



In this issue:

**GAARMS: Aviation
History's Ironic Twists**

Backcountry Closures

Engine Fires

Scholarship Corner

July 2020

APA NEWSLETTER

President's Report

Brian Schober, APA President 2-3

Airspace Transitions and Class C Avoidance 4-5

Executive Director's Report

Jim Timm, APA Executive Director 6-9

Grapevine Funding USFS

Mark Spencer, APA Vice President11

July Aviation Accident Summary 12-14

To All Drone Pilots14

Non-Towered Airport Flight Operations15

Backcountry Closures16

GAJSC Topic of the Month

After-market Safety Equipment17

— FEATURED —

Scholarship Corner

Chris Nugent..... 18-19

Members' Photo Corner

Jeff Montgomery20

— SHORT FINAL —

Engine Fires

Howard Deevers..... 21-23

GAARMS: Aviation History's Ironic Twists

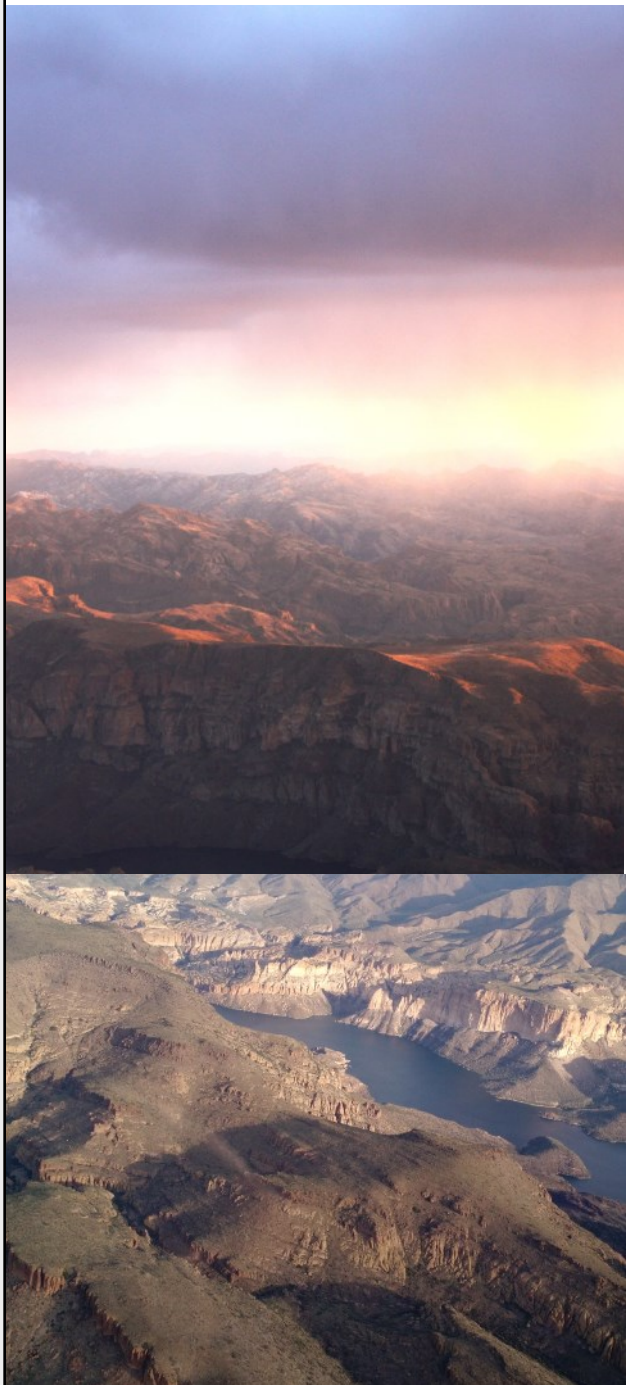
Fred Gibbs 24-28

Upcoming Events 29-31

Arizona Airparks32

APA Website, Newsletter, & Merchandise

Stefanie Spencer, Webmaster 33-34



President's Report

Fellow Aviators,

As I sit back and look in amazement at the curveballs 2020 has thrown at us, I realize that almost every facet of life has been impacted by political, social, or health concerns. And that's just since January! Of course, aviation has been impacted in a huge way that has yet to be completely understood. Shutdowns of ATC towers and facilities simply wasn't something anybody could have predicted. Landing a Cessna 172 at Sky Harbor in the middle of the day? VFR? Unheard of! Aviation blogs and forums are filled with some pretty neat adventures and encounters over the past few months.

I tend to look for the positive side of things in everything I do. For example, with the near-complete stoppage of scheduled airline service and corporate aircraft being effectively grounded due to lack of demand, the need for pilots and aircraft has skyrocketed. Sorry for the pun. Our general aviation pi-



continued next page



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lots have stepped up to fill the gap and provide patient transport, plasma and organ delivery, and delivery of supplies to rural areas. Many corporations donated use of their turbine and jet fleets to support transport of critical equipment and personnel across the country. Humanitarian and environmental missions often carried out by scheduled air carriers were shifted to the GA fleet.



We've seen that the government doesn't have all of the answers and that money cannot solve all of the problems we face. Compassion and a human touch are necessary. We, as pilots, can step forward with the skills we've been blessed with and help our fellow brothers and sisters in need. There are dozens of charities that rely on volunteer pilots to fly missions. Whether it's supplies delivered to the reservation, dogs delivered to an adopter, plasma flown to remote hospitals, or cancer patients taken to treatment centers, there is a mission for you. The rewards are remarkable. You meet fantastic people along the way and you are truly impacting people through your actions.

Take stock of your flying abilities and aircraft. Chances are there's a charity that can use what you bring to the table to better somebody's life. Step up and make the flight. Though individual results may vary, I doubt you'll regret it.

FYI, we've been contacted by our friend and District Ranger Jardine to ask us to get the word out to our community that due to extreme fire conditions the Tonto National Forest is essentially closed, this includes the Grapevine (88AZ), Red Creek, and Pleasant Valley (24AZ) airstrips. Please honor our friendship with District Ranger's Jardine and Grondon and help us get the word out. Unfortunately, it is difficult to issue NOTAMS on airstrips charted as private as our USFS airstrips are here in Arizona. We'll keep you posted on re-opening.

Blue Skies,

Brian



Several of our Arizona pilots regularly fly to California, and the Chino and Ontario airports are popular destinations. Chino Tower recently published a Letter to Airmen regarding transition of the Ontario Class C airspace both when the tower is open and when it is closed. We've reprinted it in its entirety below. This "wedge" has been an area of safety concern for some time. Please read and review this congested airspace prior to your next flight to the area.

