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President's Report

Greetings,

As 2019 came to an end with rain and snow, I looked back and realized I didn't do nearly as much flying as I'd planned to do. I didn't spend nearly as much time in the hangar as I had planned to spend. I didn't get to read about flying as much as I'd planned, either. Bottom line, as a pilot, I'd planned to spend a lot more time doing aviation-related stuff. Of course, this year will be different. I have a plan! Hopefully, you have a plan as well. Plan to fly to a new airport. Plan to take some non-flying friends up for a ride. Plan to add a rating or endorsement. This year, actually carry out the plan. I will be doing the same. I wish you the best!

By now, I'm sure you're tired of hearing about ADS-B. This will be my last note on it. If you're still able to fly in rule airspace, then you've done well and complied with the ADS-B mandate. If you're grounded, the FAA has given you a cumbersome workaround that allows you to fly in rule airspace

A large United Airlines Boeing 737 MAX 8 aircraft is shown in flight against a blue sky with light clouds. The word 'AVIATE' is written in large, white, sans-serif capital letters across the center of the image. A white silhouette of a plane is positioned above the letter 'A', with a dashed line trailing behind it. The aircraft's tail features the United Airlines globe logo. The registration 'N37267' is visible on the fuselage.

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on a flight-by-flight basis. Hopefully, the flight will be to a shop to install ADS-B so you can freely enjoy the awesome Arizona flying season.

Blue Skies,

Brian



A Few Words About Safety

Denny Granquist

“

“Shorts and flip flops don't work well when hiking.”

“The slower I do things the faster I get things done.”

”



Executive Director's Report

Jim Timm — January 2020

I hope everyone enjoyed a happy and safe Christmas and New Year's holiday season. Unfortunately, the weather we had over the holidays wasn't very conducive to doing much flying. It seems like it's been a long time since we have had so many days strung together that have been nasty like it was. However, it didn't appear to have slowed down the Christmas shopping. I hope we can all start the new year fresh and safe. Actually, the safety record this past year wasn't too bad, except for the two bad accidents at the very end of the year. Let's fly safely again next year, and I'll be seeing you at some of the aviation events around the state.



ADS-B

Well, the deadline has come and passed, and hopefully all those that needed to be equipped with ADS-B out have had it installed. If you haven't tested it yet, and received the results sheet back indicating your system is operating in compliance with FAR 91.227, now is the time to do it. The task is relatively simple, all you have to do is make a short relatively straight flight out and return while remaining in airspace covered by ATC RADAR. It's important that the entire flight is conducted with RADAR coverage. If it isn't, it's possible that you may not get a satisfactory result. Roughly one hour after the flight go to the FAA website ([FAA.gov](https://www.faa.gov)) and request a Public ADS-B Performance report (PAPR), giving them your N number, date and time of the flight, and point of departure and return. You should get a response back in approximately fifteen minutes. The PAPR helps you verify that your ADS-B equipment is functioning properly. Keep the report indicating compliance with your log books. If you are unable to determine if your aircraft is in compliance, send an e-mail to the FAA at 9-AWA-AFS-300-ADSB-AvionicsCheck@faa.gov. Put your N number in the subject line. Include in the body of the e-mail:

Flight identification code, flight date and time, and the make and model of your ADS-B transmitter and the GPS. Indicate any ADS-B avionics operating abnormalities that you may have observed during the flight.



You should receive a report from the FAA indicating what parameters of your system that have failed. Often a problem may only be an improper data entry configuring the ADS-B software.

Like it or not, ADS-B is something we are going to have to live with. As I said in a previous report, with the complex airspace that has grown around us, I don't know how you could get any utility out of your airplane without occasionally encountering airspace



requiring ADS-B to enter or fly through. With a few special exceptions, it's another thing we are going to have to contend with if we want to fully utilize our airplanes.

Last summer when I was at the EAA AirVenture in Oshkosh, I asked the FAA ADS-B people what are going to be the ongoing requirements for the inspection or testing of our ADS-B systems. The response was a bit unsettling. I was told "Gee, I don't know... We haven't discussed that, and no-one has asked that question before." I would think it would be self-policing, but I

wouldn't count on it. It may possibly wind up being a part of the transponder check cycle. Who knows?

MISCELLANEOUS ITEMS

FAA

A side effect of the FAA's move toward mandatory ADS-B position reporting is the ability for anyone to see a given aircraft's position and identification, which raises privacy concerns for pilots and aircraft owners. Now the FAA will make it possible for owners to opt out of broadcasting ADS-B data in a way that directly reveals the aircraft's identity.

The first stage of what the FAA calls the Privacy ICAO Address (PIA) Program will be implemented for the start of the mandatory ADS-B Out equipage on Jan. 1, 2020. According to the FAA, it will set up a web portal where operators can request that their aircraft's ICAO address and position not be publicly visible. The FAA said it would "establish new data-sharing limits for air traffic tracking service providers if operators want to opt out of having their flight information broadcast over the internet. Those limits are expected to go in effect by year-end."

An "anonymous" mode is available for aircraft using the 978 UAT form of ADS-B Out, but only when not squawking a discreet transponder code and the installed hardware supports it.

The FAA issued a proposal for a rule that would require unmanned aircraft systems (UAS/drones) to be identifiable remotely. The Notice of Proposed Rulemaking (NPRM) suggests tying remote identification requirements to UAS registration and would allow drone identification and location information to be received by "people on the ground and other airspace users." According to the FAA, the proposed rule would cover all drones—both recreational and commercial—operating in U.S. airspace with very few exceptions. The NPRM is scheduled to be officially published in the [Federal Register](#) on Dec. 31, after which it will be open for public comment for 60 days.



AIRSPACE

Last month we continued to get last minute notices of

GPS interference testing that is happening not only in neighboring states, but also here in Arizona, and it could have an impact on GPS air navigation in Arizona. We want to remind you that, 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 GPS interference signal testing will come to an end in 2020.



SAFETY

This month the NTSB reported what may have been a drone strike with a two place experimental airplane near Safford, Arizona. The experimental STOL airplane was cruising at approximately 80 mph at 1,200 AGL when the engine started a severe and instantaneous vibration, and was shut down, and an emergency landing was made. The pilot rated passenger spotted a black object, which he thought was a drone, streaking into the prop before the vibration started. Parts of the broken prop blade were recovered, and there was no evidence indicating the object that hit the prop was a bird. See my January Accident Summary for all the details, and you can be the judge.

Aviation safety was not very good the last reporting period. While the NTSB reported there were only two accidents, there were two additional accidents that they had not yet had time to recognize when this report was written. The additional two accidents had one fatality in each of them. The total number of accidents has been down so far this year, and fortunately the number of fatalities is also down. While both of the numbers are down, they could have and should have been much lower. In my next report (February) I should have a pretty good idea of what the final numbers may be. See my January Accident Summary for this month's details.

