



**In this issue:**

**AZ Airport Focus: Show Low**

**Getting Lost**

**Exploring the Northern  
Arizona Sandstone Deserts**

**GAARMS: High Flight**

*August 2018*

*APA NEWSLETTER*

### President's Report

Brian Schober, APA President ..... 2-3

### Executive Director's Report

Jim Timm, APA Executive Director ..... 4-6

### July Aviation Accident Summary

Jim Timm, APA Executive Director ..... 8-9

### GAJSC Topic of the Month

Maneuvering Flight ..... 10

### — FEATURED —

#### Are AZ Student Pilots Learning the Correct Information

Christopher Fallang ..... 11-12

#### AZ Airport Focus: Show Low

Brian Schober ..... 14-16

#### Getaway to White Sands Missile Range

Kit Murphy ..... 17-18

#### Exploring Northern AZ Sandstone Deserts

Connor Barrett & Amon Haghighat ..... 19-20

### — SHORT FINAL —

#### Getting Lost

Howard Deevers ..... 21-23

#### GAARMS: High Flight

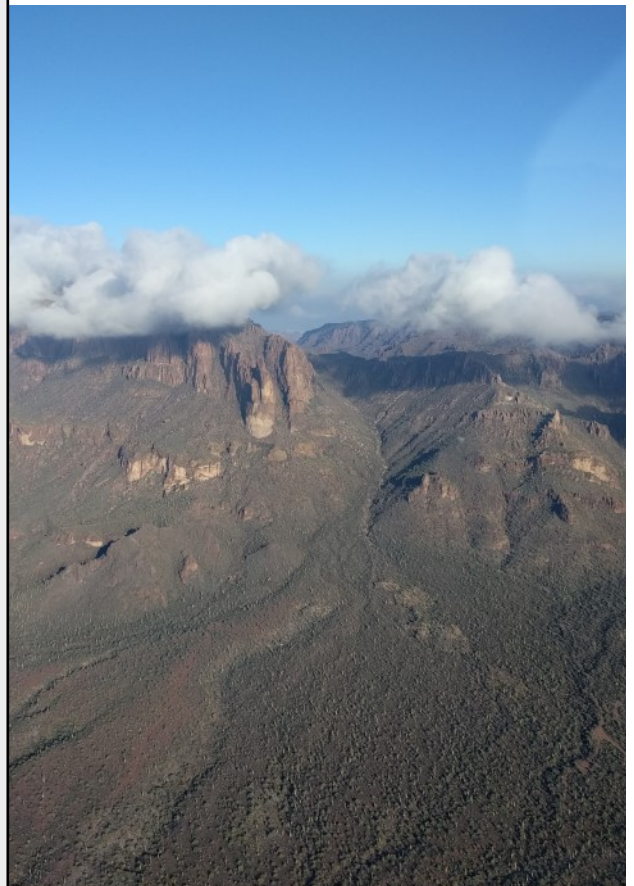
Fred Gibbs ..... 24-27

Upcoming Events ..... 28-31

Arizona Airparks ..... 32

#### APA Website, Newsletter, & Merchandise

Stefanie Spencer, Webmaster ..... 33-34



# President's Report

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100 degrees at 7am? Wow, summer is definitely here! While often uncomfortable, flying in the heat offers unique challenges and opportunities. Density altitude calculations for many popular destinations become critical and may actually exceed the data in your Pilots Operating Handbook. Stick and rudder pilotage skills are honed when the autopilot can't keep up with the turbulence. The point is that we need to stay active and not let our skills get rusty. Get out early, enjoy the early morning lighting, stay current, and stay safe. The calendar on our website has many of activities listed throughout the summer – check it out.

I understand there are many outstanding aviation organizations that are competing for your membership annually. Each have their purpose, and none are less important than the others. EAA, AOPA, the RAF, and others each represent aviation niches at the national level. Membership in these groups is important since much of the infrastructure we use and regulations we fly under are federally mandated and membership is easy to justify. We've seen these groups united on nearly all recent challenges to General Aviation. Flying in Arizona also comes with unique challenges and opportunities. The APA represents the interests of General Aviation in Arizona. The Aviation Trust Fund, lack of a dedicated Aviation Bureau within ADOT, and airstrips on public lands are just a few examples of the governmental challenges we face. Desert aviation safety is another challenge unique to Arizona. Aviation-themed getaways, social events, backcountry adventures? Your membership in APA allows us to ensure your aviation concerns specifically as an Arizona pilot are addressed legislatively and recreationally. This is where APA excels, with your help, as it is indeed a numbers game; the more members, the more attention we get from legislators and other government agencies. As a bonus, membership also allows some extraordinary piloting adventures, truly unique destinations, service opportunities, an incredible monthly newsletter, and a sense of kinship. Think of APA like a type club. While type clubs are unique support mechanisms for a specific

aircraft, APA is a unique support mechanism for your General Aviation interests in Arizona. We have an amazing team working behind the scenes on your behalf.

There couldn't be a better time to be a part of APA than right now. We have some exciting updates in the works and we're looking forward to sharing them with you soon. We'll be communicating more, providing more destinations, offering more safety seminars, and ensuring General Aviation's voice





in Arizona is loud and clear. Whether you've recently joined, or have been a member for years, we sincerely thank you. Remember, numbers count. I ask that you share this newsletter with friends or colleagues who may not be members and recommend them joining. At just over \$2 per month, it's truly a great value that is getting even better. Stay tuned to the newsletters and [azpilots.org](http://azpilots.org) for updates as we roll out our initiatives!

Blue Skies,

Brian



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**VMC Club Meetings**

**VMC club meetings resume on September 4th**

**New start time of 6:30 pm**

Still in CHD Terminal Meeting Room



## Hangars for Sale

**SkyRanch at Carefree — [www.skyranchcarefree.com](http://www.skyranchcarefree.com)**

**480 488-3571 — [Hangars for Sale or Lease](#)**

# Executive Director's Report

**Jim Timm — August 2018**

Well, it's summer, it's hot, and the comfortable flying time is rather limited. Fortunately, I'm in Wisconsin attending the EAA AirVenture fly in while writing this. As a result, this month's report is going to be a bit abbreviated. It's different to see everything green and relatively lush. It's also going to be interesting to see what's happening and what's new at AirVenture '18.

## **2018 AirVenture**

At the EAA 2018 AirVenture Fly In, acting FAA Administrator, Daniel Elwell, addressed a gathering of attendees, covering a span of subjects that impact the general aviation community, including the FAA's reassessment of its certification standards for pilots. He stated they have changed the airmen certification standards so that the tests now focus less on memorization, and more on critical thinking and risk management. Administrator Elwell exclaimed the FAA's BasicMed alternative to the third class medical certificate, which allows pilots to be examined by their own doctors, is progressing well. He said that since the program was introduced in May of 2017, more than 36,000 pilots have signed up and have met the requirements of the program. The FAA is planning to evaluate and issue a report on how the BasicMed program is operating after approximately four years of operation.

Elwell also touched on the proliferation of new technologies in aviation, highlighting the work the FAA is doing with the industry to bring affordable safety enhancing equipment into all cockpits and recognizing the safety innovations coming out of the general aviation community, citing as an example, the EAA's groundbreaking STC program that has fostered new growth in the certified avionics market. Per the administrator, the ingenuity, especially in the experimental side of aviation, brings into the cockpit those things that aviators know they need, such as better weather reporting and situational awareness. This community finds innovative, usually affordable, and simpler ways to accomplish those complex things.



In addressing the ADS-B issue, he reaffirmed that the FAA has mandated that most aircraft must be equipped with ADS-B out by January 2020, and the deadline will not be extended. He further stated 10,000 pilots took advantage of the equipment incentive offered last year, and they are actively looking for additional ways to encourage installation of ADS-B equipment in all aircraft.

Elwell also talked about what the FAA is doing to ensure that the integration of UAS into the national airspace proceeds safely. To that end, he stated there are participants in a pilot program to demonstrate different applications of UAS that are under development and the FAA will gather data to





see what it is that the UAS community has to offer and how they plan to operate under controlled conditions. The FAA is concentrating on integration, not segregation, and he assured us, that they are not going to go forward with UAS operations in manned airspace until they know it's safe.

In addressing the pilot shortage facing the industry, Elwell said it's not an issue that the FAA can tackle on its own. The entire aviation community must get involved in welcoming and inspiring the next generation to get involved. "General aviation is the heart of America's aviation system," he said. "It's one of those things that set us off from the rest of the world. We have to protect the legacy we inherited from the pioneers that came before us, and we need to make it even stronger so we can pass it on to the next generation." He apparently is a big supporter of the EAA Young Eagles program, introducing young people to aviation. Based on his comments at AirVenture, it would appear that he is a supporter of general aviation, and given his exten-

sive aviation background, it would be good if he got selected to fill the open FAA Administrator position.