Subject: Airspace Transitions and Class C Avoidance

Cancellation: 06/17/2022 1200 (UTC)

Extra diligence is necessary when transiting the Chino Airport (CNO) Class D airspace due to the proximity of the Ontario International Airport (ONT) Class C airspace.

Aircraft departing CNO runways 26L/R via a north (right traffic) downwind or aircraft transitioning East/Westbound transitions from the Northside of CNO occasionally make an unexpected maneuver South, off the downwind leg, to remain clear of the portion of ONT Class C airspace adjacent to CNO Class D airspace. Pilots avoiding this portion of the ONT Class C airspace are crossing the CNO runway 26L/R final approach course, creating traffic conflicts with landing aircraft.

CNO Tower has an agreement with Southern California TRACON to utilize the ONT Class C airspace, 2500' MSL and below, within the highlighted portion of the attached graphic. Pilots in communication with CNO Tower are authorized to transition the ONT Class C airspace within the highlighted area. Riverside Drive is the visual boundary between ONT Class C Airspace and CNO Class D Airspace. Pilots should remain South of Riverside Drive while in communication with CNO ATCT transiting Eastbound.

The graphic below illustrates the specific area of airspace ONT Tower has granted to CNO Tower for transitioning aircraft that are in communication with CNO Tower.

CNO Tower strongly recommends all aviators departing CNO runways 26L/R on a right downwind departure or transitioning eastbound, to remain on course and in communication with the CNO tower until advised.

When CNO tower is closed, the agreement between CNO tower and Southern California TRACON (SCT) is NOT in effect. Aircraft intending to make a right downwind departure when CNO tower is closed are required to remain outside of the ONT Class C airspace. For transition through ONT Class C airspace, aviators are required to contact SCT to coordinate their transition request.

Brian Childers

Air Traffic Manager, Chino Tower



A Few Words About Safety

Denny Granquist

“

“Sometimes refusing to do what others expect maybe the best choice.”

“I run cockpit flows (top to bottom, left to right) for every phase of operations and then use the checklist to confirm completion of individual tasks.”

CLASSIFIEDS

CFII Accepting New Students

Email: Patrick Williams at (480) 737-5999

Email: pwilliamsaz@gmail.com



Executive Director's Report

Jim Timm — July 2020



It is getting hotter and my patience is growing shorter with this whole pandemic situation, especially with the video conference and teleconference meetings. I hope someone comes up with something soon, so we can get back closer to what was normal. The present virus situation has resulted in some rather interesting occurrences. I recently saw an article explaining that the Boeing 737 is often the most common aircraft in the air at any given moment, but given the present situation, the Mighty Cessna Skyhawks have often had them outnumbered! According to a manager of FlightAware's custom data and rapid reports, which is a constantly updated list of flight activity around the world, in the morning hours on the east coast, the Boeing 737, the most common transport, will outnumber the Cessna 172's. However, after approximately 10 am Eastern time, the Skyhawks often get the upper hand and generally keep it. At a point on a May morning, there were 593 Boeing 737's in the air and 440 Cessna 172's. A bit later in the day, FlightAware was tracking 507 C172's with just 271 B737's in the air. While the numbers will change a bit from day to day, this anomaly continues because the pandemic has crushed the demand for air travel to an unprecedented degree as indicated by these numbers. We can be assured that the Skyhawk's king-of-the-air status will change as commercial aviation bounces back from this present decline.

I'm unaware of any reason for general aviation flight activity to have declined here in Arizona because of the virus pandemic, except perhaps that of flight training. The FAA has mandated that any airport receiving federal grants must remain open unless they have specific FAA approval to close. I'm unaware of any airports in the state that have been closed. Some terminal buildings, administrative offices, and FBO's may be closed, so check NOTAMS and airport services before you depart. The present "stay at home" mandates should not be preventing you from flying, so don't let your flying skills deteriorate. Get out and go fly!



If you think the coronavirus is, or will impact your flying activities, I guess you need to be thankful we don't have a privatized air traffic control system like they do in Canada. I just found out that the virus pandemic may hit some of the Canadian airspace users bottom line, as Nav Canada, the not for profit corporation that runs their air traffic services, is proposing fee hikes of 29.5% for commercial operations. Fortunately, at this time, the flat fee of \$68.40 per year for recreational and aerial applicator aircraft apparently may remain unchanged. Fees charged for other services however are going to be adjusted. Nav Canada recently has been encour-

“

The present “stay at home” mandates should not be preventing you from flying, so don’t let your flying skills deteriorate.

tering huge losses of income because of the extremely drastic drop in the number of commercial air traffic operations. They have explored all available alternatives, including government assistance to minimize or avoid the proposed rate increases, with little success. What is happening in Canada should be a good teaching moment for proponents of a privatized air traffic services system for the US. This ATC privatization issue came up again about two years ago, and fortunately we were able to beat it down. This fee increase proposal in Canada should remind us all what could happen here in the United States if we had privatization of our

ATC system, so let’s all keep all this in mind when the issue comes up again.

MISCELLANEOUS ITEMS

FAA

The FAA issued a [special federal aviation regulation](#) (SFAR) that provides blanket extensions of medical certificates and airman knowledge tests that would have expired in March and May, moved the certificate extension until June 30 for all pilots regardless of the type of their flying. The SFAR also provides flight review and instrument currency extensions under very limited circumstances to get pilots back in the air to support the fight against the coronavirus pandemic. The latest comment I have heard is that there is talk underway for a further extension of the SFAR beyond the end of June.

Be wary when flying into a controlled airport because some towers may have recently had to adjust their hours of operation. They may be having to operate on a reduced staff because some of the staff may have tested positive for COVID-19. Falcon Field (FFZ) announced they have had to reduce their operating hours to 6:00am to 3:45pm. These hours are expected to last through at least July 3. Again, check airport NOTAMS before departure to determine if your arrival airport has adjusted their tower operating hours.

AIRSPACE

There have been a few video conference and teleconference meetings happening, but I’m unaware of any airspace issues that have come up that require action or attention on our part. There is one item, however, that you may want to be aware of if you fly in or around Chino Airport (CNO) in southern California. Chino is a very popular warbird hangout, and apparently pilots departing CNO are, on occasion, inadvertently flying into the nearby Ontario Airport



(ONT) Class C airspace unannounced. This Letter To Airmen (<https://cms.sbcounty.gov/airports/Airports/Chino.aspx>) has been released to address the issue. Take a look if you plan on flying in that area.

