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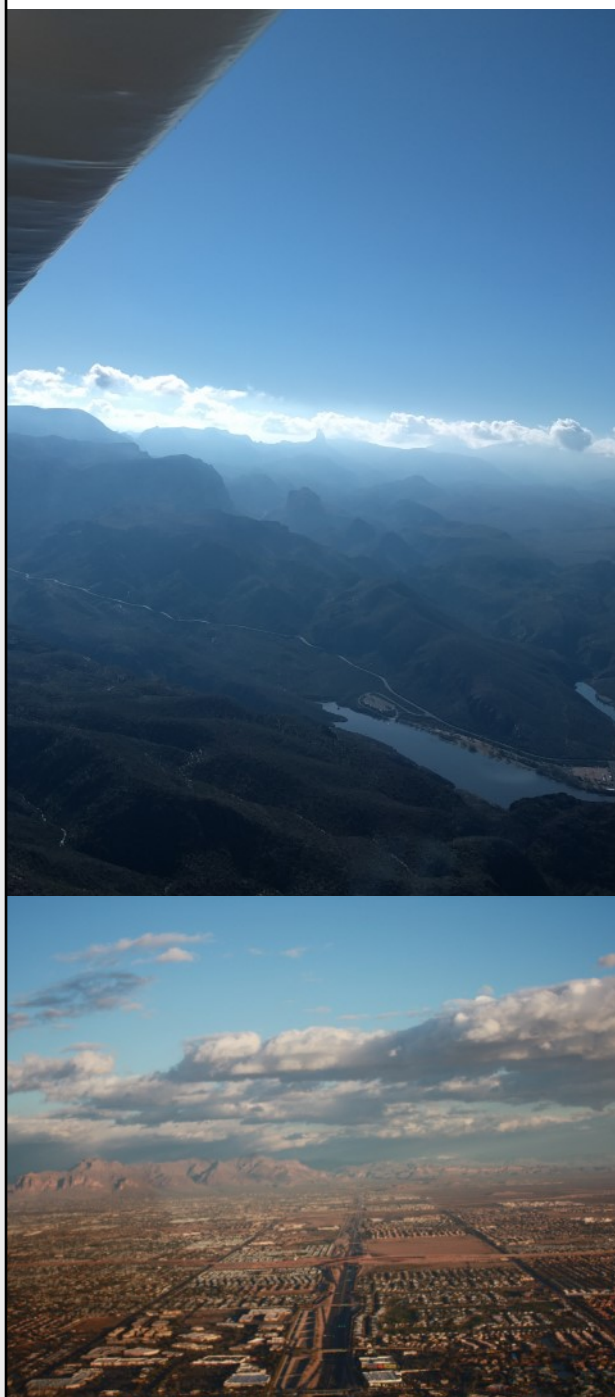
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President's Report

Hello Arizona Aviators and aviation enthusiasts,

From all of us at the Arizona Pilots Association, we hope that 2017 was a great year for everyone and that 2018 will be even better! Stefanie and Cathy are working hard to ensure our newsletter, website, and Facebook continue to be a great resource for what's been happening and what is coming up with regards to events, safety, our scholarship program, and more. We continue to work closely with the FAASTeam to provide safety seminars around the state. The membership team of Kit, Vicki, Mary & Susan have been working around the clock to welcome and serve our members, and the Scholarship team is laying out the groundwork for our 2018 youth scholarships. Mike Andresen has another series of monthly fly-in/BBQ events scheduled at Grapevine, and the semi-annual fly-ins to Pleasant Valley (Young) and the Historic Double Circle Ranch will be on the calendar soon. We have the Annual Cactus fly-in just around the corner, along with other fun activities in the works. Jim Timm, our executive director, does an excellent job of working with the Phoenix Area Users Workgroup, Aviation Safety Advisory Group, various airport master planning teams, the NTSB, and keeping us informed on a monthly basis of accident reports and more. Mark Spencer continues to work regarding backcountry concerns with multiple state and federal agencies. Howard Deevers and Fred Gibbs always have great articles and safety seminar presentations, along with a number of other folks who provide us with good information. I'm sure you will find the January issue of the monthly newsletter full of useful information. Best wishes for a great 2018!



Have Fun, Fly Safe,

Tommy



Hangars for Sale

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

Executive Director's Report

Jim Timm — January 2018

I hope everyone had a happy and safe holiday season, Santa was good to you, and all your Christmas surprises were good ones. The early Saturday morning breakfast flights are a bit cool, and the aircraft performance has really been impressive compared to last summer. I really wish the pilots' performance could improve by the same amount, also. Unfortunately, the safety report numbers don't seem to reflect that happening. But anyway, let's take advantage of the great flying weather, and treat ourselves and go flying, but do it safely!



As a word of caution, apparently it's becoming important that when you are out aviating nowadays, you are going to have to be extra careful of where you are, and what altitude you are flying. It appears that the anti-noise, the animal refuge watchers, and probably the anti-airplane people in general, have discovered the new ADS-B technology and are taking advantage of it. Using inexpensive ADS-B receivers and iPad or Android apps, they are becoming more aggressive in issuing complaints based on data that is available in the public domain. For sometime now many of the flight schools have received very specific airplane noise complaints, and recently we have become aware of some individuals also receiving these letters of complaint, giving N numbers and altitudes. In some cases they are utilizing the services of an attorney to press their issue and attempt to intimidate. In discussing the problem with ADS-B manufacturers, apparently this has become a problem all over the country, not just us here in Arizona. The altitude information the complainants generally provide is expressed in 100 foot increments which would indicate it is information provided by your transponder which provides pressure altitude information in 100 ft. increments for ATC. If you encounter a complaint with an altitude in more precise increments than 100



ft., it would indicate they probably got a GPS altitude read out by some other means and it was not an ADS-B transponder return. I found it interesting to learn that this 100 foot altitude increment transmitted by your transponder can have a theoretical maximum possible error of +/- 175 ft. What it means is that it's very important that you fly with the nearest correct barometric pressure reading in your altimeter because your transponder could be saying you are lower than what you think you are based on what your altimeter is indicating. A problem also comes up in determining what is really being defined as a congested surface area requiring a higher altitude.

*A big thank you to our
Corporate Sponsor!*





Good grief, we get a new bit of technology that we think is going to be making flying safer, and it turns around and bites us. Anyway, don't fly any lower than necessary, know precisely where you are, and fly safe.

