



October 2017

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President's Report

Hello Arizona Aviators and aviation enthusiasts,

and welcome once again to the Arizona Pilots Association monthly newsletter.

The flying season is in full swing with events taking place all over the state. Unfortunately, the first dirt strip fly-in to Springerville was cancelled due to high winds. The monthly fly-in to Grapevine went well with a number of folks dropping in for lunch and a few even camped out. October will be filled with an event somewhere every weekend, as well as the annual Copperstate Fly-in, which will be at Falcon Field again this year. Check our [calendar](#) often to see what's happening. I hope you are able to participate! Remember, safety is your first consideration and density altitude is still a real factor. Unfortunately, we lost two more young folks in September to a fatal crash. If you are not already signed up on faasafety.gov, please do so. You will receive notices of upcoming safety seminars, airspace, TFR notices, and more. I certainly hope to hear from you and how we can help general aviation in Arizona and maybe how you can help us.



Have Fun, Fly Safe,

Tommy



Hangars for Sale

SkyRanch at Carefree — www.skyranchcarefree.com

480 488-3571 — [Click here for a PDF list...](#)

***A big thank you to our
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Executive Director's Report

Jim Timm — October 2017

WOW, fall is finally here, the temperatures have been great, and we have been able to go flying without getting banged around and cooked. Sure hope it stays this way, but I'm sure we are still in for a few days of hot weather yet before cooler winter is here for good. There are a lot of fly-ins and aviation events showing up on the schedule. Have fun, and most importantly, fly safe.

The latest word out of Washington is that they passed a short term FAA Reauthorization bill funding the FAA for another six months without addressing the issue of privatization of air traffic control (ATC). We have, however, been assured (warned) that the House of Representatives will attempt to pass a bill with the privatization of ATC within the first few weeks of October.



Privatization of ATC is not really privatization in the normal sense. It is the establishment of a monopoly with a corporation that is not controlled by the free enterprise system of checks and balances, but only by the motives of the majority of its 13 member board. The new corporation, "American Air Navigation Services Corporation," would have a board of directors consisting of the CEO, 2 Directors appointed by the Secretary of Transportation, 1 Passenger Air Carrier Director, 1 Regional Air Carrier Director, 1 Cargo Air Carrier Director, 1 General Aviation Director, 1 Business Aviation Director, 1 Air Traffic Control Director, 1 Airports Director, 1 Commercial Pilot Director, and 2 directors selected by the other directors. The ATC and Commercial Pilot directors were proposed to be a representative from each of their respective unions.

This proposal is not just the transferring of ATC services, it is also includes the uncompensated transfer of the "real and personal property, including air navigation facilities of the United States under FAA jurisdiction, that are necessary and appropriate for the corporation to carry out the air traffic services." While it was not specifically addressed, it presumed that the corporation would also have jurisdiction over the design of airspace containing their operations. The corporation is also authorized to *charge fees and enforce the collection fees* found to be consistent with the providing of ATC services.

“

Contact our Representatives in Washington and tell them we are opposed to the Privatization of ATC by calling 1-855-265-9002.

”

Based on the makeup of the board, the needs of general aviation could easily be cast aside. Our airspace is public, and it needs to remain in close control of the FAA and our elected government. The present system has produced the safest, busiest, and most accessible air transport system in the world! The potential downside of this bill is tremendous, and it could be the most devastating blow to general aviation we have ever been dealt! To preserve our aviation future, we need to contact our Representatives in Washington and tell them we are opposed to the Privatization of ATC by calling 1-855-265-9002. You will be automatically transferred to each of your reps based on your zip code.



For current special use airspace status, contact:

Range Control Office (BEARMAT)
127.125



For more information, visit the Combat Center website:

<http://www.29palms.marines.mil/Staff/G5-Government-and-External-Affairs/Airspace/>

MISCELLANEOUS ITEMS

Once again, in the last reporting period we got last minute notification of GPS Interference Testing that could affect Arizona, which was going to be conducted at Alamogordo, NM, China Lake, CA, and Barstow, CA, that would be conducted over most of September and very early October. We are being told to notify the nearest FAA Air Traffic Control facility advising them of the time, location, and altitude if at any time you encounter an unexplained loss of GPS navigation signal lasting more than a minute or two. We are asking pilots to please contact APA, also. We are beginning to wonder if anyone flying in Arizona has ever encountered any results from this testing? In the past two years or so we have only heard of one possible case. What has been your experience? The question is, how long is this going to go on, and should we simply ignore it?

Falcon Field Mesa (FFZ) will again have the [Copperstate fly-in scheduled for October 27 & 28](#). The arrival procedures this year should go much better than last year. The arrivals will be handled by the Falcon Field Tower rather than the Phoenix TRACON. Look for and study the arrival procedure NOTAM.

Embry Riddle Aeronautical University (ERAU) and the City of Prescott are planning a Wings Out West Fly-In and Airshow on October 7, 2017. An airshow with aerobatic performers is planned with a show time and TFR at 1000-1200 local time. There is planned to be an EAA Pancake breakfast available and there will be Fly-in and Static displays. A schedule of events is available at: <http://prescott.erau.edu/octoberwest/index.html>

We again want to remind everyone to exercise caution, particularly when flying in the southern and southwestern portion of the state, to be aware of the restricted areas, particularly R2301, R2304 & R2305 ranges. The military aircraft operating in these ranges are conducting combat training, and are firing live ordnance and dropping bombs. An intrusion results in the cancelation of a training mission at a very significant cost, and could be extremely hazardous for you. Always know where you are and don't accidentally wander into any of the restricted areas! Please pass the word around!





Flight safety this last reporting period has significantly improved in that only two accidents had been reported, and neither of them involved serious injuries or fatalities. See my September Aviation Summary for the available accident details.

There are still a lot of airport construction projects happening around the state, including the Phoenix area. Before taking off, be sure to check for NOTAMS at your destination airport so you don't have a surprise awaiting you.

Those of you flying into high altitude airports, still be sure to check the density altitude, and

review your aircraft performance data. Also, it's still warm out, so drink plenty of water, stay hydrated, plan ahead, and please fly safely.

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 Superior Municipal Airport (E81) master plan update is being prepared around developing the present location rather than changing the present airport location. An update of the Sedona Airport (SEZ), Flagstaff (FLG), and Grand Canyon Airport (GCN) master plans are also currently in process.

THINGS TO DO - PLACES TO GO FOR BREAKFAST:

- The fly in breakfast at Coolidge Municipal Airport (P08), normally on the first Saturday of the month, was on hiatus until October.
- The Falcon Field EAA Warbirds Squadron fly in breakfast and car show has been on the third Saturday. Hopefully, they will resume this month.
- The third Saturday of the month there is still 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, there is a lunch made available by the APA at the USFS Grapevine Airstrip (AZ88) next to Roosevelt Lake, check the APA [Calendar](#).
- The last Saturday of the month there is still 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 \$8 and kids \$5.
- The Tucson Airport Authority has completed the renovation of the restaurant at Ryan Field, and it's now open under the name of Richie's Cafe. The hours are 6:00 am to 2:00 pm doing breakfast and lunch daily. We have yet to try it out, and perhaps add this to the Saturday Morning Fly In breakfast list.

