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March 2018

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President's Report

Hello Arizona Aviators and aviation enthusiasts,

Wow, what a great month of aviation activities we've had, with many more coming in March and April! The weather was very cooperative for the monthly fly-in / BBQ at Grapevine, with some really awesome pulled pork cooked up by Jim Stanford. The 60th Cactus Fly-in at Casa Grande was well attended with many great airplanes on display, really good safety seminars, and lots of pilots to share stories with. This month's newsletter is once again filled with great articles by our members and directors. I hope you will take the time to enjoy each one of them. Backcountry season is starting, and we look forward to seeing you at Grapevine (88AZ) the weekend of the 17th, and out at the Payson airport campground the weekend of April 7th!

Have Fun, Fly Safe,

Tommy



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Executive Director's Report

Jim Timm — March 2018

It's that time of the year that we are having a number of fly-ins and airport open house events. Keep your eye on the [calendar](#), and take some of them in. It's a lot of fun to take the time to go to some of the events and see what's happening in aviation around the state. Besides, it's a good excuse to get out and go flying. Sometimes it's fun to think about that part of the country that's hunkered down in cold survival mode, and we are enjoying the prime time of the year for flying. Let's go flying, but do it safely! I'll be seeing you at some of the events.



Last month we were wondering who may be appointed to fill the open FAA Administrator's position. In finding a replacement for retired FAA Administrator Michael Huerta, President Donald Trump has recommended his personal pilot, John Dunkin, to run the Federal Aviation Administration. An administration official provided the following information on Mr. Dunkin's qualifications for the Job. "He's managed airline and corporate flight departments, certified airlines from start-up under FAA regulations, and oversaw the Trump presidential campaign's air fleet, which included managing all aviation transportation for travel to 203 cities in 43 states over the course of 21 months." Apparently he has been interviewed for the job and was found to be impressive. The current acting FAA Administrator Dan Elwell, who has impressed many in the administration and the industry is also under consideration for the position. It will be interesting to see if any other candidates come forward, and we learn who our new FAA Administrator will be.

MISCELLANEOUS ITEMS

As we reported earlier, Casa Grande Municipal Airport (CGZ) 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. The City has decided to appeal the decision based on safety and economic concerns, and will be working with legal counsel to bring the users together with the FAA and Sky Dive operators to find a safe workable resolution. We will keep you informed as the issue moves forward.



Luke Air Force Base will be having an open house on March 17-18 with the Navy Blue Angels demonstration team, and the USAF Wings of Blue Parachute Team performing each day. Note: there will be a part time TFR From March 15 thru March 18 over LAFB at 5 NM up to 16,500 ft altitude. They will have F35, and F16 static displays. Unfortunately, no general aviation fly in will be permitted.

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



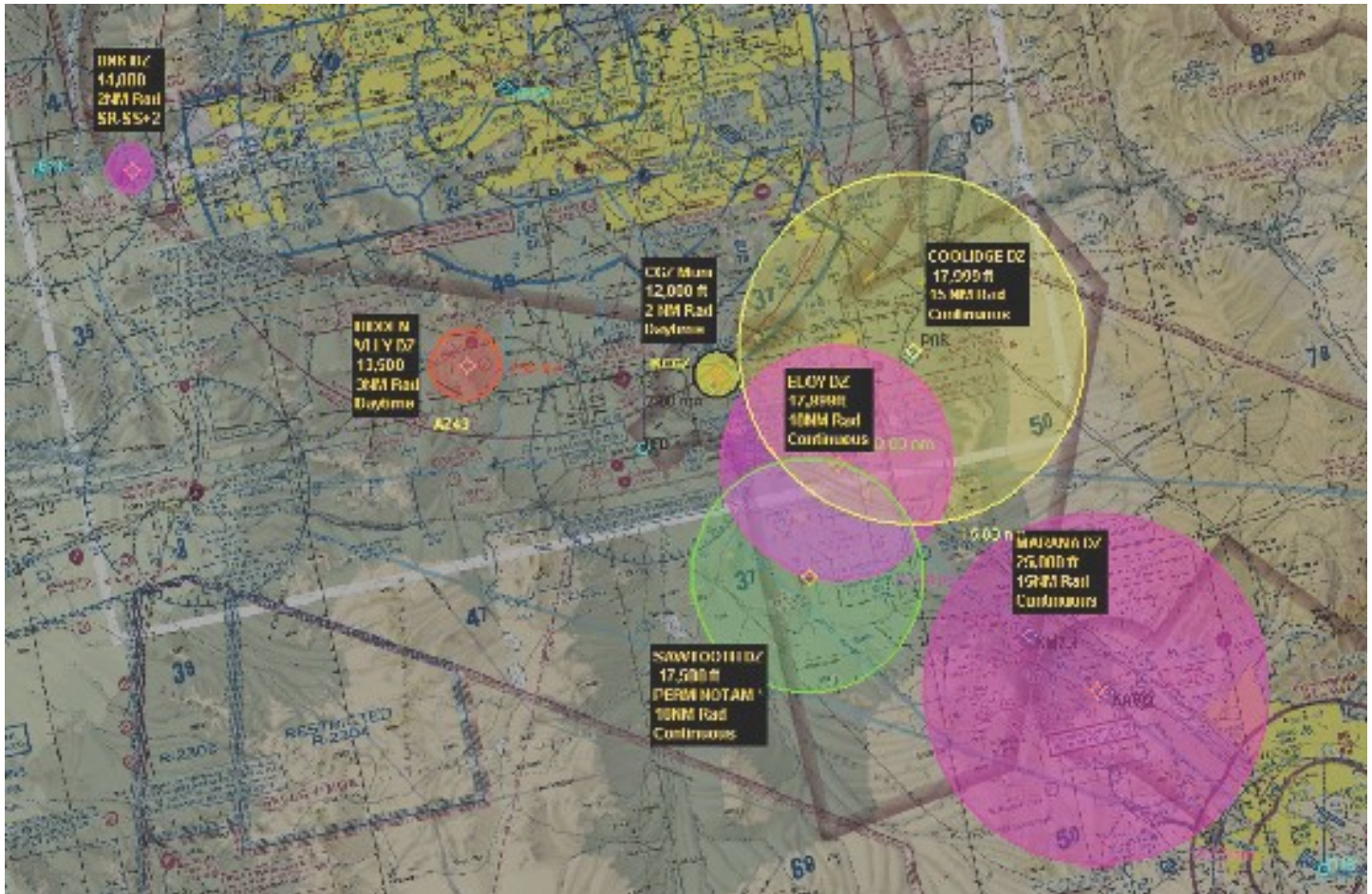
Falcon Field (FFZ) is replacing their runway and taxiway lights with LEDs, and there will be runway and taxiway closures from time to time to accomplish the task. Be sure to always check for FFZ NOTAMS for a possible closure of one of the two runways.

