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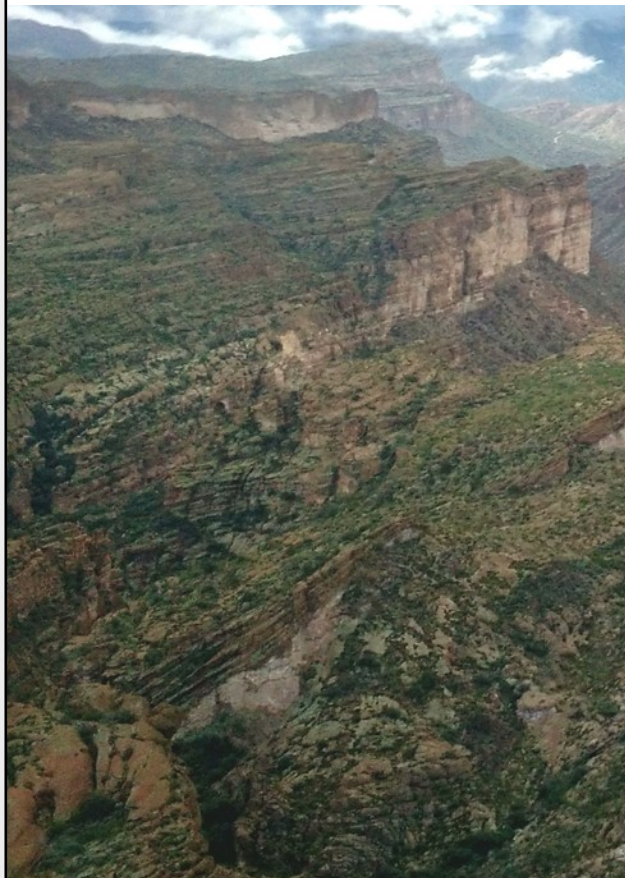
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President's Report

Greetings,

As nearly all aviation media and sources have been reminding us, January 1, 2020 is coming much faster than many of us realize. Call around and you'll find that shops are booked well into next year for any type of avionics work, much less an ADS-B Out installation. I have a minor upgrade planned and the earliest I can get in is late February! Fortunately, I bit the bullet on ADS-B Out last year. Since then, some additional options have been certified that allow just an A&P/IA signature on an FAA Form 337. The uAvionix Skybeacon or Tailbeacon are both sub-\$2,000 ADS-B Out solutions that have been certified and STC'd for many common aircraft. The company claims installation takes approximately one hour and experience from several close pilot friends says that is true. This may be an option to consider if you are unable to secure shop time before the deadline.



I've been on international travel much of the summer to areas where General Aviation is either heav-

An advertisement for Lufthansa Aviation Training. The background is a sunset over a mountain range. Two small aircraft are flying in the sky. The word "ELEVATE." is written in large white letters across the middle. A circular badge in the top right corner says "\$12K Sign-On Bonus". The text at the bottom describes the training program and includes the website "LAT-US.com".

\$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**

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ily restricted or prohibited altogether. This forced abstinence from flying has given me new perspective on just how much we take flying for granted. Our ability to simply decide to go flying just because we want pancakes is an amazing privilege. With little more than a check of the weather, NOTAMS, and TFRs, a spur of the moment flight occurs. Let's not waste this privilege and let it fall by the wayside. Spend time with your airplane and pilot friends, plan trips, make short practice flights to stay current, and most of all, enjoy the unique experience we share in aviation!

The Arizona flying season is quickly approaching and APA is already planning organized trips to give us even more excuses to fly. Whether they are day trips or getaway trips, visit the APA calendar often to see what we have planned. We're planning airport open houses, fly-in community open houses, recreational trips, educational trips, safety seminars, and more.

I'll see you out there!

