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June 2019

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President's Report

Greetings,

I sincerely hope you've been able to take advantage of our extended Spring weather by smashing bugs, camping with your plane, or simply enjoying a fly in pancake breakfast with friends. We've been blessed with a wonderful flying season. May brings about our Annual Meeting, and this year we held it at Casino Arizona. Our meeting room was packed to capacity as we conducted the annual business. We were able to report on some great progress we've had over the past year. Cary Grant delivered an entertaining keynote speech. I learned things about Williams Field, when it was an AFB, that I never knew! The buffet at the end was excellent. I would like to personally welcome Chris Nugent to our Board of Directors. Chris has enjoyed a multi-decade career in the aerospace industry and will be applying his leadership experience as our scholarship committee lead. This past year, we put a focus on scholarships and the community came forward with record support. We were able to present six scholarships to young folks entering the aviation

An advertisement for Lufthansa Aviation Training. The background is a sunset over a mountain range. Two small, dark-colored aircraft are flying in the sky. The aircraft on the left has the registration N855EF and the Lufthansa logo on its tail. The aircraft on the right has the registration N847EF and the Lufthansa logo on its tail. The word "ELEVATE." is written in large, white, sans-serif capital letters 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, the text reads "Your next challenge is waiting. LAT-US.com". At the bottom right, there is a Lufthansa logo (a stylized crane) followed by the text "Lufthansa Aviation Training".

\$12K Sign-On Bonus

ELEVATE.

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**

Lufthansa Aviation Training

business. We'd like to continue that momentum this year. Jim Timm explains how to help out in his report below.

While on the topic of the annual meeting, we noted that APA's board is comprised entirely of volunteer folks. We also emphasized that the monumental efforts undertaken at Grapevine were led and conducted entirely by volunteers. We worked with well over 100 volunteers who donated DNA to that strip. The getaways and weekend trips were organized by volunteers. In fact, everything that happens at APA is done by volunteers. Many APA members have expressed interest in volunteering. If one of those members was you, I'd like to take you up on that offer by asking you to donate some of your precious time. We currently need camp hosts at some of the backcountry strips during our twice-yearly events. This would only require two flying weekends per year. APA supplies everything but your labor. We also need some help on the communications team, some help with APA merchandise handling/ordering. We could use some leadership to drive some minor improvement projects at APA-supported strips. Again, APA provides the materials, but we are looking for folks willing to step in and coordinate the projects. There are also several admin-related tasks that we'd love to have some help with. Please reach out to me (or anybody on the board) if you're willing to lend a hand with one or more of these items. [Our email addresses can be found here.](#)

I spoke with several members after the meeting and discussed local issues at airports as well as some ideas for APA to consider. If you were unable to attend, I invite you to make plans to attend next year's annual meeting. I also would like to hear feedback from you about how we're doing and what you'd like to see from us. Please let us know what you think. Thank you!

Blue Skies,

Brian



APA Annual Meeting

at Casino Arizona in
Scottsdale

May 18th, 2019





Executive Director's Report

Jim Timm — June 2019

This spring weather has certainly been strange. Generally, it's been relatively cool for the early morning flights for breakfast. I hope everyone has been enjoying it. It really makes me wonder what the summer and monsoon time is going to be like. We shall see, but for now, let's go flying and enjoy it.

Last month we had the APA annual meeting at Casino Arizona, and it was great to visit with many of you that were able to make it. As you may know, at the annual meeting, we always have an election for the three director positions whose terms come up for election. In this year's election the following three candidates were voted in by a unanimous vote: Mike Andresen, Chris Nugent, and Stefanie Spencer, and their terms of office will end in 2022. In the upcoming June membership meeting, the new Board of Directors are required to elect officers to serve for the coming year. With the outstanding board we have, I can assure you that your APA will continue to move forward with much enthusiasm.

At the annual meeting we were also very pleased to be able to present scholarship checks of \$2,500 to six deserving young people to assist them on their aviation career paths. The APA scholarship committee is a very important group in the APA family, providing assistance to young people on a career path to become aviation leaders of the future. Each year there are numerous applicants for these scholarships, and selecting the final recipients is a daunting task, as so many of the applicants are outstanding in their achievements. To help make these scholarships happen we have to count on you, the members, for contributions to the fund to make these scholarships possible. All contributions are tax deductible as APA is an IRS 501(c)(3) organization. We all need to do what we can to help these young people who are our future.

Our backcountry group is moving forward with amenities and improvements for some of the backcountry airstrips. Whether there are any new airstrips to be opened, may yet be determined. The

present inventory keeps the group very active. The members managing the Weekend Getaway Flights were taking notes for suggested destinations, both for long and short trips. We shall see what they come up with for us.

In general, I think everyone felt the APA Annual meeting was a success, and we are going to be looking forward to the year to come.