### **ADS-B Equipment**

I have had heard several people wonder what the FAA may do in requiring that the ADS-B equipment we have installed is in continued airworthy condition. While at AirVenture, I approached the FAA person present that was responsible for the ADS-B program and asked what the FAA had in mind for regular inspection requirements for confirming the ADS-B equipment installed in our airplane is in compliance with existing FAA requirements. After a pause, the response was, "That's a good question. Nobody has asked that question before, and we have never discussed it in any of our meetings." I thought this was a bit surprising, and I was told they will have to check into it, and he didn't think there will be an inspection requirement. We shall see.

### **MISCELLANEOUS ITEMS**

Falcon Field (FFZ) is still in the process of upgrading the airfield electrical system, and there may be taxiway detours. Be alert, and check FFZ NOTAMS.

Deer Valley Airport (DVT) still has run up area construction projects in process, 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 in progress. Always fly informed.

GPS interference testing is still happening, and there were last minute notices received from the FAA in this last reporting period. Some of these tests could have 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 wasn't great this last reporting period with the NTSB reporting five accidents occurring in Arizona. Unfortunately one of them involved a pilot fatality. See my August Accident Summary for the details.

As you are aware, APA is working with several airports around the state to update their Airport Master Plans. 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.



### THINGS TO DO - PLACES TO GO FOR BREAKFAST:

- The fly in breakfast at Coolidge Municipal Airport (P08), which was on the first Saturday of the month, is on hold for the summer and will restart in October.
- The Falcon Field EAA Warbirds Squadron fly in breakfast and car show, which was on the third Saturday of the month, is on summer hold and will resume in October.
- The third Saturday of the month there is still a fly in breakfast at Benson (E95) at Southwest Aviation. There are special fuel prices for breakfast attendees.
- The Grapevine Airstrip (88AZ) next to Roosevelt Lake is open to fly into, but the BBQ lunch hosted by APA on the third weekend each month is also on summer hold until September. Portable toilet not available until September.
- 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 air cooled 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.
- At Tucson's Ryan Field Airport, Richie's Cafe is serving breakfast and lunch daily. The hours are 6:00 am to 2:00 pm

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

*Jim*







**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!



# August Aviation Accident Summary

by Jim Timm

The following are NTSB reports of aviation accidents that have occurred in Arizona from late June through late July. 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 hopefully they will take the action necessary to prevent similar accidents from happening to them.

While this reporting period wasn't the best, it was fortunate that the number of accidents were down from a few months ago. However, it's unfortunate that one of the five accidents this period did result in a fatality that may have been a classic stall/spin occurrence on approach to landing.

Of the five accidents reported this period, two were accident notices only, and did not contain any accident details. Details of the other three accidents are contained in this report. There was a Cessna 172 accident that had occurred very late in June that was in the local news, but has not yet been recognized by the NTSB. It's also a bit unnerving in that when this report was being prepared at the end of July, there were no accidents reported for the entire month of July. Given our past performance I find this very hard to believe. In spite of the heat, I'm sure people were flying, so I'm wondering if all the NTSB investigators have gone on vacation at the same time. I would hope we have turned the corner and are flying safer.

## THE FOLLOWING ACCIDENTS OCCURRED IN THE PAST REPORTING PERIOD

Accident Date: **Monday, June 11, 2018**

Report Dated: 6/27/2018 Preliminary Report

Title 14 CFR Part 91

Location: Benson

Aircraft Type: Cessna 170

Injuries: UNK

The NTSB did not release any details other than the above information. *An eye witness of this accident shared with the APA that this was a ground loop during the takeoff of this recently restored aircraft.*

On June 16, 2018, about 1300 MST, a Piper, PA-31-350 sustained substantial damage after the collapse of the nose gear during landing at Page Municipal Airport. The commercial pilot and passenger were not injured.

According to the pilot, after landing, the airplane veered to the right and shortly thereafter, the nose gear collapsed. He further stated that he was unable to maintain directional control of the airplane and subsequently, the airplane exited the runway.

Visual meteorological conditions prevailed and no flight plan was filed for the cross-country ferry flight.

Accident Date: **Saturday, June 16, 2018**

Report Dated: 7/10/2018 Preliminary Report

Title 14 CFR Part 91

Location: Page

Aircraft Type: Piper PA 31

Injuries: 2 Uninjured

**LOSS OF CONTROL LANDING**

Accident Date: **Tuesday, June 19, 2018**

Report Dated: 7/10/18 Preliminary Report

Title 14 CFR Part 91

Location: Aguila



Aircraft Type: Cirrus Design Corp. SR22

Injuries: 1 Serious, 1 Minor

### **IN FLIGHT POWER LOSS**

On June 19, 2018, about 1200 MST a Cirrus Design Corp. SR22 experienced a loss of engine power and made an emergency landing near Aguila. The pilot was seriously injured and the passenger received minor injuries. The airplane was destroyed in the post-crash fire. The flight departed from Scottsdale Airport (SDL) at 1140. The flight was destined for Lake Havasu City Airport (HII), Lake Havasu, Arizona. Visual meteorological conditions prevailed for the flight.

According to personnel from the aircraft rental company, the pilot reported that while in cruise flight he noticed the engine's oil temperature rise significantly followed by a sudden drop in oil pressure. The pilot reported that the rpm exceeded redline, and then the engine seized a short time later. The pilot deployed the ballistic parachute, and the airplane settled into a stand of trees prior to impact with the ground.

Accident Date: **Friday, June 22, 2018**

Report Dated: 6/27/2018 Preliminary Report

Title 14 CFR Part 91

Location: Goodyear

Aircraft Type: Piper PA 30

Injuries: UNK

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

Accident Date: **Saturday, June 23, 2018**

Report Dated: 7/9/2018 Preliminary Report

Title 14 CFR Part 91

Location: Aguila

Aircraft Type: Schempp-Hirth Standard Cirrus (Glider)

Injuries: 1 Fatal

### **IN FLIGHT LOSS OF CONTROL**

On June 23, 2018, about 1408 MST a Schempp-Hirth glider sustained substantial damage after impact with terrain while maneuvering near Sample's Airport (28AZ), Aguila, Arizona. The glider pilot, the sole occupant, was fatally injured. The flight originated from 28AZ about 1359. Visual meteorological conditions prevailed at the time of the accident and no flight plan had been filed.

According to witnesses located at the airport, the pilot arrived at the airport about 1100 local. Witnesses stated the pilot had flown one three-minute flight that morning, in the glider, prior to the accident flight.

The driver of the glider tow vehicle reported that the launch was normal and no anomalies occurred. He observed the glider depart the upwind and turn right crosswind for the downwind. He noted that the glider was about 1,000 ft above the ground (AGL) while on the downwind. He began to reel in the tow line, about 3 minutes later, and observed the glider near the approach end of runway traveling west. He further reported that the glider made two right 360° turns that he estimated to be about 30° bank angle, while at 400 ft above the ground. The aircraft then abruptly pitched 60 degrees nose down and completed two spins before he lost sight of it. The glider was about 100 ft above the ground when he lost sight of it.

The glider impacted the driveway of a home. The homeowner notified the Aguila Fire Department about 1408. The Maricopa County Sheriff's Office was notified at 1418.

## ***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)

# GAJSC

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## General Aviation Joint Steering Committee

### Maneuvering Flight

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: August 2018**

**Topic: Maneuvering Flight**

The industry and FAA will develop a public awareness campaign on the hazards associated with Maneuvering Flight.

**Background:**

More than 25% of general aviation fatal accidents occur in the maneuvering phase of flight. Of those accidents – half involve stall/spin scenarios. Technology such as angle of attack indicators is increasingly affordable for GA pilots and will be covered in a separate Topic of the Month presentation.

**Teaching Points:**

- Create maneuvering flight hazard awareness.
- Describe typical maneuvering flight accident scenarios.
- Discuss best practices for successful maneuvering.
- Encourage pilots to seek training and proficiency in maneuvering flight operations.

