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November 2019

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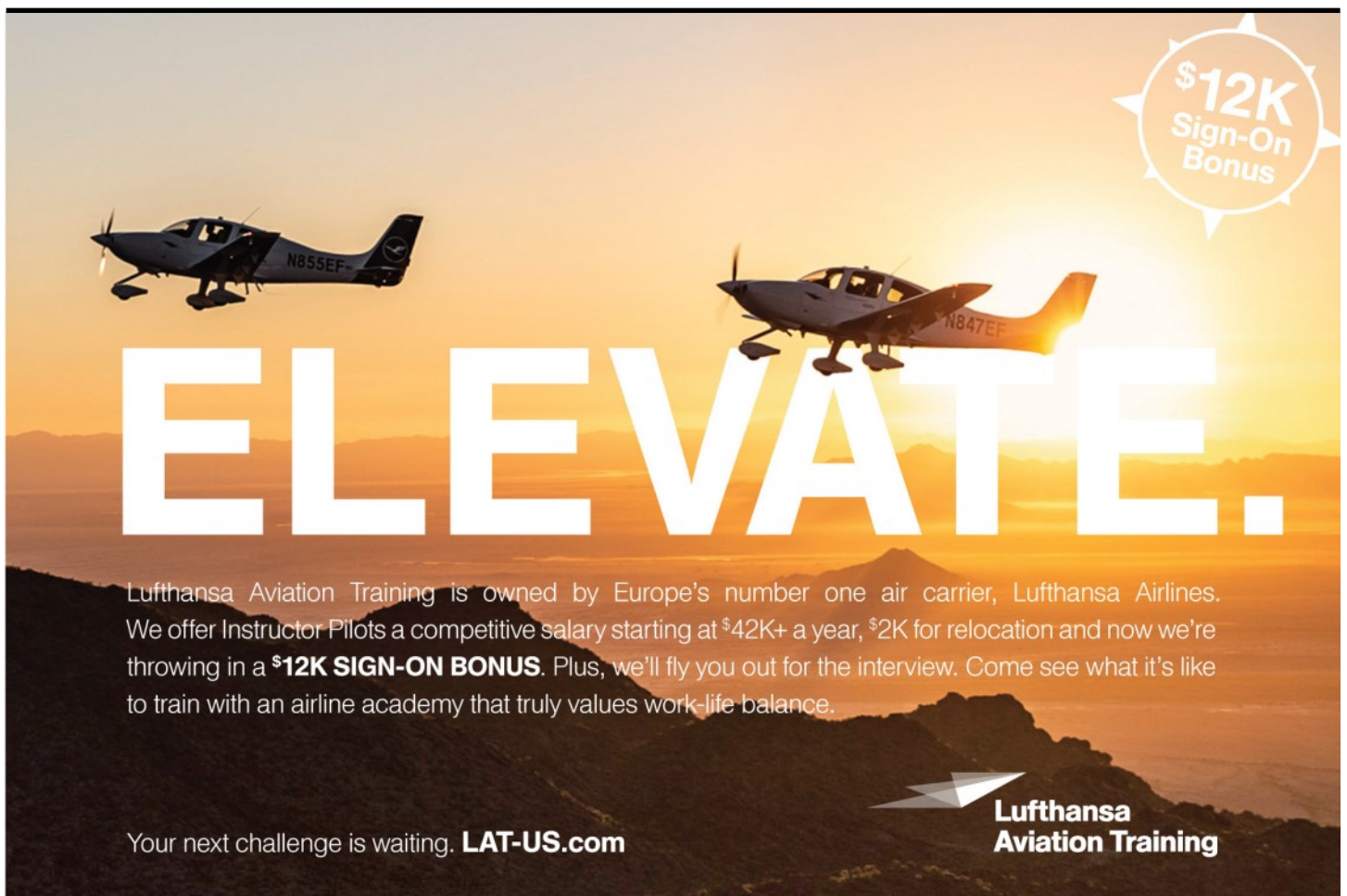
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President's Report

Greetings,

It's been said that women speak nearly three times as much as men, and while this may be debatable, the studies in question obviously did not take pilots into account. Male or female, my experience is that pilots speak nearly six times as many words per day as non-pilots. I don't plan to use focus groups, lab rats, or college students to firm this belief up into a published study, but anybody who has spent a weekend at a GA airport can back me up on this. In my nearly 25 years of flying, hangar flying is some of the most fun. Waiting out a thunderstorm or a fast-moving weather front under the shelter of a raised bi-fold door has resulted in some of the greatest relationships I've ever encountered. Sitting in a quiet terminal lobby on dilapidated couches with an honor system vending machine humming in the background while talking with people I've only just met is like comfort food for my soul. Visit any airport café on a Saturday morning and the energy level of the conversation is incredible.

The background of the advertisement is a scenic view of a sunset or sunrise 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 aircraft on the right has 'N847EF'. Both have Lufthansa logos on their tails. A large, white, stylized word 'ELEVATE.' is superimposed over the middle of the image. In the top right corner, there is a circular badge with a starburst effect containing the text '\$12K Sign-On Bonus'. At the bottom left, there is a line of text: 'Your next challenge is waiting. LAT-US.com'. At the bottom right, there is a 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

Our ability to fly and enjoy aviation is an incredible freedom. However, flying is as much about relationships and emotions as it is about mechanics of flight and precision flying. For me, the social and emotional side of flying is what makes it rewarding. A kindred spirit exists between all pilots. It transcends age and gender. Unlike many other ways in which people can spend time and money, aviation also transcends financial status. In terminals or on the ramps, I often find budget-conscious pilots in a club-owned airplane chatting it up with a turbine single owner on his way to Vegas. Each admires the other. The turbine pilot is thinking back to the simplicity of flying an antique or vintage aircraft, and the club pilot is dreaming about the power of the turbine.