On Saturday, March 24, 2018, Falcon Field will be having an open house. There will be warbirds on display, a warbird flyby, military equipment display, and a classic car show. Be sure to put the event on your calendar.

Deer Valley Airport (DVT) has new run up area construction project underway. 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 may have a construction project under way, or possibly an open house. So always fly informed.

In the latest Phoenix Airspace Users Working Group meeting, the proliferation of sky dive operations, and their locations in the area between Phoenix and Tucson was discussed, and how to inform the pilots of their location and size. The following graphic, prepared by the PHX TRACON, was presented depicting the location of the known drop zones.



Flight safety this last reporting period has not been the best with the NTSB reporting three accidents in Arizona. The really bad news was that one of them was a tour helicopter that collided with the ground inside the Grand Canyon, resulting in five fatalities and two serious injuries. The other reported accidents resulted in either minor or no injuries. See my March Aviation Accident Summary for details.

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.
- **BENSON: CANCELED FOR MARCH** – *Breakfasts will resume in April.* The third Saturday of the month there is still a fly in breakfast at Benson (E95) at Southwest Aviation. (There are special fuel prices for breakfast attendees.)
- Also on the third Saturday, around noon, 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





Spring Backcountry Kicks Off!

By Mark Spencer

Our schedule was published last month and here we are already in March with two backcountry events. First, starting on Friday the 16th, donation lunch on Saturday the 17th, at the Grapevine airstrip along the shores of Roosevelt lake.

Our guests this weekend will include forest service planners hoping to learn a little more about us and our recreational flying. Come be an good ambassador for aviation, say hello, and thank them personally for helping to keep aviation in the recent Tonto plan.



Grapevine Monthly BBQ



Come join the gang at the **Payson Airport** campground April 6,7 & 8. While there's a beautiful camping facility, complete with tables, ramada and showers, the courtesy car will be available for those wishing to stay at local hotels. Join the fun around the campfire complete with live music on Saturday, and bring your best Dutch oven and recipe!



Grapevine 88AZ:	Payson KPAN:	Double Circle Ranch Z66:	Pleasant Valley 24AZ:
January 19-21	April 6-8	April 13-15	May 25-27 Memorial Day
February 16-18	April 13-15	April 27-29	
March 16-18	(backup)	(backup)	
April 20-22			
May 18-20)			





WE ARE A SAFETY-FOCUSED GROUP OF AVIATION TRAINING PROFESSIONALS WHO RECOMMEND BEST PRACTICES FOR UTILIZING AIRSPACE IN ARIZONA WITH THE ULTIMATE GOAL OF REDUCING ACCIDENTS, INCIDENTS AND PILOT DEVIATIONS.

We make an effort to:

- Facilitate communication and address safety concerns between flight schools, flight instructors, the FAA and other airspace users
- Share training tools, concepts, and ideas
- Improve understanding among operators

**CHECK US OUT!
AFTW.ORG**

On our website you can find:

- Practice area charts and information
- Stanfield VOR procedures
- Safety Topics of the Month from the GAJSC
- Meeting minutes and events
- Flight training resources, news and more!



March Aviation Accident Summary

by Jim Timm

The following are NTSB reports of aviation accidents that have occurred in Arizona from late January, 2017, through late February, 2018. The Arizona Pilots Association uses 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.

The past reporting period has continued to look good based on the number of accidents reported, and we hope that continues. However, it was very bad in that of the three accidents that occurred, there was a Grand Canyon tour helicopter accident that resulted in five deaths and two serious injuries. The other two accidents included a low altitude mid-air collision between two powered parachutes that resulted in a serious injury and a non-injury to the participants, and the other reported accident did not contain details, but most likely resulted in no injuries. The powered parachute mid-air accident was one, like many others, that should never have happened. When you read the accident report, you may wonder about the mindset of the participants, and also conclude that the two participants were very lucky with the results of the encounter, an interesting report to read.

It's unfortunate that there are nine reported accidents from last year and this year that the NTSB has not yet published detailed reports as of this date.

Please everyone, continue to carefully plan your flights and fly the plan, and be certain both you and your airplane are airworthy. Fly safely!