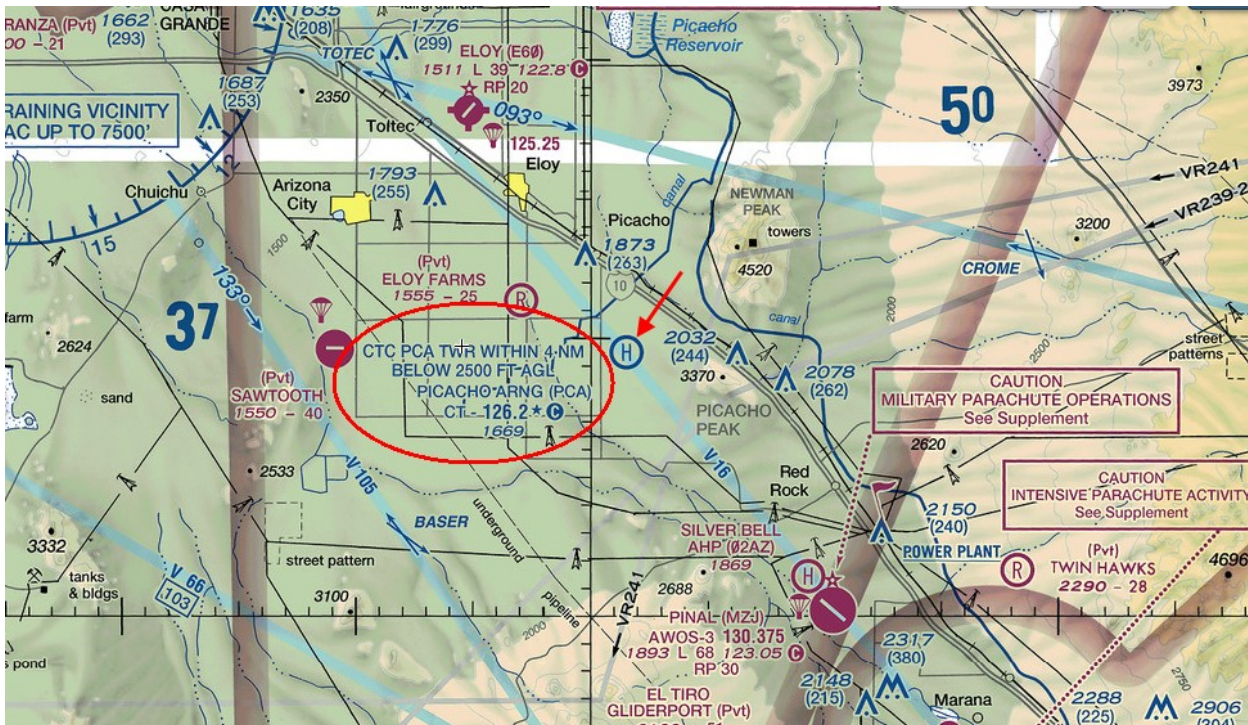
MISCELLANEOUS ITEMS

Prescott Name Change

According to the FAA procedures people, Prescott airport has made a subtle change in that its name has been changed to have “Regional” added. It’s now Prescott Regional Airport (PRC), which doesn’t really mean much to most of us, except to FAA Air Traffic Procedures and pilots flying IFR. All the procedures have to be corrected and reissued with the “new” name. This type of trivia is what our aviation taxes pay for.

Picacho Army Heliport Airspace

The Picacho Army Heliport (PCA), located northwest of Picacho Peak, has significant helicopter operations and an active control tower. Unfortunately, the airport does not have an assigned Class D



Airspace, and as a result, it does not have a blue circle around it on the charts to draw our attention to its existence. There have been recent incidents with fixed wing aircraft flying near the heliport without contacting the tower. The PCA Tower is requesting pilots to contact them when flying in the vicinity of PCA. Note the following instruction on the chart; “Contact PCA Tower Within 4-NM Below 2500 FT-AGL. Picacho-ARNG (PCA), CT - 126.2

Accident Summary

The past month has been rather good from a flight safety stand point. This past month there were only three accidents reported by the NTSB, and none of them involved fatalities or serious injuries. One of the three reports didn’t have the preliminary report released for review, and was most likely



minor in nature. I really hope that this continues, and it means pilots are being more careful in what they are doing. I don't think there has been a significant reduction in flying. Last weekend, while I was trying to return to Falcon Field (FFZ), all the ADS-B returns on my iPad had the view of FFZ airport obliterated. The traffic density was scary to say the least. Is the flight activity at other airports around the state still rather normal? Or, do you think that perhaps Darwin may be winning and the marginal accident prone pilots are not flying? See my June Accident Summary for details.

Bird Strike?

Question: If you have a bird strike in flight should you report it? The answer is yes. You should fill out a wildlife strike report with the FAA. This can be accomplished by using the online form on wildlife.faa.gov. A paper form can also be obtained from Advisory Circular: 150/5200-32B, dated 5/32/2013.

Maintenance

Once again, we have been reminded that many airports around the entire state, and in particular the airports in the Phoenix area, are planning, and will be starting construction projects. So, we have to keep reminding you to always check for NOTAMS for your destination airport, and always fly informed, be safe, and have a good flight.

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. Page Municipal Airport (PGA) currently has a phase report out for review and comment by the PAC Committee. Lake Havasu City Municipal Airport (HII), 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 FLY FOR BREAKFAST:

- The fly in breakfast at Coolidge Municipal Airport (P08), normally on the first Saturday of the month, *is on summer hiatus. They will resume in October.*
- The Falcon Field EAA Warbirds Squadron fly in breakfast and car show on the third Saturday of the month *is also on summer*



hiatus. They are planning on restarting on Saturday October 19.

- 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 will still be 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 on the third Saturday weekend of each month is also *on summer hiatus*. Watch the APA Facebook page for postings when there are special military practice days that you will want to avoid.
- The last Saturday of the month there is still a fly in breakfast at Casa Grande Municipal Airport (CGZ). The Airport's restaurant, Foxtrot Cafe, is operating in the cool air conditioned Terminal Building. It's 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

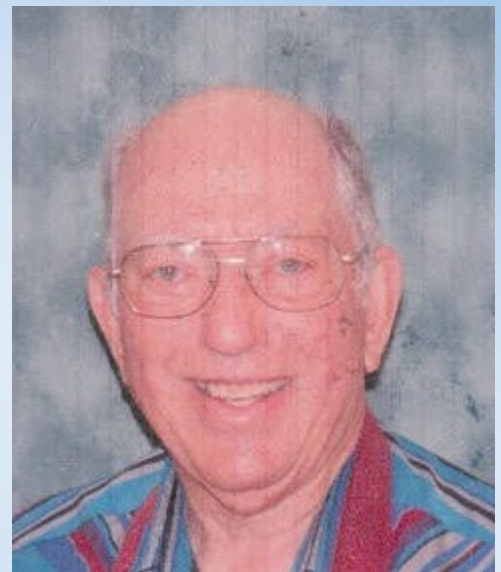
**Check with the APA Getaway Flights program
and online [calendar](#) for fun weekend places to fly.**

Jim



It is with considerable regret that I must inform members and friends of the passing of long-time ardent APA member James (Jim) Stone on Saturday, May 25, 2019.