Brian



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*

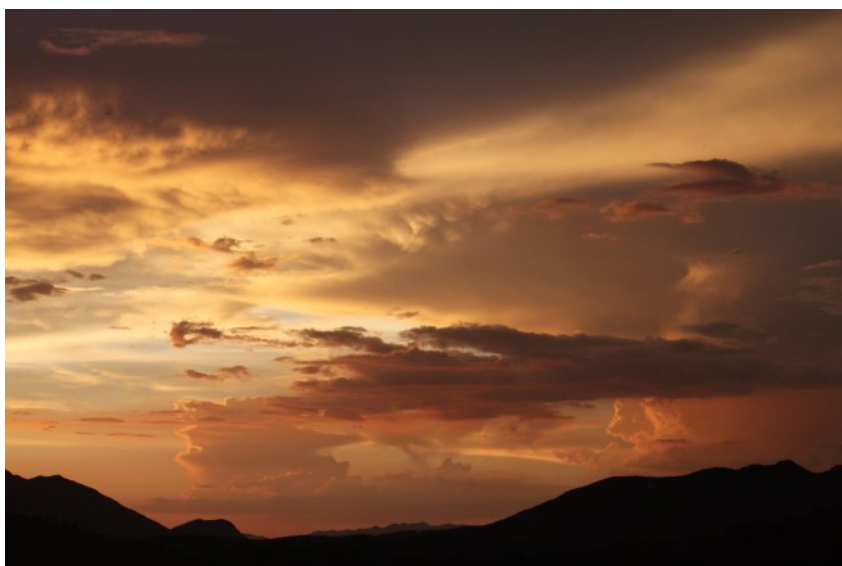
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602-228-9145 • bob@flightskills.com • www.flightskills.com

Executive Director's Report

Jim Timm — August 2019

Well, the monsoon season is here! We have to get up early to do any comfortable flying, and I'm sure many are using this time of the year to get out of town and take a vacation to where it's cooler. I took off and went to the EAA AirVenture in Oshkosh, Wisconsin, and added a few days to the trip to visit friends and relatives near Oshkosh. I'm also writing this report there, so it will be a bit shorter this month.

The ADS-B Out deadline is rapidly approaching, and the FAA is holding fast to the deadline date. I don't know for certain, but I suspect the air carrier industry may have a problem meeting the deadline. Part of this suspicion is based on a NOTAM the FAA has recently released. The NOTAM will essentially exempt general aviation aircraft operators from an ADS-B preflight requirement when the ADS-B mandate starts next January. The NOTAM specifically exempts ADS-B Out transmitters that use WAAS GPS receivers as a position source from the preflight requirement described in an FAA policy statement that was released earlier this month. The NOTAM reads: "It is not necessary for operators of aircraft equipped with the Wide Area Augmentation System (WAAS) (TSO-C145 or TSO-C146) receivers to conduct a preflight availability prediction." Apparently, the preflight requirement was always intended for airliners, most of which have early-generation GPS systems that are not as reliably precise as those with WAAS. All ADS-B units certified for GA aircraft for the 2020 mandate must use a WAAS GPS receiver as a position source. There are currently no non-WAAS based ADS-B Out GPS solutions for general aviation aircraft, therefore it's a non-issue for general aviation. The intent of the NOTAM policy statement was to codify exemptions from sanctions for airlines when GPS signals degrade after they've done the preflight checks and the subsequent lack of compliance is beyond their control.



MISCELLANEOUS ITEMS

Stagecoach AAF

Last month we advised that the Picacho Army National Guard Helipoint (PCA), also known as "Stagecoach AAF," northwest of Picacho Peak was experiencing a problem with aircraft passing through their airspace unannounced. The problem is aggravated by the fact that the heliport doesn't have an associated Class Delta Airspace assigned to it. We in APA believe this is a



serious safety issue and we are taking action to have the necessary airspace around the heliport designated Delta Airspace. Based on information we have received, they are going to be having a significant increase in the number of helicopters assigned to their operation, and the existing problem will only become worse if the airspace assignment isn't made.

FAA New Standards

At AirVenture, Oshkosh, FAA Administrator Dan Elwell acknowledged the progress made in recent years with rulemaking on

new standards for Part 23 aircraft and new policies allowing safety-enhancing equipment in light GA aircraft. Elwell announced that LSA will have an increased weight, and up to four seats, and also that electric powerplants will be permissible. Elwell also announced a very exciting prospect for legacy aircraft. For older aircraft not used for commercial purposes, the owners will be able to exchange the standard airworthiness certificate for a special airworthiness certificate, similar to certificates held by experimental aircraft, meaning the owner will be able to install lower cost safety enhancing equipment widely available for experimental aircraft without an STC or 337 Form. The change would also have the potential to expand the ability to substitute for parts that are no longer available, and perhaps even expand the ability for owners to perform additional maintenance on their aircraft beyond what is now allowed currently. It was also mentioned that the list of items that a pilot/owner can perform on his airplane per Part 43 is being reviewed for possible expansion. A date was not announced for these proposed rules changes to be released, but promised, it would be "worth the wait."

