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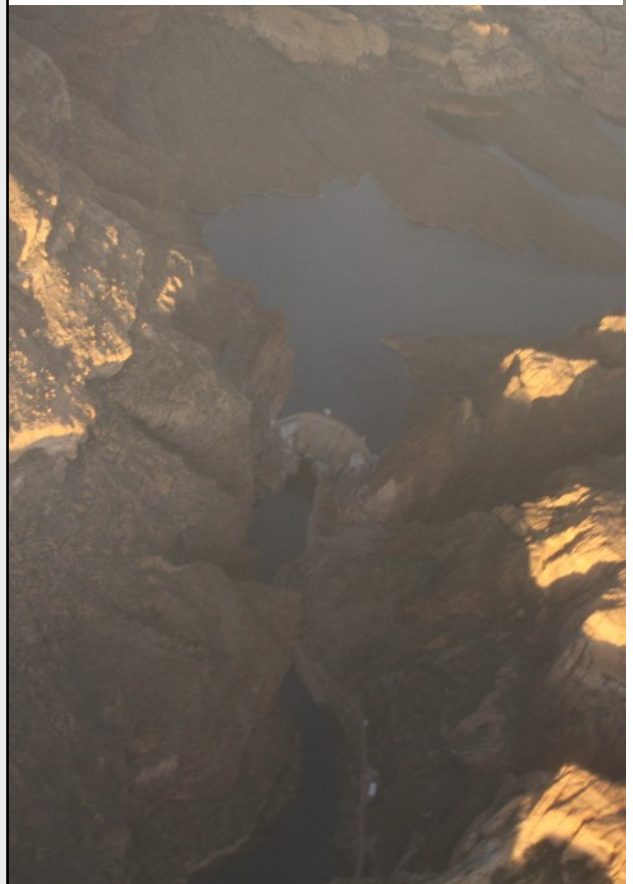
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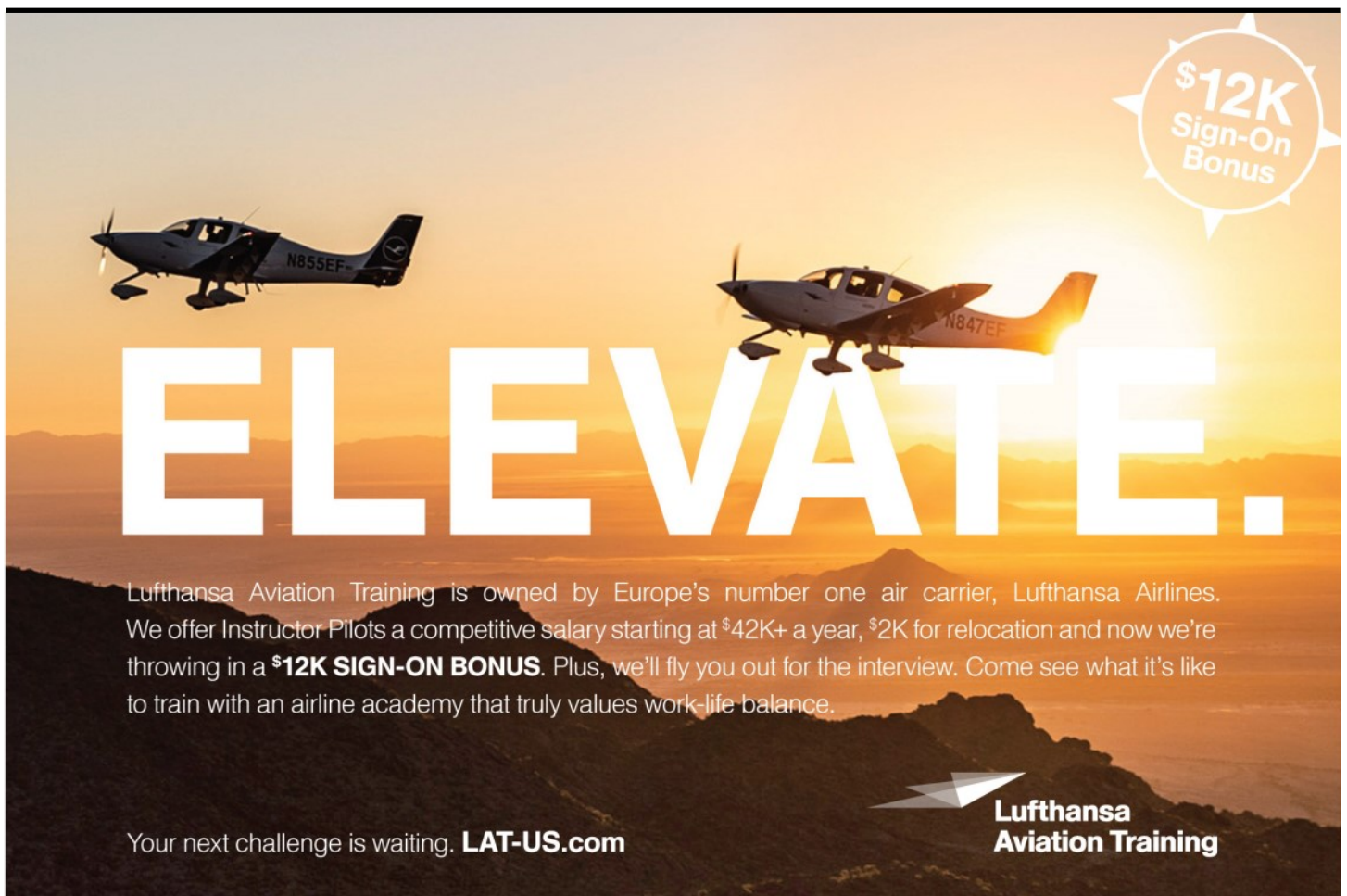
# President's Report

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Greetings,

Looking back on Copperstate 2019 and the Buckeye Air Fair, held in parallel, I'm excited about the state of General Aviation and where we're headed. The buzz and excitement of the tens of thousands who visited Copperstate seemed to share my feelings. Our APA booth was packed from start to finish, three full days. Even the unseasonably chilly weather didn't slow the crowds. Hundreds of people stopped by to chat, learn about the APA, join the APA, and share their experiences and ideas. The rest of the hangar was packed with avionics vendors, schools, and suppliers who shared that same enthusiasm and packed booths. Outside the hangar, dozens of new aircraft vendors, light-sport displays, and grassroots manufacturers populated the grounds. The afternoon skies were filled with incredible airshow performers to include the one and only Yak-110. If you haven't seen this wild aircraft, you truly missed out.

