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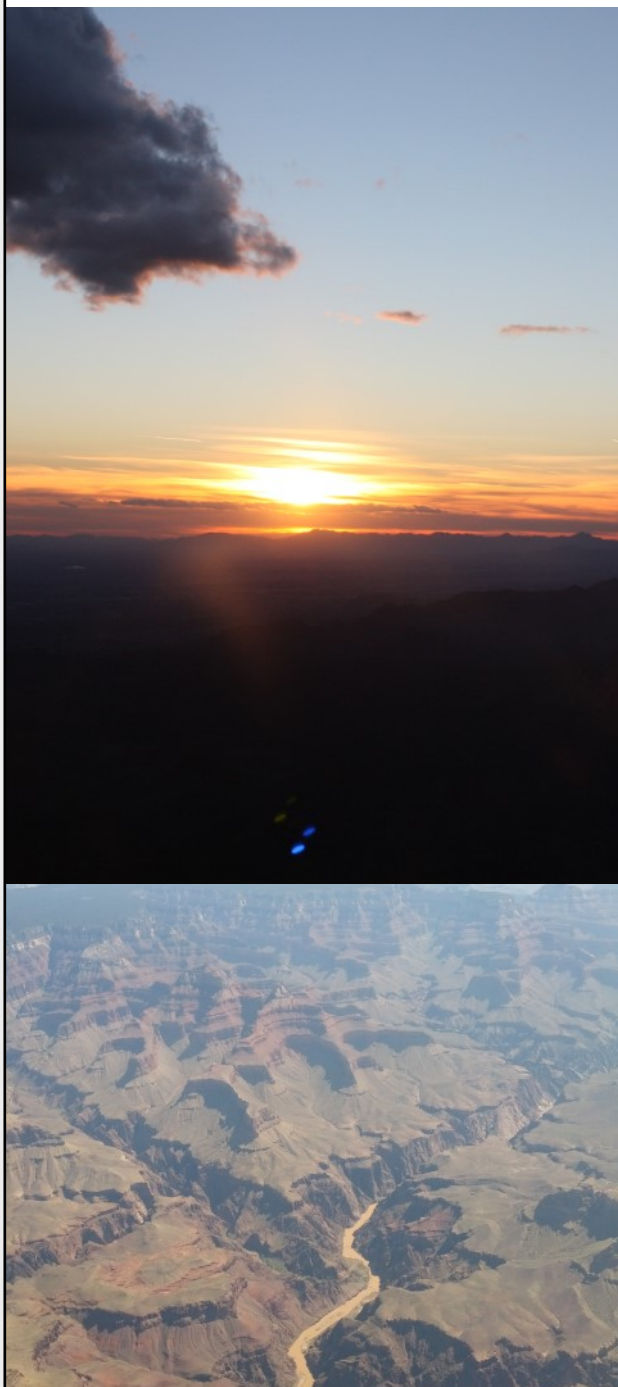
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# President's Report

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Fellow Aviators,

As we're already partially through February, I can't help but think how quickly 2020 is already going! Fortunately, much of the state has been blessed with outstanding flying weather. APA hosted our first Grapevine weekend of the year with 22 aircraft on site. The blood, sweat, and tears that APA volunteers poured into that strip are shining through. I haven't met a pilot yet that doesn't love Grapevine. Be sure to plan your visit at one of our 3<sup>rd</sup> weekend lunch and camp outs here. [APA Calendar](#)

The Aviation Safety Advisory Group (ASAG) held their awards banquet for safety in January and APA was privileged to present the Ruth Reinhold award to one of our members, Fred Gibbs. This award is presented to the individual who made the most impact on aviation safety in Arizona, and we felt that Fred fit that bill perfectly. His General Aviation Accident

A large United Airlines aircraft, registration N37267, is shown in flight against a blue sky with light clouds. The word 'AVIATE' is superimposed in large, white, sans-serif capital letters across the middle of the image. A white silhouette of an airplane is positioned above the letter 'A', with a dashed line trailing behind it. The United Airlines logo is visible on the tail of the aircraft.

**Your dream of becoming an airline pilot for a major carrier could be realized in less than four years.** As a qualified candidate in the Aviate program, you'll spend eighteen months as a Flight Instructor with us at Lufthansa Aviation Training and twenty-four months at a United Airlines regional partner. It's your best and most direct path to a pilot's seat at United Airlines.

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Reduction Symposium (GAARMS) presentations done statewide drill down into Arizona's fatal accident data to determine what could have been done differently to prevent the accident. Fred's tireless efforts have been presented to hundreds of pilots each year.

Lastly, I can't help but notice the upbeat trend in General Aviation. From new models of aircraft being announced monthly, to tremendous improvements in avionics, to the number of GA aircraft flying to and from our airports. It is truly encouraging. You can help to further increase this buzz by inviting a non-flying friend up for a ride. Perhaps a pilot who's been away from aviation for a while? Get them airborne and show them how much fun flying in Arizona really is. Check out the events tab on our webpage to find the next event you can take them to.

Blue Skies,

Brian



***Photo by Laura Grant Boswell***



*Left to right: Jim Timm, Fred Gibbs, Brian Schober*

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

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

# Executive Director's Report

Jim Timm — February 2020

Well, we are into the new year and I hope all is going well for everyone. The flying weather has been pretty good, and we haven't had really cold mornings to put up with. I haven't had the problem this winter of getting out to the airport at or before dawn to fly someplace for breakfast, scurry around with the pre-flight inspection, push the plane out, ready to go (breathing heavy) get in, headphones on, and bingo, the canopy or windshield suddenly fogs up big time, and IFR taxiing is not suggested. So far this year the winter has either been too warm or the humidity has been much lower or perhaps both. Anyway, the early morning flights have been good, and I hope you have been enjoying them also.

We are still in the cold and flu season, and the FAA has prepared a list of over-the-counter (OTC) medications that are broken down into two categories: fly and no fly.

In addition to covering antihistamines, decongestants, and cough and pain medicines, the list also includes medications for rashes, nausea, vomiting, diarrhea, and indigestion, to name a few. The list highlights diphenhydramine, a sedating antihistamine found in many over-the-counter medications such as; Benadryl, ZzzQuil, and most "PM" medications, which continues to be the most common drug detected in fatal accident toxicology reports.