Jim was born August 25, 1933 and died May 25, 2019. He was raised in Arizona and was a long-time aviation enthusiast. He was a member of many aviation organizations and was a big supporter of the Arizona Pilots Association. In the early years of the organization, Jim served on the board of directors and served as Vice President for a time. He had a big soft spot for antique airplanes and their restoration and was very involved with the Arizona Antique Airplane Association. Jim owned and flew a Cessna 170A for many years and was restoring a Waco cabin biplane. All of us that knew him will long miss him and his positive outlook on life.



Internment is at Green Acres Cemetery in Scottsdale

June Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of the aviation accidents that have occurred in Arizona from late April, through late May. 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.

Fortunately, the accident summary is again rather short this month, covering only six accidents, with only three of them occurring this month. It appears pilots are being a bit more careful this year and are not damaging airplanes or getting hurt.

In any event, in the past reporting period, the NTSB indicated there were only three accidents that occurred, and unfortunately, one of them didn't have the accident report released for public review. There were also three accidents from the previous period that had their factual reports issued in this reporting period, and are at the end of this report. These six reports are as follows.

THE FOLLOWING THREE ACCIDENTS OCCURRED IN THE PAST REPORTING PERIOD

Accident Date: **April 26, 2019**
Preliminary Report Dated: 5/8
Title 14 CFR Part 91
Location: Gila Bend
Aircraft Type: PT17 Stearman
Injuries: UNK

The NTSB has not yet made a report available.

Accident Date: **May 1, 2019**
Preliminary Report Dated: 5/15/19
Title 14 CFR Part 91
Location: Sedona
Aircraft Type: Beech 35
Injuries: 2 Uninjured

LOSS OF POWER AND CONTROL ON TAKE-OFF

About 0935 MST, a Beech S35 airplane was substantially damaged during departure from Sedona Airport (SEZ) Sedona, Arizona. The private pilot and flight instructor were not injured. Visual meteorological conditions existed at SEZ about the time of the accident, and the personal flight was originating from SEZ when the accident occurred.

According to the pilot, he had recently purchased

the airplane. The previous owner had flown the airplane from Deer Valley Airport (DVT) to SEZ for a pre-buy inspection about 1 week prior to the accident. That flight was uneventful. The inspection was completed, with no anomalies reported. The purchase was completed, and the airplane remained at SEZ, where the pilot planned to base it. The accident flight was the first flight since the flight from DVT to SEZ. The accident flight was the beginning of the process to familiarize and qualify the pilot in the airplane for insurance and Federal Aviation Administration (FAA) requirements purposes.

Both pilots reported that the preflight inspection, engine start, taxi out, and engine run-up were all normal. The pilots planned to depart from runway 21, practice some air work away from SEZ, and then return to SEZ. The takeoff roll and liftoff were normal, but just after the airplane lifted off, both pilots sensed a significant loss of engine power, the stall warning sounded, and the airplane began to roll right wing down. In response, both pilots pushed the nose down. The combination of right roll and left crosswind resulted in the airplane drifting to the right, and the airplane impacted the terrain off the right side of the runway. The airplane traversed some rough terrain adjacent to the runway, and slid to a stop on its belly.

The airplane came to rest near the intersection of runway 21 and taxiway A8. The undercarriage was collapsed and partially torn away, and the left wing sustained substantial damage. The cockpit and cabin remained intact. There was no fire. The pilots secured the airplane and exited the airplane.

The pilot held a private pilot certificate with an airplane single-engine land rating. He reported that he had about 1,075 hours total flight experience, with no time in the accident airplane make and model. His most recent flight review was completed in November 2016, and his most recent FAA third class medical certificate was issued in June 2017.

The CFI held airline transport pilot and flight instructor certificates, with airplane single-engine land, multi-engine land, and instrument airplane ratings. He reported that he had about 10,309 hours total flight experience, including about 845 hours in Beech Bonanza airplanes, and about 5 hours in the specific accident airplane make and model. His most recent flight review was completed in September 2017, and his most recent FAA BasicMed medical certificate was issued in June 2017.

Federal Aviation Administration (FAA) records indicated that the airplane was manufactured in 1964, and was equipped with a Continental Motors IO-520 series engine. The pilot reported that the airplane had a total time (TT) in service of about 5,906 hours, and that the engine had a TT of about 877 hours since major overhaul.

The airplane's most recent annual inspection was completed in August 2018.

Accident Date: **May 5, 2019**

Preliminary Report Dated: 5/23/19

Title 14 CFR Part 91

Location: Red Rock

Aircraft Type: Cessna 172

Injuries: 4 Uninjured

IN FLIGHT LOSS OF POWER

On May 5, 2019, about 1756 MST, a Cessna 172F airplane was substantially damaged during a forced landing following a partial loss of engine power near Red Rock, Arizona. The commercial pilot and the three passengers did not sustain injuries. Visual meteorological conditions prevailed at the accident site about the time of the accident, and no flight plan had been filed. The cross country personal flight originated from Mc Clellan-Palomar Airport (CRQ) Carlsbad, California about 1445 PDT and was destined for Marana Regional Airport (AVQ).

The pilot reported that, about 15 miles northwest of AVQ, while in a descent from 5,500 ft, the engine RPM dropped from 2,600 RPM to 1,300 RPM, then dropped to 1,000 RPM where it remained throughout the duration of the accident. The pilot was unable to maintain altitude and executed a forced landing onto a dirt road.

The pilot stated that the landing touchdown was soft, however during the landing roll the left wing clipped a bush and spun the airplane to the left.

