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*December 2018*

*APA NEWSLETTER*

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# President's Report

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Our flying season is in full swing! Over 29 airplanes attended our Grapevine weekend fly-ins, we've had an incredible getaway to Alamogordo and the nearby White Sands Missile Range, and by the time this goes to press, we'll have had our first day trip to Grand Canyon National. Of course, the calendar is chock full of breakfast destinations, backcountry adventures in Arizona and New Mexico, and fly-ins around the state. Your APA has been busy doing what we do best – promoting and protecting General Aviation. We've had discussions with local legislators, the FAA, and the Forest Service regarding local and national policies on your behalf. Our selection process for scholarship recipients is underway. Our newsletter continues to gain informative articles from our membership, and none of this would be possible without you! Your generous donations and membership dues support our efforts and are changing lives. Take a look at our [new website](#), read through this newsletter, and maximize your membership by participating in our events. I hope to see you out there soon!

Blue Skies,

Brian



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# Executive Director's Report

Jim Timm — December 2018

Winter is here with freezing temperatures and icing. Those living in the higher and northern parts of the state are facing new challenges in doing a preflight on an airplane that has been sitting outside. Now, instead of being concerned about density altitude, there are proper engine start-up procedures and making certain the wings are clear and frost free. The improved airplane performance is great, and I hope the pilot performance has moved up a notch also. Let's go out and enjoy the great flying weather and do it safely.



The FAA had recently been seeking comments on a rule change that will allow flight training in experimental light sport aircraft (ELSA). Current regulations prohibit the use of ELSA for flight training for compensation after Jan. 31, 2010. If the rule change is adopted, it would remove that Jan. 31, 2010, date, which would then allow owners and flight training providers to apply for a training LODA. To ensure these ELSA aircraft are used solely for flight training, the FAA will require a Letter of Deviation Authority (LODA). The 2004 Light Sport Final Rule created the LODA process to allow training for compensation or hire using certain categories of experimental aircraft. The FAA would issue a LODA based on the eligibility of the aircraft and its maintenance requirements, the applicant, the instructor, and the type of training desired. Hopefully this should increase the pool of suitable aircraft available for light sport aircraft pilot training.

## MISCELLANEOUS ITEMS

Based on information in a recent meeting with the PHX TRACON, the Presidential TFR's that we had to contend with recently went reasonably well in that there were only four known intrusions into the TFR's, and none of them penetrated the inner core of a TFR, and fortunately none of the intruders got a military escort. For future reference, it should be pointed out that the Presidential TFR's are established and administrated by the Secret Service, and not the FAA, and their tolerance level is not very high, and their penalties can be severe.

The following are upcoming special events in the Phoenix Metro Area, and certainly expect to see TFR's for the golf and football events:



*Photo by Aleksandr Markin.*

- December 26, 7:00 PM Cheez-Bowl, Chase Field
- January 1, 2019 PlayStation Fiesta Bowl, State Farm Stadium (Formerly University of Phoenix Stadium)
- January 29 - February 3, 2019 Phoenix Open Golf Tournament, Waste Management Phoenix Open
- January 12 - 20, 2019 Numerous Car Auc-





tions

- February 14 - 24, 2019 Scottsdale Arabian Horse Show

The PHX TRACON has listed a large number of changes, additions, and deletions of SID's and STARS for Arizona. If you're an IFR pilot, make certain you are current on your approach plates and have the latest NOTAMS.

If you use the Casa Grande ILS, be aware the ILS or LOC RWY 5 Holding Pattern has been lowered to 3800 to match the RNAV (GPS) RWY 5 approach. This will also result in other changes to the holding stack procedures. Check the AFTW Website for the latest procedure information.

For those doing instrument training in the north valley, we have been advised that the Luke Air Force Base Aux 1 ILS operating procedure is under revision to accommodate changes in their training mission, and has been removed from the 56th FW website until further notice.

The Army Air Field at Papago Park (P18) has advised that they're having an increase in helicopter operations; therefore, pilots that are going around Sky Harbor on the east side under the Class B airspace, be aware and use caution for army helicopters coming in or out of Papago Park.

In the recent airspace meeting, the majority of the airports in the Phoenix area are reporting an increase in operations and anticipate a continued increase in the future. Many of them were also advising they are anticipating starting/continuing construction projects. As always, the best advice we can offer is to check for NOTAMS at your destination airport to avoid an unpleasant surprise upon arrival. There are still a number of other airports around the entire state that have significant projects under way that could impact your use of the airport. Always fly informed.

The SDL FSDO has advised us that the number of pilot deviations that are being referred to them for processing has been increasing significantly, and the majority of them are for airspace deviations. The suggestion is that pilots should sit down with a current chart to study the airspace boundaries and understand them. Perhaps even sitting down with a CFI to make certain you understand the makeup and limits of the airspace you fly in. Making an airspace deviation close to Sky Harbor Airport could have very dire results.

This month's reporting period would appear to be good based on the number of accidents being reported by the NTSB; however, in reality it wasn't all that great with both the number of accidents and fatalities that actually occurred. The NTSB reported only one accident that was evidently minor in nature because a preliminary report had not yet been released. In reality, there were two additional accidents that I am aware of that were covered in the local media, and they both involved both injuries and fatalities. There is only one more month to go in the year, and I only hope everyone flies safely for the rest of the year, and we don't add any more in-



jured pilots or airplanes to the present list. See my December Aviation Accident Summary for the details.

GPS interference testing is continuing, and last-minute notices have been received from the FAA in the last reporting period. Some of these tests should impact 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, and please advise APA as well.

As you are aware, APA is working with several airports around the state to update their Airport Master Plans, providing the pilot and aircraft owner's perspective in the process. Most recently, Page Municipal Airport (PGA), in addition to Lake Havasu City Municipal Airport (HII) have just started their master plan update process, and we will be participating in the process. Falcon Field (FFZ), Superior Municipal Airport (E81), Sedona Airport (SEZ), Flagstaff (FLG), and Grand Canyon Airport (GCN) airports are also currently in their Master Plan update process.