The guide includes a series of questions for pilots to ask themselves to determine whether they are fit to fly, and it provides guidance for carefully reading the labels on all over-the-counter medications, and it contains two charts of medications that pilots can print for ready consultation.

The FAA provides guidance for medications that fall into the no-go category by recommending pilots wait at least five dosage intervals after the last dose is taken before flying again. For example, wait at least 30 hours before flying if you are directed to take the medication every four to six hours and at least 60 hours if directed to take it every 12 hours. The guide also provides links to additional resources about other medications for hypertension, antidepressants, and more. This FAA OTC

guide is available at [https://www.faa.gov/licenses\\_certificates/medical\\_certification/media/OTCMedicationsforPilots.pdf](https://www.faa.gov/licenses_certificates/medical_certification/media/OTCMedicationsforPilots.pdf)

## When choosing an OTC medication:

**#1. IDENTIFY the active ingredient(s).**  
Verify you have taken this medication in the past with no side effects.  
Note: Single ingredient products are preferred over combination products (because it is easier to spot disqualifying ingredients).

**#2. READ the label.**  
If there is a warning that it "May cause drowsiness" or if it advises the user to "be careful when driving a motor vehicle or operating machinery," then this medication is NOT safe for flying.

**#3. READ carefully.**  
If this is the first time you are taking a new medication, wait at least (5) dosage intervals and ensure that you suffer no adverse effects from it before flying while on the medication. (See the table below for the recommended observation period).

### Drug Facts

Active ingredient (in each tablet) Purpose  
Chlorpheniramine maleate 2 mg 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:  
• sedatives or tranquilizers

When using this product:  
• Do not get drowsy

• Avoid alcoholic drinks

• Avoid driving, and machinery 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 older: Take 2 tablets every 4 to 6 hours

not more than 12 tablets in 24 hours

Children 6 years: Take 2 tablets every 4 to 6 hours

not more than 24 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



## MISCELLANEOUS ITEMS

### FAA

In the FAA's efforts to modernize and streamline service, Flight Service has discontinued the Hazardous Inflight Weather Advisory Service (HIWAS) on January 8, 2020. HIWAS was a legacy service



with a continuous recording of inflight weather advisories broadcast over a limited network of VORs providing pilots with meteorological information related to hazardous weather.

The FAA introduced Flight Information System Broadcast, (FIS-B), as a replacement for HI-WAS. FIS-B provides a broader range of aeronautical weather information products, often in a graphical format, which was not available via HIWAS. For pilots who choose not to equip their aircraft with this

new technology, a Flight Service Specialist will still be available for providing weather information over a radio outlet.

Flight Service published a notice of [final decision](#) in the Federal Register on December 9, 2019, to discontinue the text-to-voice recordings of HIWAS.

## AIRSPACE

Marana Regional Airport is getting an Air Traffic Control Tower. The city of Marana contracted with an airport development firm to petition the FAA to accept the airport into the Federal Control Tower (FCT) program citing busy single- and multi-engine aircraft operations, corporate jets, and flight training operations. They had numerous individuals, companies, and organizations supporting their request.

The new tower, estimated to cost approximately \$8 million, would be funded by FAA grants for approximately 90% of the cost for construction and communications equipment. Upon completion, the tower would be staffed by federally contracted air traffic controllers. The city thinks the new tower could come online within two years. The FCT program requires the airport to build the tower within five years of acceptance of their request, or they will lose access to the federal funding.

## SAFETY

Aviation safety was not the best in the last reporting period. While the NTSB didn't issue any accident reports for the past reporting period, we did, through the media, become aware of an accident that occurred near Payson that claimed the life of the pilot and seriously injured the two passengers. This is not the way we hoped to start the year.

Even though we only had one accident that we were aware of, this month's report did wind up being a bit long because it appears that the NTSB went through all of last year's reports, and released several "Findings Reports" for accidents that had been sitting, waiting for the release of their detailed report. See my February Accident Summary for this month's details.





## CONSTRUCTION

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

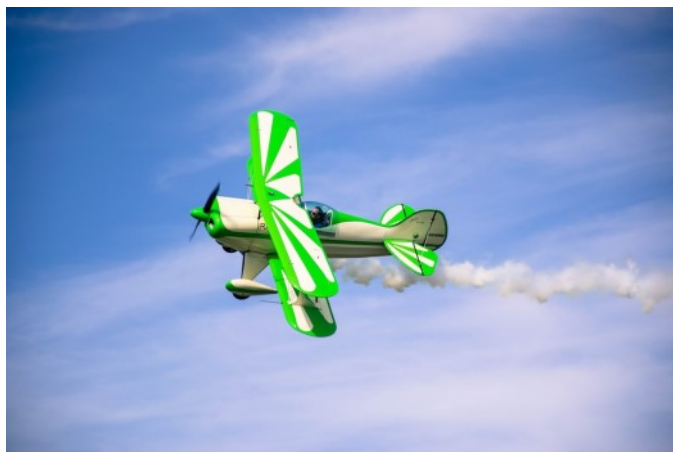
There are many airports around the state that have construction projects in process or are being planned to start. Unfortunately, we don't have all the

latest details of what projects are coming up, but at the moment the best advice we can offer you is to check for NOTAMS for your destination airport, and when you get there, use extra caution. We don't want to have your flight end up as one of the subjects in the monthly Aviation Accident Summary report. Fly safe!

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), Laughlin/Bullhead International Airport (IFP), and Grand Canyon Airport (GCN) are currently in their Master Plan update process.

## THINGS TO DO - PLACES TO FLY FOR BREAKFAST:

- The fly in breakfast at Coolidge Municipal Airport (P08), is normally on the first Saturday of the month, however, because of the 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 has not officially restarted yet. The City of Mesa repainted the warbird hangar inside, and the contractor ran into serious issues with the painting, and they are attempting to get the job done soon. Don't be surprised if the breakfast date gets moved to March or later. 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 weekend 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 still a fly in breakfast at Casa Grande Municipal Airport (CGZ). The Airport's restaurant, Foxtrot Cafe, is operating in the 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

As always, you can check your [APA Calendar](#) for events!