The combination of aircraft, radial engines, and a jet make for one of the most amazing airshow performances in history. For close to a decade, GA seemed to be in a slump. With increasing regula-

The background of the advertisement is a scenic landscape at sunset or sunrise, with silhouettes of mountains and two small propeller aircraft flying in the sky. The aircraft on the left has the registration N85SEF and the aircraft on the right has N847EF. A large, bold, white word "ELEVATE." is centered across the middle of the image. In the top right corner, there is a circular badge with a starburst effect containing the text "\$12K Sign-On Bonus". At the bottom left, there is a line of text: "Your next challenge is waiting. LAT-US.com". At the bottom right, there is a logo for "Lufthansa Aviation Training" featuring a stylized white arrow pointing right.

**\$12K Sign-On Bonus**

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Lufthansa Aviation Training is owned by Europe's number one air carrier, Lufthansa Airlines. We offer Instructor Pilots a competitive salary starting at \$42K+ a year, \$2K for relocation and now we're throwing in a **\$12K SIGN-ON BONUS**. Plus, we'll fly you out for the interview. Come see what it's like to train with an airline academy that truly values work-life balance.

Your next challenge is waiting. **LAT-US.com**

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tions, increasing costs, pilot population aging, etc. There didn't seem to be any hope for recovery. Copperstate highlighted the hope we have. BasicMed, an FAA funding bill finally in place, "affordable" avionics, and exciting aircraft are breathing life back into GA. Events such as Copperstate help to fuel this hope. What a great time to be in aviation, and rumors are that the event will be even better next year! Your APA will continue to be the voice of GA in Arizona, and we're excited about what we can all accomplish together! Check our calendar for upcoming events – I hope to see you there!

Blue Skies,

Brian



*The One and Only Yak-110*



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

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

# Executive Director's Report

Jim Timm — March 2019

I would like to think that we are out of the bad winter weather and we will be having some good flying weather for a while. The white mountains around us are something to behold, but the white airports with snow covered runways are another. Check NOTAMS and fly carefully.

It's that time of the year that the state legislature is in session and our legislators are working on new laws and on the budget for the next year. In past years some of these budgets have resulted in the State Aviation Fund being swept into the State General Fund to come up with a balanced budget. Well, this year things are a bit different. Finances are a lot better, and as a result, two bills have been introduced in the House of Representative that were a bit of a shocker to me. They are HB2455 and HB2456 and were passed by the Transportation Committee. HB2455 is designed to keep the Arizona Aviation Fund from being swept to the State General Fund, and HB 2456, as amended, provides for the transfer of \$10,000,000 from Arizona's General Fund to the Aviation Fund, to assist local communities in maintaining and improving airports that are critical to Arizona's access to the national airspace system. These bills have been through first and second readings and will be considered by the full House soon. Budget debates are around the corner in both the House and the Senate, and support for these measures is very critical to all of Arizona's aviation-related businesses. We would like you to please review these bills on [AZLEG.GOV](http://AZLEG.GOV) and send in your support of these bills, and if you know any of the legislators, contact them, and ask them for their support also.

In past years significant amounts have been swept from the Aviation Fund, and it's time to restore the Aviation Fund so we can maintain the infrastructure we have and introduce safety enhancements necessary to meet the needs of the aviation community.

## MISCELLANEOUS ITEMS

News is a bit in short supply because the quarterly meeting of the Phoenix Airspace Users Working Group (PAUWG) was canceled this month due to the Government Shutdown. The next meeting will be in May.

There is a new, updated Grand Canyon Aeronautical chart that was effective February 28, 2019, and the chart is being scheduled for updating on a six-month interval. The last chart was issued in 2001 and was sporadically updated only when air traffic control requested a change.

How about that, it's been a month and we haven't







seen a GPS Interference testing notice. I don't know if it is a result of the government shut down or if the testing has finally been wrapped up. I hope it's the latter. I guess we shall see.

Once again, we want to remind you that many airports around the entire state, and most airports in the Phoenix area, are either planning or starting construction projects. So, as we keep telling you, always check for NOTAMS at your destination airport, and always fly informed. Besides, with the winter weather we recently had, a number of airports in the northern parts of the state were closed because of snow

on the runways. Now that they have gotten cleared, use extra caution when taxiing around the parking areas, especially if you have a low wing airplane. All this snow in some cases, has gotten piled up a bit, so watch your wing tips and keep track of where they are with respect to the snow banks piled along the edges of the paved areas.

Aviation safety has gotten off on a questionable start with a report of five accidents recognized by the NTSB so far this year. Fortunately, most were relative minor in nature, and only a couple of people were hurt, and there were no fatalities; that is good news. See my March Aviation Accident Summary for the available details. Unfortunately, with the current situation, it may be a while before we get a final year end look at what happened last year.

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. Falcon Field (FFZ) is entering the final stage of their master plan update program and will wrap up shortly. Page Municipal Airport (PGA), Lake Havasu City Municipal Airport (HII), Superior Municipal Airport (E81), Sedona Airport (SEZ), Flagstaff (FLG), and Grand Canyon Airport (GCN) airports are currently in their Master Plan update process.

## THINGS TO DO - PLACES TO FLY 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. Check the calendar for the next fly-in date. (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 weekend of each month through May.

- 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

AS A SIDE NOTE: We got this invitation at the recent Copperstate Fly In. If you have a fast airplane, and looking for a place to go, there is an EAA Chapter Free Pancake Breakfast from 8:00 to 10:30 am at Calvada Airpark (74P) on April 6, 2019. Fuel; \$3.81/Gal. 100LL They have an extensive menu, and it should be good. (Calvada (74P) is located 40nm west of Las Vegas near Pahrump, NV.)

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

Jim



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

**We make an effort to:**

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

**CHECK US OUT!  
AFTW.ORG**

**On our website you can find:**

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



# March Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of the aviation accidents that have occurred in Arizona from start of this year through late February. APA will use this detailed accident information to develop safety programs, briefings, and posters/flyers that would help pilots learn from the mistakes being made by others and take the action necessary to prevent them from having similar accidents.

