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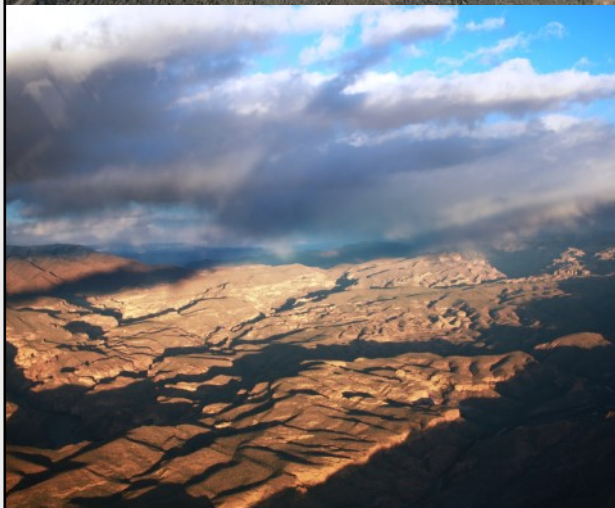
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President's Report

Aviators and aviation enthusiasts,

I hope this issue of the Arizona Pilots Association monthly newsletter finds you all safe with your aviation activities. The winds last month have put a damper on some of our flying fun, but has still afforded us some good flying. Grapevine and Double Circle hosted a number of folks. The general aviation safety activity was going really well until an extremely unfortunate accident that took the lives of six young people. With the warmer weather approaching, don't forget to give your airplane performance capabilities a good review. Density altitude can ruin your whole day.

Have Fun, Fly Safe,

Tommy



***A big thank you to our
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480 488-3571 — [Hangars for Sale or Lease](#)

Executive Director's Report

Jim Timm — May 2018

In case you haven't noticed, summer is knocking on our door, and I'm not all that keen on the idea of having to get up so early if I want smooth flying conditions. At least we can get some flying in without encountering all the adverse weather conditions some other pilots have to contend with in other parts of the country. That's one benefit of living in Arizona, and it's great.

Do your records say you are fit to fly? For those that are participating in the new BasicMed program, there are a number of dates that must be tracked, not a single event like when you had a class three medical. To ensure uninterrupted compliance with BasicMed, pilots must complete the required comprehensive medical examination and online medical education course within the required and differently calculated time periods. For an airman to act as PIC under BasicMed rules, within the previous 48 months he or she must have received a physical examination by a state-licensed physician who followed and completed the FAA's comprehensive medical examination checklist, while the airman must have completed the online course within the previous 24 calendar months.

Careful attention must be paid to when the different components of BasicMed lapse and must be completed again. For example, an airman completing the BasicMed checklist and physical exam



on May 10, 2017, and the online course on May 20, 2017, would be able to operate under BasicMed through May 31, 2019 (24 calendar months after the online course was completed). If the airman then completes the online course again on May 31, 2019, then he or she would be able to continue operating under BasicMed until May 10, 2021 (NOT May 31, 2021) because 48 months have passed since the physical exam. Completing a new checklist and exam on May 11, 2021 would allow the pilot to operate under BasicMed until May 31, 2021, at which time another online course would be required.

To play it safe, it would appear to be advisable to set smartphone or other calendar reminders to help keep the applicable expiration days straight.

MISCELLANEOUS ITEMS

Fortunately our congress in Washington is working on preparing much needed legislation for long term funding for the FAA, rather than the usual very short term "stop gap" type of funding as in the past, and without ATC privatization. Well guess what, Rep. Bill Shuster, R-PA., attempted to attach an amendment to the new funding bill calling for the creation of an "advisory council" for ATC and to be controlled by the Department of Transportation (DOT), a plan much like the earlier privatization





plan, only even worse. Washington got inundated with calls in protest and Shuster backed down and removed his amendment, fortunately. This is the same guy who proposed the original privatization plan and after the very significant opposition, canceled his privatization plan and said he would not reintroduce it again. Guess what, there it was, repackaged and tried again. It's obvious that some politicians absolutely cannot be trusted, and I think they all require careful supervision. I guess the bottom line is

that ATC privatization will never be a dead issue and we should be very wary until the final FAA Reauthorization Bill is finally passed by the legislature. (NOTE: a five year FAA funding bill without privatization language passed the House late April on a 393-13 vote).

The flight schools and some pilots are still getting threatening letters from a law firm representing some of the homeowners in the northeast practice area, in the general area north of Dynamite Rd. east of Scottsdale Rd. to the Verde River. Unfortunately, there are some homeowners that are very anti small airplane and refuse to accept an airplane flying over them at any altitude, but APA suspects there are many that are willing to talk and find a reasonable solution. To that end, the APA is planning to hold a BBQ and "town hall" type meeting with some of the residents and flight school safety officers to find a way to mitigate the perceived problem.

The FAA issued a notice on April 24, 2018, outlining a change in policy regarding testing applicants for a commercial pilot or flight instructor certificate. The revised policy no longer requires applicants for a commercial pilot certificate with an airplane single-engine rating to provide a complex or turbine-powered airplane for the associated practical test, and no longer requires applicants for a flight instructor certificate with an airplane single-engine rating to provide a complex airplane for the practical test.

In case you missed it, the FAA is still planning to 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. To continue to receive free services, users are encouraged to register with www.1800wxbrief.com.

Falcon Field (FFZ) is replacing their runway and taxiway lights with LED lights and upgrading the associated wiring. Between now and the end of June, either the north or south runway may be closed, one at a time, to accomplish



the task, and the work is in progress only at night to minimize the impact on flight operations. Normal daylight operations will not be impacted by the project. Check FFZ NOTAMS for hours of runway closure. NOTE, during the month of May, use caution taxiing on the ramp areas as there will be trenching crossing some of the ramp taxiways. Check airport notices as this trenching activity IS NOT covered in a NOTAM because the activity is not located in the flight operations area of the airport. Check airport tenant notices, and watch for flagmen and barricades.

Deer Valley Airport (DVT) also has a run up area construction project underway, so check DVT 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. Many of the airports around the state have significant construction projects under way, or possibly an open house. So always fly informed.

Continuing the trend, in the past reporting period there were again several last minute notices received for GPS Interference testing going on, and some of it could have very likely impacted 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 not been very good with the NTSB reporting eight accidents in Arizona, with one of them resulting in six fatalities. The preliminary reports of the other seven accidents were not released by the NTSB, thus indicating the accidents were most likely minor in nature, and with the injuries, if any, minor in nature also. See my May Aviation Accident Summary for available details of these accidents and others.