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

*Jim*



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# February Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of aviation accidents that have occurred in Arizona from late December through late January. 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 both good and bad. We did not have any accidents reported by the NTSB in the past reporting period, however, via the media we did learn of a Piper PA 28 accident approximately 10 miles southwest of Payson that claimed the life of the pilot and seriously injured two passengers.

This month's report is a bit long, as it looks like the NTSB had gone back through last year's reports and released all the detailed accident reports that had been held up. As a result, there are 12 reports from last year that are covered in this reporting period.

The following are the details of what is presently available.

## ACCIDENT IN THIS REPORTING PERIOD

Accident Date: **January 24, 2020**

Location: Payson

Aircraft Type: Piper PA 28

Injuries: 1 Fatal 2 Serious

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

## THE FOLLOWING REPORTS WERE RELEASED IN THIS PAST REPORTING PERIOD.

Accident Date: **April 26, 2019**

Factual Report Dated: January 8, 2020

Title 14 CFR Part 91

Location: Gila Bend

Aircraft Type: Stearman PT17

Injuries: 2 Uninjured

### LOSS OF CONTROL LANDING

The biplane pilot reported that, during the landing roll, the airplane veered right, exited the runway to the right, and the left-wing tip impacted a ditch. The biplane sustained substantial damage to the left, lower wing spar.

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

Accident Date: **May 23, 2019**

Factual Report Dated: January 9, 2020

Title 14 CFR Part 91

Location: Nogales

Aircraft Type: Cessna 172

Injuries: 2 Uninjured

### GROUND COLLISION

The flight instructor reported that, after landing, he gave the controls to the student to let him taxi to the ramp. After entering the ramp, the student taxied the airplane towards an unoccupied parking spot. The instructor added that the student was taught to stop the airplane perpendicular to the landing spot, shut down the engine, and use the tow bar to back the airplane into the unoccupied spot, per company policy.

The instructor further reported that as the stu-

dent passed a parked fuel truck adjacent the parking spot, he maneuvered the airplane into the parking spot instead of following company policy and during the left turn, the instructor saw that the left-wing tip was getting close to the truck, so he applied brakes and told the student to stop the airplane, but the airplane's left wing struck the truck.

The student reported that he did not follow company policy.

The airplane sustained substantial damage to the left-wing spar.

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

Accident Date: **August 30, 2019**

Factual Report Dated: January 2, 2020

Title 14 CFR Part 91

Location: Prescott

Aircraft Type: Luscombe 8A

Injuries: 2 Uninjured

### **LOSS OF CONTROL LANDING**

The pilot in the right seat of the tailwheel-equipped airplane reported that he had just sold the airplane to the pilot in the left seat. The right seat pilot was on the controls, and during a wheel landing, the airplane encountered a wind gust from the right. The airplane veered right, and he "apparently over-corrected," to the left. The airplane exited the left side of the runway and the right wing struck the ground. The airplane was not equipped with brakes on the left seat pilot's side. The airplane sustained substantial damage to the right wing spar and aileron.

The airport's METAR reported that about the time of the accident, the wind was from 290° at 10 knots. One hour prior to the accident, gusts were reported at 17 knots, and one hour after the accident, gusts were reported at 20 knots. The pilot landed on runway 21L.

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 27, 2019**

Factual Report Dated: December 30, 2019

Title 14 CFR Part 91

Location: Mesa

Aircraft Type: Diamond DA 40

Injuries: 1 Uninjured

### **RUNWAY EXCURSION**

The pilot reported that he intended to do touch-and-goes in the local traffic pattern. While on the downwind leg, the air traffic controller cleared him to land. During the landing roll, past the half-way point on the runway, he increased the engine power to full to takeoff and told the controller that he was doing a "go-around" The controller immediately instructed him to exit the runway on to the last taxiway so the pilot "cut the entire power," applied brakes and full right rudder, but the airplane skidded, exited the runway and impacted a concrete barrier. The airplane sustained substantial damage to the forward, lower fuselage.

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

The pilot added that he wanted to do touch and goes but did not accurately communicate his intentions to the air traffic controller.

Accident Date: **October 14, 2019**

Factual Report Dated: January 22, 2020

Title 14 CFR Part 91

Location: Buckeye

Aircraft Type: AEROPRO CZ A220

Injuries: 1 Uninjured

### **LOSS OF CONTROL LANDING**

The pilot in the tailwheel-equipped airplane reported that during landing, the airplane encountered crosswind gusts from the left and the pilot aborted the landing. The airplane drifted to the right and over the runways edge, and the tail-wheel struck the brush off the right side of the

runway. The airplane's airspeed decreased and the left wing "dipped into the wind." The airplane touched down on the left main landing gear and the landing gear collapsed. The airplane sustained substantial damage to the left wing.

The pilot reported that about the time of the accident, the wind was from 90° at 9 knots. The pilot landed the airplane on runway 17.

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

Accident Date: **October 18, 2019**

Factual Report Dated: January 22, 2020

Title 14 CFR Part 91

Location: Marble Canyon

Aircraft Type: Titan Tornado II

Injuries: 1 Uninjured

### **LOSS OF CONTROL TAKING OFF**

The pilot reported that, during the takeoff roll, a "gust came up" and the airplane exited the runway to the right on to the sand hummocks, the landing gears collapsed, and the airplane impacted terrain. The airplane sustained substantial damage to the horizontal stabilizer.

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

The automated weather observation station located on an airport about 12 nm away reported that, about 15 minutes before the accident, the wind was from 350° at 6 knots. The pilot reported that the was variable at 5 knots, gusting up to 15 knots. The airplane departed on runway 21.

Accident Date: **December 5, 2019**

Preliminary Report Dated: January 22, 2020

Title 14 CFR Part 91

Location: Pima

Aircraft Type: Vans RV6

Injuries: 2 Minor

### **INFLIGHT LOSS OF POWER**

On December 5, 2019, about 1520 MST, an experimental Vans RV-6 airplane experienced a total loss of engine power and executed a forced landing onto a field about 2 miles from Pima, Arizona. The private pilot and passenger sustained minor injuries; and the airplane's empennage exhibited substantial damage. Visual meteorological conditions prevailed for the personal flight, and no flight plan was filed. The local flight departed from the Safford Regional Airport (SAD) at about 1500.

