



In this issue:

Goldwater Range Tour

**Backcountry Fly-in
to Payson**

Johnathan the Brave

Winter Flying

February 2018

APA NEWSLETTER

President's Report

Tommy Thomason, APA President2

Executive Director's Report

Jim Timm, APA Executive Director 3-5

Grapevine Recap

Mark Spencer, APA Vice President 6-7

February Aviation Accident Summary

Jim Timm, APA Executive Director 8-9

GAJSC Topic of the Month

Maintenance Placards.....10

Spring Getaway to El Fuerte, Mexico!

Brad Lawrence.....11

— FEATURED —

Johnathan the Brave

Andrew Vogeney 13-15

Cottonwood Fly-In & Safety Seminar

Timothy M Pebler..... 16-17

Kingman Airport, Kingman Arizona

Brian Schober 18-19

Payson Fly-In - Backcountry for Everyone!

James Nebrig..... 21-22

Goldwater Range Tour Recap

Mary & Susan 23-24

— SHORT FINAL —

Winter Flying

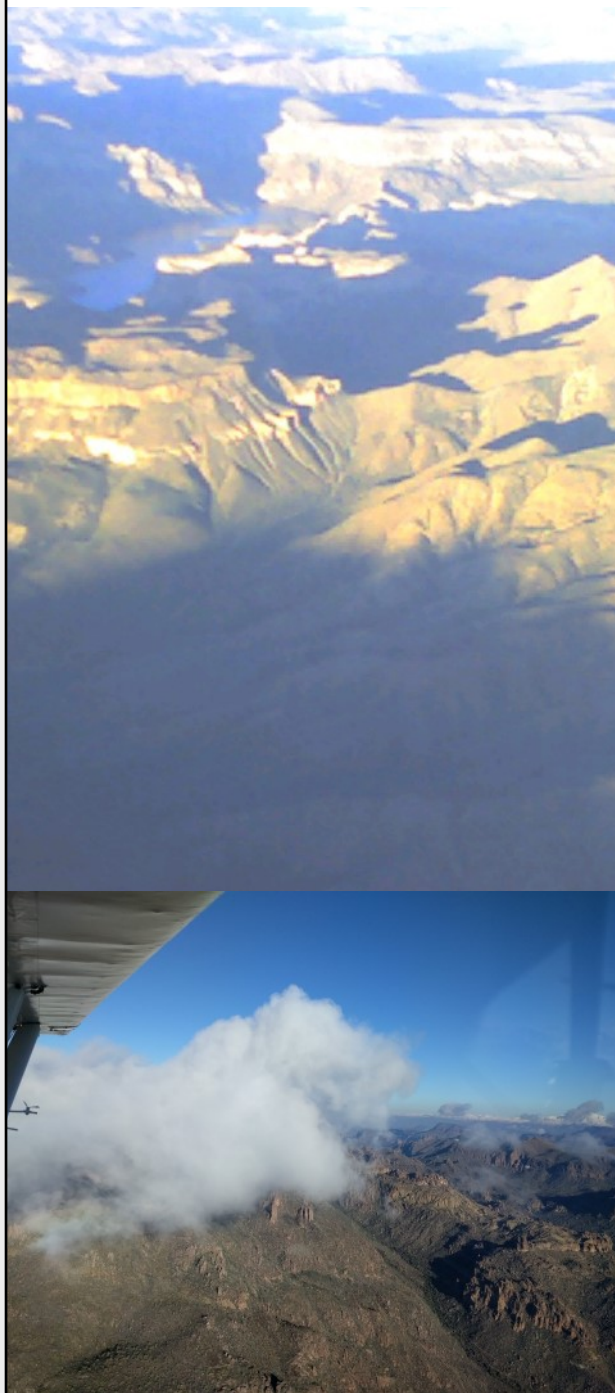
Howard Deevers..... 25-26

GAARMS: Symposium in Deer Valley

Fred Gibbs 27-30

Various Upcoming Events 31-33

Arizona Airparks34



President's Report

Hello Arizona Aviators and aviation enthusiasts,

This month's issue is filled with several great articles written by our members. I hope you will all enjoy them as much as I have. The Town of Cottonwood welcomed us with open arms for a well-attended safety seminar presented by Fred Gibbs. Andrew Vogeney shares a heartwarming experience sharing his love of aviation with a young family. Howard Deevers hooks another youngster into learning to fly, and Brian Schober gives us a history lesson of Kingman Airport. You will find information about upcoming fly-ins, updates on last month's fly-ins, places to go, and things to do. Don't miss the article by one of our youngest members, James Nebrig, inviting everyone to this spring's Payson Fly-in.

Have Fun, Fly Safe,

Tommy



***A big thank you to our
Corporate Sponsor!***



Hangars for Sale

SkyRanch at Carefree — www.skyranchcarefree.com

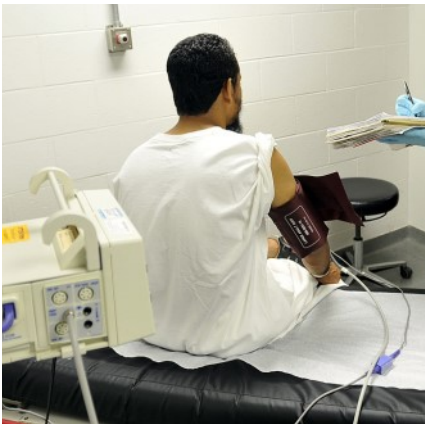
480 488-3571 — [Click here for a PDF list...](#)

Executive Director's Report

Jim Timm — February 2018

I hope all of you have been able to start the new year right by getting in some time aviating around. The weather has been great, and there are a lot of places for us to fly out for that proverbial \$100 Breakfast or Hamburger Lunch. Let's get out and do it, but do it safely!! Our [calendar](#) is full of fly in events both in the front country and the backcountry. See you there.

The date May 1, 2017 may not be important to many people, but for more than 25,000 pilots it is a very significant date, as it marked the implementation of BasicMed, the biggest shift in aeromedical certification for general aviation pilots since the 1960's. In its nine months of existence, BasicMed has in fact stimulated an interest in aeromedical reform around the globe. Perhaps the most noteworthy accomplishment is that of giving thousands of pilots a chance to fly again and simplify aeromedical certification. The new regulations permit pilots to fly aircraft up to 6,000 lbs., fly up to 250 KTS indicated air speed with five passengers, day or night in VFR or IFR conditions, and at altitudes up to 18,000 feet. The BasicMed pilot must take an online aeromedical course every two years and visit a state licensed physician for a physical exam every four years. The aircraft limitations cover most general aviation airplanes that we fly, and the medical requirements are not difficult to comply with. It was a tough fight to get BasicMed implemented, but it certainly was worth it.