It would appear that we may still be attempting to recover from the government shutdown, but the following is a listing of the accidents reported by the NTSB from the first of the year to the present. There are also two accidents that occurred last year, but the reports were just released in the previous reporting period, and they are included here.

It's a bit disturbing that there were no accidents reported by the NTSB during the entire month of December 2018. However, there was one December accident that was reported by the Aviation Safety Network that is also included on the end of this report that will probably have an NTSB report issued.

A final report of last year is still on hold for the release of information on a number of accidents that had occurred late in the year.

## THE FOLLOWING ACCIDENTS OCCURRED AND WERE REPORTED BY THE NTSB IN THE PAST REPORTING PERIOD

Accident Date: **January 3, 2019**

Report Dated: 2/12 Factual Report

Title 14 CFR Part 91

Location: Prescott

Aircraft Type: Zlin Savage (Experimental Super-cub Clone)

Injuries: 1 Uninjured

### LOSS OF CONTROL LANDING

The pilot of the tailwheel-equipped airplane reported that, while practicing stop and go landings, the airplane touched down and immediately veered to the right. The pilot attempted to correct with opposite rudder, however the airplane ground looped to the right and exited the right side of the runway. During the ground-loop the left wing struck the ground. The airplane subsequently nosed over and came to rest inverted.

The airplane sustained substantial damage to the left wing lift strut and wing.

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

At the time of the accident the airplane was land-

ing runway 21R with the wind direction heading of 070 at 4 knots.

Accident Date: **January 5, 2019**

Report Dated: 2/12 Factual Report

Title 14 CFR Part 91

Location: Casa Grande

Aircraft Type: Luscombe 8A

Injuries: 1 Serious, 1 Uninjured

### LOSS OF CONTROL LANDING

The pilot of the tailwheel-equipped airplane reported that, during landing, as soon as the main landing gear touched down, the airplane yawed to the left. He tried to correct with right rudder and applied full power for a go-around. During the go-around, the airplane seemed to continue to yaw to the left, correcting with full right rudder. The airplane continued to drift left, aerodynamically stalled, and subsequently, collided with the ground.

The airplane sustained substantial damage to the wings, fuselage and empennage.

The pilot reported that there were no pre-impact mechanical failures or malfunctions with the air-



plane that would have precluded normal operation.

Accident Date: **January 11, 2019**

Report Dated: 2/4 Preliminary Report

Title 14 CFR Part 137 Agricultural

Location: Yuma

Aircraft Type: Bell 206 JetRanger

Injuries: 1 Serious

### **COLLISION WITH OVERHEAD WIRE**

On January 11, 2019, about 2100 MST, a Bell 206B helicopter collided with a transmission wire near Yuma. The commercial pilot was seriously injured. The helicopter's fuselage was substantially damaged. The helicopter was operated as an aerial application flight. Visual meteorological conditions prevailed at the time of the accident and no flight plan was filed for the local flight that originated from Somerton, Arizona, at about 1800.

The operator reported that the pilot had been spraying fields for about 2 hours. The pilot was advised of wires in a field he was about to spray, and before loading, he flew to the field to look for them. As he was flying north over the field, the helicopter collided with the east/west running wires that were about 30 ft above the ground. The wire wrapped around the mast, and the helicopter subsequently collided with the ground coming to rest inverted.

The pilot reported that he never saw the wires, and that there were no mechanical anomalies with the helicopter that would have precluded normal operation. The operator reported that this accident could possibly have been prevented if the field had been looked at during the daylight.

Accident Date: **January 19, 2019**

Report Dated: 2/12 Preliminary Report

Title 14 CFR Part 91

Location: Roll

Aircraft Type: Hill Group LLC CCX-2000 (Carbon Cub Experimental)

Injuries: 1 Uninjured

### **INFLIGHT LOSS OF POWER**

On January 19, 2019, about 1400 MST, an experimental amateur built Hill Group LLC, CCX-2000 airplane was substantially damaged during an off-airport landing following a loss of engine power near Roll, Arizona. The airline transport pilot was not injured. The airplane was owned and operated by the pilot. Visual meteorological conditions prevailed, and no flight plan was filed for the personal flight. The cross-country flight originated from Yuma about 30 minutes prior, with an intended destination of Chandler.

The pilot reported that during cruise flight at an altitude of about 1,000 ft above ground level, the engine began to run rough. He reduced engine power, increased the mixture, and engaged the emergency fuel pump and backup ignition, which yielded no change in the engine performance. Shortly after, the engine began to vibrate and subsequently lost all power. The pilot initiated an off-airport landing to a nearby clearing in the open desert. During the landing roll, the airplane struck a ditch and nosed over.

Examination of the airplane by the pilot revealed that the airplane sustained structural damage to the left wing.

Accident Date: **February 8, 2019**

Report Dated: 2/20 Unreleased Preliminary Report

Title 14 CFR Part 91

Location: Page

Aircraft Type: Kitfox IV Speedster

**No other information released at this time.**

**THE FOLLOWING TWO REPORTS ARE FOR ACCIDENTS REPORTED EARLIER THAT FINALLY HAD THEIR DETAILED REPORTS ISSUED IN THE PAST REPORTING PERIOD.**

Accident Date: **November 3, 2018**

Report Dated: 2/11 Preliminary Report

Title 14 CFR Part 91

Location: Red Creek

Aircraft Type: Aviat A1

Injuries: 2 Uninjured

### **LOSS OF CONTROL LANDING**

The pilot of the tailwheel-equipped airplane reported that, during landing on a backcountry dirt airstrip in calm wind, the airplane decelerated, but the tail would not come down. He thought it might have been due to slightly hard braking, so he released the brakes, and the airplane nosed over. The airplane sustained substantial damage to the left wing.

The Arizona Pilot's Association and The Recreational Aviation Foundation created a pamphlet about this airport. It stated multiple hazards, including varying surface conditions, hard and soft areas. It also stated to use "at your own risk" and "injury and loss of aircraft are possible."

Accident Date: **November 17, 2018**

Report Dated: 1/31 Preliminary Report

Title 14 CFR Part 91

Location: Lake Pleasant

Aircraft Type: Scottish Aviation Bulldog, Series 100, MDL 101

Injuries: 2 Minor Injuries

### **INFLIGHT LOSS OF POWER**

On November 17, 2018 at 1300 MST, an experimental Scottish Aviation Series 100 MDL 101 experienced a loss of engine power and the pilot initiated a forced landing on the lake near Lake Pleasant, Arizona. The private pilot and passenger received minor injuries, and the airplane sustained substantial damage. The airplane was registered to and operated by the pilot as a personal flight. Visual meteorological conditions prevailed for the local area flight around the time of the accident, and no flight plan had been filed. The flight departed the Phoenix Deer Valley Airport (DVT), Phoenix, Arizona, at an unknown time.