THE FOLLOWING THREE ACCIDENTS HAD OCCURRED IN THE PREVIOUS REPORTING PERIOD. THE ACCIDENT REPORTS WERE RELEASED IN THIS REPORTING PERIOD

Accident Date: **April 17, 2019**

Factual Report Dated: 5/7/19

Title 14 CFR Part 91

Location: Wickenburg

Aircraft Type: Piper PA28

Injuries: 1 Minor

LOSS OF CONTROL ON LANDING

The student pilot reported that, on his second approach, he encountered "bumpy" air and the aircraft ballooned. He corrected by adding power,

leveling the wings, and continuing the landing. Just prior to touching down, the right wing raised, and the airplane drifted to the left. He applied power to go-around, the stall warning activated but the airplane continued to drift left. Subsequently, the airplane aerodynamically stalled and collided with the ground. Per the photos provided by the Federal Aviation Administration, the airplane also impacted an airport taxi way sign during the accident. The airplane sustained sub-

stantial damage to the left wing and fuselage.

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

About the time of the accident, the automated weather reporting station located at the airport, reported that the wind was from 270° at 6 knots. The pilot was landing the airplane on runway 23.

Accident Date: **April 20, 2019**

Factual Report Dated: 5/9/19

Title 14 CFR Part 91

Location: Scottsdale

Aircraft Type: Cessna 172

Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

The pilot reported that he landed right of the runway centerline and the airplane continued to drift right. He added "right rudder" and the airplane continued to the right. He "over-corrected and over-corrected back", the airplane exited the runway to the right, and impacted a runway sign. He taxied to parking without further incident. The airplane sustained substantial damage to the right elevator.

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

The automated weather observation station located on the airport reported that, about 7 minutes before the accident, the wind was from 150° at 6 knots. The pilot landed the airplane on runway 03.

Accident Date: **April 23, 2019**

Factual Report Dated: 5/9/19

Title 14 CFR Part 91

Location: Prescott

Aircraft Type: Cessna 172

Injuries: 1 Uninjured

LOSS OF CONTROL ON THE GROUND

The student pilot reported that while maneuvering the airplane into a parking spot, the right wing impacted a fence post. The airplane sustained substantial damage to the right wing.

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

A Few Words About Safety

Denny Granquist

“

“Flying with pilots is harder than flying without them.”

“Reading lots of accident reports make you a better pilot.”

”

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

newsletter@azpilots.org



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!

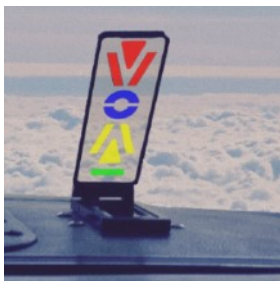


GAJSC

—D—→

General Aviation Joint Steering Committee

Regulatory Roadblock Reduction



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: June 2019

Topic: Regulatory Roadblock Reduction

Background:

The GAJSC has determined that GA is going through a technical revolution that started in the mid 1990's and is accelerating today. Taking advantage of the rapidly expanding technical revolution is an important component of reducing GA accidents. The GAJSC believes the FAA must find ways to help reduce the cost to install safety enhancing technology as the installation may have minimal risk but can offer substantial safety benefit. The GAJSC feels that the FAA needs to identify the right level of certification for installation of risk mitigating avionics. If done properly the GA fleet can reap the potential benefit of reward with a balanced risk approach.

Teaching Points:

- Many LOC accidents are instrument meteorological conditions related and frequently the accident occurs during the approach phase of flight.
- Discuss the available technology that can help mitigate LOC accidents, such as AOA indicators and installed autopilots.
- Owners may be reluctant to install risk-mitigating avionics in their aircraft because the expense, resulting from the required certification process, may be too large a fraction of the airplane's value to justify the expense.
- Explain how the FAA has already begun the reduction of regulatory roadblocks by accepting ASTM international standards as a means of certification for Part 23 aircraft that weigh less than 19,000 pounds or having fewer than 19 passenger seats.

References:

- *General Aviation Power Point and Presentation Notes*
- *FAR Part 23 – Airworthiness Standards / ASTM Consensus Standards F3264-17*
- [GAJSC Loss of Control On Approach and Landing and En Route report \(LOCWG2 / SE 25, 26, 27\)](#)

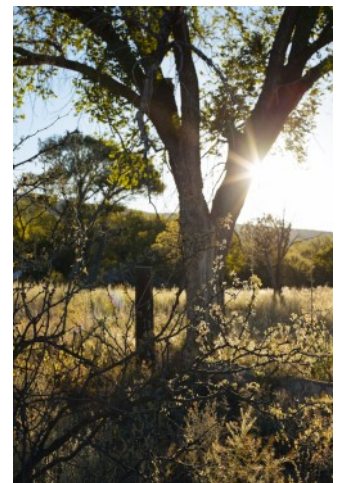
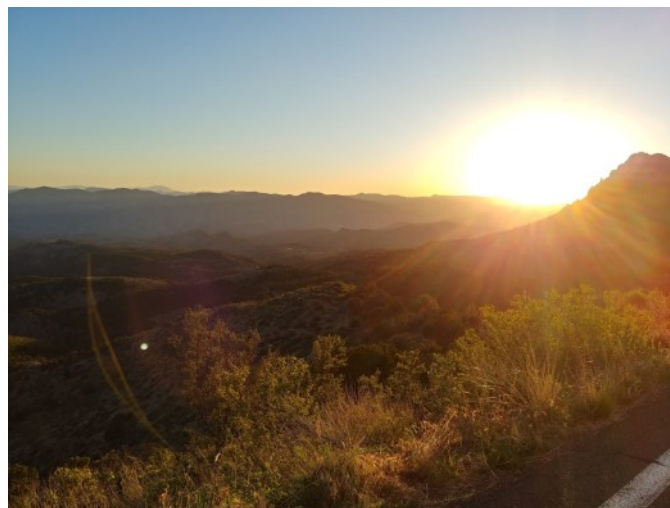
DOWNLOADS: [PowerPoint Presentation Slides...](#)



Featured

Double Circle Ranch Backcountry Fly-in

May 24-26, 2019



~ Scholarship Corner ~

Scholarship Winner: Matthew Tlapanco

by Andrew Vogeney



Hopefully you had a chance to attend our Annual Meeting, a favorite time of year when Arizona aviators gather to share stories and hear what's new. We love to highlight the work being done to promote general aviation in Arizona, and none of that work would be possible without our members' generosity. Whether you're investing sweat equity into some of the airstrips we care for, calling your elected representatives to ask their support in our ongoing efforts, or sparing a few dollars to support one of our many causes – we can only do what we do because of you.