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

Accident Date: **Thursday, January 18, 2018**

Report Dated: 1/30/18 Preliminary Report

Title 14 CFR Part 91

Location: Near Marana

Aircraft Types: Destiny XLC (Powered Parachutes)

Six Chuter Spirit

Injuries: 1 Serious

1 Uninjured

MIDAIR COLLISION

On January 18, 2018, about 1730 MST an unregistered experimental Six Chuter Spirit light sport aircraft and an unregistered experimental Destiny light sport aircraft were substantially damaged after a mid-air collision and subsequent impact with the ground in Marana. The non-certificated pilot of the Destiny received serious injuries and the non-certificated pilot of the Six Chuter was not injured. According to the pilot of the Six Chuter aircraft, at the time of the accident he had received a few hours of flight training, but had not received any formal training towards a private pilot certificate. After experiencing a few hours as a passenger in a powered parachute aircraft, he

was invited to fly the Six Chuter while his Uncle, and owner of both aircraft, flew the Destiny. During the flight, the Six Chuter pilot, pilot A, turned to the east while cruising at approximately 100 ft above ground level. He observed his uncle, pilot B, on a northerly course and decided to maintain his altitude and heading, but his uncle then turned to the west on a direct path towards the Six Chuter. Moments later the Six Chuter collided with the parachute of the Destiny, which bound the Six Chuter's propeller. The Six Chuter spun 180° and drifted aft as the aircraft descended to the ground. The right side cabin of the Destiny impacted the ground after the aircraft entered a nose down attitude and rapid descent without a parachute. Pilot A reported no mechanical malfunctions or anomalies that could have precluded normal operation prior to the loss of power.

Photographs furnished by local law enforcement showed substantial damage to the structural tubing of both aircraft.

Visual meteorological conditions prevailed and a flight plan was not filed for the local flight, which originated from a dirt runway.

Accident Date: **Saturday, February 10, 2018**
Report Dated: 2/20/18 Preliminary Report
Title 14 CFR Part 136
Location: Peach Springs
Aircraft Type: Eurocopter EC130
Injuries: 2 Serious
5 Fatal

COLLISION WITH TERRAIN

On February 10, 2018, about 1715 MST, an Airbus Helicopters EC130 B4 helicopter was destroyed when it impacted a canyon wash while on an approach to land at Quartermaster landing zone near Peach Springs, Arizona. The commercial pilot and one passenger sustained serious injuries and five passengers were fatally injured. The helicopter departed Boulder City Municipal Airport, Boulder City, Nevada at 1635 and had intended to land at Quartermaster landing zone, a group of landing pads within Quartermaster canyon. Visual meteorological conditions prevailed, and a company flight plan had been filed.

A review of the recorded radar data showed that the helicopter departed Boulder City and continued on the Green 4 standard helicopter route prescribed in the Grand Canyon West Special Flight Rules Area 50-2. Witnesses reported that

as the helicopter neared the vicinity of Quartermaster, they observed it on a flight path consistent with the pilot aligning to make a downriver-wind landing to a pad on the west. The helicopter began to slow after it passed over the river and maintained a southern course as it entered a canyon wash adjacent to the landing pads. While maintaining the same altitude, the helicopter entered a nose-high attitude and then began a left turn toward the Quartermaster landing zone. During the turn, the helicopter transitioned into a nose-low attitude and as it began to face the landing pads it began to slightly drift aft. The helicopter then maneuvered into a nose-level configuration and continued in the left turn. Subsequently, the helicopter made at least two 360° left turn revolutions as it descended into the wash below where it impacted terrain and a post-crash fire ensued.

The helicopter came to rest upright in rocky terrain about 300 feet below the landing zone on a heading of 222° magnetic. The accident site was compact except for small main rotor blade pieces and small paint chips distributed around the main wreckage site. Most of the wreckage was consumed by the post-crash fire except for the tail boom and fenestron, which had separated from, but were collocated with the main fuselage. The



engine, still attached to the engine deck, was found in the main wreckage and had also sustained fire damage. All three main rotor blades remained attached to the main rotor hub and exhibited damage consistent with high rotational energy. The tail stinger, fenestron hub cover, a toe from a skid step, and small pieces of transparent acrylic glass were found on a canyon slope east of the main wreckage. The 8-seat capacity, fixed landing gear helicopter, serial number 7091, was manufactured in 2010. The accident helicopter was powered by one Safran Helicopter Engines (formerly Turbomeca) Arriel 2B1 turboshaft engine.

Accident Date: Tuesday, February 13, 2018
Report Dated: 2/14/18 Preliminary Report (Unpublished)
Title 14 CFR Part 91
Location: Phoenix (DVT)
Aircraft Type: Piper PA16

Injuries: UNK

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

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GAJSC



General Aviation Joint Steering Committee

Stabilized Approach and Landing

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

Outreach Month: March 2016

Topic: Stabilized Approach and Landing (SE 10 Output 1)

The FAA and industry will conduct a public education campaign emphasizing the best practices regarding stabilized approach and go around techniques.

Background:

The air carrier industry has embraced stabilized approach concepts as a means to ensure safe operations during critical phases of flight. Airline flight crews are trained and tested on establishing and maintaining stabilized approaches and to immediately initiate a go around if stabilized approach criteria are not met. This has led to a dramatic decrease in approach and landing mishaps. General aviation pilots can also increase the safety of their approach and landing operations by adhering to stabilized approach criteria.

Teaching Points:

- Discuss the magnitude of approach and landing mishaps
- Acquaint pilots with the benefits of stabilized approach and landing operations.
- Discuss best practices for exercising the go around option.
- Encourage pilots to make stabilized approaches and to go around if stabilized approach criteria are not met.