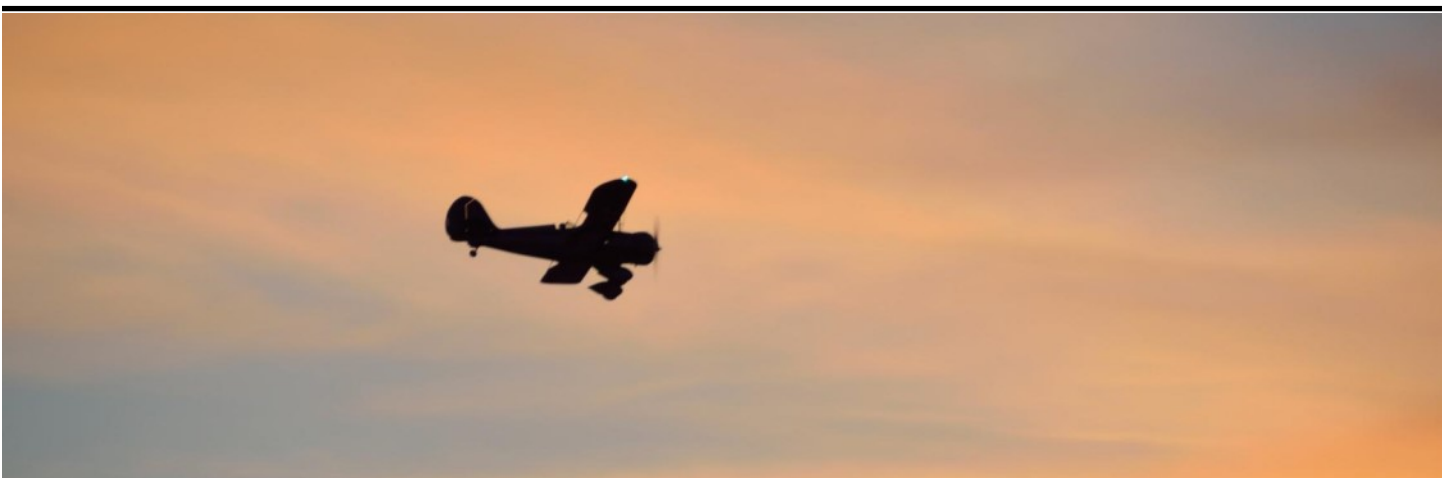


Pilots are also some of the most helpful people around. Have a flat tire or a dead battery? Chances are another pilot will go out of their way, even postponing their own trip, to get you on your way. I recently bartered for a tire and a tube from separate pilots at a sleepy California airport, while another pilot offered his hangar and tools to swap my flat nosewheel. Another pilot actually bought fuel for me when my credit card wasn't accepted at an Arizona airport. I had to track him down to get him to accept repayment. The conversations and relationships were genuine. I'm sure we all have similar experiences.

APA supports general aviation, including the social side of this amazing hobby. Please visit our calendar to see what is coming up. Don't worry if you don't know anybody – you'll meet them there and will feel right at home. Reach out and let us know about an aviation social event you'd like to make happen! I've mentioned it in the past, but if you have fellow pilot friends who aren't members, ask them to consider joining APA. You help make APA an amazing organization and I'm blessed to be a part of it. Go spend some time at an airport, relax, and soak it all in.

Blue Skies,

Brian



Executive Director's Report

Jim Timm — November 2019

Isn't it great that the fall weather is finally here? The flying weather has been very good, and we can enjoy a more comfortable flight. Our flying season is getting off to a good start with the schedule of aviation events rapidly filling the calendar. The fly in breakfast flights are a lot more enjoyable with the smoother air and cooler air temps. I look forward to seeing you out there.

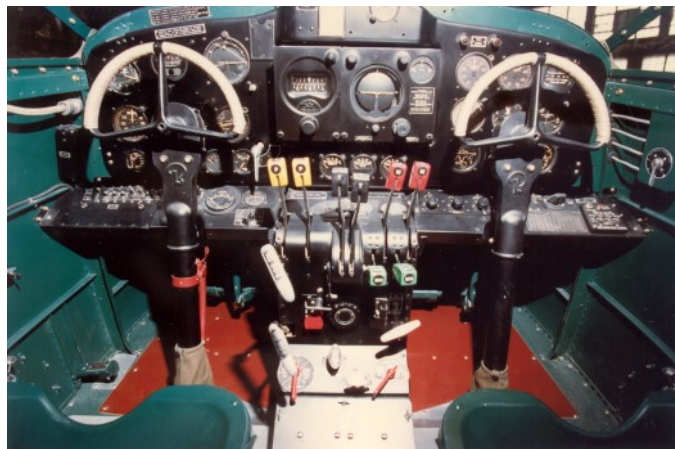
Well, last month we were encouraging you to possibly get out there and look for the Grumman Avenger that had crashed in the White Mountains a year ago, last spring, and collect the finder's reward being offered. I'm sure some of you may have seen the article in the news that the reward is off the table if the airplane is on Fort Apache Indian Reservation land. Initially the Apache Indians believed Ron Carlson, the former owner of the Avenger, was encouraging people to violate tribal and federal laws by searching for the airplane. The White Mountain Apache Tribe and Carlson have now come to an agreement that Carlson asks that anyone who is not a member of the Fort Apache Tribe to not search for the plane on tribal lands, and any unauthorized person who does, will not be entitled the cash award. The Tribe will work with Carlson to search for the plane. A professional aerial search of the tribal lands, with tribal approval, will be made, and tribal rangers and guides will make a ground search for the plane.

Based on Carlson's research, there is now an increasing likelihood that the airplane may have continued flight for several miles after they bailed out of the plane, and it may not have crashed on reservation land. The status of the award if the plane is located off of the Apache Reservation by someone who was not an Apache Tribal Member was not addressed. It sort of sounds like the Apaches may have laid partial claim to the Avenger if it's on Apache Tribal Land. So continues the saga of the "Lost TBM Avenger." It's still out there, if you are still interested in looking for it! Is there is still a finder's award for finding it off the reservation? A lot of questions still exist, and a good reward could buy a lot of avgas, so good luck!

MISCELLANEOUS ITEMS

FAA

Time has nearly run out for getting your airplane equipped with ADS-B Out, and the deadline is still at midnight December 31. It appears that the cheapest and easiest system to install at this time is the uAvionix tailBeacon ADS-B Out unit. They



have just recently received their FAA supplemental type certificate (STC) approval for their tailBeacon unit for installation in a certified airplane, and it can be easily installed by any A&P mechanic. To save time and simplify paperwork, the company has created a [sample FAA Form 337](#) for the tailBeacon installation. Cost; \$1,999 for the TSO unit, and \$1,646 for the experimental aircraft unit. Installation costs should be relatively minimal. If necessary, good luck on getting in compliance on time.

“

If you encounter a loss of GPS signal lasting a more than a couple of minutes, immediately contact ATC.