As you are aware APA is working with several airports around the state to update their Airport Master Plans. The FAA requires these master plans to be updated on a regular basis if the airport is to continue receiving federal funding for improvements and maintenance. The following is a brief description of how the master plan update occurs. The preparation for the master plan update includes a technical effort to establish the role of the airport, forecast potential aviation demand, establish airside and landside facility needs, and evaluate options for improving the airport to meet those facility needs. The planning process includes the preparation of phase progress reports that are presented to a Planning Advisory Committee (PAC). The PAC is comprised of



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For those that are participating in the new BasicMed program, there are a number of dates that must be tracked, not a single event like when you had a class three medical.

”



stakeholders/constituents with an investment or interest in the Airport and surrounding area. This diverse group provides extremely valuable input into the Master Plan. Additionally, a series of Public Information Workshops are conducted as part of the planning process, thus providing the public an opportunity to be involved and educated about the study. Currently, APA is assisting; Falcon Field (FFZ), Superior Municipal Airport (E81), Sedona Airport (SEZ), Flagstaff (FLG), and Grand Canyon Airport (GCN) airports in their Master Plan update process, providing the pilot and aircraft owner's perspective.

na Airport (SEZ), Flagstaff (FLG), and Grand Canyon Airport (GCN) airports in their Master Plan update process, providing the pilot and aircraft owner's perspective.

THINGS TO DO - PLACES TO GO FOR BREAKFAST:

NOTE: This is the last fly-in for the season for many of these fly-ins, summer is fast upon us!

- 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.
- 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



STAGE 2 FIRE RESTRICTIONS

ARE IN EFFECT FOR THE COCONINO NATIONAL FOREST

THE FOLLOWING IS PROHIBITED ACROSS THE ENTIRE FOREST, INCLUDING CAMPGROUNDS:



1. **Fires, campfires, charcoal, coal, and wood stoves.** (except using a device that is solely fueled by liquid petroleum or LPG fuels that can be turned on and off in areas that are barren or cleared of all overhead and surrounding flammable materials within three feet of the device).



2. **Smoking** (except within an enclosed vehicle or building).



3. **Using an explosive.**

4. **Possessing, discharging, or using any type of firework by pyrotechnic device.**



5. **Operating a chainsaw or any other equipment powered by an internal combustion engine from the hours of 9 a.m. to 8 p.m.** (except generators with an approved spark arresting device within an enclosed vehicle or building or in an area that is barren or cleared of all overhead and surrounding flammable materials within three feet of the generator).



6. **Welding or operating an acetylene or other torch with open flame.**

7. **Operating or using any internal or external combustion engine without a spark arresting device properly installed, maintained, and in effective working order.** (this does not include motor vehicles. This is aimed at things such as landscaping tools).



8. **Discharging firearms, air rifles, or gas guns** (except while engaged in a lawful hunt pursuant to state, federal or tribal laws or regulations).

9. **Possessing or using a motor vehicle off National Forest System roads** (Vehicles must stay on open Forest Roads and cannot drive/park over any vegetation at any time).



The national forests use fire restrictions to help prevent unwanted, human-caused fires and to limit the exposure of visitors during periods of potentially dangerous fire conditions. An explanation of the different stages of fire restrictions and what is typically prohibited during those stages can be found online at:

www.tinyurl.com/FireStagesExplained.



Double Circle Fly In & Camp

By Mark Spencer

The Spring backcountry fly in season is nearly over, but come out and enjoy one of our last two events. It's Grapevine (88AZ) May 18th through 20th, which is our last hosted Grapevine event until fall.

To end the season, on Memorial Day weekend we'll be at Pleasant Valley (24AZ) just outside of the quaint little town of Young. This will be a very special weekend with plenty of activities, so be sure to [check it out on our calendar](#) and let us know if you are interested in a particular activity. Remember, there are hotels in Young!

This month's Double Circle event was a real treat for attendees as the weather turned out to be ideal. The Rattlesnake fire was also pretty well contained and smoke was non-existent as there was a modest wind from the south. Some folks flew as far as from ABQ to spend just a few hours with us, and we were joined by four turkey hunters from Tucson and Chandler as they utilized the lodge along side pilots. Local rancher Darcy Ely was kind enough to provide her grill and picnic tables once again, and graced us with a good visit, discussing the area and challenges of ranching.

It took only a couple volunteers to clean up some brush encroaching at the north end of the strip, and two Cherokee 180's were among the visiting aircraft.

The Double Circle ponies also made a showing, two of the friendliest horses in town! They are not afraid of aircraft, so watch out for them! We also witnessed deer and elk over the weekend. This is such a special place! Watch for a fall work party at the old ranch. We need maintenance on some items in the lodge and volunteering is one of the best ways to show your appreciation for this site!

Please note that all of our airstrips on USFS lands are under [Stage 2 Fire Restrictions](#), no open fires of any kind other than gas and no smoking!







Grapevine 88AZ:

May 18-20

Pleasant Valley 24AZ:

May 25-27 Memorial Day





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!



May Aviation Accident Summary

by Jim Timm

The following are NTSB reports of aviation accidents that have occurred in Arizona from late March thru late April. 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 really taken a turn for the worst from a flight safety standpoint, given the number of accidents and number of fatalities. There were eight accidents reported by the NTSB with one of them resulting in six fatalities. This fatal accident should be carefully examined, and we emphasize that every pilot must be aware of our aircraft's limitations regarding takeoff gross weight and center of gravity limits and to not exceed them, as the results could possibly be fatal.

The other seven of the reported accidents did not have detailed reports available for publication. They apparently may have been relatively minor in nature and may not have incurred serious injuries, if any at all. Based on personal information, two of the seven accidents were the result of pilots not using proper care while taxiing and striking ground obstructions with a wing. Remember, always maintain situational awareness not only in the air, but on the ground also!

So far this year, the NTSB has reported that there have been fifteen accidents in Arizona, and unfortunately, nine of these accidents still do not have detailed accident reports released for examination. This makes it a bit tough to develop safety programs if we don't have information on what is happening out there.

This report includes the details of two accidents that occurred in the February reporting period. The details were just released in this past reporting period.

