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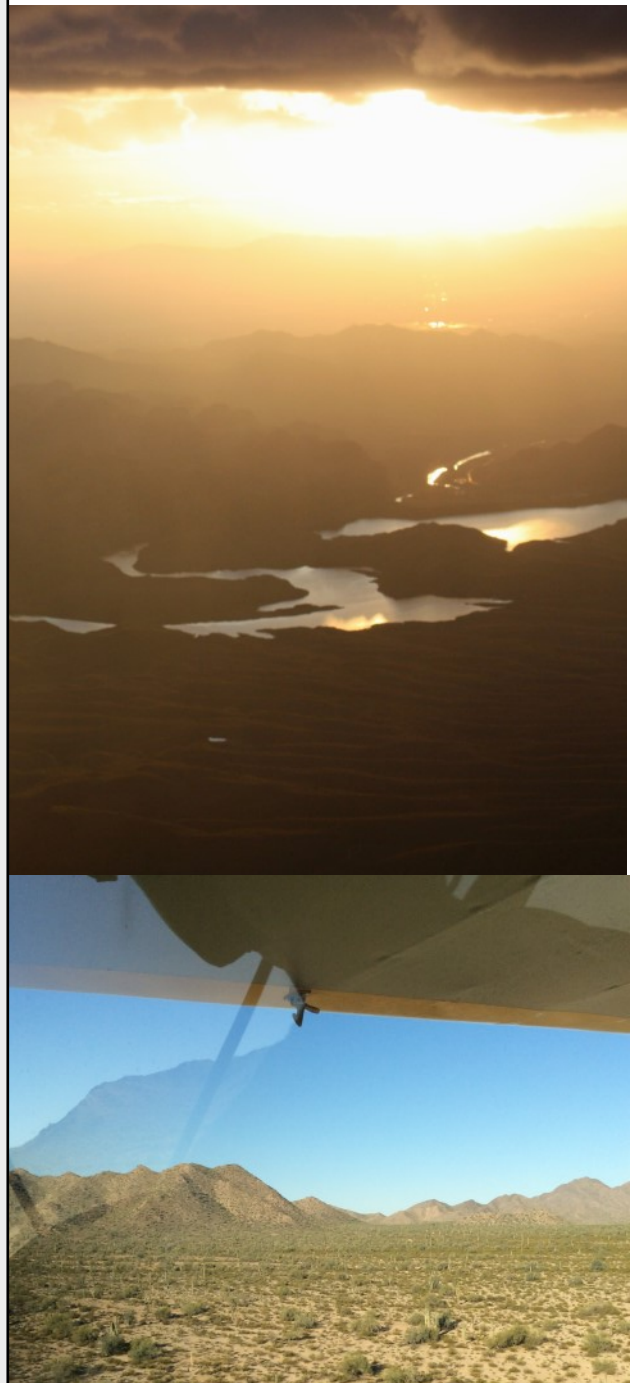
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President's Report

Fellow Aviators,

At the time of this writing, we're still deep in the midst of quarantine, political and economic uncertainty, and a lot of unknowns on every side. It's a tough time for many of us, with loss of work, family members afflicted, suddenly becoming teachers, and the vast array of change to nearly every aspect of our lives. One thing that hasn't changed is my love for aviation. Specifically, my airplane. With much of my newfound time off, the belly of 68P is cleaner than it's been in much of the past 60 years of service. My exhaust valves have been borescoped to ensure many more hours of reliable operation, and my landing gear is cleaner than I've ever seen it. I've been able to dedicate much more time to my bird than before, and I love it. While I thoroughly enjoy the challenge of flying and the destinations 68P provides to me, I'd forgotten how much I enjoy putting



continued next page



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TLC into an older airplane.

Another change that is welcomed by some is the drastic drop in traffic. The little blue triangles on my iPad are far fewer than just a couple of weeks ago. So few, in fact, that I feel the need to confirm that the connection to my ADS-B In device is "good." It is. While this is welcome in the short term and helps to relieve anxiety at larger airports, it is no doubt impacting nearly every facet of general aviation in a negative way. If you have the means, consider supporting

what remains open. Most self-serve fuel points are still open. Several airport restaurants are still open for carry-out. Picnic under the wing, anybody? Now may be the time to consider upgrades if you're unable to fly. Be creative and think about the positive effect you can have on the economy.