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

Jim



MEMBERS' PHOTO CORNER

*Thank you to **Ashley Baker** for this month's photos!*

Where will you go next? Send your photos to newsletter@azpilots.org!



Antique Dreaming... by Ashley Baker - Cessna 140 at North Las Vegas Airport

A Few Words About Safety

“

Denny Granquist

“Always land on a VFR flight plan with IFR reserves.”

“Experience is what happens when you wish you would have done it differently.”

MEMBERS' PHOTO CORNER

*Thank you to **Hunter Nedín** for this month's photos!*

Where will you go next? Send your photos to newsletter@azpilots.org!



Burning Man in California



October Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of the aviation accidents that have occurred in Arizona from late August through late September, 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 hopefully take the action necessary to prevent similar accidents from happening to them.

This past reporting period has significantly improved, as only two accidents had been reported, and neither of them involved serious injuries or fatalities. One of this month's two accidents resulted in a minor injury, while the other one did not have any reported injuries. I can only hope this trend will continue through the end of the year and into the next. This month's summary will cover four accident reports. The first two are accidents that had occurred in earlier reporting periods, but the NTSB did not have accident details available at the time. Details have since been released and are now being made available in this reporting period.

THE FOLLOWING ARE THE TWO ACCIDENTS THAT WERE REPORTED EARLIER WITHOUT DETAILS.

Accident Date: **Saturday, March 11, 2017**
Accident Report Dated: 8/29/17 Factual Report
Title 14 CFR Part 91
Location: Gila Bend
Aircraft Type: Piper PA 28
Injuries: 3 Uninjured

COLLISION WITH GROUND OBJECT DURING TOUCH AND GO

The flight instructor reported that he and two student pilots were on a night, visual flight rules, instructional flight. The instructor tried to activate the pilot controlled lighting at the destination airport, but he believed that it was inoperative. He reported that he could see the wind sock on the airfield but he did not see the "X" near the runway numbers and performed a touch and go. During rotation the instructor reported that, "I heard a red cone make impact with the nose gear section." He had to apply continuous forward pressure to the yoke because the nose continued to pitch up with the trim set to the full down position. He asserted that the flight characteristics were "acceptable" and continued the flight about 47 nautical miles to their home airport. Upon arrival, the instructor alerted the tower that he had a stabilator malfunction and landed the airplane with zero flaps. The instructor reported that he did not check the Notices to Airman. The airplane sustained substantial damage

to the stabilator.

According to Federal Aviation Administration NOTAM 03/058, the airport runways were closed at the time of the accident.

Accident Date: **Monday, June 26, 2017**
Accident Report Dated: 8/29/17 Factual Report
Title 14 CFR Part 91
Location: Cottonwood
Aircraft Type: Aero-Ace CE-1 (Experimental)
Injuries: 1 Minor

LOSS OF CONTROL IN FLIGHT (FLIGHT TEST)

The pilot reported that, immediately after takeoff, the airplane drifted hard to the right. He applied left aileron and left rudder with no avail. Subsequently, the right wing and landing gear impacted the ground, and the airplane came to rest nose down.

The airplane sustained substantial damage to the right wing and fuselage.

The pilot reported that there were no pre accident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The automated weather observation system about 14 nautical miles from the accident site reported, about the time of the accident, the wind was from 200° at 15 knots, gusting to 22 knots.

The pilot was departing on runway 32.

As a recommendation, the pilot reported that a higher takeoff speed would have helped him better control the airplane.

THE FOLLOWING ARE THE TWO ACCIDENTS THAT OCCURRED IN THE LAST REPORTING PERIOD

Accident Date: **Tuesday, August 29, 2017**

Accident Report Dated: 9/11/17 Preliminary Report

Title 14 CFR Part 91

Location: Lake Havasu

Aircraft Type: Beechcraft M35

Injuries: 1 Minor

POWER LOSS ON APPROACH TO LANDING

On August 29, 2017, about 0639 MST, a Beechcraft M35, on a personal flight, was substantially damaged during a forced landing near Lake Havasu City Airport (HII). The private pilot/owner received minor injuries.

According to the pilot, he based the airplane in a hangar at Hemet-Ryan Airport (HMT) Hemet, California, and he makes the trip between HMT and HII regularly. The airplane was equipped with six fuel tanks (two each, main, auxiliary, and tip). The pilot did not recall his exact departure fuel from HMT, but he conducted the takeoff and climb out, as he always did, on the left main tank. Once at his cruise altitude of 7,500', he switched to the auxiliary tanks, and later, to the right main tank. While in cruise, he also turned on the two pumps to transfer fuel out of the tip tanks. He began his letdown for HII about 30 miles out, and when he had the airport in sight, as was his habit, he switched the fuel selector to the left main tank for the landing. The engine stopped producing power but continued to windmill. The pilot selected the landing gear down, advanced the mixture and propeller controls, and verified that the ignition switch was set to the 'BOTH' position. The

engine continued to windmill, but did not start.

The pilot determined that he would not make the runway, and selected an open desert area as his landing location. He switched to the right main fuel tank, but there was no change in the engine; it continued to windmill only. A short time later, the pilot switched back to the left main tank, again to no avail. While on short final to his selected off-airport site, the pilot recognized that the airplane would strike a "gully" that was approximately perpendicular to his direction of travel; he intentionally pulled up/back to overfly the gully, with the knowledge that the airplane would likely stall as a result. The airplane overflew the gully, and came down hard on the nose landing gear. The nose landing gear collapsed, but the airplane slid to an upright stop. The pilot shut down the airplane and exited on his own. First responders arrived on scene shortly thereafter, and the airplane was recovered to a secure facility later that day. The recovery personnel reported that none of the fuel tanks were breached, and that the airplane had about 43 gallons of fuel on board, all of which was contained in the two main tanks.

Accident Date: **Saturday, September 2, 2017**

Title 14 CFR Part 91

Location: Goodyear

Aircraft Type: Diamond DA 40

Injuries: UNK, Nonfatal

Preliminary report is not publicly available, only the above NTSB notice.

GAJSC



General Aviation Joint Steering Committee

General Aviation Survival

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: October 2017

Topic: General Aviation Accident Survival (LOC SE 34, Topic 8)

The FAA and industry will conduct a public education campaign emphasizing the benefits of General Aviation Survival Training and Equipage.

Background:

The GAJSC has determined that a significant number of general aviation fatalities could be avoided if pilots were better prepared and equipped to survive forced landings and crashes. Survival training is strongly recommended as is carrying appropriate survival equipment on board the aircraft.