SAFETY

Lately, the NTSB aviation safety information seems to have been unusually meager, and as a result, actual aviation safety may perhaps be somewhat of an unknown. In any event, June 9 was really a very dark day for experimental aircraft. At about 8:00 am an RV-4 crashed approaching Safford airport to land, and at about 8:00 pm (same day) a Zodiac CH601 HDS crashed near Ak Chin airport. The pilots were fatally injured and the airplanes destroyed in both cases. There were five accidents that we are aware of that occurred in this reporting period, and fortunately the other three accidents didn't involve serious injuries, but they should not have happened. Please be a little more careful out there!

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

CONSTRUCTION

Your Aviation Tax Dollars at Work. The town of Payson had submitted to the FAA a request for the usual 80% matching funds for an improvement project, but the FAA responded by coming back with a \$1 million grant for the project. The grant will be for lighted signage for ramps, fuel, and taxiways, the installation of LED taxiway lighting, installation of a PAPI system for runway 6, and REIL's on runways 6 and 24. The construction is planned to start in September and should be completed by October. Be sure to check NOTAM's for Payson Airport (PAN) to stay current with construction and possible closures.

The newly rebuilt Runway 5-23 at Coolidge Airport (P08) is now open. It's approximately 6,000 feet long by 200 feet wide, with overruns and wide shoulders. It's very impressive, and it's almost like landing on Sky Harbor without the airliners. Initially there may be a few very short term closures for minor adjustments, so always check NOTAMS before departure. Runway 17-35 is open for use; however, 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, so please be safe.

For that matter, always check for NOTAMS at any intended airport to be used. There is a lot of construction going on, and this is especially true for Gateway Airport (IWA). One of their upcoming improvements will be the elimination of a "Hot Spot" on taxiway Victor, near the tower. The intersection of taxiways is being modified to simplify the flow of ground traffic.





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 on all these projects that are coming up, but at the moment, the only advice we can offer is to check for NOTAMs at your destination airport, and when you get there, always use extra caution. Always fly informed.

As you are aware, APA is still 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:

Because of the present virus pandemic, many of the airport restaurants have take-out service available. Call ahead.

- The fly in breakfast at Coolidge Municipal Airport (P08), normally on the first Saturday of the month, has stopped for the summer. The next Fly In Breakfast season is being scheduled to re-start October 3, 2020.
- The Falcon Field EAA Warbirds Squadron fly in breakfast, and car show is normally on the third Saturday of the month. The breakfast has stopped for the summer and will resume in October.
- **Please note, the Tonto National Forest is closed due to extreme fire conditions! This includes the Grapevine (88AZ), Red Creek, and Pleasant Valley (24AZ) airstrips. Watch for re-opening dates, and help us get this word out!**
- The last Saturday of the month there was a fly in breakfast at Casa Grande Municipal Airport (CGZ). Due to the Coronavirus crises, only take out is now available. Hours are 7:00 am to 2:00 pm



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

Jim





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!





Grapevine Funding USFS

By Mark Spencer

Our partnership with the Recreational Aviation Foundation and USFS is paying off at the Grapevine Airstrip, 88AZ. One of the accomplishments of then RAF President John McKenna a few years ago in Washington D.C.

was the addition of language to the Department of Agriculture budget language that directed the USFS to invest \$750,000 into backcountry "rural" airstrips each year. While it's been a real struggle to actually spend that money due to the long term effects on manpower the USFS faces due to over-all budget cuts, Region 3, that's AZ and NM, has benefited from this funding on several occasions. For example, the Negrito airstrip, 0NM7, received funds from this money for fencing and a vault toilet over the last couple of years.

I received a call from our friend and ardent supporter, District Ranger Kelly Jardine, a few weeks ago letting me know that he's been given \$10,000 this year to be invested by August 30th at the Grapevine airstrip. Kelly has his hands full with the mop up of one of the largest fires the Tonto has ever experienced, the Bush fire, and was grasping at straws as to how to spend this money while he has no manpower to spare at this time. We discussed the best possible options and decided that purchasing materials needed for shoring up the runway edges, along with gabion baskets, a culvert, and associated materials for erosion control would be the best plan. This money will purchase roughly 300 tons of material, after the baskets and their fill rock. That's a lot of material! Thanks to the quick work of Grapevine's APA/RAF sponsor, Mike Andresen, we have a plan for storing the material within the airport fenced area. Meanwhile Paul Pitkin has been busy priming the pump on material deals to get the greatest bang for the buck here.

All this material means that, come fall, and the re-opening of the Tonto National Forest, we'll need plenty of pilot volunteers at Grapevine to help install this material along the edges of the runway, along with filling the gabions and placing them in the severe erosion area near the north apron. Stay tuned for this effort!

Mark



CLASSIFIEDS

For Sale: 1961 Cessna 172B—LOW HOURS

Price:\$ 38 000.00

Email: Amanda Fron at vitagirl07@gmail.com



July Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of aviation accidents that occurred in Arizona from May through late June. APA will use this detailed accident information to develop safety programs, briefings, and posters/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 was not good. There were five accidents that occurred in this reporting period, with two of the accidents each resulting in a fatality. When this report was written, two fatal accidents had not yet been reported by the NTSB, and the limited details of the accidents came from the Aviation Safety Network (ASN) and the media. There were also two previous accidents that had their detailed preliminary reports released this period. The following report contains all the available details.

In spite of the suggestions for everyone to avoid the Coronavirus by staying home, I think it would certainly be prudent to go flying to keep current and keep your skills up. Please be extra cautious and safe, and please don't do anything to add to this report.

THE FOLLOWING ACCIDENTS OCCURRED IN THIS REPORTING PERIOD

Accident Date: **May 16, 2020**

Preliminary Report Dated: June 6, 2020

Title 14 CFR Part 91

Location: Buckeye

Aircraft Type: TANARG Air Creation (Weight Shift Trike)

Injuries: UNK

NTSB Preliminary Report Details Have Not Been Released, No Other Information

Accident Date: **June 2, 2020**

Preliminary Report: June 15, 2020

Title 14 CFR Part 91

Location: Glendale

Aircraft Type: OMF 100-160

Injuries: 2 Uninjured

LANDING GEAR STRUCTURAL FAILURE ON LANDING

On June 2, 2020, about 1930 MST, a Symphony Aircraft Industries, Inc. OMF-100-160 airplane was substantially damaged when it was involved in an accident on Glendale Municipal Airport (GEU). The airline transport pilot and pilot-rated

passenger were uninjured.