We truly look forward resuming social gatherings centered around general aviation. As restrictions are lifted, we'll get them back on the calendar, and we sincerely hope to see you there, resolute in your support of GA.

Blue Skies,

Brian



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

newsletter@azpilots.org



Executive Director's Report

Jim Timm — May 2020



I fear that this month's report is going to be a rather short one. Because of the Coronavirus pandemic crisis, the FAA offices are shut down, and all aviation related meetings have been canceled; everything seems to have come to a halt. We have all been advised to stay home and venture out for essential purposes only, and when we are out, to maintain social distance from other people. It's interesting to observe what is actually happening. Some are out and around, continuing as if nothing has happened, and others are attempting to follow the suggested guidelines to a degree. Those of us in the older group with perhaps health issues that could be a problem, perhaps even causing death, tend to take it more as a serious issue and fall into the latter group. So, forget the odds, that's a chance I'm not willing to take.

While all of this is happening, the annual condition inspection came due on my airplane. Needless to say, I determined it was essential to be at the airport conducting this inspection. I initially thought I might be out there alone. Wrong, there were a lot of people out there also working on their airplanes, and a few were flying. With regular jobs shut down, why not? It's better than doing nothing, it breaks the boredom, and it's a chance to get things done that have been put off for too long.

I hope everyone has been able to get in a little flying, practice some of the exercises to sharpen up the coordination skills, and make a bunch of touch-and-go landings. Just remember, the FAA minimum currency requirements will not assure that you are a safe pilot. Only getting out there and flying can do that. So, to heck with it all, let's go flying!

MISCELLANEOUS ITEMS



FAA

Nothing of significance has been happening that I am aware of.

AIRSPACE

Meetings have been canceled because of concerns over the Coronavirus issue, and I am unaware of any current, or upcoming significant airspace issues.



SAFETY

In spite of everything being shut down, aviation safety in this past reporting period was not very good. The NTSB apparently is still working, because in the last reporting period they reported what would appear to be two minor accidents, and in one of the cases the preliminary report details were not released. At the very end of this reporting period we had a helicopter accident that resulted in a serious injury, and a fatality. Apparently there was an inflight tail rotor failure, and the helicopter lost control and crashed. The

NTSB is currently investigating the accident.

See my May Accident Summary for this month's details.

CONSTRUCTION

Coolidge Municipal Airport (P08) still has runway 5-23 closed for rebuilding, and it's still scheduled to reopen May 22. Runway 17-35 is open for use. Use extreme caution in using runway 17-35 because of skydive operations on the south side of the airport. Please keep the approach legs of the RWY 35 pattern short! This could be a challenge for some pilots, but be safe. Be sure to check NOTAM's for changes.

There are still many airports around the state having construction projects in process or planned to start. Unfortunately, we don't have the latest details of what projects are coming up, but at the moment, the best advice we can offer is to check for NOTAMs at your destination airport, and when you get there, use extra caution. We don't want to have your flight end up in the monthly Aviation Accident Summary. Always 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. All the update program meetings are presently on hold due to the Corona Virus pandemic. 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), normally on the first Saturday of



the month, is closed due to the Coronavirus crises, and the event is on indefinite hold.

- The Falcon Field EAA Warbirds Squadron fly in breakfast, and car show was on the third Saturday of the month. Due to the Coronavirus crises the event is on indefinite hold.
- The third weekend of the month is the usual APA potluck at Grapevine Airstrip. However, lunch is no longer being served, and at the end of May, the portable toilet will be removed for summer, returning in September.
- The last Saturday of the month was the fly in breakfast at Casa Grande Municipal Airport (CGZ). Due to the Coronavirus crises the restaurant is closed, and the event is on indefinite hold.

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

Jim



A Few Words About Safety

Denny Granquist

“

“Pilots who make mistakes in bad weather are buried on nice days.”

“Asking ATC to repeat the transmission when needed is your job.”

”



WE ARE A SAFETY-FOCUSED GROUP OF AVIATION TRAINING PROFESSIONALS WHO RECOMMEND BEST PRACTICES FOR UTILIZING AIRSPACE IN ARIZONA WITH THE ULTIMATE GOAL OF REDUCING ACCIDENTS, INCIDENTS AND PILOT DEVIATIONS.