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

- The fly in breakfast at Coolidge Municipal Airport (P08), is on the first Saturday of the month.
- The Falcon Field EAA Warbirds Squadron fly in breakfast and car show is on the third Saturday of the month. Starting this year, they will also have a Fly Market during the breakfast. If you have an aviation item to sell, bring it and sell it, or come and see what's for sale that you must have.
- On the third Saturday, the fly in breakfast at Benson (E95) at Southwest Aviation is now on a quarterly basis and the next one will be on Jan 19, 2019. (There are still special fuel prices for breakfast attendees.)
- The Grapevine Airstrip (88AZ) next to Roosevelt Lake is open to fly into any time, but the BBQ lunch hosted by APA is on the third Saturday of each month.
- 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.**

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- Share training tools, concepts, and ideas
- Improve understanding among operators

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**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!



# December Aviation Accident Summary

by Jim Timm

The following are NTSB reports of aviation accidents that occurred in Arizona from October through late November. The Arizona Pilots Association will use 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.

This reporting period would appear to be good based on the accidents reported by the NTSB. In reality, it wasn't really all that great with both the number of accidents and fatalities that occurred. The NTSB reported only one accident, and that was probably minor in nature because a preliminary report had not yet been released. In reality, there were two additional accidents that I am aware of that were covered in the local media, and they both involved injuries and fatalities. There is only one more month left in the year, and I only hope everyone flies safely for the rest of the year, and we don't add any more to the list that have already occurred.

Available information on the accident reported in this period is detailed below, and the last portion of this report contains the details of four accidents that had occurred much earlier, but the accident details have only recently been made available. Let's all do what we can to be more careful, and make sure both we, and our airplanes, don't get hurt. Fly Safe.

## THE FOLLOWING ACCIDENT OCCURRED IN THE PAST REPORTING PERIOD

Accident Date: **October 27, 2018**  
Preliminary Report Dated: 11/15/2018  
Title 14 CFR Part 91 Operation  
Location: Marana  
Aircraft Type: Diamond DA 40  
Injuries: Unknown

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

## THE FOLLOWING TWO ACCIDENTS WERE REPORTED IN THE LOCAL MEDIA

Accident Date: **November 16, 2018**  
Title 14 CFR Part 91 Operation  
Location: Overgaard  
Aircraft Type: Zenith CH601XL  
Injuries: 2 Fatalities

The above information is from the media, and other sources.

Accident Date: **November 17, 2018**  
Title 14 CFR Part 91 Operation  
Location: Morristown (Lake Pleasant)  
Aircraft Type: Scottish Aviation 100MDL 101 Bulldog  
Injuries: 2 Minor

The above information is from the media, and other sources.

## THE FOLLOWING ACCIDENTS OCCURRED AT AN EARLIER DATE WITHOUT DETAILED INFORMATION

Accident Date: **April 21, 2018**  
Factual Report Dated: 10/26/2018  
Title 14 CFR Part 91  
Location: Tucson  
Aircraft Type: Rutan Long EZ  
Injuries: 1 Uninjured

### LOSS OF CONTROL ON GROUND

According to the pilot in the airplane with a retractable nose-wheel, he landed about mid-field on the 4,000ft long runway, and his approach speed had been about 10 knots fast.

During the landing roll, the pilot started a right turn to exit his approaching taxiway and pressed the brakes hard, because the airplane's ground speed was too fast. He reported that he heard a "small pop" and that he had "no braking control" and the airplane veered to the left.

He released the brake pressure and retracted the nose landing gear to slow the airplane. The airplane skidded off the left side of the runway and collided with trees.

The airplane sustained substantial damage to the left canard and the right wing.

A Federal Aviation Administration, Aviation Safety Inspector examined the airplane after the accident. He reported that the right brake fluid line failed at the brake caliper. He asserted that the brake line failure was not a material failure; rather, it was the result of the airplane's collision with trees.

Accident Date: **May 29, 2018**  
Factual Report Dated: 10/16/2018  
Title 14 CFR Part 91  
Location: Prescott  
Aircraft Type: Piper PA 46  
Injuries: 3 Uninjured

### INFLIGHT LOSS OF POWER, FUEL EXHAUSTION

According to the pilot, about 15 minutes prior to reaching the destination airport during descent,

the engine lost power. The pilot switched fuel tanks and the engine power was momentarily restored, but the engine stopped producing power, even though he thought it "was still running all the way to impact."

The pilot force landed on a highway at night, and the right wing struck an object and separated from the airplane. The airplane came to rest inverted.

According to the Federal Aviation Administration (FAA), Aviation Safety Inspector (ASI) that performed the post-accident airplane examination, the fuel lines to the fuel manifold were dry, and the fuel manifold valves were dry. He reported that the fuel strainer, the diaphragm, and the fuel filter in the fuel manifold were unremarkable. Fuel was found in the gascolator.

The FAA Inspector reported that during his interview with the pilot, "the pilot changed his story from fuel exhaustion, to fuel contamination." The Inspector reported that there were no signs of fuel contamination during the examination of the airplane's fuel system.

According to the fixed base operator at the departure airport, the pilot requested 20 gallons of fuel. He then canceled his fuel request and walked out of the FBO.

Accident Date: **May 11, 2018**  
Factual Report Dated: 11/21/2018  
Title 14 CFR Part 91  
Location: Chandler  
Aircraft Type: Aeropro CZ A240 & PA 28-161  
Injuries: 1 Uninjured

### GROUND TAXI COLLISION

According to the pilot in the low-wing airplane, he was cleared by ground control to taxi to runway 22R via "Alpha and November." Taxiway Alpha runs parallel to runway 22R. The pilot approached taxiway Alpha via taxiway Mike, and before entering the intersection of taxiways Alpha and Mike, he "looked in all directions for air-



craft" and then proceeded to make a left turn onto taxiway Alpha without stopping. His airplane's right wing collided with the left side of another airplane already taxiing via Alpha to 22R. He asserted that the other airplane was moving very fast when the collision occurred. His airplane sustained substantial damage to the right aileron.

According to the student pilot in the high wing airplane, he received clearance from ground control to taxi to runway 22R via "Alpha and November." He recalled that he was established on Alpha and heading toward 22R with his landing

lights on. He saw the low wing airplane approaching the intersection of taxiway Alpha and Mike from the non-movement area. He reported that the low-wing airplane made a left turn onto taxiway Alpha without stopping. The low-wing airplane's right wing collided with the left side of his airplane. His airplane sustained damage to the left-wing lift strut, the left wing support struts, and the windscreen.