The pilot reported that neither occupant observed any anomalies during their preflight inspection. They departed uneventfully and remained within the airport traffic pattern while they took turns performing touch and goes. After the pilot-rated passenger completed five normal landings, the pilot took the controls in the airport traffic pattern and configured the airplane for his approach. Following a normal touchdown, the pilot heard a loud thud and the airplane veered to the right. He applied left aileron and left rudder to return the airplane to the runway center. However, after the pilot subsequently applied brake pressure, the airplane rapidly departed the right runway edge, the right main landing gear collapsed, and the airplane came to rest. According to the occupants, none of their previous touch downs were hard.

Preliminary photographs provided by the airport manager's office showed substantial damage to the right horizontal stabilizer. The right main landing gear separated at the gear leg root and several structural tubes had failed. A section of the right main landing gear was retained for further examination.

Accident Date: **June 9, 2020**

Preliminary Report: Information from ASN and Media

Location: Safford

Aircraft Type: RV4

Injuries: 1 Fatality

CONTROLLED FLIGHT INTO TERRAIN

The airplane departed Tucson, and at approximately 8:00 am the aircraft impacted hillside terrain while on approach to Safford Regional Airport (SAD). The airplane sustained substantial damage and the sole pilot onboard received fatal injuries.

Accident Date: **June 9, 2020**

Preliminary Report: Information from ASN and Media

Location: Maricopa (A39)

Aircraft Type: Zenair CH601 HDS

Injuries: 1 Fatality

CONTROLLED FLIGHT INTO TERRAIN

The pilot had departed Deer Valley (DVT) for AK Chin (A39) for fuel. At approximately 8:00 pm, the airplane struck the very top of a small mountain about 2 miles northeast of the airport and was consumed by a subsequent fire. Per various sources, the pilot had inherited the airplane from his father, who had built it. It was powered by a Hirth 2 cycle engine. A knowledgeable individual familiar with the airplane estimated the engine was capable of approx. 60 HP.

Accident Date: **June 16, 2020**

Preliminary Report Dated: June 18

Location: Maricopa (A39)

Aircraft Type: Cessna P210

Injuries: UNK

NTSB Preliminary Report Details Have Not Been Released

Per the ASN report, the airplane made a gear up landing at A39, and no one was injured except for the airplane.

THE FOLLOWING TWO ACCIDENTS HAD BEEN ACKNOWLEDGED IN OUR LAST REPORTING PERIOD, BUT THE NTSB ONLY RELEASED THE FOLLOWING DETAILED REPORTS OF THESE ACCIDENTS IN THIS REPORTING PERIOD

Accident Date: **May 13, 2020**

Preliminary Report: June 2, 2020

Title 14 CFR Part 91

Location: Phoenix (DVT)

Aircraft Type: Mooney M20J

Injuries: 2 Uninjured

LANDING SHORT OF THE RUNWAY

On May 13, 2020, about 0842 MST, a Mooney M20J airplane was substantially damaged when it was involved in an accident near Phoenix Deer Valley Airport (DVT). The commercial pilot and passenger were not injured.

According to the pilot, the purpose of the personal flight was to observe the airplane's performance following a propeller overhaul that was completed about 2 weeks prior. The pilot performed two initial ground runs prior to the acci-

dent, but was unable to achieve maximum take-off rpm on either occasion. Following each ground run, the pilot would return the airplane to his hangar where an airframe and power plant mechanic would make adjustments to the propeller governor.

On the day of the accident, the pilot departed with the mechanic onboard and observed 2,580 rpm on the tachometer as he climbed to 6,000 ft mean sea level. He then leveled off and retarded the throttle to 2,500 rpm. After observing a stable cruise power setting for several minutes, they decided to return to DVT. However, almost immediately the engine advanced to 2,850 rpm without any intervention from the pilot who promptly retarded the propeller lever until he observed 15 inches Hg on the manifold pressure gauge. At this time, the engine continued to

function, but it sounded erratic and could not be manipulated by throttle movement.

They were about 2.5 nm from the airport and in a descent when they encountered catastrophic engine failure and lost all power. The pilot selected a landing area with minimal vegetation and deployed the landing gear. During touchdown, the airplane landed hard and slid before it came to rest in a shallow gully.

The airplane and engine were recovered for examination.

Accident Date: **May 14, 2020**

Preliminary Report: May 27, 2020

Title 14 CFR Part 91

Location: Tucson

Aircraft Type: Cessna 172P

Injuries: 1 Uninjured

LANDED ON A ROAD AND HIT A TREE

On May 14, 2020, about 0950 MST, a Cessna 172P airplane was substantially damaged when it was involved in an accident near Tucson. The pilot was not injured.

The pilot reported that about 3 hours and 50 minutes into the aerial survey flight, the engine began to sputter. The pilot verified the fuel selector was in the "both" position, checked the magnetos, and pushed the mixture full forward. He pumped the throttle and was able to get a surge in engine power, but it would not sustain. He initiated a forced landing onto a roadway, however, during landing, the airplane encountered a downdraft and landed short of the road.

Local law enforcement reported that the fuel selector was in the "both" position. The left fuel tank was empty and the right fuel tank contained "a large quantity of fuel".

The airplane has been recovered to a secure location for further examination.

To All Drone Pilots:

Please check for Temporary Flight Restrictions (TFRs). If You Fly in a TFR, Aerial Firefighters Can't!

https://www.faa.gov/uas/recreational_fliers/where_can_i_fly/b4ufly/

To everyone who reads this, please share with Aviation, Civic and Social groups, Flight Schools, Hobby Shops, HOAs etc., in newsletters, websites, flyers, and everywhere. Unauthorized drone flights have shut down aerial firefighters several times during their fight against the Bighorn fire in the Tucson area. Please help save as many people, animals, and homes as possible by getting the word out nationwide.