MISCELLANEOUS ITEMS

On the well-worn issue of privatization, the proposal to privatize ATC still hasn't made it to the floor of the House, and as the new legislative session starts, the proponents will be trying to secure enough votes to ensure passage of the bill. The bill's strongest supporter, Transportation Committee Chairman Shuster, announced that he will not seek re-election. Regardless, we must keep the pressure on

and again contact our legislators in Washington and continue to tell them we are in opposition to ATC Privatization! Only our persistence is going to pay off in the end!

For the next several months, exercise caution at and around Gateway Airport (IWA), because Boeing will still be conducting heavy lift test operations in the area with H-47 Chinook helicopters.

During the month of January, Falcon Field (FFZ) will be replacing their runway and taxiway lights with LEDs, and there will be runway and taxiway closures to accomplish the task.

Also, on February 10, 2018, Falcon Field will be having an open house, and it's anticipated that they will be having an aerobatic display. Be sure to put it on your calendar.

About mid-January, Deer Valley Airport (DVT) will be starting new run-up area construction, so watch for NOTAMS and use caution.

In other words, before taking off, always be sure to check for NOTAMS at your destination airport so you don't have an unpleasant surprise awaiting you. With the cooler weather, a lot of the airports around the state have construction projects under way. Always fly informed and safely.

Flight safety in the last reporting period has not been very good, with the NTSB reporting six accidents in Arizona. The only positive side of it was that all the accidents reported were minor in nature, and the accidents resulted in either minor or no injuries. See my January Aviation Accident Summary for the accident details.

APA is working with various airports around the state, providing the pilot and aircraft owner's perspective in the process of updating their Airport Master Plans. Adding to the list of airports that are updating their master plans, Mesa Falcon Field (FFZ) has just initiated their master plan update process. An update of the the Superior Municipal Airport (E81) master plan, 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), is on the first Saturday of the month.
- The Falcon Field EAA Warbirds Squadron fly in breakfast and car show is on the third Saturday of the month.
- 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 lunch is made available by APA at the USFS Grapevine Airstrip (88AZ) next to Roosevelt Lake.
- On Saturday, January 13th, there will be an FAA Wings fly in Safety Seminar and Old Town Cottonwood tour; see the details in this newsletter.
- 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 \$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 will try to get this one added to the Saturday Morning Fly In breakfast list.

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

Jim



A Few Words About Safety

“

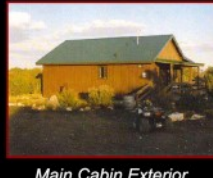
Denny Granquist

“Emergency gear should be preflighted for every flight.”

“Exiting the runway where and when you want is your responsibility.”



Arizona Ranch with Airstrip



Main Cabin Exterior



Main Cabin Deck



Main Cabin



FAA Registered Airstrip



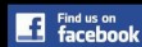
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Bob Littlefield, Gold Seal CFI, CFII, MEI

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Spring 2018 Backcountry Line Up

By Mark Spencer

While the weather continues to favor Arizona backcountry in the central desert, plan on attending one of APA's backcountry weekends at the Grapevine Airstrip (88AZ) for one of our third Saturday BBQ's. Of course you can fly in on Friday and stay the weekend, or if you are more of a loner, visit Grapevine anytime you like thanks to the efforts of your fellow pilots, the APA, and the RAF. Grapevine BBQ's for this winter/spring are: January 20th, February 17th, March 17th, April 21st, and May 19th.

As the high country weather begins to warm up, we're looking forward to a good turnout at the old Double Circle Ranch the weekend of March 23-25, with a backup weekend of March 31 through April 1st. Our annual Memorial Day weekend at Pleasant Valley (Young 24AZ) will be May 25-27.

Grapevine 88AZ:	Double Circle Ranch Z66:	Payson KPAN:	Pleasant Valley 24AZ:
January 19-21	March 23-25	April 6-8	May 25-27 Memorial Day
February 16-18	March 30- April 1st (backup)	April 13-15	
March 16-18		(backup)	
April 20-22			
May 18-20			



Eagle Breeding Areas

The Bald Eagle Breeding season is upon us and the Arizona Game and Fish Department has listed the areas that are closed or have limited access to them, and the nest watchers are out. The following link describes the eagle breeding areas of concern. Unfortunately, unless you are familiar with these areas and know the names of the various reference points, you may not know you are in one of these areas. So far, I have been able to get a couple of pretty good maps from the Cave Creek District of the Tonto National forest. I've yet to be able to find a map of any use from the AZGFD, but they do have a [listing of the closure areas available here](#). They also have a couple of different informational brochures available:

[Brochure for Pilots](#)
[Bald Eagle Brochure](#)