We make an effort to:

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

**CHECK US OUT!
AFTW.ORG**

On our website you can find:

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



May Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of aviation accidents that occurred in Arizona from March through late April. APA uses this detailed accident information to develop safety programs, briefings, and flyers that 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 the past reporting period has not been the best. The NTSB issued reports on two minor accidents that occurred in the last reporting period, and there was a fatal helicopter accident that happened just before this report was prepared, and the NTSB is still investigating. Of the two reports the NTSB did issue, one of them didn't have a detailed preliminary report released.

With the virus pandemic presently in progress, and everyone staying home except to leave for essential tasks, I suspect many are hunkered down and not really flying much. As a result, the accident numbers may be down for a while as a result of this decreased flight activity.

THE FOLLOWING ACCIDENT REPORTS WERE RELEASED IN THE PAST REPORTING PERIOD

Accident Date: **March 14, 2020**
Preliminary Report Dated: April 6, 2020
Title 14 CFR Part 91
Location: Scottsdale
Aircraft Type: Hawker 800XP
Injuries: 2 Uninjured

LOSS OF CONTROL LANDING

On March 14, 2020, about 1600 MST, a Raytheon Aircraft Company Hawker 800XP was substantially damaged after veering off the runway and impacting a sign at the Scottsdale Airport (SDL). The pilot and co-pilot were not injured. The pilot stated that the personal flight departed from Roger, Arkansas, about 1315 with the planned destination of Scottsdale. After an uneventful flight, the pilot made a stabilized approach to runway 21. Upon landing, the airplane touched down on the runway centerline in light and variable winds. The pilot recalled that the touchdown felt normal. During the landing roll, the airplane began to veer to the right and the pilot added left rudder in an effort to correct. Despite his attempts of full left rudder deflection,

the airplane continued to veer off the runway. The airplane continued off the runway surface and encountered large rocks located between the runway and taxiway. The airplane collided with runway lights and a sign puncturing the left wing resulting in substantial damage. Both engines sustained foreign object damage from the rocks.

The pilot opined that the loss of control was a result of the nose wheel steering wheel not being aligned correctly.

Accident Date: **March 29, 2020**
Preliminary Report Dated: March 30, 2020
Title 14 CFR Part 91
Location: Sedona
Aircraft Type: Cessna 172
Injuries: Unknown

The NTSB only released the above accident notice and no detailed preliminary report.

THE FOLLOWING ACCIDENT IS CURRENTLY UNDER INVESTIGATION BY THE NTSB

Accident Date: **April 24, 2020**
Location: Mesa

Aircraft Type: Bell UH-H1
Injuries: 1 Fatal 1 Serious Injury

LOSS OF TAIL ROTOR IN FLIGHT

Based on a report from the Aviation Safety Net-

work, the helicopter lost control in flight, and the tail rotor was found 1.12 miles from the main accident site. The NTSB is currently investigating.