The pilot reported that while cruising westbound at 1,100 feet above ground level the engine stopped without warning. The propeller continued to windmill, but there was no power from the engine. He initiated a 180 degree turn back toward the airport and attempted to restart the engine, to no avail. The pilot landed the airplane on a cotton field. When the airplane touched down the landing gear sunk into the soft dirt and flipped over onto its back.

The airplane has been recovered for further examination.

Accident Date: **December 8, 2019**

Preliminary Report Dated: January 8, 2019

Title 14 CFR Part 91

Location: Flower Pot, AZ

Aircraft Type: Mooney M20C

Injuries: 1 Fatal

### **ATTEMPTED VMC FLIGHT IN IMC CONDITIONS - CONTROLLED FLIGHT INTO TERRAIN**

On December 8, 2019, about 1300 MST, a Mooney model M20C airplane impacted terrain about 2 nm southwest of Flower Pot, Arizona. The pilot was fatally injured, and the airplane was destroyed by impact forces and a post-impact fire. Marginal visual meteorological conditions with potential instrument conditions and mountain obscuration prevailed for the personal flight, which was not on a flight plan. The flight originated from the Flagstaff Pulliam Airport (FLG), at an unconfirmed time, and was destined for Deer Valley Airport (DVT).

The accident site was discovered by a rancher on the morning of December 13, 2019. There

were no witnesses to the impact, but witnesses that saw the airplane on December 8, 2019 came forward once they discovered that the airplane had crashed. The witnesses were driving in a car southbound on Interstate 17 near Munds Park, Arizona, when an orange and white low-wing airplane flew over their car at low altitude. The witnesses reported that the weather conditions at that time consisted of a low ceiling but with good visibility below the clouds. The witnesses provided 3 pictures of the airplane that they had taken from their car. The pictures showed the airplane traveling in the same direction as the car close to the ground. The witnesses said they watched the airplane and it appeared to be following the road. The pictures also showed low clouds with obscuration of mountain peaks in the background of the image. The witnesses reported that about 20 minutes after taking the pictures, when they were about where the airplane was reported to have crashed, the visibility had reduced to about 1/4 mile and the clouds were right on the ground. Subsequent to the witness report, preliminary radar track data for an aircraft traveling along interstate 17 on December 8, 2019 was found.

The airplane impacted the ground about 1 mile east of interstate 17 on a heading of about 60 degrees. The main wreckage came to rest about 320 ft from the initial impact point.

During the investigation it was discovered that the pilot had purchased the airplane on December 4, 2019.

Accident Date: **December 11, 2019**  
Preliminary Report Dated: January 6, 2020  
Title 14 CFR Part 91  
Location: Phoenix  
Piper PA 34-200T  
Injuries: 2 Uninjured

### **LOSS OF POWER DURING LANDING**

On December 11, 2019, about 0822 MST, a Piper PA-34-200T airplane sustained substantial damage during a forced landing near Deer Valley Airport (DVT). The commercial pilot and passenger were not injured. Visual meteorologi-

cal conditions prevailed for the personal flight, and no flight plan was filed for the cross-country flight which originated from Sedona Airport (SEZ), about 0745 with an intended destination of DVT.

The pilot reported that the morning of the accident, he had flown from Payson to SEZ to pick up a passenger, prior to flying to DVT. Following an uneventful flight, the DVT tower controller vectored him for landing on runway 7R. The pilot stated that while on final approach to runway 7R, he went to apply power and realized that both engines had lost power. Despite the pilot's troubleshooting, he was unable to restore engine power and initiated a forced landing to a nearby road. During the landing sequence, the airplane struck unoccupied vehicles prior to coming to rest upright on a road about 1 mile west of DVT.

Examination of the airplane by a Federal Aviation Administration (FAA) inspector revealed that the right wing was separated from the fuselage.

Accident Date: **December 21, 2019**  
Preliminary Report Dated: January 22, 2020  
Title 14 CFR Part 91  
Location: Goodyear  
Aircraft Type: Cessna 182  
Injuries: 1 Fatal

### **STRUCK POWER LINES ON APPROACH TO LANDING**

On December 21, 2019, at 1822 MST, a Cessna 182F struck power lines while on approach to land for runway 03 at Phoenix Goodyear Airport (GYR). The pilot, the sole occupant, was fatally injured. The airplane sustained substantial damage. Visual meteorological conditions prevailed for the local area personal flight and no flight plan had been filed.

The pilot's spouse stated that she had driven him to Glendale airport earlier that day so that he could pick up his airplane from an avionics shop; he had had an ADSB system installed. When he got to Glendale, he had trouble getting the ADSB system to work, and spent the next 2

hours with the avionics shop trying to rectify the issue. After 2 hours, the pilot called his wife to let her know what the situation was and that he was going to fly back to the airport. He believed the issue was a software problem, and that he needed to update the GARMIN software in order to get the ADSB to work properly. The wife stated that the pilot returned to the house, updated the software, and returned to GYR to conduct a check flight of the ADSB. At 1801, the pilot texted his wife to let her know that everything looked great and he was going for a short flight.

Radar data provided by the Federal Aviation Administration (FAA) identified the airplane's flight track. The radar track showed two full circles and then a return toward the airport. Responding law enforcement reported that the airplane had impacted high-tension power lines about 1 mile south of the airport. The power lines are approximately 100 ft above ground level (agl) and are unmarked and unlighted.

Investigators from the National Transportation Safety Board (NTSB), FAA inspectors, and investigators from Textron Aviation and Continental Aerospace Technologies responded to the

accident site. The entire airplane came to rest inverted on the ground underneath power lines. The engine was exposed but remained attached at the engine mounts to the airframe. There were no obvious holes in the engine case.