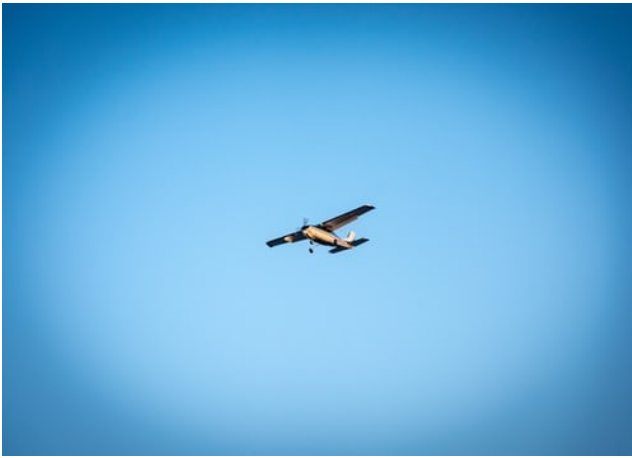


CONSTRUCTION

Be aware that Coolidge Municipal Airport (P08) has runway 5-23 closed for repairs and is scheduled to reopen May 22. Runway 17-35 was closed on December 12, 2019 for repairs, and is planned to reopen the week of February 17, 2020. Be sure to check NOTAMS for changes.

We know that many of the airports around the state have construction projects in process or are being planned to start. Unfortunately, we don't have the latest details of what projects are coming up at the various airports, but 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 in the monthly NTSB accident summary. Please 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 has started the planning process.

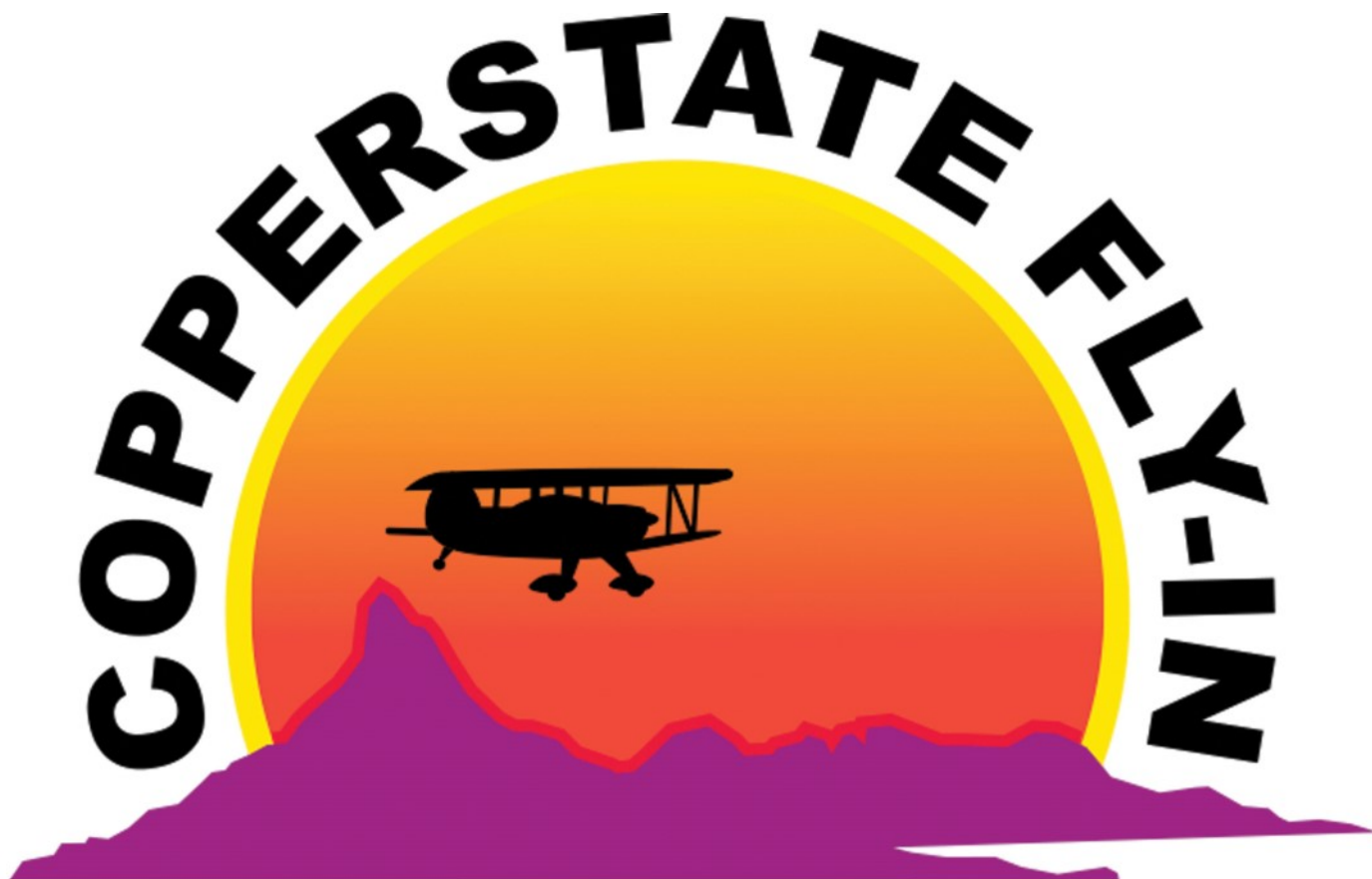
THINGS TO DO - PLACES TO FLY FOR BREAKFAST:

- The fly in breakfast at held at Coolidge Municipal Airport (P08), normally on the first Saturday of the month, has runway construction in progress. The fly in breakfasts have been canceled for both January and February. Check NOTAMS for when and which runways are open or closed.
- The Falcon Field EAA Warbirds Squadron fly in breakfast and car show on the third Saturday of the month may be restarting on Saturday January 18. The City of Mesa is repainted the warbird hangar inside, and the contractor is running into serious issues with the painting that they are still attempting to get resolved. Don't be surprised if the date gets moved to February. Watch for notices.
- 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 is on the third Saturday of each month through April. That's January 18th this 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, Fox-trot 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





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January Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of aviation accidents that occurred in Arizona from late November, through late December. 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.

Aviation safety in this past reporting period was not good in that we had two fatalities out of the four accidents that occurred. As of this writing, we don't have any information from the NTSB on the two accidents that had one fatality in each of them. The first fatal accident is very unusual because it's unknown when it occurred, and apparently they seem to be having difficulty contacting the next of kin and releasing any information, other than the fact it was a Mooney M20C airplane, and there was only one deceased occupant. The other fatal accident occurred on December 21, near Goodyear Airport; it was a Cessna 182, and only one person was involved. The other two accidents in the reporting period did not involve any injuries, and unfortunately, one of the two didn't have a detailed accident report released by the NTSB, only the accident notification.

At the end of this report are four previously reported accidents that have had their detailed reports released in this past reporting period.

The following are the details of what is presently available.