Thank you for your help!
Sincerely,

V. Lee Unger
APA Member
FAASTeam Representative



Reference AC 90-66B - Non-Towered Airport Flight Operations

https://www.faasafety.gov/files/events/WP/WP07/2018/WP0788087/AC_90-66B.pdf

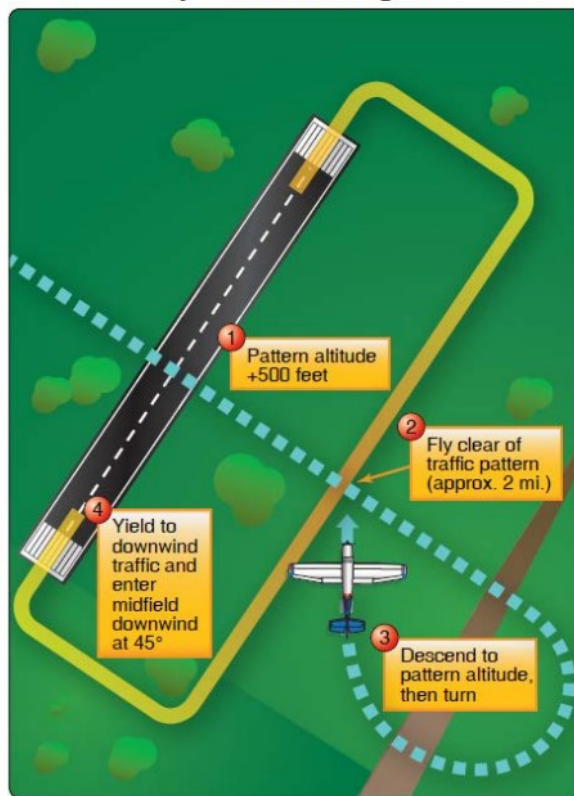
Please give special attention to safe operations at non-towered airports during flight planning, student through advanced pilot training, Practical Tests, WINGS/Flight Reviews, airman currency checks; whenever a pilot is being trained and/or evaluated by a Certified Flight Instructor (CFI), Designated Pilot Examiner (DPE), Chief Pilot, Chief Flight Instructor, Check Airman, etc.

With the safety concerns at non-towered airports (the U.S. has approximately 500 airports with control towers compared to about 20,000 non-towered airports) along with temporarily reduced hours of operation for towers across the country, this is especially timely and will serve safety now and later. Thank You!

Thank you!
Sincerely,

V. Lee Unger
APA Member
FAAsteam
Representative

Preferred Entry When Crossing Over Midfield



Alternate Midfield Entry



CLASSIFIEDS

Wanted: Cessna 177/182—First time Owner!

Price:\$ 75 000.00

Email: Jason Lewis at jason@ecospace.com





Backcountry Closures

By Mark Spencer

With fire season in full swing, pilots - especially backcountry pilots - need to be diligent in their pre-flight awareness of fires and related TFR's. In many of the National Forests, including ours here in USFS region 3 (AZ and NM), our backcountry airstrips can be and are being used as staging areas for firefighting efforts. As of this writing, there's a new fire burning in the Strawberry/Pine area and an associated TFR west of Payson.

While the roughly 224,000 acre Bush fire is in the mop up stages, the remaining extreme fire danger conditions on the Tonto has lead to it's closure for the remainder of the summer. Our friend, District Ranger Jardine, contacted us to ask that we get the word out that Grapevine (88AZ), Red Creek, and Pleasant Valley (24AZ) are included in this closure. We'll keep you posted as to the re-opening dates. Please check our [Facebook](#) site, [website](#), and all available aviation information before using one of the backcountry airstrips.

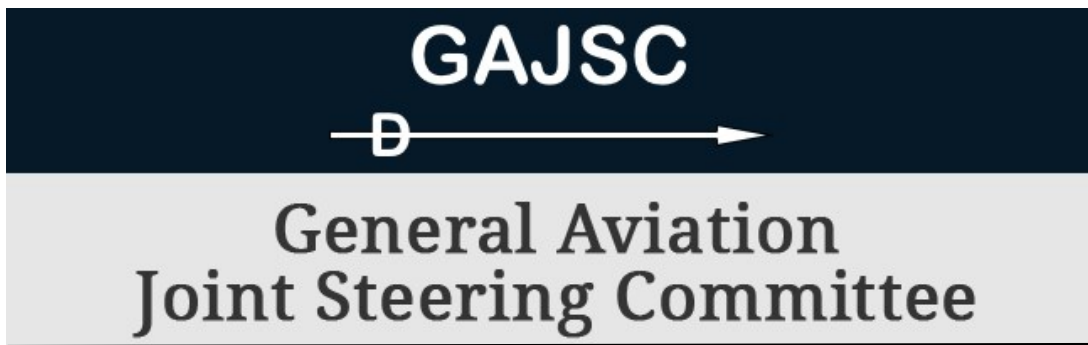
Throughout the year the Grapevine airstrip (88AZ) is used by various military users, such as the Davis Monthan Search and Rescue and the Air National Guard, for training. So again, please check our [Facebook](#) site, and all available aviation information before using one of the backcountry airstrips. Feel free to even drop us an email with any questions: info@AZPilots.org

Mark



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

newsletter@azpilots.org



After-market Safety Equipment

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: July 2020

Topic: After-market Safety Equipment—GAJSC SE 2, 22, 25, 37, 48, and 49

Failure to properly secure aircraft components has led to system and component failures. Some of those failures have compromised powerplant and control system operation resulting in crashes.

The FAA and industry will conduct a public education campaign emphasizing the advantages of equipping with after-market safety equipment.

Background:

The GAJSC feel that installation and use of after-market safety equipment can significantly reduce the likelihood of some general aviation accidents. The committee are particularly interested in angle of attack indicators, engine monitoring equipment, enhanced and synthetic vision systems. They also support reducing regulatory burdens on installation and certification of safety equipment installations.

Teaching Points:

- A number of technologies have proven useful in reducing the likelihood of general aviation accidents.
- As with all technologies, pilots must be thoroughly familiar with limitations and proper operation of the equipment.
- FAA recognizes that reducing regulatory burden can result in increased safety equipment installation and use.
- Pilot proficiency is still the most profound influence on flight safety

References:

- *Safety Wire Power Point and Presentation Notes*
- [Press Release – FAA Clears Path for Installation of Angle of Attack Indicators in Small Aircraft](#)
- [GAJSC Documents and Reports](#)

DOWNLOADS:

[PowerPoint Presentation Slides...](#)



~ Scholarship Corner ~

by Chris Nugent

This month's Scholarship Corner installment will wrap up our look at the 2019 APA Scholarship winners. As I noted last month, many of them are well into their flight training programs, while some are waiting for the fall college semesters to get underway. Regardless, the entire landscape in the aviation and education world has changed dramatically. However, I am confident that all of them remain committed to their aviation career goals and will press on as planned.

Scholarship Winner: Michael Swift

Michael is a graduate of Yuma Catholic High School and recently graduated from Arizona Western University with an Associate in Arts with a certificate in Small Unmanned Aerial Systems (UAS). Michael's father is a retired Marine Corps aviator and his objective is to follow in his father's footsteps and become a flight instructor and professional aviator.

Michael has been an active volunteer in both the civilian and military community in Yuma helping organize charity events. I know that the military life has its own set of challenges (families serve too!) and I am glad that APA can help make sure that Michael achieves his aviation career goals.