Tommy



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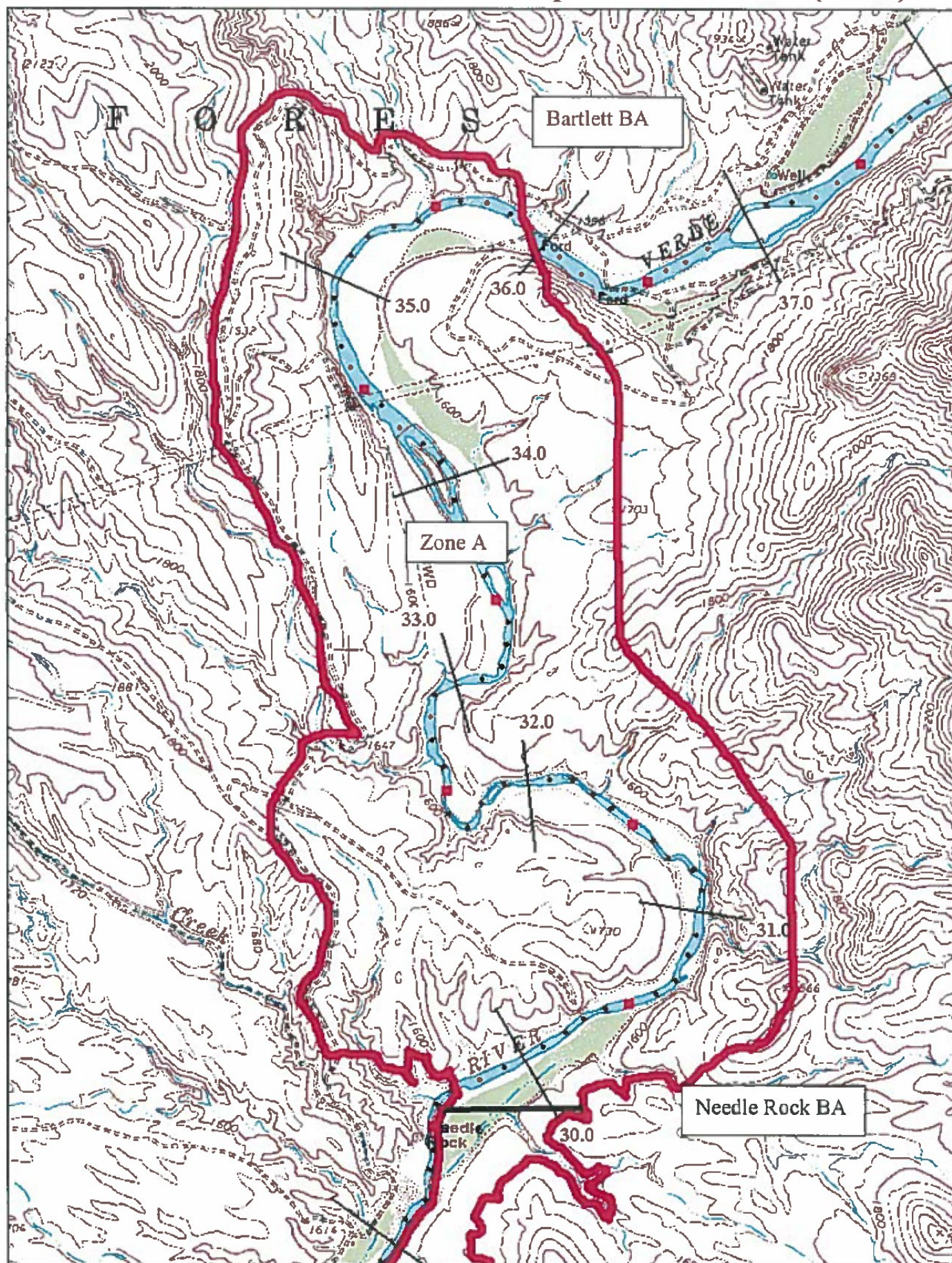
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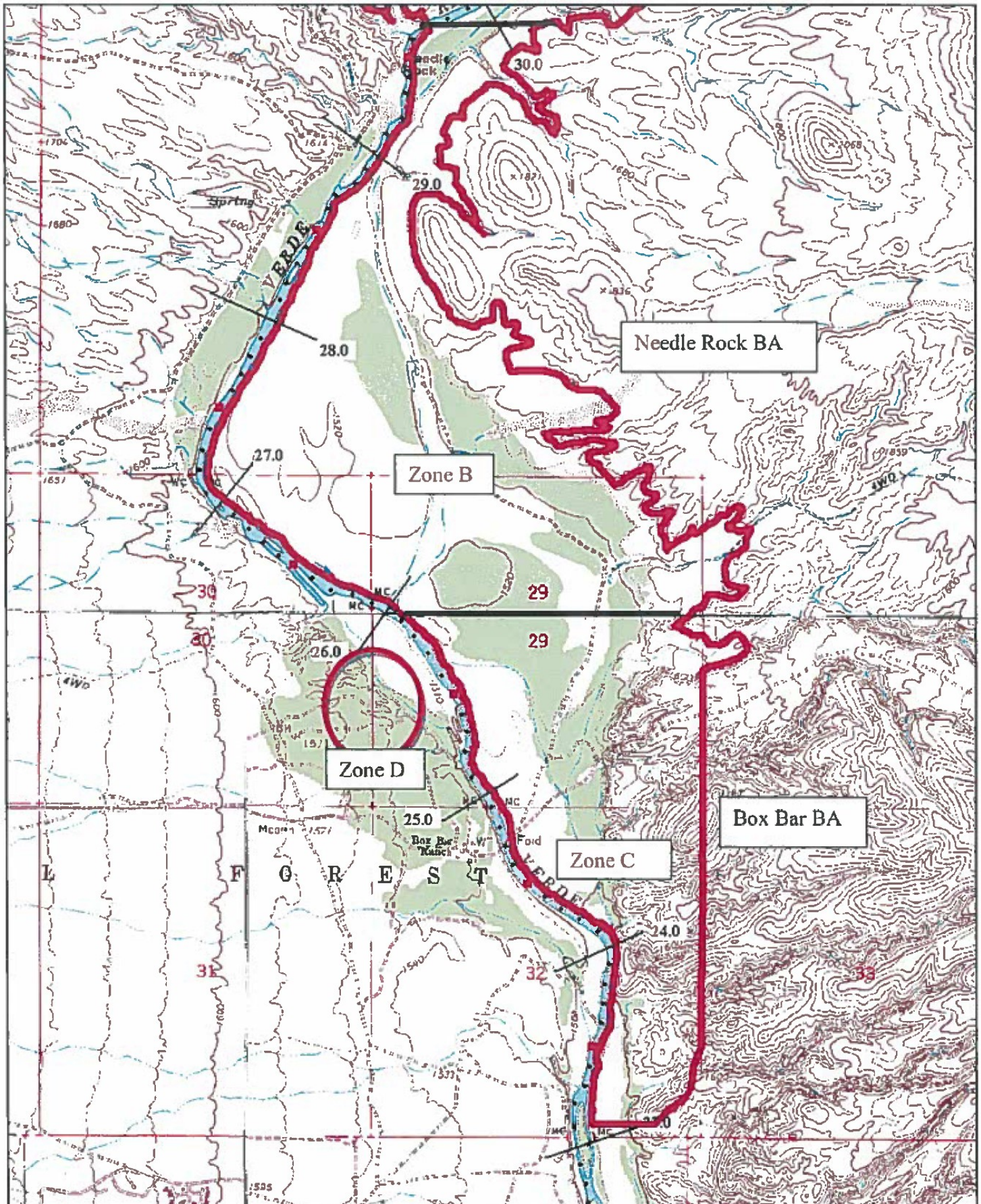


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Lower Verde Threatened & Sensitive Species Area Closure (North)