I hope everyone will please fly a bit more safely and keep the number of accidents down and don't get hurt.

THE FOLLOWING TWO ACCIDENTS HAD OCCURRED IN THE FEBRUARY REPORTING PERIOD

Accident Date: **Tuesday, February 13, 2018**
Factual Report Dated: 4/2/2018
Title 14 CFR Part 91
Location: Phoenix (DVT)
Aircraft Type: Piper PA16
Injuries: 1 Uninjured

there were no pre accident mechanical failures or malfunctions with the airplane that would have precluded normal operation. The automated weather observation system located on the accident airport reported, that about the time of the accident the wind was from 180° at 9 knots. The pilot landed on runway 7L.

LOSS OF CONTROL ON GROUND

The pilot of the tailwheel-equipped airplane reported that, during the touchdown, a gust of wind struck the airplane from the right. Subsequently, the airplane veered to the right and the left gear collapsed. The airplane sustained substantial damage to the left wing. The pilot reported that

Accident Date: **Friday, February 23, 2018**
Factual Report Dated: 4/10/2018
Title 14 CFR Part 91
Location: Show Low
Aircraft Type: Cessna 172

Injuries: 2 Uninjured

LOSS OF CONTROL ON GROUND

The flight instructor reported that, during approach in a gusting crosswind, he took the flight controls from the student pilot at about 500-700 ft. above ground level. He added that, during the landing roll while decelerating, a wind gust lifted up the back of the airplane "from the rear right to the front left forcing the front wheel onto the ground and lifting the plane onto the left main" landing gear. He applied full left rudder and right aileron to correct, but when it did not improve the situation he "relaxed the controls slightly back

towards neutral". Subsequently, the airplane exited the runway to the right and came to rest inverted.

The airplane sustained substantial damage to both wings, fuselage, and empennage. The flight instructor reported that there were no pre accident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

A review of recorded data from the automated weather observation station located on the airport reported that, at the time of the accident, the wind was from 210° at 26 knots, gusting 32 knots. The airplane landed on runway 06.

THE FOLLOWING ACCIDENTS HAD OCCURRED IN THE PAST REPORTING PERIOD

Accident Date: **Monday, February 26, 2018**
Report Dated: 3/28/18 Preliminary Report
Title 14 CFR Part 91
Location: Tucson
Aircraft Type: Starduster Too
Injuries: UNK

Injuries: UNK

The NTSB did not release any details other than the above information.

The NTSB did not release any details other than the above information.

Accident Date: **Wednesday, March 28, 2018**
Report Dated: 3/29/18 Preliminary Report
Title 14 CFR Part 91
Location: Cave Creek
Aircraft Type: Ultramagic SA 300 (Balloon)
Injuries: UNK

Accident Date: **Saturday, March 31, 2018**
Report Dated: 4/2/18 Preliminary Report
Title 14 CFR Part 91
Location: Prescott
Aircraft Type: Cub Crafters 180
Injuries: UNK

The NTSB did not release any details other than the above information.

The NTSB did not release any details other than the above information.

Accident Date: **Friday, March 30, 2018**
Report Dated: 4/2/18 Preliminary Report
Title 14 CFR Part 91
Location: Gila Bend
Aircraft Type: Diamond DA40

Accident Date: **Sunday, April 1, 2018**
Report Dated: 4/3/18 Preliminary Report
Title 14 CFR Part 91
Location: Phoenix
Aircraft Type: Piper PA28
Injuries: UNK

The NTSB did not release any details other than the above information.

Accident Date: Sunday, April 8, 2018
Report Dated: 4/11/18 Preliminary Report
Title 14 CFR Part 91
Location: Tucson
Aircraft Type: Piper PA28
Injuries: UNK

The NTSB did not release any details other than the above information.

Accident Date: Monday, April 9, 2018
Report Dated: 4/25/2018 Preliminary Report
Title 14 CFR Part 91
Location: Scottsdale
Aircraft Type: Piper PA24-260
Injuries: 6 Fatal

FAILURE TO MAINTAIN FLIGHT AFTER LIFT-OFF

On April 9, 2018, about 2048 MST, a Piper PA-24-260 airplane was destroyed when it impacted terrain shortly after takeoff from Scottsdale Airport (SDL). The airline transport pilot, 32, student pilot, 28, and 4 passengers were fatally injured. Night time visual meteorological conditions prevailed, and a flight plan was not filed. The flight was destined for North Las Vegas Airport (VGT), Las Vegas, Nevada.

Earlier that evening, the air transport pilot flew the airplane from VGT to SDL with the intention of picking up the passengers and flying them back to VGT. The inbound flight was his first flight in the airplane. Preliminary information indicated that the flight departed from VGT at 1842, and landed at SDL at 2018.

The airplane was equipped with 6 seats. A video surveillance camera at SDL, located on the ramp where the airplane was parked, captured the occupants begin to board the airplane about 2028. The footage revealed that two female passengers boarded the airplane first and were seated in the two aft seats. Next, a male passenger boarded the airplane and initially sat in the middle right seat but moved to the middle left

seat when the third female passenger boarded; she then occupied the middle right seat. The student pilot then occupied the front left seat and the airline transport pilot occupied the front right seat. An onboard video posted to social media by the female passenger in the middle row incorrectly depicted the locations of each occupant, because the video was posted as a mirror image.

Additional video surveillance footage located midfield on the west side of the runway, captured the airplane departing from runway 03. The footage appeared to indicate that the airplane's wings were rocking during and shortly after rotation.

A traffic camera, located about 0.5 miles northwest of the end of the departure runway, recorded the airplane in a left bank executing a left turn. As the turn progressed, the bank angle increased, and the airplane started to descend. The wings became nearly vertical, and the view of the airplane was lost behind a berm. Seconds later, the camera caught a fireball when the airplane impacted terrain.

A witness located on the ramp observed the boarding process and watched as the airplane taxied towards the runway. She lost sight of it but was able to hear what sounded like a typical preflight engine run-up. She then observed the airplane accelerate down the runway, and about midway, the wings began to rock in a manner that she thought was excessive. She reported that the oscillations eventually diminished, and the airplane began to climb, reaching about level with the top of the adjacent airport buildings. It continued roughly at the same altitude, until it began a climbing left turn, which appeared similar, although lower, than most aircraft departing the traffic pattern. As the turn progressed, the airplane's attitude changed to pitch down, and the airplane disappeared out of her sight. A fireball ensued. The witness did not hear any unusual sounds, or see the airplane emitting smoke, fire, or vapors, and stated that the engine sounded typical compared to the airplanes she regularly observes.

