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April 2018

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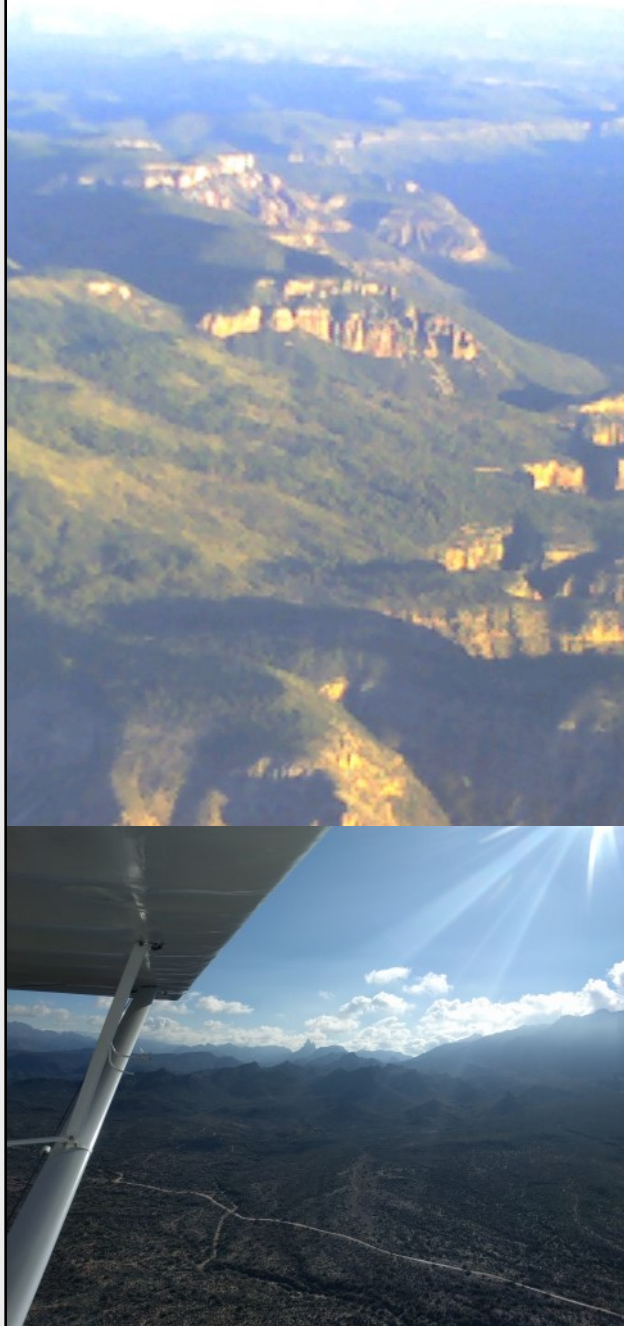
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# President's Report

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*Welcome once again to the Arizona Pilots Association monthly newsletter.*

We've had another month of awesome flying weather and activities, with April promising to be even better. You will find a number of great stories and articles by our members and directors again this month. Don't hesitate to send us some of your experiences that fellow pilots and enthusiasts may find interesting! A good pilot is always learning, and learning from other pilots is invaluable.

Fred Gibbs is conducting a GAARMS (General Aviation Accident Review and Mitigation Symposium) series this month. These symposiums review fatal accidents that have occurred around Arizona giving us some good insight on how we may improve aviation safety. We have been very fortunate so far this year with no fatal general aviation accidents, as you will find out in Jim Timm's reports. The APA works closely with the FAASteam by providing safety seminars statewide to help pilots with everything from how to use ForeFlight to backcountry camping and weight and balance. Our scholarship program is going very well thanks to the scholarship committee who are continuing to enhance and expand the program.

Have Fun, Fly Safe,

*Tommy*



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



## ***Hangars for Sale***

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# Executive Director's Report

Jim Timm — April 2018

Spring is in full swing, and the flying weather has been generally pretty good thus far. With some daytime temperatures already in the 90's, and the increased number of bugs that come with that, I've already been finding my windshield spattered with an unavoidable bug or two. Spring is here, or I've just been flying too low. With some of the windy days we've had, now's the time to get out there and brush up on those crosswind landing techniques, and in doing so, please don't wind up on the "Loss Of Control Landing" accident list. So, let's get out, face the challenge, and go flying.



Speaking of flying too low, perhaps you may remember my commenting last January on the problem of residents in a northeast area of the valley complaining about small aircraft overflights. Folks on the ground are using ADS-B out information and various other questionable means of acquiring aircraft identification and altitude, and then having an attorney send out letters threatening possible FAA action against pilots that are allegedly flying too low. The problem is not going away by any means. The flight schools and pilots flying in the general area north of Dynamite Rd. and east of Scottsdale Rd. to the Verde River have been receiving these letters in increasing numbers. A very active APA member, and Aviation Safety Advisory Group (ASAG) member, has been closely monitoring the issue, and offered the following observations, and suggestions.