It seems that very little has been said about FAA Administrator Michael's Huerta's term of office ending on January 6, 2018. President Trump has not yet named his replacement, and until that happens, Deputy Administrator Daniel Elwell will be taking his place. Mr. Elwell was previously a senior official at Airlines for America, an airline lobbying group, and he also ran his own aviation consulting firm, Elwell and Associates, in Washington. He served in the U.S. Air Force and the Air Force Reserve, including combat service during Operation Desert Storm, and he flew for American Airlines for 16 years. Given this background experience, I hope he will also fully understand the concerns of the general aviation segment of the aviation community and provide a seamless transition in continuing the mission of the FAA.

MISCELLANEOUS ITEMS

Casa Grande Municipal Airport (CGZ) recently received a notification from the FAA that, because they have received federal funding, they will need to come into compliance with their FAA Grant Assurances by permitting Sky Dive operations on CGZ. We realize this decision was based only the letter of the law, and not on the realities of the situation at hand. With the significant amount of air traffic, including corporate jets, and the intense amount of instrument training occurring at CGZ, to permit a parachute drop zone on the airport property would not be possible without presenting very serious safety problems. The issue is being discussed with legal counsel to determine a viable course of action, and assistance from aviation groups in the near future may be solicited when that





suitable course of action is determined. APA is closely monitoring the situation and will keep you informed.

Boeing is still conducting heavy lift test operations in the area around Gateway Airport (IWA) with H-47 Chinook helicopters. Be alert and use caution.

Falcon Field (FFZ) is in the process of replacing their runway and taxiway lights with LEDs and there will be runway and taxiway closures to accomplish the task. Check NOTAMS for closures; one of the runways will always remain open.

On Saturday, March 24, 2018, Falcon Field will be having an open house, and it's anticipated that they may possibly have an aerobatic display. Be sure to put it on your calendar.

Chandler Municipal Airport (CHD) will be having an open house on Saturday, February 10, 2018 from 10:00 am to 2:00 pm. Lunch will also be available on the field from food trucks. It's being planned as a family event.

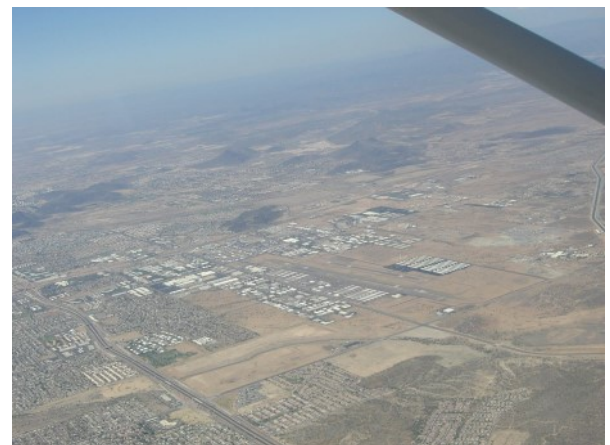
Deer Valley Airport (DVT) has new run up area construction project going on. So watch for NOTAMS and use caution.

In other words, before taking off, always be sure to check for NOTAMS at your destination airport so you don't have an unexpected surprise awaiting you. With the cooler winter weather, many of the airports around the state have construction projects under way, or possibly an open house. So always fly informed.

I can't believe it, but this past reporting period we received five notices of GPS interference testing that was going to be occurring at Barstow, CA; Yuma, AZ; and White Sands, NM; all within a few days of receipt of the notice. The White Sands testing however will be occurring January 27 thru February 24 from 0700Z to 1030Z and could impact eastern Arizona. Once again, if at any time you encounter an unexplained loss of GPS navigation signal lasting more than a minute or two, notify the nearest FAA Air Traffic Control facility advising them of the time, location, altitude, and nature of the signal loss, and also please advise APA with the same information.

Flight safety in the last reporting period has been excellent with the NTSB reporting only one accident in Arizona. The positive side of it was that the accident reported was minor in nature and resulted in either minor or no injuries. See my February Aviation Accident Summary for details and a 2017 year end summary.

APA is still 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 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. \$8 per person donation encouraged.
- 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.

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

Jim



CLASSIFIEDS

Garmin GTX-327 MODE A/C Transponder

Price:\$ 699.00



Contact: Manthou Tsiouris at (480) 205-0881 or mgtsiouris@iteknoledgies.com

Zenith 601XLB - Rotax 912ULS

Price:\$ 34 000.00

Contact: Todd at (480) 710-8320 or djtoddb@yahoo.com

Zenith 701

Price:\$ 28 000.00

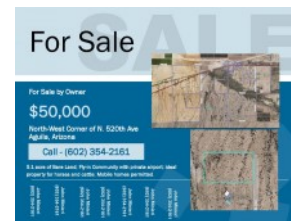
Contact: Todd J Bristol at (480) 710-8320 or djtoddb@yahoo.com

5.1 Acres of Bare Land at Fly-In Community

Price:\$ 50 000.00

Call: John Minieri at (602) 354-2161

Contact: Chris Felton at cfelton@dphx.org





Grapevine Recap

By Mark Spencer

While challenging weather scuttled our monthly fly in BBQ at Grapevine for January, several folks did fly in. Because of their hard work, along with a ground crew, a small tractor and 40 additional tons of fill, the airstrip has never looked better. Anyone that has visited Grapevine understands the incredible beauty of the Sonoran Desert that we are so privileged to enjoy. Taking care of this incredible gift has been a passion of local pilots and even those from across the country. Shoring up the edges, providing a smoother transition for aircraft exiting the runway at midfield, has been a priority since we finished the crack seal and resurfacing.

APA and RAF members from Colorado and Arizona were there, 4 aircraft in all, two camp hosts who drove a long way to support the planned BBQ and work, and even a family from Benson.

Paul Pitkin was, as always, up to the charge, and has arranged for this additional 40 tons of material to be delivered the week before. Jeff Wilson brought out his tractor and ALL material is now completely spread. Let's not forget the group of hard working member/pilots who spread nearly the entire first 40 ton of material by hand! The project is now complete and it is a beautiful finishing touch to the midfield runway edges along both sides.

Concrete parking curbs, donated by the Forest Service, were also placed at the aircraft tie down area at the approach end of runway 35. Man, those things are heavy! Speaking of the Forest Service, our friend, District Ranger Kelly Jardine, stopped in for lunch on Saturday to say hello and let us know of the government shutdown. He looked over what we had done and Jim Knapp drove him around too. It was another friendly visit.

A couple of reminders for those visiting Grapevine: The Grapevine airstrip area is completely closed to





automobile access from highway 88 to the airport. This was the condition before we restored the runway and our agreement with the USFS. Only support vehicles are permitted past the gate at the highway (the camp host and support needed by the host). Of course we have permission to bring vehicles in for maintenance activities from time to time. Please help us keep our commitment, and keep the Grapevine airstrip the special experience it is intended to be, by not attempting to drive past the gate. This site is special and is to be accessed by noncommercial aircraft, not automobiles. Also, the APA provides a donation based lunch each third Saturday of the month, but we need your help! These generous donations pay not only for the good food provided by our monthly volunteer hosts, but also for the portable bathroom the APA has rented.

Hope to see you at Grapevine the weekend of February 17th!