ACCIDENTS IN THIS REPORTING PERIOD

Accident Date: **November 13, 2019**
Preliminary Report Dated: December 2, 2019
Title 14 CFR Part 91
Location: Red Rock
Aircraft Type: Cessna 150
Injuries: 1 Uninjured

INFLIGHT LOSS OF POWER

On November 13, 2019 at 0015 MST, a Cessna 150 airplane executed a forced landing following a total loss of engine power shortly after departing the Pinal Airpark (MZJ), Marana. The private pilot, sole occupant, was not injured and the airplane sustained substantial damage. Visual meteorological conditions prevailed for the personal flight, and no flight plan was filed. The flight originated from the Glendale Municipal Airport (GEU) at about 2230, with a touch and go landing at MZJ, and an intended destination of GEU.

The pilot reported that he recently purchased the airplane and the purpose of the flight was to get used to how it handled. The pilot took off from

GEU, conducted some light maneuvers, and conducted an uneventful touch and go landing at MZJ. However, during the initial climb the pilot noticed that the airplane shook when he tried to climb too abruptly. Therefore, he continued a shallow climb, and about 1,500 feet above the ground, the engine quit. He attempted to restart the engine several times, but to no avail. He landed the airplane in a nearby field, during which it struck an object he could not see because it was dark, and it came to rest in a nose low attitude.

Accident Date: **December 11, 2019**
Location: Phoenix (DVT)
Aircraft Type: Piper Seminole PA44
Injuries: UNK

The NTSB has not issued an accident notice. Only media information is available.

Accident Date: UNK
Location: Prescott (Eastern Yavapai County)
Aircraft Type: Mooney M20C
Injuries: 1 Fatal

**The NTSB has not issued an accident notice.
Only media information is available.**

Accident Date: **December 21, 2019**
Location: Goodyear
Aircraft Type: Cessna 182
Injuries: 1 Fatal

**The NTSB has not issued an accident notice.
Only media information is available.**

THE FOLLOWING REPORTS WERE ALSO RELEASED IN THE PAST REPORTING PERIOD

Accident Date: **July 19, 2019**
Factual Report Dated: December 4, 2019
Title 14 CFR Part 91
Location: Phoenix (DVT)
Aircraft Type: Cessna 170
Injuries: 2 Uninjured

LOSS OF CONTROL LANDING

The pilot in the tailwheel-equipped airplane reported that, on the downwind for runway 25R, "The tower told us that there was a crosswind." During the landing roll, the airplane veered to the left and exited the left side of the runway, and the right wing collided with the ground. When the airplane came to rest, the pilot exited the airplane and determined that there was "no wind."

The METAR at the accident site reported that, about the time of the accident, the wind was from 25° at 08 kts.

The airplane sustained substantial damage to the right wing.

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

Accident Date: **September 12, 2019**
Factual Report Dated: November 25, 2019
Title 14 CFR Part 91
Location: Phoenix (DVT)
Aircraft Type: Cessna 172
Injuries: 1 Uninjured

LOSS OF CONTROL ON TAKEOFF

The solo student pilot reported that, during takeoff, the airplane drifted left off the runway. Con-

cerned the takeoff was unsafe, he decided to abort the takeoff and landed the airplane in the gravel field adjacent to the runway. He used the brakes to slow down and attempted to maneuver the airplane back on the runway. The right main landing gear impacted a runway sign, and the airplane veered right. The airplane continued to veer right, crossed the runway, and impacted a second runway sign. The airplane came to rest in a gravel field.

The airplane sustained substantial damage to the fuselage aft of the nose wheel and the right horizontal stabilizer.

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

The airport's automated weather observation station reported that, about the time of the accident, the wind was calm. The airplane was departing from runway 07.

Accident Date: **September 14, 2019**
Factual Report Dated: December 11, 2019
Title 14 CFR Part 91
Location: Chandler
Aircraft Type: Mooney M20M
Injuries: 2 Uninjured

LOSS OF CONTROL ON TAKEOFF

The pilot reported that, during a familiarization flight with a flight instructor in a recently purchased, retractable landing gear-equipped airplane, while demonstrating a soft field takeoff, the tower controller cleared him for takeoff "with

no delay." He quickly taxied the airplane to the runway centerline, applied power, and pulled back on the yoke. He added that, in retrospect, the back pressure used was too abrupt. The airplane entered ground effect about 10 knots slower than normal and was unable to maintain flight in ground effect and he was struggling to maintain runway heading. The airplane touched down "abruptly several times." The airplane drifted to the left and he thought he had a positive rate of climb, so he retracted the landing gear. Additionally, he was "too aggressive" with control inputs and "caused a stall." The left wing struck the taxiway and the airplane came to rest on the ramp. The pilot reported that the instructor did not take the flight controls.

The flight instructor did not provide a statement to the NTSB.

The airplane sustained substantial damage to the left wing.

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

The airport's automated weather observation station reported that, about 5 minutes after the accident, the wind was from 090° at 13 knots. The pilot was departing on runway 04L.

Accident Date: **October 19, 2019**
Factual Report Dated: December 17, 2019
Title 14 CFR Part 91
Location: Safford
Aircraft Type: Zenair CH701
Injuries: 2 Uninjured

IN FLIGHT CONTACT WITH UNKNOWN OBJECT

The pilot reported that, while returning to the departure airport about 1,200 ft above the ground, the airplane's engine developed a severe and instantaneous vibration. He reduced power and searched for an emergency landing spot. The pilot selected a road, but the airplane landed about 40 ft short in soft, rough sand, and the main landing gear separated from the airplane.

The pilot reported that his pilot-rated passenger saw "something black streaking from the right, into the prop" before the vibration started. He suspected it was a drone but was not sure. The pilot added that there was no blood or feathers on the airplane or propeller.

The airplane sustained substantial damage to the fuselage and right wing. Additionally, a portion of one propeller blade was not located at the accident site.

The pilot further reported that, using a handheld GPS, he returned to the area of the presumed inflight propeller strike and found pieces of the propeller. He further reported that there were numerous motorcycle tracks and footprints, but no drone fragments were located.

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

The pilot reported as a safety recommendation that he suspected the airplane would have not sustained as much damage if he had landed in "one of the clear areas in the desert." He added that he "overestimated glide performance."

