported that he circled a few miles east of the airport to troubleshoot the issue.

During the circling, the pilot reported that he "cycled the master switch and the radio master a couple times with no results." The pilot further reported that the airplane was equipped with an "automatic gear extension system," so he verified that the override switch was not engaged, fully extended the flaps, and slowed the airplane to 85 knots. Subsequently, the pilot believed the landing gear was down, so he returned to the airport for landing. During touchdown, the left main landing gear and nose gear collapsed (or were not extended) and the airplane veered off the runway

into dirt, which resulted in substantial damage to the left wing. During a post-accident interview, the pilot reported that he believed he had "a total electrical failure."

According to a witness who owns a house on the airport property, he observed the airplane depart and about 5 minutes later saw that the airplane had returned for landing. The witness reported that the airplane's landing gear was retracted until the point at which the pilot began the landing flare over the runway. The witness further reported, when the airplane was about 5 feet above the runway, each landing gear began to extend, but the airplane touched down before the nose gear and left main landing gear could extend fully.

According to a Federal Aviation Administration (FAA) Aviation Safety Inspector (ASI) who arrived at the accident site about two to three hours after the event, when he "switched the master switch on," he observed electrical equipment turn on and heard the landing gear extension motor running. During a subsequent post-accident examination, the FAA ASI reported that he found no abnormalities with the electrical system. He also extended the landing gear to the down and locked position with the electric/ hydraulic system and observed three green indicator lights illuminated.

According to the Pilot's Operating Handbook (POH) for the accident airplane, a "pressure sensing device" in the landing gear system will



lower the gear "regardless of the gear selection position," pending that the override switch is not engaged. The POH further stated in part: "The gear is designed to extend at airspeeds below approximately 103 KIAS [Knots Indicated Airspeed] with power off even if the selector is in the up position. The extension speeds will vary from approximately 81 KTS [Knots] to approximately 103 KIAS depending on power settings and altitude."

Accident Date: Monday, **February 18, 2017**  
Report Dated: 3/7/17 (This was a Preliminary Report)  
Title 14 CFR Part 91  
Location: Holbrook  
Aircraft Type: Robinson R22 Beta  
Injuries: 2 Uninjured

### **LOSS OF CONTROL MANEUVERING**

On February 18, 2017, about 0800 MST, a Robinson R22 Beta landed hard in an open field near Holbrook, Arizona, after the pilot experienced a loss of helicopter control while maneuvering. The

private pilot/owner and one passenger were not injured. The helicopter was substantially damaged. Visual meteorological conditions prevailed for the local area personal flight and no flight plan had been filed. The flight departed from a private residence about 0715 the morning of the accident.

According to the pilot's written statement, he departed from his brother's residence about 0715 with the intent of flying around Holbrook on a personal flight. They overflew and descended over a cow pasture to look at the cows. The pilot reported his airspeed was about 10 knots with a 7 knot headwind. He maneuvered the helicopter in a 180-degree turn and the helicopter lost lift. He pulled cyclic, which responded by lowering engine and main rotor blade rpm; he tried to lower and increase throttle, and flared to land; however, the helicopter landed hard. The main rotor blades contacted and subsequently severed the tail boom.

The pilot stated that there were no mechanical problems that would have precluded normal operation of the helicopter.

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# GAJSC



## General Aviation Joint Steering Committee

### Mountain Flying

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 FAA and industry will conduct a public education campaign emphasizing the need for training and currency when flying in mountainous areas.

#### **Background:**

Flying in mountainous areas is challenging, not only because operational altitudes and winds are higher, but also because weather reporting and off airport landing opportunities are fewer than in other flight environments. Thus, while there are fewer accidents in mountainous areas than in the flat lands, mountain flying accidents are more likely to result in fatalities. Obviously experience in the mountain environment and knowledge of best mountain flying practices improves flight safety. Environment- specific training and recent experience are essential to success.