The airplane came to rest in a golf course about ¼ mile north of the end of the departure runway.

The main cabin was mostly consumed by fire. The outboard section of the right wing was separated, and in addition to thermal damage, exhibited substantial impact crush damage. The inboard section of the right wing remained attached to the fuselage, and the majority of the left wing was found separated from the fuselage.

SDL is equipped with a single paved runway, designated 03/21. The runway is 8,249 ft long, and the airport elevation is 1,510 ft. At 1953 hrs. the SDL automated weather observation included winds from 160° at 3 knots, visibility 10 miles, clear skies, temperature 28° C, dew point -5° C, and an altimeter setting of 29.94 inches of mer-

cury.

Accident Date: Sunday, April 21, 2018
Report Dated: 4/25/18 Preliminary Report
Title 14 CFR Part 91
Location: Tucson
Aircraft Type: Rutan Long EZ
Injuries: UNK

The NTSB did not release any details other than the above information.



NOTICE: Airobotics is an autonomous drone operator who will be working 1 mile east of San Manuel Airport (E77) at 400 ft AGL for the next 6 months. We have issued a NOTAM and are on the airport AWAS.

For more information contact:

Shai LaBelle Trop - US Project Manager

(847) 440-6899

shait@airoboticsdrones.com

A Few Words About Safety

“

Denny Granquist

“Debriefing the flight in your mind should include evaluating the plan, the pilot, and the airplane. Be willing to make improvements.”

“Plan the flight and fly the plan.”

”

GAJSC

—D—→

General Aviation Joint Steering Committee

Emergency Procedures Training

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 2018

Topic: Emergency Procedures Training (GAJSC SCF-SE-36)

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

Background:

The GAJSC has identified a number of fatal general aviation accidents that occurred following power plant failure. Mismanagement of light twin-engine airplanes in single-engine operations was of particular concern. The GAJSC feels that Scenario-based Training in Emergency Procedures will be effective in reducing these kinds of mishaps.



Teaching Points:

- Discuss the safety benefits of Emergency Procedures Training with an emphasis on Scenario-based training.
- Encourage pilots to adopt Scenario-based Emergency Procedures Training.

References:

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

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

**Got great aviation photos
that you'd like to share?**

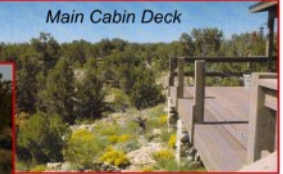
We are always on the lookout for photos to add and enhance our monthly newsletter. If you'd like to contribute your photos please email them to us at:

newsletter@azpilots.org

Wisky Ranch - Arizona 6AZ2



Main Cabin Exterior



Main Cabin Deck



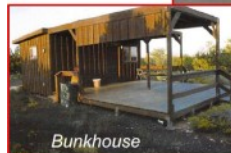
Main Cabin



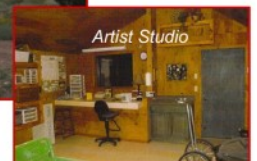
5,000' Airstrip
FAA Registered



Workshop



Bunkhouse



Artist Studio

Wisky Ranch is a private retreat located in the high desert, southwest of Winslow, AZ. It can be reached via BLM roads or via air on its hard packed aircraft runway. Wisky is off the grid, self contained, and includes solar, turbine, and a generator for both its 120/240v inverter and its water well. If you have ever dreamed of a cabin in a truly secluded and quiet northern Arizona location, then Wisky is a must to consider. Containing a modern cabin, an artist studio, a bunkhouse, and a shop, it is situated at a cool 5,800+ foot elevation and is comfortable year around. Wisky Ranch is the ideal place for a private retreat with airstrip. Email or call for pricing.



Information believed to be correct but should be verified prior to purchase.

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- Cirrus Pilot Proficiency Program (CPPP) Instructor
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- Author of the book *Fly the Glass Cockpit Like a Pro*
- FAA Master WINGS Holder
- Advanced and Instrument Ground Instructor
- Remote Pilot (UAS)

Bob Littlefield, Gold Seal CFI, CFII, MEI

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Arizona Airport Focus: Bagdad (E51)

By Brian Schober

Copper is one of the staple industries in Arizona. It has played, and still plays, an important role in our state, as more than 68% of the copper used in the United States in 2017 came from Arizona. Ask any state legislator what the 3 C's of Arizona are and they'll tell you "Coper, Cotton and Cattle!" Copper was first mined in Bagdad back in 1882 and is still being mined today. More than 173 million pounds of copper were pulled from the ground. Bagdad is one of only two company towns left in Arizona. The Freeport-McMoRan company currently operates the copper and molybdenum mine, as well as many of the local businesses and owns much of the town's housing.

Though Bagdad is off the beaten path, the town has an airport – E51. The town is centrally located in Arizona and sits about 100 miles northwest of Phoenix in Yavapai County. The single asphalt runway 5/23 is 4552' x 60' and sits atop an elevated hilltop slightly north of the town. There are a handful of aircraft based at the airport and AirNav reports less than 100 operations per month at Bagdad. This is a VFR-only airport, as there are no published approaches. There are also no services, FBO, or terminal building at E51, so plan ahead for fuel. On the bright side, there are no landing or handling fees, either. The approach into and departure from the field is relatively easy with no major obstructions at either end. With an elevation of 4200 feet, density altitude becomes a concern in the





warmer seasons. Also, E51 is within the Bagdad 1 MOA, so be vigilant in see-and-avoid practices.

Once on the ground, there is a large parking area near the midpoint of the runway on the North side. The airport is about 2 ½ miles from town, so it's a healthy walk or an Uber/Lyft ride to get there. Alternatively, the mining roads that pass by the airport offer a moderate hiking experience with some incredible views of craggy cliffs and canyons. The author and a fellow APA member logged a bit over 9 miles on a circuit back to the airport. Bring water!

The town is home to approximately 2500 people. The mine employs nearly 900, so much of the town supports these workers. There are a couple of diners and shops, and the close-knit community feel is apparent.