Both pilots reported that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation.

# GAJSC



## General Aviation Joint Steering Committee

### Controlled Flight Into Terrain

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: December 2018**

**Topic: CFIT (SE 34 Output)**

The FAA and industry will conduct a public education campaign emphasizing the need for training and currency when flying in mountainous areas.

**Background:**

Technological advances in situational awareness have dramatically reduced the number of General Aviation CFIT accidents over the past 20 years. Nevertheless CFIT accidents continue to occur and



at least half of them are fatal. This program acquaints the audience with the nature of CFIT accidents, their precursors, technological and safety risk management solutions to CFIT challenges.

### **Teaching Points:**

- Pilots of all certificate levels are prone to CFIT accidents.
- Most General Aviation CFIT accidents occur during the day and half occur in VMC.
- Pilots must accurately assess the risk associated with each flight and plan accordingly. They must also continuously reassess risk en route and commit to alternate plans before they are in a state of emergency.



### **References:**

- Mountain Flying PowerPoint
- [Pilot's Handbook of Aeronautical Knowledge \(FAA-H-8083-25A\) – Chapter 2 – Aeronautical Decision Making.](#)
- [Aeronautical Information Manual Chapter 7- Safety of Flight, Section 5 – Potential Flight Hazards, 7-5-6 - Mountain Flying](#)

### **DOWNLOADS:**

[PowerPoint Presentation Slides...](#)

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## **A Few Words About Safety**

“

**Denny Granquist**

*“Not briefing the flight can lead to lots of writing and phone calls.”*

*“Quiet cockpits work well when operating on or near airports.”*

”

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Dec. 4, 2018  
Arizona Game and Fish Department



## **Bald eagle breeding season kicks off, leads to restrictions**

*Outdoor recreationists, pilots and drone operators  
asked to avoid bald eagle nest areas*



PHOENIX — Arizona's bald eagle breeding season is on the horizon and multiple public land and water areas will be closed to protect the majestic animals and ensure even more young eagles take to the skies this spring.

Each year as part of its highly successful program to conserve and protect bald eagles in the state, the Arizona Game and Fish Department (AZGFD) asks outdoor recreationists, aircraft pilots, drone operators and motorized paragliders to do their part not to disturb the state's 87 eagle breeding areas.

"December is a sensitive time for bald eagles because they're often busy preparing their nests for eggs," said Kenneth "Tuk" Jacobson, AZGFD bald eagle management coordinator. "The birds often nest, forage and roost at rivers and lakes that are also popular recreation spots. Because of that, it's important for us all to do what we can to protect the birds to ensure their populations statewide continue to flourish. That success wouldn't be possible without the cooperation of outdoor recreationists who respect the closures during breeding season."

During the 2018 breeding season, a record 87 young hatched and 70 reached the important milestone of their first flight, known as fledging.

To further protect the eagles, various land and wildlife management agencies will also close areas around breeding locations, including near popular recreation sites.

Pilots are reminded to maintain the FAA-recommended 2,000-foot above ground level advisory

when flying over bald eagle habitat, while drones and paragliders are asked to avoid the areas completely. Bald eagles are sensitive to even short durations of low-flying aircraft activity near their nests and just a few minutes of disturbance can lead to a nesting failure.

AZGFD's bald eagle management efforts are supported by the Heritage Fund, an initiative passed more than 20 years ago to provide for wildlife education and conservation through Arizona lottery ticket sales.

## **AIRSPACE ADVISORY**

### **Statewide**

The Federal Aviation Administration (FAA) has established a 2000-foot above ground level (AGL) advisory along the Salt and Verde river drainages and lakes such as Lake Pleasant, Roosevelt Lake and Alamo Lake. These areas are designated on the Phoenix Sectional Aeronautical map and also include Alamo Lake, Ashurst Lake, Greer Lakes, Crescent Lake, Luna Lake, Show Low Lake, Chevelon Canyon Lake, Woods Canyon Lake, Lake Mary, Dogtown Reservoir, White Horse Lake and the Bill Williams National Wildlife Refuge. Special brochures for pilots regarding this advisory can be obtained by calling the Arizona Department of Transportation or the Arizona Game and Fish Department's Terrestrial Wildlife branch at (623) 236-7506.

## **SEASONAL CLOSURES**

### **Verde River**

- Verde River at the Needle Rock Recreation area is closed to foot and vehicle entry on the east and portions of the west side of the river from Dec. 1 to June 30. Floating through is allowed, but no stopping in the river or landing on east side of river is allowed. Contact Tonto National Forest, Cave Creek Ranger District, (480) 595-3300.
- A closure for the Verde River below Sycamore Canyon Wilderness is not planned this year unless the eagle pair resumes nesting. Verde River below Sycamore Canyon Wilderness may be closed to foot and vehicle entry from Dec. 1 to June 15. Floating through is allowed, but contact the Coconino National Forest, Sedona Ranger District office for more information at (928) 282-4119.
- Verde River near Chasm Creek is closed to foot and vehicle entry from Dec. 1 to June 30. Floating through is allowed. Contact Prescott National Forest Verde Ranger District (928) 567-4121.
- Verde River near Cold Water Creek, allows watercraft to float through but no stopping on the river or landing is allowed Dec. 1 to June 30. Contact Prescott National Forest Verde Ranger District at (928) 567-4121
- Verde River upstream of the East Verde confluence is closed to vehicle and foot entry from Dec. 1 to June 30. Floating through is allowed, but no stopping in the river or landing is allowed. Contact Tonto National Forest Cave Creek Ranger District at (480) 595-3300.
- Verde River near Mule Shoe Bend allows watercraft to float through but no stopping in the river or landing is allowed from Dec. 1 to June 30. Contact Tonto National Forest Cave Creek Ranger District at (480) 595-3300.

- Verde River below Horseshoe Dam is closed to vehicle or foot entry on the southwest side of the river from Dec. 1 to June 30. Floating through is allowed, but no stopping in the river or landing on the southwest side of the river is allowed. Contact Tonto National Forest Cave Creek Ranger District at (480) 595-3300.
- Verde River below Bartlett Dam is closed to foot or vehicle entry from Dec. 1 to June 30. Floating through is allowed, but no stopping in the river or landing is allowed. Contact Tonto National Forest Cave Creek Ranger District at (480) 595-3300.
- Verde River at the Needle Rock Recreation area is closed to foot and vehicle entry on the east side of the river from Dec. 1 to June 30. Floating through is allowed, but no stopping in the river or landing on east side of river is allowed. A small area on the west side may also be closed depending on nesting locations. Contact Tonto National Forest Cave Creek Ranger District at (480) 595-3300.