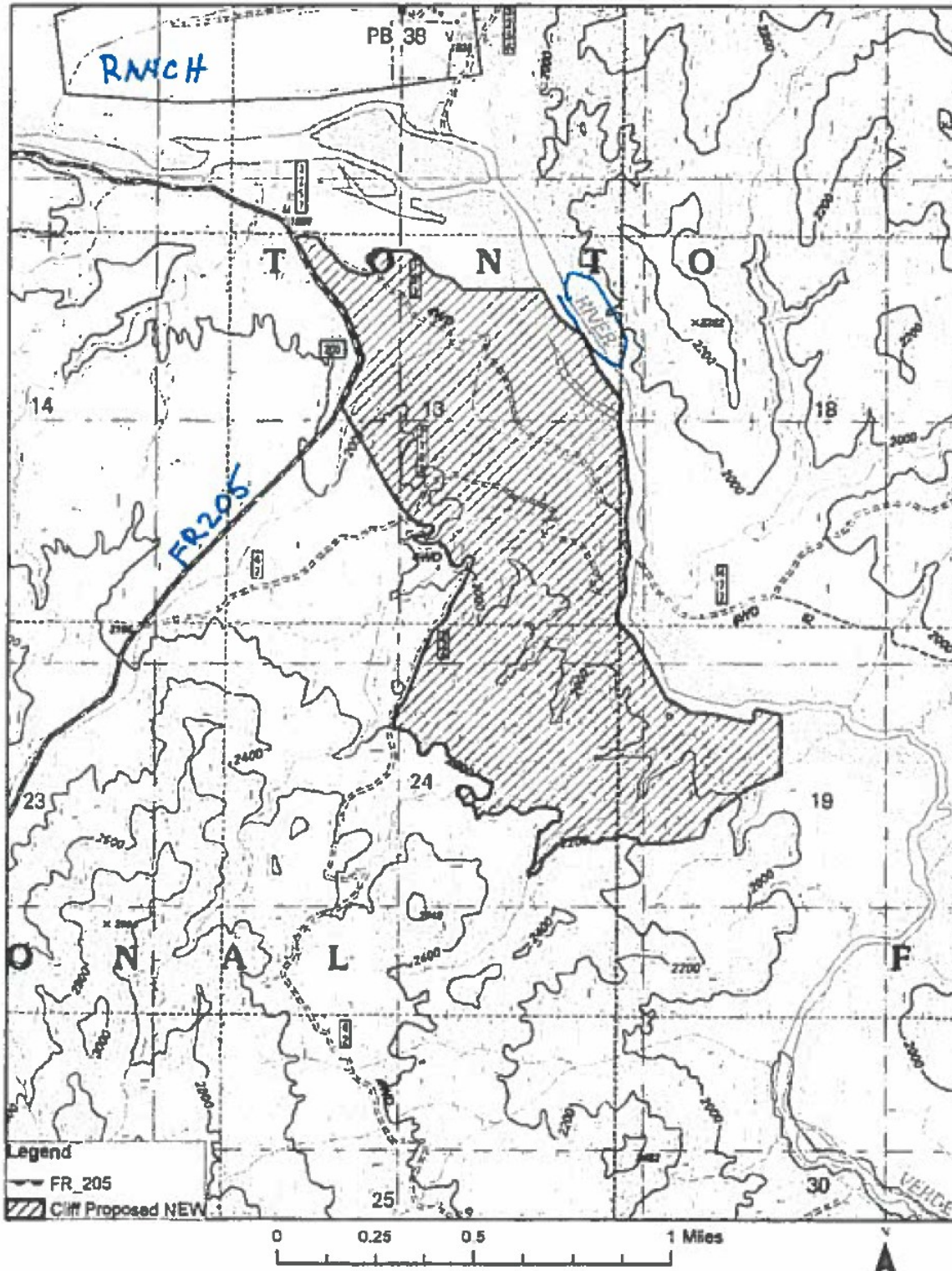


Lower Verde Threatened & Sensitive Species Area Closure (South)



United States Forest Service
Tonto National Forest
BALD EAGLE PROTECTION CLOSURE (SEASONAL)
Cave Creek Ranger District

Cliff Sensitive Species Area
Seasonal Closure



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Triangle Airpark

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MEMBERS' PHOTO CORNER

*Thank you to **Alexander Peña** for this month's photos!*

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



5.1 Acres of Bare Land at Fly-In Community Sampley's Airport (28AZ)

For Sale by Owner: 5.1 Acres of Bare Land; Fly-In Community with private airport; Ideal property for horses and cattle; Mobile homes permitted.

Price: \$ 50 000.00

North-West Corner of N. 520th Ave, Sampley's Airport (28AZ) Aguila, Arizona

Call: John Minieri (602) 354-2161

January Aviation Accident Summary

by Jim Timm

The following are NTSB reports of aviation accidents that have occurred in Arizona from late November, 2017, through late December, 2017. We 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.

The past reporting period was rather poor. There are seven accidents covered in this report with six of them being reported by the NTSB for the past reporting period. Unfortunately, of the six accidents reported, only two of reports contained detailed information. In this reporting period they also just released a notice of an accident that had occurred in the October reporting period. This notice and unpublished preliminary report was released 12/11/17.

The only positive thing was that the accidents this month were all minor in nature, and that none of the accidents involved fatalities. 2017 really didn't end very well. All of us need to make a resolution to fly much more carefully in the new year by planning and thinking ahead! Please fly safe!

THE FOLLOWING IS THE ACCIDENT THAT OCCURRED EARLIER AND IS NOW BEING RE-PORTED WITHOUT DETAILS.

Accident Date: **Saturday, October 28, 2017**

Accident Report Dated: 12/11/17 Preliminary Report Injuries: 1 Uninjured

Title 14 CFR Part 91

Location: Chandler

Aircraft Type: Titan T-51

The NTSB preliminary report is not publicly available, only the above accident notice information.

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

Accident Date: **Thursday, November 23, 2017**

Report Dated: 11/27/17 Preliminary Report

Title 14 CFR Part 91

Location: Overgaard

Aircraft Type: Kitfox Model 4 1200

Injuries: UNK

The NTSB preliminary report is not publicly available, only the above accident notice information.

The NTSB preliminary report is not publicly available, only the above accident notice information.