The pilot reported that after accomplishing a pre-flight check, which included checking the oil and sumping the fuel, he then fueled the airplane before taxiing to the run-up area. After the run-up check was completed, the flight departed to the north toward Lake Pleasant for sightseeing. The pilot stated that while over the lake about 700 ft above water level, the engine started to shake and subsequently lost power. The pilot performed a restart that included turning the auxilia-

ry fuel pump on and dove the airplane toward the water in hope of assisting in the engine restart. The engine started but was producing about 50% power. A glider port was just south of the lake that the pilot thought that he might be able to make, however, the engine again lost power when he placed the airplane in a climb attitude. The pilot subsequently initiated a landing on the lake. After touch down, the airplane sank.

Witnesses from different locations reported seeing a low-flying airplane in the area. One witness at a boat ramp saw the airplane traveling in a westerly direction about 40 ft above the water. He did not hear any unusual noises emanating from the engine. Another witness, traveling in his jet boat reported that the airplane crashed about 20 ft in front of him. The witness stated that the passenger was able to get out of the airplane quickly, but the pilot had a more difficult time getting out of the airplane. An additional witness reported that the airplane came over the hills at a low altitude and made a sweeping right turn toward the north. It then gained altitude, where the witness lost sight of it as it disappeared into a canyon. The witness stated that the engine sounded normal, but that the airplane was flying erratically.

According to the pilot, the engine was rebuilt about 2 years ago and had about 100-150 hours in service. The mixture was approximately one-half inch lean and the auxiliary pump was in the ON position as he was flying low.

### **THE FOLLOWING ACCIDENT OCCURRED IN DECEMBER 2018 AND HAS NOT YET BEEN REPORTED BY THE NTSB. INFORMATION IS FROM THE AVIATION SAFETY NETWORK**

Accident Date: **December 19, 2018**

Aviation Safety Network Report & Local Media

Title 14 CFR Part 91

Location: Sedona

Aircraft Type: Beechcraft A36

Injuries: 3 Uninjured

### **RUNWAY OVERRUN LANDING**

The airplane took off, and a door or hatch came



open, and the pilot returned to land. The airplane landed downhill and ran off the end of the runway.



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## A Few Words About Safety

Denny Granquist

“

*“Safety is a way of life, not something you practice only when flying.”*

*“One peak is worth a thousand cross checks.”*

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GAJSC



General Aviation  
Joint Steering Committee

## Mountain Flying

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

**Outreach Month: March 2019**



### **Topic: Mountain Flying (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:**

Flying in mountainous areas is challenging, not only because operational altitudes and winds are higher, but also because weather reporting and off airport landing opportunities are fewer than in other flight environments. Thus, while there are fewer accidents in mountainous areas than in the flat lands, mountain flying accidents are more likely to result in fatalities.

Obviously experience in the mountain environment and knowledge of best mountain flying practices improves flight safety. Environment- specific training and recent experience are essential to success.

### **Teaching Points:**

- Mountain flying training from qualified, experienced instructors is essential before attempting flight in mountain environments.
- Training in one mountain environment does not guarantee success in a different environment. Pilots are well advised to seek training and advice from local mountain flying experts.
- Weather conditions can change rapidly in the mountains and escape opportunities are not as plentiful as they are in the flat lands.
- The Mountain Flying Power Point – provided by the Colorado Pilots' Association – acquaints pilots with the challenges of mountain flying and offers suggestions for training and additional information. **It in no way prepares inexperienced pilots for flying in mountainous environments.**



### **References:**

- *Mountain Flying Power Point*
- [Pilot's Handbook of Aeronautical Knowledge \(FAA-H-8083-25A\) – Chapter 10 - Aircraft Performance.](#)
- [Aeronautical Information Manual Chapter 7- Safety of Flight, Section 5 – Potential Flight Hazards, 7-5-6 - Mountain Flying](#)

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





# Spring 2019 Backcountry

By Mark Spencer

For all you backcountry adventurers, we've lined up a few weekend fly ins this fall where we can catch up with each other and enjoy the backcountry!

We made  
such great

strides over the last few years re-opening our backcountry to aviation, and had lots of fun and friendship in the process! Each of these airstrips also needs a little TLC to keep them in safe condition for all, and with a little effort from all, this TLC is made light work! We'll also be introducing a new airstrip this fall, an opportunity to spend a few days at one of the finest dude ranches in AZ, south of Alpine.



## April 5-7:

Last year's **Spring Camp Out at Payson (KPAN)** was one of the best we've seen, and we expect similar results this year. Plan on a great potluck dinner Saturday evening around the beautiful covered ramada, the result of an Eagle Scout project executed by then a very young James Nebrig, who now continuing in his steps towards an aviation career, joins local Paul Pitkin, in planning and handling logistics for this annual event. Plan on arriving Friday or Saturday morning, and enjoy lunch by



the APA, for a small donation. Remember, the Payson airport has bathroom, and hot showers, and we'll reserve the airport courtesy car for those wishing to stay in nearby motels. Payson is the perfect balance for both on site tent camping, and those who prefer nearby hotel comforts. PLEASE RSVP by texting your tail number, aircraft type and number of people in your party to (928) 273-0042 ASAP! If you don't text, please email your RSVP to [james.nebrig@hotmail.com](mailto:james.nebrig@hotmail.com)

## April 26-28:

**Pleasant Valley, Young (24AZ)** - Come enjoy camping the pine country with a BBQ Lunch on Saturday, put on by your APA. Bring your favorite Dutch Oven and recipe for dinner on Saturday night! Backup dates are May 3,4,5th. We've got the old Payson airport wind sock pole to get installed here, we'll see if we can get the slab installed in advance of this weekend.





**May 24-26:**  
**Double Circle Ranch (AZ66)** - It's time to gather at the old Double Circle Ranch again! This place is simply incredible. Join us for three days of camping and Saturday night Potluck dinner in the old lodge! We'll be doing basic runway work, brush clearing, as well as log preservation on the lodge.