Besides the scenery and the quaint town, the highlight of the area is the mine. A spectacular overlook is available to visitors, though you'll need to have your Uber/Lyft driver agree to take you to the



mine. This tour is organized in advance, so call ahead to determine the date. Call (928) 633-6001 to arrange the tour. Of course, the aerial view is pretty spectacular, as well.

The Bridle Creek Riparian Habitat is open during the week. To offset some of the environmental impact of the mine, several owls and other birds have been relocated to a rehabilitation center located in Bagdad. A peaceful walk among the trails can be relaxing and the chance to see the wildlife.

While there is a museum that chronicles the history of the mining industry in the area, it is currently closed. If it opens in the future, it would be worth a trip to Bagdad just to walk through it.

While Bagdad may not have much in the way of activities, it's a great place to put on your bucket list simply for the uniqueness of it. There is some spectacular scenery on the way there and while you're on the ground. And besides, you can say you've been to Bagdad, Arizona that is.

Brian



CLASSIFIEDS

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Contact: Chris Felton at cfelton@dphx.org



1975 Cherokee 140 with Power Flow Exhaust, Flap n Gap Seals, Met Co Aire Wingtips.

Great paint and good interior. IFR current, last annual 07/17.

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Santa Barbara / Santa Ynez - It Was Double Fun

Friday, April 27, 2018, members of the APA flew to Santa Barbara, CA, and enjoyed the scenery, food, and the landmarks. After landing in beautiful VFR weather on the beach, we headed up to the Santa Barbara Mission and took the self guided tour through this 200 year old complex. This is the queen of the 21 missions that was built on the California coast by Father Junipero Serra and the Franciscans beginning in the late 18th century. This mission has been the only continuous working mission since its origin.

Lunch was a delight at the famous Belmond El Encanto Hotel and Restaurant. High on the Riviera overlooking the sleepy town of Santa Barbara and the ocean, we could take in this authentic Spanish architecture with red tile roofs and white stucco buildings. A culinary delight serving the local burrata, duck mousse, summer risotto, and seared artichar amongst other savory dishes with complimentary wines.



Santa Barbara Airport—Atlantic Aviation Parking



Belmond El Encanto Hotel Restaurant



Happy Diners



View from the Court House Tower—Mid-town Santa Barbara

Double Getaway — Santa Barbara



Santa Barbara Mission



Courthouse Tower View



Santa Barbara Court House



Santa Barbara Mission Gardens



Sailing in the Santa Barbara Harbor



View from Stearns Wharf at dinner.

Double Getaway — Santa Ynez

On April 28, 2018, we then flew our planes from Santa Barbara on another beautiful VFR morning over the mountain to Santa Ynez. This little valley is quite the treat and chalked full of things to see and taste, mainly at the several dozen wineries here. Lunch was in the quaint town of Los Olivos, wine tasting at Koehler, Fess Parker, and Sanger wineries, and the sightseeing in Solvang was amazing.



Arrival at the Santa Ynez Airport—Ready for action



Hans Christian Anderson, Author of many children's books



Solvang Motorcycle Museum - Motorcycles from the early 20th century to date



Downtown Solvang



Authentic Danish Aebleskivers for breakfast

Double Getaway — It was beautiful day in the Santa Ynez Valley with the warm sunshine and never ending vistas all around. You could easily make a short week out of this trip; there are not only wineries and vineyards, but also local history. The fly-in was one of the best we've experienced in the last couple of years. The flying was fun, all VFR, and the airports were great. However, we did have to recalculate W&B due to all the wine. 😁



Consilience & Tre Anelli Winery - Downtown Los Olivos



Fess Parker Winery - Foxen Canyon Road, Los Olivos



MEMBERS' PHOTO CORNER

Thank you to Nic Cherches for this month's photos!

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



Lake Roosevelt



Payson April Fly-In

by Ken & James Nebrig, & Mark Spencer

“Incredible!”

That’s the best description of our April 6-8 fly-in to Payson, Arizona, (KPAN) for a weekend of fun and air camping at the Payson Airport Campground.



The weather was absolutely beautiful as over 30 aircraft and nearly 70 people descended on Payson for the fly-in over two days. The 24 spots on the air camping ramp were quickly filled, and aircraft were necessarily parked on both the transient ramp and also the based airplane ramp. The Desert Flyers, a flying club from Phoenix, came up for brunch and added another 10 airplanes to the already full ramps, so the airport was definitely buzzing with fun flyers on Saturday. Pilots wearing their hats from aviation organizations such as RAF, AOPA, EAA, AYA, and of course the APA, were mingling throughout the day. As the day-trippers headed back home in the late afternoon, the air campground remained completely full as 27 airplanes worth of air campers (around 40 people) pitched their tents for Saturday night and prepared for the Dutch oven pot-luck supper. There was no shortage of delicious Dutch oven recipes and side dishes. Following dinner we settled in

around the campfire for an evening of fun and songs. Barry Dillie and his wife drove down from Young with his trusty guitar and repertoire of songs. Others joined in with their instruments, including mandolins, which was fun for all. As the stars grew brighter and the participants grew tired, one by one we retired to our tents, some to their hotels, to enjoy a good night’s rest. It is rumored that a few of our late celebrating pilots could be heard howling in the distance, “This is Arizona!”

What makes this event very special is that it was all organized by pilot in training, James Nebrig, only 16 years of age. James is the son of pilots Ken and Lori Nebrig, of Prescott, Arizona. James already has his glider pilot license and is working on his private pilot certificate. We should mention





that James is also responsible for the planning, fundraising, and construction of the beautiful picnic pavilion located in the Payson airport campground, a project he took on as an Eagle Scout at only 14 years old!

With the weather forecast being updated to include strong winds by noon on Sunday, most pilots were packed up and on their way home around the state, and even as far away as South Dakota. By all accounts this was one of the most successful events we've had, and James is already planning a repeat for October, so stay tuned for more information in the APA and RAF newsletters and calendars!

Thank you James Nebrig for setting the pace for volunteerism in the Arizona's aviation community!



Women Pilots

By Howard Deevers

The opinions expressed here are of the author only, and do not necessarily reflect those of the Arizona Pilots Association or any other group of aviators.

By now you must have heard of the emergency landing of a Southwest Airlines flight in Philadelphia on April 17, 2018. The Captain on that flight was a female pilot; the First Officer a male. In this era of instant communications, the news was across the country within minutes. My air traffic control friend, in Washington Center, posted an audio recording of part of the communications between the pilot and ATC. You may be able to find that recording on YouTube or some other location if you want to listen to the exchange between the pilot and ATC.