Accident Date: **Monday, November 27, 2017**

Report Dated: 12/7/17 Preliminary Report

Title 14 CFR Part 91

Location: Tucson

Aircraft Type: Columbia LC41-550FG

Injuries: 2 Uninjured

Accident Date: **Sunday, November 26, 2017**

Report Dated: 11/28/17 Preliminary Report

Title 14 CFR Part 91

Location: Tucson

Aircraft Type: Mooney M20

Injuries: UNK

BRAKE FIRE AFTER TWO ABORTED TAKE-OFF ATTEMPTS

On November 27, 2017, about 1205 MST, a Columbia LC41 550FG experienced a brake fire after an aborted takeoff at La Cholla Airpark

(57AZ), Tucson. The pilot and the pilot-rated passenger were not injured; the airplane sustained structural damage to the fuselage. Visual meteorological conditions prevailed for the personal flight, and no flight plan had been filed.

In a telephone conversation with the National Transportation Safety Board investigator in charge, the pilot reported that the engine surged during takeoff roll and he aborted the takeoff. He waited for the engine to run smoothly, then attempted another takeoff, but the engine surged again. He aborted the takeoff a second time and, during the aborted takeoff roll, the brakes caught fire. The fire damaged the brake hydraulic lines and the airplane subsequently rolled off the runway.

Accident Date: **Tuesday, December 5, 2017**
Report Dated: 12/13/17 Preliminary Report
Title 14 CFR Part 91
Location: Glendale
Aircraft Type: Piper PA 34 200T

Injuries: 2 Uninjured

LOSS OF CONTROL LANDING

On December 5, 2017, about 1835 MST, a Piper PA-34-200T was substantially damaged during a runway excursion after landing at Glendale Municipal Airport (GEU). The certified flight instructor (CFI) and a commercial pilot were not injured.

Visual meteorological conditions prevailed for the personal flight, and no flight plan had been filed.

Both pilots reported that during landing roll, the left wing dipped. Despite their control inputs, the airplane veered to the left side of the runway, collided with a runway sign, and came to a stop in a grassy area. During the landing sequence, the left main landing gear collapsed.

Accident Date: **Wednesday, December 6, 2017**
Report Dated: 12/11/17 Preliminary Report
Title 14 CFR Public Aircraft (US Department of Homeland Security)
Location: Tucson
Aircraft Type: Eurocopter AS 350 B3

Injuries: UNK

The NTSB preliminary report is not publicly available, only the above accident notice information.

Accident Date: **Tuesday, December 19, 2017**
Report Dated: 12/28/17 Preliminary Report
Title 14 CFR Part 91
Location: Phoenix
Aircraft Type: AVIAT Aircraft A 1

Injuries: UNK

The NTSB preliminary report is not publicly available, only the above accident notice information.

Blocking Display of ADS-B Information

Last month I wrote a short note about a number of pilots in the Phoenix area that have received threatening or harassing letters about being too low over a certain area. It seems that people on the ground are using FlightAware or similar software to monitor the altitudes of airplanes equipped with ADS-B. The altitude the person on the ground sees is **pressure altitude** and can be several hundred feet lower than what the pilot sees on his altimeter, resulting in false accusations. Upon investigation, this type of accusation is happening not only in the Phoenix area, but all over the country. If you would like to have your aircraft removed from these public websites, or only allow certain individuals to monitor your aircraft, go to the following website to change your privacy, and of course, follow all regulations relating to acceptable altitudes:

[Blocking Display of Aircraft Situation Display to Industry \(ASDI\) Data | NBAA - National Business Aviation Association](#)

Tommy

Thank you card from Girl Scout Troop No. 275

During our Pleasant Valley Fly-in, Recreation staff Gary Lollman found Girl Scout Troop No 275 camped out a mile or two up the road and managed to get them and their leaders over to the airport for their very first airplane rides! Man, what a blessing it was to share aviation with these Girl Scouts and what a friendship we enjoy with the Tonto National Forest team!



Dear Pilots,
Thank you
for the
flight!
-Madlie

Dear Pilots,
Thank you for the flight
I had the time of my life!
-Sienna B.

Dear Pilots,
Thank you for the flight. I
really enjoyed
sitting in the
front. -Sienna W

Hi pilots!
Thank you for the
AMAZING experience you
gave me and our girl
scout troop - we ALL
loved it. You all
ROCK!! Thank you
again From
Athena
Westcott

Dear Pilots,
Thank you
for flying us!
-Olivia B

Dear Mark, Tommy & all
the pilots of the
Pleasant Valley
Fly-in. Thank you for
sharing
a week with
the girls of
Troop 275!
What an amazing
experience! We
are so
grateful!
Thank you!
Athena Westcott

Dear pilots,
Thank you guys
so much for
letting my troop fly
in your aircrafts.
It was an amazing
experience for
all of us!

Love,
Kate Bachus

Dear pilots Thank You for
taking us on the planes
from Brianna

GAJSC



General Aviation Joint Steering Committee

Enhanced Vision Systems

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: January 2018

Topic: Enhanced Vision Systems (GAJSC SCF-SE-38)

The FAA and industry will conduct a public education campaign on the capabilities and benefits associated with Enhanced Vision Systems.

Background:

The GAJSC has determined that a significant number of general aviation fatalities could be avoided if pilots were better oriented with respect to their operational environments. Weather, night, smoke, and other obstructions to vision can compromise safety, especially when operating close to the ground. Enhanced and Synthetic Vision Technology – now available for installation in general aviation aircraft – could lower the number of reduced visibility accidents.

Teaching Points:

- Discuss the scope and safety benefits of enhanced vision technology.
- Acquaint pilots with available resources.
- Encourage pilots to adopt and maintain proficiency in the use of the technology.

References:

- [General Aviation Power Point](#)

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

Looking Both Ways

By Howard Deevers

Do you make New Year Resolutions? Almost all of us do, but many of us fail to follow through. The usual resolutions, such as losing a few pounds, eating healthier, exercising more, earning a new rating, or attending more safety seminars, may not materialize, even though we have the best of intentions. But the truth is, a week after the New Year, it is back to work as usual. We quickly fall back into our normal routine and those “best of intentions” get put on the shelf. Well, maybe until next year.