Stabilized Approach & Go-Around

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: May 2020

Topic: Stabilized Approach & Go-Around

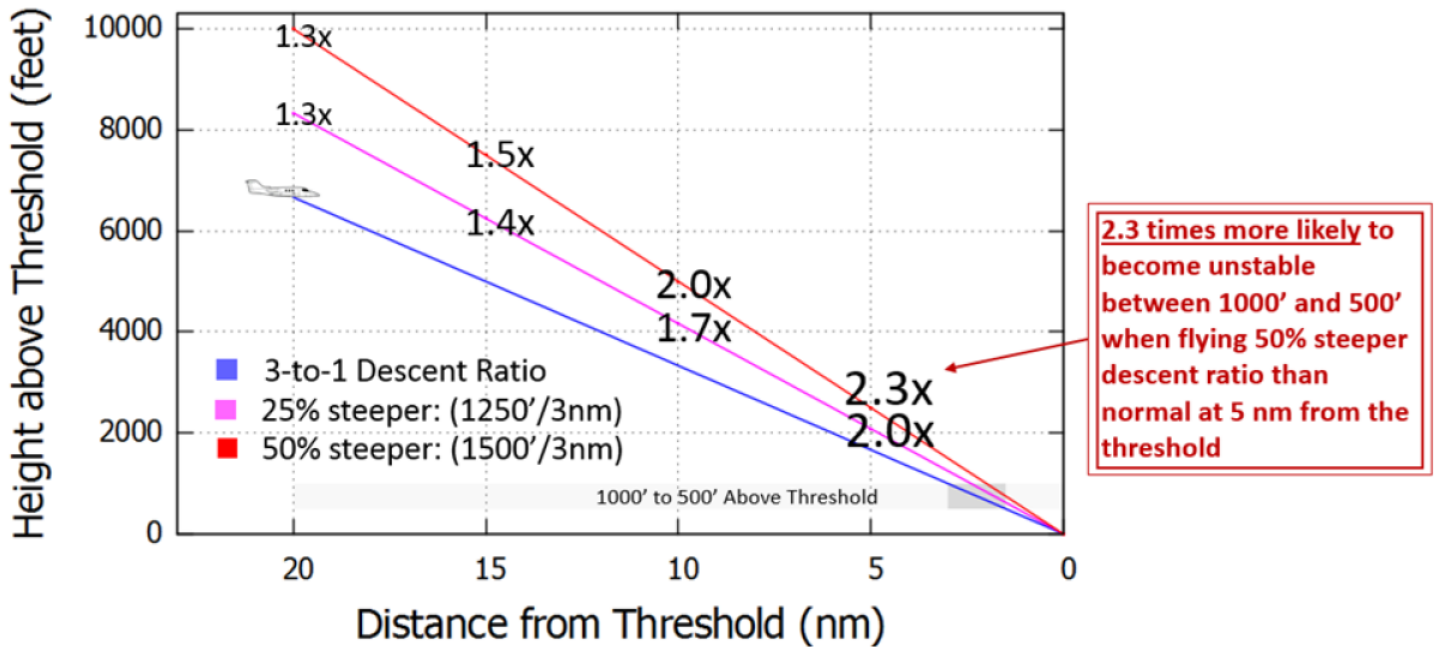
The FAA and industry will conduct a public education campaign emphasizing the value of Stabilized Approaches and timely Go-arounds.

Background:

Many general aviation accidents have resulted from loss of control and/or collision with obstacles or terrain during approaches for landing. Other accidents continue to occur resulting from pilots' failure to execute timely go-arounds. GAJSC accident studies suggest that stabilized approaches are highly effective in reducing the number and severity of loss of control events. The GAJSC also



Steep Descent Ratios Lead to Unstable Approaches



contend that executing a timely go-around when approaches become unstable or runways become unusable reduces the likelihood of loss of control events.

Teaching Points:

- **WINGS** is FAA's Pilot Proficiency Program.
- Instability during approach can lead to loss of aircraft control.
- If an approach becomes unstable and stability is not immediately regained, a go-around is usually the best option.
- Pilots should brief stable approach criteria, go-around procedures, and decision points before each landing.
 - Briefing before landing reinforces the go-around action plan thus reducing the time to react to a hazardous situation.
- Flight Instructors should not routinely salvage unstable approaches for their students but rather should allow them to assess the aircraft state and make the decision to go-around.

References:

- *Stabilized Approach Power Point and Presentation Notes*
- [FAA-H-9093-B Airplane Flying Handbook – Chapter 8](#)

DOWNLOADS:

[PowerPoint Presentation Slides...](#)

~ Scholarship Corner ~

by **Chris Nugent**

As I mentioned in last month's Scholarship Corner article, we will be taking a more in-depth look at each of our 2019 scholarship winners. I think you will agree that they are well deserving of the APA scholarship awards and will be great ambassadors for general aviation in Arizona.

Scholarship Winner: Tim O'Hara

Tim is an Air Force JROTC Cadet in his junior year at Westwood High School in Mesa, and he has his sights set on attending the Air Force Academy upon graduation. Tim is also an Eagle Scout and is currently working on his PPL at Aviation Explorer Post 352 at Falcon Field. I have been impressed with what I've learned about this organization, their motto is "We Teach Teenagers to Fly," and hopefully we can highlight their good work in a future article. Tim is well on his way to his PPL with his solo and cross-country work already under his belt.

Tim has been active in the local aviation community through volunteer work at the Aviation Explorers Post and participation in the HOBY Youth Leadership program. Tim is clearly committed to achieving his goals in aviation, and I have no doubt he will achieve them.

Scholarship Winner: Victoria Johnson

Victoria is currently a student at Chandler-Gilbert Community College and is enrolled in the flight training program through University of North Dakota (UND). Victoria is also a full-time flight attendant with Southwest Airlines (her grandfather was a flight attendant on Air Force One) and her goal is to move to the flight deck with Southwest.