Of course don't forget our monthly fly in camp and lunch on the third Saturday of each month at Grapevine (AZ88). *We need volunteers to host a couple of these Saturdays.* It's a lot of fun and satisfaction seeing the smiles of fellow aviators! **Contact [Mike Andresen](#) to sign up.**

**Grapevine dates this year:**

**Mar 15 - 17**

**Apr 19 - 21**

**May 17- 19**



# ARIZONA PILOTS ASSOCIATION ANNUAL MEETING

**Saturday May 18, 2019 @ 10:00 am**

**Casino Arizona, East 101 at E. Mc Kellips Road**



Please join the APA executive board as we recap our great year and stick around to learn what's in store next!

We have a fantastic speaker to top off our meeting,  
details coming soon!

**\$20 per person**

Lunch in the Eagle Buffet will be offered after our meeting.

And anyone feeling lucky, is invited to stay and play the slots!

Merchandise and Memberships will be available!





# Featured

## Buckeye Air Fair & Copperstate 2019

**By Stefanie Spencer**

The annual Copperstate Fly-In, now in conjunction with the Buckeye Air Fair, was a great success! It drew tens of thousands of people and airplanes from all over the country to see the airshow and the many displays. The APA was there to share what we have accomplished in the last year, along with one of our scholarship winners, Theresa Olivares, who was promoting a career in aviation to the hundreds of school age kids that came through. I appreciate all of the volunteers that make this event possible, which gives us an opportunity to share our story to promote, protect, and preserve general aviation in Arizona!



***Thank you to Rachel Houghton for the photos!***

**Rachel Houghton, Photographer ~ [rachel@sonora.blue](mailto:rachel@sonora.blue) ~ <https://chasethebluedot.com/>**

## 2019 AWARD WINNERS

Congratulations to our 2019 COPPERSTATE Aircraft Award winners.



### **Grand Champion**

#### **Aircraft and 1<sup>st</sup> Place**

**Custom Composite** went to Allen Floyd of Erie, Colorado for his Long EZ (N82EZ).



### **Reserve Grand Champion Aircraft,**

#### **Best Cessna and 1<sup>st</sup> Place Classic**

**Aircraft** were awarded to Carl Geisert of Chandler, Arizona for his Cessna 180 (N1564C).

**Contemporary Aircraft 1<sup>st</sup> Place** went to Glynn Dennis of Carmel Valley, California for his Cessna 172 (N6465E).



**Best Piper** went to Carl Brandenburg of Goodyear, Arizona for his 1968 Piper PA-28-140.

**Best Custom Tube and Fabric** went to Robert Opperman of Peoria, Arizona for his 2013 Challenger (N181DL).



**Best Custom Rotorcraft** was awarded to Mark Loertscher of St. George, Utah for his Cavalon (N502TT).

Jim Norman of Laguna Niguel, California won **Classic Aircraft 2<sup>nd</sup> Place** with his Cessna 170 (N2390D).

Jack Lawless of Tucson, Arizona took **Contemporary Aircraft 2<sup>nd</sup> Place** with his Alon A2 (N6373V).

John Todhunter of Hemet, California won **Best Custom Wood** with his GY-20 MiniCab (N951JT).



**Custom Metal 1<sup>st</sup> Place** went to Richard Hansen of Winchester, California for his RV-10 (N52RK).



**Best Light Sport** went to Larry Jansick of Phoenix, Arizona for his Rans S-6S Coyote II (N222AZ).

Bruce Hill of Ramona, California took **Custom Metal 2<sup>nd</sup> Place** with his RV-9A (N5771H).

**Congratulations and a hearty Thank You to all who participated!**

*View all the above on the COPPERSTATE website  
<https://www.copperstate.org/award-winners/>*



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# [www.ArizonaHomeAndHangar.com](http://www.ArizonaHomeAndHangar.com)

*All information to be verified at time of purchase*



# Payson—A Backcountry Fly-In That EVERY Airplane Can Make!

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**By James Nebrig**

Many fellow Arizona aviators look at the impressive array of backcountry fly-ins that the Arizona Pilots Association and the Recreational Aviation Foundation with envy. While these fly-ins sure look like a lot of fun, the sad reality is that with low wings and a low-slung prop, many of our airplanes could never be confused for backcountry machines. Most of the great air camping adventures tend to be reserved for those folks with taildragging, short/rough field airplanes.



For those Arizona pilots who are in the same boat as us (you know who you are – your Cherokee, Bonanza, or RV-6 just doesn't have balloon tires or a STOL kit), don't despair! Arizona aviators are fortunate to have one of the absolute best air camping facilities in the country just sixty miles or so northeast of Phoenix as the crow flies up in Payson, Arizona. Best of all...this campground is right in the middle of a modern municipal airport, nestled in the trees at Payson Regional Airport (KPAN). Payson features a 5,500' x 75' paved and lighted runway with plenty of paved parking right next to the campground as well. Come with room in the fuel tanks, as Payson features some of the cheapest 100LL prices in the state.





Our annual AYA/APA/RAF Payson Fly-In and Air Camping Weekend will be held on April 5-7. Throw your tent and sleeping bag in the plane and join us for lunch, (APA to provide for any donation), and a "Dutch oven" potluck dinner and overnight stay at the campground. You camp just a few yards from your airplane, with nearby bathrooms and hot showers! After the potluck dinner, we'll enjoy the sounds of our favorite around-the-campfire musician, Barry Dillie, who will be playing his guitar and providing the evening's entertainment.

Please plan to participate in Saturday night's tradition of Dutch oven cooking, and plan a side dish as well. You'll be impressed with other's recipes for sure as you try out some of the best camp cooking in the country! Don't know how to cook? No problem, as Payson is also the home of one of the best airport restaurants in the country, Crosswinds Café.



For those who have never been air camping at Payson (or even air camping at all!), you couldn't find a better place to "go back country" for the first time. Payson Airport Campground features individual campsites right next to the paved aircraft ramp, fire rings with free firewood, grills, running water, real bathrooms (you know...the kind that have sinks and flushing toilets), as well as HOT showers! Sure, you can tell all your friends that you were "roughing it," but only you and your fellow air campers will know the true story. The campground has the best views of the spectacular Mogollon Rim in the state!

If you want to stay overnight, but your idea of "roughing it" is a motel, then come up anyway as we've reserved the courtesy car for the group, so we can shuttle people back and forth to the airport.