*"Within the past year, the flight schools operating out of our local airports around the valley have been receiving letters from lawyers representing clients around the area we know as the Northeast practice area. This area is roughly north of Dynamite Road and east of Scottsdale Road to the Verde River. The people lodging the complaints are using ADS-B data from programs such as Flight Aware and others available on the web to emphasize their objections to aircraft flying in what they perceive to be an unsafe and reckless manner. They have even gone so far as to hire an investigator whose sole job is to track aircraft, measure their altitudes, and collect the data; for what reason we are not sure. While this area is certainly not what many pilots, nor the FAA, consider a highly/densely populated area, it is increasingly being developed with large homes and horse properties. Many of these people do not appreciate aircraft performing what they perceive as reckless maneuvers, but to instructors, students, and other pilots they are a normal part of flight and flight training. Simple maneuvers, such as practicing simulated engine failures over what may look like a good emergency landing location, are not perceived as safe by those uninitiated to aviation. The APA, FAA, Arizona Flight Training Working Group, and the FAA Safety Team are beginning to try to establish a conversation with these individuals, but in the meantime, it would benefit all of*





*us to be mindful of where we performing our practice maneuvers. Make sure you are in compliance with Airman Certification Standards and FARs, and please encourage your fellow pilots to avoid flying in this area in ways that might further antagonize these individuals. We don't need reports of low level buzz jobs. Not here or anywhere."*



Because the homeowners in the affected area have been receiving significantly flawed aviation information from their non-aviation savvy attorney, your APA team is working on the issue and attempting to reach out to the concerned residents, attempting to facilitate a "town hall" type of meeting with some of the very concerned homeowners and safety officers from the schools to determine what can be done to help mitigate the perceived risk. We will keep you informed as the process continues.

## MISCELLANEOUS ITEMS

The FAA will discontinue the Direct User Access Terminal Service (DUATS II) Program effective May 16, 2018. Internet services, including access to weather and aeronautical information, flight plan filing, and automated services will remain available at no charge to pilots at [www.1800wxbrief.com](http://www.1800wxbrief.com). To continue to receive free services, users are encouraged to register with [www.1800wxbrief.com](http://www.1800wxbrief.com). Over the next 60 days, the FAA will work with current DUATS II providers on transition activities, including conducting pilot outreach, and provide assistance to users making the change.

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. Runway 4L/22R (the north runway) will be closed to all aircraft operations beginning Monday, April 2, 2018, from 8:00pm (local) to 6:00am (local) for approximately 18-21 nights. The runway, 4L/22R, will be open for normal operations each day between the hours of 6:01am (local) and 7:59pm (local). Runway 4R/22L shall remain open at all times. Be sure to always check FFZ NOTAMS for possible changes.

Deer Valley Airport (DVT) also has construction projects underway. So watch for NOTAMS and use caution.

“

**If you encounter an unexplained interruption in GPS navigation lasting several minutes, inform ATC.**

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 weather, many of the airports around the state still have construction projects under way, or possibly an open house. So always fly informed.

”

In the past reporting period there were five last minute notices received for GPS Interference testing going on that could have impact-

ed flight operations in Arizona. Again, if you encounter an unexplained interruption in GPS navigation lasting several minutes, inform ATC with the time, date, and location of signal loss.

Flight safety this last reporting period has been very good with the NTSB only reporting two accidents in Arizona. The preliminary reports of these accidents were not released by the NTSB, thus indicating the accidents were most likely minor in nature with the injuries, if any, most likely minor in nature also. See my March Aviation Accident Summary for available details.

APA continues to work with various airports around the state, providing the pilot and aircraft owner's perspective in the process of updating their Airport Master Plans. The list of airports that APA is currently working with are Falcon Field (FFZ), Superior Municipal Airport (E81), Sedona Airport (SEZ), Flagstaff (FLG), and Grand Canyon Airport (GCN).

### 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 Benson (E95) Breakfast is postponed until July 21<sup>st</sup>.
- 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*





# Arizona Legislature GA Caucus

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By Mark Spencer

Thanks to Representative Todd Clodfelter, District 10 in the Tucson area, we had our third successful General Aviation Caucus meeting in Phoenix on Tuesday March, 20th at the state legislature building.

On the agenda were two presentations: the first was by Adam Hawkins from Global External Relations, and the second was by Michael Racey, representing the Arizona Airports Association. Transportation Committee Chairman Noel Campbell, Representatives Travis



Grantham of District 12, East Valley, and Bob Thorpe of District 6, Flagstaff, also attended.

Mr. Hawkins' presentation centered around the aerospace industry in Arizona making it fifth in the country, as far as states go. He stressed that legislative policy was important to this industry and used the example of UAS testing being done at Benson, E95. Arizona's climate, and relatively open airspace, makes it an ideal state for growth in aerospace testing.

Mr. Racey discussed protecting and enhancing Arizona's Airport Improvement Program, and also discussed the frequent raiding of the state's aviation tax fund by the Governor. He spent some time educating all of us on how and why this happens, and the reasons it is difficult to stop this practice. At times these funds have been swept into the general fund, with no regard for airport projects that had already begun, leaving these airports unable to complete projects that were already started, for lack of the funds necessary to gain the FAA airport improvement match funds that can reach as much as 95% of a project's cost.

He made the following points to the legislators:

- We must all remain very active to insure the fund does not continue to be swept.
- We have amazing environmental and airspace conditions to build Arizona's aviation related economy.
- Well maintained airports are necessary to attract new businesses to rural areas
- Legislative support is essential to help and protect our airports.

One challenge the aviation community has in the state's budgeting process is the lack of understanding that the general public and many legislators have for aviation, especially the positive effects that GA and rural airports have in our state's economy. With only a few legislators being pilots in our legislature, we are lacking knowledge and support from within. The only current pilots running for re-election are Tod Clodfelter, Travis Grantham, Noel Campbell, and Eddie Farnsworth, in the house, and no senators as far as we know. We don't advocate for any specific candidate or candidates, but it certainly would be helpful to have more legislators that are knowledgeable in aviation.

There's not been an agenda published for the next GA Caucus, but if anyone is interested in attending with me, please feel free to reach out.

Mark



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## A Few Words About Safety

“

Denny Granquist

*“Sounds and feel are more important than numbers.”*

*“I use IFR (I follow roads) procedures in the mountains.”*





**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!





# April Aviation Accident Summary

by Jim Timm

The following are NTSB reports of aviation accidents that have occurred in Arizona from late February through late March. 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.