References:

- [Stabilized Approach and Go Around Power Point](#)
- [Airplane Flying Handbook \(FAA-H-8083-3B\) – Chapter Eight](#)

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

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Benson Municipal Airport (E95)

By Brian Schober

Our next installment of highlighting Arizona airports takes us to Benson (E95). Benson Municipal Airport is about three miles northwest the city of Benson and about 30 miles east of Tucson in Arizona's southern tier. Benson's airport hasn't always been at the current location. Records show that around 1930, Benson had an airport built just east of town known as Benson Intermediate Field. Though it is now a private field, it is currently registered as 31AZ. This airport was built as an emergency airfield by the Bureau of Air Commerce and encountered intermittent closures and openings throughout its history. In 1999, Benson opened a new public-use airport and this field is currently in use today.



Benson has achieved some fame through the ages, with many feature films being filmed nearby. Tombstone, The Quick and the Dead, The Outlaw Josey Wales, and Tom Horn are a few off the top. Benson's unique location and character is perfect for the quintessential Old West feel many are looking for when selecting a film location.

There is a ton to do and see near Benson. For example, Kartchner Caverns State Park is just a couple of miles outside of town and is a must-see feature. Access to the park is a nominal per-vehicle fee of \$7. Tours of the park, including headlamps and helmets, are \$30 and purchase of the tour waives the entry fee. The Caverns are a remarkable and unique cave experience that truly must be seen.

If a more authentic Western adventure better suits your style, the Double R Ranch may fit the bill.

Offering guided rides from beginner to advanced and ranging from \$45-200 for 1-hour to full-day rides, there is a package for every budget and experience level. Double R is about 16 miles north of the airport; however, a taxi or Uber will get you there in short order.



For movie buffs, the [Gammons Gulch](#) movie set may fit the bill. This Old West movie town is open for walking or guided tours. This is an active movie set and there may be filming taking place at any time. This is a truly unique adventure that allows a "behind the scenes" look at some amazing history. Call ahead for guided tour reservations (\$8.00pp cash only), as the owners may be assisting film crews.

About 22 miles east headed down I-10, Bowlin's "The Thing" awaits the unsuspecting. You may have seen (and avoided) the billboards stretching from Tucson all the way to El Paso taunting you to visit. After all, it's hard to ignore 247 billboards along this route. If time permits, a short drive down I-10 may satisfy that urge to visit. After all, it's only a buck and there's a great museum, to boot.

Interested yet? Now let's talk about the airport. There's a single 4002' x 75' asphalt runway in excellent condition. The East/West runway is sufficient for most wind conditions, though the FAA reports erratic wind currents approximately ½ mile from the threshold when winds exceed 10 knots, so use caution. E95 is a VFR-only airport, but is lighted for nighttime operations. Prior to arrival, check Benson's AWOS on 118.475 and then call up on CTAF at 122.8 to announce intentions. Keep in mind that the Saguaro National Park and the Rincon Wilderness Areas lie just northwest of the airport and pilots are requested to remain above 2000' AGL in these areas. This can be as high as 10,500' MSL due to the terrain in this region, so plan your route accordingly to help avoid these protected areas.

Once on the ground, [Southwestern Aviation](#) operates the FBO and offers 100LL and Jet A. There is a courtesy car available, though it's a bit older than most. The 1955 Dodge Coronet makes for an unforgettable adventure all on its own. APA members receive a \$0.10/gal discount on AVGAS, and another \$0.05/gal discount if paying by cash. Additionally, Southwestern hosts "Can't Pass Gas Saturdays" on the third Saturday of every month and beats the lowest price within 50 miles by \$0.20/gal and hosts a great fly-in breakfast. If the loaner is out in use, there are several taxi operations, as well as Uber and Lyft that can take you anywhere you need to go.

While Benson may be out of the way, there is a lot to do and see in the area. Benson Municipal is a modern airport that services this unique pocket of Old West Charm. The FBO is pro-General Aviation and would love to see you come out and visit. Stop in and say "Hi!" to Roy.

Brian



A Few Words About Safety

“

Denny Granquist

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Price:\$ 50 000.00

Call: John Minieri at (602) 354-2161

Contact: Chris Felton at cfelton@dphx.org



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

MEMBERS' PHOTO CORNER

*Thank you to **Alexander Pena** 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!

April 6-8, 2018

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 6-8. 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.



Facilities

I spoke with Mr. Law over at the Payson Airport and they are very happy that we are coming back to Payson with the fly-in. He will arrange to have the following facility items ready for us when we arrive:

1. Campground - The air campground is reserved for our group.
2. Picnic Shelter - The shelter is reserved for our group for the entire weekend.
3. Firewood - Mr. Law and Mr. Deuker will re-stock the firewood rack with enough firewood for the weekend.
4. Courtesy Car - Mr. Law will reserve the courtesy car for our group from Friday night until Sunday afternoon.
5. Ramp Space - We will have use of the entire air campground paved parking ramp from Friday-Sunday.
6. Bathrooms/Shower - Will be ready and heated for the weekend.
7. Giant Grill - Mr. Pitken will be bringing over the PPA grill for use Saturday night.

Schedule

Friday Night - Camping and meals on your own for those who arrive early

Saturday - Everyone arrives and sets up camp

Saturday Afternoon - Free time to visit other local area backcountry strips.

Saturday Lunch - Either group lunch at Crosswinds Cafe or we can burn up some burgers at the campsite.

Saturday Evening - Happy Hour, Dutch Oven Pot Luck Dinner & Entertainment around the campfire.

Sunday Morning - Hot Coffee station supplied by me at the picnic shelter. I will also supply donuts, etc.

Sunday - Pack up and fly home.