Children are ALWAYS welcome at our fly-ins. The kids have plenty of room to roam at KPAN, and we always stock up on marshmallows, graham crackers, and Hershey bars for the kids to enjoy s'mores by the campfire. So, load the kids and grandkids up in your plane and bring them along! The cost of the weekend - nothing but your gas and food. The memories that you will make with them – PRICELESS!

So, fellow Arizona Aviators...it is time to pull the plane out of the hangar and set a course for Payson the first weekend in April to join your fellow APA'ers for some fun and fellowship around the campfire.

We would like to ask you to RSVP, just so we can make sure to have enough food for lunch, etc. Please text your name, number of people attending and your aircraft type to (928) 273-0042.

For further information, you can e-mail James Nebrig at [james.nebrig@hotmail.com](mailto:james.nebrig@hotmail.com)

We look forward to seeing you there!

James



### **VMC Club Meeting**

**Mastering the Art of Aviation**

**Tuesday, April 2nd, 2019, starting at 6:30 pm**

**Chandler Municipal Airport Terminal Building Meeting Room 2380**

***Lufthansa is looking for instructors in Goodyear, AZ!***

**ELEVATE.**

Fly above the rest.

**Lufthansa  
Aviation Training**

**APPLY**

**\$12K  
Sign-On  
Bonus**



# Tour of the Orbis Flying Eye Hospital

By Stefanie Spencer

We had the pleasure of experiencing a tour of this amazing MD-10 airplane, a converted DC-10, in February. A big thanks to everyone in Goodyear working and volunteering to show and spread the word of this non-profit organization that is fighting to end avoidable blindness around the world. Here is a little more about Orbis:



“The Orbis Flying Eye Hospital is unlike any plane you’ve seen before. A state-of-the-art teaching facility complete with operating room, classroom and recovery room - this amazing aircraft has been an example of the marriage between medicine and aviation since 1982.

Equal parts teacher, advocate and envoy in the global effort to end avoidable blindness, our state-of-the-art flying teaching hospital allows our world leading volunteers to travel the world shar-

ing knowledge and developing skills with the communities that need it most.

The Flying Eye Hospital is invited to help train local eye care teams by officials in every country it lands.

Not only does it provide a space to train doctors, nurses and medical technicians, but it opens the doors of prime ministers, presidents and ministries of health so that we can make the case for investing in eye health for all. Our amazing staff and volunteers can then work in partnership with local hospitals to understand skills shortages, and work where the need is greatest.



This level of access has allowed Orbis to help change health policies for the better, reach doctors in need of training, improve the lives of those lacking access to care, and not least of all, develop lasting bonds with people around the globe to ensure a long-term impact.” (For more info and to donate online: <https://www.orbis.org/en/what-we-do/flying-eye-hospital>)

Stefanie





# ~ Scholarship Corner ~

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## Scholarship Winner: Michael Daniels

by Andrew Vogeney

We need about 6 pilots who own planes about the size of a Cessna 182. If all six owners (renters too!) skip filling up their tanks *just once this month\** and donate that money to our scholarship program, we'll be able to help one more young aviator achieve his or her dreams.

***One young aviator, like Michael Daniels, who wants to own a plane one day just like you do:***

"Thank you and the APA Scholarship Committee for selecting me to receive a scholarship. I can't tell you how grateful and honored I am to have been selected. I've always found aviation very fascinating and knew quickly it would be something I wanted to do for the rest of my life. This past summer I had the opportunity to spend a week at a UND flight camp which reinforced my desire. I aspire to someday to be a commercial pilot and own my own plane. One day I hope to inspire others to join the aviation community."

Michael is working hard in school – and doing well. He'll eventually become a CFI as he works his way up to the airlines. For now, he's been admiring the work of the APA – promoting GA and maintaining the backcountry, which he looks forward to exploring. Perhaps his interest in the backcountry relates to his work as an Eagle Scout, where he completed a difficult project helping a habitat way out in the Rim country. He took on a leadership position within the Scouts at only 16 years old and earned the admiration of his Scout Master and peers.

Help us reach our goal of helping even more students in 2019! [Donate today](#). Big or small, your generosity makes this program possible – and we thank you!

*\*PS – If you have the means to help our scholarship program AND fill your tanks, by all means please do both! And consider taking a kid flying with you. Help inspire the next generation of pilots!*

Andrew



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# MEMBERS' PHOTO CORNER

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*Thank you to Nic Cherches 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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## Spring is Just Around the Corner

**By Howard Deevers**

Winter in Arizona was in full swing in the month of February. On Saturday the 23<sup>rd</sup>, the mountains around Tucson were white capped. That made front page news in the local newspaper on Sunday. February 2<sup>nd</sup> is Ground Hog Day. The original Ground Hog weather forecaster; Punxsutawney Phil, did not see his shadow, and predicted an early spring. Punxsutawney is a small farming community in central Pennsylvania. Once a year on February 2, the Ground Hog makes a prediction of either 6 more weeks of winter, or that spring is just around the corner.

Ever wonder why February 2 is Ground Hog Day? And how did this tradition get started in the first place? To answer question #1, take a

look at your calendars. The first day of winter begins on December 20, and the first day of spring is March 20. That puts February 2 just about right in the middle between those two dates.

But how did this get started in the first place? I'm not so sure of that. I have visited Punxsutawney several times, passing through on my way to other locations in Pennsylvania. It is a nice place to stop for a cup of coffee. About 6,000 people live in the community, and it does have an airport. Many of the central Pennsylvania communities do have airports. Not large airports, but enough to support the communities and the farms nearby.

Maybe the most important organization in the community is the Ground Hog Club. The folklore surrounding Ground Hog Day is huge. Apparently this started in the late 1800s, around 1887. While sipping my coffee and looking around the town, I wondered how this all came about. I can just see a small group of local farmers, also having coffee in the middle of winter, and talking about how to put this town on the map. Farmers work hard all summer, but have little to do when the ground is frozen in the winter. The Ground Hog hibernates in the winter, so it would be pretty rare to see one out on February 2. One thing leads to another, and soon you have a local folk lore that has gone on for over 100 years.







What does this have to do with aviation? Well, for one thing it is a reminder that winter is NOT over with, and that we need to be careful to avoid the affects of winter on our airplanes and our flying skills. Don't fly in icing conditions. If you have ever been in icing conditions, you won't want to do it again! Even here in Arizona, icing is a big concern. Maybe not as big as in the upper mid-west, but still something we need to know about.