Mark



February Aviation Accident Summary

by Jim Timm

The following are NTSB reports of aviation accidents that have occurred in Arizona from late December, 2017, through late January, 2018. 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 they will take the action necessary to prevent similar accidents from happening to them.

This past reporting period, things have really turned around, and for once we have an excellent accident report. There was only one NTSB reported accident, and even that one was relatively minor in nature. Apparently there were no injuries, and if there were any, they were minor in nature. This report also includes an accident that had occurred late in November and the details were just released in the past reporting period. It's unfortunate that in the past three reporting periods, the NTSB has reported seven accidents without releasing the details of the accident. As the details are released we will provide the information to you. I don't know if flying activity has decreased or if everyone has made a new year's resolution to fly safer. I certainly hope it's the latter.

For a brief look at what has happened in 2017 based on the NTSB reports made available:

Number of reported accidents	47
Number of fatal accidents	6
Number of fatalities	13
Number of Serious injuries	6
Number of Minor injuries	9
Number of uninjured	53
Total number of persons involved in these accidents	81

2017 was not a particularly good year for aviation safety in Arizona because of the number of accidents, injuries, and in particular the large number of fatalities that occurred. We must do what we can to reduce these numbers for 2018, and the only way we can do this is to think carefully about what we are doing, and make sure that before each flight that BOTH the airplane and pilot are air-worthy and current. We are off to a good start for the New Year, so let's keep it up and please fly Safe!

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

THE FOLLOWING ARE DETAILS OF THE ACCIDENT THAT HAD OCCURRED IN THE PREVIOUS REPORTING PERIOD.

Accident Date: **Thursday, November 23, 2017**
Report Dated: 1/10/18 Factual & Final Report
Title 14 CFR Part 91
Location: Overgaard
Aircraft Type: Kitfox Model 4 1200 IV
Injuries: 2 Uninjured

LOSS OF CONTROL LANDING

The pilot reported that, during the landing roll, the tailwheel equipped airplane veered to the right. He over corrected, the airplane exited the left side of the runway and ground looped to the left.

The airplane sustained substantial damage to fuselage and right wing.

The pilot reported that there were no pre-

accident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

THE FOLLOWING IS THE ACCIDENT THAT OCCURRED IN THE LAST REPORTING PERIOD

Accident Date: **Wednesday, January 17, 2018**
Report Dated: 1/23/18 Preliminary Report (Unpublished)
Title 14 CFR Part 91
Location: Scottsdale
Aircraft Type: Beechcraft B60

Injuries: UNK

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

NATIONWIDE

Aircraft Sales

Our all-inclusive marketing of your aircraft includes all photos, showings and multiple publication listings - no upfront cost!

Call Kevin for a FREE Aircraft Valuation

602-791-7536



www.NationwideAircraftSales.com

GAJSC



General Aviation Joint Steering Committee

Maintenance Placards

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: February 2018

Topic: Maintenance Placards (GAJSC SCF-SE-45)

The FAA and industry will conduct a public education campaign on the capabilities and benefits associated with Lock out/Tag out procedures and Maintenance Placards.

Background:

The GAJSC has identified a number of fatal general aviation accidents that were caused by attempting flight in aircraft that were undergoing maintenance and not yet returned to service. This safety enhancement suggests adopting lock out/tag out methodology to ensure pilots are aware of un-airworthy aircraft conditions.

Teaching Points:

- Discuss the scope and safety benefits of lock out/tag out procedures and Maintenance Placards.
- Acquaint pilots with available resources.
- Encourage pilots to adopt more robust airworthiness status processes.

References:

- [General Aviation Power Point](#)
- [GAJSC System/Component Failure Report](#)

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

Spring Getaway — El Fuerte, Mexico!

Call / email Brad Lawrence 602-460-4286 bradale@gmail.com

April 12-15 All-inclusive 4 day trip: Hotel Torres del Fuerte, meals, transfers, and events.

April 12 Thursday - Fly down, Transfer to Hotel Torres Del Fuerte - Dinner show

April 13 Friday - Full day adventure at a local lake for Bass Fishing

April 14 Saturday - Big game fishing from the port at Topolobampo

April 15 Sunday - Fly home

For non-fishermen, there will be tours of El Fuerte, Topolobampo, and Los Mochos.

\$899/person (based on double occupancy) All-inclusive



Hotel Torres Del Fuerte - Lobby



El Fuerte Airport - Hard surface, 4,800' MM79



All of Hotel Torres guest rooms are uniquely decorated for the optimum experience. Breakfast, lunch and dinner served each day along with a dinner show on Friday upon arrival.



Checklist for Mexico

Passports for everyone, US Customs sticker for your airplane, file eAPIS for US on line and for Mexico (Excel). Mexican airplane insurance (or if you have a rider on your insurance for Mexico ops). Airport of entry - Ciudad Obregon (MMCN), you will need to purchase a multi-entry permit for 2018 and a visa. El Fuerte is 55 miles south of Ciudad Obregon.

Helpful Links

[Mexico eAPIS Excel](#)

[Border Patrol Sticker](#)

[US eAPIS Site](#)

[Ciudad Obregon A/P](#)

[El Fuerte A/P](#)

Port of Topolobampo ➡



AZHomeandhangar.com

Arizona Aviation Real Estate

For Sale



Arizona Airparks

Indian Hills Airpark

Montezuma

Stellar Airpark

High Mesa Airpark

Moreton Airpark

Sun Valley Airpark

La Cholla Airpark

Pegasus Airpark

Thunder Ridge

Marana Airpark

Pilots Rest Airstrip

Triangle Airpark

Mazatzal Mountain Airpark

Ruby Star Airpark

Twin Hawks Airpark

Mogollon Airpark

Sky Ranch at Carefree

Western Sky Airpark

Whetstone

White Mountain Lakes

Hacienda Hangars

Sampley Field

Choice One Properties

Aviation Real Estate Specialist
Erik McCormick - 480 888 6380
Erik@pilotexpeditions.com
www.homeandhangar.com



Erik McCormick
Choice One Properties
480 888 6380
Erik@pilotexpeditions.com
www.AZhomeandhangar.com



Johnathan the Brave

By Andrew Vogeney

Working a part-time job can have a lot of perks, most notably for me the paycheck that keeps the gas tanks half full. I work a few nights a week at the Renaissance Phoenix Downtown Hotel, and I'm proud of a lot of the "extras" we get to do for our community. One of them is working with Hope Kids, an amazing organization supporting children with life-threatening conditions and their families.

Our general manager recently sent us all an email requesting positive energy for a family we had adopted for Christmas. On top of being a single mom of 3 young kids, Cassandra was also battling pneumonia. I figured, there's got to be something I can do to make their lives a bit easier. And then I thought, I wonder if the kids might want to go for an airplane ride?

To get a better understanding of this family, I asked mom if I could share their story. She graciously said yes since she wants to raise as much awareness as possible. In her words:

I am a single mom of three children: JJ age 9, Lilly age 7, and Johnathan age 6. Our life largely revolves around doctors' visits, hospital stays, and medical equipment, so this amazing opportunity to fly will be treasured forever. Memory building is really, really important to our family especially. Capturing smiles on film to treasure forever is something that means the world to me because so much of my time is spent wiping tears and holding back my own.