Entertainment

Mr. Thomason has contacted and received confirmation that the gentleman who played guitar for us a few years ago will indeed return and play again.

I have contacted Mr. Thomas from the Grumman group and he will be bringing his guitar and banjo.

Everyone is encouraged to bring their instruments to play.

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

We look forward to seeing you there!

James



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AFTER THE CHECK RIDE

By Howard Deevers

The Private Pilot check ride is the final glorious moment in our basic training. You have just finished your check ride, and the examiner hands you your Temporary Certificate. Wow! What a feeling!

Now I can take my family members or friends for a flight and demonstrate my newly acquired skills and knowledge. I am a Pilot!

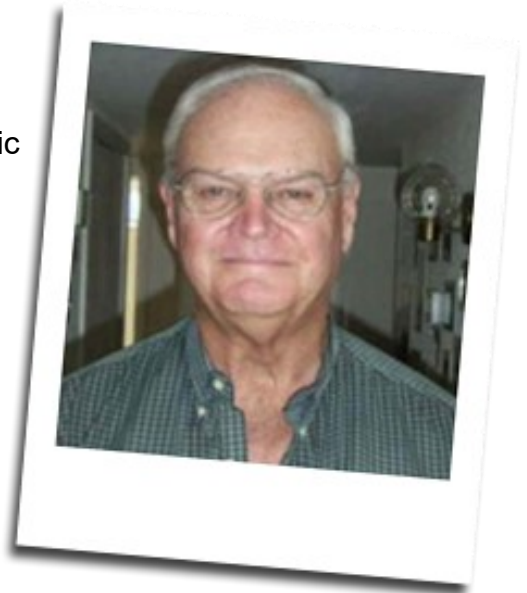
Confession time: When the examiner handed my temporary certificate to me he had this to say: "I don't think you will kill yourself, but you still have a lot to learn." I can still hear him, even to this day. He could not have made a more profound statement or impacted me more with any other words.

He didn't say, "Congratulations, you are now a pilot!" or even, "Nice job, keep up the good work." It was..... "You still have a lot to learn."

He was right. I knew enough to pass the FAA written, and had enough skills to pass a check ride, but that was about all. I did take family members for a short ride around Monroeville, PA, one at a time in a Cessna 150, the only plane I was checked out in. Soon I got the club instructor and checked out in the Cessna 172. I had flown with an instructor in a Piper Warrior once, but that was the extent of my experiences in anything with more than 2 seats and more than 100 HP. The 172 was a wonderful airplane, at least to me. It was a full IFR airplane with an intercom. The club also had a Cherokee 140 and a Cherokee 180. The C 172 and the PA 28-180 were both IFR airplanes, while the Cessna 150 and Cherokee 140 were VFR airplanes. As soon as possible, I checked out in each aircraft. I learned more during each check out experience. Yes, there was still a lot to learn.

I quickly learned that if I was going to use aviation like I really wanted to, I would need an instrument rating. In those days you needed 250 hours as PIC before you could go for an instrument check ride, but you could build that required time during instrument training.

Not everyone goes on to an instrument rating or any other training. Even though I had joined AOPA while still working to become a private pilot, I had never heard of "The Wings Program." When attending an AOPA safety seminar in Pittsburgh, I noticed that many pilots had small wings pinned to their hats or jackets. I asked about these, and learned that you could earn a phase of the "Wings" by attending a safety seminar, and getting 3 hours of dual instruc-



tion from an instructor and send in a card to get your wings.

That sounded like a good idea to me and I set out to earn as many “Wings” as possible. None of the instructors I knew at that time knew anything about the “Wings” either. So I found other instructors that did know and started working on my “Wings” credit. You could only earn one phase each year, and the flight maneuvers were the same each time, but at least I was learning something new each time.

The same examiner gave me my instrument check ride 2 years after my Private Pilot check ride, and this time he did tell me that I had learned a lot in that 2 years. Just as in the Private Pilot Certificate, the Instrument check ride was only the beginning and I knew enough to pass the written and the check ride. The real learning started then, and hasn’t stopped, and never will stop. Instrument flying is like that. You can never know enough or too much.



What does surprise me is the number of instructors, even today, that don’t know about the WINGS program. We all know that a Flight Review (formerly the BFR) is required every two years. Any phase of the WINGS will suffice as a Flight Review. You still have to attend a safety seminar and fly with an instructor, and now we can do our applications on line.....no mailing in cards and

waiting. The best part is that we DO learn a lot. However, not all pilots are involved in the program, and not all pilots want to continue learning.

Those are the pilots that WE learn from, after reading the NTSB reports on accidents they had. Sadly, the truth is that pilots that don’t continue to learn are the ones that have accidents.

Fred Gibbs, who also writes for the APA, and I have had discussions on how do we get to those pilots that never come to a safety program? Fred is the inventor of the “bring your wingman” idea. We all have pilot friends and some of them never come to a safety program. Maybe if we could invite them to come along, we would be doing our part for aviation safety. Remember, a good pilot is always learning! Look for your next aviation safety program presented by ARIZONA PILOTS ASSOCIATION. And, don’t forget to “bring your wingman.”