As you can imagine, working full-time and attending flight training can be a challenge, but Victoria still finds time to volunteer at community charity events. I had the opportunity to spend some time with Victoria at the Copperstate Fly-In, and I am confident she will do well in her aviation career.

I know that all our scholarship winners have the passion and commitment to make their aviation dreams come true. However, I know that if you are like me, you cannot help but wonder how things are going with their studies and flight training in light of the Coronavirus issue. Toward that end, I have reached out to each of them to get some feedback on their experiences... and if they need any help, I'll provide you with an update next month.

Chris



MEMBERS' PHOTO CORNER

Thank you to Kevin Vescio Sr for this month's photo

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



When Airplanes Could Fly

By Howard Deevers

A student of mine went to Ryan Airport for his Private Pilot check ride. The date was 9/11/2001. He arrived for his appointment at 8 AM sharp, and by 9 AM Tucson Time, we all knew of the airplanes that flew into the buildings in New York. The airspace was shut down by the National Security Council. All airplanes were instructed to land as soon as practical, and airplanes already in route to the US were either diverted to other locations or turned back.

My student called me from Ryan Airport. He said that the airspace was shut down. The DPE said that they would do the check ride the next day. Well, that didn't happen either. In fact, aviation was shut down in the U S everywhere, with passengers stranded many miles from their homes or work locations, not knowing when they might travel again.

Gradually, the airlines were allowed to fly again, but with new security measures in place immediately. General Aviation was not so lucky. It was many weeks before General Aviation was allowed back into the skies, and then only IFR flights. Gradually VFR flights were permitted, also. Check rides were allowed on a limited basis. It took a while, but eventually aviation returned to the "new normal."

Fast forward to 2020: are we facing another "new normal?" This time the airlines are barely flying, but General Aviation is still in the air. If there is anywhere to go, that is. Some aviation training is still ongoing, but some has stopped. It is hard to "social distance" in a small aircraft.

If you are flying, do your best to make sure everything is clean and that you stay safe.



Only a fraction of the passenger traffic is still using air travel. General Aviation has distinct advantages this time, but we must be careful. Now is the time for GA to make a good impression, and I hope we do.

EAA made it official: AirVenture 2020 is officially canceled. Many of us expected this, but with a hope that by July things might be back to "normal." Now, we just start looking forward to 2021. If that takes place, it should be the greatest event in General Aviation.



From many of the articles I have read about the changes in airline travel, it doesn't look appealing, and most certainly will be more expensive. That makes flying your own airplane a great advantage over the Airlines. Maybe we will see a resurgence in GA flying like back in the 70's.

If you are flying your own airplane to another state, be sure that you will not be required to quarantine for 14 days after your arrival. If just stopping for fuel, that will be all right, but the fear that you could bring the virus into that area might

make demands of you that you did not expect. Check ahead. Be safe. An aviation accident during this time will likely get even more unwanted media attention than before.

Howard



CLASSIFIEDS

Wanted: Cessna 177/182—First time Owner!

Price:\$ 75 000.00

Email: Jason Lewis at jason@ecospace.com



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Price:\$ 195 000.00

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Email: da737retired@gmail.com

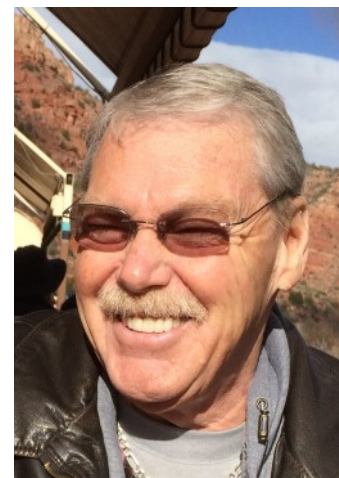




GAARMS REPORT

MAY 2020

By Fred Gibbs



2020 TO DATE:

As you know, our safety record for 2019 was the best it has been in the 10 years I have been tracking it. And, as I stated in last month's issue, 2020 started off almost exactly like 2019, with a crash in which a passenger was fatality injured, but the pilot survived.