Accident Summary

Last month was very good from a flight safety standpoint. In the past reporting period there were two accidents reported by the NTSB and none of them involved fatalities. I hope that this current trend could continue for the rest of the year. It appears pilots are being more careful in what they are doing. See my August Accident Summary for details.

Construction

We are aware that many of the airports around the state, and especially in the Phoenix area, are planning, and are having construction projects started. So, we have to keep reminding you to always check for NOTAMS for your destination airport, and always fly informed, and please have a safe 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. Kingman Municipal Airport (IGM) currently has a phase report out for review and comment by the PAC Committee. Page Municipal Airport (PGA), Lake Havasu City Municipal Airport (HII), Superior Municipal Airport (E81), Sedona Airport (SEZ), Flagstaff (FLG), and Grand Canyon Airport (GCN) 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 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 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 through 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



August Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of aviation accidents that occurred in Arizona from late June through late July. 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.

Well, it looks like this month's accident summary is going to be even shorter than last month's. In the past reporting period, there were only two accidents reported by the NTSB, and there weren't any others from the rumor mill that I was aware of. The first accident in this report was probably minor in nature, based on the dates of the mishap and the preliminary report being the same. I think it's really great that pilots are appearing to be more careful and flying safer. This better be the case, and not that they're just having all the accidents out of state. In any event, here is this month's report. It appears that because there weren't many accidents this month, the NTSB reporter really made this one report a bit long and detailed.

Accident Date: **June 28, 2019**

Preliminary Report Dated: 6/28/19

Title 14 CFR Part 91

Location: Phoenix

Aircraft Type: Cessna 172

Injuries: UNK

The NTSB has not yet made the preliminary report available.

Accident Date: **June 29, 2019**

Preliminary Report Dated: 7/11

Title 14 CFR Part 91 Operation

Location: Chandler

Aircraft Type: Piper PA28R-200

Injuries: 2 Uninjured

LANDING GEAR LEG COLLAPSED ON LANDING

On June 29, 2019, about 1850 MST, a Piper PA28R-200 airplane sustained a partial landing gear collapse after landing on runway 22R at Chandler Municipal Airport (CHD). The private pilot/owner and passenger were not injured. The airplane incurred substantial damage to the left wing and left stabilator. Visual meteorological conditions were reported at the airport about the time of the accident, and no flight plan was filed for the personal flight. The flight had originated from Stellar Airpark (P19).

According to the pilot, he was seated in the right seat, and his son was seated in the left seat. The pilot reported that he often alternated seats on different flights, and that he was the sole manipulator of the controls for this flight. They flew from P19 to CHD to practice landings and take-offs. The first touch and go landing on runway 22R was uneventful. The pilot reported that the second landing was normal, but then during the rollout the airplane began "pulling hard" to the left and "sinking" in the left wing down direction. The pilot applied right rudder but was unable to maintain directional control. The airplane came to a stop on the runway with the left wing and left stabilator contacting the runway. He reported the event to the CHD air traffic control tower, shut down the airplane, and he and his son then exited the airplane. The nose gear and right main landing gear remained extended and locked, but the left main landing gear appeared to be mostly retracted into its wheel well. There was no fire.

The pilot held a private pilot certificate with an airplane single-engine land rating. He reported that he had about 577 hours total flight experience, including about 479 hours in the accident airplane make and model. His most recent Federal Aviation Administration (FAA) third class medical certificate was issued in September 2018, and his most recent flight review was completed in June 2018.

FAA records indicated that the airplane was manufactured in 1973, and was equipped with a Lycoming IO-360 series engine. The airplane was registered to the pilot in 2015. The pilot reported that the airplane had a total time (TT) in service of about 4,834 hours. The engine had a TT of about 773 hours. The airplane's most recent annual inspection was completed in January 2019.

CHD was situated at an elevation of 1,243 ft

above mean sea level. Runway 22R was asphalt, and measured 75 ft by 4,401 ft. The CHD air traffic control tower was staffed and operating at the time of the event.

The 1856 CHD special weather observation included winds from 260° at 12 knots with gusts to 22 knots, visibility 10 miles, clear skies, temperature 41° C, dew point 4° C, and an altimeter setting of 29.78 inches of mercury.

A Few Words About Safety

Denny Granquist

“

“Flying with other pilots is always a check ride.”