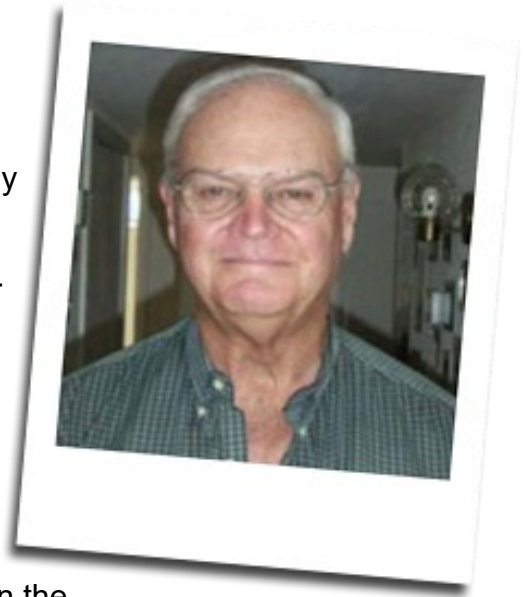
2018 means that we have just 2 years left before the ADS-B mandate, meaning that after January 1, 2020, we must be equipped with ADS-B (out) in order to fly in Class A, B, or C airspace, above 10,000 feet, or any IFR flight. A lot of aviators have been waiting for the prices to come down before equipping their airplanes with the required ADS-B. A couple of new products came on the market last year that hold some promise that we might get this done for just under \$2000. If you haven't made a decision on ADS-B yet, now is the time to start shopping. We have been talking about this for 10 years. The next 2 years will go by quickly.

So much for looking ahead, now let's take a look back at last year.

The Arizona aviation safety record looks like it could use some improvement. We had too many fatal accidents in Arizona in 2017. Let's hope we do better in 2018.

We made it through the year without user fees being imposed, but the threat of ATC Privatizing took up a lot of our time, and there's more to come. General Aviation will have a tough fight ahead on this issue.

A little history: The Boeing 747 was born in the late 1960's. First flight was in 1969, and it went into service in 1970 with Pan Am as the first customer. The era of “Jumbo Jets” was born. Now, the last 747 used for passenger service in the US was retired. Delta flew their last flight from Seoul South Korea to Detroit, MI, just before Christmas 2017. The Delta 747's are in storage at Marana Aero-



space Solutions, at Pinal Airpark (KMZJ), just northwest of Tucson. The US airlines have replaced the 747 with more fuel efficient 777 or 787 aircraft that will carry about the same load of passengers and can fly even farther.

The Boeing 747 will still be in use with some other non-US airlines, so we will see them at some international airports, and they will be used for cargo here in the US. The huge Air Force One 747's will be around for quite a while, also.

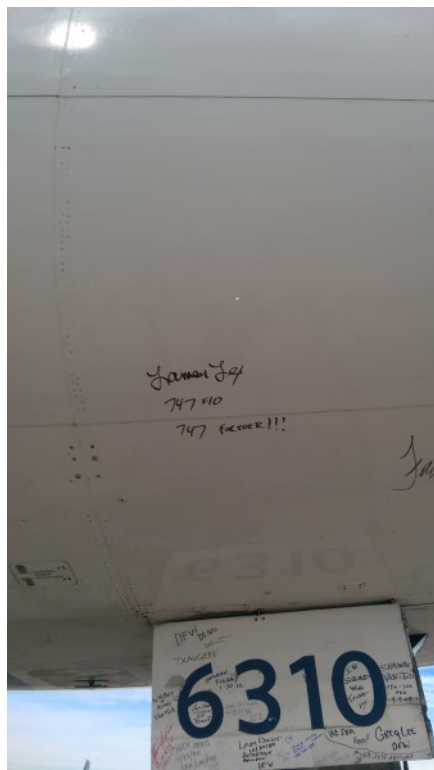
As a tribute to the iconic jumbo jet, many crew members and others that worked on the airplane signed their names or made memorials to the plane on the cowling of the engines, and the landing gear doors.

Other wide body passenger planes have come and gone, the DC-10 and the L-1011. There was little fanfare for their departures from service. Some are still in use for cargo service. As big as they were, they could not out-class the 747. To quote General McArthur, "Old soldiers never die, they just fade away." So the 747 will join the memories of the 707 and the 727, and just fade away.

Already 2018 appears to be an activity packed year, with many seminars already announced, or fly in activities for breakfast, lunch or just for fun. Check the ARIZONA PILOTS ASSOCIATION website for locations of seminars and fly in activities, and news about the future of General Aviation. And, don't forget to "bring your wingman."



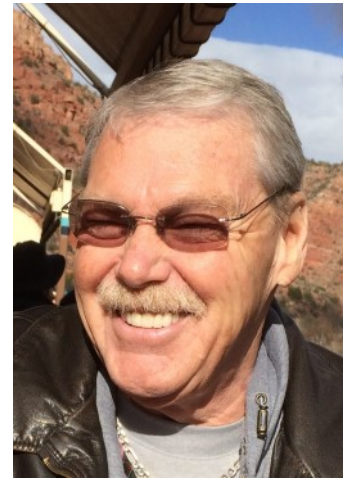
Howard



GAARMS REPORT

JANUARY 2018

By *Fred Gibbs*



(Your guy in Flagstaff)

Accident Trends

Happy New Year to one and all! May this coming year be your best yet, and as the Arizona aviation community, let's try to make 2018 the safest year on record.

2017 appears to have mirrored 2016, with the total number of fatal accidents (6) staying the same, but unfortunately, the total number of fatalities jumped from 9 in 2016 to 13 in 2017. As you can see in the chart below, the accident rate over the past 10 years (when GAARMS was initiated) has improved by slightly more than 50%, a significant improvement, and I hope a positive trend we can continue.



All of the 2017 accidents will be reviewed and discussed at the General Aviation Accident and

Reduction Mitigation Symposium (GAARMS), planned for March of 2018, location to be announced in the February 2018 newsletter and on FAASAFETY.GOV.

While there is no direct correlation between GAARMS and the improvement of the accident rate, I would like to think that the awareness of the accident rate, our continuous attention to the accident rate, and our continuous stream of information to you, the aviation community, raised your awareness of the importance of aviation safety. APA's commitment to you, our membership, and the entire pilot community to improve aviation safety is ongoing and relentless, and we are proud to be a significant part of the FAA's FAASafety program. We continue to present WINGS Safety programs statewide in concert with the Scottsdale FSDO and to present our yearly GAARMS symposium covering the previous year's fatal accidents. Ironically, statistics indicate that the overwhelming majority – in fact almost all – of the pilots involved in the fatal accidents over the past 13 years did NOT participate in the WINGS safety programs, and that trend continues to hold true for 2017, as well. One of our primary efforts is to increase the participation of the pilot community in those programs. Those of you who attend regularly are always urged to bring another pilot with you, to help us spread the word and get more folks involved.



NEW NEWS – ALL OF THE INSTRUMENT APPROACHES AT FLAGSTAFF HAVE BEEN REVISED.