**References:**

- Maneuvering Flight PowerPoint and Presentation Notes
- [GAJSC Loss of Control Work Group Reports](#)

**DOWNLOADS:**

[PowerPoint Presentation Slides...](#)

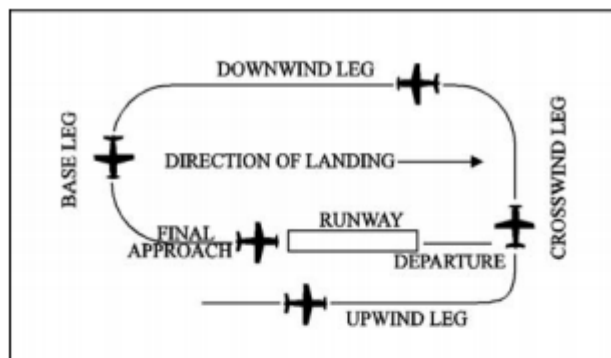




## ARE AZ STUDENT PILOTS LEARNING THE CORRECT INFORMATION?

By Christopher Fallang, APA Member

FIG 4-3-1  
Components of a Traffic Pattern



### NOTE-

*This diagram is intended only to illustrate terminology used in identifying various components of a traffic pattern. It should not be used as a reference or guide on how to enter a traffic pattern.*

c. The following terminology for the various components of a traffic pattern has been adopted as standard for use by control towers and pilots (See FIG 4-3-1):

**1. Upwind leg.** A flight path parallel to the landing runway in the direction of landing.

**2. Crosswind leg.** A flight path at right angles to the landing runway off its takeoff end.

**3. Downwind leg.** A flight path parallel to the landing runway in the opposite direction of landing.

**4. Base leg.** A flight path at right angles to the landing runway off its approach end and extending from the downwind leg to the intersection of the extended runway centerline.

**5. Final approach.** A flight path in the direction of landing along the extended runway centerline from the base leg to the runway.

**6. Departure.** The flight path which begins after takeoff and continues straight ahead along the extended runway centerline. The departure climb continues until reaching a point at least  $\frac{1}{2}$  mile

I live in Wickenburg, AZ, right at the Wickenburg airport (E25) and get to watch traffic which ranges from business jets to taildraggers. Probably the most regular traffic is from the flight schools in the Phoenix area and sometimes from Prescott. As I watch during the day and evening, sometimes night, I listen to the CTAF to determine who and where the various aircraft are coming from. I also look at the FlightAware website which many times shows the flight tracks of the aircraft coming to Wickenburg.

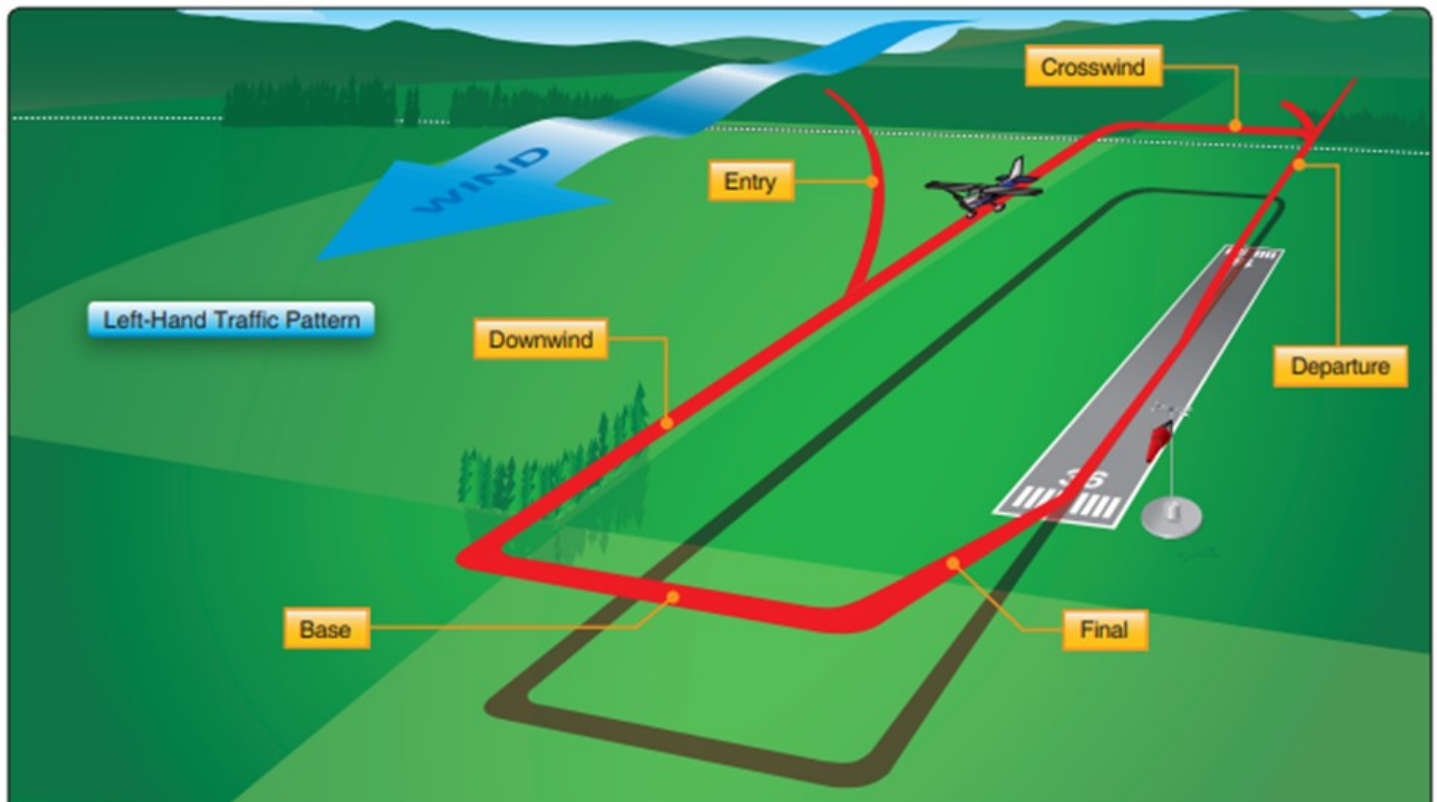
The radio calls from the flight school aircraft are sometimes hard to understand due to the foreign students, but all-in-all not bad considering the learning of a new language along with pilot training.

There is a big issue that is prevalent though, and I have no idea how long it has been happening as I only started to live here permanently in January 2018; it has to do with position reporting in the traffic pattern. I have also found this is not unique to Wickenburg. The students seem to have been taught, or should I say that I assume they were taught, that the DEPARTURE LEG of the traffic pattern of a non-towered airport is the same as the UPWIND LEG.

If we are to consult the [2018 Aeronautical Information Manual 4-3 \(PDF Page 189\)](#), all the information is there for the viewing and shows that the UPWIND LEG "Is a path parallel to the landing runway, in the direction of landing." It is not over the runway or extending from the runway in use, but parallel to it. The DEPARTURE LEG is the leg from takeoff continuing out to where one will decide to stay in the pattern or leave the area straight out, or with a 45 degree turn left or right depending on whether the pattern is right or left traffic.

This same information is printed in the [Airplane Flying Handbook FAA-H-8083-3B](#):

*“The upwind leg is a course flown parallel to the landing runway in the same direction as landing traffic. The upwind leg is flown at controlled airports and after go-arounds. When necessary, the upwind leg is the part of the traffic pattern in which the pilot will transition from the final approach to the climb altitude to initiate a go-around. When a safe altitude is attained, the pilot should commence a shallow bank turn to the upwind side of the airport. This allows better visibility of the runway for departing aircraft. The departure leg of the rectangular pattern is a straight course aligned with, and leading from, the takeoff runway. This leg begins at the point the airplane leaves the ground and continues until the pilot begins the 90° turn onto the crosswind leg.”*



Also something to read is the new Advisory Circular 90-66B which includes an “alternate pattern entry” from the opposite side of the pattern, which is exactly where the UPWIND is located. AOPA had a safety advisor in the past that portrayed pretty much the same information.

I have attended several CFI meetings and also a meeting with the Arizona Flight Training Workgroup where I brought this topic up and everyone seemed in agreement that somehow the word must get out that this UPWIND POSITION REPORT is being used incorrectly. Maybe a trip to all the flight schools around the area to talk with the chief flight instructors is warranted? I have also spoken with two flight instructors from one of the big flight schools and to my surprise they didn't know what I was talking about, so something is obviously missing.

The Law of Primacy says that what we learn first seems to stick in our heads, and if we learn it incorrectly it is hard to re-learn correctly!

I would say to keep a sharp eye out for traffic when you hear them report UPWIND, as they could very well not be where they are reporting to be!

Thank you for reading, safe flights!