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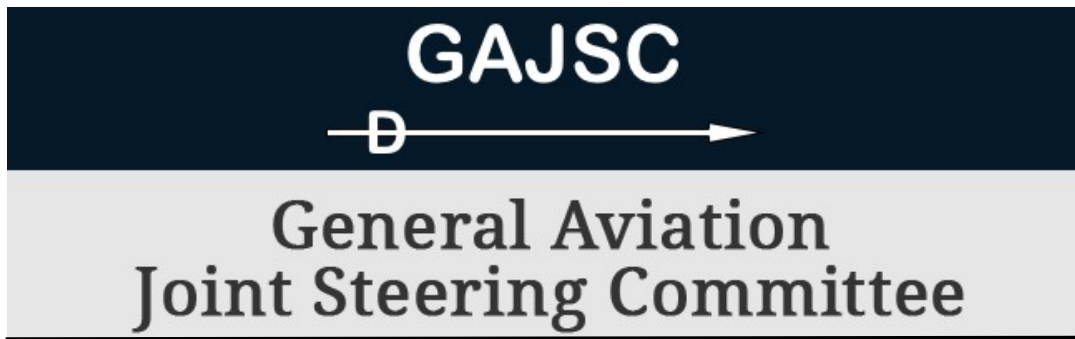
- Facilitate communication and address safety concerns between flight schools, flight instructors, the FAA and other airspace users
- Share training tools, concepts, and ideas
- Improve understanding among operators

**CHECK US OUT!
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On our website you can find:

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





Aircraft Performance Calculation

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

Outreach Month: December 2019

Topic: Aircraft Performance Calculation

The FAA and industry will conduct a public education campaign emphasizing the best practices for determining predicting aircraft performance



Background:

The General Aviation Joint Steering Committee (GAJSC) has studied a number of General Aviation accidents that were caused by inaccurate and/or unreasonable expectations with regard to aircraft performance. This short program will refresh GA pilots knowledge of critical aircraft performance parameters and the importance of accurately predicting aircraft performance – particularly in the takeoff and departure flight phases.

Teaching Points:

- General aviation accidents continue to be associated with inaccurate or unreasonable expectations with regard to aircraft performance.
- Accidents occurring in the takeoff and initial climb phases of flight are likely to be fatal.
- Accurate prediction of aircraft performance is essential to dealing with power loss – particularly when power is lost during the takeoff and climb phases of flight.

References:

- *Aircraft Performance Calculation Power Point and Presentation Notes*
- ***Pilot's Handbook of Aerounautical Knowledge (FAA-H-8083-25B)***
 - Chapter 10 – Weight and Balance
 - Chapter 11 – Aircraft Performance
- ***Airplane Flying Handbook (FAA-H-8083-3B)***
 - Chapter 5 – Takeoffs and Departure Climbs
 - Chapter 8 - Approaches and Landings

My Short Field Performance				
Aircraft		Gross Weight		Test Weight
Airfield		Elevation		Density Alt.
Wind Direction		Wind Speed		X-Wind Comp
IAS		Landing Dist.		Flap Setting
Takeoff Flap		Rotation Speed		
Rotation Speed x.70		Vx		Vy
Distance to Rotation		Distance to 50'		

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Homecoming

by Andrew Vogeney

Taking a real cross-country trip has been an aviation goal of mine for years, and 2019 finally brought me the chance to do it... twice. After semi-relocating to Chicago and leaving our 182 in Phoenix for several months, I just couldn't bear it anymore. I was starting my instrument training (again) and decided it didn't make sense to do it in a rental when real-life flying would happen 99% of the time in the plane I owned.

My dad agreed to take the adventure with me, so we met in Phoenix and embarked on a two-day trip to Chicago last July. We had a great weather window and pushed a long first day to avoid some impending thunderstorms. Day 2 was a little more relaxed, affording us the chance to land on a grass runway (an aviation first for me), chase cheap fuel, and take a nice aerial tour of the Chicago skyline. The trip was uneventful, and we got to enjoy a few days together in Chicago before he had to leave... the buffer time in case anything went wrong was instead spent exploring the city together.

All good things come to an end (yes, I'm talking about Chicago summers), so it made sense to bring the plane home to Phoenix for its annual and some winter hibernation. Much to my surprise, my partner – who is *very* afraid of flying, especially in small planes – agreed to take the trip with me. The only caveats were that we flew exclusively on “perfect” weather days, we limit each day to a few hours in the air, and we spend a few nights in Santa Fe for a pre-holiday vacation. Works for me!



Since we were restricted to severe clear, we ended up leaving a few days earlier than planned, when the forecasts were most promising. We packed up Tuesday night and headed out as soon as we were done with our meetings on Wednesday. My instrument ticket was still hot off the press, and it turned out we would need it. To say it was bumpy coming out of Chicago would be putting it lightly, and as we crossed into Indiana, we had two choices – pick up a clearance to get on top, or skirt uncomfortably low under the un-forecasted layer for who knows how long. So, I picked up my first 0.1 of post-training instrument time and it was smooth sailing all the way

to Nashville. Jonathan had packed us a really nice lunch which we enjoyed on our way to Music City.

After a single beer, some fantastic music and a plate of disappointing BBQ, we called it an early night. The flexibility to work remotely showed its graces the following morning as we worked from a nice local coffee shop. After the work was done, we headed back to John Tune Airport (KJWN) for a

quick flight to Memphis. We enjoyed some nice new scenery, particularly at both airports which are surrounded by rivers.

The folks at Gen. Dewitt Spain Airport (M01) in Memphis couldn't be a more friendly bunch, and we excitedly topped off the tanks and jumped into an uber for a 5-minute ride into town. We checked into our hotel just in time for an amazing sunset, a cocktail and a nice night out. We planned two nights in Memphis so we could work, unwind, and enjoy the new city. The BBQ here redeemed itself (don't miss Charlie Vergos Rendezvous if you're in town) and we were happy to be settled. We did a ton of walking (in Memphis), checked out the Bass Pro Shop (inside one of the world's largest pyramids – complete with a hotel, indoor swamp and bowling alley), enjoyed some great music, and left thankful we'd gotten to see two new places already this early on our trip.

It was time to cover some ground, and we planned the next leg by ear. Our ultimate goal was Santa Fe, but that would have been a 7-plus hour flying day, so we figured we'd see where the day took us and stop when it felt right. Memphis promised to be perfect VFR, but when we woke up it looked like someone had covered our hotel windows in copy paper. We could barely see the buildings next to us. What happened to our perfect flying day? We decided we should get to the airport as quickly as possible so we could get in the air as soon as the fog burned off. Fortunately, by the time we packed the plane and grabbed a cup of coffee it was safe enough to depart. Thank you, instrument rating, for getting us going again. After logging another 0.1 we were off, above the clouds, and again it was smooth sailing.



I knew this trip would teach me a few lessons, and I learned my first one during our stop at 7M5, Ozark-Franklin County airport in Arkansas, where the allure of cheap fuel (the cheapest of the trip) called me in. I had enough to comfortably get us well past our next stop, so I ignored a few of the comments in ForeFlight suggesting the credit card reader was less than reliable. It was, and it took us 5 attempts and 3 different cards to get it to work. That wasn't the lesson... Now heavy with full tanks and luggage, I took off in the opposite direction I had intended based on what I *thought* the winds should have been. Why? The windsock told me to. It wasn't until days later that Jonathan mentioned he saw the windsock was *ripped*. He wanted to tell me, but we were already halfway through our very long takeoff roll and he didn't want to interrupt me. I guess we both learned a lesson that day!