“If you don't plan for survival you haven't properly planned your flight.”



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!!!



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



General Aviation Joint Steering Committee

Approval for Return to Service



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

Outreach Month: August 2019

Topic: Approval for Return to Service

Background:

The General Aviation Steering Committee (GAJSC) has identified a number of fatal general aviation accidents caused by flying in an aircraft that is underfgoing maintenance and is not approved for re-turn to service. Before you take or fly an aircraft, always check for the signed, Approval for Return to Service entry in the aircraft's logbook.

Most aircraft owners are up to speed on the status of their aircraft, and rental fleets usually have aircraft status boards or squawk sheets to check for problems with an airplane, but nevertheless some pilots take, or attempt to fly, an airplane that is undergoing maintenance or is not ready to be returned to services.

DATE	ENGINE MAINTENANCE RECORD DESCRIPTION OF WORK PERFORMED	SIGNATURE
04/21/98	1. Changed oil. Added 8 Quarts of Aeroshell	
Aircraft TT	50wt. compounded Oil.	
2,762 Hrs.	2. Removed & Inspected oil screen and	
SMOH	re-installed in accordance with Lycoming	
982 Hrs.	service manual.	
		<i>Ima B. Good</i>
		Ima B. Good A&P 123456789

References:

- *General Aviation Power Point and Presentation Notes*

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

AZ Airport Focus: Sierra Vista

As we enter August and realize our flying season is closer than ever, we start thinking about where we can go. Arizona has a unique airport that many pilots steer clear of simply because of “the hassle,” or because “it’s complicated,” or “it’s a Restricted Area.”

Training can certainly resolve the prior two reasons, but Restricted Areas are certainly no-go’s when active. Fortunately, the Army has resolved the latter in the case of Sierra Vista/Libby Airfield on Fort Huachuca which lies 75 miles southeast of Tucson. One of only 21 joint-use military/civilian airfields in the United States (2 of which are in Arizona), KFHU lies directly under or adjacent to R-2303A, B and C, as well as R-2312. Adding to the complexity is extensive Unmanned Aerial System/Unmanned Aerial Vehicle (UAS/UAV) activity based in and around the airport. It’s no wonder many Arizona pilots shy away, leaving only 1% of the airport’s reported use to general aviation traffic. This will



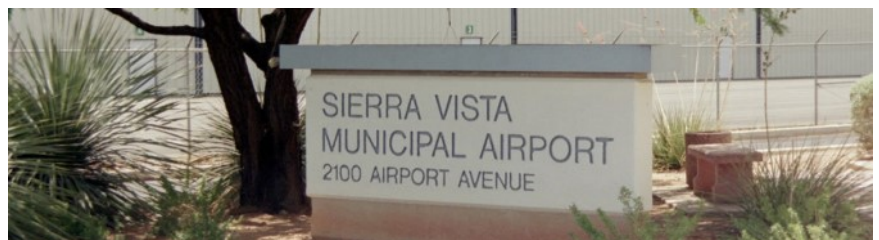
be the first of a two-part series on KFHU. This month we’ll focus on the area’s attractions, and next month we’ll focus on the process. In October, the City of Sierra Vista and APA are hosting an open house and barbeque. We truly hope to see you there.



The airport lies at just over 4700’ MSL, but is in a canyon of sorts. There are nearby mountains of the Huachucas, Dragoons, and Sierra Madres reaching nearly 10,000’. Pilots will need to study winds aloft and density altitude carefully. Additionally, much of the southern tier of Arizona is covered in Military Operation Areas (MOAs), so keep your eyes on an active and persistent scan for traffic of all sizes. Not all targets are equipped with ADS-B Out. Next month, we’ll

cover the arrival and departure procedures, FBO specifics, and transportation options.

Like several Arizona towns, the city of Sierra Vista got its start with the military in territorial times. The US Army settled Camp Huachuca, later named Fort Huachuca starting in 1877. The support community around the fort slowly grew and went through several name changes until, in 1956, it was officially named Sierra Vista. Translated directly, Mountain View, the name certainly fits. The town is surrounded by majestic rocky and craggy mountains. Winter can be spectacular as the mountains are often blanketed in heavy snow. A combined population of approximately 40,000 people on the base and in





town makes it a hub for business. The local geography means Sierra Vista is home to incredible hikes, wildlife viewing, and geologic wonders.