### **Tonto Creek**

- Tonto Creek from Gisela to 76 Ranch is closed to vehicle, foot entry, and floating through from Dec. 1 to June 30. Contact Tonto National Forest Tonto Basin Ranger District at (928) 467-3200.
- Tonto Creek inlet to Roosevelt Lake is closed to vehicle and foot entry within 1,000 feet of the nest on land and to watercraft within 300 feet on water from Dec. 1 to June 30. Contact Tonto National Forest Tonto Basin Ranger District at (928) 467-3200.

### **Salt River**

- Salt River from Horseshoe Bend to Redmond Flat allows watercraft to float through, but no stopping in the river or landing is allowed from Dec. 1 to June 30. Contact Tonto National Forest Globe Ranger District at (928) 402-6200.
- Salt River near Meddler Point is closed to vehicle and foot entry within 1,000 feet of the nest on land and to watercraft within 300 feet on water from Dec. 1 to June 30. Contact Tonto National Forest Tonto Basin Ranger at District (928) 467-3200.
- Salt River below Stewart Mountain Dam is closed to vehicle or foot entry on the south side of the river from Dec. 1 to June 30. Floating through is allowed. Contact the Tonto National Forest Mesa Ranger District at (480) 610-3300.

Salt River near Goldfield-Kerr Fire Station is closed to foot and vehicle entry on the north side of the river from Dec. 1 to June 30. Floating through is allowed. Contact Tonto National Forest Mesa Ranger District at (480) 610-3300.

### **Crescent Lake**

A portion of the west side is closed closed to all entry from March 1 through Aug. 31. Contact the Apache-Sitgreaves National Forest Springerville Ranger District at (928) 333-6200.

### **Greer Lakes**

(Tunnel and River) (not enacted unless pair moves nesting location) - Portions of the lakes may be closed to watercraft and a portion of the shoreline may be closed to foot entry from March 1 through July 31. Contact the Apache-Sitgreaves National Forest Springerville Ranger District at (928) 333-



6200.

### **Horseshoe Lake**

A portion of the lake is closed from Dec. 1 to June 30. Contact the Arizona Game and Fish Department at (623) 236-7506.

### **Lake Pleasant**

No vehicle, watercraft or foot entry is allowed into the Lower Agua Fria Arm from Dec. 15 to June 15. Contact Maricopa County Parks and Recreation at (928) 501-1710.

### **Lower Lake Mary**

(Not enacted unless pair moves nesting location) There may be no vehicle or foot traffic allowed on a portion of the north side of the lake from Jan. 1 to Aug. 30. Contact the Coconino National Forest Flagstaff Ranger District at (928) 527-8288.

### **Luna Lake**

The north side of Luna Lake is closed to vehicle and foot traffic from Jan. 1 to June 15. Contact Apache National Forest Alpine Ranger District at (928) 339-5000.

### **Lynx Lake**

A portion of the lake's east side is closed to vehicle and foot traffic from Dec. 1 to June 30. Contact the Prescott National Forest Bradshaw Ranger District at (928) 443- 8000.

### **Show Low Lake**

A portion of the lake may be closed to watercraft and a portion of the shoreline may be closed to foot entry from March 1 through Aug. 31. Contact the Apache-Sitgreaves National Forest Lakeside Ranger District at (928) 368-2100.

### **White Horse Lake**

A portion of the shoreline may be closed to foot entry from March 1 to Aug. 31. Contact the Kaibab National Forest Williams Ranger District at (928) 635-5600.

### **Woods Canyon Lake**

A portion of the lake may be closed to watercraft and a portion of the shoreline is closed to foot entry from March 1 through Aug. 31. Contact the Apache-Sitgreaves National Forest, Black Mesa Ranger District at (928) 535-7300.

## TIPS FOR VISITING EAGLE AREAS

If you are visiting bald eagle country, an advance call to the local land management agency, such as the local U.S. Forest Service district office, or the Arizona Game and Fish Department may help to plan your trip to avoid disturbing bald eagles. By following these simple guidelines, we can all help ensure that our living wildlife legacy will last for generations to come:

- Enjoy bald eagles from outside the closures, which are marked with signs and/or buoys. Watch from a distance using a spotting scope, binoculars or telephoto camera lens.
- Anyone approached by a nestwatcher and asked to cease an activity or leave a closed area should comply. A few good places to see bald eagles without disturbing them (during December and January) are at Lake Mary and Mormon Lake near Flagstaff, on the Verde Canyon Train in Clarkdale or Roosevelt Lake.
- Bald eagles protecting an active nest will let you know if you are too close. If a bald eagle is vocalizing and circling the area frantically, you are too close and need to leave the area quickly. Bald eagles incubating eggs or brooding small young should never be off the nest for more than 15 minutes.
- Help from anglers is especially needed. Fishing line and tackle have killed two nestlings and been found in two-thirds of all bald eagle nests in the state. Every year biologists remove these lethal hazards from nests and/or entangled nestlings. Discard of any fishing line properly in specially-marked recycling containers or at fishing stores. Also, use fresh line that isn't old and brittle. Use the correct test line for the fish you are trying to catch. Also, do not cut the line when an undesirable fish is caught and return it to the water with the hook and line attached.
- Duck hunters should scout out their hunting area to ensure that bald eagles are not nesting nearby.

You can help bald eagle research and recovery efforts by reporting any harassment or shooting of bald eagles. Call the Arizona Game and Fish Operation Game Thief Hotline at (800) 352-0700 or U.S. Fish and Wildlife Service Law Enforcement at (480) 967-7900.

### ***Did you know?***

The Arizona Game and Fish Department conserves and protects Arizona's 800+ wildlife species but receives NO Arizona general fund tax dollars. Contribute to our on-the-ground conservation efforts at [www.AzWildlifeHero.com](http://www.AzWildlifeHero.com).