Christopher





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# MEMBERS' PHOTO CORNER

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*Thank you to Rob Turchick of yipDog Studios 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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*Scott "Munchie" Andrews' Nanchang CJ-6 buzzing the runway at Coolidge*



*Canyon State Aero's R-22 over Camelback Mountain's Praying Monk Rock*

# AZ Airport Focus: Show Low

By Brian Schober

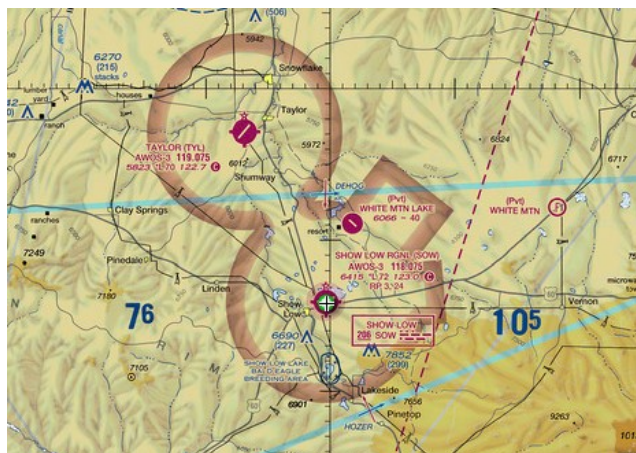
With the summer heat in full swing in central Arizona, many of us begin to look towards the Northern Arizona airports for some relief. How about Show Low? While it's not quite "Northern," it still fits the bill nicely. On the edge of the Apache-Sitgreaves National Forest and near the White Mountains, Show Low can be the weekend getaway you're looking for when escaping the grips of summer. Summer highs average near 86° with summer lows in the 50s and 60s.

Show Low sits approximately 110 nautical miles northeast of Phoenix and 100 nautical miles east of Flagstaff. This quasi-remote location is what helps give the town its charm. Even the name is steeped in the Old West-themed lore of card games and gentlemen's agreements. The main street in town is named the Deuce of Clubs in honor of this unique quirk of Arizona history.

While still a relatively small city of about 12,000 residents, the area's population swells to near 170,000 with tourism and visitors escaping the heat, according to the city's website. Visitors swarm the area for the fishing, hunting, camping, off-roading, and all that the forest has to offer. For pilots, the best part is that the city has an out-standing airport.

Show Low Regional Airport (KSOW) has been in service since 1946, originally on a US Forest Service Special Use Permit. Today, it offers essential air service to the White Mountain region. Boutique Air even offers scheduled service between Show Low and Phoenix on Pilatus PC-12's and King Air 350s for reasonable fares. The airport sits at 6415 ft MSL and density altitude in the summer often soars well past 9000 ft. Density altitude must be considered year round, but is especially important here in the summer. Fortunately, Runway 7/25 is 7200ft long, paved, in good condition, and lighted. Runway 4/22 is shorter at 3938ft, but is also paved and in good condition, but not lighted.

Arriving from the west or south, dial up AWOS-3 on 118.075 and get a feel for the current conditions. Considerable turbulence on approach to Runway 22 when winds exceed 20 knots is possible and may include moderate wind shear, so remain vigilant. CTAF is found on 123.0. Plan to enter right traffic if using either Runway 25 or 4, otherwise standard left patterns are







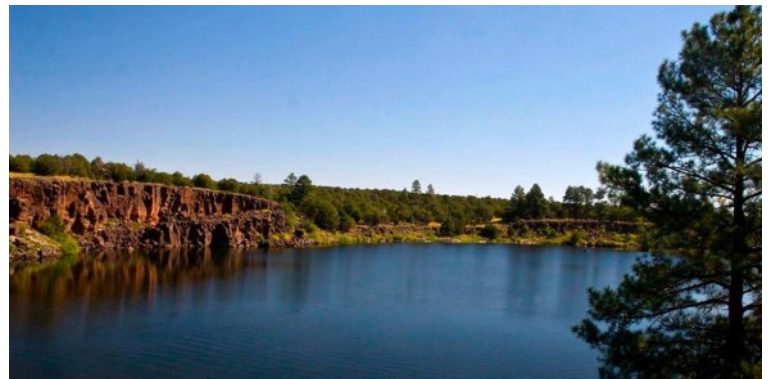
used. Once on the ground, taxi up to the transient area between the runways. Because the airport is located near several MOAs, it is not unusual to see some amazing aircraft on the ramp here.

If you've arrived during business hours, you'll likely be met by friendly city-run FBO ramp staff who will guide you to parking. Self-serve and full-service fuel is available with both 100LL and Jet A. At the time of this writing, self-serve 100LL was priced at \$4.77/gal and full-service is \$5.02. Jet A was priced

at \$3.43 and \$3.68, respectively. If buying over 250 gallons on 100LL in a month, the airport offers a 10-cent per gallon discount on fuel, as well. There is a modest overnight parking fee of \$7 for singles, \$10 for twins, and \$35 for turboprop. Larger aircraft can expect higher overnight parking fees.

There are several options for transportation away from the airport. First, the airport offers a courtesy car. As can be expected, this is first come, first served. Alternatively, rental cars can be delivered to the airport ready for your arrival. Enterprise, Hatch Toyota, and Show Low Ford offer this service, should you want to venture further or stay longer than a courtesy car will allow. Of course, Uber and Lyft service Show Low, as well as a pair of taxi services. Lastly, the airport lies just east of the town proper, so a brisk walk of about a mile will place you downtown in just a few minutes.

Once in Show Low, several outstanding, locally-owned restaurants are only minutes from the airport. PersNIKKITY's Café and Bakery, The House Restaurant, Sweetheart's Café, Cattlemen's Steakhouse and Lounge, the Show Low Café, Licano's Mexican Food and Steakhouse, Los Corrales, and the Pizza Factory are some of the city's best fare. It's apparent that this town loves to eat! With so much to offer nearby, you may wish to stay longer than just a day trip. Fortunately, there are several four and five-star hotels in town that will be happy to accommodate you.



As for the "what to do" question, there isn't just one answer. From quaint and low-key strolls through a museum to the thrill of big-game hunting, Show Low offers it all. The Show Low Museum houses

16 rooms of historic Show Low memorabilia with some dating back several hundred years. There is no charge for the museum and it's open Wednesday – Saturday from 10am – 3pm.



The Bison Golf Club is a highly-rated public course that offers 18-hole rates of \$47/weekday and \$54/weekend, including a cart. Seniors receive a discount on both rates. Tee times can be reserved online through the [bisongolf.net](http://bisongolf.net) website.

The Fool Hollow Lake Recreation Area is



approximately 5 miles east of the airport and offers a great place to enjoy the mountain scenery, take a refreshing swim, or try your hand at fishing. J-T's Wildlife Outdoors offers kayak rentals if you'd prefer to cruise the lake. They are open 7 days per week from 9-5. Reservations can be made in advance, or on day of arrival through 928-892-9170. Another water option is Pintail Lake. The lake is manmade and offers a peaceful walk around the perimeter with interpretive signs to explain the various birds likely to be observed there.



Of course, the adventure of the White Mountains and all of the big-game hunting and fishing that it offers is right outside the limits of Show Low if you'd rather get away from it all. Check fire restrictions ahead of time if camping and plan accordingly.

EAA chapter 586 is based at KSOW and meets the third Tuesday of each month at 6pm. The chapter hosts the annual Deuces Wild Fly-In and Pancake Breakfast in the early summer, lots of seminars, contests, food, and just a great time.

So dust off the plane, study performance numbers, and get on out to Show Low. There's a ton of things to do that offer a true break from the summer heat. Stay for the day, the weekend, or the week, and enjoy the reason we love to fly. I'll see you up there!

Brian



## ***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?**

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# Getaway to White Sands Missile Range—Oct 5-7

*The main tour of this site is only open to the public twice a year.*

**FRIDAY – October 5th:**

**RSVP Today! Email Brad & Kit**

You need to arrive at the Alamogordo Regional Municipal Airport (KALM) in New Mexico around noon. There are no landing or tie-down fees, provided you buy fuel. It has been arranged with Enterprise Car Rental to drop off a couple of rental cars for us to caravan around for the weekend.

Once everyone's arrived, we'll be off to **Pistachio Land** which is home of the World's Largest Pistachio, McGinn's Pistachio Tree Ranch, McGinn's Country Store, and the **Arena Blanca Winery**. The McGinn family grows the best selection of award winning pistachio nuts on their family's 111 acre farm. They also make fabulous wines from their vineyards. They KNOW they're the best because they grow them, package them, make candy with them... everything from the ground to the final packaged product and they guarantee you will find these Pistachios and Wines to be the best anywhere!