Teaching Points:

- Discuss the scope and safety benefits of survival training and equipage.
- Acquaint pilots with available resources.
- Encourage pilots to train and plan for survival

References:

- [General Aviation Survival Power Point](#)
- [Basic Survival Skills for Aviation – Civil Aerospace Medical Institute OK-06-033](#)

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



APA Members & Friends

It's time for our

FALL SOCIAL HAPPY HOUR

Wednesday, Nov. 1st, 2017

5—7 pm

CAPS Sports Grill

1721 W. Rose Garden Lane

Phoenix 85027

(Just SW of Deer Valley Airport)

Famous Chicken Wings & More!

\$15 Per Person

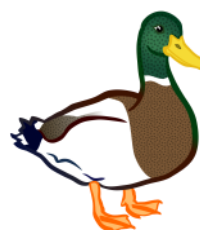
Cash Bar

RSVP by October 30th

socials@azpilots.org

Susan Wearly—480-415-6480

Mary James—515-321-3022



**Eat
More
Chicken
Wings!!**

**Great
Idea!!**



33rd Annual Navajo Christmas Airlift

The **33rd Annual Navajo Christmas Airlift** is planned for **Saturday, November 11th**. We will be flying into the **Navajo Indian Nation at Gallup, New Mexico (KGUP)**, approximately 196 nm from DVT on a 055 degree true course. We will synchronize for an arrival with another core group departing Sierra Vista Libby Field (KFHU) that morning, although *we have pilots participating from across the Valley and the State*.

Each plane would typically have a pilot and one passenger, with all remaining space filled with clothing, toys, or non-perishable food. The Airlift has always been a fun and rewarding occasion, one the regular participants look forward to each year. **Anyone who has collected a plane load of material is welcome to join us!**

It is hard to understand how poor most of the reservation is only a few hours from us here in Phoenix. Many of the Navajo live in virtual third world conditions in homes without even running water or electricity. The donations might be gently used clothing for children or adults, blankets, good condition toys, toiletries or non-perishable food to fill the planes for the trip. Clothing and soft pack are ideal, as may be packed in garbage bags, which then works very well for packing in the planes. The food stuffs, cans, and toiletries may be put in small cardboard boxes as the weight tends to accumulate.



Another option would be to help create and coordinate care packages for special purpose kids. As an example, in earlier special efforts have created care baskets for young girls at a school, with shampoo, soap, toothbrushes, toothpaste, lotion, some special candy, etc. These simple articles mean so very much to children who have so little.



All participating pilots are responsible for collecting clothing, toys, and food to fill their planes for the trip. The donations collected usually come from family and friends, schools, churches, business associates, or other groups or individuals who would like to contribute - the donations are tax deductible as is the flight. This does require each pilot to plan proactively and collect a load of donations. We strive to ensure that all planes are filled to capacity. If you have something you would like to contribute, but will not be able to join in the flight, you may contact myself or any participating flight member to help make arrangements.

If you plan to join in the Airlift or simply need more information, please do feel free to contact **Greg McColley** at 602-978-1663, or E-Mail at GMPSN930@Cox.Net. Thank You for any assistance or consideration in supporting this tremendous 33rd Annual event!

Pilots and Controllers Forum

By Howard Deevers

Have you ever felt uncomfortable talking to Air Traffic Controllers? How about the Ground and Tower Controllers at the Control Towered airports? Not sure about procedures to fly into Class B, C, or D airports? We have the answers for you.

The Scottsdale FSDO reached out to the Southern Arizona FAAS-Team to provide a forum where pilots could listen to controllers and ask questions, the [Pilots and Controllers Forum on October 18, 2017](#). This forum will be at the *Pima Community College, Aviation Training Facility, on Tucson International Airport*. It will be a 2 hour forum, from 6:30 to 8:30 PM, and you can get WINGS credit for attending.

Runway Incursions continue to be a problem at Towered airports. Landing on the wrong runway or taking off without clearance could get you an interview with the FAA. FAAS-Team Representative and flight instructor, Samir Kanuga, will start off this forum with his excellent, easy to follow, easy to understand program on preventing "Runway Incursions."

Have you ever landed at a larger airport with a control tower and were not sure where to go after turning off of the runway? Even worse, maybe at night and you are not familiar with that airport. This is the time to ask a controller what you should do in this case.

The Controller Panel will have representatives from the Tucson Tower, Ryan Tower, DM Tower, Tucson Approach Control, and the Scottsdale FSDO Safety Program Managers. Pilots may direct questions to any panel member, or just general questions and the Program Manager will ask the correct controller to answer that question. Controllers can ask question of the pilots attending, also. This will be a two-way program, one of the most fun and informative ways to learn.

The Pima Community College facility is at the end of Park Ave, on the Southwest side of Tucson Airport. If you fly in, ask for directions to the ramp outside of the fence to the facility. If you drive in, turn south on Park Ave at the traffic light on Valencia Rd and go all the way to the end. The facility is the last building on Park Ave. If you pre-register on FAASAFETY.gov the sign in sheet will have your information already on it. Just put your initials next to your name, and you will get credit for the seminar.



ADS-B may change the way we fly. Controlled airspace may require you to have ADS-B out in order to fly into that space. This is the time to bring your questions about the NextGen of air traffic control.

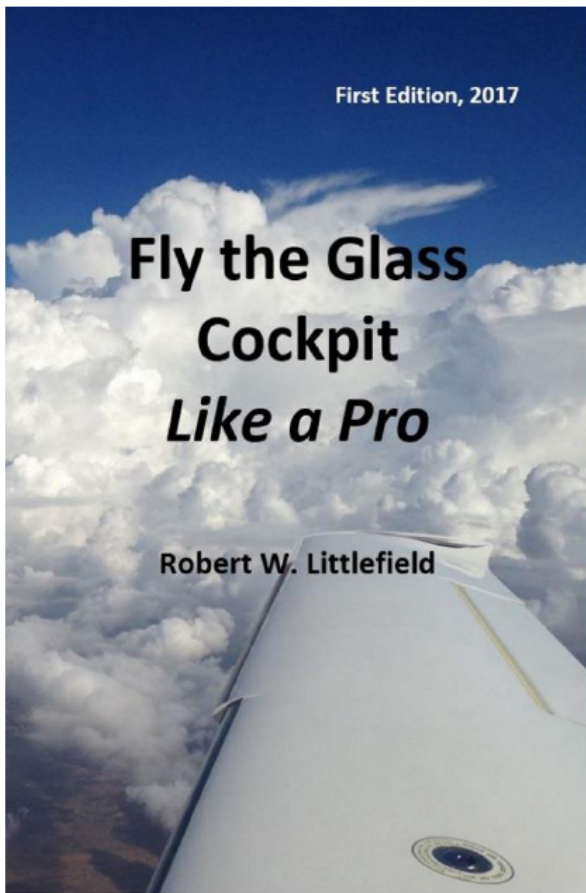
Fly Safe, and look for the APA at the Copperstate Fly-In at Falcon Field at the end of this month!