Howard



“

**Remember, a good pilot
is always learning!**

”

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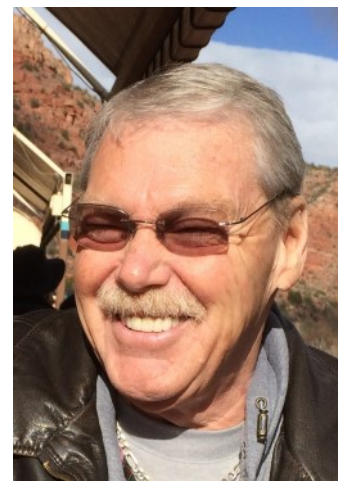


GAARMS REPORT

MARCH 2018

By *Fred Gibbs*

(Your guy in Flagstaff)



The seventh annual APA General Aviation Accident Reduction and Mitigation Symposium – GAARMS VII – will be held across the state this year: Phoenix, Prescott, Yuma, Tucson

March 31st—*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) and WINGS credit.*

*This year we plan to present the GAARMS VII program at 3 other locations: **YUMA on March 24th**, **PRESCOTT on April 7th** and at **Tucson-Ryan on April 14th**. The announcement will come out through the FAASAFETY.GOV notice process for registering. Stay tuned ...*

2018 was off to a good start, with NO fatal accidents reported in January. Unfortunately, we were not so fortunate in February.

It's still not clear what caused the tour helicopter, an EC130 built by Airbus, to crash with 5 fatalities and 2 critically injured. The preliminary report offers no explanation for the cause of the crash and does not speculate on possible causes. The helicopter dipped into the Grand Canyon, heading for a designated landing area below the rim. It approached on a flight path that appeared standard for the area's countless tourist flights. As it approached the landing pad, it drifted aft, leveled out, then spun 360 degrees twice and hit the ground. The fire that began after impact consumed most of the wreckage.





HOW TO FLY INSTRUMENTS AND HAVE YOUR BEER TOO!!



Courtesy of a good friend of mine, here is a picture of his outstanding home-made flight simulator, comfy chair and beer holder!! Say What?? Anyway, before he takes off in his Bonanza for parts unknown, he practices and familiarizes himself with the airport and the approaches. Now that is a culture of safety I wish everyone had...

A GREAT INSTRUMENT TRAINING EXPERIENCE –

The other day I was out flying with a former student of mine who is now instrument rated and a very astute, cautious and conscientious pilot, who often calls me to go flying for continued instruction and experience. This particular day we filed an IFR flight plan out of Flagstaff (KFLG) up to the Grand Canyon airport (KGCN). He filed KFLG direct to KACEE intersection direct to BISOP intersection direct to KGCN with the expectation (and anticipation) of flying the ILS approach to runway 3 at KGCN. He had the flight plan already loaded into his Garmin 530 when we called for clearance. Well, ATC threw him a curve ball – his clearance was “cleared to the KGCN airport via the Flagstaff One departure to the OATES intersection then direct KACEE intersection then as filed, climb and maintain 11 thousand, expect filed altitude 5 minutes after departure, contact Phoenix approach on 126.375 and squawk 4132.” Obviously, that was NOT what he had filed, so he had to re-program the 530, insert the Flagstaff One departure and then determine how to actually fly that departure. He just

wanted to fly KFLG direct to OATES. He rationalized that that was close enough to the departure procedure, but I made him fly the procedure as published, NOT just close enough! That, plus now having to fly the wrong direction for where he wanted to go, started the ball rolling. Unfortunately, it was downhill. A teaching and learning moment ensued.

Ok, now having sorted that out, and starting the first of many stressors to follow, we departed, fortunately, into VFR conditions. Out of 8000 feet (which at Flagstaff is only 1000AGL), tower had not yet turned us over to approach control. That

started the second stressor. I suggested to him that maybe we should take charge and initiate that action by simply asking tower if they want us to go over to approach control now. We did not hear the “OOPS” before the tower keyed the mic and told us to go over to Approach and “have a nice flight.” We said “Thanks, going over to approach, see you later,” and switched frequencies.

And this started the third stressor – NO RESPONSE from approach control. I explained approach was probably busy and to just wait a minute and call again. We did, and NO RESPONSE AGAIN! Three more tries and still NO RESPONSES! Now my friend was rattled – “Oh, what to do?” Another teaching and learning moment ensued. I suggested he return to the tower frequency and advise them “No joy with approach on 126.375”. The tower said “stand by”, and in about 30 seconds they advised “try again, approach had a problem, but it’s now fixed.” Back to 126.375 we go, and our call to them is answered immediately along with an apology. Problem solved! And to be nice to us, they cleared us present position direct to the KACEE intersection. Oh no, ATC being nice to us created another programming change for the 530!! It was becoming very apparent to my friend that actually knowing how to operate the Garmin 530 is really, really important when getting bounced around by ATC. (I called it a normal day flying IFR, with ATC trying to expedite our flight.) The rest of the flight was uneventful, until LA center refused our request to fly the ILS to runway 3 because the active runway was 21 and that constituted opposing operations. However, after talking to, and coordinating



with, Canyon Tower, LA center did approve our approach and turned us over to tower, who again cleared us for the approach. However, we were told to break off the approach at 5 miles and circle east for landing on 21, which was what we wanted to do anyway – practice circle-to-land at minimums (600AGL). Then, of course, came another stressor – we were circling to land at 600 AGL (circle-to-land minimums) when the tower advised “helicopter traffic 12 to 1 o’clock, 300 feet AGL south-



bound.” YUP, there he was, right where the helicopter traffic at the canyon airport is supposed to be, but my friend thought that was way too close.

IMPORTANT NOTE TO ANYONE FLYING INTO GRAND CANYON AIRPORT: When you fly into the Grand Canyon airport, tower will always keep you above 600 feet AGL until turning final because of the extensive Grand Canyon helicopter tour operations at and below 300 feet AGL.)