This reporting period has been very good in that the number of accidents were down with only two accidents being reported by the NTSB, and the good news is that none of them involved fatalities. In this reporting period, the NTSB released the final reports on four accidents that occurred last year. These were the Cessna 210 accident near Payson, the T51 accident at Chandler, the Cavalon Autogyro accident at Casa Grande, and the Eurocopter AS350 accident near Santa Rosa. These four accidents and two from this reporting period are contained in this report.

Unfortunately, there are still eight reported accidents that the NTSB has not yet published the detailed preliminary reports as of this date. These reports are from both 2017 and 2018.

Everyone out there, please continue to fly safely, help keep these accident reports small, and don't get hurt.

## THE FOLLOWING ARE THE FOUR ACCIDENTS THAT OCCURRED IN PREVIOUS REPORTING PERIODS

Accident Date: **Monday, January 2, 2017**

Final Report Dated: 3/14/2018

Title 14 CFR Part 91

Location: Payson

Aircraft Type: Cessna T210K

Injuries: 4 Fatal

### **CONTROLLED FLIGHT INTO TERRAIN / VFR FLIGHT INTO IMC CONDITIONS**

The Cessna T210K was destroyed after it collided with mountainous terrain near Payson, Arizona. The flight departed Scottsdale Airport (SDL) at 0912 and was destined for Telluride, Colorado.

#### **Analysis**

The non-instrument-rated private pilot departed his home airport with three family members on a cross-country visual flight rules (VFR) flight over mountainous terrain. The forecasted weather conditions called for instrument meteorological

conditions (IMC) and mountain obscuration due to clouds, precipitation, and mist along the route of flight and at the accident site. The co-owner of the airplane, who held an instrument rating, had reviewed the pilot's flight plan and the forecast weather conditions two days before the accident and informed the pilot that he should drive to his destination as the weather would not allow for VFR flight. However, the pilot elected to proceed with the flight contrary to the co-owner's recommendation. The pilot entered the flight route into the ForeFlight mobile application but did not receive any weather briefings from flight service or the mobile application before departure. GPS data recovered from an electronic display device installed in the airplane showed that the airplane departed, entered a climb on a northerly heading, and maintained this direction for the remainder of the flight. After the airplane reached a peak altitude of about 8,000 ft above mean sea level (msl), it descended to 7,000 ft msl and then

gradually descended to about 6,000 ft msl, where it remained until near the end of the flight. The airplane subsequently impacted the tops of trees on the rising face of a cliff about 6,600 ft msl. The orientation and length of the wreckage path were consistent with a controlled flight into terrain impact. Track data from the GPS showed that the airplane maintained a straight course after its departure all the way to the mountain rim, which had a published elevation between 6,700 feet msl and 8,000 feet msl. Post-accident examination of the airplane revealed no evidence of any pre impact mechanical malfunctions or failures.

Although the autopilot switch was found in the "ON" position at the accident site, the autopilot was likely not engaged as the airplane's ground track and altitude varied, consistent with the pilot hand flying the airplane.

A weather study revealed that the airplane departed in visual meteorological conditions (VMC) and likely entered a combination of VMC and IMC after it climbed above 7,000 ft. Minutes later, the airplane encountered IMC and did not return to VMC for the remainder of the flight. The pilot's descent from 8,000 ft to 7,000 ft and then to 6,000 ft, occurred after the airplane entered IMC and indicates that he may have been attempting to return to VMC by descending, but was unsuccessful. Upon encountering IMC, the pilot could have turned around and returned to VMC, but he elected to continue and descend about 750 feet below the lowest peak terrain elevation in the area. The airplane's altitude increased rapidly by about 500 ft just seconds before the airplane impacted terrain suggesting that the pilot may have been alerted by the onboard terrain awareness warning system, which had been successfully tested by the co-owner, or observed the terrain and maneuvered to avoid the impact.

### **Probable Cause and Findings**

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The non-instrument-rated pilot's improper decisions to begin and to continue a flight under

visual flight rules into instrument meteorological conditions, which resulted in controlled flight into terrain.

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

Factual Report Dated: 3/15/2018

Title 14 CFR Part 91

Location: Chandler

Aircraft Type: Titan T51

Injuries: 1 Uninjured

### **POWER LOSS ON APPROACH (CFIT)**

The pilot reported that while on final approach, after passing over the airport perimeter fence, the engine lost power. The airplane had a high rate of descent, impacted the ground about 100 ft from the approach end of the runway, and slid to a stop about three feet from the runway threshold.

During the post-accident examination, it was found that the instrument panel layout had the flap position buttons adjacent to the unguarded engine control switches. The pilot reported that while on final approach, he inadvertently made contact with the engine control unit (ECU) toggle switch while he was positioning the flaps, which shut the engine down. Engine download data indicated that the ECU was turned off while on short final.

The fuselage and inboard wing spar structure were substantially damaged.

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

Accident Date: **Saturday, November 18, 2017**

Factual Report Dated: 2/21/2018

Title 14 CFR Part 91

Location: Casa Grande

Aircraft Type: Autogyro Cavalon

Injuries: 2 Minor

### **LOSS OF CONTROL ON GROUND**

The pilot reported that, during landing, the right

wheel touched down first on the runway, and the gyroplane veered to the right. He added that, the "aircraft bounced from one wheel to the other" multiple times until the main rotor blade struck the runway. The gyroplane then rolled to the right, slid off the runway, and came to rest on its left side. A post-crash fire ignited in the engine compartment and consumed the gyroplane. The gyroplane was destroyed. The pilot reported that there were no pre accident mechanical failures or malfunctions with the gyroplane that would have precluded normal operation.

### Probable Cause and Findings:

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper landing flare, which resulted in loss of directional control and a subsequent runway excursion.