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AIRSPACE

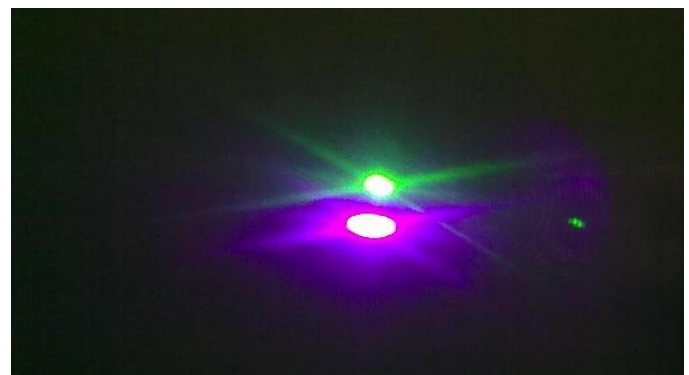
Late in October, Sen. Mike Lee (R-Utah) introduced the Drone Integration and Zoning Act, a bill that seeks to take control of the national airspace out of the federal government's hands and allows multiple parties to divide the lower levels of the airspace in an attempt to integrate unmanned aircraft systems (UAS). The federal regulation of airspace has not always been perfect in every instance, but dividing the national airspace into a patchwork of state, local, and tribal jurisdictions will only serve to impede growth and safe UAS integration. This would be a disaster, and hopefully the AOPA and/or the EAA can inform our legislators and see that this bill doesn't see the light of day.

We continue to get last minute notices of GPS interference testing that is happening in neighboring states that could have an impact on air navigation here in Arizona. We want to remind you once again, If you encounter a loss of GPS signal lasting more than a couple of minutes, immediately contact ATC and advise them of the outage providing the time, altitude, and location when the outage was encountered. I hope this testing will come to an end when we have ADS-B mandated.

Be aware that starting December 10, 2019, pilots that are flying under BasicMed will be able to [travel to Mexico](#) in their aircraft per a policy letter signed by Mexico's Directorate General of Civil Aeronautics, on October 11, 2019. In recognizing BasicMed, Mexico joins the Bahamas as a BasicMed-friendly destination. [The Bahamas recognized BasicMed](#) soon after the new form of aviation medical qualification took effect in May 2017.

SAFETY

The Phoenix and Mesa Police Aviation Departments, in discussing the problem of tracing laser strikes on aircraft, mentioned that we are approaching that time of the year when citizens will be putting up Christmas decorations and lights, and in some cases the light decorations may include lasers. Use caution, if your decorations include these types of lights, and use caution to ensure they are pointed downward so they won't strike an aircraft in flight.





The General Aviation Joint Steering Committee (GAJSC) and the NTSB have determined that a significant number of general aviation fatalities could be avoided if pilots were to conduct more thorough preflight inspections of their aircraft that have just been returned to service. As the final authority for your aircraft's fitness for flight, it's important you know how to properly preflight your aircraft after maintenance. Increasing your knowledge of your aircraft's history and becoming more aware of your mechanic's repair activity are critical components of an advanced post maintenance preflight. For tips on how to conduct an advanced preflight after maintenance, check out the FAA FlySafe fact sheet: [Download Fact Sheet](#)

The past reporting period has been pretty good in that there were only two accidents reported by the NTSB, and as a bonus, there were no fatalities. Unfortunately, this month's report does contain eight accident reports, with six that occurred in previous reporting periods, but the NTSB detailed reports were released in this last reporting period. It's unfortunate that a large number of the accident reports this period have not had their preliminary reports released for our review. This is usually an indication that the damage may have been relatively minor in nature, and there were no fatalities involved. In any event, see my November Accident Summary for the details, and in the meantime, please fly safe.

CONSTRUCTION

The latest information we have just received is that the Coolidge Municipal Airport (PO8) will close runway 5-23 on November 22, 2019 rather than November 4, and is scheduled to reopen the runway on May 22, 2020. During this closure, runway 17-35 will also be closed on December 12, 2019, and is scheduled to reopen it on February 3, 2020. During the closure, runway 5-23 is being completely rebuilt, have paved shoulders added, new medium intensity runway edge and end lights, new airfield guidance signs, new runway distance remaining signs, and new REILS, and PAPIs. The closures will be NOTAMed accordingly.



We are also aware that many of the airports around the state are having construction projects in process or are being planned. Unfortunately, we don't have the latest details of what projects are coming up at the various airports. At the moment, the best advice we can offer is to check for NOTAMS at your destination airport, and when you do get there, use an extra amount of caution. The last thing you want to have happen is to have your flight end with it being a contribution to the monthly NTSB accident summary. Always fly informed.

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. Chandler Municipal Airport (CHD), Kingman Municipal Airport (IGM), 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 currently in their Master Plan update process. Laughlin/Bullhead International Airport (IFP) has recently joined the list, and will be starting the planning process also.



THINGS TO DO - PLACES TO FLY FOR BREAKFAST:

- The fly in breakfast at Coolidge Municipal Airport (P08), is normally on the first Saturday of the month. They will be on hold during both runway closures in January and February. Check NO-TAMS.
- The Falcon Field EAA Warbirds Squadron fly in breakfast, and car show on the third Saturday of the month will be restarting on Saturday, December 21st. There is currently construction underway, so there will be *no fly in breakfast in November*.
- 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, and the BBQ lunch hosted by the APA is on the third Saturday of the month. 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 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



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

newsletter@azpilots.org

November Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of aviation accidents that have occurred in Arizona from late September through late October. 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.

This reporting period is not the best from the standpoint that there are eight accidents covered in this report. Fortunately, only two of the accidents occurred in this reporting period, and six occurred in previous reporting periods, but the NTSB detailed reports were released in the last reporting period.

The only good news in the lot was there were no fatalities reported; however, there were some serious injuries. Apparently the summer doldrums are over, more people are out flying, and some bad things were happening, and some airplanes got bent up. Fortunately nobody was fatally injured, but some came awfully close, surviving only by a twist of fate. An example of this was the accident at Ak Chin (A39). If the airplane had struck the building a few feet closer to the runway, the airport manager would have been hit by the airplane, and if the airplane had gone a few feet further the other direction, the airplane would have missed the building and struck the ground, most likely fatally injuring both occupants of the airplane. Please fly with much pre thought and care. Your life could depend on it.

It's unfortunate that a large number of the accident reports this period have not had their preliminary reports released for our review. This is usually an indication that the damage may have been relatively minor in nature, and there were no fatalities involved. In any event, the following are the details of what is presently available.

ACCIDENTS IN THIS REPORTING PERIOD

Accident Date: **August 25, 2019**
Factual Report Dated: 10/23/19
Title 14 CFR Part 91 Operation
Location: Cottonwood
Aircraft Type: Piper PA28
Injuries: 2 Uninjured

LOSS OF CONTROL ON TAKEOFF

The flight instructor reported that, during a soft field takeoff with the student pilot at the flight controls, the airplane was in ground effect and yawed to the left with a high angle of attack. As the student was correcting, a wind gust from the right caused the airplane to drift left and put the airplane into a "cross controlled situation." The instructor attempted to assume control of the airplane, but the student pilot only heard his name and continued to fly the airplane. The instructor reported he was unable to overpower the student and became concerned that the airplane

was not producing enough lift and would aerodynamically stall or spin. The instructor pushed forward hard on the yoke to prevent the stall, and the airplane impacted terrain 50 yards off the side of the runway about midfield. The airplane sustained substantial damage to the fuselage, left, and right wings.