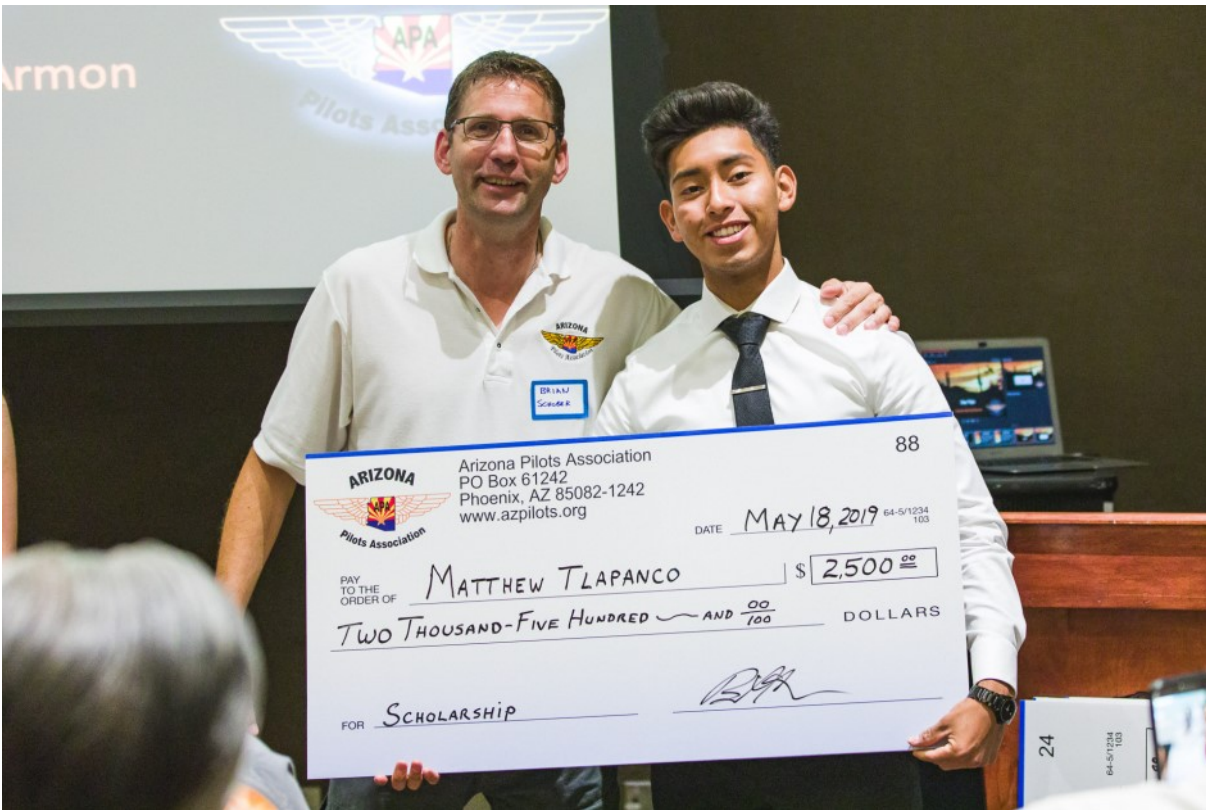
As you know, one of the most important things we do is support some great young kids – aspiring aviators, mechanics, air traffic controllers... anyone who will keep the planes in the air for decades to come. This year we awarded six scholarships – a record! If you weren't at the meeting to meet these kids, take a look at the past few newsletters as each introduces a recipient of the Arizona Pilots Association scholarship.

And today we introduce Matthew Tlapanco.



"I first discovered aviation was in 2018, during my junior of high school. I enrolled into an aviation program at the East Valley Institute of Technology and loved every second of it! The first time I experienced the wheels coming off the runway I was blown away! Nothing compares to the liberating feeling you achieve once you are soaring a few thousand feet in the sky. From that moment on, I knew that I wanted to pursue a career as a commercial pilot. Fast forward to the present and my senior year is now coming to a close. With graduation right around the corner, I can't even express how excited I am to graduate and begin my flight training this fall! I just hope many more kids can experience these Young Eagle flights to help them discover if they share the same passion for flying as I have."

Matthew is at the controls in the photo you see, and that's where he belongs! Thanks to your help, six young kids are



enjoying the freedom of flight. How many can we send skyward next year? You can donate 24/7 to ensure we send as many as possible. Big or small, your generosity makes this program possible – and we thank you!

Andrew



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!!!

KPGA Fly-in

Antelope Canyon & Horseshoe Bend

By Connor Barrett & Armon Haghighat

The AZ Pilot Life Crew completed a personal trip to KPGA over a year ago! This personal trip was so much fun, that we decided that we needed to share the airport and area with other pilots!

The KPGA fly-in consisted of two major tours. Pilots and guests visited Antelope Canyon and Horseshoe Bend, two of the natural wonders of Northern Arizona.

Prior to departing for our first stop, all the participants met at Classic Air FBO. Here we had check-in, a pilots meeting, and various breakfast items to enjoy. A total of 16 participants gathered for this day of adventure and exploring.