Accident Date: **Wednesday, December 6, 2017**  
Factual Report Dated: 3/14/2018

Title 14 CFR Part 91

Location: Santa Rosa

Aircraft Type: Eurocopter AS 350

Injuries: 2 Uninjured

### HARD LANDING

The pilot reported that, while landing off airport, the helicopter landed slightly harder than normal. The pilot flew the helicopter back to the airport without further incident. A post-accident examination revealed that the helicopter had sustained substantial damage to the tail boom. The pilot reported that there were no pre accident mechanical failures or malfunctions with the helicopter that would have precluded normal operation.

### Probable Cause and Findings:

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper landing flare, which resulted in a hard landing.

### THE FOLLOWING TWO ACCIDENTS HAD OCCURRED IN THE PAST REPORTING PERIOD

Accident Date: **Friday, February 23, 2018**

Report Dated: 3/1/18 Preliminary Report

Title 14 CFR Part 91

Location: Show Low

Aircraft Type: Cessna 172

Injuries: UNK

The NTSB has not released any details other than the above information.

Accident Date: **Monday, March 12, 2018**

Report Dated: 3/13/18 Preliminary Report

Title 14 CFR Part 91

Location: Green Valley

Aircraft Type: Cessna 172

Injuries: UNK

The NTSB has not released any details other than the above information.

## Arizona Ranch with Airstrip









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# GAJSC

## General Aviation Joint Steering Committee

### Smart Cockpit Technology

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:** April 2018

**Topic:** Smart Cockpit Technology (GAJSC SCF-SE-39)

The FAA and industry will conduct a public education campaign on the benefits associated with Scenario-based Emergency Procedures Training.



#### **Background:**

The GAJSC has determined that *Smart Cockpit Technology* in the form of automated checklists for normal and emergency operations, predictive aircraft performance, and performance monitoring might reduce the number of system/component failure general aviation accidents. This presentation discusses currently available and future technologies that provide information to pilots.

#### **Teaching Points:**

- Discuss the safety benefits of smart cockpit technology
- Make pilots aware that ADS-B is the first step to smart cockpit technology. Make a case for equipping with ADS-B In and Out to take advantage of data link information streams and collision avoidance information.



#### **References:**

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

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



# *Double Getaway—Santa Barbara and Santa Ynez*

April 27 (Fri)—Santa Barbara, CA — **Old Town / Marina**

April 28 (Sat)—Santa Ynez, CA — **Winery Tours / Solvang**



Fly from Santa Barbara to Santa Ynez—20 minutes



Drive over the spectacular 4,000' mountain pass



This Getaway is an optional 1 or 2 day trip. The group events are arrival times and dinners. SBA may have a morning marine layer, Santa Ynez will not. This should be a lot of fun for everyone. Contact Brad Lawrence for the Getaway Package to be emailed to you. [bradale@runbox.com](mailto:bradale@runbox.com) or 602-460-4286.



## Yuma International Airport, Yuma, Arizona (NYL)

By Brian Schober

Yuma is truly a unique place steeped in history and lore. Yuma is the source material for countless movies and novels about the Wild West. It also has a rich history that spans centuries and was crucial to America's power. The area got a head start on history with Europeans, with the first of them arriving in what became the city in 1540, about 80 years before the Pilgrims reached Plymouth Rock.



The proximity of Yuma to navigable waterways led the US Army to establish what became known as the 20-mule train. This amazing use of animals and wagons allowed supplies to reach even the most remote forts and encampments in the newly-acquired southwestern territories. The Transcontinental Railroad brought additional focus to Yuma as it passes right through the heart of the city. Yuma also housed the territorial prison whose rough and tumble reputation was feared amongst the criminals. Yuma had rightly earned a reputation for a rugged and tough Western town and the lore surrounding this history remains today.

In addition to this magnificent and wide-ranging host of historical events that took place in Yuma, the aviation scene in Yuma also predates all other Arizona cities. In 1911, Yuma became the site of the first aircraft to land in Arizona. In 1928, Fly Field (now Marine Corps Air Station Yuma) became one of the first airports in Arizona. That same year, Fly Field hosted 25 aircraft competing in a cross-country air race. In 1929, famed aviatrix Amelia Earhart ran her aircraft off the end of the runway in Yuma in the first women's air race.



These early Spanish explorers had discovered a safe place to cross the raging Colorado River at what is now Yuma Crossing. Father Kino graced the area in his attempt to convert the locals to Christianity. Eventually, the US Army set up camp at Fort Yuma to protect American settlers traveling through Yuma hoping to strike it rich in the hills of San Francisco.





In 1941, the Civil Aeronautics Administration (CAA) established permanent runways at Fly Field and it became Yuma Army Air Base. Students trained in AT-6's, T-17's, and B-17's in what had become one of the busiest flight schools in the nation. At the close of the war, flights ceased at the Army base and the post-war depression began to settle in. Not to rest on its laurels, locals banded together and set another aviation record with an Aeronca Sedan named "The City of Yuma." This aircraft took off on August 24<sup>th</sup>, 1949, and touched down 47 days later on October 10<sup>th</sup>. Daredevil drivers sped down the runway and resupplied the pilots with fuel and food as the Aeronca flew low over the convertible. The air base was activated again in 1951, this time as part of the US Air Force. Eight years later, it was signed over to the US Navy and has been operated as the Marine Corps Air Station Yuma (MCAS Yuma) ever since.



MCAS is currently home to the US Marines Air Traffic Control training course, as well as a squadron of V-22 Ospreys, F-35 Joint Strike Fighters, AV-8 Harriers, UH-1, AH-1, and CH-53E rotorcraft. Just sitting in the terminal watching these aircraft can consume a whole day. These aircraft are all based on the East side of the runways.