*JJ was diagnosed at 15 months with Eosinophillic Colitis and GERD, and at age two we added a diagnosis of asthma as well. With this he has severe allergies to 13 foods and takes several medications. He can't go anywhere without inhalers, Benadryl and an EpiPen, and he takes several medications daily. **He dreams of being a pilot one day, and has since he could talk.** When he found out he was going to get to fly a plane he literally jumped up and down shouting. He has been on cloud 9 since.*

Lilly goes through a lot as the middle sibling of two boys with medical issues. She is their rock and is always there with snuggles, blankets, stuffed animals and to sing songs whenever one of them is struggling. She cracks jokes and does a great job of distracting them from their health. This was her turn to be distracted from her self-imposed caregiver role. She said it was one of the best days of her life. She loved every second of being up in the air where "the cars look like hamsters."



Johnathan has something called a Mitochondrial Depletion Syndrome, and secondary to that he has Epilepsy, POTS, asthma, primary immune deficiency, and is completely dependent on IV nutrition, unable to eat. He spends a lot of his life admitted to the hospital and when he is home, his bedroom still looks very similar to a hospital room. Because he has little to no energy stores he uses a wheelchair or walker to get around most of the time. He has to stay nearby to his hospital, and 13 specialists and therapists that he sees regularly... so adventures tend to be far between. It is extremely rare for a child with a Mitochondrial Depletion Syndrome to make it out of early childhood. He knows better than most how fragile life is and as such has a "bucket list." One of the items on it is flying a plane which he is extremely proud to say he has now checked off!



So you can tell how excited ALL of us were to spend our Monday morning together.

Who wants to go up first? JJ almost couldn't contain his enthusiasm, so we decided he and Lilly would go together on the first flight. But we have four seats! OK, mom will sit in the back with Lilly. Off we go... everyone doing okay? All smiles! Clear of Chandler's airspace I had already done enough work, so I let JJ take over. At 9 years old, he's already a talented pilot! See that mountain peak up ahead? Try to keep the plane flying toward that. After some time exploring the San Tans and pointing out the "islands in the sky," a nicer way to describe the thick morning haze obscuring distant mountains, we headed for Coolidge... it was clear Lilly was ready for her turn at the controls, so we needed to find solid ground for a quick Chinese fire drill. We shared the pattern with some Oxford students, made a nice smooth landing and taxied to the ramp. We got out and took a quick photo just in time for Jonnathan and Lilly to watch a very organized group of skydivers landing close by and hear the roar of their two Skyvans as they pulled up next to us, shut down and waved us on our way.

Off we go again, and this time it's 7 year old Lilly's turn to navigate us home. She must have been practicing, because it was all about the steep turns! Left, right, back and forth, until I heard an apoloizing voice come through the headset... "Sorry guys, I think we need to head back to the airport." Mom is thick-skinned, and you can tell there's not much that phases her, but we all know the back seat of a "Honda Civic with wings" can be a little tight, and the ups and downs and big turns weren't helping! We all made it back in one piece and taxied back to the ramp in time to tell Johnathan was more than ready for his turn.



If this day taught me anything it's that no matter what they're going through, kids can be super resilient. We knew that, right? Don't let Johnathan fool you – although his nurse Brianna helped him to the plane in a wheelchair, he definitely wins the award for quickest to board. Usually I have to go through the whole "put your

foot here, then turn around and scoot your butt up this way..." nope, Johnathan jumped right in, buckled up and put his headset on before we had a chance to even think about it. He's truly just like any other 6 year old kid you'll ever meet!

Excited to have Batman for my co-pilot and Brianna ready in the back with her camera set to go, we launched off again. Headed west we got to see many more of those beautifully hazy mountains. How's everybody doing? No need to ask, the smiles told the story and there was definitely no need to make this a quick flight. Passing Stellar Airpark we discovered that you could actually live on an airport.

How cool is that? It's been decided – when Johnathan grows up, that's where he'll live. Want to see the big airport? Sure! Past South Mountain and right over Sky Harbor we go. The houses are now too small to count, so we switch to counting how many big planes are taking off and landing right under us. Making good time northbound we are able to see Squaw Peak, Camelback Mountain, and Scottsdale Airport... Hey, that's where all the rich people live! Suddenly the tiny houses are getting bigger and easier to count.

Convinced Brianna has run out of film (do people even use that anymore?) we make our way back over downtown Phoenix (Hey look, we're higher than the skyscrapers!), Firebird Lake, a few aimless turns toward nowhere and back to meet the rest of the family. Back on the ramp we take a moment to debrief and get a group shot with the plane. In roping in a nearby pilot to take a photo for us, we learn there's someone with a biplane willing to give some more rides and these might include some upside downs... will mom be sitting that one out?

After a few fun hours, all six of us have been able to see the world from a different perspective today. Who do you think had the most fun?

Follow Johnathan's story on his Facebook page [Johnathan the Brave](#). There's also a great book with the same name available on [Amazon](#).

And if you'd like to participate in a really fun day of flying, consider volunteering for [Sky Kids](#). They've got two great events lined up this year: April 7 at Goodyear and November 3 at Scottsdale.

They accept volunteers of the pilot and non-pilot variety, and I can confirm it's a great way to spend the day!

If you've had the chance to make someone happy with your airplane lately, send us your story! Email newsletter@AZPilots.org and we'll be happy to share.