OK, mission accomplished; we were safely on the ground at the Grand Canyon airport. And now

another stressor – we were, or at least I was, running late now for my next student back at Flagstaff, and that caused my friend more stress. We called for clearance back to Flagstaff, and WHAMMO – another huge stressor! (Notice how they just kept coming!) This was a totally alien routing from what he had filed and expected. “You are cleared to the Flagstaff airport via the Parks One departure Peach Springs direct to the FRISY intersection direct Flagstaff, climb and maintain 11 thousand, LA Center 124.85 and squawk 5503.” “What the heck?” my friend said, “That will add almost another hour onto our flight and get you back way late.” “Well maybe” I said, but to relieve that stressor, I called back to my office to advise them I would be late and to let the student know. And that was that – pressure gone. Now we had to deal with the new stressor – flying a new, strange departure procedure, one he had not planned for or ever seen before, and like the Flagstaff departure, taking him way out of the way and direction that he had planned.

AHA! Another teaching and learning moment was upon us. We had a 10-minute discussion on departure procedures, the crazy routings, the lost comm procedures associated with departing an airport, the required route to fly if the lost comm situation occurs, and how ATC will almost always give us expeditious routing once communications and radar contact are established – which is exactly what happened. Once airborne and in contact with LA Center, they cleared us back to Flag on the same route we came up on.

But now my friend introduced a self-inflicted stressor. OMG! While attempting to invert (reverse) the original flight plan to Grand Canyon that had all the intersections we needed, he accidentally DELETED the flight plan! POW! That did it! That was the straw that broke the camel’s back – he lost it. He was now task over-saturated, and he knew it. It was now time for me to step in, to change roles from friendly flight instructor/safety pilot to Pilot-in Command, but I chose to just become his co-pilot, Number 2, helping him manage the airplane. I suggested he just fly the airplane while I re-program the GPS unit and do the talking to ATC. I completed those tasks for him, made sure he was up to speed with the inputs and changes, and he was back in the game. At that point, I relinquished and he re-assumed PIC responsibilities. WHEW! Another great learning experience – when the



workload gets too great, delegate responsibilities if able, split the workload, prioritize tasks, and work through them one at a time.

Before he could sit back, relax, and savor the learning experience, a new (OMG, another?) external stressor entered the scenario. Whoa, we were now solid IMC, in the clouds, and the engine sounded rough. I called his attention to the outside air temperature. It was minus 10 and we were in the clouds (visible moisture) and I suggested it might be a good idea to turn on pitot heat, which he did immediately. Then I di-

rected his attention to the carburetor inlet air temperature gauge. It was solidly in the red zone, so I suggested maybe he should pull on carburetor heat, which he did immediately. Then I pointed out that his mixture was still full rich from takeoff. During the flurry of activity going on, he had forgotten to adjust it when he set the power at altitude. I directed his attention to the fuel flow and EGTs. “Oh crap,” he said, as he started leaning the mixture, which immediately smoothed out the engine. A follow-up look at the carburetor inlet air temperature confirmed the carb heat resolved that problem. A quick look outside confirmed no structural icing, and after all that, we popped out of the clouds into the clear the rest of the way home to Flagstaff. WHEW, another series of learning experiences stored in his memory bank. I did inject a reminder to turn off the pitot heat and the carb heat. JEEZ, seems like there is always something else to remember! Then ATC made life easy for us. They cleared us direct to the Flagstaff airport and cleared us for a visual approach to runway 21, told us to contact the tower on 134.55 and closed out with “Y’all have a nice day.” The rest of the flight was totally uneventful.

Now that was a very, very productive 2 and 1/2 hour instrument training flight, with more “gotchas” than a newly minted instrument rated private pilot wants or needs. But it was a very real world instrument flight. Single pilot instrument flying is not for the faint of heart nor the “Nervous Nelly.” It is multi-tasking in all its glory, and it requires you to master the systems in the airplane, especially the auto-



mation. A lack of understanding of the automation can lead you right down the primrose path to task saturation. Instrument flying also requires you to pay attention to many other things besides just the flight instruments, such as engine gauges, OAT, carb inlet temperatures, the outside environment, escape routes, plan C, etc. Having ATC as a partner during your flight is much preferred versus thinking that ATC is an adversary trying to complicate your life or your flight. ATC has pro-

“

When the workload gets too great, delegate responsibilities if able, split the workload, prioritize tasks, and work through them one at a time.

”

cedures that work in your favor almost all the time. They want to get you to your destination ASAP, keep you as safe as possible within their rules, and get you off their scope ASAP so they do not have to work so hard. (I am NOT bad-mouthing ATC here at all). Hey, we equip our airplanes with all kinds of fancy equipment and we file direct routes to accomplish the same thing (to get 'er done!) so we don't have to work hard either! But we do need to work smart...

In the end, this was a flight – and experience – that my friend will long remember. It will make him a much better pilot. Every flight should be a learning experience.

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

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!!!



Phoenix Chapter of the Ninety-Nines, Inc.

Calling all pilots!

SPOT LANDING CONTEST

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

Sat. March 17th, 2018

Saint Patrick's Day

**Ak-Chin Regional Airport-
A39**

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

Open to all pilots

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

8:00 am- Registration opens at the airport terminal, 9 am Pilot Briefing.

9:30 am Competition Begins, lunch and awards to follow.

We will again have camping on the field beginning on Friday night. This is "dry camping" - no hookups of any kind. Bring your own sleeping arrangements, food, and whatever else you need to camp. Campers may stay until Sunday if wanted. This is a good time for hangar talk, making new friends and sharing time with already friends.

Suggested Donation for lunch for spectators: \$15, under 12 \$10.



Questions? Contact Karen (602)441-0250 or phx99s@gmail.com

Proceeds from this event benefit the chapter scholarship fund.