Accident Date: **December 22, 2019**

Preliminary Report Dated: January 6, 2020

Title 14 CFR Part 91

Location: Lake Havasu

Aircraft Type: Cosmos Phase II

Injuries: UNK

**The NTSB has not yet released the detailed accident report for review.**

Accident Date: **December 23, 2019**

Preliminary Report Dated: January 3, 2020

Title 14 CFR Part 91

Location: Chandler

Aircraft Type: Piper PA 28

Injuries: UNK

**The NTSB has not yet released the detailed accident report for review.**

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## A Few Words About Safety

Denny Granquist

“

*“Taking a visual approach clearance too early can end up getting you home too late.”*

*“Listening to other pilots makes me a better pilot.”*

”

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**We make an effort to:**

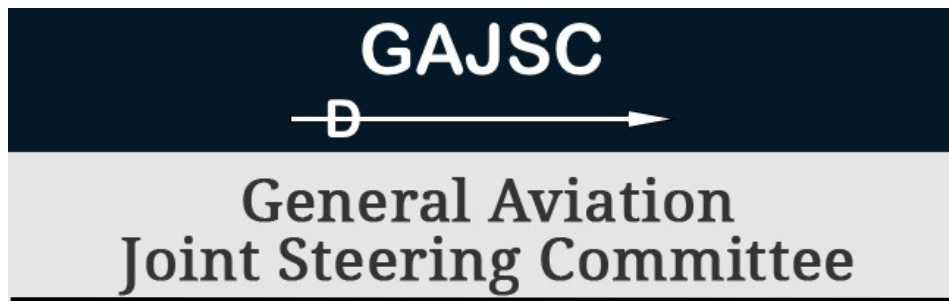
- **Facilitate communication and address safety concerns between flight schools, flight instructors, the FAA and other airspace users**
- **Share training tools, concepts, and ideas**
- **Improve understanding among operators**

**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!**





## Coping with Interruptions and Distractions

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: February 2020**

**Topic: Coping with Interruptions and Distractions**

The FAA and industry will conduct a public education campaign emphasizing the need for improved Aeronautical Decision Making to include coping with Interruptions and Distractions.



### **Background:**

Distractions and interruptions are causal factors in nearly 25% of motor vehicle accidents in the United States. The NTSB has noted these causal factors in fatal aviation accidents as well however the linkage is often not as clear as with motor vehicle accidents. The linkage is strong enough for the GAJSC to recommend awareness training on the benefits of successful coping with interruptions and distractions while flying.

### **Teaching Points:**

- Distractions and interruptions can severely compromise flight safety if they occur during critical phases of flight.
- General Aviation Pilots are particularly at risk because they usually do not have additional flight crew members to assist them.
- Management of passenger expectations is essential to minimizing the occurrence and effect of interruptions and distractions.
- Checklist discipline and the proper use of autopilots are effective means to effectively cope with interruptions and distractions

### **References:**

- *Coping with Interruptions and Distractions Power Point and Presentation Notes*
- [\*Pilot's Handbook of Aeronautical Knowledge \(FAA-H-8083-25A\) – Chapter 2 – Aeronautical Decision-Making\*](#)

### **DOWNLOADS:**

[PowerPoint Presentation Slides...](#)



## ~ Scholarship Corner ~

by Chris Nugent

I'm happy to report that the scholarship committee has completed reviewing applications for 2020 scholarships and selected 8 well deserving winners. We had originally intended to award 6 scholarships for 2020, but we were very fortunate in that membership donations exceeded expectations, so we were able to award 2 additional scholarships! This is a great testament to your commitment to helping APA build the next generation of Arizona aviators – so “good on you” as my friends from Down Under would say!

As I mentioned last month, the overall quality of the applications was outstanding, which made the selection process that much harder. Here's a quick summary of this year's scholarship winners:

- ❖ **James Nebrig** – James will be attending Northern Arizona University (NAU) as an Air Force ROTC cadet with the objective of attending the US Air Force Academy and entering pilot training. I'm sure many of you remember James and his Eagle Scout project at the Payson airport campground.
- ❖ **Maria Diaz** – Maria comes to Arizona by way of Alaska and is working to complete her private pilot's license prior to attending Chandler-Gilbert Community College/NDU Aerospace to earn her CFI and commercial ratings.
- ❖ **Victoria Johnson** – Victoria will be attending CGCC/NDU for flight training as well. She currently works full time as a flight attendant for Southwest Airlines and her objective is to move her “office” from the cabin to the flight deck with Southwest.
- ❖ **Sage Nelson** – Sage is an EVIT senior and will start Airway Sciences at CGCC this semester with the objective of obtaining her PPL and commercial ratings.



Maria Diaz



Victoria Johnson—first solo at UND



*Ben Alberti*



*Michael Swift—Yuma.*

- ❖ **Ben Alberti** – Ben is an EVIT alumni and is currently working on his PPL at CGCC and hopes to eventually join the Delta Airlines cadet program. Ben was an EVIT Copperstate volunteer and was awarded a scholarship to attend Oshkosh in 2019.
- ❖ **Tristan Sorensen** – Tristan is also an EVIT senior and will be attending the Airframe & Power-plant Technology program at CGCC.
- ❖ **Tim O'Hara** – Tim is currently attending Westwood High School in Mesa and will be entering flight training for his PPL at Aviation Explorers Post 352 at Falcon Field (their motto is "We teach teenagers to fly!"). Tim's goal is to attend the US Air Force Academy and pilot training after graduating from high school.
- ❖ **Michael Swift** – Michael attends Arizona Western College in Yuma with a concentration in Unmanned Aerial Systems (UAS). Michael's goal is to complete his PPL with the objective of becoming a CFI in the Yuma area.

I've been consistently impressed with the focus, passion and perseverance these students have shown in pursuing their aviation dreams – it's encouraging to know that the APA scholarship program will help them achieve those dreams. We will be inviting this year's scholarship winners to the **APA Annual Meeting on May 16** for a formal awards ceremony. I'm hoping you are planning to attend and get to meet the next generation of Arizona aviators in person!

Finally, thank you again for your generosity and continued support of the scholarship program.