Since my ATC friend never steers me wrong, I listened to the recording within two hours of the event. By the time I listened, the plane was on the ground, passengers removed, and the airport operating normally. As it turns out, this woman was a former Navy pilot and the first woman to fly an F-18. Her resume' is impressive, but I do not need to reprint all of that here.

On the tape, her voice is calm, a person in control. This is a real emergency, but it sounds like she is flying another simulator training flight. Make no mistake about it, airline pilots get to fly a lot of simulator emergencies, and engine out and IFR are included in every training flight. In this case, the engine didn't just quit, some parts failed and a piece of metal broke through a window causing the plane to depressurize and injure several passengers. The Captain was made aware of this, and requested medical assistance to be on hand after landing.



The noise in the cabin must have been deafening, and it was no small feat for the flight attendants to assist the passengers *and* communicate with the Captain. This calm, in control, Captain made a single engine landing and emergency responders were there as the plane came to a stop.

Any pilot should receive attention for a safe landing in such an emergency. Since this is a woman pilot, she will receive a much deserved share of attention for a safe landing.

The problem is: there are too few women pilots.



“

As of 2017 only 7% of all pilots are women.

(Data from WAI)

”

We really should have more women pilots. I have written on this subject in the past, but it seems appropriate to review this again.

At the Mooney Aircraft Pilots Association (MAPA) recurrent training in Henderson, NV, in April, I was invited to be an instructor pilot. There were about 25 Mooney pilots and airplanes that showed up for this; one of four programs that MAPA does every year. Only one of the Mooney pilots was a woman. At the end

of the seminar/training we all gathered for dinner and visiting. She did get to stand up and talk about the seminar, and commented that she was the only woman pilot there.

When my turn to speak came, I told her, and the others at the dinner, that I had trained a woman pilot soon after earning my instructors certificate. This was in Pittsburgh. My student pilot is also a doctor, and she learned quickly. She had taken *one* ride with a friend in a Mooney 201 and was hooked on flying. After passing her private pilot check ride, she purchased a Mooney, and went on to get her instrument rating, commercial, CFII and ATP, and is still flying today. She was really dedicated to learning to fly.

Over the years, I have had other doctors and lawyers as student pilots, or interested in advanced ratings. The problem that they all face is their time. All pilots will tell you how much time it took them to get a pilot's license or any rating. I had the same problem getting all of my ratings. Trying to work, raise a family, and learn to fly was quite a task. If you learn to fly in the military, that IS your job and that is all you do until you get the ratings you need.

In 23 years of instructing, very few women have come to seek a pilot's license. How do we get more women to join our ranks? An article I read not long ago said that only 7% of pilots are women. In the early days of aviation, flying airplanes was considered a “man's job.” I think that women like Amelia Earhart, and others, debunked that theory early on.

Is aviation just not of much interest to women? Obviously I have more questions than answers. In order to answer some of those questions, I have reached out to women pilots that I do know, or who might be of help. I met a young woman at Gila Bend, a CFII working for an Arizona flight school, and had a brief conversation with her about her interest in aviation. She has interest in becoming an airline pilot and is working hard to get experience enough to apply.

Another woman pilot that did fly for an airline suggested that universities that offer courses in aviation would attract more female candidates. She also told me about the harassment that she had to put up with being only one of 22 women for the airline that she flew with. The men didn't want women to be there. Sure, we have heard of this kind of treatment elsewhere in industry, too. I would like to believe that harassment is coming to an end; not just in aviation, but in all industry.





When in my business in Pittsburgh I supplied electrical control systems. A woman electrical engineer called me to ask a question about how to apply a timer to a circuit she was designing for a steel mill. She went through an elaborate explanation about how she had come to the question and what she wanted to do. She felt that she had to do this in order for me to believe that she was a qualified electrical engineer. When she got to the question, it was a relatively simple application (at least to me). I assured her that she did not need to give me all of that up front description, and I already believed that she was fully qualified as an electrical engineer. She was so accustomed to men not believing that a woman could engineer things for steel mills that she had developed this system of up front explaining for credibility.

For women that are interested in aviation there is an organization called "The 99's." Formed in 1929 when there were only 117 women pilots in the country. In 1941 Amelia Earhart was elected the first president, and the group selected the name "Ninety-Nines" to represent the charter members. This group supports women pilots no matter

what their motivation is: General Aviation, Military, Airlines, Corporate Flying, or 'Just for the fun of it.' With local chapters all over the country, there are programs to assist women pilot candidates, and they do lots of fun things as well.

"It just looked like so much fun," was exactly what one woman said to me when I asked why she learned to fly. Another one was interested in how airplanes do fly. You are going to learn all of that as you learn to fly. It is part of the program.

Whatever your motivation is, you will find lots of assistance from the ARIZONA PILOTS ASSOCIATION as well. Come to any of the Safety Seminars that you will find all over the State and join the other members in events having fun. And, remember, bring your wingman.

Howard



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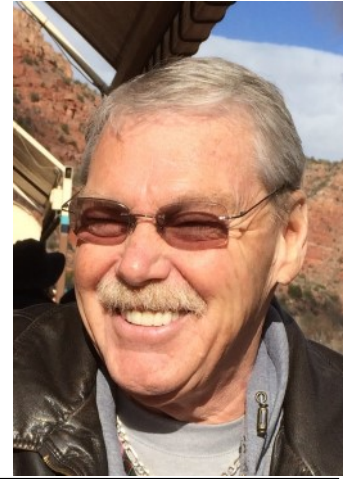



GAARMS REPORT

MAY 2018

By Fred Gibbs

(Your guy in Flagstaff)



April has turned out to be the month of one of the most deadly crashes we have seen in quite a while. The crash of the Piper Comanche taking off out of Scottsdale airport took the lives of 6 beautiful young people on their way to Las Vegas for a fun time! If you want to read a whole bunch of stuff on the crash, I suggest you go online to:

<http://www.kathrynsreport.com/2018/04/piper-pa-24-comanche-n9456p-fatal.html>

The horrific nature of the accident aside, we are fortunate that it did not involve anyone from our Arizona pilot community. That does not make the accident any less terrible; it only heightens our awareness of our own vulnerabilities. Participating in the excitement of flight most certainly has its perils, and the price of a mistake can be extremely high.