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

The student pilot did not submit a written statement as requested.

An airport's automated weather observation station, located 14 miles to the northeast, reported that, about the time of the accident, the wind was from 210° at 8 knots and variable from 180° to 240°. The airplane was departing from runway

14.

The Federal Aviation Administration's Airplane Flying Handbook, FAA-H-8083-3B, provides information and guidance in a section titled "Soft/Rough-Field Takeoff and Climb" which stated in part:

The pilot must be aware that the correct takeoff procedure for soft fields is quite different from the takeoff procedures used for short fields with firm, smooth surfaces. To minimize the hazards associated with takeoffs from soft or rough fields, the pilot should transfer the support of the airplane's weight as rapidly as possible from the wheels to the wings as the takeoff roll proceeds by establishing and maintaining a relatively high AOA or nose-high pitch attitude as early as possible. The pilot should lower the wing flaps prior to starting the takeoff (if recommended by the manufacturer) to provide additional lift and to transfer the airplane's weight from the wheels to the wings as early as possible.

After the airplane becomes airborne, the pilot should gently lower the nose with the wheels clear of the surface to allow the airplane to accelerate to VY, or VX if obstacles must be cleared. Immediately after the airplane becomes airborne and while it accelerates, the pilot should be aware that, while transitioning out of the ground effect area, the airplane will have a tendency to settle back onto the surface. An attempt to climb prematurely or too steeply may cause the airplane to settle back to the surface as a result of the loss of ground effect. During the transition out of the ground effect area, the pilot should not attempt to climb out of ground effect before reaching the sufficient climb airspeed, as this may result in the airplane being unable to climb further, even with full power applied. Therefore, it is essential that the airplane remain in ground effect until at least VX is reached.

Accident Date: **August 30, 2019**
Preliminary Report Dated: 10/2/19
Location: Prescott
Aircraft Type: Luscombe 8A
Injuries: UNK

The NTSB has not yet made the preliminary

report available.

Accident Date: **September 10, 2019**
Preliminary Report Dated: 9/30/19
Title 14 CFR Part 91 Operation
Location: Maricopa
Aircraft Type: Ercoupe 415
Injuries: 2 Serious

LOSS OF CONTROL ON TAKEOFF

On September 10, 2019, about 0830 MST, an Ercoupe 415-C, airplane, impacted a building during departure from Ak-Chin Regional Airport (A39), Maricopa. The pilot receiving instruction and the flight instructor were seriously injured. The airplane sustained substantial damage. Visual meteorological conditions prevailed for the flight and a flight plan was not filed for the local instructional flight.

According to an eyewitness, the airplane was heard traveling down the runway during departure and the engine sounded normal. The airplane departed from runway 22, and as the airplane was climbing out, it veered left, pitched up slightly and rolled left, putting the airplane in a nose down descent, impacting the roof of the A39 administrative building. The eyewitness, who was also the first responder, stated that the pilot and flight instructor exited the airplane and one of the occupants jumped to the stairwell below. They were both transported to the hospital.

The airplane entered the top of the two-story building and was lodged in the outside wall and roof. The airplane was visible from the ground below and sustained substantial damage to the fuselage and wings.

Accident Date: **September 13, 2019**
Preliminary Report Dated: 10/7/19
Title 14 CFR Part 91
Location: Marana
Aircraft Type: Piper PA28-181
Injuries: 3 uninjured

ENGINE FIRE DURING STARTUP

On September 13, 2019, about 1730 MST, a Piper PA-28-181 caught fire during preflight

startup at the Marana Regional Airport (AVQ). The flight instructor and two student pilots were not injured. The airplane sustained substantial damage to the firewall. Visual meteorological conditions prevailed for the flight and no flight plan was filed.

According to the flight instructor, after landing at AVQ, he and the student pilots exited the airplane, used the airport facilities, and had the airplane refueled. About 30 minutes after the airplane was shut down, the flight instructor completed his preflight and he and the student pilots boarded the airplane. During the preflight, the flight instructor stated he did not see any fuel or liquids during the walk around. After a second failed attempt to start the engine the flight instructor and student pilots smelled smoke. The flight instructor saw smoke coming from the nose wheel well and he and the student pilots stood clear of the airplane and called the local authorities. The airplane continued to smoke for about 15 minutes before the fire department arrived.

During a post-accident examination of the airplane, the cowling was removed which revealed substantial damage to the firewall. The cowling and various lines and accessories sustained thermal damage.

Accident Date: **September 14, 2019**
Preliminary Report Dated: 9/25/19

Location: Chandler
Aircraft Type: Mooney M20M
Injuries: UNK

The NTSB has not yet made the preliminary report available.

Accident Date: **September 20, 2019**
Preliminary Report Dated: 9/24/19
Location: Sedona
Aircraft Type: Piper PA60
Injuries: UNK

The NTSB has not yet made the preliminary report available.

Accident Date: **September 27, 2019**
Preliminary Report Dated: 10/9/19
Location: Mesa
Aircraft Type: Diamond DA40
Injuries: UNK

The NTSB has not yet made the preliminary report available.

Accident Date: **October 18, 2019**
Preliminary Report Dated: 10/22/19
Location: Marble Canyon
Aircraft Type: Titan Tornado II
Injuries: UNK

The NTSB has not yet made the preliminary report available.

A Few Words About Safety

Denny Granquist

“

“Always brief a backup plan for the backup plan.”

“A thorough post flight is the cheapest insurance you can buy.”

”



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!



“Is Backcountry Flying Dangerous?”