MCAS is currently home to the US Marines Air Traffic Control training course, as well as a squadron of V-22 Ospreys, F-35 Joint Strike Fighters, AV-8 Harriers, UH-1, AH-1, and CH-53E rotorcraft. Just sitting in the terminal watching these aircraft can consume a whole day. These aircraft are all based on the East side of the runways.

Just North of Yuma on US Highway 95 sits the Yuma Proving Ground and Laguna Army Airfield. This is the site of the Military Free Fall School and a small fleet of C-17s, C-130s, the C-23, and drones, as well as UH-1s and UH-60s. Though the Laguna AAF Class D airspace falls under several Restricted Areas, the flights can be observed from the highway. The YPG flights support missions such as payload delivery system tests, NASA drop tests, High Altitude – Low Opening (HALO) jumps, and test target tracking missions against state of the art sensors. This is truly a military plane spotter's dream location.



Interested yet? Fortunately, the MCAS Yuma runways double as Yuma International Airport (NYL) – a dual-use airport supporting military and civil aviation. It is important to note that there are multiple



Restricted Areas surrounding Yuma due to the amount of military activity. Though the Restricted Areas occupy much of the airspace around Yuma and YPG, there is a flight corridor between R-2301W to the South and R-2311 and R2307 to the North that allows an approach from the East.

Yuma International is in Class D airspace and operates on both UHF and VHF frequencies. It is important to closely follow controller direction as they are also simultaneously controlling sometimes dozens of military aircraft via UHF. See and avoid becomes critical as you enter the busy airspace over

the Fortuna Foothills to the East of town. There are four runways at NYL, including a pair of parallel runways. Pay close attention to runway assignments and ensure clearance to land has been received. Runway 3L/21R is a whopping 13,300' x 200'! This should be enough room for everybody.



Once on the ground, request your taxi to Million Air, the local FBO. They are located on the West side of the airport. Million Air is a full-service FBO offering a plethora of pilot amenities including fuel, pilot lounge, showers, courtesy car, coffee, etc... and are open 6am to 11pm every day of the week. At the time of this writing, 100LL and Jet A self-serve both

were selling for \$4.31. The Jet A Way Café located in the Million Air facility offers café style food at reasonable prices, though call ahead if planning a weekend meal as they may not be open.

There is a small, non-towered airstrip in Rolle (44A) that is used primarily for training and some military contractor work. There are no services at Rolle and you must overfly NYL Class D airspace to get there. Unless prior transportation has been arranged, we recommend landing at NYL. Getting into town is simple. Uber and Lyft operate in Yuma, as well as multiple taxi services. Million Air offers a courtesy car, but it is first come, first served. With so much to see in Yuma, it's also best to come with a plan of attack. The downtown area is home to the Territorial Prison, Arizona's most visited State Historic Site. Also downtown are monuments to the Transcontinental Railroad. The vibrant "old town" district retains the rustic look and feel of several decades ago, yet plays host to many boutiques, restaurants and shops.



If adventure is in the cards, ATV and side-by-side rentals are available to roam the spectacular Imperial Dunes just over the border in California. Paddle board, kayak, and canoe rentals are available in town for river tours, as well. Martinez Lake is just North of town near YPG and boat rentals are offered there for a day on the lake.

There are multiple farm stands open most of the year offering locally grown produce. Crops are grown year-round and the active agricultural impact is evident throughout town. If an overnight stay is required, be prepared for the onslaught of night crop dusting by fixed and rotary wing aircraft. This is a spectacular sight to watch as the aircraft dodge tall palm trees and power lines at night!

YPG offers an artillery museum at the Visitor Control Center just off base. On base, a Yuma Test Center museum houses more artifacts and details the wide-ranging history of the facility. Included in the static displays is a Cessna O-2A Skymaster in Army livery. This O-2A was one of the last two O-2s in active service in the United States.

Head on out to the southwest corner of Arizona and take in all that Yuma has to offer. With a history



rich in Old West lore and deep-rooted aviation history, Yuma is a perfect getaway and shouldn't be missed. We hope to see you there!

Brian



**CLASSIFIEDS**

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### **Super Cub Disassembly for Shipping NEEDED**

Offering \$ 500.00

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### **5.1 Acres of Bare Land at Fly-In Community**

Price:\$ 50 000.00

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Contact: Chris Felton at [cfelton@dphx.org](mailto:cfelton@dphx.org)

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### **2 Lightspeed ZULU Headsets**

Price:\$ 400.00

Contact: Tommy at (602) 708-2040





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# MEMBERS' PHOTO CORNER

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

*Where will you go next? Send your photos to [newsletter@azpilots.org](mailto:newsletter@azpilots.org)!*

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# Grapevine Airstrip near Roosevelt Lake March Fly-In

The March Grapevine fly-in had 15 airplanes visit, with a few overnight campers. There was a brief Sunday morning rain shower, but by mid morning had cleared up and provided a smooth ride home. It was a beautiful weekend, and we look forward to seeing you there next month, April 20-22. Stay tuned for items needed, like charcoal and paper plates, etc. We'll let you know!