Fort Huachuca itself is a main attraction. What started out as a protection measure against Apache raids is now home to intelligence operations, communications and electronics development, and of course, UAS/UAV operations. While it remains an active US Army base, the general public is allowed access. Of course, a background check at the visitor's center will be conducted, but once on post, history abounds. Check out the Fort Huachuca History Museum to get a real feeling of the Wild West era and 19th Century US military operations. The Fort Huachuca Military Intelligence Soldier Heritage Learning Center

has an incredible array of tools used to communicate secretly from the Revolutionary War through modern times. These are both must-see museums.

Kartchner Caverns is only a few short miles from the airport and is truly one of the most breathtaking natural formations in the world. Discovered almost by accident in 1974 on private property, this remarkable area became open to the public in 2003, and is now an Arizona State Park. Various tickets options are available and are reasonably priced, but do purchase in advance, as most tours sell out quickly. There are occasional "no show" tickets available, but don't count on them. This is a must-see place to put on your bucket list.

For those staying overnight, or for passengers, the area is home to award-winning wineries and hosts no less than 24 tasting rooms! Area wineries offer tours and tastings on a daily basis. The higher elevation and moderate temperatures of the area make for some outstanding grapes just waiting to be tasted. You will either need a vehicle or other ground transportation, as most wineries are a short drive from Sierra Vista.

Tying in to the Old West theme is Brown Canyon Ranch. Located just south of the main city, the ranch is now owned by the US Forest Service. Starting in 1800 and remaining occupied through the early 1900's, much of the area is still well-preserved and offers a glimpse into territorial life in Arizona. A nicely-curated photo history pairs well with the remaining artifacts. Some of the site remains under renovation, but it remains open to the public. For history buffs, it's a must-see.

For the more adventurous, the Ramsey Canyon Preserve is worth the trip on its own. The 280-acre preserve is home to a remarkable array of wildlife, including over 170 varieties of birds! Rare animals, such as brown bears and the Chiricahua leopard frog, also inhabit the area. A guided tour is available from the Nature Conservancy and is well worth the small admission price.



Brian



MEMBERS' PHOTO CORNER

Thank you to Alexander Pena for this month's photo!

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



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

newsletter@azpilots.org

CLASSIFIEDS

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Email: da737retired@gmail.com



~ Scholarship Corner ~

by Chris Nugent

First, I want to thank the APA Board and membership for providing me the opportunity to continue the work that Andrew and the Scholarship Committee have put into ensuring that we continue to provide a catalyst for the next generation of Arizona pilots and aviation professionals. In my previous life in the aerospace industry, we invested a lot of energy in developing talent, and it's exciting to carry that focus forward into Arizona general aviation.

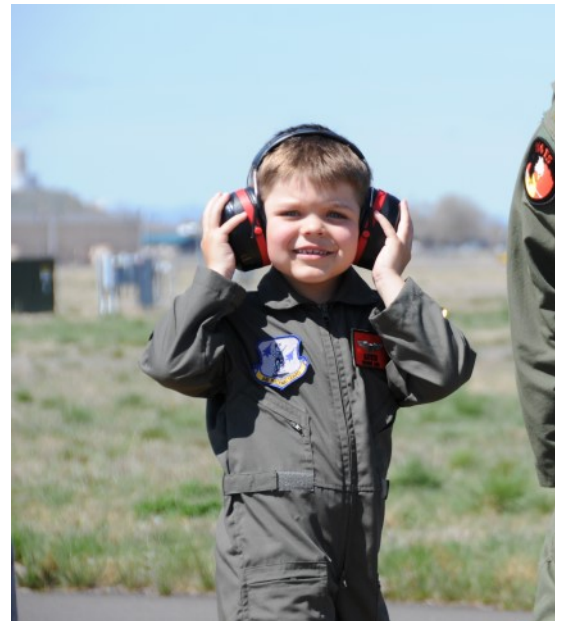
As Andrew noted previously, we had a record number of applicants in 2018 and were able to award 6 scholarships to some motivated and focused young people pursuing aviation careers. I'm hopeful that we can keep up the momentum and repeat this performance in 2019.

It's only a few short months before the scholarship application deadline of October 31, so the scholarship committee will be busy ensuring that we maximize the awareness of the program in the schools and colleges with aviation related programs. If you know any deserving students that are interested in aviation careers, please ask them to visit the [Scholarship Page](#) on the APA website.