#### **Teaching Points:**

- Mountain flying training from qualified, experienced instructors is essential before attempting flight in mountain environments.
- Training in one mountain environment does not guarantee success in a different environment. Pilots are well advised to seek training and advice from local mountain flying experts.
- Weather conditions can change rapidly in the mountains and escape opportunities are not as plentiful as they are in the flat lands.
- The Mountain Flying Power Point – provided by the Colorado Pilots' Association – acquaints pilots with the challenges of mountain flying and offers suggestions for training and additional information. **It in no way prepares inexperienced pilots for flying in mountainous environments.**

## References:

- [Maneuvering Flight Power Point](#)
- [Pilot's Handbook of Aeronautical Knowledge \(FAA-H-8083-25A\) – Chapter 10 - Aircraft Performance.](#)
- [Aeronautical Information Manual Chapter 7- Safety of Flight, Section 5 – Potential Flight Hazards, 7-5-6 - Mountain Flying](#)

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

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## A Few Words About Safety

“

Denny Granquist

*“Brief every flight especially when you fly alone.”*

*“Always brief a backup plan for the backup plan.”*

”

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# MEMBERS' PHOTO CORNER

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## Grapevine Runway Painting Complete

By Mike Andresen



The Grapevine runway now has painted restricted markings, CTAF, and runway numbers! This is the result of a number of volunteers from APA and the Phoenix 99's dedicating their time to make this happen. The effort started with me creating the engineering drawings of the numbering and lettering based on FAA guidance. Then a volunteer team surveyed the placement of the markings and stenciled the numbers and letters onto the runway. Then we had the big painting party! Fourteen volunteers, including five members of the Phoenix 99's, formed three work teams. Paul and Charlie provided water and snacks for the work crew. Nancy (of the 99's) drove in and helped haul water out to the paint crews for mixing with the paint. Mike led one team to finish the stenciling of the runway numbers. Tommy, who flew in all the paint and supplies, led another team painting the midfield lettering. Jeff, who flew in a paint sprayer, led the third team and spray painted the numbers at each end of the runway. Thank you to everyone that pitched in to make this happen!

This was the last requirement of the USFS before the Grapevine can formally open full time, with a few restrictions, later this spring!

*Mike*





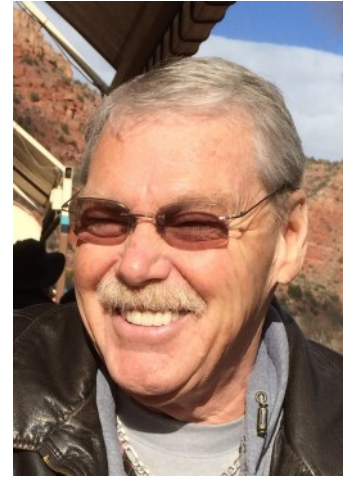


# ***GAARMS REPORT***

## ***APRIL 2017***

By *Fred Gibbs*

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**OUR GOOD LUCK IS HOLDING! WE HAVE NOW MADE IT THROUGH MARCH WITH NO MORE FATAL ACCIDENTS. LET'S HOPE JANUARY WAS JUST AN ANOMOLY, A "BLIP" IN OUR SAFETY EFFORTS.**

GAARMS 2017 went off quite well back on March the 18<sup>th</sup>. The program was hosted by TRANS-PAC, and my thanks go out to them for supporting the program. We filled 2 classrooms with about 60 participants, and the discussions were very interactive. Thanks to all who participated!

I am sorry to report that this month's article will be short. I am very involved in several other business opportunities and on the road a lot the past month, leaving not very much time to sit down and write an extensive article. Those opportunities are all related to aviation safety interests, both domestic and international. *HA* – the international travel is exhausting to say the least, and burns up a lot of travel hours!!

Speaking of safety, the past month I spent some time doing a "Pinch Hitter" training program for the wife of a pilot who just wanted some training on how to land the plane if something happened to her husband en route – in a "throw-over" yoke equipped Bonanza!! Well, I did NOT do the training in that aircraft, but in our trusty C172 with dual controls... Her husband had shown her how to "throw over" the yoke, and she was somewhat familiar with the controls and instrumentation, "*somewhat*" being the operative word. OH, and did I mention the bonanza does NOT have brakes on the co-pilot side??