Mike Andresen

Grapevine Airstrip Coordinator



***Photos by Mike Wilson***







Mike





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***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](mailto:newsletter@azpilots.org)

## ***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!***

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## When Things Go Bump in the Night

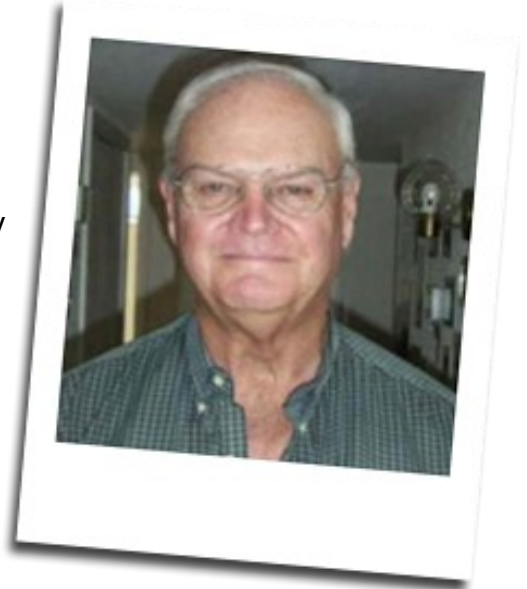
**By Howard Deevers**

Is it true that when you are flying at night your airplane makes strange noises? When in IMC you hear things that you didn't hear only a few minutes ago when in the clear. The airplane is probably just fine, but our senses are in a higher state, so we do think we hear things that we didn't notice before.

When flying IFR and we experience vacuum pump failure, it should be treated as an emergency. Vacuum pump failure in IMC is a leading cause of loss of control. Never treat it lightly. The vacuum pump may be working well, but the instruments themselves can be old and not working correctly. How do we recognize these things?

My first vacuum pump failure happened in VFR conditions while taking a test flight in an airplane that I was interested in buying. The owner of the Cherokee was in the right seat. We were on downwind for landing, and I noticed the attitude indicator (AI) starting to get lazy. I glanced at the vacuum gauge and it was on zero! The owner of the plane had not noticed that even though the instrument was on his side of the panel. Of course we landed safely, since we were in the pattern, and he promised to install a new vacuum pump. I did buy the plane and flew it many hours, even IFR, but that vacuum pump lasted only about 400 hours.

A couple of years ago, on an IFR flight from Moline to Akron/Canton, the vacuum failed in flight. I had made an IFR departure from Moline and was on top of the clouds at 10000 feet when I noticed the plane wanting to turn left. A quick scan showed the vacuum gauge at zero! I was glad that it had not failed while on climb out of Moline. I advised ATC that I had vacuum failure, but did not declare an emergency since I was on top in visual conditions. Of course, when earning our instrument rating, we must fly partial panel, and in the check ride demonstrate partial panel ability, too. But how much do we actually practice that after the check ride?



I decided to test my partial panel skills, and experimented with the auto pilot. The auto pilot gets its information from the DG and AI. If I set the DG to the compass heading, and put the heading bug on that, it would hold that course for me. Then any change in course or heading needed another correction. That worked OK for awhile, then I looked at my iPad for some information. Only 15 seconds had passed when I looked up to see that I was almost 15 degrees off course. This was going to be tedious, so I checked weather at near-

by airports. South Bend was clear, so I diverted to South Bend, IN to see if I could get repairs. Two hours later I had a new vacuum pump and was back on my way to Ohio.

There are electronic attitude indicators and they can replace the vacuum driven instruments. With all of the new "glass panels," vacuum instruments are slowly going out of fashion, but you need to train on those instruments as well. They may have battery backup, but complete electrical failure could be an emergency and render your electronic instruments useless, unless they have good battery backup, but don't count on that.

## US AIR MAIL

One hundred years ago, pilots had none of these luxuries. No gyro instruments, no ATC, no radio, no iPads, not even a sectional or reliable map. The US Mail service had established Air Mail from New York to Cleveland, and on to Chicago. Now they wanted to complete the Air Mail from Chicago to San Francisco. Pilots flew in open cockpit bi-wing airplanes with only visual references, mostly following railroad tracks.



The route from Chicago west was to Omaha, then Cheyenne, Salt Lake City, Reno and then San Francisco. With none of the things that we take for granted, they flew in all weather: snow, fog, rain, icing, and wind. They tried to follow the railroad tracks, and at some times were only 20 to 50 feet above the ground. Unfortunately, many pilots lost their lives trying to deliver the mail. Crossing the mountains in snow storms must have been a daunting task, and I would not even try it with everything we have available today. Their airplanes were not very reliable either. Pilots often had to make off airport landings in farmers fields or on a road, if there was a road. They were true pioneers, and their efforts blazed the trails in aviation that we use today.

Aviation improvements were slow to come. Airports were not paved, and there were no lights or beacons. Gradually improvements did come, but it was too late for many pilots. By the end of the 1920's, the US Mail service was contracted to commercial carriers, and the US Air Mail no longer needed pilots.

Today, when we hear those strange noises at night, we have all kinds of help available to us. GPS, radar, our iPads, ATC communications, paved runways with lights, and we have much better training. Unfortunately, pilots still lose control of their planes and fly into mountains or the ground.

Your ARIZONA PILOTS ASSOCIATION has safety seminars somewhere in the state every month. You may learn something that will keep you from hitting the ground. Fred Gibbs is presenting the GAARMS program at several locations in Arizona this year. He will present 7 fatal accidents in Arizona and discuss what went wrong and how it might have been prevented. Don't miss it. Find a location on the APA web site, and don't forget to "Bring your wingman."

Howard







# **NATIONWIDE**

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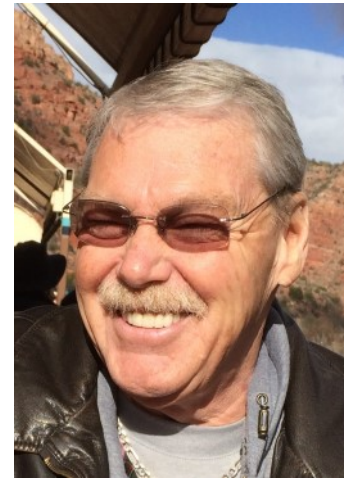
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# GAARMS REPORT

## APRIL 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

By the time you read this, three of the four annual APA General Aviation Accident Reduction and Mitigation Symposiums – **GAARMS VII** – will have been held, the third one was in Prescott (at the ERAU's Davis Learning Center) Saturday morning, April 7<sup>th</sup> from 9:00am to Noon, and the fourth one, scheduled for **Tucson, out at the Ryan Airport, on Saturday morning, April 14<sup>th</sup>, from 9:00am to noon.** You can pre-register at [FAASAFETY.GOV](http://FAASAFETY.GOV) or just show up...