Most of the information available right now tends to suggest the aircraft was overweight, possibly out of CG, and a victim of density altitude. There is also a lot of discussion about the aircraft itself, such as, was it really a 6 seat certified aircraft? Could it have been within weight limits? Could it have been within CG? And, even then, what about the takeoff performance at that weight and CG? And did anyone take into account the density altitude at the time?? The NTSB will certainly take their time and a very hard look as they investigate this accident.

Summertime in the Desert

Summer, that time of blistering heat in the Valley of the Sun, is coming on fast, and it will have a significant impact on your flying. Everyone needs to think about long takeoff rolls, lackluster climb performance, hot engines, high oil temperatures, hot seat belts and instrument panels, iPads impacted by the heat, and, of course, the impact on you, the pilot (i.e., dehydration, fatigue, and lethargy). All of these things can and will impact your decision making capabilities. Even up here in the north country, Flagstaff is already being impacted by density altitude. I was out flying the morning of April 28th, and the DA at high noon was 9200 ft. Ye ol' C172 needed almost 2500 ft to get off the ground at Vy! No matter how much I sweet talked her, she would not go above 11,000 ft. – period! For all of you non-Northern Arizona flyers, that is only 4000ft above the ground (and that is at the low spots)! As you approach the Mogollon Rim from the south, the turbulence starts, and we know we are close to home. We quietly mutter to ourselves, “Oh well, WTF!” **And, of course, we all know that means “Welcome to Flagstaff!”**

- *CHT measures heat energy wasted during the power stroke, when the cylinder is under maximum stress from high internal pressures and temperatures.*
- *EGT measures heat energy wasted during the exhaust stroke, when the cylinder is under relatively low stress.*

- *Limiting CHTs is essential to ensure cylinder longevity.*
- *Limiting EGTs accomplishes nothing useful.*

Important: The absolute value of EGT is not important. It is quite common for different cylinders of the same engine to indicate quite different EGTs (by 100°F or more), and that's perfectly normal. What's important is the relative value of EGT for a particular cylinder compared to that cylinder's peak EGT value. In other words, we really don't care whether a cylinder's EGT is 1390°F or 1460°F—what we care about is whether the cylinder's EGT is 80°F ROP or 30°F LOP.

The following is a copy of the FAA notice changing the requirement for use of a complex aircraft for the Commercial Pilot check ride. All flight Schools, Flight Instructors and DPEs need to be aware of this change:

SUBJECT:

Use of a Complex Airplane During a Commercial Pilot or Flight Instructor Practical Test

1. **Purpose of this Notice.** This notice outlines a change in policy regarding testing applicants for a commercial pilot or flight instructor certificate, regardless whether the training was received under Title 14 of the Code of Federal Regulations (14 CFR) part [61](#) or [141](#). Specifically, it outlines the policy which no longer requires applicants for a commercial pilot certificate with an airplane single-engine rating to provide a complex or turbine-powered airplane for the associated practical test and no longer requires applicants for a flight instructor certificate with an airplane single-engine rating to provide a complex airplane for the practical test.
2. **Audience.** The primary audience for this order is Flight Standards District Office (FSDO) aviation safety inspectors (ASI), Training Center Program Managers (TCPM), and Designated Pilot Examiners (DPE). The secondary audience includes FSDO managers and supervisors, other operational FSDO employees, managers and employees of the Regulatory Support Division, the Civil Aviation Registry Division, managers and employees of the FAA Academy Commercial Transportation Operations Branch, and managers and employees of the Air Traffic Organization (ATO) Training Standardization Team.
3. **Where You Can Find This Notice.** You can find this notice on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Operators can find this notice on the Federal Aviation Administration's (FAA) website at <http://fsims.faa.gov>. This notice is available to the public at http://www.faa.gov/regulations_policies/orders_notices.
4. **Background.** Many pilots seeking a commercial pilot or flight instructor certificate in the airplane category take the initial practical test in a single-engine airplane. Training providers have noted that there are far fewer single-engine complex airplanes available to meet the airplane requirements outlined in the [Airman Certification Standards \(ACS\)](#) or [Practical Test Standards \(PTS\)](#), as applicable, and the single-engine complex airplanes that are available are older airplanes that are expensive to maintain. The FAA recognizes that accomplishing the required testing in either a single-engine complex airplane or turbine-powered airplane has become cost-prohibitive for flight schools.
 - a. The [ACS](#) for an initial commercial pilot certificate with an airplane category and single-engine class rating requires the applicant to provide a complex or turbine-powered airplane for the practical test. Similarly, the FAA [PTS](#) for the issuance of a flight instructor certificate with an airplane category and single-engine class rating requires the applicant to provide a complex airplane for the practical test.
 - b. As stated above, there are far fewer single-engine complex airplanes available to meet the [ACS/PTS](#) requirement, and the single-engine complex airplanes that are available are older airplanes that are expensive to maintain. Additionally, the FAA finds that removing the commercial pilot [ACS](#) requirement to furnish a complex or turbine-powered airplane and removing the flight instructor [PTS](#) requirement to furnish a complex airplane will achieve the same objectives. The FAA has determined that removing these [ACS/PTS](#) re-

quirements will significantly reduce costs for persons pursuing a commercial pilot or flight instructor certificate by allowing applicants to utilize less-expensive airplanes on the practical test that are not complex or turbine-powered.