Scholarship Winner: Tristan Sorensen

Tristan recently graduated from EVIT and is enrolled in the Airframe & Power Plant Technology program at Chandler-Gilbert Community College. Tristan's goal is to become a licensed Airframe & Powerplant (A&P) mechanic and ultimately a licensed pilot as well. I know that many of our scholarships are provided for students to receive flight training, but I am encouraged that we can help in the aviation maintenance career field as well. I know that I rely very heavily on my A&P professional to keep my airplane safe and airworthy. We would all be "ground pounders" without their



commitment and support.

Tristan volunteered his time to help build the EVIT Sonex project and at Skykids events which allow disabled or special needs children to enjoy experiences in and around aviation – a very worthy cause.

We are still a few months away from our next scholarship cycle, but an important part of the Scholarship Committee's charter is related to outreach and communication with the schools and students to ensure they are aware of what APA does and the scholarship program. We typically start our communication campaign in the August/September timeframe with onsite visits to the schools. With social distancing now the norm, I expect we will be using Zoom, Skype, or another video conferencing platform for some of these sessions. While this may sound like a challenge, I'm excited about the opportunity it creates for reaching the broader group of students that are interested in becoming involved in aviation.

We will keep you posted on our progress. In the meantime, stay healthy, and as always, thank you for your generosity and support for the scholarship program.

Chris



Fly Out To Bar 10 Ranch - 1Z1 Grand Canyon

Join the New Mexico Pilots Association on the North Rim this October at the Bar Ten Ranch.

Arrive Bar Ten Sunday October 25th Depart Tuesday the 27th

Optional: Tuacahn Amphitheatre St George, UT.

This is an incredible show, and will be The Count of Monte Cristo Dates: Oct 24th

Options for lodging include outdoor wagons or indoor rooms, all meals included,

Fly out to local airstrips planned Monday morning, i.e. Grand Gulch

Side by Side ride to North Rim on Monday afternoon.

Contact Sarah at Bar Ten to make your reservation: 435.628.4010

Contact Perry Null for more info: perrydnull@gmail.com 505.870.1233

MEMBERS' PHOTO CORNER

Thank you to Jeff Montgomery for this month's photo

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



Sunset flight over Lake Pleasant AZ

CLASSIFIEDS

Prescott Arizona Airstrip—14+ Acres

Price:\$ 195 000.00

Call: Daryl Austermiller at (928) 379-3080

Email: da737retired@gmail.com



Engine Fires

By Howard Deevers

Few things could be more frightening to a pilot than an engine fire in flight. We do train for engine failure during primary flight training, and we may even discuss an engine fire, but there is no good way to simulate an engine fire. The fortunate thing is that engine fires during flight are very rare, not unheard of, but rare. I do remember an instructor demonstrating a rapid descent to get on the ground in the event of an engine fire in flight. I remember thinking, "I hope that never happens."

My first engine fire happened as I was departing Hartford, Connecticut. The Hartford airport (BDL) is about 15 miles north of the city, and only 5 miles South of the Massachusetts State line. I had flown a Piper Turbo Arrow from Pittsburgh (AGC) to BDL. After a business meeting I had plans to fly from Hartford to Teterboro, NJ (TEB), to visit another company. While on departure from BDL and still talking to Hartford Departure control, I heard a loud "BANG" and the engine was vibrating roughly. A small bit of smoke came into the cabin of the Arrow on the passenger side. At that moment I thought that there was an engine fire. I told Hartford Departure about this and started a turn to return to the airport. Scanning the instruments, I saw that my oil pressure was dropping and decided that with the loss of oil the engine would likely seize up before getting back to BDL. I quickly looked for some other place to land the airplane. I was over the city of Hartford, but a nice looking black runway was just ahead in East Hartford. Hartford Departure said that they had emergency equipment at that airport, and that he would notify them, and gave me the tower frequency for that airport, as well.



At that point I was high and fast, so to slow down and configure for a landing I flew across the airport and made a "modified" pattern. When I was on final approach, and knew that I could make the landing, I pulled the mixture back to shut down the engine. There would be NO go around. I had to land. The equipment was indeed standing by and followed me down the runway. I made a turn off and stopped. When I opened the door, I saw that the right wing had a lot of oil on it. Not knowing if there was a fire or not, we got out quickly. A lot of oil was dripping from the engine compartment. One of the trucks put

“

When you do need a fire extinguisher, you are going to need it badly and the biggest one you have won't be big enough.

a metal drip pan under the engine to keep the oil from getting all over their nice taxiway. There was no fire. A crack in a cylinder on the right side of the engine allowed oil to drip down onto the exhaust, and that is where the smoke was coming from. Lucky me! No fire! But I canceled my plans for the rest of the day.

It turns out that the airport was Prat and Whitney's private field in East Hartford. They were very nice to me and towed the plane to a hangar. Naturally, I called the flying club to tell them about this. I then received a call from the FAA via Hartford Departure Control to see if we were safe. And, oh, by the way, don't go anywhere until we can talk to you and see the plane! The next day the FAA representatives came for a look. Apparently, there had been some other similar Arrow engine failures, and they wanted documentation on this. The Turbo Arrow had about 100 hours on an overhauled engine, many of those hours flown by me on other cross country trips.

The club sent another airplane with a mechanic and a new cylinder to Hartford. I rode back to Pittsburgh with them, while the mechanic and another pilot stayed to return the plane a day later. I can't remember if I ever flew that airplane again or not.

My “second” and real engine fire was right here in Arizona. My Piper Warrior had a history of being hard to start. After some experimentation, I was able to start the plane with little effort. After a local flight, I made a landing at Pinal Airport (KMZJ). Nothing unusual at all, and I turned off the runway (runway 30 in use) at the first turn off. I was well off the runway and planning to taxi to a tie down spot when the engine just quit. Well, I had more taxiing to do, so went through a re-start procedure. I expected the engine to roar back to life, and then taxi to a parking place. The engine did not respond, and I tried again. This time, while cranking the starter, some smoke came up from behind the prop.

I remember thinking, “This is not good,” but at least I was on the ground. Then I saw some red flames coming up from under the cowling on the left side of the plane. My next thought was, “Oh, this REALLY IS NOT good, and I had better get out of this airplane!” I shut everything off and got out of the plane, then remembered that I have a fire extinguisher in the back seat. I quickly retrieved the fire extinguisher and went to the front of the plane and sprayed into the engine opening. Those little fire extinguishers are good for about 15 to 25 seconds of use, which was not enough to put out that fire.