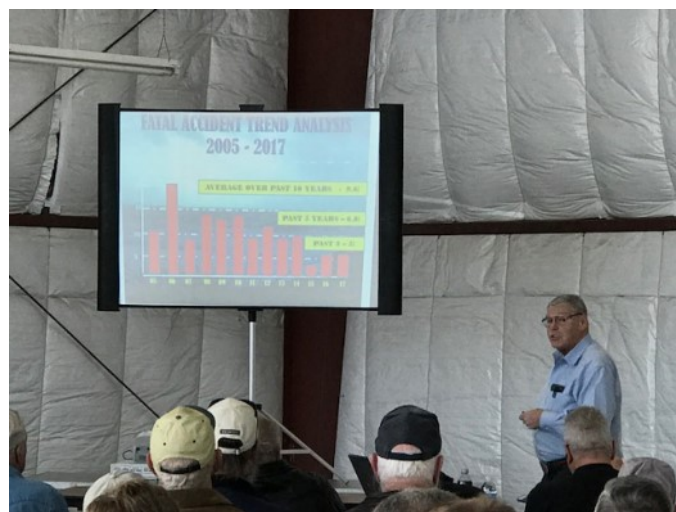
Andrew

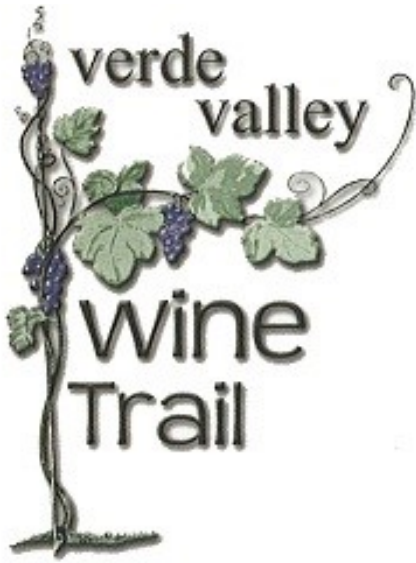


Cottonwood Fly-In & Safety Seminar

By Timothy M Pebler

The seminar was attended by about 52 people from Cottonwood, Camp Verde, Rimrock, Flagstaff, Prescott, Mesa, Deer Valley, Glendale and Sedona. Fred had an educational presentation on winter flying weather with lots of positive comments from those who attended. Morgan Scott and the City of Cottonwood really went out of their way in hosting the seminar. They put together gift bags, for those who attended, with souvenir items from the City of Cottonwood, information about the area and discounts to be used at Old Town restaurants. Morgan also arranged for BOMBAZ Grill, a local food truck, to be on site for those who wanted breakfast and for a city shuttle bus to transport anyone interested to Old Town for a couple of hours following the seminar. Unfortunately, the information about the shuttle bus didn't get out early enough, so no one took ad-





vantage of it. Philip Brown, manager of the Southwest Wine Center at the Verde Campus of Yavapai College, did a short presentation on the Verde Valley industry and the future of that industry in Cottonwood and Verde Valley. Bill Jump, owner of Out of Africa, was also going to give a short presentation, but things were breaking up by then.

Anyway, the weather couldn't have been better for those flying in/out and 100LL was only \$4.19 per gallon. Along with an Out of Africa tour, we are also looking at hosting a fly-in sometime this year with an emphasis on attract-



ing high school and college students who have an interest in aviation. More details on that to follow.

Timothy



Get Your Instrument Rating NOW!

Are you one of the many pilots who started instrument training, only to quit out of frustration with the quality or pace of your training? Or are you one of the many pilots who always wanted to get your instrument rating but never found the right instructor?

Now is the time to **make that instrument rating happen!** I specialize in instrument training (I have given over 3000 hours of instrument flight instruction) and will design a **personalized program** for you to **minimize the time and cost to finish your rating** and **insure you get the training you need to be safe!**

- 6271 hours of flight instruction given
- 7635 total hours flight time
- Cirrus Standardized Instructor, Avidyne & Garmin 1000
- Cirrus Pilot Proficiency Program (CPPP) Instructor
- Cessna FITS Instructor Plus (CFAI+)
- Columbia Factory Flight Instructor, Avidyne & Garmin 1000
- Author of the book *Fly the Glass Cockpit Like a Pro*
- FAA Master WINGS Holder
- Advanced and Instrument Ground Instructor
- Remote Pilot (UAS)

Bob Littlefield, Gold Seal CFI, CFII, MEI

602-228-9145 • bob@flightskills.com • www.flightskills.com

Kingman Airport, Kingman Arizona

By Brian Schober

The US Army Air Forces played a major role in developing many of Arizona's current and long-gone airports. Kingman's airport is no exception. The US Army Air Forces had a need to train gunnery crews assigned to the newly-developed B-17 Flying Fortresses and an unpopulated 4,000+ acres in Northwestern Arizona fit the bill perfectly. The government moved and began construction in early 1942. The gunnery ranges opened later in 1942 with multiple airstrips and emergency landing fields built to support them. The airfield was renamed Kingman Army Air Field on May 7, 1943. In all, over 36,000 gunners were trained at Kingman Army Air Field through 1945.

Following the end of World War II, Kingman shifted from gunnery training to aircraft reclamation and storage. Known as Storage Depot 41, aircraft were flown to Kingman for dismantling and recycling. Rather than storing the planes, as the name would suggest, over 5500 aircraft were dismantled and melted down for scrap over the next three years. Sadly, most of these aircraft were B-17s. Once the recycling effort was completed, the land was turned over to the county.



Though the war and the related warplane "storage" efforts are long over and nearly forgotten, the airport continues to thrive. Coincidentally, storage is precisely what drives commerce at the airport today. Airliners, commuters, and corporate aircraft are mothballed and stored at Kingman. Dozens of aircraft sit waiting to become donors to other flying aircraft or to be resurrected in new livery at another airline. The on-site repair station manages the storage and maintenance of these aircraft. In addition to aircraft services, an 1,100-acre industrial park helps support the airport and hosts over

70 businesses. This industrial park is second largest in Arizona, led only by Maricopa County. Close access to Interstate freeways and rail lines, the location is perfect for fast distribution of goods.

Kingman Airport (KIGM) is located approximately 8 miles northeast of the city center. Though untowered, with a pair of long runways capable of 737-class aircraft, there is plenty of room for nearly any aircraft. Runway 3/21 is 6,827' x 150' and Runway 17/35 is 6,725' x 75', with Runway 21 being the preferred calm-wind runway. Field elevation is a modest 3449'msl. AirZona Aircraft Services operates the FBO on the field. There are minimal \$5/single and \$10/twin tie-down fees if needing to stay the night. At the time of this writing, Avgas is priced at \$5.51 for self-serve and \$5.76 for full-serve. Jet A is priced at \$3.83 and \$4.08, respectively.





Photo: © Copyright. Foto-Archiv Andy Herzog

www.wings.de.ms

The Kingman Airport Café offers traditional breakfast and lunch fare in an aviation-themed restaurant. Open from 7am – 2pm, breakfast is served until closing time at 2pm, so a delayed start to the morning flight will not result in missed pancakes. Indoor booths and tables are available, as well as patio dining during the summer. The Café even has t-shirts, caps, and mugs available for purchase.

Once in Kingman and breakfast is finished, take time to enjoy the remarkable history this airport has to offer. The original control tower remains an icon, as the multiple

flights of stairs leading to the windowed room are visible. The Kingman Army Airfield Historical Society has created a museum to document, highlight and preserve the importance this field played in our nation's history. The museum is housed in an original hangar built in 1942.

The airport is located just off of historic Route 66. Uber or Lyft provide transportation, as do several taxi companies. This airport is not Kingman's only brush with aviation history. Prior to the military field opening, Charles Lindbergh created an airstrip out of what had been a cow pasture as part of the first trans-continental airmail route. The strip was updated by Transcontinental Air Transport, the predecessor to TWA, and became Wallapai (Hualapai) Field. This airfield has since been built over; however, Kingman is rich in history and the multiple parks and memorials in town stand as a testament to this desert outpost.

Kingman is approximately 130nm Northwest of Phoenix, 240nm Northwest of Tucson, and 100nm West of Flagstaff. Nestled in a valley, the backdrop of the Hualapai range just to the South, the Cerrit Mountains to the West, and the Cottonwood Cliffs to the East all make for a scenic approach. These features also lead to downdrafts and wind conditions unique to flying in mountains, so focusing on weather conditions is highly recommended. The Bagdad 1 and Gladden 1 MOAs lie just to the South of Kingman, so use caution when navigating near or through them. We hope to see you there soon!