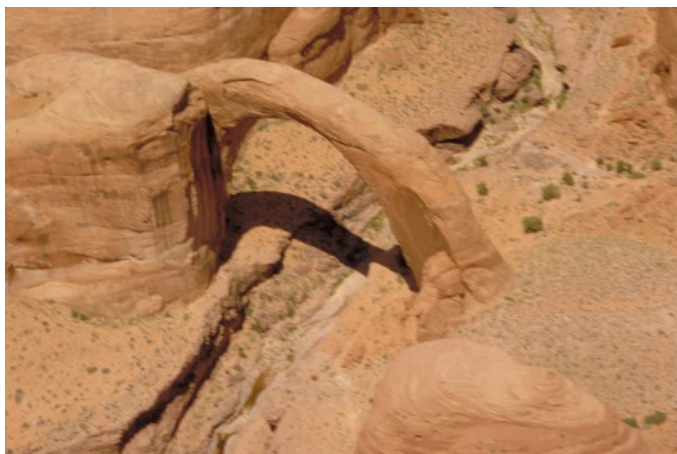
By Brian Schober

As of late, there is a renewed interest in backcountry flying, Short Take Off/Landing (STOL) practices, and the excitement this type of flying brings. The STOL drags at the High Sierra Fly In, Sun-N-Fun, and Oshkosh are drawing some much needed life into general aviation. APA sponsors and maintains several backcountry strips and hosts multiple events each year, and I participate in as many as time and budget will allow. Recently, more than one of my non-pilot friends has asked me something similar to, “Isn’t landing on a dirt strip dangerous?” The questions made me think. Adding to this, a couple of high-profile incidents brought some risks to the forefront. In both of cases that I am thinking about, squirrely and gusty winds were present at the time of the incident. Fortunately, all walked away from each aircraft relatively unharmed. Unfortunately, the aircraft were lost.



So, is it riskier? Yes. Is it dangerous? No, at least not when appropriately planned and executed. Far more dangerous are accidents involving fuel starvation, flight into terrain, or flight into icing conditions. These issues are amplified due to the lack of standard resources at backcountry destinations. Additional planning and sound decision-making skills can effectively mitigate these risks to make it no less safe than any other flight.

Weather can be tricky for backcountry strips. These aren’t typically located on prime aviation-friendly plots of land, and there are often nearby canyons, bluffs, mountains, or tree lines that drastically affect wind patterns, and sometimes even precipitation. If a torn windsock is considered a weather report, you’ll be lucky. This makes calculating density altitude, winds, and cloud cover a bit more complicated. Weather risks can be mitigated by performing a deeper dive on the surrounding airports’ weather forecasts and reporting equipment. Backcountry flying websites often include pilot reports. Aviation organizations typically publish prevailing weather conditions online. Thorough research into the weather, paired with maintaining an objective mind to simply cancel the trip if something doesn’t seem right, can often reduce this risk to merely a challenge.



Runway conditions are another significant risk factor. Backcountry strips are typically much shorter, narrower, and more sloped than other airports. Your airplane will handle and brake differently, the runway often appears nonstandard from an optical illusion perspective, and takeoff acceleration is impeded by the rough surface. This issue can be mitigated with experience. Work with an instructor to enhance your short-field/soft-field techniques in the airplane you plan to fly. Though touch-and-goes and flight training aren’t allowed at our backcountry strips,

having an instructor onboard as you fly in to the backcountry strips will help you gain the experience needed to safely manage this risk. It's also always a good idea to have another pilot and aircraft accompany you into the backcountry. This allows for one aircraft to land while another aircraft remains aloft, able to beckon for help, or hopefully offer assistance, or a way back out if damage occurs to the first aircraft, and visa-versa should the second aircraft suffer any mishap on landing. It's also a good idea to be certain all aircraft can be started before leaving a sole aircraft on the ground and out of radio contact with at least the second to last aircraft departing, you being the last aircraft departing! We had one aviator stranded for several hours on a backcountry airstrip after that pilot waited several hours after his buddies had left to start up, only to find his battery dead!



Risk management is a huge part of flying, and flying the backcountry is no different. Learning to recognize risks and effectively mitigate them helps us continue to enjoy flying without incident. Backcountry flying requires additional risk mitigation through planning, and it certainly requires additional training and currency. At the same time, it is also some of the most rewarding flying I do. Fly safe and enjoy yourself out there!

Brian



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!!!

GAJSC



General Aviation Joint Steering Committee

Do Not Issue - Do Not Fly

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: October 2019

Topic: Do not Issue—Do not Fly

The FAA and industry will conduct a public education campaign emphasizing the best practices for determining whether medications prescribed for or acquired over-the-counter (OTC) by pilots are hazardous to flight operations.

Background:

Several studies published by the FAA Toxicology Laboratory on toxicology samples of deceased pilots indicated the presence of illicit drugs, and prescription or over-the-counter medications in 42% of subjects tested. While NTSB and FAA have not necessarily cited drug or medication use as a causal factor in these accidents; the magnitude of these findings poses two questions. Have the drugs found in recent investigations, diminished pilots ability to safely conduct flight operations? Have the medical conditions requiring use of those drugs compromised pilots ability to fly safely? It may be impossible to say after the fact to what extent a drug compromised a pilot's capability but it's safe to say that a consultation with one's Aviation Medical Examiner (AME) is a good idea before flying while using any drug.



Teaching Points:

- 42% of pilots in fatal crashes had some sort of drug/medication in their systems during the flight.
- Some of these medications carry very specific warnings against operating machinery or motor vehicles or performing tasks requiring alertness. Flying certainly is included, even in a glider or hot-air balloon.
- Illicit drugs always impair human performance.

- Healthcare providers may prescribe drugs that could compromise pilots' abilities – especially if the doctor is not aware that the patient is a pilot.
- Combinations of prescription and OTC medications can be particularly dangerous. Pilots should consult their AME before taking a combination of medications.
- AMEs are trained to advise pilots on negative and positive effects of drugs with respect to aviation.
- Pilots must truthfully report all medical conditions and drug use on their medical application forms and should consult their AME with respect to all medical conditions and drug use before flight.

Therapeutic substance in drug

When not to use this drug, when to stop taking it, when to see a doctor, and possible side effects

More information on how to store the drug

Drug Facts

Active ingredient (in each tablet) Chlorpheniramine maleate 2 mg **Purpose** Antihistamine

Uses temporarily relieves these symptoms due to hay fever or other upper respiratory allergies:
 ■ sneezing ■ runny nose ■ itchy, watery eyes
 ■ itchy throat

Warnings
Ask a doctor before use if you have
 ■ glaucoma
 ■ a breathing problem such as emphysema or chronic bronchitis
 ■ trouble urinating due to an enlarged prostate gland
Ask a doctor or pharmacist before use if you are taking tranquilizers or sedatives

When using this product
 ■ You may get drowsy ■ Avoid alcoholic drinks
 ■ Alcohol, sedatives, and tranquilizers may increase drowsiness
 ■ Be careful when driving a motor vehicle or operating machinery
 ■ Excitability may occur, especially in children

If pregnant or breastfeeding, ask a health professional before use.
Keep out of reach of children. In case of overdose, get medical help or contact a Poison Control Center right away.