Howard



Arizona Gold Seal CFII [Bob Littlefield](#) has just released his latest aviation book,

Fly the Glass Cockpit *Like a Pro*



This book examines how advancing technology is changing aviation, and gives pilots the tools and knowledge they need to fly safely in this new environment. **Fly the Glass Cockpit *Like a Pro*** explains these changes in plain English, from the pilot's perspective, and shows how they are creating a *new way of flying* in the Digital Age.

Fly the Glass Cockpit *Like a Pro* first examines several technologies which have really "taken off" in the last seven years - NextGen, personal devices such as tablet computers and smartphones, drones, and cybersecurity. Next, **Fly the Glass Cockpit *Like a Pro*** examines "The Glass Cockpit Revolution" - how it happened, what it means for pilots and how to use glass cockpit technology to fly safely and efficiently. The book includes chapters on "Mastering the Glass Cockpit" and "Flight Planning In the Digital Age."

Fly the Glass Cockpit *Like a Pro* is available on [Amazon](#) as a paperback (\$14.95) or as a Kindle e-book (\$9.99).

www.flightskills.com

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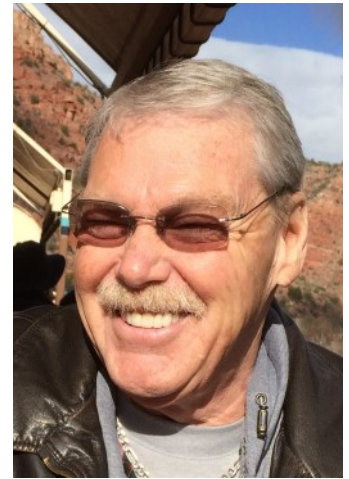


www.NationwideAircraftSales.com

GAARMS REPORT

OCTOBER 2017

By *Fred Gibbs*



Another month has passed, and unfortunately, as I write this article, our safety record has slipped further down ...

The Mesa Police Department reported 2 people, the pilot and one passenger, were killed in a plane crash near Falcon Field Monday evening, September 18th. According to the FAA, the pilot reported mechanical trouble and said the plane was unable to reach the airport. The plane went down about a half mile from Runway 22. The aircraft, a Lancair Evolution, crashed onto the fairway of the 10th hole at Longbow Golf Club around 5 p.m. The aircraft was destroyed. The FAA and the NTSB are investigating.



As I reported in last month's article, our Luck-meter has moved from "Doing really Good" with only 2 accidents and 6 fatalities, back to an "Average Year" by moving up the scale to 4 accidents with 10 fatalities. With this latest accident, we are slipping further down the scale from the "Average" level towards the "Worse than last Year" level, with 5 fatal accidents and 12 fatalities. Hopefully we can continue to hold it right here for the rest of the year, so think safe, fly safe.

NTSB Nomination – An old friend

Bruce Landsberg, who worked as a safety advocate at the AOPA Air Safety Institute for many years, has been nominated to be a member and vice chairman of the NTSB, the White House announced on Friday. Landsberg, who lives in South Carolina, served as executive director and then president of the ASI, from 1992 to 2014. Landsberg's depth of experience, along with the recent appointment of Robert Sumwalt, who worked as a pilot for 32 years, as chairman of the NTSB, suggests that the board will have a strong presence on aviation safety issues. NATCA issued a news release on Tuesday applauding the choice, noting that Landsberg's work at the ASI "raised the bar for pilot safety."

"If all goes as planned, Senate confirmation will take place this fall and I'll be sworn in and start



around the first of the year," Landsberg told *AVweb* in an email on Tuesday. "It's both exciting and humbling to join this group, although I have worked with them for almost three decades. The mission hasn't changed, just the organization, to help pilots and the traveling public get where they're going - safely!"

Landsberg is nominated to serve as a member for a five-year term, the White House said, and also will be designated vice chairman for a term of two years. In its news release, NATCA said, "[Landsberg] created the AOPA Air Safety Institute's Flight Assist Commendation Awards, which honor air traffic controllers who displayed exceptional professionalism and dedication to safety to help general aviation pilots who needed their help. Bruce has used these types of flight assists over the years as teaching opportunities to educate other pilots to further the cause of aviation safety."

Some of you may remember Mr. Landsberg was one of my original guest speakers for the very first GAARMs presentation down at the ASU facility back in 2012. Bruce and I have been friends for over 25 years, and I am very pleased to see his nomination to the NTSB.

Light Sport Repairman Inspection Course:

If you are a LSA pilot, LSA owner, wanna-be LSA owner or builder, or just interested in maintaining LSA's, then you might be interested in attending the 2-day training program up in Cottonwood on Friday, October 20th, and Saturday, October 21st, of this year.

Jim Scott, an A&P since 1977, will be teaching the 2-day, 16 hour Light Sport Repairman Inspection Course at the Kestrel Aviation Services hangar located at the Cottonwood Municipal Airport (P52) on October 20 & 21. This course will qualify participants to receive an FAA LSRI certification valid for any ELSA aircraft they may own or purchase in the future. The course covers both 3-axis LSA aircraft as well as weight-shift ELSA aircraft. The LSRI certification allows the holder to legally perform the annual condition inspection on a specific ELSA aircraft. The two-day course provides:

- * Critical information on today's experimental aircraft and engines
- * Over 100 mistakes that cause engine failures
- * Valuable Information for the maintenance and inspection of your aircraft.
- * Common mistakes on amateur built aircraft that can affect your liability and accountability



Many previous participants report correcting major problem on their aircraft as a direct result of the information learned in class. Over 80% of participants learn about problems on their own aircraft that, prior to the class, they were unaware of, but left unaddressed would have lead to engine failure.

The LSRI course is only held a few times a year across the US and this is a rare opportunity for Arizona pilots to take the course right here in our home state.

Rainbow Aviation charges \$400 for the course and you may register by email at: info@rainbowaviation.com or contact them at 530-824-0644. More information is available on their website at www.rainbowaviation.com.