Brian



Arizona Ranch with Airstrip



Main Cabin Exterior



Main Cabin Deck



Main Cabin



Workshop



Bunkhouse



Artist Studio



FAA Registered Airstrip

For Sale

Erik McCormick
 Choice One Properties
 480 888 6380
Erik@pilotexpeditions.com
www.AZhomeandhangar.com



Find us on
facebook





MEMBERS' PHOTO CORNER

*Thank you to **Erik McCormick** for this month's photos!*

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



Payson—A Backcountry Fly-In

That EVERY Airplane Can Make!

By James Nebrig

Many fellow fliers look with envy at the impressive array of backcountry fly-ins that the Arizona Pilots Association and Recreational Aviation Foundation have put together in the Arizona backcountry. While these fly-ins sure look like a lot of fun, the sad reality is that with low wings and a low-slung prop, many of our airplanes could never be confused for backcountry machines. While the majority of our backcountry airstrips will accommodate these aircraft, many aircraft owners prefer to not risk the chips and dings possible on these airstrips. Consequently camping adventures tend to be reserved for those folks with taildragging, short/rough field airplanes.



For those who are in the same boat as us, (you know who you are, but don't despair!) Arizona aviators are fortunate to have one of the absolute best air camping facilities in the country just sixty miles or so northeast of Phoenix, as the crow flies, up in Payson, Arizona. Best of all... this campground is right in the middle of a modern municipal airport, Payson Regional Airport (KPAN). Payson features a 5,500' x 75' paved and lighted runway with plenty of paved parking right next to the campground as well. Come with room in the fuel tanks, as Payson features some of the cheapest 100LL prices in the state.

We are now finishing the planning for our annual APA/RAF Payson Fly-In and Air Camping Weekend, which will be held on **April 7-8**. Throw your tent and sleeping bag in the plane and join us Saturday night for a potluck dinner and overnight stay at the campground. You can camp just a few feet from your airplane, and we are going to have a happy hour, potluck dinner, and then enjoy the



sounds of some of our more talented members who moonlight as amateur guitar and banjo pickers. It is tradition that many of our campground chefs will be bringing their trusty Dutch ovens and try out some of their best chuck wagon recipes for everyone. Don't know how to cook? No problem, as Payson is also the home of one of the best airport restaurants, the Crosswinds Café.

For those who have never been air camping at Payson, (or even air camping at all!) you couldn't find a better place to "go backcountry" for the first time. Payson Airport Campground features individual

campsites right next to the paved aircraft ramp, fire rings with free firewood, grills, running water, real bathrooms (you know...the kind that have sinks and flushing toilets) as well as HOT showers! Sure, you can tell all your friends that you were “roughing it,” but only you and your fellow air campers will know the true story. The campground has the best views of the spectacular Mogollon Rim in the state!

If you want to stay overnight, but your idea of “roughing it” is a Holiday Inn, then come up anyway. Payson has dozens of motels in every price range, and the Airport Manager has reserved the courtesy car for the group, so we can shuttle people back and forth to the airport.



Children are ALWAYS welcome at our fly-ins. The kids have plenty of room to roam at KPAN, and we always stock up on marshmallows, graham crackers, and Hershey bars for the kids to enjoy s'mores by the campfire. So, load the kids and grandkids up in your plane and bring them along! The cost of the weekend - nothing but your gas and food. The memories that you will make with them – PRICELESS!

So, APA'ers...it is time to pull the plane out of the hangar and set a course for Payson the first weekend in April to join your fellow APA'ers for some fun and fellowship around the campfire.

For further information, you can e-mail James Nebrig at james.nebrig@hotmail.com

We look forward to seeing you there!

As always, watch our [Facebook](#) site for last minute news on events, including weather cancelations or rescheduling.

James



A Few Words About Safety

“

Denny Granquist

“Shorts and flip flops don't work well when hiking.”

“Using ATC is better than avoiding ATC.”

Goldwater Range Tour

By Mary & Susan

This is a quick thank you and a recap of our day on the range.....

Susan Gladstein thanked us for being great visitors and also thanked us for our contribution to the airmen's fund for the upcoming deployed families' party. Our \$300 went a long way in the goodwill department.

Additionally, after expenses, we have \$500 to donate to our own APA Scholarship Fund. This is wonderful! Andrew Vogeney, our scholarship chair, is adding this gift into consideration for this year's set of scholarships.

FYI, I've requested a 2nd tour from Susan Gladstein - during the fall, around October. More information to follow. Be sure to





check our website and the e-newsletters. I'll also send out an invitation later this year as the date is finalized. Send an email to socials@azpilots.org if you would like to be added to the waitlist and notified first.

We're brainstorming on getaways to various destinations - please contact Kit if you wish to help organize one, or be of assistance in some way. kit@azpilots.org We could use some volunteers to work with Kit & Brad on the weekend getaways!



Mary & Susan



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

WINTER FLYING

By Howard Deevers

While Arizona was enjoying exceptional flying weather in January, much of the rest of the country was experiencing harsh winter conditions. We saw sub-zero temperatures, snow, ice, and the "windchill" we all hate.

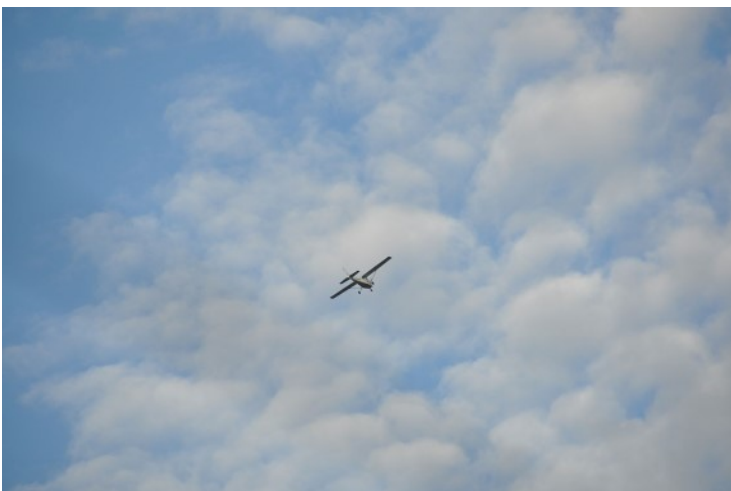
My nephew, John, has come from Minneapolis to Tucson several times for a week of relief from the cold. We had planned this trip several months in advance. When he departed MSP January 11 it was a minus 10 degrees F and snowing. I was worried that the flight might be cancelled, but they made it. He enjoyed the 70+ degrees here every day.



We had talked about flying before he came and he was interested. In order to see a bit more of Arizona, we made a flight with Rick Whitaker for a breakfast run. On a beautiful Sunday morning we left Marana (KAVQ) about 7:30 and landed at Payson (KPAN) about an hour later. The flight could not have been better with clear skies, no turbulence, and calm winds.