- c. Under part [61](#), § [61.31\(e\)](#), prior to operating as pilot in command (PIC) of a complex airplane, a pilot will still be required to receive flight training and an endorsement from an authorized instructor certifying his or her proficiency in a complex airplane. Furthermore, the FAA finds that no longer requiring an applicant to provide a complex airplane for the initial commercial pilot with an airplane single-engine rating practical test or a flight instructor with an airplane single-engine rating practical test will not result in a decreased level of safety.
 - d. The FAA has also received multiple petitions for exemption that seek relief from § [61.45\(b\)](#) and the requirement to use a single-engine complex airplane during the commercial pilot and flight instructor practical tests for the issuance of airplane category and single-engine class ratings. The petitions are additional examples of ongoing industry concern over the lack of flexibility provided by the current requirement to furnish a complex single-engine airplane for use during testing for these certificates and ratings.
5. **Guidance.** The FAA has determined that any airplane may be used to accomplish the tasks prescribed in the initial commercial pilot with an airplane single-engine rating practical test or a flight instructor with an airplane single-engine rating practical test, provided that airplane is capable of accomplishing all areas of operation required for the practical test and is the appropriate category and class for the rating sought. Therefore, the airplane used for the practical test must still meet the requirements specified in § [61.45](#).
- a. The applicable [ACS](#) and [PTS](#) will be amended to reflect this change in policy as soon as possible. Until that time, this notice should be used.
 - b. The Commercial Pilot [ACS](#) with the updated policy will be FAA-S-ACS-7 with changes 1, 2, and 3. This [ACS](#) must be utilized until a revised one is published.
 - c. The Flight Instructor [PTS](#) with the updated policy will be FAA-S-8081-6D with changes 1, 2, 3, 4, 5, and 6. This [PTS](#) must be utilized until a revised one is published.
 - d. There is no change to the complex airplane training and endorsement requirements of § [61.31\(e\)](#) or to the commercial pilot aeronautical experience requirements of § [61.129\(a\)\(3\)\(ii\)](#) or part [141](#) appendix D.
6. **Action.** FSDOs should immediately provide a copy of this notice to all assigned DPEs and local flight training providers. It is recommended that local FAA Safety Team (FAASTeam) Program Managers (FPM) be utilized to help educate the local aviation community on this new policy.
7. **Disposition.** We will incorporate the information in this notice into the applicable [ACS](#) and [PTS](#) before this notice expires. Direct questions concerning the information in this notice to the Airmen Training and Certification Branch at 202-267-1100.

ORIGINAL SIGNED by
/s/ John S. Duncan
Executive Director, Flight Standards Service

SAFETY PROGRAMS:

There are a lot of FAASTeam safety programs on the schedule over the next couple of months all around the state, so go to WWW.FAASAFETY.GOV and click on "Seminars" and check them out. You might find one that interests you. Should you desire a particular safety or educational program at your local airport or pilot meeting, like the BasicMed program or our "Winter Wonderland" snow season special, simply contact me directly at fredgibbs@azpilots.org, or call me at 410-206-3753. The Arizona Pilots Association provides 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!!!

2018 MEMBERS *Annual Meeting*



Saturday, May 12, 2018

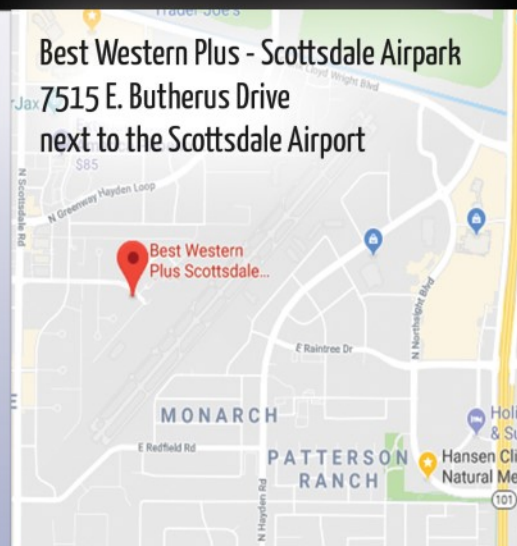
10am Brunch \$15.00 pp, Speakers to Follow
Scottsdale Airport - Best Western



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

*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

Craft Beer

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



AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
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Castle Wells Mgr: Gerald DaFoe (810) 516-9122	Morristown	5/10	
Eagle Roost Airpark Mgr: John Greissing (928) 685-3433	Aguila	85 / 115 (5 acre lots)	Pat Mindrup - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
Flying Diamond Airpark Mgr: Lou Cook (520) 399-3879	Tucson	20/97	
Flying J Ranch Mgr: Howard Jenkins (928) 485-9201	Pima	2/ 28	
Hangar Haciendas Mgr: Scott Johnson (602) 320-2382	Laveen	39 lots w/sep taxi ways	
High Mesa Air Park Mgr: Phil DiBartola 928-428-6811	Safford	/19 (2.5 acre lots)	
Inde Motorsports Ranch Airport Mgr: John Mabry (520) 384-0796	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	Pat Mindrup - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
Indian Hills Airpark Mgr: Gerry Breeyear (928) 916-0608	Salome	75	
La Cholla Airpark Mgr: Larry Newman (520) 297-8096	Oro Valley	122	
Mogollon Airpark Mgr: Brian az82mopa@gmail.com	Overgaard	60	
Montezuma Heights Airpark Mgr: Glen Tenniswood (928) 274-1233	Camp Verde	43/44	
Moreton Airpark Mgr: Daniel Kropp (602) 315-0323	Wickenburg	2	Pat Mindrup - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
Pegasus Airpark Mgr: Jack @ 1st Svc Res (480) 987-9348	Queen Creek	15/40	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Pilot's Rest Airpark Resident: Dave Mansker 818-237-0008	Paulden	4/25	
Ruby Star Airpark Mgr: Wendy Magras (520) 477-1534	Green Valley	13 / 74	
Valley of the Eagle (Sampley's) Airpark Mgr: Jerry Witsken (928) 685-4859	Aguila	30	Pat Mindrup - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
Skyranch at Carefree Mgr: Tommy Thomason (480) 488-3571	Carefree	20	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
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Sun Valley Airpark Mgr: Jim Lambert (928) 768-5096	Fort Mohave	55/107	
Thunder Ridge Airpark John Anderson janderson72j@gmail.com	Morristown	9/14 (on 160 acres)	
Triangle Airpark Mgr: Walt Stout (702) 202-9851	White Hills	115 acres	
Twin Hawks Mgr: Tim Blowers (520) 349-7677	Marana	2/40 (4 acre lots) on 155 acres	
Western Sky Mgr: Mr. Hauer (877) 285-0662	Salome	all 200 acres for sale	Pat Mindrup - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
Whetstone Airpark Mgr: Brian Ulmer (520) 456-0483	Whetstone	5 / 12	

APA Website

Please visit our website for the latest information.

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

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

Email Stefanie at:

Webmaster@AZPilots.org

Newsletter Contributors

Article Deadline

20th Editor reminds the Team to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

newsletter@AZPilots.org

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



Stefanie Spencer— Webmaster



New pilots welcomed!



Writers welcomed!



APA Clothing

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

Advertisements

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

APA Membership

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