- The old Obstacle Departure procedure has been replaced with a Standard Instrument Departure (SID) procedure, the Flagstaff One Departure;
- The VOR-A approach has been deleted, as well as the RNAV-B overlay of the VOR-A approach;
- The GPS Y and GPS Z approaches to runway 21 have been deleted, replaced by a single RNAV (GPS) 21 approach; and
- Even the ILS has been revised, with all new fixes and some pretty “goofy” names...

So, when you come up to Flag to practice approaches, be aware of all the new approaches, the new names, the new missed approach procedures and the new holding fixes, as well as the fact that the new approaches will involve more flying time. Here are some important notes you need to be aware of:

1. FRISY and SHUTR intersections are NO longer part of the ILS approach;
2. the MAP for the ILS is completely changed, and the holding fix for the ILS is NO LONGER the FLG VOR, but the OATES Intersection;
3. the FLAG ONE SID takes everybody out (off of both runways) over the OATES Intersection, then on course; and
4. the new initial approach fix (IAF) for the new RNAV GPS 21 approach is HEDRU, and the MAP now takes you to HOXOL intersection to hold, some 15 miles from both the airport and the HEDRU IAF;
5. the new MAP for the RNAV GPS 3 sends you out to TAWNE to hold, so I reckon you will need vectors from TAWNE back to SEZCY to redo the approach;

6. the VOR RWY 21 approach has new inbound reporting fixes, and DME is still required for this approach.

AND, most importantly, all approaches MUST be coordinated thru PHX Approach on frequency 126.375, not the tower like before.

THEFORE, BE ADVISED, IF YOU STILL HAVE THAT OLD DATABASE IN YOUR GPS THAT YOU HAVE BEEN USING FOR THE PAST 3 YEARS TO PRACTICE APPROACHES AND "REMAIN CURRENT", IT AIN'T GONNA WORK NO MORE!!!

On a different note, hopefully by the time you read this, I will have had a very satisfying month of flight instruction, turning out 4 new private pilots, another pilot with his multi-engine rating, and a significant part in working with (and paying for) my stepson in his training for his multi-engine rating towards his commercial ticket back in Maryland. Sometimes things really do work out, and all the work and effort you put into someone pays off. Two of the students had their own airplanes, both C182s, the multi-engine was also privately owned, and the other two students completed their flight training in our flight school C172s. One of the great things about flying here for Wiseman Aviation is the huge variety of aircraft I get to fly, from the school's C172s, to owner C182s, C206s, even a P210T, lots of Bonanzas, Mooneys, Piper Cherokees, Warriors and Archers, the occasional Malibu, Cirrus's and TTXs, every once in a while an Aztec or a C310, and on occasion, in my spare time (HA HA), my personal speed machine, my trusty ol' Bellanca Super Viking. Funny, when I need to escape the daily pressures, frustrations, stresses, etc of life, jumping into an airplane for either pleasure or instructing takes me away from all that and is just where I need to be – in the sky, flying. UP THERE, WITH THE EAGLES - AND CLOSER TO GOD!!

SAFETY PROGRAMS:

There are a lot of FAA Team safety 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 at your local airport or pilot meeting, like the BasicMed program or our "Winter Wonderland" snow season special, simply contact me directly at fredgibbs@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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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!!!

AZ Airport Focus—Cottonwood (P52)

By Brian Schober

This is the first in a series of articles highlighting unique and fun Arizona general aviation airports. This month, we are highlighting the Cottonwood airport, P52. The scenic and historic town of Cottonwood lies approximately 100 miles North of Phoenix or about 50 miles Southwest of Flagstaff. The airport was originally established in the early 1940's as a training base for World War II naval cadets. The airport has been owned and operated by the Town/City of Cottonwood since 1968. Cottonwood is nestled into the lush Verde Valley near the base of Mingus Mountain of the Black Hills Range. At a moderate altitude of 3560ft, runway 14/32, which is 4252'x75' of recently surfaced asphalt, is sufficient for most

general aviation aircraft. The local activity at P52 is generally air tour operators from nearby Sedona or medivac services headed to or from the Verde Valley Medical Center. The airport is often bustling with activity on the weekends. The close proximity of well over a dozen nationally acclaimed wineries makes the Verde Valley a wonderful weekend destination. Temperatures are typically cooler than the Valley of the Sun, further enticing folks to the area. Only adding to the attraction, Lonely Planet placed Old Town Cottonwood in their Top 10 Places to Visit list and the Arizona Republic has documented the culinary excellence embedded in the area. Interested yet?



way 14 is a standard left pattern. Two clicks of the radio bring up the Cottonwood AWOS. Skydiving, hang gliding, and ultralight activity is also present at the airport. Once on the ground, taxi onto the freshly surfaced taxiway and ramp to enjoy a smooth ride to the terminal. There is plenty of parking to be found.

Now that you're tied down, what's next? The airport does have a courtesy car on site available for use. If the car is in use, there are multiple rental car agencies in Cottonwood. Uber and Lyft service the airport, as do several local taxi services. Some local hotels provide courtesy shuttles to and from the airport. Of course, biking is an option with excellent roads and nearby trails to explore. If you're feeling adventurous, Old Town Cottonwood is only a half-mile walk from the airport.

Cottonwood truly is the epicenter of vibrant activity. The multi-



ple wineries with tasting rooms, part of the Verde Valley Wine Trail, are a wonderful option. The Arizona Pilots Association held a getaway to Cottonwood in 2016 and took part in activities on the trail. The Verde Canyon Railroad is a quick drive or ride to nearby Clarkdale. This 4-hour, 20-mile trip up and back through the majestic Verde River Canyon is a can't-miss trip. The scenery is truly spectacular. Tuzigoot National Monument, the 800-year-old Indian ruin, is a short drive north of Old Town Cottonwood. If you are up for a hike, there is a trail near the airport that leads up Mingus Mountain for a panoramic view of the Verde Valley. Other nearby trails require a car or bike to access, but are equally impressive. Fishing and kayaking are also available on the Verde River or in one of the three lagoons at Dead Horse State Park. If wine, trains, hiking or biking aren't enough, the culinary palate of Cottonwood is amazing. Catering to the winery visitors, Cottonwood's restauranteurs have stepped up their game to a new level. The [Arizona Republic published a detailed article](#) last year that touted several local establishments.