*The Arizona Game and Fish Department prohibits discrimination on the basis of race, color, sex, national origin, age, religion, or disability in its programs and activities. If anyone believes that they have been discriminated against in any of the AZGFD's programs or activities, including its employment practices, the individual may file a complaint alleging discrimination directly with the Director's Office, 5000 W. Carefree Highway, Phoenix, AZ 85086-5000, (602) 942-3000, or with the U.S. Fish and Wildlife Service, Attn: Civil Rights Coordinator for Public Access, 5275 Leesburg Pike, MS:WSFR, Falls Church, VA 22041-3803. Persons with a disability may request a reasonable accommodation or this document in an alternative format by contacting the Director's Office as listed above.*

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## AZ Airport Focus: Prescott

By Brian Schober

Pilots in Arizona are truly blessed. Not only do we have incredible flying weather nearly every day of the year, we have amazing destination airports that offer quick access to some remarkable attractions. Ernest A. Love Field in historic Prescott, Arizona, is one of these places.

Prescott lies deep in the pine forests of the Bradshaw Mountains and enjoys milder weather than the population centers of Phoenix or Tucson. Prescott is the epitome of the true Wild West in Arizona. Virgil Earp, Billy the Kid, and Katie “Big Nose Kate” Elder were residents of this original Old West town.

The town of Prescott was one of the early capitals of the Arizona Territory and was established in 1864. Three years later, the capital moved to Tucson, but the designation returned to Prescott in 1877. The town was officially incorporated in 1881. In 1889, the capital designation was moved to Phoenix.

Ernest A. Love Field, also known as Prescott Municipal Airport, serves Prescott and is located approximately 9 miles north of the city. Served by a pair of parallel and a crosswind runway, a control tower, and a comprehensive set of ILS, GPS, and VOR approaches, the municipal airport is easily accessible. While the city is home to only about 40,000 people, the airport is home to both Embry Riddle Aeronautical University and North-Aire Aviation flight schools. AirNav reports 729 operations per day on average and 314 aircraft based on the field! In addition to the flight schools, flight tours, and general aviation traffic, scheduled airline service to several cities in the Southwest is offered.

The approach to Prescott is straightforward from pretty much any direction, though the 5000' elevation requires density altitude considerations. With a 7619' x 50' runway and a pair of 4400' and 4800'



runways, there are multiple options available. Care should be taken to avoid Granite Mountain to the west, and several glider and hang glider ports to the east. Due to the extensive flight training activity, keep an active scan in all directions and altitudes.

As you near the airport, listen to ATIS on 127.2 and then contact Tower on 125.3. After landing, Ground will get you to parking near Legend Aviation,







the FBO on the field. For pilots, Legend offers a pilot's lounge, crew cars, flight planning equipment, newspapers, and television. At the time of this writing, self-serve and full-serve 100LL fuel are available at \$5.19 and \$5.69, respectively. Jet A is also available at \$5.69 full-service. Legend also offers a full-service maintenance and avionics facility

Once tied down and refreshed, use a crew car, or catch a taxi or an Uber/Lyft into town, and explore the many attractions that Prescott has to offer. A must-see in Prescott is historic

Whiskey Row. This well-preserved slice of Wild West history is still alive today. Though the red-light district, gun-slinging saloons, and local outlaws are long gone, the buildings and ambiance remain. With 809 buildings in Prescott on the National Register of Historic Places, there will definitely be some amazing sights. Many boutiques, restaurants, ice cream shops, and antique shops now populate the store fronts. Yes, there are still many saloons to be found.

Continuing with the history theme, the Sharlot Hall Museum offers a remarkable collection of local memorabilia. Filled with Arizona's rich history, it offers a unique glimpse into early life here in the desert. Admission is \$9 for adults, with discounts for seniors, students, kids and military. An astounding collection of artifacts are resident in the museum's collection and stories about Western life are depicted by professionally designed storyboards, with docents to answer any questions you may have.



Prescott's Frontier Days and the World's Oldest Rodeo are set to take the stage this coming July. Taking place since 1888, it is truly a marvel. The entire town becomes the stage for this event with parades, concerts, contests, and of course, the rodeo. Tickets start at \$12 to see the rodeo, but many of the events in town surrounding the show are free. If you are planning to fly here for this event, plan ahead and reserve your lodging in advance.



With perhaps a nod to the outlaw past Prescott holds, there are several breweries, distilleries, wineries, and meaderies (making honey wines) that offer incredible local beverages for your passengers, or you, if your stay involves some over-night time. With so many to choose from, nearly



any libation of choice can be found.

Once you've had your fill of history, eaten your fill, and tasted the local beverages, there are literally dozens of amazing hiking trails within just a few minutes of town to be explored. From hikes along lakes, up mountain trails, or through the forests, there is something to suit nearly every adventurous soul. Watson Lake, Thumb Butte Trail, Lynx Lake, Prescott Peavine National Recreation Trail, and the Constellation trails are just a few of the amazing hiking destinations.



Once you are done in town, say goodbye to the friendly folks at Legend Aviation, preflight, and contact Ground for your departure taxi. The flight home can be used to reminisce about the rich history, tantalizing food, and new friends you're sure to have made. You'll also likely be making plans to return in the near future!

Brian



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# MEMBERS' PHOTO CORNER

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*Thank you to Tom Grifford for this month's photo!*

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

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*BushDogs at Sunrise, Photo Taken  
by APA Member Bruce Walls, DVT*

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An aerial photograph showing a rectangular plot of land, outlined in red, within a larger area of land. The plot is located near a road and some existing structures.



# EVIT Students Volunteer at Grapevine

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**By Rick Bosshardt**

The APA has been active over the years in awarding aviation scholarships to deserving young Arizona students who wish to pursue some form of an aviation career (Pilot, AP, ATC, etc.).

The scholarship committee at the APA has been ramping up the program and had three outstanding winners in the spring of 2017 (for more info and pictures, see the June and July of 2017 issues of the APA Newsletter).

This year we are just wrapping up the application process and will announce the winners before the end of the year. We have received 25 worthy applications, a record number!

As part of the process, the APA Scholarship committee has been speaking at local aviation related schools, EVIT being one of them.

The East Valley Institute of Technology (EVIT) has an outstanding aviation program for High School students who dual-enroll there while finishing their junior and senior years. These exceptionally motivated and focused young people are very driven to make their aviation career dreams a reality, and many of them apply for our scholarships to help them as they move to aviation programs at such schools as Chandler Gilbert Community College, ASU, UND, and Embry Riddle.