*Chris*



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# MEMBERS' PHOTO CORNER

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*Thank you to Rob Turchick for this month's photos*

*Where will you go next? Send your photos to [newsletter@azpilots.org](mailto:newsletter@azpilots.org)!*

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*United Airbus departing Sky Harbor  
700mm of lens compression brings the plane and the moon closer!*



*Mac Transtrum's Pitts 12 Monster at Coolidge airport*

## Let's Talk About Aviation Safety

**By Howard Deevers**

Yes, we do have FAR's that regulate just about everything we do as pilots, and we train to be safer pilots, and we do an Annual Inspection on our airplanes, and do a flight review to be sure that both we and our planes are safe to fly, but one of the last things that come to mind about aviation safety is jumping out of an airplane. It sure is low on my priority list, but a lot of people DO jump out of airplanes.

Southern Arizona is one of the hot spots for parachute jumping in the U.S. You can find what airports do parachute jumping by that little parachute symbol on your sectional. I could not find any in Northern Arizona, but Southern Arizona is a busy place for jumping.

That little symbol should show you about where the jumpers will land, but don't count on that alone. Depending on wind, and skill, they could land just about any place in that area. Your sectional may have a notation about the traffic pattern at the airport as well. Most of these landing zones are away from the traffic patterns for those airports, but the one at Casa Grande (KCGZ) looks to be right in the downwind traffic pattern area, with no notations; this is just outside of the Class B, 30 NM, Mode C ring around Phoenix. Be sure to check the Facilities Directory for more information at these airports.

Eloy Arizona (E60) must rank in the top 10 locations in the world for parachute jumping. Parachute jumping is a popular sport, and Eloy offers one of the best locations with very good weather nearly year-round. Look at Eloy on your Sectional and you will see a box with a caution message very near the airport. Other airports that have intense parachute jumping also have caution boxes: Pinal (KMZJ) and Marana (KAVQ).

Parachute activity at Pinal is military training, and they do intense jumping, at times from very early in the morning (think still dark) and going on most of the day. The AWOS at MZJ has a notation after

the weather that "military parachute jumping can occur day or night, 7 days a week, up to 24000 feet with releases out to 15 nautical miles." That is quite a lot of airspace that we need to be aware of. The jumping activity at Marana is both civilian and military and is always by NOTAM, and is closer in, with landings at the center of the airfield, NW of the intersection of the two runways. Be sure to





check the AWOS before entering the pattern and monitor the CTAF frequency for activity at all airports that do parachute jumping.

The planes carrying jumpers are required to announce two minutes prior to release, and then again when the jumpers are out. By monitoring those CTAF frequencies, we at least know where to look to “see and avoid” jumpers.

People falling from the sky, hanging on to a “sheet,” and aiming for a landing spot are not the only safety issues for pilots at these air-

ports. The planes that take jumpers aloft and “dump” them out are now on a rapid descent to get back to the starting gate for another load that may be waiting for them. These planes can range from single engine Cessnas on up to military C-17's. All aircraft arriving at these busy jumping airports must be alert to the jump plane traffic.

I have watched parachute jumping at several airports and have had to deal with the jumping planes on descent as well. I have also had conversations with some of the pilots while on the ground. These are well trained and appropriately rated pilots, and they are as concerned with safety as much as the other users of the airports. I know it doesn't seem that way to some pilots at these airports. I have heard complaints that the jumper planes “cut me off” in the traffic pattern. Since these planes are making rapid descents, they tend to stay out away from the standard pattern and make wider base turns than we would in a normal pattern. They don't want to descend on to a plane already in the pattern.

At Eloy you may find the jumper planes land on runway 20, pick up a load of jumpers then depart on runway 02. That can be confusing to some pilots not familiar with that airport.

Fortunately, there have been very few actual issues or accidents at any of these airports. The safety message here is “Be Aware” of your environment and be looking for other traffic at all times. The safety message to the jumper planes is the same. Don't let a routine that you do every day become a “bad habit.” None of us want to be on the news tonight!

Be sure to check the Arizona Pilots Association web site for a free safety seminar near you. And, don't forget to “Bring Your Wingman.”



Howard

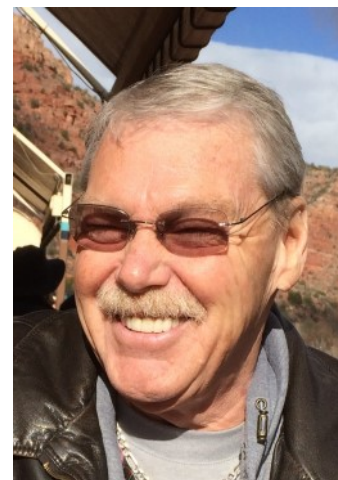




# **GAARMS REPORT**

## **FEBRUARY 2020**

*By Fred Gibbs*



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### **2019 in review:**

For starters, my article last month contained an error due to timing. The latest NTSB print-out I pulled down now lists the Mooney accident that occurred on December 8th, just southeast of the Sedona area. Unfortunately, that fatal accident in December brought our total GA fatal accident total to 2, with one pilot fatality and one passenger fatality. While not good news, our safety record for 2019 is the best it has been in the 10 years I have been tracking it.

In my January 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. Well, as you can see from above, that was correct, but the Mooney crash closed out that run of good luck! Yes, I know 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. I am still trying to track that down. Ironically, this is not showing up in the NTSB's database. Nonetheless, as of the end of 2019, according to the NTSB, 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 overconfident. Flying still has risks, and we must always be aware of those risks.

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The following is a re-print of the NTSB report on the Mooney crash mentioned above:

*On December 8, 2019, about 1300 mountain standard time, a Mooney model M20C airplane, N5557Q, impacted terrain about 2 nm southwest of Flower Pot, Arizona. The pilot was fatally injured, and the airplane was destroyed by impact forces and a post impact fire. The aircraft was registered to and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight.*



*Marginal visual meteorological conditions with potential instrument conditions and mountain obscuration prevailed for the flight, which was not on a flight plan. The flight originated from the Flagstaff Pulliam Airport (FLG), Flagstaff, Arizona, at an unconfirmed time, and was destined for the Deer Valley Airport (DVT), Phoenix, Arizona.*