The transportation vans were waiting, and we were eager to start the tours. Departing KPGA airport, we headed southeast of town towards Horseshoe Bend. Here we had a self-guided tour where we hiked along a short trail leading to a sandstone bend formed by the forces of erosion. The huge arc of the bend makes the shape of a horseshoe; this is where the name Horseshoe Bend is derived. Standing on the edge of a cliff, leaning on the safety rail, you could peer down on the Colorado River as it carves its way deeper and deeper into the sandstone rock. Horseshoe bend is just south and down river of Lake Powell, and is where the mouth of the Grand Canyon starts to form.

After group photos and exploration of the cliffs above Horseshoe Bend, we departed to the State 48 tavern. This Arizona grown pub served all pilots and fly-in guests flares of traditional American food, southwestern inspired dishes, and classic pub grub. Conversing for almost two hours with fellow pilots around a lunch table is always a great place to hear stories from all walks of life, all sharing one com-





mon interest, aviation.

With the vans waiting, we paid our lunch tabs and drove east of town to Ken's Tours of Antelope Canyon. This is where the start of our second tour began. We were required to split up into two different groups; we then descended into the belly of the sandstone slot canyon. Our tours of Antelope Canyon lasted up to an hour and fifteen minutes, where we walked in the bottom of the slot canyon, marveling at what erosion has created over thousands of years. The majority

of people stated this tour was the highlight of their day, and everyone agreed they would return here again!

Departing back to the airport is a must for every day trip, but this means that we completed another successful and safe fly-in. AZ Pilot Life and the Arizona Pilots Association is dedicated to supporting General Aviation for all aviation enthusiasts in the state of Arizona. We plan on making KPGA an annual fly-in, so that everyone will have a chance to experience these natural wonders of Northern Arizona.

Connor & Armon



Instrument Instruction • Glass Cockpit Training • Cirrus Standardized Instructor Pilot (CSIP), Avidyne Entegra and Garmin Perspective.



Author of the book *Fly the Glass Cockpit Like A Pro*

Bob Littlefield, Gold Seal CFI, CFII, MEI, A&P
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MEMBERS' PHOTO CORNER

Thank you to Jay Vagalatos for this month's photo!

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



Beautifully restored Grapevine airstrip

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Prescott Arizona Airstrip—14+ Acres

Price:\$ 195 000.00

Call: Daryl Austermiller at (928) 379-3080

Email: da737retired@gmail.com



The Roaring 70's, General Aviation's Heyday

By Howard Deevers

(This article was inspired by my mechanic, Pete Stogsdill, who owns, maintains, and flies a 1975 Cessna 172 that he has had for 18 years.)

We have all heard of the "Roaring 20's," that period of time about 100 years ago before the great depression. Life was good and there was not a care in the world. Then the Great Depression came. General Aviation has had such a time, also.

After the end of WWII there was a lot more interest in aviation. Major advancements in technology ushered in air travel as planes were bigger, faster, and more comfortable. The major airlines were competing for routes, newer and bigger aircraft, and services such as meals, and even sleepers, to attract more customers. Many of those airlines are not around any longer: TWA, Braniff, Pan Am, Eastern, Ozark, and more that I'm sure you can name.

But, what about General Aviation? The returning service men that were pilots wanted to keep flying. Most of the major airlines hired their pilots from the ranks of ex-military pilots, and that trend continued for quite some time. The general feeling was that there would be an airplane in every household. That didn't happen, but there was a lot more interest in learning to fly. That interest led General Aviation suppliers to start producing more and better airplanes for the public. Those companies that had their roots going back before WWII were supplying airplanes for the GA pilot. Names like Cessna, Piper, Beech, Mooney, Rockwell, Grumman, and more.

In the 50's and 60's aircraft production was on the rise. The major companies were competing for the business of the public by introducing new models and upgrades to existing models. By the 70's, General Aviation aircraft production was at its peak. In 1970 there were 7,292 GA airplanes delivered. In 1978 there were 17,811 GA airplanes delivered, and almost 100,000 delivered for the decade from 1970 to 1980. And in 1970 there were 19 million control tower operations. By 1979 control tower operations increased to





about 40 million. (Naturally that does not include non-towered operations.) By 1980 there were 208,000 active GA airplanes on the FAA registry. Another note of interest, in 1970 the EAA moved its fly-in to Oshkosh and by 1980 more than 1 million people would attend during the week long fly-in experience.

The most successful GA aircraft in history has to be the Cessna 172. First flown in 1955, more Cessna 172's have been produced than any other aircraft (about 44,000 by my research). However, in 1985 Cessna halted production of all

piston aircraft due to the high number of court cases and settlements due to crashes of airplanes. It seemed that any airplane crash resulted in the manufacturers being sued, regardless of the cause of the crash. It was almost 10 years before tort reform was passed, and Cessna brought back the 172. The loss of the 172 was so stunning that there was a plan to "clone" the 172 by taking one apart and making a copy of each part and start producing "Clone 172's." Cessna never commented on that plan, and before that could happen, the 172 was back in production.

Another iconic airplane has to be mentioned, the Piper Cub. The Cub was actually produced before WWII, and first flew in 1937. Deliveries began in 1938. The J-3 Cub was the only name known to non-pilots; every small airplane was "a Cub." A brand new Cub could be purchased for \$1300.00. That may sound cheap to us today, but in 1937 an average new car cost only \$760.00, a gallon of gas was 10 cents, and the average household annual income was just over \$4000.00. It is safe to say that thousands of pilots got their license, or at least did their first solo, in a Cub. I still run across pilots that have been flying much longer than I have, and they tell me that they soloed in 6 or 8 hours. When I hear that, I have to say, "Let me guess... It was in a J-3 Cub, on a grass field, somewhere in the Mid West." Most of them say, "You're right!" Flying was different in those days. Now you will take much longer to solo, and you DO have to know regulations, radio use, and pass a written test given by your instructor.