Directions

| | |
|---------------------------------------|---|
| Adults and children 12 years and over | Take 2 tablets every 4 to 6 hours; not more than 12 tablets in 24 hours |
| Children 6 years to under 12 years | Take 1 tablet every 4 to 6 hours; not more than 6 tablets in 24 hours |
| Children under 6 years | Ask a doctor |

Other information Store at 20-25° C (68-77° F)
 ■ Protect from excessive moisture

Inactive ingredients D&C yellow no. 10, lactose, magnesium stearate, microcrystalline cellulose, pregelatinized starch

Product type

Symptoms or diseases the drug treats

Read carefully: how much to take, how often to take it, and when to stop taking it

Other things in the drug, such as colors or flavorings

References:

- Pilots and Medication Power Point and Presentation Notes*
- [Guide for Aviation Medical Examiners](#)

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

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Unusual Paved Public Use Airports in Arizona

by **Peter N. Steinmetz**

I have always loved maps. In 5th grade, my brother and I would save up our allowance to purchase topographic maps of the local area. So when I began flight lessons at Chandler Municipal (CHD) in 2015, I immediately took to pilotage and perusal of sectional charts.

My private checkride ended up being substantially delayed due to runway closures and weather. Since I couldn't land many places, I had lots of time to fly around the area finding landmarks and airports from the air using the charts. My 1969 Cardinal has dual radios and an ADF for navigation -- no GPS -- so charts were definitely required. I found I really enjoyed the process of finding the various airfields from a few thousand feet AGL. After obtaining my private certificate, this enjoyment extended to finding a new airport, determining how to properly approach it, and landing on it.

So in May 2016 I decided I would like to find and land on all 72 public use airports in Arizona with paved runways. I don't much like landing my Cardinal on unpaved runways as the gravel tends to fly up and ding the stabilator. Thus began a series of delightful cross-country flights to all corners of our state. Here are my observations on several unusual airports:



Most Challenging

The Grand Canyon Bar Ten (1Z1) is a 4600' paved runway serving the Bar Ten Ranch down in a side canyon on the north side of the Grand Canyon. It is normally used as one-way-in / one-way-out. Approaching from the south the go-around is not promising with rising terrain to the north. This combined with an altitude of 4100' and the slight bend in the middle of the runway makes for a challenging approach and landing. I found it the most difficult landing of all the paved runways in Arizona.

Highest Above Sea Level

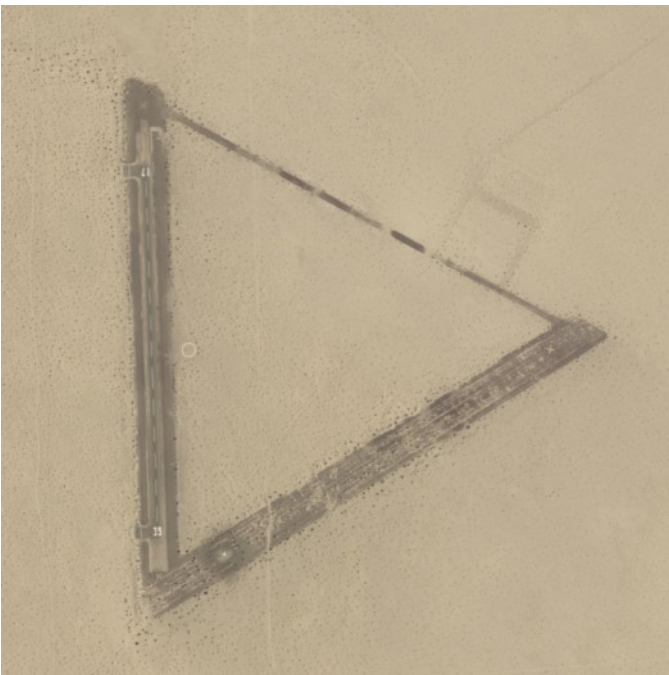
This distinction belongs to Springerville (JTC) at 7055'. It is northeast of Baldy Peak and 40' higher than Flagstaff. The runway is thankfully 8400' long which is often needed in the summer when density altitudes can exceed 10,000'. This airport was the site of an unfortunate accident in 2011 when the pilot did not compute takeoff performance carefully enough.

Roughest Surface

The remarks in the chart supplement regarding Polacca (P10) are not kidding when they say there is loose rock on the runway surface. Seriously, there are 6" or larger rocks on the runway. This runway is also notable for the uncontrolled road crossing the middle. My landing there was just a touch and go as I wanted to minimize the stabilator dings (or worse). This is one of the several airports maintained on the Native American reservations primarily for air medical evacuations. Located just south of the first mesa on the Hopi reservation, it is a very interesting area to fly over.

Closest To An International Border

Douglas Municipal (DGL) has a mostly north south 5760' long runway. The southern departure end of 21 is literally 300' from the Mexican border. This airport was established in 1929 and was the first international airport in the United States. My understanding is that the authorities do not become too upset by brief excursions into Mexican airspace during airport operations.



Most Deserted

My quest to land on all the paved public use runways in Arizona finally ended July 22, 2018. In my travels around the state I had overlooked one airport, Rolle (44A), in the far southwestern part of the state. This airport is 8 miles south of Yuma Marine Corps Air Station (YNL) and consists of basically just a runway. No hangars, planes on the ramp, or obvious signs of use. It is evidently used primarily for night vision rotorcraft training.

These cross country flights around Arizona were very beautiful, and in that sense, their own reward. However, another reward awaits those who choose to pursue this quest, particularly if using sectional

charts for navigation. As noted by my flight instructor, after visiting all parts of the state at 3000 - 4000' AGL, one is able to figure out location nearly anywhere in Arizona in a small plane just by looking around at the landmarks. The whole state becomes ones' playground!

Peter



MEMBERS' PHOTO CORNER

Thank you to Nic Cherches for this month's photos!

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



It's Only a Flat Tire

By Howard Deevers

Every car I have owned has come with a spare tire. Long ago, those were “real” tires already mounted on a rim. Now, they are the “donut” tires that will serve to get you to the nearest place that you can buy a new tire, but not much more than that. I have had to use both types several times.

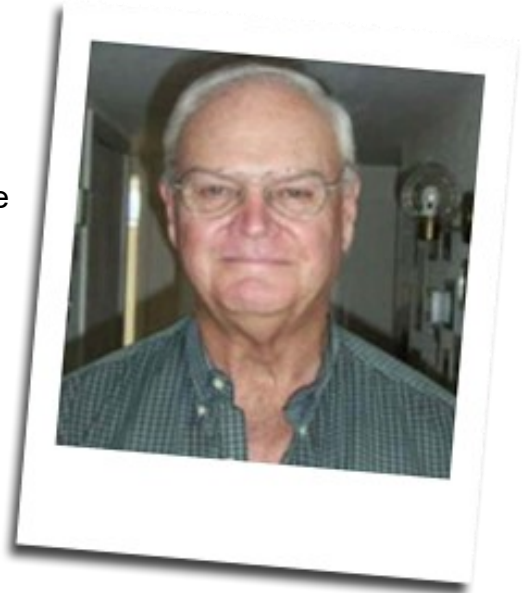
None of the airplanes I have flown, or owned, came with a spare tire. Of course, there are several reasons for that. For one, the weight and balance of an airplane probably would make it impractical to have a spare tire mounted in the trunk. Trunk? What trunk? We only have baggage compartments, not trunks. Another reason would be the space they take up. Naturally, I am thinking about single engine, two or four seat airplanes. If you fly something bigger with more room and horsepower, you might be able to carry a spare tire.