The vineyard wine is produced by Tim McGinn, their winemaker. The APA has been offered a private motorized tour of their orchards and vineyards where they will tell us about their family farm history, pistachio and grape growing, harvesting and the story behind the World's Largest Pistachio.

After our tour, let's go get a bite to eat at the famous **Rockin' BZ Burgers**. Rockin BZ Burgers serves a never frozen, hand-made, high quality ground chuck angus patty on a made fresh daily potato bun. They offer special toppings such as fried egg, pineapple, sautéed mushrooms, green chili, sauerkraut, and much more including all the usual condiments. You can build your own burger and they'll make it custom, just how you like it.

Saturday will start early, so off we go to the **White Sands Motel**. This motel is Alamogordo's only AAA approved, independent motel. Even with their recent renovations, this immaculate facility still has low rates, friendly staff, and is within walking distance of major restaurants. They've even booked us on the "mountain view" side of the motel. This is a convenient motel for our fly-in as it is only 4 miles from the Space Museum and 12 miles from the White Sands National Monument.

**SATURDAY – October 6th:**

Today starts early. We need to get ourselves to the Space Museum for a quick breakfast and to the chartered bus for a guided tour at the popular **Trinity Site**. It's the site of the first detonation of an atomic bomb in 1945 and is located within the White Sands Missile Range. The scenery is wonderful, as the area has not been grazed since 1945. There are great views of the low Oscura Mountains to the east. The Little Burro Mountains are visible to the southeast of the tour route and the Mockingbird Mountains are south. The southern-most road is the northern perimeter of the White Sands Missile Range which starts and ends in Tularosa, where our chartered bus and guided tour begins.



*Trinity Site Marker—Site of first A-Bomb Test 1945*

For those of you not familiar with the missile range, the **White Sands Missile Range (WSMR)** is a United States Army military testing area of almost 3,200 square miles, in parts of five counties in southern New Mexico. The largest military installation in the United States, WSMR and the 600,000 acre McGregor Range Complex at Fort Bliss to the south (southeast Tularosa Basin) and on Otero Mesa are contiguous areas for military testing. On 9 July 1945, the White Sands Proving Ground was established for testing German and American long range rockets. Just seven days later, the first atomic bomb test, code named Trinity, was exploded at Trinity Site, near the north boundary of the range.

## SATURDAY – October 6th: (Continued)

The tour includes making a side trip to the McDonald ranch, where the first A-bomb was assembled.

After our tour of the White Sands Missile Range and Trinity Site we will receive another guided tour at **The Museum of Space History**. Which contains exhibitions ranging from Robert Goddard's early rocket experiments near Roswell to a mock-up of the International Space Station.

- **The International Space Hall of Fame.** Commemorates the achievements of men and women who have furthered humanity's exploration of space.
- **The John P. Stapp Air & Space Park.** Displays larger exhibits, such as the Apollo program's Little Joe II rocket and the rocket sled that "Fastest Man Alive" Stapp rode to 632 mph.
- **Daisy Track.** Commemorates aeromedical and space related tests which were crucial in developing components for NASA's Project Mercury orbital flights and the Project Apollo moon landings.
- **The Clyde W. Tombaugh Education Center.** Home to the museum's Education programs, the Center includes classrooms for on-site group and summer camp programs, the education and marketing offices, and the New Horizons Theater. The extra wide hallways at the Center showcase the Smithsonian exhibit *Earth from Space* and, in the lobby, the interactive exhibit Magic Planet.
- **The New Horizons Dome Theater and Planetarium.** Named for the spacecraft that flew by Pluto in 2015, it is the first dome theater in the world to feature the Spitz SciDome 4k Laser fulldome planetarium system. The theater offers giant screen films, full dome digital planetarium shows and live star talks.
- **Astronaut Memorial Garden.** A tribute to the Apollo 1 and Space Shuttle Challenger & Columbia astronauts.
- **The Hubbard Space Science Research Building.** Home to the Museum's new archives and library and Curatorial Department. Researchers and students will find an academic-based collection of New Mexico space history, Holloman Air Force Base and White Sands Missile Range information and photos, as well as NASA publications, photos, and collections. In addition, the building houses the museum's small artifacts and collections.



*A Missile Park at the White Sands Missile Range*

**The Museum Support Center.** The facility where Museum employees and volunteers conserve and restore the many large artifacts exhibited at the Museum.

After the long day, how about a relaxing meal and some conversation at **Rizo's Authentic Mexican Food**? Rizo's has been touted as the best Mexican restaurant in town. The menu includes Street tacos, Sopas, Huraches, Enchiladas, Tortas, Flautas, Fajitas, Chimichangas, Nachos.... All reasonably priced and served up by friendly staff. There's even menudo on Saturday & Sunday, for those who can handle it!

## SUNDAY – October 7th:

Hate to say it, but we have to go back to the present... The motel has coffee makers, microwaves, and fridges. We can stock up on anything you might want to munch on at the nearby market.

The cars don't have to be back until noon... Maybe later, as no one picks them up on Sunday. We could just do a wander around town.

Hope to see you there! Let me know A.S.A.P. if you're interested. This is a pretty reasonable weekend. ALL of the above will run less than \$500 for TWO people for the weekend! Contact me for the breakdown etc.

[Kit Murphy](#)   [pattkmurphy@yahoo.com](mailto:pattkmurphy@yahoo.com)



# Exploring Northern Arizona's Sandstone Deserts

By Connor Barrett & Amon Haghighat

[@AZPILOTLIFE](#)

Our one day adventure included a cross country flight to Page (KPGA) and an early morning tour of Lower Antelope Canyon. This tourist site had been an interest for both of us, but the long drive discouraged us from going. Antelope Canyon has often been described as the sandstone wonder of Northern Arizona, one of the most desirable and adventurous outdoor attractions that brings tourists from all over our country and the world. Our goal was to see for ourselves the canyon which was formed from a combination of wind, rain, and erosion. It is said to be one of the many natural wonders to be seen in Page, Arizona. With our ability to reach our destination of interest in half the time of driving, it was clear to us that we were less than two hours away from this world wonder.



There are a couple of different tour companies for lower Antelope Canyon. We googled them and picked the company that had a time slot available for us. There are different tours that can be done, like photo tours or informative tours, and their websites explain all of this, plus other information including that you are allowed to bring in water, but no large backpacks. Also, it is usually cash only at the tour offices! The tour office that we chose had a small cafe/gift shop, and the town of Page has quite a few restaurants.

Destination picked, flight plan filed, and full weather briefing received. A smooth flight is to be expected cruising at 9,500 feet due to no forecasted adverse weather conditions. As we get access to the ramp to start our pre-flight inspection, we instantly smelled the jet exhaust. The smell of jet fuel heightened our senses and increased our excitement for our flight to Page Municipal Airport (KPGA).

The sun peeked over the eastern horizon as we lined up on runway three at Scottsdale Airport. The tower cleared us for a northbound take off, and immediately we put the plane into full power,

 **azpilotlife**  
Page, Arizona



Liked by pilot\_barrett, airplanesusa.aircraftsal and 12 others

azpilotlife Already missing Page AZ! Over the numbers runway 33 at KPGA! ✈️

•  
•  
•

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#aviationphotography #plane #livingthedream  
#arizona

MAY 22





engaged the right rudder, made sure our airspeed was alive, and rotated. We were off the ground! Climbing northbound over Sky Ranch at Carefree (18AZ) we approached our cruising altitude of 9,500 feet and completed the climb and cruise checklists. In our trajectory, we were able to enjoy and admire the sculpted red cliffs of Sedona. The remaining forty minutes of our flight was spent discussing the exciting day we had planned. All of a sudden, in the distance, we saw the sandstone deserts of Northern Arizona. The GPS alerted us that we were twenty miles away. Knowing we were at a short distance, we started our descent checklists and prepared for landing.

Ten miles south of the airport, we had visual of runway 33 at KPGA. We tuned into the ASOS to receive current airport information and approached the runway from the south, setting us up for a straight in approach for runway 33. We kept visual on other

traffic in the area and called out our three mile final. As we approached the runway threshold, we pulled the power to idle, entered ground effect, and safely landed at KPGA.

The ramp crew gave us a ride from the ramp to the FBO office where Classic Aviation telephoned Buggy Taxi service for a quick lift to Lower Antelope Canyon. Within 20 minutes we arrived at the tourist office at the canyon. The scheduled reservation guaranteed us a spot in a tour group. Our guide, Dakota, greeted the tour group outside of the entrance to the canyon. He provided necessary information for a safe tour and guided us to the first set of stairs that led to the canyon. We entered into the belly of the sandstone slot canyon and our eyes danced around the canyon walls, taking in every detail. The tour lasted about one hour, with frequent stops to snap pictures and learn about the canyon's stories and formation. Walking through the canyon, enjoying every twist and turn



ahead we climbed the last set of stairs out of the canyon, smiling and talking about what we enjoyed the most.