*The accident site was discovered by a rancher on the morning of December 13, 2019. There were no witnesses to the impact, but witnesses that saw the airplane on December 8, 2019 came forward once they discovered that the airplane had crashed. The witnesses were driving in a car southbound on Interstate 17 near Munds Park, Arizona, when an orange and white low-wing airplane flew over their car at low altitude. The witnesses reported that the weather conditions at that time consisted of a low ceiling but with good visibility below the clouds. The witnesses provided 3 pictures of the airplane that they had taken from their car. The pictures showed the airplane traveling in the same direction as the car close to the ground. The witnesses said they watched the airplane and it appeared to be following the road. The pictures also showed low clouds with obscuration of mountain peaks in the background of the image. The witnesses reported that about 20 minutes after taking the pictures, when they were about where the airplane was reported to have crashed, the visibility had reduced to about ¼ mile and the clouds were right on the ground. Subsequent to the witness report, preliminary radar track data for an aircraft traveling along interstate 17 on December 8, 2019 was found.*

*The airplane impacted the ground about 1 mile east of interstate 17 on a heading of about 60 degrees. The main wreckage came to rest about 320 ft from the initial impact point.*

*During the investigation it was discovered that the pilot had just purchased the airplane on December 4, 2019.*

---

The following is a short excerpt by Paul Berge of AvWeb, with his permission...

*It might've been old flight-school technology, but the unsung weather tool, HIWAS, is no more. The NOTAM announcing its passing read like a heartless obituary: "...outlet decommissioned Jan 8, 2020-permanent." Permanent!! So cold for a reliable friend that, frankly, few of us understood. HIWAS means (meant), Hazardous In-Flight Weather...um, something, something; its purpose in life was to broadcast impending meteorological doom over a scratchy VOR frequency, back when pilots knew how to use VORs. While vexing to student pilots and quaint to anyone with Foreflight, test-makers must have loved HIWAS.*



*Those who ask, "Why do we have to know this*

stuff?” face the unassailable retort, “Because it might be on the exam.” I’ve memorized (and taught) buckets of useless stuff just because! The Treaty of Westphalia, for instance, was signed in 1648, so on a flight review I expect pilots to regurgitate that nugget, because that’s what testing is all about: Information in and information out with marginal applicability. Passing a written exam proves that you can pass an exam and not that you can think or fly.



Airspace is an ideal testing subject, because no one understands all the minutiae baked inside that regulatory double-talk. Many pretend to, but sub-clauses dependent upon altitude or a control tower’s operating hours will torque any brain. Instrument pilots tend to ignore airspace labels, because once ATC says, “Cleared to...” you plow through whatever airspace is in the way with near impunity.

Years ago, VFR students memorized airspace terms such as Positive Control Area (PCA), Terminal Control Area (TCA) and Airport Radar Service Area (ARSA). In 1993 these descriptors were relegated to the Smithsonian’s Airspace Museum in exchange for soulless Classes A, B and C, respectively. Class D airspace replaced Airport Traffic Areas. Class E (General Controlled Airspace) was, and remains, a generally vague expanse of semi-controlled sky with un-enforceable cloud clearance rules. What about Class F? “Fuggetaboutit” in the USA. And then there is Class G, the class clown of airspace. It was once labeled, “Uncontrolled,” as though an exasperated FAA threw up its figurative hands during a pilot/regulator conference and sighed, “We cannot control this! Beyond here be dragons...”

As complicated as airspace was prior to 1993, no one had ADS-B, so scofflaws could get away with transgressions provided they kept their mouths shut, a skill many of us mastered in the Army. ATC might’ve seen your radar target penetrating TCAs, but unless you called, you’d likely avoid getting pinched. Case in point: Decades ago, while an air traffic controller in California, I was subpoenaed to testify inside a federal courtroom where a pilot was being stretched on the rack for violating the San Francisco TCA (now Class B).

Although guilty, he would’ve escaped apprehension but made the rookie mistake of calling Monterey Approach, where I’d been working radar: “...20 north, landing Monterey.” I knew nothing of his airspace intrusion 65 miles away. Not that it mattered, because when I identified the aircraft (“Squawk 0402, ident...”), Oakland Center, who’d been tracking the violator, saw the squawk change and called me, asking, “Who’s that?” Busted! Call the tower, please.

If you visit the Old Controllers Home in Oklahoma City on Open Mic Night (Thursdays 2100-2300Z), you’ll catch retired air traffic controllers well into their kombuchas, regaling ATC cadets with tales of making pilots, “Call the tower,” for (pause) “busting my ARSA!” This was killer material at the home.



*Today, we're tracked from cradle to tomb beneath ADS-B's all-seeing eye of Sauron. It knows our every move and impure thoughts. Yeah, it makes aviation safer, but I miss some of the old ways. This is where I lean back in my ol' rocking chair, strike a wooden match, relight my corncob hookah, and tell about the time HIWAS saved my arsa.*

*It was a warm mid-western day with towering CUs building to the west, while I was in the pattern with a student at an "uncontrolled" airport, 20 miles east of my home base. The approaching wall expanded with each downwind leg, so I tuned in HIWAS and caught a warning of severe thunderstorms moving east with hail the size of kumquats, "Contact Flight Watch for details." Terminating the lesson, I climbed into my Aeronca Champ for the 20-minute flight home and toward those cumulo-anvils, taunting me like bulls smack-talking Pamplona's dumbest runner.*

*In-flight weather radar wasn't an option, but Flight Watch (EFAS or Enroute Flight Advisory Service) was. On 122.0 MHz (below FL180) pilots received one-on-one airborne weather briefings from real humans. Problem was, in crappy weather every pilot wanted in first, but without calling, you could listen to the briefer describing the offending weather to others on the frequency and glean what you needed.*

*Any forecast hides the caveat that weather can turn sour, and when that happens, I'll take whatever help is available, including full retreat. While nosing toward that squall line, it was a distant FSS voice describing what he saw on radar, that allowed me to determine that the approaching line—although ugly—was far enough away and sliding northeast, so I could continue without any "There I was" bravado.*

*Although I fly old, minimally equipped airplanes in defiance of cyber enlightenment, I always want an escape route, because the art of bumbling into weather is as old as Odysseus washing ashore on the Isle of Best Intentions (1168 BCE). Humans displaying the hubris to leave the earth face that which is bigger than our egos and contains no sympathy for failure.*

*As archaic terms such as Flight Watch, HIWAS and Mooney fade from memory, they should also be dropped from exams. Well, maybe not Mooney, because Mooney always holds surprises. Here's a tip for check ride prep. Be familiar with TRSA (Terminal Radar Service Area), an old-school airspace that exists solely to stump overly confident pilot candidates who dare think they know more than the examiner. Now, without looking: When was the Treaty of Westphalia signed?*



**Yeah, thought so...**

**2020 FAA Awards banquet winners...**

On Saturday night, Jan. 25<sup>th</sup>, the FAA held their annual awards banquet over at The Cooley Ballroom on the ASU Polytechnical Student Union building on the Williams-Gateway airport to honor several of the recipients of some well-deserved awards.