After enjoying everything that Cottonwood and the Verde Valley have to offer, head back to the airport and fuel up. Cottonwood enjoys relatively low fuel prices. At the time of this writing, it is \$4.16/gal for 100LL. If the plane is a little dusty, an airplane wash rack is nearing completion behind the fuel farm. The airport commission is working to establish an FBO at the airport in the near future, as the town expects increased aircraft activity.



On Saturday, January 13, 2108, Fred Gibbs will be giving an FAA FAST safety presentation at the Cottonwood Airport from 9:30 to 11:30. He will be talking about winter flying weather. There will be transportation to and from Old Town Cottonwood from noon to 3pm. Hope to see you there!

Now that Arizona's flying season is back in full swing, make sure Cottonwood's P52 is on your list. Enjoy everything the area has to offer. Until next time, fly safe!



Old Town Cottonwood Tour & FAA Safety Seminar

Cottonwood Airport (P52)

SATURDAY
January 13, 2018



"Winter Weather Flying"
Presented by Fred Gibbs
FAA Wings Safety Seminar in
Hangar B at 9:30-11:30am

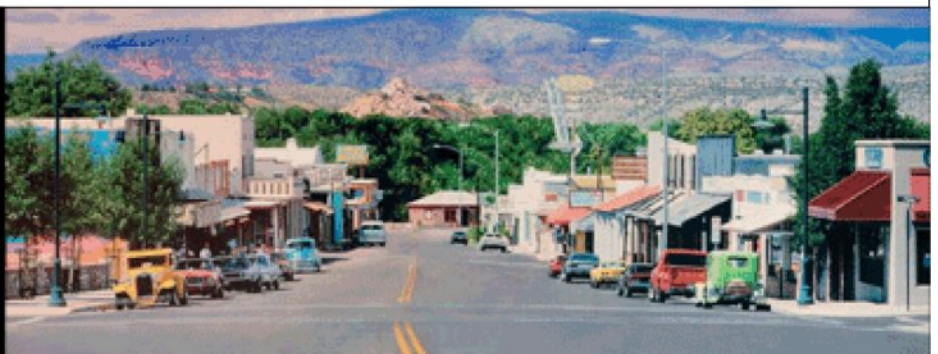
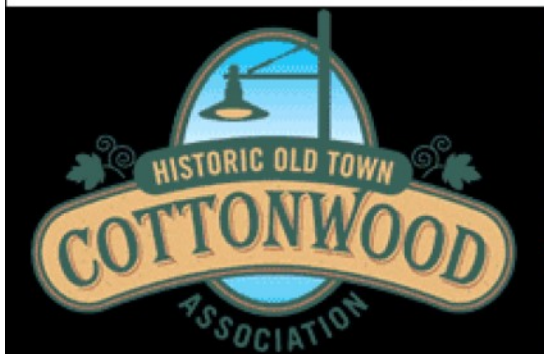
"Wine Industry in the Verde Valley" by
Phillip Brown from Yavapai College
Immediately Following the Safety Seminar

Free Gift Bags for First 50 Attendees
Courtesy of the City of Cottonwood!



Old Town Cottonwood Tour

Shops, Restaurants, & Wine Tasting Rooms
Bus transportation provided from noon to 3pm



FOR MORE INFORMATION Call Fred at (410) 206-3753 or Tim at (480) 236-2526

Flying Companion Seminar



Saturday, Feb. 3, 2018

702 West Deer Valley Road
Phoenix, AZ 85027

(Deer Valley Airport terminal upstairs)

9 - 4 with Lunch included

All materials provided

Reservations required

For more info and to register go to










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This event is geared towards the Non-flyer, your "right seater". Cost \$50.00 for the day prepaid by Feb. 1, \$60.00 at the door.



AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
Big Springs Airpark Mgr: Peter Hartman (928) 626-7207	Prescott	12	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Castle Wells Mgr: Gerald DaFoe (810) 516-9122	Morristown	5/10	
Eagle Roost Airpark Mgr: John Greissing (928) 685-3433	Aguila	85 / 115 (5 acre lots)	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Flying Diamond Airpark Mgr: Lou Cook (520) 399-3879	Tucson	20/97	
Flying J Ranch Mgr: Howard Jenkins (928) 485-9201	Pima	2/ 28	
Hangar Haciendas Mgr: Scott Johnson (602) 320-2382	Laveen	39 lots w/sep taxi ways	
High Mesa Air Park Mgr: Phil DiBartola 928-428-6811	Safford	/19 (2.5 acre lots)	
Inde Motorsports Ranch Airport Mgr: John Mabry (520) 384-0796	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	
Indian Hills Airpark Mgr: Gerry Breeyear (928) 916-0608	Salome	75	
La Cholla Airpark Mgr: Larry Newman (520) 297-8096	Oro Valley	122	
Mogollon Airpark Admin: Cheri Thomas (928) 535-3071	Overgaard	60	
Montezuma Heights Airpark Mgr: Glen Tenniswood (928) 274-1233	Camp Verde	43/44	
Moreton Airpark Mgr: Daniel Kropp (602) 315-0323	Wickenburg	2	
Pegasus Airpark Mgr: Jack @ 1st Svc Res (480) 987-9348	Queen Creek	15/40	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Pilot's Rest Airpark Resident: Dave Mansker 818-237-0008	Paulden	4/25	
Ruby Star Airpark Mgr: Wendy Magras (520) 477-1534	Green Valley	13 / 74	
Valley of the Eagle (Sampley's) Airpark Mgr: Jerry Witsken (928) 685-4859	Aguila	30	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Skyranch at Carefree Mgr: Tommy Thomason (480) 488-3571	Carefree	20	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Stellar Air Park Mgr: SRUA, Inc. (480) 295-2683	Chandler	95/105	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Sun Valley Airpark Mgr: Jim Lambert (928) 768-5096	Fort Mohave	55/107	
Thunder Ridge Airpark John Anderson janderson72j@gmail.com	Morristown	9/14 (on 160 acres)	
Triangle Airpark Mgr: Walt Stout (702) 202-9851	White Hills	115 acres	
Twin Hawks Mgr: Tim Blowers (520) 349-7677	Marana	2/40 (4 acre lots) on 155 acres	
Western Sky Mgr: Mr. Hauer (877) 285-0662	Salome	all 200 acres for sale	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Whetstone Airpark Mgr: Brian Ulmer (520) 456-0483	Whetstone	5 / 12	

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

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Volunteer 501 (c) (3) Organization

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