While it's important that we keep up the momentum on the application front, it's equally important that we maintain the financial "engine" of the scholarship program. The program is only partly funded through your annual dues so donations make up the balance of the budget. I hope that our members agree that the program is a worthy element of the APA mission and are willing to make a tax-deductible donation to the scholarship fund. Remember – no donation is too small (or too big)!

We'll keep you posted on progress as we head into the fall, some much needed cooler weather and scholarship season!

Chris



CLASSIFIEDS

Wanted: Cessna 177/182—First time Owner!

Price:\$ 75 000.00

Email: Jason Lewis at jason@ecospace.com



Trust

By Howard Deevers

Last week I was sending a small package by US Mail and it required a visit to my local post office. The clerk at the PO was very friendly and helpful as always. While waiting on me, a lady came to the counter and handed him her driver's license and was going to leave it with him. He told her that he did not need to keep it, only to see it. After she left I said, "that was interesting." He said that people trust the post office so much that they will leave their driver's license and credit card. He said that every day a delivery carrier will come in with an order for stamps or shipping supplies with the customer's credit card and ID. They fill the order, charge the card, and return everything to the customer the next day. Now, that is trust. I said that I am glad that I live in a country where such trust still exists.

In aviation such trust does exist, also. Think about your first flying lesson. You got into an airplane with someone you just met, never checked to see if he had an instructor certificate or not, didn't do a background check, and simply expected that he could fly the plane and teach you how to fly. That is a lot of trust, and a lot of responsibility for the instructor.

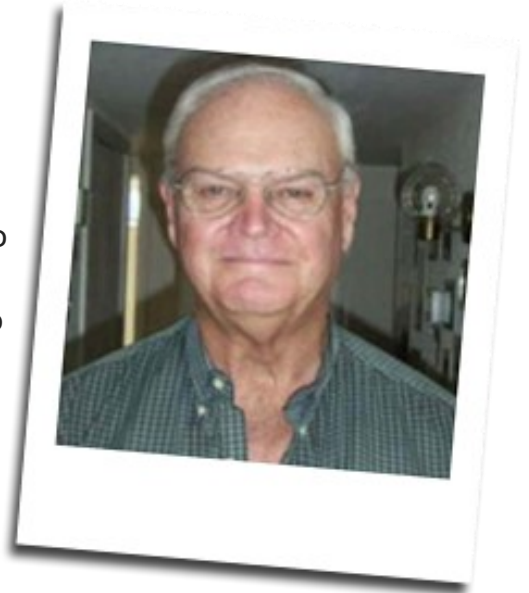
To be sure, the FAA has many regulations governing the CFI and requires recurrent training every 2 years. The FAA trusts that the CFI will comply and get that training. They also trust that we, as pilots, will get a flight review every two years.

Yes, there is such a thing as a ramp check, when the FAA can examine your certificate, medical, and condition of your airplane, but there is no FAA "traffic cop" at the end of every runway to make sure you comply before take-off. I hope that never happens, and if we never give them a reason to do that it never will.

Instructors and students must develop trust for each other. When an instructor signs off a student for that first solo, he must trust that the student has learned the skills and knowledge to safely do that solo, and the student must now trust in his own ability acquired from the instructor. That trust has to go both ways.

After getting your pilots certificate, keep it fresh by attending a safety seminar sponsored by your ARIZONA PILOTS ASSOCIATION. Check the web site for a location near you. They are free and contain a lot of valuable information, and "Don't forget to bring your wingman."

Howard

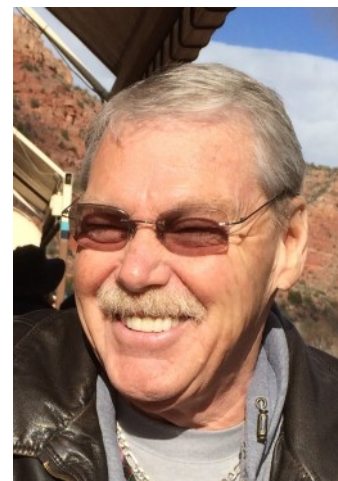


GAARMS REPORT

AUGUST 2019

By Fred Gibbs

(Your guy in Flagstaff)



WOW, we are still doing great so far this year! As of August 1st, the general aviation fatal accident rate for the state of Arizona remains at only one, the crash of a Piper PA-22-160 south-southeast of Kingman back in January.