ADS-B Performance checks –



So, you went and spent the bucks for ADS-B “Out” and maybe “In” also. How do you know if it is working properly? The old “It will better be working for all the money I put out!” approach doesn’t cut it. To help you find out, The FAA’s Flight Standards organization provides an online automated tool in order to assist aircraft owners, operators, and avionics shops with the validation of the performance of the ADS-B Out equipment installed on aircraft. Public ADS-B Performance Reports (PAPR) may be requested for aircraft operations that were detected within FAA ADS-B Coverage areas. For best results, ADS-B validation flights should be conducted within published areas of FAA ADS-B Coverage. Flying near the surface or at the fringe of ADS-B coverage areas may negatively impact the metrics provided in your PAPR Report. Please refer to the [FAA ADS-B Coverage Map](https://adsbperformance.faa.gov/PAPRRequest.aspx) before flying. The tool can be found at:

<https://adsbperformance.faa.gov/PAPRRequest.aspx>

It requires the following information:

- * The date at the start of your flight of interest. This is entered as the date recorded in Zulu Time (UTC+0) at the start of the flight.
- * A way to identify your aircraft. This may be entered as the aircraft's tail number (US registered aircraft only) or the ICAO Address of the aircraft in hex, octal, or decimal format.
- * Your name and a valid email address to send your requested report.
- * The configuration of the ADS-B OUT equipment installed on the aircraft, and the equipment installer. There are selection lists below for common equipment and Repair Shops. A notes area is included if you do not find your specific equipment.

Using the above information, the tool will search through its inventory of past aircraft operations for a flight meeting the selections. If a flight with matching identification can be located on the requested date, a Public ADS-B Performance Report will be sent to the supplied email address. PAPR reports are typically delivered within 30 minutes.

Successful report processing depends on the accuracy of the information provided. All fields should be completed and verified prior to submitting your request. It is very picky with regard to the accuracy of input, so you need to know some information about your ADS-B installation, like is it 1090ES,

UAT978, or both? Below is what the form looks like, and it looks a lot better on the actual FAA site. It is pretty much self-explanatory, and it tells you if something is incorrect or missing. I have used it several times now, and find it quite easy once you know what to put in, and you get a response within 30 minutes!!! That in itself is quite amazing! The report gives you a whole bunch of numbers and stats, but I do not know what a bad report looks like to be able to tell you that – all my reports are zero errors. (Just lucky, I guess, plus a good avionics shop!) Here is what the form looks like (Not an exact screen shot, but close):

Please provide the date at the start of your flight referenced to Zulu Time (UTC+0).

Enter Date at Flight Start
*** Flight Date:**

[* Denotes required input.]

Please identify your aircraft using the aircraft's tail number (US registered aircraft only) or its ICAO address in hex, octal or decimal format.

Identify your aircraft
*** Identify Using:** ☒ US Tail Number ☐ ICAO (hex) ☐ ICAO (octal) ☐ ICAO (decimal)
*** US Tail Number:**

[* Denotes required input.]

Please provide your full name and email address.

Enter Contact Information
*** Full Name:**
*** Email Address:**

[* Denotes required input.]

Please provide the ADS-B OUT transmitter data link configuration installed on your aircraft; UAT (978MHz), 1090ES (1090MHz). If your aircraft is also equipped with ADS-B IN, include only your ADS-B OUT data link(s) in this selection.

ADS-B OUT Data Link(s)
*** ADS-B Tx Data Link:**
Note: Select the "DUAL OUT" option if the aircraft is equipped with both 1090ES and UAT ADS-B transmitters.

Please provide the Manufacturer and Model of your ADS-B OUT Transmitter(s).

ADS-B OUT Transmitter Configuration

Enter 1090ES Transmitter
Manufacturer:
Model:

Enter UAT Transmitter
Manufacturer:
Model:

Note: If your equipment is not listed, please verify you have selected the correct ADS-B OUT data link (1090ES or UAT) above. If you still cannot locate your transmitter, please contact 9-AWA-AFS-300-ADSB-AvionicsCheck@faa.gov for assistance.

[* Denotes required input.]

Please provide the Manufacturer and Model of your ADS-B Position Source(s); e.g. GPS. Your position source is the component that provides positioning data to your ADS-B transmitter(s). On most aircraft, this is typically a GPS receiver and may be a separate component or internal to an ADS-B transmitter.

ADS-B OUT Position Source Configuration

Enter First GPS
Manufacturer:
Model:

Enter Second GPS
Manufacturer:
Model:

Note: If you have a GPS source that is integrated into your ADS-B transmitter, please select "Internal" for both Manufacturer and Model.
Note: If you do not have a second GPS, please select "Not Installed" as the Second GPS Manufacturer.

[* Denotes required input.]

Please provide the Installer of your ADS-B OUT Equipment.

ADS-B OUT Equipment Installer

* **Installer Category:** - Select Installer Category - ▼

[* Denotes required input.]

If your ADS-B OUT system could not be accurately defined using the available dropdown selections above, please provide the Manufacturer and Model numbers for the ADS-B OUT transmitter(s) and Position Source(s) installed on the aircraft in the "configuration notes" space below.

Enter Configuration Notes:

Notes:

[* Denotes required input.]

PS – it is not nearly as complicated as it looks!!

So if you have ADS-B installed, you should go online and have your system checked, and if all is well, just keep the report with your maintenance logs. If the report is bad, take the report to your avionics guy and show him the report. The shop should be able to “tweak” it back into spec for you and then the next time you fly, go ask for another report.

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 and click on “Seminars” and check them out. You might find one that interests you. Should you desire a particular safety or educational program, like the BasicMed program, at your local airport or pilot meeting, simply contact me directly at fredg-ibbs@azpilots.org, 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



Got great aviation photos that you'd like 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 please email them to us at:

newsletter@azpilots.org



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Cowling and baffling excess wear Operator and passenger fatigue Engine mount stiffness rapidly degrades allowing excess engine motion Accessories towards the rear of the engine are subjected to high vibration levels causing premature failure Instrument panel instruments are subjected to excessive vibration which dramatically shortens gyro bearing life Wiring and cabling subject to faster degradation due to continuous vibration.

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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!!!

Wrong Runway Landings (TUS)

The FAA Safety Team (FAASTeam) is committed to improving safety through education and outreach efforts. The FAASTeam works with local safety volunteers and subject matter experts, as well as Air Traffic Controllers, Airport Managers, and other stakeholders to disseminate information on local airports. Through these efforts, we aim to reduce runway incursions and improve safety at airports, for all users.

Thank you,

Tina Buskirk and Ernie Copeland
FAASTeam Program Managers
Federal Aviation Administration
Scottsdale Flight Standards District Office

FAASTeam Representatives, Tucson, Arizona

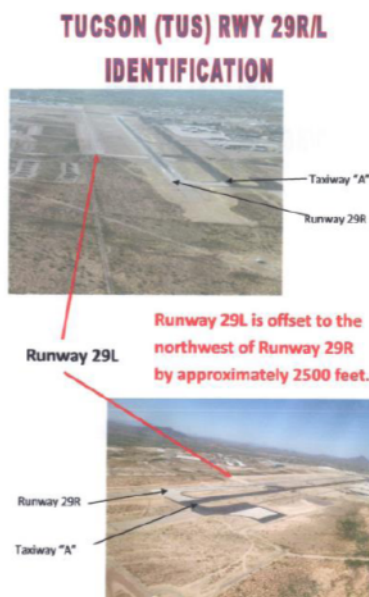
FAA Safety Team | Safer Skies Through Education

Potential for Wrong Runway Landings at Tucson International (KTUS)
Notice Number: NOTC7147

There have been wrong-runway landings at Tucson International Airport (KTUS), especially when the parallel runways are in use. Many pilots have mistaken RWY 29R for RWY 29L. The threshold of runway 29L is offset approximately 2500' infield from the threshold of 29R. In addition, RWY 29L is 75' wide, whereas RWY 29R is 150' wide. Also, be aware that Taxiway Alpha is parallel to RWY 29R and may be mistaken for a runway. Taxiway Alpha is clearly marked in yellow "TAXI". This marking is located on TWY Alpha near the A17 intersection, near the entrance to RWY 29R.