On our way back we diverted over the eastern end of Phoenix and then over Casa Grande in order to give John an even better view of the Phoenix Valley. He loved it.

John is no stranger to general aviation as his dad is half owner of a Cessna 172 kept in La Cross, Wisconsin, and John has flown with his dad many times. Rick and I did our best to make this flight as pleasant as possible.



It must have worked. Two days after getting back to Minneapolis, John called to tell me that he has decided to pursue getting his Private Pilot License! He had already contacted a flight school at a small GA airport within easy driving distance from his house. The airport also has a flying club, and if you are a member of the club, the aircraft rates are a little cheaper.

That was a fun call for me. I had not expected it, but he enjoyed the flight so much that he thought more would be better. Naturally, we

talked about the training requirements, aircraft rentals, written tests, and check rides. I suggested that he look more into the flying club since you can connect with other members and learn from them, not to mention the social aspects of club membership. He knows that his PPL is still a way off, but the first steps have been taken.

If we were closer together I could help with some flying lessons, but I told him to call me any time. Maybe we will have a new pilot in the next few months.

It doesn't always turn out this way. After the first ride, some people just don't want any more. You can't really tell who will and who won't like the experience. We should do all that we can to make the experience pleasant, and after that, it is up to them.

Be sure to check your Arizona Pilots Association for seminars near you, and don't forget to bring your wingman!

Howard

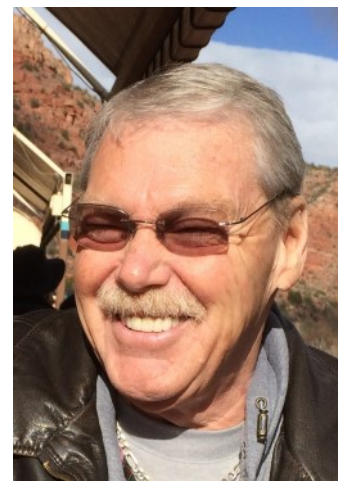


GAARMS REPORT

FEBRUARY 2018

By *Fred Gibbs*

(Your guy in Flagstaff)



The seventh annual APA General Aviation Accident Reduction and Mitigation Symposium – GAARMS VII – will be in Deer Valley on Saturday, March 31st, 2018.

The safety program will be held at the AeroGuard Flight Training Center (the old TRANSPAC facility), 530 W Deer Valley Rd, Suite 200, Phoenix, AZ 85027, courtesy of Matt Lindberg, Safety Manager at AeroGuard. The safety program will start at 0900 and finish up by noon. Watch for the FAASAFETY.GOV notice in early March for registration (although not required to attend) and WINGS credit.

In case you missed last month's issue, 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. The GAARMS VII symposium will take an in-depth look at the 6 fatal accidents in an effort to pass on to you what might have happened and how they could possibly have been prevented.



This year we plan to present the GAARMS VII program 4 times: at DVT, TUCSON, YUMA and PRESCOTT. Dates will be announced through the FAASAFETY.GOV notice process for registering. Stay tuned...

2018 is off to a good start, with NO fatal accidents reported for January – better than last year so far. If you plan to fly up to northern Arizona, be careful, watch the weather, and be sure to check NO-TAMs, especially the FICON NOTAMS. FICON NOTAMS?? YUP, Field Condition NOTAMS that address runway and taxiway conditions... Remember black ice? Snow berms? Braking action reports?



And it is cold up here. As I write this article, it is 16 degrees outside!!! If you plan to remain overnight, will your airplane be frosted over by morning? Engine cold as a block of ice? Cold starts are really hard on engines, so are you well versed in cold start procedures? Oh, and by the way, we do not have any heated hangars available to overnight in, but the FBO can pre-heat your engine using their portable heaters to help you get started. And don't forget to dress warm!

As the instructor at the only flight school here in northern Arizona (north of Prescott, that is), I get to see and fly with a large variety of pilots, from zero

hour new students to several thousand hour pilots for BFR's and IPC's. I spend time in many different aircraft, from (under-powered) PA-28-140s and an occasional C150, 160hp C172s in the flight school and a lot of C177s, C182s and C210s, plus Bonanzas, Mooneys, a smattering of twins, an occasional taildragger, Cirruses, Cessna TTxs, and of course my Bellanca Super Viking. Variety is certainly the spice of life here!

The variety and quality of pilot is also very, very interesting. Student pilots come in all varieties, from quick learners to, well, maybe this ain't for you after all!! I get a lot of calls from out of the area for C172 checkouts from both new private pilots, as well as long time private pilots looking to fly up over the Grand Canyon. Unfortunately, I have to tell them that we do not allow our trainers over the Grand Canyon; it is company policy as well as a function of the complexity and sensitivity of the Grand Canyon special airspace. However, there are other things to see up here in northern Arizona. The quality of some of the "out of area" pilots is mind boggling, to say the least. I encounter pilots who do not know how to lean, or use trim, can't hold altitude within 300 feet for more than a few minutes, are scared of stalls, can't stay on centerline, don't know the difference between Vx and Vy, don't use checklists, have no sense of procedure, and the list goes on... I even had an instrument rat-





ed pilot show up needing another IPC, and when we talked about his last IPC, it was totally bogus!!! He admitted the instructor had only required him do one approach, some airway navigation, a DME arc to the one approach and signed him off! Believe me, he could no more fly IFR than the man in the moon!!! Fortunately, he realized that, and that is why he showed up at my front door.

What is happening to professionalism? Where is pride in performance? Of course not all of us are this way, but it takes effort to remain safe and professional. Good enough is NOT good enough when your life may de-

pend on being the best you can be when called upon! How is your knowledge level? Could you pass the 2 – 2 1/2 hour private pilot oral? Ironically, you only need to pass the FAA written with a 70% passing grade (you can miss up to 18 questions and still pass) but on the oral, students can fail by missing 2 or 3 complex scenario questions. Can you expect a student pilot to be able to solve a comprehensive scenario problem with having NO experience yet?

Oh well, I will just stick with my values until the day I hang it up, because I care enough to send the very best, um..., er..., I mean, I care enough to try to teach a professional way, teaching basic “stick and rudder” skills, the art of map reading, pilotage, using VORs to navigate, knowing and understanding airspace and its requirements, being able to read and understand weather and NOTAMs, having procedures and processes for flying, and always striving for perfection in everything I (and you) do. I teach that none of us are perfect, but that all of us should always strive for perfection – to try to make that perfect landing, to hold the heading and altitude right on, to be able to make the airplane hold a desired airspeed, and to NOT accept “good enough”! Even when everything is going to S*#@*t, with apologies to Bob Hoover, “Never give up flying! Use all of your skills and fly the damn thing all the way to the scene of the crash!” (A controlled crash is much, much better and more survivable than an uncontrolled crash!)

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 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 these safety programs at no charge. We can also help you organize a program of your choice, and we can recommend programs that your pilot community might really like.

Fred





Don't come to a safety program by yourself, but don't just bring your old buddy who always comes with you. Bring someone new, and get your BFF to also bring someone new.