From there we made our way to KHSD, Sundance, just north of Oklahoma City. Maybe the best FBO we've stopped at, they offered an amazing self-serve fuel system as well as Range Rover courtesy cars. We rolled up to Raising Cane's in style, loaded up on some greasy food, and kept chugging toward Amarillo. The day was starting to stretch Jonathan's flying limits and, armed with my iPad, he chose our next stopping point – T59 in Wheeler, TX. My lesson about reading the comments in ForeFlight was reinforced as we landed. Though the runway was listed in good condition, it had *severe* cracks several inches wide and deep, with weeds measured in feet instead of inches. This one-building airport in the middle of nowhere would not make my list of places to stop again, but I'm happy to say my crosswind landing skills and my tires both passed this test.

After a quick stretch and an open-air bio break, we made haste toward Amarillo where we would check in for a good night's rest. 875 miles down! Our 182 called Tradewinds (KTDW) home for the night, and for us it was a Courtyard. Amarillo has a cute, small downtown, and Six Car Pub & Brewery, right across the street from our hotel, pulled us in. We deserved some fresh suds and a hearty brisket grilled cheese.

The weather gods were not good to us the following morning. In addition to thick fog, there was a low cloud layer that didn't want to let up. With temperatures hovering just below freezing at the surface, the tail and wings were covered in frost and ice. A fellow pilot looked eager to depart, and I made a point to tell him about the ice on our plane. I'm glad I did, as he decided to stay on the ground for a few hours just like we did. Thankfully Tradewind had a courtesy car available, so we made use of our delay by finishing up some Christmas shopping, grabbing lunch, and making a visit to Cadillac Ranch. We spent another hour or so relaxing in the FBO, never in a rush, until I felt the weather was safe for our departure. Warming, recent PIREPs, and the availability of a nearby approach (should things go wrong) gave us the confidence to earn our last 0.1 IMC and head toward Santa Fe.

It was a smooth flight, but we both realized we had enjoyed too much coffee during our weather delay, so we made a quick diversion to get our Kicks on Santa Rosa Route 66 (airport, that is), KSXU. It was a quiet, windy airport with a fantastic little building that local pilots had stocked with water, coffee, snacks and even a flight simulator. They also had a big chart on the wall which gave us the opportunity to look back on just how many miles we'd flown over the past few days.



We only had a half hour to go, and boy was it a bumpy thirty minutes. My only job was to avoid the bumps, and I was doing terrible. I know it's bad when Jonathan pulls the mic away from his mouth so I can't hear what he's saying (or screaming). I jinxed us when I said our ETA aloud – 15 minutes, not so bad. Call in the headwinds... 15 turned to 16, 17, 18... But all is well that ends well, and we landed in Santa Fe just as the sun was setting. No matter how bumpy the arrival, it's hard to be upset with a postcard-perfect scene like that. The welcome was just as warm, with a fantastic tower controller, a follow-me truck, and a warm greeting in the FBO

with a fresh cup of coffee and a fireplace. And at \$6 a night, you can hardly beat that!

We spent three nights in Santa Fe, which really allowed us to unwind knowing the bulk of the jour-



ney was behind us. While there we enjoyed several margaritas, finished our Christmas shopping, got a lot of work done and just relaxed. I'd really love to come back when it isn't so cold the fountains freeze!

After an obligatory fuel stop in St. Johns, it was time to come home. From the mountains to the smog to the familiar voices of our local controllers, we knew we had just about made it. My grandma was ready at the airport, excited to take us home for the holidays. I learned my final lesson at Deer Valley – if you buy someone an orchid for Christmas, don't hide it from them in your hangar... it will die. But it's

the thought that counts!

Our trip tallied up to 7 states in 7 days, 11 airports and 16.8 flying hours including 0.3 IMC. I decided not to count the money spent or the beers consumed (except of course if I was flying the next day). It was headwinds 99% of the way, but I wouldn't have had it any other way. I'm excited to take more true cross-country trips. It was a fantastic way to see and enjoy new parts of our country, and in fact, when all was said and done, much cheaper than doing it commercial. While traveling is my favorite thing to do, coming home is always the best part.



Andrew



See Something? Speak Up!

By Brian Schober

Aviation is one of the safest activities humans can take part in. Despite the inherent danger of speeding through the sky in a metal tube, we've managed to reduce or eliminate most of the risks, such that there is less than one fatality per each 100,000 flight hours. Compared to driving, boating, or even golfing, we've done a great job at keeping people safe. Despite this, pilots continue to bend airplanes and deaths still do occur. While listening to a recent episode of the Aviation Newstalk Podcast hosted by Max Trescott, that week's topic struck me as something that should be common sense. After some internal reflection, I realized I am just as guilty as everybody else. I reached out to Max and asked if I could share his thoughts and he gladly agreed!



As a parent, I speak up any time my kids are about to step into danger's path. Like the Allstate commercial, mayhem is always lurking just around the corner for our family. When the urge to text while driving comes up, my daughters quickly, and less than politely, remind me that I can't do that. After a couple of celebratory drinks, I'll be the first to call for an Uber for a friend or offer a ride home. I'm sure we're all in the same boat here. It seems that speaking up would be the norm. Unfortunately, that doesn't always carry over to aviation. Speaking up when something is clearly wrong is the right thing to do, but we seem to hesitate to do so.

The more years that pass behind us, the more crazy stories we seem to amass about that guy who left the pitot tube cover on while taking off. What a dope, right? Or the Bonanza driver who taxis along with the towbar bouncing along in front? You've seen the guy who starts up with the wheel chocks still on the nosewheel, haven't you? No matter how good of a pilot you are, none of us are perfect all of the time. Fortunately, these types of issues often solve themselves relatively quickly, though not before embarrassment. Would you speak out if you saw an instance like these? Many pilots don't. New or low-time pilots may think that surely the pilot will recognize the issue before it becomes a real issue.



Author and psychologist Dr. Ira Heilveil recently published an article in *Plane and Pilot* magazine talking about this exact topic. He mentions a myriad of reasons why a pilot may not warn another pilot of a potential issue. Pride, honor, machismo, fear, etc... These are all powerful detractors. It can actually get worse. Dr. Heilveil notes that the hesitation to speak up increases with a crowd. In something he calls the Bystander Effect, he notes that people are less likely to intervene in a dangerous situation while in the company of others. This hesitation

“

As a pilot, you should feel
free to question the flight.

”

could be due to a social norm - if nobody else is panicking, maybe I'm just overreacting. In a room full of pilots, this type of social behavior can turn deadly if not countered. (Ira Heilveil – [“Getting Pilots to Speak Up”](#))

Remember that pitot tube? In July 2018, a Malaysian Airlines A330-300 departed Brisbane, Australia, and almost immediately noted speed anomalies. After quite some time spent in the air troubleshooting, the aircraft returned to the airport and suffered minor damage. It

was found that all three pitot covers were still in place. A photo taken from the terminal shows the covers in place while the aircraft was being pushed back from the gate. The tug driver surely saw the covers and didn't report them.

The towbar incident? It seems to be rather common. There is no shortage of YouTube videos showing aircraft taxiing with the towbar still attached. One example from September 2015 shows a Cessna 172 in the runup area with a towbar attached. The filming aircraft had a student and an instructor aboard. The instructor immediately called Ground and let them know the tail number and the issue. The offending pilot then stepped out of the plane (with the engine still running) and was going to remove the towbar. Fortunately, he stepped back in to shut it down. Tragedy averted.