The hour long tour opened our appetites, so we decided to eat a snack at the tour office. After eating our snack we made our way back to the airport to begin preflight inspection and start our journey back to KSDL. Taking off runway 33, we started our turn southbound climbing to 10,500. The time passed quickly on our two hour flight back as we reminisced and recounted the day's experiences and planned for our next trip to nearby Horseshoe Bend or Lake Powell.



*Connor & Amon*





## GETTING LOST

By Howard Deevers

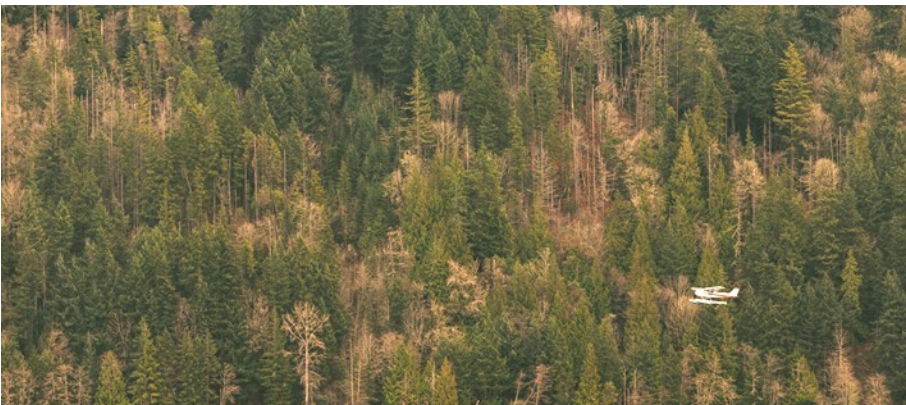
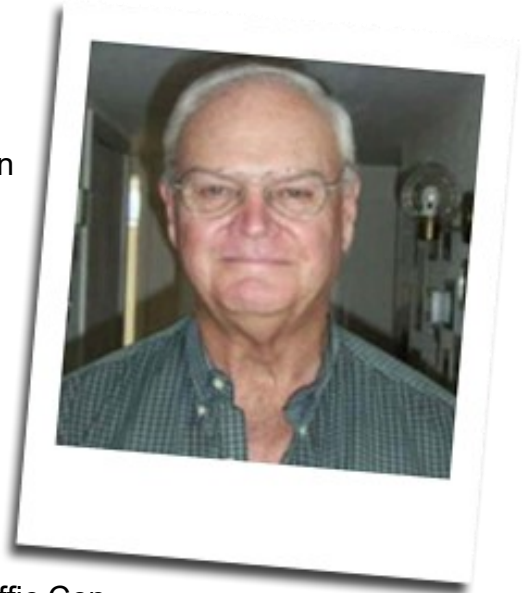
Do you ever worry about getting lost while flying, either locally or on a cross country flight? Sure we do. Beginning pilots are always worried about that. I remember some of my first flights as a student, wondering where we were and how we were going to get back to the airport. Many of my new students are lost as soon as we leave the traffic pattern of the airport. That is part of learning to fly; learning how to find your way around in the sky.

On the ground, we have road maps. Aviation has Sectionals. Remember those? Of course, now we have GPS in our cell phones and can get directions to almost anywhere, and it's the same with aviation. We have GPS in panel displays or even on iPads. Air Traffic Controllers are telling us that since GPS there are fewer lost pilots, but those that are lost are *really* lost.

I have always had a good sense of direction and knowing where I was. My flight instructor was fond of trying to get me lost. He would take the plane and make a series of turns, and then give the controls back to me as ask me to get him back to the airport. I did that easily. On one particular flight, going north from Pittsburgh to Erie, he asked, "Do you know where you are?" I said "Sure, we are coming up on Butler, PA." He followed up with, "How do you know?" I pointed to a large steel plant and said, "That's the Armco Steel Plant, just south of Butler." He said that I knew the landmarks, but that he would get me lost later in the flight.

We flew north toward Erie. That part of Pennsylvania is totally forested. Looking down from a few thousand feet, all you can see is a sea of green trees. He took the controls and flew the plane down low. We made a low pass to a grass airfield that if you didn't know it was there, it would be very difficult to find. After flying a valley for a few minutes, he gave the controls back to me and said to climb up to 3500 feet. I climbed and was back looking at an ocean of green. He said, "OK, get me back to Allegheny County Airport; your sectional just blew out of the window, and your radios don't work anymore. What are you going to do?"

At that altitude everything looked the same, but we were on a north-west heading. So, I said that we flew north to get here, so I'm going to fly south. I knew that we had done several maneuvers and course changes and were not in the same position as when arriving







in the area. My instructor was sure that he had me lost. After about 15 minutes he asked, “Do you know where you are?”

I looked around and saw no towns, or roads buried in the forest, “No, not yet,” was my reply. My instructor said, “So what are you going to do?” I replied, “Well, we crossed over Interstate 80 on the way up here and that was easy to see, so I’m looking for that.” Interstate 80 crosses east and west across close to the center of Pennsylvania.

He said, “I-80 goes east and west, what are you going to do when we get to it?”

“When we get to I-80, I will follow it east.”

“Why east?”

“I-80 crosses over the Allegheny River, and when we get to the river I’ll follow it south; since it will take me to downtown Pittsburgh, I know I can find Allegheny County Airport from there.”

After that, my instructor gave up on getting me lost. Actually, I did not know exactly where I was while over the large forest of northwestern PA, but at least I had a plan for finding my way back. The Interstate highway and the river gave me all of the guidance I needed to find my way back.

I don’t try to get students lost, but I do try to teach them the things they will need to know to find their way around. One hundred years ago, pilots had to rely on ground features to find their way. Many followed the rail roads and used rivers and other features to find their path. As aviation became more popular, better navigational aids were available, but some were nothing more than a concrete pad with an arrow painted on it. As crude as they were, at least it was a beginning.

After becoming an instrument instructor, I took a student/friend on a business trip that I had headed to Buffalo, NY. It was an IFR morning, so I flew left seat on the way to Buffalo. We landed at the non towered airport south of the Buffalo Niagara International airport. After I finished with the business I had to take care of, the weather had cleared up and I suggested that he fly left seat on the way back to AGC. We took off VFR with no flight plan intending to fly direct to AGC, a heading of southwest. I was enjoying the ride and the scenery of western New York. The Piper Archer had a Loran. After about 15 minutes, I put AGC into the Loran and got the distance. After one minute, the distance was a mile further away, not closer. I realized that we were not on the course for AGC. I quickly looked at the heading indicator and compass. They didn’t agree.

I asked Tom, “Wasn’t there a large lake (Lake Erie) on our left side when we flew up here this morning?” He said, “Yes, Lake Erie.” I replied, “Have you seen a lake since we took off?” “Nope.” What had happened was the directional gyro was not reset to the compass heading before we departed. So



looking at the DG it would seem that we were heading southwest, but we were heading more south-east, and moving farther away from our intended goal. It was a nice afternoon and we had plenty of fuel, so the problem turned into a lesson: Where exactly are we? I asked Tom if he could figure out where we were. I helped him a little by getting the radials from two VOR's and showing him how the lines crossed to show exactly where we were. It was easy to plot a course to AGC after that.

If we had been on an IFR flight, or even getting flight following from ATC, they would have quizzed us about our heading shortly after departure or even in route. It took us a few minutes longer to get back to AGC, but at least it was a nice day, and an error turned into a lesson on navigation and lost procedures.

Arizona is a great place to fly, and your ARIZONA PILOTS ASSOCIATION has a safety seminar somewhere in the State every month. Why not navigate to a WINGS safety seminar in your area, or fly to one somewhere else in Arizona? And, don't forget to "Bring Your Wingman."

Howard



# Wisky Ranch - Arizona

## 6AZ2



Main Cabin Exterior



Main Cabin Deck



Main Cabin



Workshop



Bunkhouse



Artist Studio



**5,000' Airstrip**  
FAA Registered

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.

## For Sale

Erik McCormick  
Choice One Properties  
480 888 6380  
[Erik@pilotexpeditions.com](mailto:Erik@pilotexpeditions.com)  
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5.1 acre of Bare Land. Fly-in Community with private airport. Ideal property for horses and cattle. Mobile homes permitted.