Get a good weather briefing before any flight, and plan for an out if needed. In northern Arizona, like Flagstaff and the Grand Canyon area, spring may still be a few more weeks away. In southern Arizona, perhaps, we will have an "early spring" as predicted by our furry friend in Central Pennsylvania, but don't count on it. Check that weather before you go.

Winter might be a good time to look for a safety seminar sponsored by your Arizona Pilots Association and the FAASTeam. You will find a seminar somewhere in the State each month. They are free, and you can earn WINGS credit by attending. And, don't forget to "Bring Your Wingman!"

Howard



***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!!!***

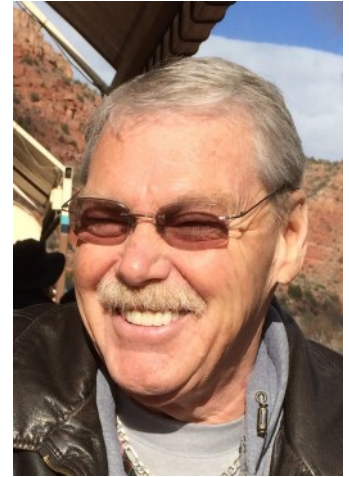
# ***GAARMS REPORT***

## ***FEBRUARY 2019***

***By Fred Gibbs***

***(Your guy in Falgstaff)***

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### ***Our 2019 safety record is off to a bad start this year starting with the fatal accident out in the Kingman area in January.***

The woman pilot, a resident of Prescott Valley, was found dead at the scene, according to MCSO. Her passenger, also from Prescott Valley, was found in serious condition and taken to Kingman Regional Medical Center. He was later moved to a Las Vegas hospital and is in critical condition, according to an MCSO release. The plane crashed about 100 yards from the Mohave County Parks Ranger Station. The Federal Aviation Administration and National Transportation Safety Board is investigating the crash.

#### ***Mark your calendars – GAARMS VIII***

***is scheduled for Saturday, March 23<sup>rd</sup> at the AeroGuard Flight Training Center at the Deer Valley Airport, starting at 9:00AM.***

***Myself and Brian Roggow, a Human Factors expert from ERAU, will be presenting the program and addressing the fatal accidents that occurred last year here in Arizona.***

***You can register on [FAASAFETY.GOV](https://www.faa.gov/aircraft/air_certification/flight_training/FAASAFETY), or just show up and sign in. But remember, bring another pilot with you to reap the benefits of attending a great WINGS program.***

The **GAARMS VIII** presentation will be presented at several locations across Arizona in the coming months. Watch FAASAFETY.GOV for future SPANS announcements as well as this column as locations and dates are established. If your organization or airport community would like to also have a presentation, just contact me through the APA website.

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

The following was sent to me by both an FAA buddy and a friend who just happens to be a retired airline pilot and a true representative of the story...

*In the 3<sup>rd</sup> grade, my teacher said "Quit staring out the window, because when you grow up, no one will pay you to sit there and just look out the window!"*



*"HA HA, guess I showed her!"*

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## **ADS-B "OUT" DEADLINE IS FAST APPROACHING –**

Time is running out for your ADS-B installation should you need to do that upgrade to your airplane. Remember, the FAA imposed deadline is January 2020, only 11 months away, and now you may well end up at the back of the long line of last-minute-er's. You might end up grounded because of the long wait lines.

- \* If you are based at an airport within the boundary of a Class B veil (like FFZ, GEU, CHD, STELLAR AIRPARK, PEGASUS, AK-CHIN REGIONAL, ETC), you are required to have ADS-B, period!
- \* If you are based at a class C airport, you are required to have ADS-B, period!
- \* If you operate above 10,000 feet MSL, you are required to have ADS-B, period!
- \* If you have your Super Cub, T-craft, KitFox, Zenith, RV-4 or whatever parked on a small airport in class E or G airspace, like Casa Grande, Wickenburg or Show Low, or on your ranch in Ash Fork or your private strip like Thunder Ridge, there is NO requirement to have ADS-B if you never go above 10,000 feet, into class C or inside any class B veil area!





Yes, it will still be possible to exercise your freedom of flight and fly all the way across our beautiful country without ADS-B in your airplane – and away from the requirement to talk to ATC – after January 2020.

BUT IT WILL BE SIGNIFICANTLY HARDER! You will really have to know how to navigate, how to read a sectional and TAC chart, how to identify airspace, how to avoid airspace (both laterally and vertically) and understand that your GPS does NOT delineate airspace boundaries as simply as you think.