One of the many elements that the scholarship committee reviews is the volunteering record of the applicants, especially in the aviation world.

With that in mind, after my presentations to several classes at EVIT, several students asked to volunteer at one of our APA events.

On October 20th, we were pleased to see no less than 15 EVIT students show up by car and by plane to volunteer during the monthly Grapevine BBQ event!

The students were instrumental in helping to raise a







new windsock, clear bushes and trees away from the entrance to the airstrip, and were given basic aircraft marshaling instructions, since we have all planes power down on the strip and get pushed into parking to keep the dust down.

One of the members also showed them his RV-10 build, and some of the things associated with building a top-quality kit airplane.

The interest, attention, and help from these budding aviators was inspiring to see from all the APA members in attendance and validated our efforts to provide more (and bigger!) scholarships to similar worthy students in the future!

Hopefully all of our members agree, and would be willing to donate to the scholarship fund going forward in 2019! The money will be well placed, and of course, is a tax-deductible donation to a non-profit organization.

Look for a new article series titled "Scholarship Corner" starting in January's issue as we introduce 2018's winners and talk about our big plans for 2019!



Rick



If you have a moment and are so inclined, consider visiting the AZ Pilots Website and making a donation toward our scholarship program. Your donation goes a long way for these kids, and helps ensure the sky will be filled with the "tiny planes" for years to come.



## ***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)

## License to Learn

By Howard Deevers

Many times, when a new pilot receives their temporary certificate from the examiner, the examiner will say something like this: “Here is your license to learn.” When I received my temporary certificate, the examiner said, “You still have a lot to learn,” and he was right.

Of course, we all still have a lot to learn. I’m sure we all have heard the saying: “A good pilot is always learning.” This is not limited to aviation, but in just about everything we do. Graduation is only the beginning for any courses we take, but no other activity I have ever been involved in has been as intensely demanding as aviation.

Unfortunately, much of the continued learning is not what your instructor taught or wished that you had learned. Just as in driving automobiles, we learn from our friends or family. When taking driving lessons, we learned to come to a complete stop at every stop sign. After passing our driving test, we learn to almost stop, and then glide through the intersection, traffic permitting. Or, maybe we learn that it is OK to drive 5 mph over the posted speed limit. If you do either of those on your driving test, you’ll be back for another test later on!

The same things happen in aviation. We learn from others that the traffic pattern at a non-towered airport is “only a suggestion,” and that you can make straight-in approaches, traffic permitting. You may also learn to announce that you are “Lining up and waiting,” with traffic still on the runway at a non-towered airport. That is a procedure that is only used at Control Towered airports, issued by a controller. I don’t know any instructors that would teach these things. You have to learn these *after* passing your check ride.

A good pilot is always learning. Sometimes learning is a necessity. After getting my Private Pilot License, I quickly realized that in order to use aviation more efficiently I would need an Instrument Rating. That is when the real learning began. I found so many more things about VFR flying and the Air Traffic Control system that I never knew before. Then I had to learn to control the airplane by reference to instruments only. Navigation and knowing where you are at all times was much more important.

An instructor friend in Pittsburgh said that all pilots should be instrument rated. I disagreed with







that. Who wants another regulation? And, many pilots just don't need to fly IFR and are perfectly safe pilots. However, VFR into IFR conditions is still a deadly activity.

Advanced ratings are a great way to keep on learning. There is no doubt that getting that Instrument Rating will make you a better pilot, even if you never actually fly IFR. Another way to keep learning is to get other aircraft endorsements, such as getting that tailwheel endorsement, or a complex or high performance endorsement.

Flying clubs are great for keeping members current and for advanced learning. Join a flying club that has several airplanes and get checked out in each one of them. It was one of the best early learning experiences for me. The club had a Cessna 150, a Cessna 172, a Piper Cherokee 140, and a Cherokee 180. Almost all of my training had been in a Cessna 150, but the club insisted that I take a check ride with their approved instructor, and I learned more. Then getting checked out in the other planes was a lot of fun and also a great learning experience.

Let us not forget the WINGS program. This program has evolved over the years. Thirty years ago, you attended one safety seminar, and got 3 hours of dual instruction from a CFI. The 3 hours were always the same: 1 hour of take-off/landings, 1 hour of maneuvers, and 1 hour of simulated instrument flying. That would get you a phase of the WINGS, but you could only get one phase of the wings per year. Now you can do the seminar portion on line if you wish or attend a safety seminar. The flying part is mostly at the discretion of the instructor but will include important features to improve flying. You can do more than one WINGS per year, and each one resets the clock for your requirements to have a flight review, as required every two years. Don't forget to check with your insurance company to see if belonging to the WINGS will get you lower insurance rates. That would be a good reward for being a pilot that is always learning.

The ARIZONA PILOTS ASSOCIATION is also involved in learning and safety. There is a safety seminar somewhere in the state each month. Check the website for locations, times, and subjects. As always, don't forget to "Bring Your Wingman."

Howard



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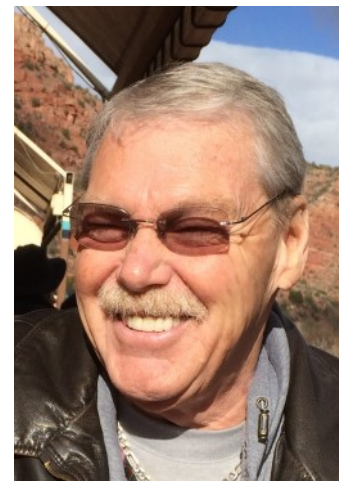



# GAARMS REPORT

## DECEMBER 2018

By Fred Gibbs

*(Season's Greetings From  
Your guy in Flagstaff)*



***Our safety record this year is proving to be a bad year.***

The year is still not over, and November has further added negatively to the accident count.

Officials confirmed a pilot and passenger died after their Zodiac 601 crashed into a Heber-Overgaard home Friday night. The crash occurred near the Mogollon Airpark on the Overgaard side of the joint, unincorporated communities located along the Mogollon Rim off State Route 260 shortly before 5 p.m. Official sources stated that the victims had recently purchased the single-engine Zodiac 601.