Pilots are urged to thoroughly plan for their arrival at KTUS in advance. Review the current airport diagram, and the kneeboard photos that depict the runway system at KTUS.

https://www.faa.gov/files/notices/2017/May/Kneeboard_Runway_29.pdf



TUCSON (TUS) RWY 29R/L IDENTIFICATION



Taxiway "A"

Runway 29R

Runway 29L

Runway 29L is offset to the northwest of Runway 29R by approximately 2500 feet.

Runway 29R

Taxiway "A"



Hot Spots - Verify currency of charts.

https://www.faa.gov/airports/runway_safety/hotspots/hotspots_list/

- **HS 1** RWY 29R may be mistaken for RWY 29L.
- **HS 2** Pilots instructed to hold short of RWY 11L–29R or RWY 11R–29L sometimes cross the approach area of these runways without authorization. This is a Pilot Deviation.

Airport Diagram - Verify currency of all charts. Enter KTUS, scroll down for airport diagram.

https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/results/

Airport Charts, Terminal Charts including Approach Plates. Verify currency of all charts. Enter KTUS.

https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/

Chart Supplement (formerly called Airport Facility Directory). Verify chart supplement currency. Enter KTUS, *click on Airport/NavAid Listing*. To view the legend, click on *Chart Supplement Legend (PDF)* and scroll down.

https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dafd/search/

Sectional Charts - Verify chart currency.

https://www.faa.gov/air_traffic/flight_info/aeronav/productcatalog/vfrcharts/sectional/

Airspace - KTUS is within Class C airspace.

https://atbasics.faa.gov/secured/pdfs/L9_FRM_31.pdf

https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak/media/17_phak_ch15.pdf

Aeronautical Information Manual and Pilot/Controller Glossary -

https://www.faa.gov/air_traffic/publications/

Radio Communications Class C Airspace - Reference Aeronautical Information Manual

"Arrival or Through Flight Entry Requirements. Two-way radio communication must be established with the ATC facility providing ATC services prior to entry and thereafter maintain those communications while in Class C airspace. Pilots of arriving aircraft should contact the Class C airspace ATC facility on the publicized frequency and provide their position, altitude, radar beacon code, destination, and request Class C service. Radio contact should be initiated far enough from the Class C airspace boundary to preclude entering Class C airspace before two-way radio communications are established."

On initial contact:

Who you are talking to

Who you are (full call sign)

Where you are

What you want to do

With (ATIS letter identifier)

Differentiating KTUS from Davis-Monthan Air Force Base (KDMA)

KTUS may be mistaken for Davis-Monthan Air Force Base (KDMA). KDMA is a large military base 4 nm (4.6 sm) Northeast of KTUS. KDMA has one runway, RWY 12-30. KTUS has runways RWY 11L-29R, RWY 11R-29L and RWY 03-21.

To help differentiate, observe that KTUS is between Interstate 10 (I-10) and Interstate 19 (I-19), and confirm correct airport via pilotage, NavAids, GPS, Air Traffic Control, and all available resources. At night, the rotating beacon at KDMA will be a three part sequence through white-white-green. The rotating beacon for KTUS, at night, uses the civilian two part sequence of white-green. Some airports turn on their rotating beacons during the day when weather conditions fall below Visual Flight Rules (VFR).

Please note that KTUS runways are identified as RWY 11L-29R, RWY 11R-29L. This helps avoid confusion with the runway at Davis-Monthan Air Force Base.

- When lined up for KTUS RWY 11L and 11R, you will note, the magnetic heading is 124.9°
- When lined up for KTUS RWY 29R and 29L, the magnetic heading is 304.9°
- RWY 03-21 magnetic heading is 034.9° and 214.9°, respectively, making the runways perpendicular thereby the greatest crosswind, using the preferred runway, is 45°.

KTUS plans to change RWY 11L-29R and RWY 11R-29L to RWY 12L/30R and RWY 12R/30L respectively, in coming years, to be in line with magnetic north.

<https://www.google.com/maps/@32.1388309,-110.8929262,12627m/data=!3m1!1e3>

Flight Service Station "Better Briefings, Safer Flights"

<https://www.1800wxbrief.com/Website/#/>

EasyActivate™, EasyClose™ and Close Reminder services will automatically be turned on for all registered users of www.1800wxbrief.com

Check NOTAMS and TFRs:

For the latest information, call your local Flight Service Station at 1-800-WX-BRIEF

<https://notams.aim.faa.gov/notamSearch/>

<http://tfr.faa.gov/tfr2/list.html>

PIREPS: "Pilot Weather Reports (PIREPs): Pay It Forward"

https://ntsb.gov/safety/safety-alerts/Documents/SA_064.pdf

NTSB Recommends Ways to Increase Use, Effectiveness of Pilot Weather Reports

<https://www.nts.gov/news/press-releases/Pages/pr20170417.aspx>

National Weather Service Tucson

<https://www.weather.gov/>

Review Airport Operations

https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak/media/16_phak_ch14.pdf

More suggestions to include in your flight planning:

- Make note of movement vs. non-movement areas.
- ATC Non-Visibility Areas, areas where Air Traffic Control cannot see you on the ground, are depicted on the airport diagram.

Density Altitude reminder, check it. High elevation/altitude, Hot temperatures, and High Humidity are the worst. High Density Altitude = decreased/bad performance. KTUS runway lengths from the Chart Supplement (formerly called Airport Facility Directory), verify chart supplement currency, enter KTUS, *click on Airport/NavAid Listing*

https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dafd/search

RWY 11L-29R: H 10996 X 150 (ASPH-GRVD) (ASPH)—Asphalt (GRVD)—Grooved

RWY 11R-29L: H 8408 X 75 (ASPH) (ASPH)—Asphalt

RWY 03-21: H 7000 X 150 (ASPH-GRVD) (ASPH)—Asphalt (GRVD)—Grooved

The mix of aircraft, speeds and operational requirements vary widely; exercise extreme caution. Wake turbulence, jet blast, helicopter rotor wash, review, steer clear of it; exercise extreme caution.

Access to parking with tie downs, fuel, restrooms, water, pilot weather briefing resources, vending machines for transient aircraft can be found at local Fixed Base Operators.