By the 70's, people were not very interested in airplanes that had no electrical system, no radios, and had to be hand propped to start. A new Cessna 172 with one radio and a basic electrical system sold for \$13,425.00 in 1971. Instrument equipped planes were a bit more. During the 70's, the major suppliers were competing with new models and experimenting with new engine horsepower and features. By the end of the 70's, a new Cessna 172P would cost \$33,950.00. The competition from Piper was similar; Beech aircraft were always a little more expensive than Piper or Cessna. All companies had made some modification to the basic airframe, but improvements in engine and avionics were more significant.

In 1981 the flying club that I belonged to in Pittsburgh upgraded from a 1969 Piper Cherokee



180 (PA28-180) to a 1978 Piper Archer (PA28-181). We sold the 180 that had about 3000 hours total time for \$10,000.00, and paid about \$20,000.00 for the Archer with 1000 hours total time. With 2 King digital radios, ADF, full IFR ability, and an autopilot, that was quickly the pride of the fleet.

It was not just single engine and multi engine piston airplanes that made their marks in the 70's. Gliders, also known as Sailplanes, were becoming more popular as well. One manufacturer, with a German sounding name, Schweizer, but built in the U S, made an impression on the soaring community. Not as many gliders were produced as piston airplanes, but the "Roaring 70's" saw interest in all aspects of aviation. The Schweizer Company, located in Elmira, NY, produced sailplanes that are still in use today. The Schweizer SGS 2-33 first flew in 1965 and almost 580 were delivered until production ended in 1981. Schweizer and partner, Hughes Aircraft, also built helicopters used mostly for utilities and basic training.



What was it about the 70's that made General Aviation so popular and grow so much? The economy was doing well, and people had more expendable money. Was it advertising? That might have been a contributing factor. The interest in learning to fly had peaked, and both the Korean War and Vietnam were over. The Interstate Highway system was mostly completed by the mid 70's, and people were more interested in quicker long distance travel, and airplanes offered that solution. Whatever combination of factors that caused the aviation "Roaring 70's," we have never seen such a record since. Another amazing fact is that so many of those planes are still flying!

Updates to those 70's airplanes are readily available from many suppliers. You can increase the horse power, add new radios, and now we have GPS. New paint and interiors make those older airplanes look like new. Sitting side by side, a new Cessna 172, and a 40 year old updated Cessna 172 would be hard to tell apart. There are upgrades available for Piper, Mooney, and Beech, as well as other models.

Aircraft alone were not the only improvements to aviation in the "Roaring 70's." The FAA was busy improving navigation systems, upgrading Control towers and airport infrastructures, and FBO's were finding new markets and competing for business from pilots that flew for business and, or, pleasure. We did not have GPS yet, but it was on the horizon as more and more satellites were put into orbit around the Earth.

We may never see that kind of production of general aviation aircraft again. The cost of a new Piper Archer is 4 – 5 times the price it sold for in 1980, but with modern electronics, better autopilots, ADS-B, and GPS technology that we did not have in 1980. Let's go fly!

Your ARIZONA PILOTS ASSOCIATION holds safety seminars in locations all over the state every month. Be sure to check the web site for locations, times and subjects. Sign up for WINGS credit as well. And, don't forget to bring your wingman.

Howard

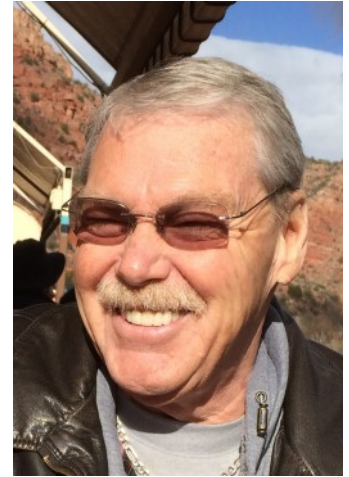


GAARMS REPORT

JUNE 2019

By Fred Gibbs

(Your guy in Falgstaff)



As of May 31st, the General Aviation fatal accident rate for the state of Arizona remains at only one, the crash of a Piper PA-22-160 about 9.5 miles south-southeast of Kingman. The student pilot received serious injuries, and the owner/non-pilot rated passenger received fatal injuries.

On April 16th, a Bell 206 experimental helicopter crashed about a mile south of Fort McDowell while on the last test flight of the main rotor blades before beginning the certification process. The commercial-rated pilot and the pilot-rated passenger were fatally injured. The helicopter was being operated as a commercial entity doing research and development flight testing, and, under the guidelines of the GAARMS program, does not fall within the bounds of the GAARMS program, and thus not counted against the general aviation community.

*During the month of May, four safety programs presenting **GAARMS VIII** were held. We reached out and touched over 150 pilots in our effort to educate our pilot community. Over the next 2 months, we have the following safety programs planned:*

- *Saturday morning, June 8th at the Southwest Aviation Weather Safety Workshop in Tempe*
- *Saturday morning, June 15th at ERAU in the Davis Learning Center, Prescott*
- *Saturday morning, July 13th at the Lake Havasu airport terminal building*



Within the fatal accident guidelines of the GAARMS reporting process, our safety performance still stands at an outstanding rate of 100.00% safe, with NO general aviation pilots killed so far this year. Unfortunately, one passenger was fatally injured. GAARMS has the auspicious goal of trying to reduce the fatal accident rate to zero, or said a different way, to operate every flight safely, with a 100% success rate. That rate means NO fatal accidents with NO fatalities, referred to as “The Four 9’s Program,” or operating at a safety rate

of 99.99% for any given year vs the pilot population here in Arizona, currently at approximately 26,000 pilots. As of May 31st, we stand at a safety rate of 99.9962%. The real challenge facing us is to stay at that 99.990 or better rate the rest of 2019!

Watch for announcements on FAASAFETY.GOV to register, or you can always just walk in and join in the fun. If your organization or airport community would like to also have a presentation, just contact me through the APA website.

Fred’s Perspective...

In remembrance of Memorial Day...

By an Army Doctor. A real eye opener. Definitely worth your time to read.