Most of us would admit learning how to land is the hardest, most frustrating, part of learning how to fly. We spend lots of hours in the pattern working on that, but suppose you just wanted to teach your wife how to get the airplane down on the ground – ONE TIME! And walk away from it in one piece! Hmmmm, teach someone – your wife – how to land an airplane one time, fighting fear, probably really scared, and with very limited knowledge of flying...



If your wife flies with you, here are some helpful hints you might want to consider showing or sharing with her –

Does she know how to operate a radio?

Change a frequency?

Understand the PTT function?

Even let her talk a little on the radio?

How to declare an emergency?

How to even ask for help?

Teach her/let her taxi to learn how to keep the airplane straight using the rudder, NOT THE STEERING WHEEL!!!!

How power affects the pitch attitude of the nose...

How to make gentle descents using power

**NEVER TO TOUCH THE RED KNOB!!**

How to use the trim tab to control airspeed

How to put the gear down – or NOT!

How to read the altimeter, heading, and airspeed indicator

To always open the door before landing

**WHEN IT'S OK TO PULL THE RED KNOB ALL THE WAY OUT!!**



And the list could go on and on, but you have to remember that your wife may have NO interest in learning how to fly. She puts her life into your hands with complete trust (– *or maybe not, which is why she never flies with you, but that is a subject for another day*). However, if something happens to you and she is in the right seat, you have an obligation to give her some knowledge of how to get back on the ground in some semblance of safety.

**And most husbands agree, do not try to teach your wife yourself!**

Yes, you can pass on the above knowledge tips, but the actual flying part is best left to a flight instructor willing and able to teach the “Pinch Hitter” course. It is much different than teaching someone how to fly – it is almost like teaching someone how to “crash land”!

I will be gruesome just for the moment – if you “croak” at the controls of your airplane with your wife and kids on board, would you not want the person in the right seat to be able to save the rest of the lives in the airplane??? A little instruction goes a long way to giving them a chance, and they certainly deserve it! And yes, you may have to prod that person into doing it even if it is scary – their life may depend on it.

**OMG** – during a break in writing this, I happened to look at the weather forecast, and it says chance of 1-3 inches of snow on March 23<sup>rd</sup>. GOOD GRIEF, will winter never end! I want to put the snow blower away...

And for all of us ol' timers, I will leave you with a cute story – *The proud owner of a magnificent 1956 Chevrolet convertible, wrote to say he had restored the car to perfection over the last few years, and sent this:*

*On a very warm summer afternoon he decided to take his car to town. It needed gas, as the gauge was practically on empty, but he wanted ice cream, so he headed first to his favorite ice cream shop.*

*He had trouble finding a parking space and had to park the car down a side street. He noticed a group of young guys standing around smoking cigarettes and eyeing the car rather covetously. He was a bit uneasy leaving it there, but people often take interest in such an old and well-preserved car, so he went off to enjoy his ice cream. The line at the ice cream shop was long and it took him quite a while to return to his car. When he did, his worst fears were realized... his car was gone.*

*He called the police and reported the theft and then went back and bought a quart of pistachio ice cream. About ten minutes later the police called him to say they had found the car abandoned near a gas station a few miles out of town. It was unharmed and he was relieved. It seems just before he called, the police had received a call from a young woman who was an employee at a self-service gas station. She told them that three young men had driven in with this beautiful old convertible. One of them came to the window and prepaid for 20 dollars' worth of gas. Then all three of them walked around the car. Then they all got in the car and drove off, without filling the tank. The question is why would anybody steal a car, pay for gas that they never pumped and then abandon the car later and walk away?*



***They couldn't find where to put the gas!***



## SAFETY PROGRAMS:

There are a lot of FAASTeam safety 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...

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 recommend programs that your pilot community might really like.