*Jim Price, recipient of the Wright Brothers 50 Years in Aviation award*

For starters, there was Jim Price, the recipient of the Wright Brothers 50 Years in Aviation award. Many of you know Jim for a variety of reasons, i.e., Mooney pilot, safety program guy, retired airline pilot and flights for Life guru. Jim is, and has been, a mainstay of the Phoenix aviation community for a very long time, has many great accomplishments in his very storied aviation career, flying all kinds of aircraft, and a very prestigious U.S. Air Force career. You have to drag all of that out of this very humble man, and a person we all wish our sons and daughters could emulate.

The Flight Instructor of the Year for Arizona was awarded to Jim Pitman, flight instructor extraordinaire; an FAA designated pilot examiner; safety counselor/lead FAASTeam Rep, and just overall nice guy. Jim was a founding member of the Arizona Flight Training Workgroup (AFTW), still very instrumental in the workings of the AFTW, active in the Aviation Safety Advisory Group (ASAG), a contributing writer to AOPA, as well as a lot of other activities too numerous to mention here. AND, oh yeah, he was also selected as the Flight Instructor of the Year for the entire Western Pacific Region, which makes him a leading con-



*Jim Pitman, recipient of Flight Instructor of the Year for Arizona*

tender for the Flight Instructor of the Year for the entire country, so keep your fingers crossed...



*Jeff Mulhom, recipient of the Aviation Technician of the Year award*

Jeff Mulhom was awarded the Aviation Technician of the Year for his outstanding work at the CAE Oxford Aviation Academy. He is also an ATP-CFI rated pilot. He was instrumental in the creation of new processes allowing for maintenance personnel holding pilot certificates to perform test flights, further ensuring the safety of the fleet of aircraft. His relationship with the CFIs and the students helps bring a better understanding of the mechanical aspects of flight.



*Mrs. Lee Unger, recipient of the FAASTeam award*

Mrs. Lee Unger was awarded the FAASTeam award for her outstanding work with the Tucson aviation community, the Tucson airport authority and the Tucson Control tower. During the past year, she collaborated with the Tucson Airport authority in the creation of a new Runway Safety video for the airport, a briefing document designed to reduce runway incursions, helped develop the Tucson practice area charts for student training, made them available on the AFTW website, and remains very active in organizing safety programs. A well-deserved award!

And then there was the Tucson Air Traffic Control tower, winning the ATC facility of the Year award



*Tucson Air Traffic Control tower won the ATC facility of the Year award for 2019*

for 2019. Tucson Air Traffic Control Tower reaches out to the aviation community in a variety of ways, including participation in Pilot-Controller forums, runway safety meetings, and Safety Risk Management panels. Tucson Air Traffic Controllers, working with AOPA Tucson Airport Support Network Volunteers, facilitated the 2018 filming of ground and air operations in the making of Tucson Airport Authority's "KTUS Airport and Runway Safety" videos. With the support of Tucson Tower's outreach and collaboration, the number of runway incursions at KTUS has been reduced from 26 in fiscal year 2018 to 17 in fiscal year 2019. An outstanding effort and a well-deserved award.

***Kudo's well deserved to all –***



*Ooh!! I like your approach!*

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

***Would you pay someone \$175.00/HR (or more!) to go fly with you, never provide any instruction and only criticize how poorly you fly?***

***Well, welcome to the world of a check ride with a Designated Pilot Examiner (DPE)...***

How have check rides become so expensive? Why do DPE's expect you to be Bob Hoover-capable as a new fledgling private pilot? Or as accurate as a highly skilled Navy pilot hitting the 200ft long box to snag the 3 wire?? Why is the FAA so draconian in their approach to certifying new pilots?? If a student only needs a 70% to meet the requirement to pass the academic portion of any of the pilot written exams, why must a student be absolutely perfect on the oral and the check ride? There are 12 tasks within the ACS. If you completely bungle one task, that means you got a grade of only 91.6%! There are easily over 100 items within the Tasks of the ACS. If you miss one, is that NOT a 99%? AND THAT IS NOT A PASSING GRADE?????

Fred



***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!!!***

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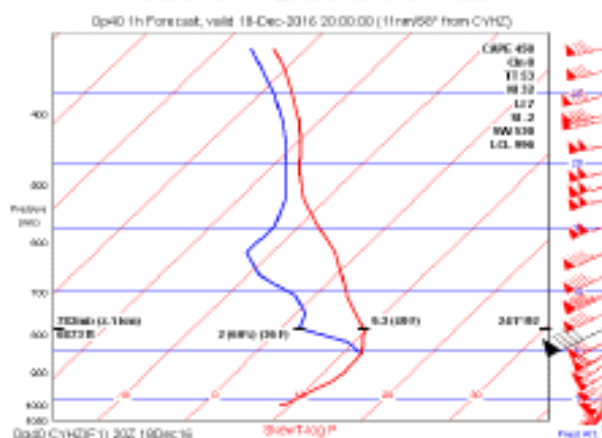
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<b>Sun Valley Airpark</b> Mgr: Jim Lambert (928) 768-5096	Fort Mohave	55/107	<b>Pat Mindrup</b> - Tinzie Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
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[www.azpilots.org](http://www.azpilots.org) A great resource for APA's work in the state, archived newsletters, current events, APA's continuous work with legislators, a calendar of activities, and more.

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

Email Stefanie at:

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

## Newsletter Contributors

Article Deadline

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

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

Contact the newsletter editor, Cathy Paradee:

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

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



Stefanie Spencer— Webmaster



*New pilots welcomed!*



*Writers welcomed!*



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## Volunteer 501 (c) (3) Organization

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