I am a doctor specializing in the Emergency Departments of the only two military Level One-Trauma Centers, both in San Antonio, TX. We care for civilian emergencies as well as military personnel. San Antonio has the largest military retiree population in the world living here. As a military doctor, I work long hours and the pay is less than glamorous. One tends to become jaded by the long hours, lack of sleep, food, family contact and the endless parade of human suffering passing before you. The arrival of another ambulance does not mean more pay, only more work. Most often, it is a victim from a motor vehicle crash.

Often it is a person of dubious character who has been shot or stabbed. With our





large military retiree population, it is often a nursing home patient. Even with my enlisted service and minimal combat experience in Panama, I have caught myself groaning when the ambulance brings in yet another sick, elderly person from one of the local retirement centers that cater to military retirees. I had not stopped to think of what the citizens of this age group represented.

I saw 'Saving Private Ryan.' I

was touched deeply. Not so much by the carnage, but by the sacrifices of so many. I was touched most by the scene of the elderly survivor at the graveside, asking his wife if he'd been a good man. I realized that I had seen some of these same men and women coming through my Emergency Dept. and had not realized what magnificent sacrifices they had made. The things they did for me and everyone else that has lived on this planet since the end of that conflict are priceless.

Situation permitting, I now try to ask my patients about their experiences. They would never bring up the subject without my inquiry. I have been privileged to hear an amazing array of experiences, recounted in the brief minutes allowed in an Emergency Dept. encounter. These experiences have revealed the incredible individuals I have had the honor of serving in a medical capacity, many on their last admission to the hospital.

There was a frail, elderly woman who reassured my young enlisted medic, trying to start an IV line in her arm. She remained calm and poised, despite her illness and the multiple needle-sticks into her fragile veins. She was what we call a 'hard stick.' As the medic made another attempt, I noticed a number tattooed across her forearm. I touched it with one finger and looked into her eyes. She simply said, "Auschwitz." Many patients of later generations would have loudly and openly berated the young medic in his many attempts. How different was the response from this person who had seen unspeakable suffering.

Also, there was this long-retired Colonel, who as a young officer had parachuted from his burning plane over a Pacific Island held by the Japanese. Now an octogenarian, he had a minor cut on his head from a fall at his home where he lived alone. His CT scan and suturing had been delayed until after midnight by the usual parade of high priority ambulance patients. Still spry for his age, he asked to use the phone to call a



taxi, to take him home, then he realized his ambulance had brought him without his wallet. He asked if he could use the phone to make a long distance call to his daughter who lived 7 miles away. With great pride we told him that he could not, as he'd done enough for his country and the least we could do was get him a taxi home, even if we had to pay for it ourselves. My only regret was that my shift wouldn't end for several hours, and I couldn't drive him myself.



I was there the night M/Sgt. Roy Benavidez came through the Emergency Dept. for the last time. He was very sick. I was not the doctor taking care of him, but I walked to his bedside and took his hand. I said nothing. He was so sick, he didn't know I was there. ...I'd read his Congressional Medal of Honor citation and wanted to shake his hand. He died a few days later.

I may still groan when yet another ambulance comes in, but now I am much more aware of what an honor it is to serve these particular men and women.

I have seen, and continue to see, a Congress who would turn their back on these individuals who've sacrificed so much to protect our liberty. I see later generations that seem to be totally engrossed in abusing these same liberties, won with such sacrifice.

It has become my personal endeavor to make the nurses and young enlisted medics aware of these amazing individuals when I encounter them in our Emergency Dept. Their response to these particular citizens has made me think that perhaps all is not lost in the next generation.



My experiences have solidified my belief that we are losing an incredible generation, and this nation knows not what it is losing. Our uncaring government and ungrateful civilian populace should all take note. We should all remember that we must "earn this." If it weren't for the United States Military, there'd be NO United States of America!

And now as you have finished reading this, our Congress enjoys their free medical care, for LIFE I might add (which of course they voted in themselves), and are in the process of charging these people for their medical care and at the same time possibly reducing their retirement pay.

...A typical political "Thank you" for their Service...

I write this as a memorial to all who have served and/or fallen for our country, and it is my perspective only, and does not necessarily reflect the view of the Arizona Pilots Association

Fred





Mogollon Airpark Fly-in & Campout

Friday July 12, 2019

Arrival Friday June 12, 2019 (No arrivals after dark)

Pot Luck Dinner Friday @ 5:30 pm.

BBQ Steaks and Pot luck dinner will be provided for fly-in campers (2 persons per plane until steaks are gone.)

Mogollon Airpark will provide Pot Luck dishes to share...however feel free to bring your favorite dish to share.

All Mogollon Airpark events are BYOB.

Restrooms and showers will be made available in the Clubhouse. Contact Dennis Collins for more information @ Luscombepilot@hotmail.com

Saturday July 13, 2019 EAA Chapter 1044 Pancake Breakfast@ 7am

***Pilot Briefing:** Pilots review our Mogollon Airpark Operating Guideline - Aviation on Mogollonairpark.com*

Celebrate the 50th anniversary Of Apollo11 launch...under the stars at Mogollon Airpark



Don't Forget to check your Density Altitude

Planes & Pancakes in the Pines

sponsored by EAA Chapter 1044



\$6 adults

\$3 children
12 and under

Proceeds benefit
aviation education
for local youth

Mogollon Airpark
(AZ82)

Sat. July 13th, 2019 7am - 11am



Camping space available for those flying in Friday night

Elevation

6,658 MSL

Unicom

122.9

**Daytime VFR
Operations**



For more information, please visit eaachapter1044.org

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

APA Website

Please visit our website for the latest information.

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

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

Email Stefanie at:

Webmaster@AZPilots.org

Newsletter Contributors

Article Deadline

20th Editor reminds the Team to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

newsletter@AZPilots.org

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



Stefanie Spencer— Webmaster



New pilots welcomed!



Writers welcomed!



APA Clothing

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

Advertisements

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

APA Membership

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.