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!!!***



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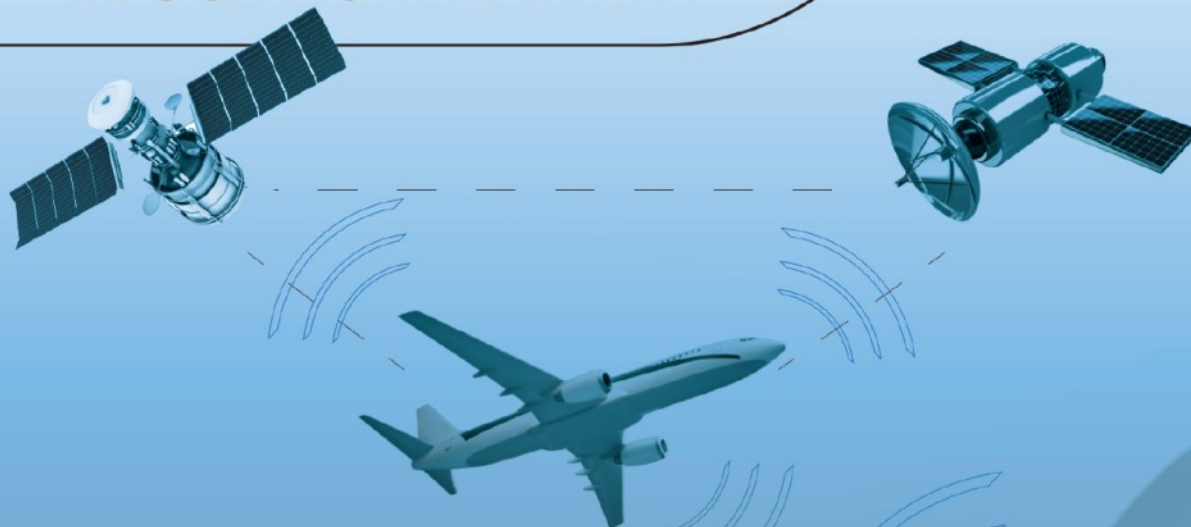
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# NextGen ADS-BBQ