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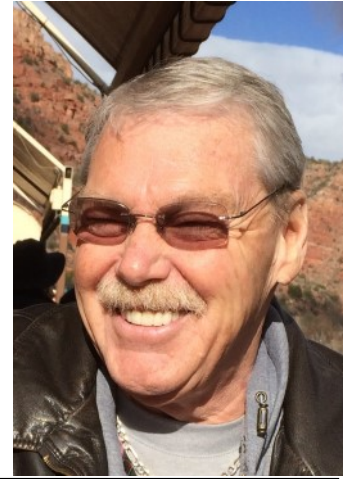
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# ***GAARMS REPORT***

## ***AUGUST 2018***

**By** *Fred Gibbs*

*(Your guy in Flagstaff)*



*We are now 7 months into 2018 with only two fatal GA accidents so far this year. Only one of the accidents involved an Arizona-based pilot. You guys and gals, our Arizona aviation community, are doing a great job of flying. Let's keep that trend going and make 2018 the safest year ever.*



**Subject: "High Flight" (FAA's Annotated Version)**

*Oh, I have slipped the surly bonds of earth<sup>1</sup>, and danced<sup>2</sup> the skies on laughter silvered wings; Sunward I've climbed<sup>3</sup> and joined the tumbling mirth<sup>4</sup> of sun-split clouds<sup>5</sup> and done a hundred things<sup>6</sup> you have not dreamed of – Wheeled and soared and swung<sup>7</sup> I've chased the shouting wind<sup>10</sup> along, and flung<sup>11</sup> My eager craft through footless halls of air. Up, up the long delirious<sup>12</sup>, burning Blue, I've topped the wind-swept heights<sup>13</sup> with easy grace, where never lark, or even eagle<sup>14</sup> flew; And, while with silent, lifting mind I've trod the high untrespassed sanctity of space<sup>15</sup>, put out my hand<sup>16</sup>, and touched the face of God.*

### **FOOTNOTES:**

1. Pilots must insure that all surly bonds have been slipped entirely before aircraft taxi or flight is attempted.



2. During periods of severe sky dancing, crew and passengers must keep [seatbelts](#) fastened. Crew Sunward climbs must not exceed the [maximum permitted aircraft ceiling](#).
3. [Passenger aircraft](#) are prohibited from joining the tumbling mirth.
4. Pilots flying through sun-split clouds under [VFR](#) conditions must comply with all applicable minimum clearances.
5. Do not perform these hundred things in front of [Federal Aviation Administration](#) inspectors.
6. [Wheeling](#), [soaring](#), and [swinging](#) will not be attempted except in aircraft rated for such activities and within utility class weight limits.
7. Be advised that [sunlit silence](#) will occur only when a major engine malfunction has occurred.
8. "Hov'ring there" will constitute a highly reliable signal that a flight emergency is [imminent](#).
9. Forecasts of shouting winds are available from the local [FSS](#). Encounters with [unexpected](#) shouting winds should be reported by pilots.
10. Pilots flinging eager craft through footless halls of air are reminded that [they alone](#) are responsible for maintaining separation from other eager craft.
11. Should any crewmember or passenger experience [delirium](#) while in the burning blue, submit an irregularity report upon flight termination.
12. Windswept heights will be topped by a minimum of 1,000 feet to maintain [VFR](#) minimum separations.
13. Aircraft engine ingestion of, or impact with, [larks](#) or [eagles](#) should be reported to the [FAA](#) and the appropriate aircraft maintenance facility.
14. Aircraft operating in the high untresspassed sanctity of space must remain in [IFR](#) flight regardless of meteorological conditions and [visibility](#).
15. Pilots and passengers are reminded that opening doors or windows in order to [touch the face of God](#) may result in loss of cabin pressure.

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### ***Fred's Perspective...***

Well, it certainly appears that the monsoon season has arrived. Up here in Flagstaff, it came in with a bang. During the last two weeks of July (as I am writing this), the east side of Flagstaff – out along the Localizer and the inbound course for runway 21 – got blasted with several inches of rain in a very short period of time, i.e., 3 inches in one hour, with lots of street flooding! Ironically, the airport (5 to 7 miles SW) barely got any precip at all!!

Judging from the weather reports on the Phoenix news channels, monsoon season has also arrived in various and sundry places all around the metropolitan area. One needs to be very careful when heading out during monsoon season, especially coming north. Those “boomers” can come up very quickly. ADS-B “In” can be very helpful showing you areas of precip; but remember, even ADS-B “In” data is 10-15 minutes old. Flight following is highly recommended...



Also, there are those ferocious dust storms, the infamous “Haboobs,” usually occurring down south of Phoenix and occasionally rolling into the Phoenix metro area. These can have a significant impact on you, your car, and most certainly, your airplane! Clogged air filters, clogged pitot tubes, clogged static ports, dust and sand intake into your air vents, and potential sand blasting all of your leading edges, prop, nose bowl and your windshield!! HINT! HINT! AVOID THEM LIKE THE PLAGUE. Welcome to the desert Southwest!!



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### ***True confessions ; there I was...***

Years ago, long before ever moving out here to Arizona, there I was, flying back home from Vermont to Pennsylvania in my first airplane, my good ol’ Cessna C182. We were at 8,500 feet in beautiful clear skies, with my wife (the 1<sup>st</sup> one...) and another couple in the back seats. It was a smooth, almost boring flight – the autopilot was dead on, altitude hold right on, no chatter on the frequency, smooth as glass and quiet as a church mouse as everyone admired the fabulous scenery. And then

—

***BANG!***

It sounded like someone had just fired both barrels of a shotgun right there in the cockpit. And, in an instant, serenity disappeared, replaced with intense trepidation! What had just happened?? I now had everyone’s attention on me to tell them what that was, and were we all going to die???? Well, needless to say, it certainly had my undivided attention! (My second thought – typical aircraft owner – was *How much is this going to cost to fix??*) First rule of flying, first rule of problem solving, is AVIATE – FLY THE AIRPLANE. I intently scanned all the engine instruments for any sign of engine failure, but all was normal, and the airplane just flew on as if nothing had happened. I checked all the controls – carefully, I might add - but again, the airplane just flew on as if nothing had happened. I got everyone calmed down, explained all appeared well, and we would land at the next available airport to see what the heck happened. I ran a bunch of scenarios through my mind and settled on the scenario that one of my cowl flaps had broken and slammed closed.

On inspection after landing, I found out I was only half right. It had not slammed shut. The piano hinge on the front of the cowl flap had failed (reason unknown), causing the front of the cowl flap to drop down into the airstream. At 140 plus miles per hour, it was literally ripped off the airplane! The only parts left were the (now damaged) front half of the hinge and a broken cable hanging out the



bottom of the cowling. After inspection, we ascertained there was no damage to the belly of the aircraft nor to any antennas. So, we flew home.... And I trailed the other cowl flap to sort of keep the airflow through the engine as even as possible. No effect was discernible and all temperatures remained normal. The rest of the trip was uneventful, but a little more tense....

It took two months to get a replacement cowl flap. I had to buy a new one from Cessna. Of course, I first searched for a used one! I called all the airplane salvage places, and they all said the same thing – “*Betcha it was the right one, right?*” Yup, I

said, and they said, "It is always the right one 'cause it sits right in back of the exhaust stack and takes all that buffeting." And then they said, "We don't have any used ones 'cause they are either lost in flight, like yours, or damaged beyond repair when we pick up the wrecks. You need to call Cessna." \$1100.00 dollars and three months later it was all fixed.