Flat tires on airplanes are fairly rare, but not unheard of. I have had at least 4 in my flying time. Two of the four were on landing. Another one came after landing while heading to park; the nosewheel just went flat. Another one came after we stopped and shut down and parked. Something like a screw or nail, or FOD, got lodged into the tire and it went flat slowly. When I came out the next day, that tire was completely flat.

If I have a flat tire on my car, I get out of traffic to the best place I can find, get out my jack and tools, and my spare tire, jack up the car, remove 5 nuts, install the spare, put 5 nuts back on, throw all of the stuff into the trunk, or back of my van, and get going. Maybe takes me 20 to 30 minutes total, and I'm back on the road.

A flat tire on an airplane, even a simple plane like a Cessna 150 or 172, or a Piper Warrior, will not be so quick. First you will need to locate a jack. Then you must know how to jack up the plane. Some single engine planes do have jack points where you can safely put a jack to lift the plane. Others are not so obvious. You'll have to figure out how to lift the plane without destroying it, or at least doing major damage. The wheels are *not* held on by 5 nuts, and you probably will have to disassemble the brakes, meaning safety wire and all, to get the wheel off. Of course, if you have wheel pants, you will have to remove them first.

My first flat tire on an airplane was about 39 years ago. My friend and fellow flying club member, Ken,





and I had decided to go to Oshkosh for the EAA convention. We had reserved the club Cessna 172 for the 5 days of our adventure. We carefully pre-flighted the airplane and even took it around the pattern a couple of times before loading up our camping gear. We had planned a stop in Toledo, OH, for fuel. I was flying and Ken was in the right seat. After landing at Toledo I said, "Why is this taking so much left rudder to stay on the centerline?" Ken looked out of the right window. "We have a flat tire on the

right main wheel." By that time I was stopped right in the middle of the runway, and told the tower that we have a flat tire on the right side of the plane.

To my surprise the Tower controller asked if I could get the plane off of the runway and into the grass. As a fairly new pilot, I complied and did get the plane into the grass. An Allegheny Airline DC-9 landed on that runway right after I got off. I can't even imagine that happening today. There would not be enough separation and a violation would be issued to the controller, most likely.

Within a few minutes a fire truck was coming to our aid. They used an "inflatable pillow" to raise the plane and put a dolly under that wheel, and we were towed to the local FBO. A couple of hours later we had a new tire and tube, and were able to continue to Oshkosh. That tire was perfectly fine in Monroeville, but what made it go flat on landing in Toledo? We never found out.

Another flat tire occurred at the Tucson Airport a few years ago. After landing my Piper Warrior, and on taxiway Delta to park, my nose tire went flat. Not wanting to block the taxiway, I was able to get into a ramp area. I knew it was the nosewheel because it was really difficult to turn the plane in either direction. Again, I was at the mercy of whoever I could get to help repair a flat tire. What caused that flat tire? I never found out.

August of 2017, my friend, Marty, and I went to Oshkosh in his Cessna 172. On our way back to Tucson we elected to land at Santa Rosa, NM, (SXU) to take a break from the New Mexico turbulence. Santa Rosa is a non-towered airport right on Interstate 40, about 100 miles east of Albuquerque. Marty made a beautiful landing and we were turning to taxi back to a ramp area. I was on the right side. The plane did not want to make the turn. The right main tire was flat! We stopped and tried to push the plane off the runway, but with that flat tire we could not move the plane. There are no services at Santa Rosa. I called Flight Service to tell them that a disabled aircraft was on an active runway at Santa Rosa. The FSS specialist said that he had the phone number for the airport manager and would call him for us.

The airport manager showed up within a few minutes, and had some tools in his truck. We took the wheel pant off, but even with 3 of us we could not move the plane. The manager knew of a truck repair service that worked out of the community and called him. He showed up with a truck that he uses to service people on I-40. We were able to jack up the right wheel and put a dolly under it and get the plane into a parking place. I called Flight Service to



tell them that the runway was clear, and thanked them for the contact information. We got the wheel off of the plane. The damage to the tire and tube were too much for a simple repair. Our road mechanic had to leave. The airport manager took us to a motel at the I-40 exit, and we never saw him again. There was a truck stop across the old Route 66 road, and a restaurant next door to the motel.



The next morning we had to get serious about fixing this flat tire unless we wanted to live in Santa Rosa. There are no rental cars, no public transportation, and no aircraft services at Santa Rosa. I got on the phone and found an FBO in Albuquerque that had a tire and tube in stock. The problem was getting them to Santa Rosa, 100 miles to the east. We finally found a courier service that would pick up the parts and deliver them to our motel. After getting the tire and tube, we needed to get them on the wheel, and then the wheel on the plane. We called our road mechanic again, and he finally showed up to assist. By the time we had the tire mounted and the wheel back on, it was very late in the day, so we stayed another night. The motel owner took us to the airport the next morning, and we completed the trip to Tucson. Two nights in a motel, plus meals and all of the extra work required, made that “only a flat tire” cost nearly \$800.00.

An airplane is not a car (I’ve said that before). We do a pre-flight inspection before every flight, which includes looking at the tires and maybe checking the tire pressure, and on all of my flat tire experiences, the pre-flight did not reveal any hint that a flat tire would happen on the next landing. I don’t even look at the tires on my car, but if I have a flat tire on my car I can fix it rather quickly. Not so on an airplane due to the way they are mounted and getting an airplane jacked up. If you do have a spare tire in your Cessna, Piper, Mooney, or other model that you fly, it will cut down the time to do the repair, if you have the skills to do that work, but you still need the tools, and a jack. Those all add weight to the plane and take up space in your luggage area. It is a difficult decision to make; have a spare tire and tools, and you’ll pay the weight and space department, or just take a chance and pay for the actual service when you need them? You decide, and I hope you never need either choice!

Hoping you are planning on attending an ARIZONA PILOTS ASSOCIATION safety seminar somewhere in Arizona. They are free and available all over the state. Don’t forget to “Bring Your Wingman.” Check the website for locations and times near you.