What about more difficult decisions? Flights directly into IMC or night flights near or over rugged terrain still claim more pilots than they should. The risks are certainly higher, but well-trained pilots complete these types of flights all the time. Is it worth raising the flag just because you're not comfortable with it? That depends. If the pilot is Instrument rated and current, is familiar with the aircraft in question, and risks have been mitigated as best as possible, then flight into IMC may be perfectly safe. The pilot may have a method to effectively mitigate somatogravic illusion, or he or she may not.

As a pilot, you should feel free to question the flight. Free to question the soundness of the decision to go, free to offer alternate solutions. You may not sway the other pilot's mind, but then again, you might. What's the worst that could happen if you warn a pilot that something can go very wrong if he or she continues? Hurt feelings, some angry words, some bruised ego, and maybe even a damaged friendship. While there is some price to pay for speaking out, it's certainly less than a damaged aircraft or loss of a life.

Speak up. Those little hairs on your neck that tell you something isn't right are rarely wrong. Be bold enough to let a fellow aviator know you care. As Dr. Heilveil mentions, if the genuine intention behind speaking out is care, the recipient will sense that. They may not listen, but they will understand the intention is genuine. There are many tragic examples where pilots were warned by others, yet continued with the flight and ended up dead. Fortunately, most pilots also want to live to see another day and heed sound advice. Wouldn't you want somebody to help you out with a gentle warning if you were about to do something stupid? I certainly would.



If you enjoy tips and tricks for flying safely, Max Trescott's weekly [Aviation Newstalk Podcast](#) comes highly-recommended. Max does a great job of providing news specific to general aviation while providing insight into issues we may encounter in flight along with application methods to help keep you safer.

Brian



HEADS UP, EYES OUT

A new animation titled “Heads Up, Eyes Out” was recently released on the Runway Safety Pilot Simulator (www.runwaysafetysimulator.com).

The animation highlights the importance of planning the taxi in a way that enables your continued vigilance. The simulator site also now contains a link in the Resources Tab to the new Runway Safety Simulator course (ALC-573).

By accessing the Runway Safety Pilot Simulator through this course, you can achieve WINGS credit!

Login and try the course today:

https://faasafety.gov/gslac/ALC/course_content.aspx?enroll=true&cID=573

You may also access the Runway Safety Pilot Simulator course, no login required, through Hot Topics on the Home Page of

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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!



Lake Havasu



~ Scholarship Corner ~

by Chris Nugent

I wanted to provide the membership a very brief update on the 2019 scholarship application cycle and awards. The committee has been hard at work reviewing applications and developing the “short list” for scholarship awards. I must admit this has been more difficult than I expected based on the overall quality of the applications we received. However, we’re very close and will have the final selections completed and notifications sent by the time you read this edition of the newsletter.

I’m also very happy to report that membership donations have fully funded the 8 scholarships (at \$2,500 each) that we intend to award this cycle. Your generosity speaks volumes regarding your commitment to helping APA build the next generation of Arizona aviators – thank you again!!!

Keep a look out for a full update on the scholarship awards in the February edition!

Chris



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.

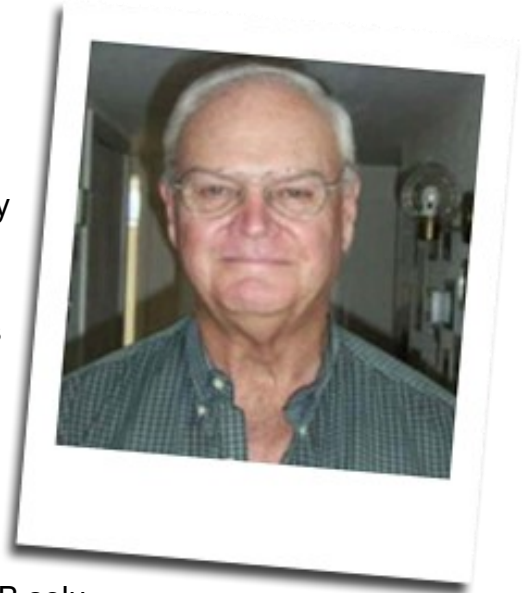
We never complain when a program runs out of chairs!!!

It's 2020. Now What?

By Howard Deevers

Welcome to 2020, and Happy New Year. For the last decade we have been talking about ADS-B and that it is *required* after January 1, 2020. Even as the deadline loomed, there were many pilots that still did not know that they would be required to equip their airplanes. I would ask plane owners if they had equipped their planes and how. I had many owners respond with, "What's that?" Where have they been living for the past 10 years?

Of course, there was that 'mad dash' to the finish line with owners trying to get the equipment installed. I am one of those 'minute men' owners as well, waiting to almost the last minute to get the job done. Mine was installed in November. I finally found the ADS-B solution that I liked, looked okay, and that I could afford. For around \$2,000.00 (plus AZ sales tax) I have that cute little tail light beacon ADS-B *out* and can legally fly in controlled airspace. I also have the ADS-B *in* that will display on my ever-present iPad via the Stratus receiver and have been using that for a couple of years already.



Just because we turned a page on the calendar does not mean that this adventure is over; it is just beginning. As with all other electronics innovations we have seen in the past, there will be more advances in this technology as well. Count on it. GPS came on the market over 30 years ago, and it looked nothing at all like the glass panels we now see in airplanes today. In 1919 and 1920, 100 years ago, there were no radios in airplanes, and pilots were trying to fly US Mail across the country by following the railroad tracks or other ground features.

Radios did make their way into airplanes, and then navigation by radio developed rather quickly, with the ADF/NDB and the VOR technology that is still in use today. Radios improved from tube types to much more reliable transistor radios. WWII saw huge developments in electronics. Then the 'space race' brought us the GPS system and its improvements. Some systems came, and went, like the LORAN system. Although there is some discussion about a new eLoran system to act as a back up to the GPS, should it ever be jammed or shut down. Is that possible? Just ask yourself if you have ever had your email or Facebook account hacked!



According to surveys that I have read, about 74% that responded said that they have already equipped. Only about 17% said that they would not need ADS-B for the type of flying they do. Some pilots were under the impression that without ADS-B out, you could not fly at all. That is not the case, but without it, you will be limited. That means that you can not go into or over the Class B or C airspace, including the mode C veil, or above 10,000 feet. Class A airspace is not open to most of us anyway because we don't have an airplane that will fly that high (above 18,000 feet MSL). If you are only flying around VFR in the vast spaces of the Mid-West where it is easy to avoid such spaces, you may be able to get along just fine. My guess is that

more and more planes will equip in the future anyway.

So, what does the future hold for us? I don't really have a crystal ball to predict the future (those weren't very accurate anyway), but by looking back we can get an idea about how things might look in the future. The airplane I learned to fly in had one NAV/COM and no transponder. I know that there are some airplanes without transponders even today. I don't have numbers but can guess that I would not want to fly an airplane without a transponder.