Within the fatal accident guidelines of the GAARMS reporting process, our pilot-based safety record still stands at an outstanding rate of 100% safe, with **NO** Arizona-based general aviation pilot fatalities so far this year. In the Kingman crash cited above, the student pilot received serious injuries, but the owner/non-pilot rated passenger received fatal injuries.

GAARMS maintains 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, including passengers. You have often heard me tout “The Four 9’s Program,” where we try to operate at a safety rate at or above 99.99% for any given year versus the pilot population here in Arizona, currently at approximately 26,000 pilots. As of August 1st, we actually stand at a pilot safety rate of 100%. That is really outstanding, but the real challenge facing us is to stay at, or greater than, the 99.99 percentile for the rest of 2019!

Fred’s Perspective...

I am VERY pleased to announce that my stepson has earned his brand-new Certified Flight Instructor (CFI) ticket back in Maryland and starts his new job at Dream Aviation at the Westminster–Carroll county airport in Maryland where he trained.



OK, ready for this? The check ride only cost him \$1000 plus a travel fee for the examiner to actually come to the airport (that was not his home airport) of an additional \$300. That, in my opinion, is outrageous, and part of the reason why general aviation is slowly dying – it is simply becoming too expensive. Private, instrument, and com-

(Could it be a government conspiracy??)

For more information, please visit the Equip ADS-B website at www.faa.gov/nextgen/equipadsb/.

Questions about equipping?

Please see our FAQs at <https://www.faa.gov/nextgen/equipadsb/resources/faq/> or contact us at adsb@faa.gov.

With the new Top Gun coming out, people are asking "What ever happened to Iceman?" Well, I Heard Iceman got out and went to the airlines; here is his career in a nutshell....

- 22 years old: Graduated from college. Went to military flight school. Became hot shot pilot. Got married.
- 25 years old: Had 1st kid. Now hotshot jock getting shot at in war.
- Just want to get back to USA in one piece. Get back to USA as primary flight instructor pilot. Get bored. Volunteer for war again.
- 29 years old: Get back from war all tuckered out. Wants out of military.
- 30 years old: Join airline. World is your oyster.
- 31 years old: Buy flashy car, house and lots of toys. Gets over the military poverty feeling.
- 32 years old: Divorce boring 1st wife. Pay child support and maintenance. Drink lots of booze and screw around while looking for 2nd wife.
- 33 years old: Furloughed. Join military reserve unit and fly for fun. Repeat above for a few more years.
- 35 years old: Airline recall. More screwing around but looking forward to a good marriage and settling down.
- 36 years old: Marry young spunky 25-year-old flight attendant
- 37 years old: Buy another house. Gave first house to first wife.
- 38 years old: Gives in to second wife to have more kids. Father again. Wife concerned about "risky" military Reserve flying so resigns commission.
- 39 years old: Now a captain. Hooray! Upgrade house, buy boat, small single engine airplane and even flashier cars.
- 42 years old: 2nd wife runs off with wealthy investment banker but still wants to share house (100%).
- 43 years old: Settle with wife #2 and resolve to stay away from women forever. Seek a position as a check



Captain for 10% pay override to pay mounting bills. Moves into 1-bedroom apartment with window air conditioners.

- 44 years old: Company resizes, and you're returned to co-pilot status. 25% pay cut. Become simulator instructor for 10% override pay.

- 49 years old: Captain again. Move into 2-bedroom luxury apartment with central air conditioning.

- 50 years old: Meet sexy Danish model on International trip. She loves you and says you are very "beeeeg!"

- 51 years old: Marries sexy Danish model for wife #3. Buy big house, boat, twin engine airplane and upgrade cars.

- 52 years old: Sexy model wants kids (not again). Resolve to get vasectomy.

- 54 years old: Try to talk wife out of kids, but presto, she's pregnant. She says she got sick after taking the pill. Accident, sorry, won't happen again.

- 55 years old: Father of Triplets.

- 56 years old: Wife #3 wants very big house, bigger boat and very flashy cars, "worried" about your private flying and wants you to sell twin engine airplane. You give in. You buy a motorcycle and join motorcycle club.

- 57 years old: Make rash investments to try and have enough money for retirement.

- 59 years old: Lose money on rash investment and get audited by the IRS. You have to fly 100% International night trips just to keep up with child support and alimony to wife #1 and #2.