The Navajo County Sheriff's Office identified the victims; both were residents of Florida. They were traveling from California back to their home in Florida. It's not clear whether they were intending to land at the airport for the night or were taking off when the crash occurred. A resident in the area returned home and saw their house had been struck by the airplane and then saw the aircraft on the ground.

The crash remained under investigation Saturday. The Federal Aviation Administration and the National Transportation Safety Board were on the scene Saturday to process the plane crash and conduct the investigation into the circumstances of the crash. The Sheriff's Office Criminal Investigations was also on the scene assisting with the incident.

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**To date, the total count now stands at 8 fatal GA accidents and 17 fatalities, 12 pilots and 5 passengers.** As far as I could ascertain, none of the pilots involved in any of the crashes were APA members; 8 were Arizona-based pilots (*those pilots we are capable of reaching with our safety programs*), and none (*as far as I have been able to determine*) were registered or participated in the WINGS program.



**The irony of it all!** The 2018 NALL REPORT from AOPA states that the GA national rate is trending downward, but not nearly as fast as we would like. Unfortunately, this year the Arizona numbers are reflecting just the opposite, with a spike in accidents.

**2018 now has an accident rate almost 3 times the average fatal accident rate versus the last 3 years, and in fact, is on course to match the total number of accidents for the past three years!!!!**

Let's hope that the rest of 2018 remain accident free. Please fly safe!!

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All of the 2018 fatal accidents will be discussed at **GAARMS VIII** coming up in March of 2019, exact date and location TBD. Watch for an announcement in our newsletter and on [FAASAFETY.GOV](http://FAASAFETY.GOV), and we hope to see a lot of you there.

Stay tuned...

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

So, how safe is safe? How about four 9's? That is a 99.99% safety record, or said a different way, 1 fatality for every 10,000 pilots, or 2.6 fatalities for our pilot community of 26,000. But it is really about how you apply that! Certainly NOT monthly! That would result in 2.6 pilots being killed every month. The 99.99% rate has to be applied against a yearly time frame, which would give us only 2.6 fatalities for the entire year. So that should to be our goal for 2019 – A 99.99% year, a 1 in 10,000 safety record, only 2.6 pilots being killed. However, there is still a problem with that –

***Who wants to volunteer for those 2.6 positions???***

OUR SAFETY RECORD SO FAR THIS YEAR IS 99.95%. While a “WOW, a 99.95% safety record” may sound good to many people, it is, in fact, a terrible figure! We had 12 pilot fatalities; that is NOT acceptable and that needs to change. The real challenge is how to improve that number. Setting a goal is easy; achieving that goal is hard!

Ironically, about 50% of the 2018 fatal accidents occurred with pilots trying to maintain and/or improve that record. They were out practicing takeoffs and landings, working on maintaining their proficiency and improving safety!! Two were stall/spin Loss of Control accidents and two appears to be CFIT, but those categories were the end result, not the cause.

### ***Kudo's Section -***

Recently I called Prescott Flight Service with one of my students to teach her how to call and navigate the flight service automated telephone voice response system and to ascertain a preflight weather briefing. As usual, the phone was promptly answered. I prompted my student on how to provide the necessary information to the briefer in the most efficient manner, including the fact that she was a stu-





dent pilot just learning how to do this. The FSS Specialist immediately recognized me since I have an account and a login, plus several N numbers listed on my account. He answered the phone by addressing me by name and asked which aircraft I was flying. After sorting out that the call was on my phone, but an instructional call for a student, he shifted into trainer mode. He did an outstanding job of not only providing the weather information, but went out of his way to ensure my student understood the information he was providing, and took extra time to explain what it all meant. It

was, without a doubt, one of the best briefings I have heard in quite a while, and I took the time to call the facility manager to express that fact. The facility manager was quite pleased to get a real compliment; he usually only ever gets complaints, and thanked me for taking the time to pass that complement on. Even in real life, in today's world, we, as human beings, do not do that nearly enough...

Pilot Reports – PIREPs – are just like compliments. Take the time to pass on a PIREP on the weather conditions you encountered, or are encountering, along your route of flight. National Weather Service loves them, Flight Service loves them, and the pilot behind you on the same route might just love them too. Everyone thinks PIREPs are just for bad weather things, but NOT TRUE. For example:

- *A report of a smooth ride might just be the piece of information the National weather Service needs to preclude issuing or to cancel a AIRMET for possible turbulence;*
- *Two consecutive reports of light to moderate turbulence will be the piece of information the National weather Service needs to issue a AIRMET for possible turbulence;*
- *A report of light icing might just be the piece of information the National weather Service needs to issue an AIRMET for icing;*
- *A report of NO icing might just be the piece of information the National weather Service needs to preclude issuing or to cancel an AIRMET for icing;*
- *A tops report (and any icing information) on departure might just be the piece of information the pilot waiting for departure behind you needs to know to anticipate safely climbing thru the low cloud deck; and/or*
- *A report of wind shear/turbulence/speed fluctuations on approach to the airport might just be the piece of information the pilot behind you needs to know to anticipate safely flying the final approach into the airport.*

And if someone does give you a compliment or provides you a piece of information that helps you anticipate potential issues, a **“Thank You”**, according to Ms. Manners, is not only appropriate, it is the polite and right thing to do.

## So there I was... (part 2)

Like I said at the start of this story in last month's issue, it was a beautiful Sunday morning, clear as a bell, calm winds, and with a forecast to get even nicer. Like most Sunday mornings at most airports, it was a great day to go fly off somewhere with the gang for breakfast.

BUT it was **NOT** going to be the best of days; it was only minutes from becoming potentially the worst of days!

0900. 3-mile final straight in to runway 18 at Freeway, with an erratic surging engine, threatening to quit at any moment.

Kelly, my wife (and sometimes navigator) was just sitting there in the right seat, cool as a cucumber. Like Goldilocks, the three bears and the "just right" porridge, this approach had to be just right. Too high, and you run off the runway into the trees; too low and you have power lines 1 mile out on the final approach leg, Interstate 50 with lots of traffic maybe 100 feet from the end of



the runway, and no clear area if you land short. (Think Navy carrier landing with engine issues and NO go-around possible!!) The game was on and I had no choice but to play.