With regard to General Aviation, and specifically the Arizona GA community, 2018 is off to a good start, with NO fatal GA accidents occurring during the first three months of 2018. Unfortunately, the commercial tour helicopter industry was not so lucky.

It's still not clear what caused the Grand Canyon EC130 tour helicopter to crash while attempting to land in the Grand Canyon back on Feb 10<sup>th</sup>. Five passengers died. The pilot and one passenger still remain in critical condition.



**The FAA announces plans to discontinue the Direct User Access Terminal Service - DUATS (II) -Program on May 16, 2018.**

**Excerpt from AOPA article:**

The FAA will continue to work with the two current DUATS II providers, Leidos and CSRA Inc., during the transition by "conducting pilot outreach, establishing commercial interfaces, and providing user migration assistance."

Pilots will still be able to access internet-based services including weather and aeronautical information, flight plan filing, and automated services at no charge at the Leidos flight service website – <http://www.1800wxbrief.com> - and are encouraged to register to use it. Leidos and CSRA, Inc. will post banners on their websites alerting pilots to the change and detailing options available for receiving online weather briefings.





*"The functioning of the flight service website, operated by Leidos, will continue as usual after the end of DUATS II," said Rune Duke, AOPA Senior Director of Airspace, Air Traffic, and Security. "An option available to pilots is the AOPA Flight Planner, which offers a free preflight briefing service through Leidos. AOPA will be supporting pilots during this transition and will work with the vendors to ensure that briefings and flight plan filing remains seamless," Duke said.*

*"DUAT services were first offered in 1989, and their introduction is credited with helping pilots transition to using automated information services," Duke said, noting that the decision to end the DUATS II contract at the end of its current one-year extension "was based on agency cost savings and an increase by pilots in the utilization of other methods of accessing preflight briefings, including commercial vendors."*

NOTE TO MEMBERS: I have been using the Leidos site for quite a while and find it satisfactory and easy to use. Registering to use it is easy, and there are plenty of benefits to using it. I am not wild about the graphics, but they are satisfactory for the average pilot. While other websites are available, like the Aviation Weather Center ADDS products, using the Leidos website documents and records your transaction(s) and validates that you have received a preflight briefing.

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### **A VERY CLOSE CALL –**

A long-time friend and fellow flight instructor relayed this story to me of a very close call he had while out with a student. Seems they were in the pattern at a small towered airport doing takeoffs and landings, working towards soloing. On final approach during the 3<sup>rd</sup> or 4<sup>th</sup> landing, the tower urgently called him – by name – to alert him that there was another aircraft right there with them! The tower could NOT tell which airplane the instructor was in, they were so close. My friend took control of the airplane, broke hard right at about 300 feet, and in his words, "Got the hell out of there!" He never saw the other aircraft until it touched down on the runway as he leveled his wings on a low right downwind leg climbing back up to pattern altitude. There were no radio transmissions from the other aircraft at any time while in the class D airspace. The aircraft turned off the runway and taxied into the FBO.



The tower controller was quite upset and apologized to my friend and thanked him for the quick reaction to the situation. He also asked him to call the tower when he landed. After a few more takeoffs and landings, my friend terminated the training lesson and returned to base, the FBO where the other pilot parked. The student was NOT rattled because he never saw the other airplane until it was landing and did not know how close it was. Sometimes ignorance is bliss!

My friend went looking for the pilot of the other aircraft to discuss the "occurrence" and to find out why the pilot entered class D airspace and landed at a towered airport without any radio communications. Was he even aware of the other aircraft (him) in the pattern, and did he even realize how close they came to a potential mid-air?! The pilot stated that he was on a cross country trip and experienced a complete electrical failure. He landed at a small non-towered airport looking for a mechanic, but the airport had no such services available. Knowing the next airport down the road had a tower and a maintenance facility, he simply asked the line-

man at the small non-towered airport to call the FBO and get their lineman to call the tower to alert them he was coming over as a NORDO – a no radio capable aircraft, and off he went! Well, the line boy did call the FBO, talked to another lineman, and simply advised him that an airplane with no radio was coming over. That was it. No coordination with the tower, no instructions for the pilot, no N number transfer, no time of arrival, NO NOTHING! The pilot assumed – wrongly, I might add – that he had done what was necessary to get into the towered airport. He shucked off his pilot-in-command responsibility to a well-meaning but uninformed lineman. The die had been cast. Had it not been for the alert local controller at the tower - who

“

**The pilot assumed that he had done what was necessary and shucked off his pilot-in-command responsibility..**



saved the day – it could have been ugly.

My friend politely but firmly explained the situation to the pilot. He abdicated his pilot-in-command responsibility to a non-pilot for coordinating a NORDO arrival into a towered airport; he deliberately entered class D airspace without establishing communications; he landed at a towered airport without clearance; and he nearly caused a mid-air collision.

And, to put the cherry on top, the pilot defended his actions and showed no remorse! My friend never told me if the tower took any action. I think they would have to report a near mid-air, and I would think the local FSDO would investigate the occurrence. Or do you think if no one was hurt, what's the big deal???