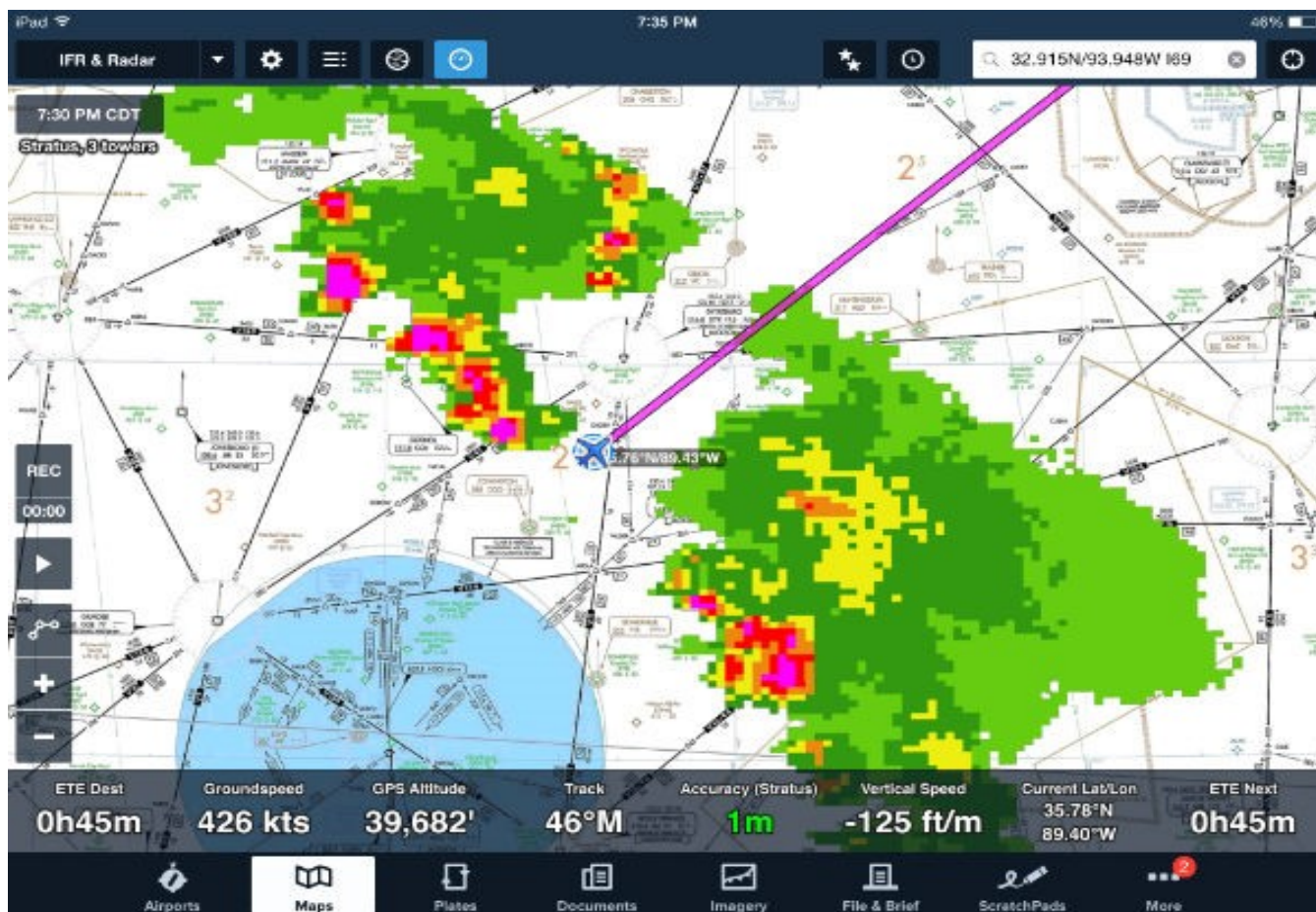
IT WILL ALSO BE A LOT LESS SAFE, AND HARDER TO GET ATC SERVICES IF YOU WANT OR NEED THEM. ATC uses a combination of long-range radars (the ARTCC's), while the approach controls use a shorter range, more accurate radar to see you.



Obviously, the further away from the radar site you are, the less accurate the positioning. Long range radars used by the ARTCC's generally take about 12 seconds per rotation, or in plain English rotate 5 times per minute and ideally determine your position every 12 seconds, with less accuracy the further away from the radar site you are. ADS-B does not depend on radar – ADS-B sends out your GPS-derived position (*a very accurate position I might add*) every 2 seconds or so. That signal is captured via both satellite and ground receivers, and ATC computers integrates that positional data with the radar inputs and produces an image that looks just like radar. The ADS-B “OUT” also has the capability to include much more data than just your position, such as your N number, your altitude, your airspeed, type of aircraft, and who knows what else. It also allows ATC to see you behind a mountain, down in a valley, and very possibly on the ground at any airport, and especially in areas of NO radar coverage. Remember, it is satellite-linked, so you are transmitting your position, ATC radar is not searching for it.

If you decide to spend some of your hard-earned money on ADS-B “IN,” you get a whole lot more, like weather in the cockpit, depicted here on Foreflight.

You will also see other aircraft positions around you (you can set the distance parameters, i.e., lateral and vertical, yourself if you like – in your C172 you do not need to see traffic at FL240!!). Your safety of flight is significantly improved, and ATC's job of separating traffic is also significantly improved. However, an ADS-B “IN” and “OUT” capable unit is considerably more expensive, both hardware and installation-wise. I have had such capability in my trusty Super Viking for over 3



years now with no problems and I love it. It connects to my Garmin GPS and via Bluetooth to my iPad with WingXpro moving map display, and that works just as great. I do 6-month ADS-B performance checks to make sure it is performing in accordance with FAA specs (*which I print out and keep with my log books*). I do that on line by going to the following web site –

<https://adsbperformance.faa.gov/paprrequest.aspx>

and simply follow the directions. It does require you to know some information about your ADS-B unit.

Prices of ADS-B “OUT” has really dropped with the introduction of a lot of new players in the field, and technology has reduced the installation complexity a lot. Now even wingtip and tail-light ADS-B “OUT” installation is possible, so you need to be a smart consumer when shopping for ADS-B for your particular airplane, but you also need to be a purchaser soon – the deadline is closing in faster than you think.



**You DO NOT want to be number 23 in line at the avionics shop in January 2020....**

Fred







# ***FLYIN/CAR SHOW***

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**MILLAR AIRFIELD**

**53511 W. MCDAVID ROAD MARICOPA, AZ**

**16 MARCH 2019**

**CONTACT: CHUCK MILLAR 602 571 1059**

**ANNUAL SPRING FLYIN/CAR AND MILITARY  
VEHICLE SHOW. VEHICLE TRAFFIC USE  
WEST GATE. VEHICLES DO NOT CROSS  
RUNWAY. AIRCRAFT TRAFFIC USE RUNWAY  
34 ONLY. NO LANDINGS ON 16 DUE TO  
POWER LINES. AIRCRAFT STAY EAST OF  
HIDDEN VALLEY ROAD. USE 122.9 FOR  
RADIO TRAFFIC. NO HIGH SPEED PASSES.  
AIRCRAFT PARKING PARALLEL TO  
NORTHWEST END OF RUNWAY. KEEP THE  
DUST DOWN. USE CAUTION FOR HIGH  
TRAFFIC VOLUME.**





**THUNDER AND LIGHTNING  
OVER ARIZONA  
MARCH 23-24, 2019  
DAVIS-MONTHAN AFB**





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



## APA Website

Please visit our website for the latest information.

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

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

Email Stefanie at:

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

## Newsletter Contributors

Article Deadline

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

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

Contact the newsletter editor, Cathy Paradee:

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

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



Stefanie Spencer— Webmaster



*New pilots welcomed!*



*Writers welcomed!*



## APA Clothing

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

## Advertisements

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

## APA Membership

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

## Volunteer 501 (c) (3) Organization

The Arizona Pilots Association (APA) is an all volunteer 501 (c) (3) organization. The articles you find in our newsletter are written by volunteers and do not necessarily reflect the opinions or position of the APA, nor have they been vetted for technical accuracy.