0902. Meanwhile, over at the College Park Airport, Billy-Bob had just gotten off the phone with Flight Service after getting an updated preflight briefing. He learned there was a NOTAM about to go into effect creating an aerobatic box over the bay that would cause him to delay his flight to breakfast. The Blue Angels were about to launch out of Andrews Air Force Base and go out over the Chesapeake Bay to practice their flight show routine for an upcoming event at the Naval Academy. The NOTAM would be in effect about the time he would get to the bay; thus he made the decision to delay his departure until the NOTAM was about to expire. He would just be late for breakfast, or early for lunch! He then attempted to call me to let me know the plan. Needless to say, I did NOT answer his call. I was a little busy at the time. He planned to depart by 0920, arriving at the Eastern shore at 0930'ish, and working Baltimore approach, cruise on across the Chesapeake Bay right after the Blue Angels were done and the aerobatic box NOTAM expired.

0903. The die had been cast, all the players were in place, and the day's events were about to play out...

At about the same time, Freeway airport received a phone call from a concerned citizen who just happened to live about 2 miles north of the Freeway airport about an airplane about to crash with a very bad sounding engine. The desk person calmly explained the aircraft was on approach to the airport and that everything was fine. He was confident. The front desk monitors the Unicom frequency, heard both me and Harry talking, and just knew we had it under control. (Don't ya just love an optimist!)

0904. The Speed Monster came gliding in over the power lines, over the interstate, and with a gentle slip, dropped in to runway 18 about 100 feet past the numbers with one of the best landings of

my life. Kelly was impressed. I was relieved! The audience on the deck outside the flight school office comprised every student on the premises, every flight instructor, the office folks and a local police officer who, as a student pilot, just happened to be there that morning enjoying the ambiance and a morning coffee. I think they all had score cards. I think I got all 9.8's or better, but I am not sure. I rolled out to the end, and, for whatever the reason, the Monster kept running and I was able to taxi all the way back, past the audience on the deck, to where the taxiway turned into the maintenance hangar. I could see people pointing to my airplane, as if they could see something; possibly see what was wrong with my airplane. Fortunately, no one came running out with fire extinguishers, so that was comforting. By then, I was pretty sure I knew what was wrong with the Monster, and I knew right where I was going to look. I shut down the engine, but left the master on and the electric fuel pump on, climbed out of the airplane and went right under the engine to the fuel strainer. YUP, there it was! Fuel was just pouring out of the fuel strainer, and I knew why. The previous week, working with the mechanics at the airport, we had pulled the fuel strainer, cleaned it, replaced the filter, and, after several frustrating tries, finally got it back together, exactly as before, or so we thought. A full power run up convinced us we had succeeded in getting it back together exactly as before. Today's flight had proven otherwise! The fuel strainer had been on the airplane since 1973. The filter is changed every annual, but after all those years, the metal bowl had taken a "set," that is, it was "warped" in place. It had to be positioned exactly as before or it would not seal correctly. It had taken us several tries to get it back exactly in the same correct position, but quite obvious by now, we had not! The "warped" bowl, now positioned incorrectly, cracked, failed, and fuel was pouring out of the fuel strainer. Why the Monster's engine did not quit remains a mystery, but the Monster and I have a pact: I take great care of him, and he takes great care of me. That pact has not been broken to this day!

1030. After enjoying a great breakfast at the Easton, MD airport restaurant, Billy-Bob and son departed back to College Park. Failing to re-check with Flight Service, Billy-bob was about to start his odyssey for the day...

1045. Cruising over the Chesapeake Bay at 4500 feet, enjoying the spectacular view, Billy-Bob was suddenly startled by a passing jet, perpendicular to his route of flight, with a smoke trail! He immediately recognized it as an F-18, in the beautiful Blue Angel's paint scheme. "Yikes", he thought, "Are they out here again?" He was correct in his assessment. Lo and behold, there was another NOTAM out for the aerobatic box. The Angel's had returned and he was about to bust into their box! He immediately made a steep 180 and got the heck out of there, called Baltimore Approach for flight following, dropped down to 3000 feet as advised, and flew on back to College Park under the box. "Whew", he said, "That was close"! No harm, no foul!



Monday morning 0700. Billy-Bob's world comes crashing down! On his way into work, listening to the morning news, he hears that a general aviation airplane had interrupted the Blue Angels



training session Sunday morning by penetrating their aerobatic box out over the Chesapeake Bay. "OMG," thought Billy-Bob, "How am I ever going to explain this to my boss? I will be humiliated! I will be fired! I'll be on CNN!" Well, to the average person, your boss would probably say "So what?" Well sure, but if your boss just happens to be the FAA administrator, well, YES, he cares!!!! You see, both of us worked for the FAA at the time, in, well, let's just say fairly high level positions. Billy-Bob rushed into his office, grabbed up the morning collection of the previous day's accidents, incidents and other things of interest, *like pilot deviations*, and went searching for his N number. "Hmmm, not there," he sees, somewhat relieved, but goes digging deeper. "Whew, there it is," he found it. "OMG – It's a different N number!" Ironically, not 5 minutes after his encounter, another aircraft, another C172, but definitely not Billy-Bob's, did the same thing, but instead of making a 180 out of the box, totally oblivious to the jets flying around him, continued right through the box totally interrupting the training exercise and forcing the Blue Angels to scatter!

Billy-Bob's heart attack was avoided, his career saved, his humiliation averted, and his reputation intact. He slumped into his chair and called me to tell me what happened. We swapped stories, and he was shaken by my little adventure. We had survived a Sunday to be remembered, a day when fate gave both of us a moment in time to realize our good fortunes. While aviation can be unforgiving for a mistake, sometimes Fate gives us reasons to love aviation.

Monday 1000. Brand new fuel strainer ordered from the Bellanca factory, and lesson learned about old fuel strainers (and other parts). If it doesn't fit back together right the first time, look closely, and just maybe new parts are needed.

And here we are, some 20 years and 1000 hours of Super Viking time later, and the Monster still has never let me down...

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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



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## **VMC Club Meeting**

**Mastering the Art of Aviation**

**Tuesday, January 8th, 2019, starting at 6:30 pm**

**CHD Terminal Meeting Room**



*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!!!***

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



## APA Website

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[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.

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Email Stefanie at:

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

## Newsletter Contributors

Article Deadline

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

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

Contact the newsletter editor, Cathy Paradee:

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

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



Stefanie Spencer— Webmaster



*New pilots welcomed!*



*Writers welcomed!*





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