On Friday, April 24, while watching the local Phoenix news, I saw the report of the helicopter crash down in Mesa. Unfortunately, there was a fatality, the passenger, and at last report, the pilot was in the hospital. His status is unknown as I write this article. We wish him a speedy recovery. A witness to the crash was able to capture the final minute of flight on his cell phone. No doubt the NTSB already has that. Now, I make no claim to be an accident investigator, but it looks to me like the tail rotor failed, causing the loss of control resulting in the crash. The newscast showed the tail rotor some distance from the actual crash site, and as we all know, helicopters are not controllable without one. I am sure the NTSB will look at every inch of the tail rotor assembly and the maintenance logs in an attempt to determine the actual cause of the crash.

This is only the 2nd crash so far this year, and both accidents resulted in the death of a passenger, although this crash was a little different from the 1st one. The passenger in the helicopter was a highly skilled professional helicopter pilot, a well known news chopper pilot from the Los Angeles area with lots of hours in helicopters, and the go-to guy when it came to helicopter knowledge and flight experience in the LA basin. He will be missed...

A quick review of the NTSB website only showed the January fatal accident. The NTSB should have the preliminary report on this helicopter crash posted soon, and I will report on that in the next issue of the newsletter. With only two accidents involving fatalities so far this year, we are doing quite well statistically speaking, but we need to remain even more vigilant when we finally do go fly. A lack of flight time because of the coronavirus stay-at-home policy will certainly show up as a lack of proficiency, and we all need to be aware of that probability. It will **NOT** be a



possibility, but a real probability! Some of us are able to maintain that proficiency and justify flying during the stay-at-home policy; we are out there doing mercy missions, like Flights for Life blood transportation, Angel Flights, hospital supply support, etc., but with very strict precautions. Life has not stopped, only changed, and we need to make sure we all get through these very trying times as safely as possible.

Kudos Section –

Going flying, escaping into the wild blue yonder, is a great way to enjoy quarantine. If you take your wife or a friend with you, don't forget masks, and wipe down your controls, avionics knobs, door handles and your headset mic's...



Fred's Perspective...



Oh crap, how much is this gonna cost??

So, if you remember from last month's story, there we were, at the Vichy/Rolla International Airport in good ol' southwest Missouri, with a dead battery and/or a major electrical issue, and with NO maintenance on the field. We were in the middle of nowhere, or at least very close to it, with Kelly asking me, "Oh Captain, my Captain, what are we gonna do?"

Fortunately, there was ONE person on the airport. An older gentleman (here after referred to as the "old timer") was manning the FBO, and I use that term loosely. He explained there was NO maintenance on, or available at, the airport, and the nearest airport with reputable maintenance was Columbia, 46 miles up the road. Hmmm, this could become very interesting!

So, I came up with a plan. (I always have a plan or two running in the back of my brain – it never stops!). If we could just jump the battery and get the airplane started, we could fly up to Columbia, land, and get the airplane fixed on Monday. Ok, the plan. First thing on the agenda was to call the control tower at Columbia, explain my dilemma and see if I could arrange a NORDO entry into their airspace and land. I needed to find the phone number of the tower; however, the FBO did not have an Airport/Facility Directory, old or new, nor any listing for the tower at Columbia. Not a problem for an old Flight Service guy like me! Plan B: I simply called Flight Service on the 800 number and got St. Louis Flight Service on the line. They readily provided me the phone number. Good old Flight Service came through for me again! The control tower supervisor answered the phone on the 3rd ring. I explained my dilemma and asked if I could arrange a NORDO entry into their airspace and land. "No problem at all," said the supervisor, "Just give me your N number, type and color of air-



craft, the direction you are coming from and an approximate ETA.” I readily provided him with all the information he asked for except for the approximate ETA. I told him I would call him back with the ETA when, and if, I got the airplane started. Again, “Not a problem,” said the supervisor “and good luck getting it started.” COOL! Step one of my plan completed.

Now, picture a scene right out of the Keystone cops. In order to jump start the airplane, we needed jumper cables, which I do not carry in the airplane. Naturally, I asked the old timer at the desk if, by chance, he might have jumper cables

in his pickup truck, handily parked right outside. “YUP,” he replied, “Always carry them out here; never know when you might need ‘em.” OK, now we had cables. “Hmmm,” I said to myself, wondering if they were long enough to reach from his truck to my battery. He thought so. We looked under the truck’s hood, and lucky us, the battery was located right up in the front left corner of the engine compartment, so we could get his truck close enough for the cables to reach.