Fortunately for me, some other guys on the airport saw me and the black smoke coming from the front of the airplane and quickly came out in a pickup truck with other fire extinguishers. We were then able to put the fire out. I opened the cowling to take



a look. There was a lot of fire damage, but at least the fire was out. We pulled the plane to a tie down spot and I started to assess the damage. I called my mechanic and we made an appointment for him to look over the plane the next day.

I got there early and took off the cowling. All of the fiberglass nose parts were beyond repair. Many wires had insulation burned off. The metal cowling parts were dirty, but still not damaged by the fire. We looked all over the engine to see what had caused that fire. In the end, we were able to speculate but never prove the exact cause. A hot engine can catch on fire for any number of reasons. My mechanic recommended that I take the engine off and do a complete overhaul. I called my insurance company and they said that since it was a non-movement incident, they would cover all of the expenses.



After a complete overhaul, many new parts and new wiring, the engine was re-mounted and tested. One of my biggest problems was finding the replacement fiberglass nose cowling parts. Of course, there was some painting that had to be done, too. In the end, the overhauled engine has run very well for the last 600 hours, and my attention has been to other details, like ADS-B and interior upgrades to the plane.

I am certainly not looking forward to any more engine fires. You can carry a fire extinguisher in your plane for 10 years, and never need it, but when you do need one, you are going to need it badly and the biggest one you have won't be big enough. Fortunately, they are rare, and I hope you never have to experience one. Be prepared, stay vigilant, fly safe!

Howard



A Few Words About Safety

Denny Granquist

“

“When you encounter any turbulence do something and say something.”

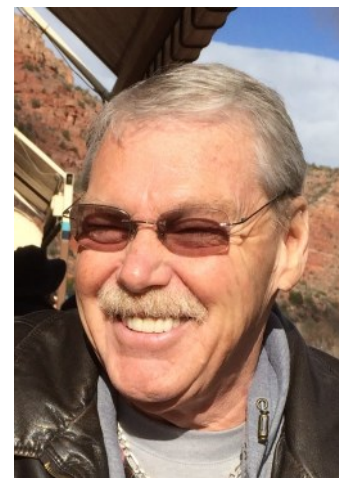
“Stable approaches lead to nice landings.”



GAARMS REPORT


JULY 2020

By Fred Gibbs



2020 TO DATE:

2020, BASED ON THE LATEST NTSB REPORT (BELOW), WITH ONLY 2 ACCIDENTS REPORTED SO FAR INVOLVING FATALITIES, AND THE LATEST LOCAL NEWS REPORTS, IS STARTING TO LOOK, SAFETY WISE, LIKE 2019. IRONICALLY, BOTH NTSB-REPORTED FATALITIES WERE PASSENGERS IN THE AIRCRAFT, ALTHOUGH THE ONE PASSENGER IN THE HELICOPTER CRASH WAS A CERTIFIED PILOT, BUT NOT ARIZONA-BASED. WE DID, HOWEVER, LOSE AN ARIZONA-BASED PILOT AND HIS FAMILY IN A FATAL CRASH UP IN NEVADA IN LATE APRIL. I BELIEVE THERE WERE ANOTHER 1 OR 2 ACCIDENTS, BUT THEY ARE NOT YET SHOWING UP ON THE NTSB'S SITE.



NATIONAL TRANSPORTATION SAFETY BOARD

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The Investigative Process

Accident Dockets

Data & Stats

Accident Reports

Aviation Database

General Aviation Safety

2 items in 1 pages

(Estimated) Report Publish Date(s)	Report(s)	Event Date	Location	Make/Model	Registration Number	NTSB No.	Event Severity	Type of Air Carrier Operation and Carrier Name (Doing Business As)
Preliminary 05/20/2020	Preliminary Report PDF HTML	04/24/2020	Mesa, AZ	Bell UH 1H	N3276T	WPR20LA130	Fatal(1)	
Preliminary 02/26/2020	Preliminary Report PDF HTML	01/24/2020	Payson, AZ	Piper PA28	N3672K	WPR20FA079	Fatal(1)	

Page size: 10

2 items in 1 pages

With the COVID-19 pandemic continuing to spread here in Arizona, we can only hope that over the next several months it will start to trend downward and then we can start to ramp up our flying. Keep your fingers crossed! But as a result of the stay-at-home philosophy, a lot of us will end up in the “Rusty Pilots Club;” therefore, we will all need to be extra careful getting back into the swing of things. In the upcoming months, I see a real opportunity for many of you to get into the “WINGS” program. Get in touch with your local friendly flight instructor, learn about the “WINGS” program, and take the appropriate online courses to meet the “WINGS” program knowledge requirements. Then schedule an hour or two of flight time with your favorite flight instructor, complete a phase of “WINGS,” and become proficient the right way while completing a BFR at the same time. All the while, you are helping to ensure that our safety record stays at the current level. Remember, your safety is no accident!! And while you are at it, don’t forget about safe distancing, even though I know it is hard (duh!) to keep 6 feet between you and your instructor, your buddy, or your wife in the right seat! USE A MASK and open up all the air vents to get max ventilation. COVID-19 is a sneaky, rat-bastard virus that does not care about who you are, how old you are, or where you live. It is out to get us all, and we need to remember that. We need to take the appropriate safety measures to avoid getting it and/or spreading it until the scientists come up with the vaccine to beat it. Don’t be scared of it, don’t hide from it, don’t let it dominate your life; just adapt, take the proper precautions, and go on with your life.

Enjoy Staying safe–

Going flying, escaping into the beautiful wild blue yonder, is a great way to enjoy quarantine. But if you take your wife or a friend with you, don’t forget masks, wipe down your controls, avionics knobs, door handles, seat buckles, etc., and be sure to clean all of your headsets.



Fred’s Factoids...

Thank you, Sun Oil...

It has always been a puzzle why the German Luftwaffe kept on using 87 octane aviation gasoline, while the Americans and British used 100 octane gasoline in their Spitfire fighters and we Americans used 130 octane in our P-51 and other fighters. By pure chance I discovered the reason! (*This is from a 2014 declassified article by the British Society of Chemists.*)

It seems that both the German and British aircraft used 87 octane gasoline in the first two years of the war. While that was fairly satisfactory in the German Daimler-Benz V-12 engine, it was marginal in the British Rolls-Royce Merlin XX engine installed in British aircraft. The low octane gas fouled the spark-plugs, caused valves to stick, and created frequent engine repair problems.

Then came America’s Lend-Lease Program and American aircraft began to enter British service in great numbers. If British engines hated 87 octane gasoline, American (General Motors-built) Allison

1710 engines loathed and despised it. Something had to be done!