We need you to help us expand our audience, to expand our reach, and to expand that ocean of faces.

Statistics show that the folks having accidents are the ones who don't participate in the WINGS or safety programs, so help us reach out to those folks and pull them in.

We never complain when a program runs out of chairs!!!



ROUTE 66 Air Tour

February 16 – 19, 2018

Sponsored by the Albuquerque EAA Chapter 179



PILOTS! *Celebrate history, promote general aviation, and enjoy sights along the Mother Road!*

Join us for a fantastic weekend!

Friday, February 16

Tucumcari Municipal (KTCC)

1500-1700 Arrival Window
Tour Tucumcari + Route 66 Museum

1830 Social and Dinner
Route 66 History presentation
Overnight: Tucumcari historic motels

<https://www.roadrunnerlodge.com/>

<http://www.themotelsafari.com/>

Saturday, February 17

Breakfast at Tucumcari "Kix on 66" Diner

Moriarty Airport (0E0)

1100 Presentation, Community event
Lunch at Commemorative Air Force
Lobo Wing Hangar
View historic sites enroute to KLVS.

Las Vegas Municipal Airport (KLVS)

1600 Presentation, Community event
1830 Social and Dinner
Las Vegas History presentation
Overnight: Historic 1882 Plaza Hotel
<http://www.plazahotelvnm.com/>
(505) 425-3591 (ask for Air Tour rate)

Sunday, February 18

Breakfast at the Plaza Hotel, Las Vegas
View historic sites enroute to KGNT

Grants-Milan Airport (KGNT)

1130 Presentation, Community event
Lunch at the '60s-style WOW Diner
Tour Cibola County Airway Museum
View airway markers, Painted Desert, and
Meteor Crater enroute to KINW

Winslow-Lindbergh Regional Airport (KINW)

See the original TAT hangar and terminal & enjoy
"Standin' on a Corner in Winslow, Arizona"
Overnight and dinner at La Posada/Turquoise
Room or other accommodations of your choosing
<http://laposada.org/>

Monday, February 19 (Presidents Day)

Breakfast on your own, head for home

Since the beginnings of fixed-wing aviation, pilots have been flying air tours to exhibit aircraft capabilities and share their passion for aviation. This tour will highlight aviators, aircraft and significant historical events along Route 66.

Pilots and crew will fly the planned route, landing at community airports for commemorative celebrations, museum visits, and brief presentations highlighting general aviation.

The public is invited to join us, viewing aircraft and interacting with pilots and crew at each stop.

The Air Tour will focus on Route 66, and the route will take you over the original alignment of the historic "Mother Road." The route will overfly sites relating to other significant New Mexico transportation history, including the Camino Real, the Santa Fe Trail, the Atchison Topeka and Santa Fe Railroad and the visual airway system used by the Air Mail and the first transcontinental air/rail service and other early airline companies.

You will see some great New Mexico and Arizona scenery along with the historic sites, and all will be described in the Air Tour handbook with history, photos, and coordinates to aid in identifying the locations from the air. You'll hear presentations to provide an historic context for the Air Tour, and you'll even have the opportunity to land on the original Route 66 highway (at the Santa Rosa Route 66 Airport enroute to Moriarty).

You'll enjoy overnight accommodations in restored historic hotels and motels with modern amenities.

Early REGISTRATION DEADLINE: 30 January 2018

Full details and on-line registration at

www.eaa179.org/route-66-tour/

Full Weekend (Includes dinner at TCC & LVS, breakfast at LVS, all ground transportation) **\$ 85**

Tucumcari only (dinner, transportation): **\$ 30**

Las Vegas only (dinner, breakfast, transportation): **\$ 60**

Winslow only (transportation) **\$ 5**

Non-refundable Aircraft Registration fee: **\$ 15**

(Includes door prize drawings, Air Tour Booklet)

Late Registration (after Jan 30) - Add \$30 per Aircraft. See registration form for refund policy.

Questions? Contact Dick Perry at dperry@comcast.net or (505) 263-0763



you're invited

Please join us for an exclusive tour of the
MD-10 FLYING EYE HOSPITAL

RSVP REQUIRED

Nate Morrissey
nate.morrissey@orbis.org
or 714-308-4892

GUIDED TOUR DATES

Friday, February 23, 10-4pm
Sunday, February 25, 10-4pm

RSVP Today!

LOCATION

LUX AIR JET CENTERS
Phoenix Goodyear Airport
1658 S Litchfield Rd
Goodyear, AZ 85338



**253 MILLION
PEOPLE
ARE BLIND
OR VISUALLY
IMPAIRED
WORLDWIDE,**

**BUT MOST
DON'T
HAVE TO BE.**



ABOUT ORBIS

Restoring sight is one of the most cost-effective ways to reverse the cycle of poverty. Every \$1 invested in eye health results in \$4 in economic gain in low-income countries. When sight is restored, children can attend school and adults can return to work.

Orbis brings people together to fight avoidable blindness. With 400 expert medical volunteers from 30 countries, Orbis trains medical teams in their local hospitals, on the Flying Eye Hospital, and through Cybersight, our online education and telemedicine platform.

Orbis's Flying Eye Hospital brings state of the art technology, training and teaching tools to local healthcare teams in low-income countries so they can reverse and prevent blindness in their communities. The plane features 3D technology and live broadcast capabilities enabling Orbis, with their expert Volunteer Faculty, to train more doctors, nurses and healthcare professionals—ultimately treating more people and restoring their sight.

**PLEASE JOIN US TO TOUR THE PLANE AND MEET OTHER
PEOPLE WHO MAKE VISION A REALITY.**

**80% OF
ALL VISUAL
IMPAIRMENT
CAN BE CURED,
TREATED OR
PREVENTED.**

orbis.org

AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
Big Springs Airpark Mgr: Peter Hartman (928) 626-7207	Prescott	12	
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)	
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	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Valley of the Eagle (Sampley's) Airpark Mgr: Jerry Witsken (928) 685-4859	Aguila	30	
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	
Sun Valley Airpark Mgr: Jim Lambert (928) 768-5096	Fort Mohave	55/107	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
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	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
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!



APA Clothing

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

Advertisements

As a benefit to current members, you may advertise aviation related items in the APA Newsletter and online. Classified ads for items that you own are completely free, just send those requests to our webmaster [Stefanie](#). Photographic ads range from business card size to full page. Please contact our sponsorship and advertising chairman [Rick](#) for more information on advertising.

APA Membership

If you are not a member of APA you are encouraged to join and help us keep General Aviation available, safe and fun for all. Your support is very much appreciated. Please visit our website for details and where you can [join APA](#). If you have questions, please go to our website's contacts web page where you can send an email, see our mailing address or contact us by telephone. You can also help APA by purchasing some of our logo items, Caps & T-Shirts.

Volunteer 501 (c) (3) Organization

The Arizona Pilots Association (APA) is an all volunteer 501 (c) (3) organization. The articles you find in our newsletter are written by volunteers and do not necessarily reflect the opinions or position of the APA, nor have they been vetted for technical accuracy.