Now, another interesting fact about the Bellanca Super Viking and the battery access: The battery is located under the floor in the baggage compartment and is relatively easy to access, unless, of course, the baggage compartment is chock-a-block full of baggage, which it was. When Kelly and I travel in the Viking, I always put the luggage in the back, instead of the rear seats, to balance out the CG. The Viking tends to be a little nose heavy with only the front seats occupied, so putting something way in the back of the luggage compartment helps to keep the CG closer to center. With just Kelly and me in the airplane, I almost always tanker fuel in the aux tank, conveniently located right behind the rear seat.

Now, to access the battery box to hook up the cables, we had to unload the baggage compartment. That was easy, but presented another problem. I had to be in the airplane to start it, which left Kelly, the old timer, and all the luggage outside the airplane! Not the best solution, so I relocated all the luggage onto the back seats. I figured it wasn’t a problem. I could compensate the CG shift with a little trim. Then I raised up and propped open the floor of the luggage area, opened the battery box and put all the hardware back in the ski tube compartment for safe keeping. Fortunately, the old timer was very familiar with jumping batteries – us old guys know all that stuff – so I briefed him on the starting process, how and when to disconnect the cables, and how to close the baggage compartment floor once the engine was running. Unfortunately, Kelly needed to remain outside the airplane to make sure all was done, i.e., the truck moved safely away from the airplane and the baggage door locked – all the while standing in the prop blast. What a trooper!!



Good ol' 541 fired right up, like she knew she was going to get fixed and was ready to go. Kelly, out there in the prop blast, bless her heart, did her part, locked the baggage door, climbed up on the wing walk and into the airplane, latched her door, buckled in, put on her headset, and with a big smile (and very wind-blown hair) said, "Columbia, here we come!" I punched up Columbia Tower on my cell phone, advised the supervisor we were departing, confirmed the arrival procedures and the runway in use, said "thanks for the great service," and off we went. However, "off we went" was rather slower than cruise, with the gear still hanging down and power back, making sure we didn't exceed gear extended speed.

About 10 miles out, I turned on all the lights out of habit, then remembered, "I ain't got no electrics," so I turned everything back off! I don't remember the exact runway in use anymore, but it was a southwesterly orientation and we were coming from the south. It was a perfect set up for a 45 entry into the left downwind, which we did. I waggled the wings aggressively, saw the steady green light from the tower cab, and just made a nice normal no-flap landing. As we rolled down the runway towards the taxiway that the supervisor had previously suggested I turn off on, Kelly looked at me and asked, "Why are all those fire trucks following us down the runway?"

Tune in next month to see how all this turned out...

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!!!

Are you interested in FLIGHT?



Join us for a FUN and EXCITING 2 week adventure designed for students who are in the 7th, 8th or 9th grade. If you are interested in exploring flight, its related activities and careers, **YOU WILL LOVE THIS!!**

(Activities include computer simulators, field trips, guest speakers and more)

Sponsored by Boeing, The Commemorative Airforce (CAF) and Mesa Falcon Field Airport

WHERE: Falcon Field Airport (NE corner of McKellips & Greenfield)
Commemorative Air Force (CAF), Airbase Arizona.
NO transportation provided to/from camp

WHEN: June 1st - 11th 2020 (Monday - Thursday)
8:00am to noon (Flight event Saturday June 6)

APPLY: On-line at www.azcaf.org/aviation-camp-registration-form

QUESTIONS: Contact Diana Andresen aviationcamp@azcaf.org

Registration opens **1 March 2020** **COST:** \$275

GALLUP FLY-IN

Location: Gallup, NM
Date: June 19-21, 2020
Host: Bill Gust



Scan the QR code to register for this event.

For registration or additional information, please visit:
<https://tinyurl.com/tuyxue6>

Gallup is a small city in New Mexico, on historic Route 66. To the east, red sandstone cliffs dominate Red Rock Park, home to Anasazi archaeological sites from around 300 A.D. Here, Red Rock Museum focuses on Anasazi heritage, with displays of pottery and silver. In the city, Gallup Cultural Center has Native American crafts and cultural exhibits. The Rex Museum covers local history, including railroad and mining.

Friday, June 19th

Arrive at Gallup Municipal Airport (GUP). Happy hour. Dinner. Nightly Indian Dancing.