**Tune in next month for the "Great Potato Chip Affair"...**

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## **SAFETY PROGRAMS:**

There are a lot of FAASafety programs on the schedule over the next couple of months all around the state, so go to [WWW.FAASAFETY.GOV](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, 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!!!***





**LAUGHLIN/BULLHEAD  
INTERNATIONAL  
AIRPORT**

**A VARIETY OF  
AIRCRAFT ON  
DISPLAY**

**FREE BREAKFAST  
& REFRESHMENTS**

**SATURDAY,  
AUGUST 18, 2018  
8 AM – 10 AM**



**Event Location:**

**Signature Flight Support**  
2550 Laughlin View Dr.  
Building 40  
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For event information call:  
(928) 754-2134

# HONORING NATIONAL AVIATION DAY

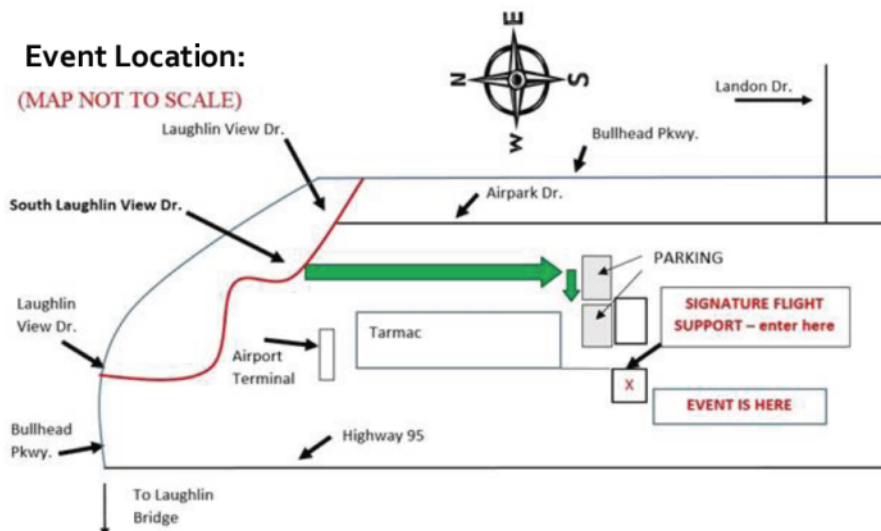
**SATURDAY, AUGUST 18, 2018**  
**8 AM – 10 AM**

**Aviation Enthusiasts of all ages welcome!**

Come join us to celebrate the anniversary of Orville Wright's birthday. Stop by for free breakfast burritos and drinks. Take a look at the variety of aircraft parked on the airport's ramp. Great for all ages! Doors open at 8 AM sharp!

## Event Location:

(MAP NOT TO SCALE)





Flagstaff Airport Event

# Airport Open House & Car Display

Benefiting Youth and Aviation • EAA Chapter #856

**August 25, 2018** ✈️ **8am – 3pm**



## AIRPLANE FLIGHTS FOR KIDS 8-17

at no additional charge

8am - 1:30pm

## SUGGESTED DONATION

\$5 Per Person

Family Max \$20

Children Under 8 Free!

## MANY MILITARY AND CIVILIAN AIRCRAFT ON DISPLAY



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# Land of Enchantment Fly-In

## August 25, 2018

Double Eagle II Airport

Albuquerque – KAEG Open 7am



**EAA179.org**

**FREE ADMISSION & PARKING   AIRCRAFT DISPLAYS   YOUTH ACTIVITIES**  
**Pancakes & Burgers   Exhibit Hall   Car Clubs   Military Vehicles   Aircraft Awards   Pilot Seminars**

Come to the 27<sup>th</sup> annual Land of Enchantment Fly-In at Albuquerque's Double Eagle II (KAEG)  
New Mexico's Largest Fly-In for General Aviation

- Usually more than 50 aircraft from throughout New Mexico and beyond (amateur built, vintage, warbirds, and more)
- Seminars including:
  - WINGS seminar on *Backcountry Flying* from New Mexico Pilots Association
  - A Panel Discussion on *Aviation Careers*
  - A presentation of a *Tour of New Mexico on a Trike* with Jeff Gilkey
  - A Panel Discussion on *Flying Clubs*
- Aircraft judging and trophies, with categories:

Best Amateur Built Aircraft	Best Light Sport Aircraft
Best Contemporary Aircraft	Best Trike
Best Vintage Aircraft	Best Sailplane
Best Warbird	Grand Champion
- Awards for:

Oldest Aircraft	People's Choice
Most Distant Fly-In	Kid's Choice
- Exhibits of aviation vendors; hands-on activities for the kids
- Displays of military vehicles and custom autos
- Free pancake breakfast and fajita lunch
- And just enjoy the day with other pilots and airplane owners

If you need to (or plan to) stay a night or two, arrangements can be made through Bode Aviation (FBO) for special rates at the Rio Grande Best Western and the Econolodge near Old Town. And we will arrange for transportation from and to the airport; rental cars are also available on prior request via Bode Aviation (505.884.4530).

More information and updates at <http://www.loefi.org>. Hosted by EAA Chapter 179.





## 2018 HIGH DESERT FLY-IN SATURDAY, OCTOBER 13 IN WINSLOW, ARIZONA



WINSLOW-LINDBERGH REGIONAL AIRPORT, 701 AIRPORT ROAD

### HIGH DESERT FLY-IN ■ 8 AM TO 12 NOON

Free Admission, Pancake Breakfast, Special Aircraft on the Tarmac,  
Special Pilot Perks, Vintage Car Show-and-Shine, Flying Fun Kids Area,  
Flying Through History Area, Silent Auction

### FLY BACK IN TIME GALA ■ 6 TO 9 PM

Ticket Prices TBD, Big Band Connection Performs,  
Buffet Dinner, Vintage Threads Costume Contest

GO TO [WWW.HIGHDESERTFLYIN.ORG](http://WWW.HIGHDESERTFLYIN.ORG) AND FACEBOOK FOR UPDATES!

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## A Few Words About Safety

“

Denny Granquist

*“When briefing the approach include the taxi to shutdown.”*

*“Listening to other pilots makes me a better pilot.”*

”



AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
<b>Big Springs Airpark</b> Mgr: Peter Hartman (928) 626-7207	Prescott	12	<b>Pat Mindrup</b> - Tinzie Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
<b>Castle Wells</b> Mgr: Gerald DaFoe (810) 516-9122	Morristown	5/10	
<b>Eagle Roost Airpark</b> Mgr: John Greissing (928) 685-3433	Aguila	85 / 115 (5 acre lots)	<b>Pat Mindrup</b> - Tinzie Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
<b>Flying Diamond Airpark</b> Mgr: Lou Cook (520) 399-3879	Tucson	20/97	
<b>Flying J Ranch</b> Mgr: Howard Jenkins (928) 485-9201	Pima	2/ 28	
<b>Hangar Haciendas</b> Mgr: Scott Johnson (602) 320-2382	Laveen	39 lots w/sep taxi ways	
<b>High Mesa Air Park</b> Mgr: Phil DiBartola 928-428-6811	Safford	/19 (2.5 acre lots)	
<b>Inde Motorsports Ranch Airport</b> Mgr: John Mabry (520) 384-0796	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	<b>Pat Mindrup</b> - Tinzie Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
<b>Indian Hills Airpark</b> Mgr: Gerry Breeyear (928) 916-0608	Salome	75	
<b>La Cholla Airpark</b> Mgr: Larry Newman (520) 297-8096	Oro Valley	122	
<b>Mogollon Airpark</b> Mgr: Brian az82mopa@gmail.com	Overgaard	60	
<b>Montezuma Heights Airpark</b> Dr. Dana Myatt (602) 888-1287	Camp Verde	43/44	<b>Pat Mindrup</b> - Tinzie Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
<b>Moreton Airpark</b> Mgr: Daniel Kropp (602) 315-0323	Wickenburg	2	
<b>Pegasus Airpark</b> Mgr: Jack @ 1st Svc Res (480) 987-9348	Queen Creek	15/40	<b>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
<b>Pilot's Rest Airpark</b> Resident: Dave Mansker 818-237-0008	Paulden	4/25	
<b>Ruby Star Airpark</b> Mgr: Wendy Magras (520) 477-1534	Green Valley	13 / 74	<b>Pat Mindrup</b> - Tinzie Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
<b>Valley of the Eagle (Sampley's) Airpark</b> Mgr: Jerry Witsken (928) 685-4859	Aguila	30	
<b>Skyranch at Carefree</b> Mgr: Tommy Thomason (480) 488-3571	Carefree	20	<b>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
<b>Stellar Air Park</b> Mgr: SRUA, Inc. (480) 295-2683	Chandler	95/105	
<b>Sun Valley Airpark</b> Mgr: Jim Lambert (928) 768-5096	Fort Mohave	55/107	<b>Pat Mindrup</b> - Tinzie Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
<b>Thunder Ridge Airpark</b> John Anderson janderson72j@gmail.com	Morristown	9/14 (on 160 acres)	
<b>Triangle Airpark</b> Mgr: Walt Stout (702) 202-9851	White Hills	115 acres	
<b>Twin Hawks</b> Mgr: Tim Blowers (520) 349-7677	Marana	2/40 (4 acre lots) on 155 acres	
<b>Western Sky</b> Mgr: Mr. Hauer (877) 285-0662	Salome	all 200 acres for sale	
<b>Whetstone Airpark</b> Mgr: Brian Ulmer (520) 456-0483	Whetstone	5 / 12	



## 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!*





## APA Clothing

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

## Advertisements

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

## APA Membership

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

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