EDUCATIONAL EVENT



**When:** April 19<sup>th</sup>

**Where:** 1725 E. Ryan Rd #8  
Chandler, AZ 85286  
*Located within the Chandler  
Air Service hangar*

**Time:** 4:00PM - 7:30PM

**There will be:** - Catered BBQ  
- Vendors  
- Raffles *(Must be  
present to win)*



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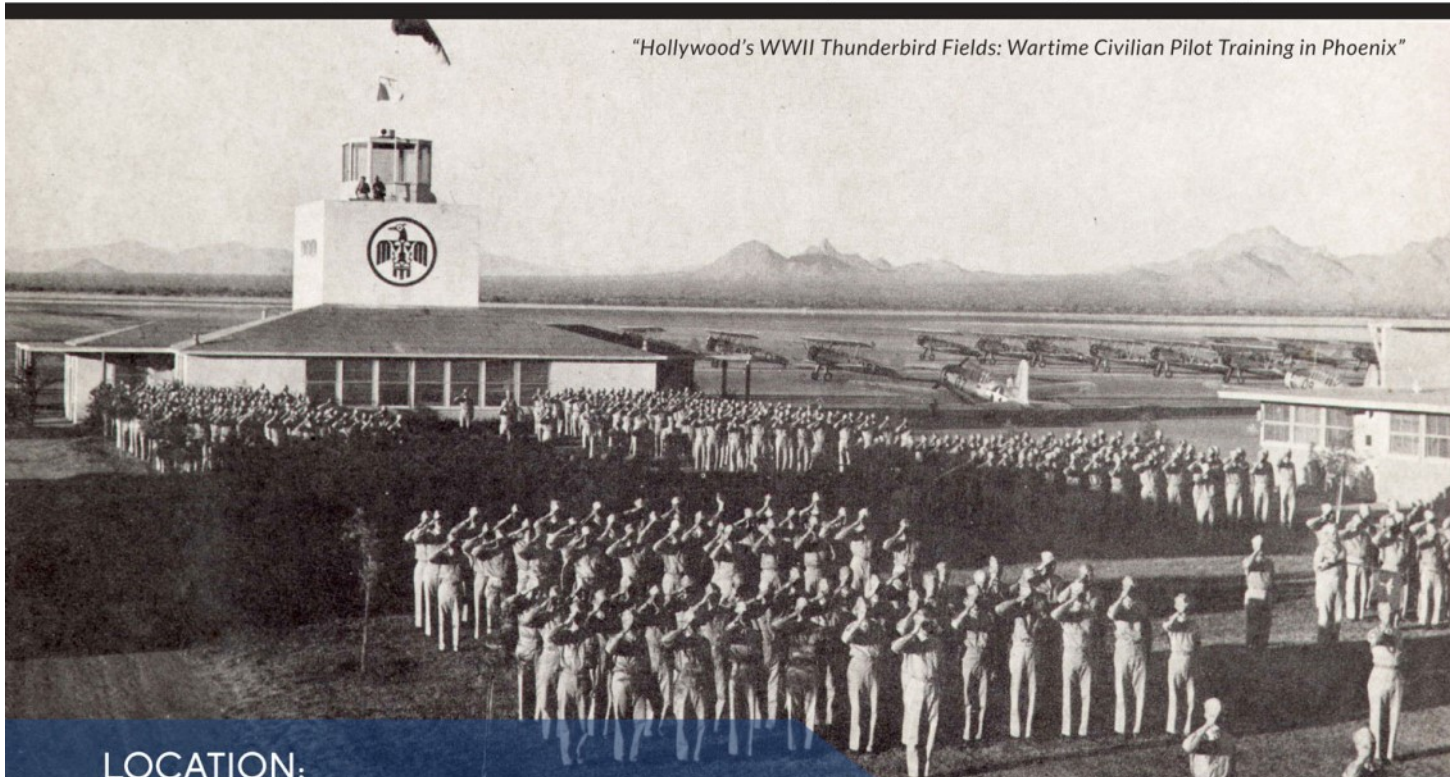




# ANNUAL MEETING

Saturday, May 13, 2017 • 10 am

**Brunch 10:00 am (\$15 per person) Meeting to follow**  
**RSVP by May 5th to Susan Wearly 480-415-6480**  
**or Mary James 515-321-3022 ([socials@azpilots.org](mailto:socials@azpilots.org))**



## LOCATION:

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Can't make it to  
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the APA Annual  
Meeting online!



## KEYNOTE SPEAKER:

**Joan Fudala**

Joan will be speaking on one of her special areas of interest in Arizona history – the Four Southwest Airways "Thunderbird Fields" during World War II – owned by Hollywood celebrities, operated by local civilians and where thousands of pilots trained for war.

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<b>Big Springs Airpark</b>	Prescott	12	
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<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)

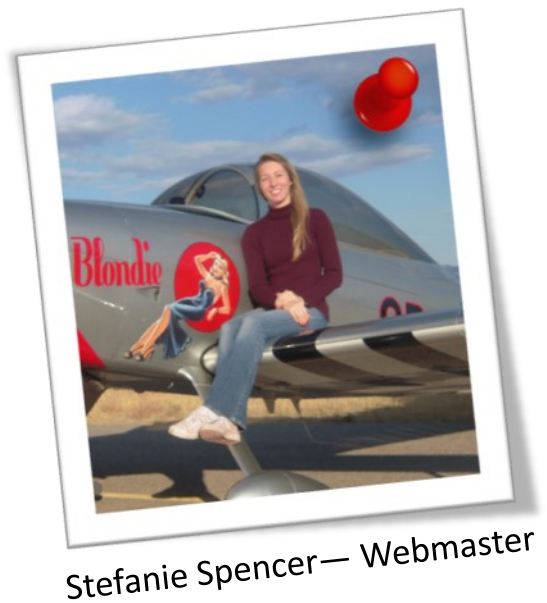
For anyone wanting to contribute to this newsletter please submit your writing in an email file along with photos and captions (separate files). The APA would like to publish information about what's happening in your area of Arizona. Subject matter could range from regulatory issues to new places to 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





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