Click here and scroll down

<https://www.flytucson.com/about-tus/general-aviation/>

Verify fees and fuel prices with commercial aviation apps and websites.

The General Aviation Executive Terminal at the base of the former Air Traffic Control Tower, is closed.

A public Pilot's Lounge, with airside accessibility is available 24/7, and is located at 1961 E. Flightline Drive. However, public/transient parking is not available at this time. Public/transient parking with tie-downs is planned to be available by June 2018.

When you land at TUS, you are on the airside of the airport:

"The Airside is the movement area of an airport, adjacent terrain and buildings or portions thereof, access to which is controlled." The airside at Tucson International Airport/ KTUS is fenced, gated and entry is restricted to those wearing badges issued by the airport under Transportation Security Administration rules and regulations.

Please be aware of your movements. Inquire at the FBO about accessing your aircraft before you leave the airside.

Should you require an escort back to your aircraft on the airside, and your FBO is not available to help you, or if your aircraft is tied down at the TUS public / transient Pilot Facility located at 1961 E. Flightline Drive in the future, and you need help getting back to the airside, call:

Tucson Airport Authority Airside Operations: 520-573-8190

or

Tucson Airport Authority Airport Communications Center: 520-573-8182.

Photographs and graphics that follow depict areas of possible confusion where pilots may takeoff, land, and/or cross a surface other than that assigned, resulting in pilot deviations and runway incursions.



Figure 1: Photograph by Junaid Adil; Barbara L. Harper, DM, Pilot



Figure 2: Photograph by Junaid Adil; Barbara L. Harper, DM, Pilot

Thank you for helping prevent pilot deviations and runway incursions.

Greater Tucson Practice Areas

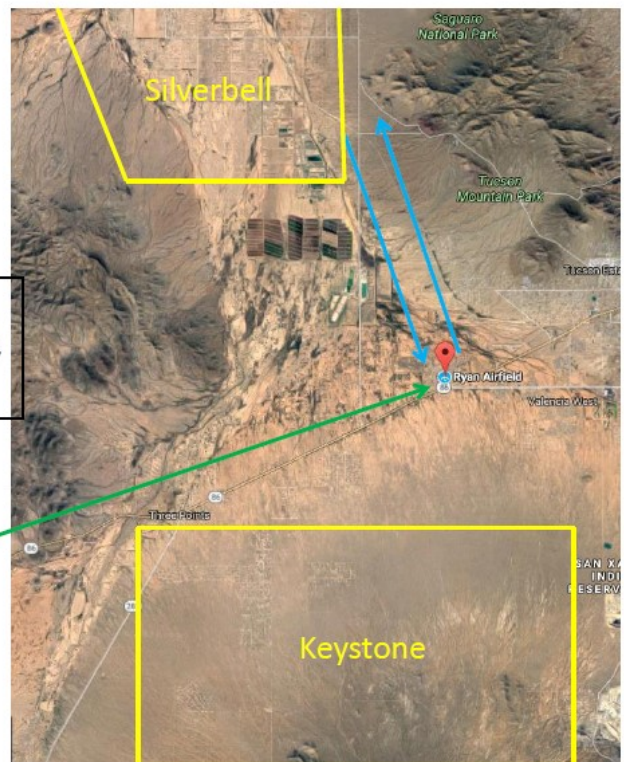
- The practice areas in and around Tucson have not been formally defined, but as outlined below are recognized by Tucson Air Traffic Control. There are four primary practice areas that are generally used by consensus of local flight schools and FBOs. The practice areas here will be shown predominantly as they relate to the three primary airports used for training around Tucson. For summary, they are positioned from KTUS roughly as below:
- *Silverbell Practice Area*
 - ~30 nm NW of TUS
- *Red Rock Practice Area*
 - ~30 nm NNW of TUS
- *Keystone Practice Area*
 - ~15 nm SW of TUS
- *Fagan Practice Area*
 - ~15 nm SSE of TUS
- The Tucson flight area is near several Military Operation Areas and Restricted airspace locations. Awareness of the Visual Training Routes (VR) and special use airspace as charted on sectionals is recommended. Military aircraft in the area may also be seen flying low altitude VFR in general use airspace, typically below 3000 feet AGL.

updated 9/13/2017

KRYN—Tucson/Ryan Field

- **KRYN practice areas**
 - Watch for student/training activity, exercise extreme caution in and around practice areas
 - **Caution:** Military air traffic in the area
- **Silverbell practice area**
 - NW to Silverbell practice area
 - NW of the Class D (Class E) airspace
 - West of the CAP canal
 - Typically north of the manicured fields
 - Southeast of the Silverbell mine
 - Remain well south of Pinal, Marana, and El Tiro Gliderport traffic areas
- **Keystone practice area**
 - SSW to Keystone practice area
 - South of the Class D (Class E) airspace
 - East of Kitt Peak
 - Remain south of the KRYN instrument approach area
 - **Frequent instrument training approaches to O6R including holds and missed approach procedures**
- **Notes**
 - Blue arrows show a primary arrival and departure corridor for KRYN, using the CAP canal for reference
 - Green arrows show common instrument training approach to O6R
- While traffic may enter and exit the Class D (Class E) airspace of KRYN from any direction, Ryan Field's location results in a traffic corridor that dominates for traffic arriving and departing. Many of the schools in the Phoenix area, as well as schools located at Marana and Tucson, use KRYN as a training destination. It is a common cross country destination, and is often used for controlled field training.

See KRYN approach for DME arc, hold, and missed appr. details



updated 9/13/2017

KAVQ—Marana/Avra Valley Airport

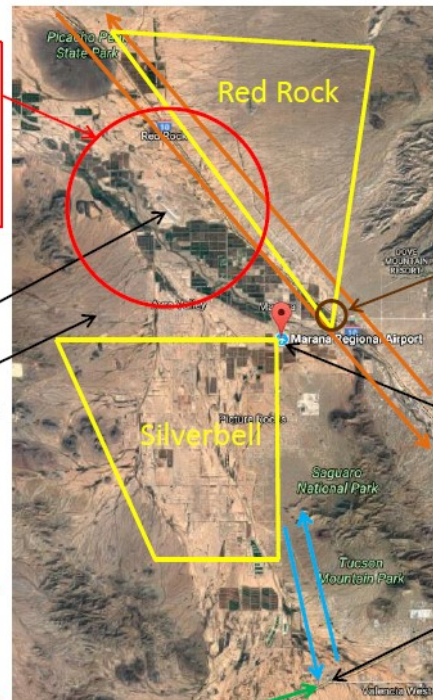
- **KAVQ practice areas**
 - Watch for student/training activity, exercise extreme caution in and around practice areas
 - **Caution:** Military air traffic in the area
- **Silverbell practice area**
 - SW to Silverbell practice area
 - SE of Silverbell Mine
 - NW of the KRYN Class D (Class E) airspace
 - Overlaps with KRYN use of the Silverbell practice area
 - Typically north of manicured fields
 - Well north of the KRYN traffic pattern
 - Remain north of the KRYN instrument approach area
 - Remain well south of Pinal, Marana, and El Tiro Gliderport traffic areas
- **Red Rock practice area**
 - NE to Red Rock practice area
 - Picacho Peak to Rillito and northeast of I-10
- **Notes**
 - Blue arrows show a primary arrival and departure corridor for KRYN, using the CAP canal for reference
 - Green arrows show common instrument training approach to OGR
 - Orange arrows show a primary arrival and departure corridor for KTUS
- Traffic enters and exits the uncontrolled airspace of KAVQ from all directions. Student training is common all days of the week, with heavy casual flying on the weekends. Monitor all traffic entering the pattern as a large mix of aircraft types frequent Marana. Small jets, ultralight aircraft, LSA, and rotorcraft are just some of the common aircraft types that arrive and depart KAVQ.