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

2018 FALCON FIELD AIRPORT



- Free Admission & Parking
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- Aviation Careers Information
- Classic Car Show & Model Railroads
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 - » CAF Museum & Southwest Military Transport Show open 9 a.m.-4 p.m.
 - » Discounted admission \$5/person or \$10/family
- 100 Club of Arizona
 - » 50th anniversary celebration
 - » Public safety picnic



SATURDAY,
MARCH **24** 9 AM - 2 PM

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*Canned food donations for United Food Bank

APA Spring Getaway—El Fuerte, Mexico

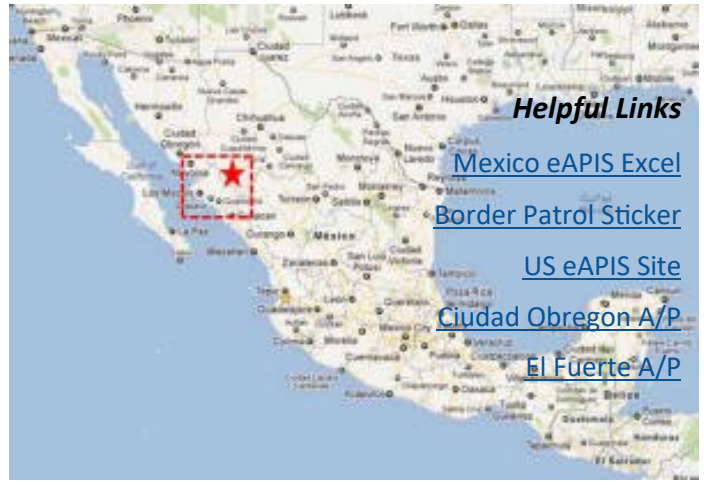
Call / email Brad Lawrence 602-460-4286 bradale@gmail.com

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

\$899 per person (double occupancy). Call to make reservations; space is limited.



El Fuerte Old Town Tour - April 13



Helpful Links

[Mexico eAPIS Excel](#)

[Border Patrol Sticker](#)

[US eAPIS Site](#)

[Ciudad Obregon A/P](#)

[El Fuerte A/P](#)

El Fuerte, Los Mochis, Topolobambo - Sinaloa, Mexico



Port of Topolobambo Tour - April 14



Lake Fishing - April 13



Sea of Cortez Sport Fishing - April 14



Los Mochis - Tour April 14



Hotel Torres Guest Rooms

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 after arriving in Mexico. El Fuerte is 55 miles south of Ciudad Obregon.

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.

2018 MEMBERS *Annual Meeting*



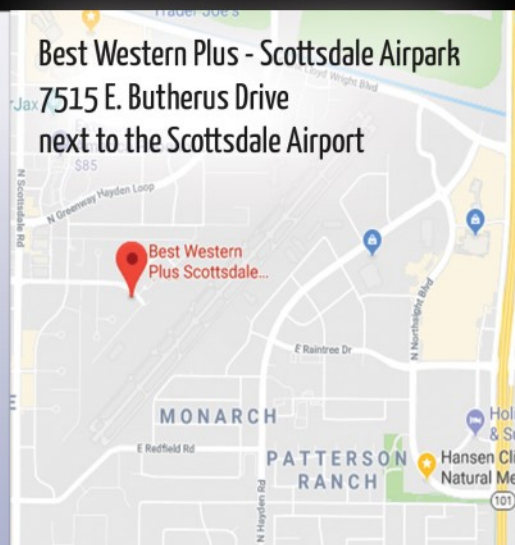
Saturday, May 12, 2018
10am Brunch \$15.00 pp, Speakers to Follow
Scottsdale Airport - Best Western



Aviation Historian and Author
Giacinta Bradley Koontz
"The Original Grand Canyon Airport"

RSVP for Brunch by May 5th to Mary James
515-321-3022 or socials@azpilots.org

Other topics will include: Elections, Financial Status, Grapevine and Backcountry Updates, Scholarships, Safety and GAARMS, and Weekend Getaway Flights.





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53510 W. MCDAVID ROAD MARICOPA, AZ

17 MARCH 2018

CONTACT: CHUCK MILLAR 602 571 1059

**ANNUAL SPRING FLYIN/CAR AND MILITARY
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WEST GATE. VEHICLES DO NOT CROSS
RUNWAY. AIRCRAFT TRAFFIC USE RUNWAY
34 ONLY. AIRCRAFT STAY EAST OF HIDDEN
VALLEY ROAD. USE 122.9 FOR RADIO
TRAFFIC. NO HIGH SPEED PASSES.
AIRCRAFT PARKING PARALLEL TO
NORTHWEST END OF RUNWAY. CAUTION
FOR HIGH TRAFFIC VOLUME.**



Hangar 24 AirFest & 10th Anniversary Celebration

May 19-20

Redlands Municipal Airport, California

United States Air Force's F-16 Viper Demonstration Team

Royal Canadian Air Force's F-18 Demonstration Team

Jon Melby in the Hangar 24 Muscle Bi-Plane

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Over 20 Food Vendors

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Oktoberfest-style Covered Beer Garden

Static Air Displays

Tickets are scheduled to go on sale in February.

For more information, visit hangar24airfest.com



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

APA Website

Please visit our website for the latest information.

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

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

Email Stefanie at:

Webmaster@AZPilots.org

Newsletter Contributors

Article Deadline

20th Editor reminds the Team to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

newsletter@AZPilots.org

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



Stefanie Spencer— Webmaster



New pilots welcomed!



Writers welcomed!



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.