It is nice to be able to see other traffic on my iPad with the ADS-B *in*, and I suspect that we will find that to be very useful as time goes by. With the automation of new autopilots, it could be possible for the ADS-B to detect other aircraft, and automatically slow us down to the proper approach speed on an ILS approach and fit us into the approach. Neat stuff, if you can afford it.

I don't expect technology to stop evolving and I don't expect that the "Next-Gen" with ADS-B will be the last new gadget that we will love. After all, the iPad was not even on the market when Next-Gen was first announced. I just hope that what we have will be good enough so that we don't have to invest another \$10,000.00 or more into our panels in the next few years.

No matter what you fly or what is in your panel, your ARIZONA PILOTS ASSOCIATION is dedicated to protecting your right to fly, and to keeping the skies of Arizona safe. Check the website for a free safety seminar in your area, and "don't forget to 'Bring your wingman!'"

Howard



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

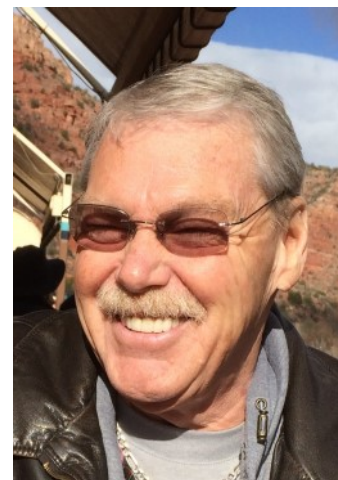
newsletter@azpilots.org



GAARMS REPORT

JANUARY 2020

By Fred Gibbs



Happy New Year to one and all. I trust you all had a great holiday season! Apparently Santa and the reindeer did a great job of landing on everyone's roof since I did not see any Santa accident reports or any reports of roof damage.

GAARMS in review:

It appears as of the date I finished this article (December 27th), there were no fatal accidents in December to add to our totals. That is really good news.

In my December column, and based on the NTSB's reporting system, I reported there had been no general aviation (GA) accidents involving a pilot fatality over the past 12 months, i.e., since November of 2018. Yes, there was the terrible helicopter crash in Scottsdale earlier this year, but that was a commercial operation, not a GA operation, and thus not included in the GAARMS process. One of my very trusted local sources has advised me of a pilot fatality following a June accident where the pilot later died from his injuries. Ironically, this is still not showing up in the NTSB's database. None-the-less, as of the end of 2019, we have had only one – I repeat – only one GA pilot fatality, and only one passenger fatality, a tremendous success story. We should all be very pleased with our success, but certainly not be over confident. Flying still has its risks, and we must always be aware of those risks.

The following is a short excerpt by Ken Reed, with his permission, of a fatal accident that occurred just north of Las Vegas...

On November 26, 2019 at approximately 5:35PM a Cirrus SR-22, N7GA enroute from Lake Havasu City Airport, AZ (KHII) to North Las Vegas Airport, NV (KVGX), crashed near Gass Peak, NV under unknown circumstances.

All three individuals on board perished. The pilot of N7GA was working Nellis approach. The aircraft was



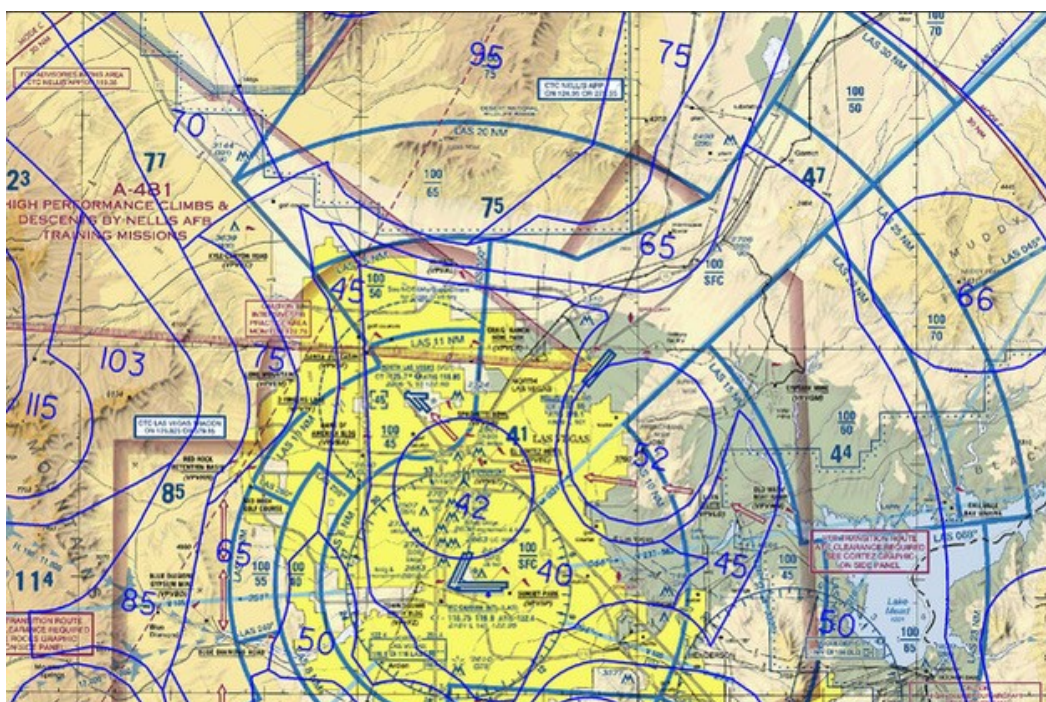
assigned 6,500 ft and was vectored towards the mountain to avoid traffic departing Nellis. At the time of the crash, the sun had set and the mountains were not visible. Gass Peak's summit is 6,937 ft.

From social media, it appears that N7GA, the accident aircraft, was equipped with an Aspen PFD and an Aviadyn MFD, and it was reported that the pilot regularly also flew with an iPad (as pictured).

The aircraft's flight path is depicted below:



From the attached VFR sectional you can identify Gas Peak due north of KLAS. In that area, the class Bravo starts at 6,500 ft MSL and extends to 10,000 ft MSL. Also note the minimum vectoring altitudes (MVA) hand drawn and noted as appropriate.



VFR at night in the mountains can carry large risk, even if the pilot is very familiar with the surrounding terrain. Let's be careful out there. Semper Vigilans (Always Vigilant).

So, as you can see, there are lots of us out there in different organizations always working to improve safety of flight for our fellow pilots. The terrain up there north of Las Vegas can be just as dangerous as the terrain all across northern Arizona, and it remains one of the most dangerous risks that need careful attention and mitigation, especially if you do any night flying. I will be most interested to see the final NTSB report and if ATC was a causal factor in this accident, and how, with all that automation and data in the cockpit, this could happen. To all my fellow pilots, could this have been a classic case of DRIP, i.e., data rich, but information poor? Lots of data, i.e., Aspen PFD, dual Garmin430W's, Foreflight on the iPad, Terrain alerts, and working with ATC (using radar) getting flight following, yet with all that data, was he simply overwhelmed with too much information (and/or workload) and not understanding the overarching picture unfolding in front of him? Stay tuned....