- 60 years old: Wife #3 (sexy model) says you're too damned old and no fun. She leaves. She takes most of your assets. You're forced to retire due to Age 60 rule. No money left.

- 61 years old: Now Captain on a non-schedule South American 727 freight outfit and living in a non-air-conditioned studio apartment directly underneath the final approach to runway 9 at Miami Int'l. You have "interesting" Hispanic neighbors who ask you if you've ever flown DC-3's.

- 65 years old: Lose FAA medical and get job as sim instructor. Don't look forward to years of getting up at 2 AM for 3 AM Sim training in every god-forsaken town you train in due to the fact your carrier can find cheap, off-hours Sim time at various Brand X Airlines.

- 70 years old: Hotel alarm clock set by previous FedEx crew member goes off at 1:00 AM. Have heart attack and die with smile on face. Happy at last!



Ain't aviation great...

Fred



YUMA INTERNATIONAL AIRPORT FLY-IN



AUGUST 17 & 18, 2019



CELEBRATING THE 90TH ANNIVERSARY OF THE 1929 1ST WOMEN'S NATIONAL AIR DERBY



History was made when 20 Aviatrices participated in the inaugural 1929 Women's National Air Derby beginning in Santa Monica, CA and ending in Cleveland, Ohio. The stop in Yuma, Arizona was requested by all of the participating Aviatrices.

To celebrate the 90th Anniversary we invite all aviators to **FLY YUMA** and join us for a day filled with history, fun and appreciation for these brave pilots! Guests will get to meet and spend time with our special guest, "Sky Girls" author, aviatrix and almost astronaut, **Gene Nora Jessen**. Gene Nora will have copies of her book "Sky Girls" available for purchase and autograph!

EVENT DETAILS ON NEXT PAGE



All Inclusive Cost
(Transport, Food, Lodging)
\$125.00 per person
\$150 per couple

Payment/Reservations
Call (928) 783-4453

FLY IN Agenda:

August 17th

- 10:00 – Pilots Arrive NYL Million Air
- 10:30 – Pilot Transport from Million Air to Yuma International Airport Terminal
- 11:00 – Mural Unveiling (Community invited!)
- 11:30-1:00 – Luncheon/Meet & Greet with Gene Nora Jessen at Brewers Skybox (Community invited!)
- 1:30 – Pilot Transport to Historic Coronado Motor Hotel
- 3:30 – 5:00 – Pilot Tour Yuma History & Aviation Museum
- 6:00 – Buffet/Meet & Greet with Gene Nora Jessen at Yuma Landing (Community invited!)



August 18th

- 6:00 AM – Pilot Breakfast
- 7:30 AM – Pilot Transport from Hotel to Million Air
- 8:00 – Pilots Fly Out

Thank You
TO OUR SPONSORS





Flagstaff Airport Event

Airport Open House & Car Display

Benefiting Youth and Aviation

EAA Chapter #856

August 24, 2019  8am – 3pm



AIRPLANE FLIGHTS FOR KIDS AGES 8-17

at no additional charge • 8am - 1:30pm

SUGGESTED DONATION

\$5 Per Person • Family Max \$20 • Children Under 8 Free!

MANY MILITARY & CIVILIAN AIRCRAFT ON DISPLAY



South of Flagstaff off I-17

FOR MORE INFORMATION:

dennyliz@cox.net

FlagThunder.org

**THANK YOU TO
OUR SPONSORS:**



**INAUGURAL AND
PRINCIPAL DONOR**



Mystic Bluffs Fly In (NM56)

Join us at Mystic Bluffs for a breakfast buffet

Saturday August 17, 2019!

7:00 AM until 12:00 PM

Please [RSVP](#) for a headcount / plane count .



Review [Mystic Bluffs Safety Briefing](#).

If landing from the West, land at or beyond the turnaround circle where runway has been graded.
The west end may be soft.

Read the [NMPA Event Waiver](#).

Campers are welcome Friday and Saturday nights. Provide your own food.

Extensive tie down area.

Porta potty, water, BBQ and large fire pit on site.

Exquisite location, towering bluffs, lake, great hiking.

THE TIMBERLAKE RANCH GANG WILL SERVE THEIR
WONDERFUL BUFFET BREAKFAST SATURDAY!



2 miles NE of Ramah, NM
Ramah, NM 87321

Contact: Perry Null
505-722-4147 (p)
505-870-1233 (c)

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.