Saturday, June 20th

A morning drive (1hr) will take us to the El Morro National Monument which includes the following trails:

The Inscription Trail: A must-see! If you only have an hour or less, you will definitely want to take the trail to the pool and past hundreds of Spanish and Anglo inscriptions, as well as pre-historical petroglyphs. It will be easy to see why El Morro was proclaimed a National Monument. This loop trail is paved, 1/2 mile in length.



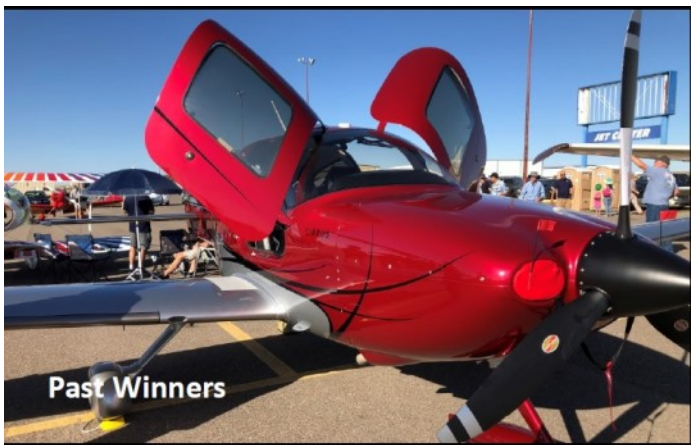
The Headland Trail: This 2-mile loop includes the Inscription Trail, and continues to the top of the bluff. There, you will be rewarded with spectacular views of the Zuni Mountains, the volcanic craters of the El Malpais area, and the El Morro valley. A 250 ft. elevation gain and the uneven sandstone surface makes this a slightly strenuous hike. Atsinna. Another reward for hiking the Headland Trail is the Ancestral Puebloan ruin, Atsinna, or "place of writings on rock". Between approximately 1275 to 1350 AD, up to 600 people lived in this 355 room pueblo. The location was strategic—it was near the only water source for many miles and located atop a nearly impenetrable bluff. Saturday afternoon includes lunch where we will be able to visit the Rex Museum, Navajo Code Talkers Museum, Gallup Cultural Center.

Saturday evening will include the legendary CPA happy hour then off to a group dinner at the historic El Rancho Hotel. No evening would be complete without also taking in copious samples of the local ice cream after dinner!

Sunday, June 21st

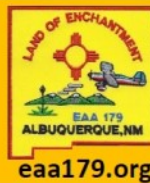
After breakfast our drivers will return to airport for flight home.





Land of Enchantment Fly In September 26, 2020

Albuquerque Double Eagle II Airport (AEG)
Open 7AM FREE Admission & Parking



Pancakes & Lunch Exhibit Hall Car Show Seminars



BJC FLY-IN/DRIVE-IN & BBQ

Location: Broomfield, CO
Date: August 29, 2020
Hosts: Bob and Shawn Kinney



Scan the QR code to
register for this event.

For registration or additional
information, please visit:
<https://tinyurl.com/wgkuuzs>



Saturday, August 29th

Arrive at Rocky Mountain Metro Airport (KBJC), 5:00 p.m. Tie down at the terminal building and walk feet to the BBQ in the terminal building courtyard. Enjoy the summer evening BBQ supper and conversation with your CPA friends from 5:00 - 8:00 p.m.

Questions? Call Bob Kinney 303-887-3328 or twinlake1@aol.com or flyins@coloradopilots.org

Watch your FLIGHT LINES newsletter for registration info.

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

APA Website

Please visit our website for the latest information.

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

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

Email Stefanie at:

Webmaster@AZPilots.org

Newsletter Contributors

Article Deadline

20th Editor reminds the Team to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

newsletter@AZPilots.org

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



Stefanie Spencer— Webmaster



New pilots welcomed!



Writers welcomed!



APA Clothing

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

Advertisements

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

APA Membership

If you are not a member of APA you are encouraged to join and help us keep General Aviation available, safe and fun for all. Your support is very much appreciated. Please visit our website for details and where you can [join APA](#). If you have questions, please go to our website's contacts web page where you can send an email, see our mailing address or contact us by telephone. You can also help APA by purchasing some of our logo items, Caps & T-Shirts.

Volunteer 501 (c) (3) Organization

The Arizona Pilots Association (APA) is an all volunteer 501 (c) (3) organization. The articles you find in our newsletter are written by volunteers and do not necessarily reflect the opinions or position of the APA, nor have they been vetted for technical accuracy.