Fred's Perspective...



2020 FOUR 9's PROGRAM

I know I am preaching to the choir, but I want to start off the new year with the following re-print -

We are all human – so I am told – and we all make mistakes in life. If we choose to fly, those mistakes can be serious and sometimes deadly. I have never met a pilot who woke up in the morning and said “*I think I will go out and kill myself in my airplane today*”. All I have ever heard was “*I am going out and fly my airplane today and have a great time*”. But occasionally **FATE**, the consummate hunter, rears its ugly head and the accident is just the final result of a health issue. Even with a current medical, continuous yearly check-ups and cardio exams, our

bodies can fail us! Sometimes the 3rd class, 2nd class or even the 1st class medical means nothing! Fate is a deadly hunter: It doesn't care who you are, what class medical you have, where you are or what you are doing! So, I leave you with these 2 questions–

“How do you know when your number is up?”

How do you know when you run out of invisible Ink?”

As the Safety Program Director for many a year here at APA, and currently as the Safety Program Director-at-Large, I have long supported and pursued a Four 9's Safety Program, that is, a 99.99% safety record, or put another way, only a 00.01% pilot fatality rate per year. That equates out to a 1-in-10,000 safety record, or again, in plain English, only 1 fatality per 10,000 pilots. In 2018, we had 8 Arizona-based pilot fatalities per our roughly 26,000 pilots, a safety record of 99.97%, or a fatality rate of 00.03%. So that should to be our goal for 2020 – A 99.99% year, a 1 in 10,000 safety record, only 2.6 pilots being killed. However, like I said last month, there is still a problem with that –

I still have not gotten any volunteers for those 2.6 positions!

While I cannot find a direct correlation between GAARMS and the improvement of the accident rate, I would like to think that the awareness of the accident rate, our continuous attention to the accident rate, and our continuous stream of information to you, the aviation community, raised your awareness of the importance of aviation safety. APA's commitment is to all of you, our membership and the entire pilot community. Improving aviation safety is an ongoing and relentless effort, and we are proud to be a significant part of the FAA's FAASTeam program. We continue to present WINGS safety programs state-wide in concert with the Scottsdale FSDO and to present our yearly GAARMS symposium covering the previous year's fatal accidents. Ironically, statistics indicate that the overwhelming majority – in fact almost all – of the pilots involved in a fatal accident over the past 13 years did NOT participate in the WINGS safety programs, and that trend continues to hold true for 2019 as well. One of our primary efforts is to increase the participation of the pilot community in those safety programs wherever they are held. We need you to invite a fellow pilot to come with you, and help us spread the word and get more folks involved.

Kudo's Section –

While on the subject of fatal accidents and the four 9's Safety Program, it appears we have outdone ourselves in 2019, with only ONE pilot fatality and ONE passenger fatality, that I know of, with regards to the Arizona-based pilot community. That means we have achieved a safety rate of 99.995%, which is absolutely outstanding, and all the credit goes to you, the pilot community, for doing such a great job of flying safely. Sure, we have always had our fair share of accidents, but fatal ones are what we care about and can live without – no pun intended! So...



KUDO's to you all, and keep up the great flying!

SAFETY PROGRAMS:

There are a lot of FAASTeam safety programs on the schedule over the next couple of months all around the state, so go to WWW.FAASAFETY.GOV and click on "Seminars" and check them out. You might find one that interests you. Should you desire a particular safety or educational program at your local airport or pilot meeting, like the BasicMed program or our "Winter Wonderland" snow season special, simply contact me directly at fredgibbs@azpilots.org, or call me at 410-206-3753. The Arizona Pilots Association provides the safety programs at no charge. We can also help you organize a program of your choice, and we can recommend programs that your pilot community might really like.

Fred



**AVIATION SAFETY ADVISORY GROUP (ASAG) AND THE
SCOTTSDALE FSDO PRESENT**

**The 46th Annual Arizona Safety Awards
Banquet
Saturday January 25th, 2020**

*Master of Ceremony
Ernie Copeland - FPM
Manager SDL FSDO*



Awards Presented

- ♦ *AZ Flight Instructor of the year*
- ♦ *Air Traffic Communicator of the year*
- ♦ *AZ FAA Team Representative of the year*
- ♦ *AZ Maintenance Technician of the year*
- ♦ *AZ Airport Safety Award*
- ♦ *Ruth Reinhold Award (presented by the Arizona Pilots Association)*

**Key Note Speaker — Sen. Martha McSally—
Pending Confirmation**



Senator McSally is a United States Air Force (USAF) combat veteran who served in the USAF from 1988 to 2010 and rose to the rank of colonel before retiring. One of the highest-ranking female pilots in the history of the Air Force, McSally was the first American woman to fly in combat following the 1991 lifting of the prohibition on female combat pilots. McSally flew the Fairchild Republic A-10 Thunderbolt II close air support aircraft over Iraq and Kuwait during Operation Southern Watch. She was also the first female commander of a USAF fighter squadron (the 354th Fighter Squadron (354 FS), based at Davis-Monthan Air Force Base).

McSally earned her USAF pilot's wings in 1991 after completing Undergraduate Pilot Training at Williams AFB east of Phoenix, Arizona. Following graduation, she was assigned to Laughlin AFB, Texas, as a First Assignment Instructor Pilot (FAIP) in the T-37 trainer. When the military's combat aircraft restriction for female pilots was removed, McSally went on to Lead-in Fighter Training (LIFT) in 1993. McSally then completed Replacement Training Unit for the A-10 Thunderbolt II at Davis-Monthan AFB, Arizona, and was assigned to an operational A-10 squadron that deployed to Kuwait in January 1995. During this deployment, McSally flew combat patrols over Iraq in support of Operation Southern Watch, enforcing the no-fly zone over southern Iraq and became the first female U.S. fighter pilot to fly in combat and the first woman to command a fighter squadron. Following her promotion to Lieutenant Colonel, she took command of the A-10 equipped 354th Fighter Squadron at Davis-Monthan AFB in July 2004. She was then subsequently deployed to Afghanistan under Operation Enduring Freedom, dispatching weapons for the first time from her A-10 in combat. In 2005, McSally and her squadron were awarded the David C. Shilling Award, given by the Air Force Association for the best aerospace contribution to national defense.

We need your nominations!! Winners have already been selected for 2020, but you can always get a head start for next year! Visit this website

<http://www.generalavlationawards.com/>

There are many deserving individuals out there, nominate someone today!!

Great Door Prizes, Silent Auction and some good old fashioned fun! Door prizes from last year included Slim Time in a Regional Jet and much more...You have to be there to win!

Please Join us for an exciting evening!

Mark your calendar for Saturday, January 25th — Dinner begins at 6pm

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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	
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: Sherry 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	
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

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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

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