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## SAFETY PROGRAMS:

There are a lot of FAASafetyTeam safety programs on the schedule over the next couple of months all around the state, so go to [WWW.FAASAFETY.GOV](http://WWW.FAASAFETY.GOV) and click on "Seminars" and check them out. You might find one that interests you. Should you desire a 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](mailto: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!!!***



***The first ever Cal-Nev-Ari Fly-In!*** And the only fly-in event in Southern Nevada.

Saturday April 28<sup>th</sup> 2018. Kidwell Airport, Cal Nev Ari, Nevada.

Come participate in a fun and exciting day of flying. All pilots and aviation enthusiasts are welcome.

Events will include Short Take-Off and Landing (STOL), flour bombing and toilet roll cutting competitions.

The day will start with an "Advanced Flying-Techniques and Procedures" Safety Seminar by CC Pocock in the Casino banquet room, between 9am and 11am. This seminar is FAA "Wings" accredited so you can earn credits towards your next flight review for attending.

Prize giving and after-party in the Casino in the evening.

Camp out with your aircraft or there is also a Motel and RV park, as well as a convenience store, casino, and restaurant and bar all on site within a short walking distance from your aircraft.

Come visit and explore our very unique aviation friendly town.

For more info and to register for the event:

Contact CC Pocock: Email: [cc@bush-air.com](mailto:cc@bush-air.com) Mobile: 1 928-460-3987

[Web page: www.Bush-Air.com/Cal-Nev-Ari-Fly-In.htm](http://www.Bush-Air.com/Cal-Nev-Ari-Fly-In.htm)



# 2018 MEMBERS *Annual Meeting*



Saturday, May 12, 2018

10am Brunch \$15.00 pp, Speakers to Follow

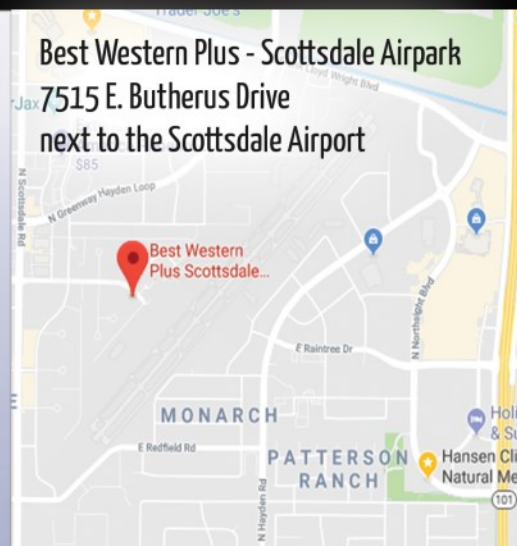
Scottsdale Airport - Best Western



Navy Aviator & Aerospace Industry Executive  
***Charles "Chet" Fuller***  
"How Safe Can We Get?"

**RSVP** for Brunch by May 5th to Mary James  
515-321-3022 or [socials@azpilots.org](mailto:socials@azpilots.org)

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







## 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

Live Music

Over 20 Food Vendors

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Kids Zone

All-inclusive VIP Seating Area

Oktoberfest-style Covered Beer Garden

Static Air Displays

Tickets are scheduled to go on sale in February.

**For more information, visit [hangar24airfest.com](http://hangar24airfest.com)**



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Mgr: Gerald DaFoe (810) 516-9122			
<b>Eagle Roost Airpark</b>	Aguila	85 / 115 (5 acre lots)	<b>Pat Mindrup</b> - WEST USA Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
Mgr: John Greissing (928) 685-3433			
<b>Flying Diamond Airpark</b>	Tucson	20/97	
Mgr: Lou Cook (520) 399-3879			
<b>Flying J Ranch</b>	Pima	2/ 28	
Mgr: Howard Jenkins (928) 485-9201			
<b>Hangar Haciendas</b>	Laveen	39 lots w/sep taxi ways	
Mgr: Scott Johnson (602) 320-2382			
<b>High Mesa Air Park</b>	Safford	/19 (2.5 acre lots)	
Mgr: Phil DiBartola 928-428-6811			
<b>Inde Motorsports Ranch Airport</b>	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	
Mgr: John Mabry (520) 384-0796			
<b>Indian Hills Airpark</b>	Salome	75	<b>Pat Mindrup</b> - WEST USA Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
Mgr: Gerry Breeyear (928) 916-0608			
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Mgr: Larry Newman (520) 297-8096			
<b>Mogollon Airpark</b>	Overgaard	60	
Admin: Cheri Thomas (928) 535-3071			
<b>Montezuma Heights Airpark</b>	Camp Verde	43/44	
Mgr: Glen Tenniswood (928) 274-1233			
<b>Moreton Airpark</b>	Wickenburg	2	<b>Pat Mindrup</b> - WEST USA Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
Mgr: Daniel Kropp (602) 315-0323			
<b>Pegasus Airpark</b>	Queen Creek	15/40	<b>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
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<b>Skyranch at Carefree</b>	Carefree	20	<b>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
Mgr: Tommy Thomason (480) 488-3571			
<b>Stellar Air Park</b>	Chandler	95/105	<b>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
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John Anderson janderson72j@gmail.com			
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<b>Twin Hawks</b>	Marana	2/40 (4 acre lots) on 155 acres	
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<b>Western Sky</b>	Salome	all 200 acres for sale	<b>Pat Mindrup</b> - WEST USA Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
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Mgr: Brian Ulmer (520) 456-0483			



## APA Website

Please visit our website for the latest information.

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

**APA is a 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](mailto:Webmaster@AZPilots.org)

## Newsletter Contributors

Article Deadline

20<sup>th</sup> Editor reminds the Team to submit articles

25<sup>th</sup> Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

[newsletter@AZPilots.org](mailto:newsletter@AZPilots.org)

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



Stefanie Spencer— Webmaster



*New pilots welcomed!*



*Writers welcomed!*



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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

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