Howard



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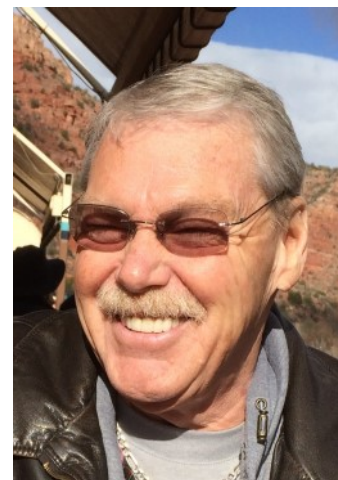


GAARMS REPORT

NOVEMBER 2019

By Fred Gibbs

(Your guy in Flagstaff)



OUR LUCK CONTINUES TO HOLD!

There have been NO general aviation (GA) pilot fatalities to date! That is absolutely outstanding, but we still have 2 months left in this year. Is it possible to go an entire year without a GA pilot fatality?

Fred's Perspective...

GEAR UP LANDINGS and GEAR FAILURES

During my travels around the area over the past couple of months, I came across several gear up/gear failure landings: Two single engine aircraft and one twin engine aircraft, and each at a different airport.

One of those was a Bonanza down at Cottonwood. Never got a straight answer whether it was an "OOPS" gear up landing or if the gear failed upon landing. They picked it up and moved it off the runway. I did not get a close up and personal look at it to see if the gear was actually damaged, i.e., the gear doors mangled, the gear struts bent up or whatever, just saw it sitting there lonely and dejected, sadly pondering its fate. – *"Am I ever going to fly again or am I going to be torn apart and just become an organ/parts donor?"*

Then, up here at Flagstaff, we had a nice Mooney actually do a gear up landing. It was truly an "OOPS" landing. The pilot apparently became overwhelmed or frustrated by his inability to get on the ground after making several approaches to both the Flagstaff and the Clark-Memorial airport in Williams. On his return to the Flagstaff airport after those several tries, he apparently just forgot to put the gear down on his last attempt to land.

The result was a nice landing, right on the center-line, but without the benefit of wheels! The unconfirmed story goes that he had just recently bought the aircraft and was on his way from back from somewhere in the southeast to somewhere out on



the Pacific coast, and had never been out in country like northern Arizona, had never dealt with high altitude airports or density altitude issues. It had to be, no doubt, a very disappointing day for him. The aircraft sits here on the airport still on its belly, awaiting its fate.

And then, just a couple of weeks ago, on a flight training flight into Sedona, there it was, sitting on the ramp badly injured, one of my favorite airplanes, a Ted Smith AeroStar 601. It was quite obvious that this was NOT a gear up landing. You could see the gear mangled up under the aircraft. Looking at all of the damage, it must have been a fun ride. There were big skid marks on the runway leading off the runway to the right side, and you could clearly see the right main took the brunt of that runway excursion, as did the wing and right flap. Both engines had prop strikes, surely necessitating teardowns, and with all the damage visible (and NOT visible), I believe this AeroStar will never get to experience the thrills of going back up into the wild blue yonder. What actually caused the accident is still under review.



And just to add to the story, Wiseman Aviation, where most of you all know I instruct, just bought a damaged C182RG that had a gear collapse incident in Gallup. We are in the process of rebuilding it. The engine is off for overhaul, a new prop secured, and structural repair is underway. We are looking forward to adding this airplane to our fleet of training aircraft to make available high performance complex aircraft training as part of our training curriculum.

Now, we have all heard the old wives tale that only two kinds of pilots fly retractable gear aircraft:

Those that have had a gear up landing, and those that WILL have a gear up landing!

Well, I have been flying my trusty ol' Bellanca Super Viking – “The Monster” - since 1988, and have never had a gear issue one way or the other. QUICK, knock on wood!!! So, I guess I fall into the latter group. *PS* – I check gear down lights (3 in the green) on downwind, base, final and short final, every time. Sort of a habit after 25 years...

And YES, in all my flight instructing time, I have had to pump the gear down in other aircraft, like the C210 I instructed in for a while, a couple of Mooneys, (*YES, with the electric gear, NOT the reliable ol' manual Johnson bar*) and the C177RG I trained my friends in when they purchased it. It had its share of micro switch glitches, and we often final pumped the gear just to make sure it was down even tho' the lights said it wasn't. It took about a year and several, ummm, shall we say tense, landings to sort out all that, but it works every time now, just like it is supposed to. Anyway, I never intend to join that club, but am always aware I am not invincible and the “Monster” and other retracts are not infallible...

True confessions :

I am beginning to think I am getting old. Some days my get up and go has already got up and left! I know some of you will find this hard to believe, but sometimes there are days when I DO NOT want to go flying! Is that blasphemy or what??? Some days I have to drag myself to the airport because I made a commitment to a student to go fly, but what usually happens is once I am strapped into that machine, I come alive. All my cares and aches and pains leave, and I am at peace with myself. I have escaped the surly bonds of earth and am up where the eagles soar, and all is right with the world. I know I am no longer invincible, and I do not suffer from get-there-itis, because I am never in a hurry to get somewhere anymore.

On a different subject, every once in a while I pass out some kudos. Well, in this newsletter, I want to pass out kudos to the guys who work up in the control tower here at Flagstaff. In case you did not know this, the tower here is a contract tower, not an FAA tower. And just in case you did not know this, the tower here at Flagstaff does **NOT** have radar. These guys are good, really good, with lots of experience and backgrounds, both civil and military. They make life easy for me as the active flight instructor and flight school on the airport. I am sure, on occasion, when they hear the flight school aircraft come up on frequency, they wince, and say to themselves, "OK, *what crazy thing does Fred want to do now?*" And 99 times out of 100, they accommodate me, whether doing overhead emergency descents from 10,000 feet to a simulated engine out landing and even on occasion (when traffic is non-existent) a simulated loss of engine on departure and a demo of the "180 degree impossible turn back to the opposite direction runway." Sometimes they ask me to do something to help them move traffic more efficiently, and I am glad to oblige. Flagstaff gets a huge variety of traffic, and putting a student out for first solo here can suddenly become very challenging, for both the student and the tower. Flying the pattern here requires a lot of training and a lot more exposure to "things" than you would think. Having a first time solo student become number 3 in the pattern behind a MEDIVAC and a CRJ-700 suddenly becomes a significant challenge for both the student and the tower controller. The tower controllers do a great job of separation and communication, and we have never had an issue or a dangerous situation. So, my kudos and thanks to the terrific tower controllers here in Flagstaff!

Fred



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20th Editor reminds the Team to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

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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!



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