updated 9/13/2017

Exercise extreme caution when operating within 5 nm of Pinal Air Park (KMZJ) for military jump activity up to 25,000 ft.
Monitor 123.05

Pinal Airpark
KMZJ
El Tiro Gliderport
AZ67

See KRYN approach for DME arc, hold, and missed appr. details



Cement Plant:
Traffic
Reference
For KAVQ

Marana
KAVQ

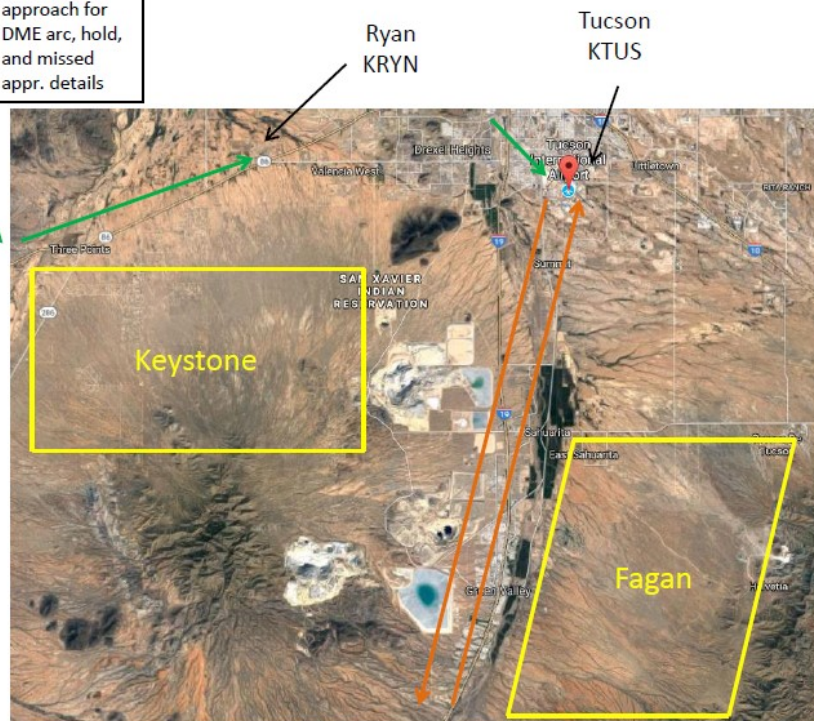
Ryan Airport
KRYN

KTUS—Tucson International Airport

- **KTUS practice areas**
 - Watch for student/training activity, exercise extreme caution in and around practice areas
 - **Caution:** Military air traffic in the area
- **Fagan practice area**
 - SSE to the Fagan practice area
 - South of the Class C airspace
 - East of I-19
 - West of the Santa Rita Mountains
- **Keystone practice area**
 - SW to the Keystone practice area
 - West of I-19
 - South of KRYN Class D (Class E) airspace
 - East of Kitt Peak
 - Remain south of the KRYN instrument approach area
 - Frequent instrument training approaches to OGR at KRYN including holds and missed approach procedures
- **Notes**
 - Green arrows show common instrument training approach to OGR at KRYN, and 11L at KTUS
 - Orange arrows show a primary arrival and departure corridor for KTUS
- While traffic may enter and exit the Class C airspace of KTUS from any direction, Airline traffic and instrument students will often be approaching the primary runway 11L, and if winds require, 29R.

updated 9/13/2017

See KRYN approach for DME arc, hold, and missed appr. details



23rd ANNUAL WICKENBURG FLY-IN & CLASSIC CAR SHOW

SATURDAY, OCTOBER 14, 2017

WELLIK FIELD

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NO SMOKING

23rd ANNUAL WICKENBURG FLY-IN & CLASSIC CAR SHOW

Saturday, October 14th, 2017

Wickenburg Municipal Airport

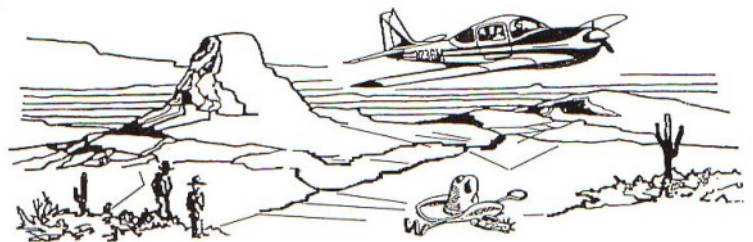


The Wickenburg Chamber of Commerce, Town of Wickenburg, and the Wickenburg Airport Advisory Commission, are proud to co-sponsor the 23rd Annual Aircraft Fly-In & Classic Car Show on Saturday, October 14 at the Municipal Airport/Wellik Field off Highway 60.

The event is from 7:30 a.m. - 11:00 a.m., with an array of aircraft from all over Arizona flying into Wickenburg to participate. Pilots will be available to describe their aircraft throughout the day. The Classy Classic Car Club will display over 75 classic automobiles for spectators to view and learn from car owners.

Food concessions and information booths will be present, and you'll have an opportunity to learn of the services available at the Wickenburg Municipal airport.

The public is invited to visit Wickenburg throughout the day, taking in local attractions, such as the Desert Caballeros Western Museum, Hassayampa River Preserve, Vulture Mine, local merchants, and unique dining establishments.



DISCOVER AVIATION MONTH ... OUT WICKENBURG WAY!

For more information contact us at (928) 684-5479

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



APA Website

Please visit our website for the latest information.

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 volunteer run organization. It survives on membership dues and sponsor revenue. Stefanie Spencer manages the website on a continuous basis.

Email Stefanie at:

Webmaster@AZPilots.org

Newsletter Contributors

Article Deadline

20th Editor reminds the Team to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

newsletter@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.



Stefanie Spencer— Webmaster



New pilots welcomed!



Writers welcomed!



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