Along came an American named Tim Palucka, a chemist for Sun Oil in their South East Texas Refinery. Never heard of him? Small wonder! Very few people have. He took a French formula for enhancing the octane of gasoline, and invented the "Cracking Tower." The oil companies began producing 100 octane aviation gasoline. This discovery led to great joy among our English cousins and great distress among the Germans. Of course, the matter had to be kept secret. If the Germans found out that it was a French invention, they would simply copy the original French patents.

A Spitfire fueled with 100 octane gasoline was 34 miles per hour faster at 10,000 feet. The need to replace engines went from every 500 hours of operation to every 1000 hours, which reduced the cost of British aircraft by 300 Pounds Sterling, and even more when considering the big 4 engine bombers. 300 Pounds Sterling was a LOT of money back in the 1940's!



Meanwhile, the Germans couldn't believe it when Spitfires that could not catch them a year ago started outrunning them and shooting their ME-109's and FW-190's right out of the sky.

The American Allison engines improved remarkably with 100 octane gasoline, but did much better when 130 octane gasoline came along in 1944. The 130 octane gasoline also improved the radial engine bombers we produced. (Try to imagine a B-29 with 4 turbo-supercharged 3,000 HP engines flying at 30,000 ft on 87 octane gas!!)



So, if any of you have ever wondered what they were doing in that little old 3 story white brick building in front of the Sun Oil Refinery on Old Highway 90 in the middle of Texas, that was it. They were re-inventing gasoline. The Germans and Japanese never snapped to the fact that we had re-invented gasoline. Neither did our "friends" the Russians.

100,000 Americans died in the skies over Europe. Lord only knows what that number would have been without "Super-Gasoline." And it all was invented by a non-descript little old chemist in his little old white cinderblock building/laboratory just a few miles west of Beaumont, Texas. ***We never knew a thing about it.***

Aviation History's Ironic Twists....

Many years ago, Al Capone virtually owned Chicago. He certainly wasn't famous for anything heroic. He was notorious for enmeshing the windy city in everything from bootlegged booze and prostitution to murder. Capone had a lawyer nicknamed "Easy Eddie." He was his lawyer for a good reason. Eddie was very good! In fact, Eddie's skill at legal maneuvering kept Big Al out of jail for a long time. To show his appreciation, Capone paid him very well. Not only was the money big, but Eddie got special dividends, as well. For instance, he and his family occupied a fenced-in mansion with live-in help and all of the conveniences of the day. The estate was so large that it filled an entire Chicago City block. Eddie lived the high life of the Chicago mob and gave little consideration to the atrocities

that went on around him.

Eddie did have one soft spot, however. He had a son whom he loved dearly. Eddie saw to it that his young son had clothes, cars, and a good education. Nothing was withheld. Price was no object. And, despite his involvement with organized crime, Eddie even tried to teach him right from wrong. Eddie wanted his son to be a better man than he was. Yet, with all his wealth and influence, there were two things he couldn't give his son; he couldn't pass on a good name or a good example.



One day, Easy Eddie reached a difficult decision. He wanted to rectify the wrongs he had done. He decided he would go to the authorities and tell the truth about Al "Scarface" Capone, clean up his tarnished name, and offer his son some semblance of integrity. To do this, he would have to testify against The Mob. He knew that the cost would be great, but he testified anyway.

Within the year, Easy Eddie's life ended in a blaze of gunfire on a lonely Chicago street. But in Eddie's eyes, he had given his son the greatest gift he had to offer, at the greatest price he could ever pay. Police removed from his pockets a rosary, a crucifix, a religious medallion, and a poem clipped from a magazine. The poem read:

"The clock of life is wound but once, and no man has the power to tell just when the hands will stop, at late or early hour. Now is the only time you own.

Live, love, toil with a will. Place no faith in time. For the clock may soon be still."

STORY NUMBER TWO

World War II produced many heroes. One such man was Lieutenant Commander Butch O'Hare.

He was a fighter pilot assigned to the aircraft carrier Lexington in the South Pacific.

One day his entire squadron was sent on a mission. After he was airborne, he looked at his fuel gauge and realized that someone had forgotten to top off his fuel tanks. He would not have enough fuel to complete his mission and still get back to his ship. His flight leader told him to return to the carrier. Reluctantly, he dropped out of formation and headed back to the carrier. As he was returning to the mother ship, he saw something that turned his blood cold; a squadron of Japanese aircraft speeding their way toward the American fleet. The American fighters were gone on a sortie, and the fleet was all but defenseless. He couldn't reach his squadron and bring them back in time to save the fleet. Nor could he warn the fleet of the approaching danger. There was only one thing to do. He must somehow divert them from the fleet.

Laying aside all thoughts of personal safety, he dove into the formation of Japanese planes, his wing-mounted 50-caliber machine guns blazing. He charged in, attacking one surprised enemy plane after another. Butch wove in and out of the now broken formation and fired at as





many planes as possible until all his ammunition was finally spent. Undaunted, he continued the assault. He dove at the planes, trying to clip a wing or tail in hopes of damaging as many enemy planes as possible, rendering them unfit to fly.

Finally, the exasperated Japanese squadron took off in another direction. Deeply relieved, Butch O'Hare and his tattered fighter limped back to the carrier. Upon arrival, he reported in and related the event surrounding his return. The film from the gun-camera mounted on

his plane told the tale. It showed the extent of Butch's daring attempt to protect his fleet. He had, in fact, destroyed five enemy aircraft. This took place on February 20, 1942, and for that action Butch became the Navy's first Ace of WWII and the first naval aviator to win the Medal of Honor.

A year later Butch was killed in aerial combat at the age of 29. His hometown would not allow the memory of this WWII hero to fade, and today, O'Hare Airport in Chicago is named in tribute to the courage of this great man. So, the next time you find yourself at Chicago O'Hare International, give some thought to visiting Butch O'Hare's memorial, i.e. his statue and his Medal of Honor. It's located between Terminals 1 and 2.

SO WHAT DO THESE TWO STORIES HAVE TO DO WITH EACH OTHER?

Butch O'Hare was "Easy Eddie's" Son!!!

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!!!

BIG BEAR LAKE FLY-IN

Location: Big Bear Lake, CA
Date: September 17-20, 2020
Host: Ron Krohn



Scan the QR code to register for this event.

For registration or additional information, please visit:
<https://tinyurl.com/yx43zeqc>

Welcome to Southern California's best mountain destination! A four-season alpine destination in the heart of the San Bernardino National Forest, California. The City of Big Bear Lake sits at an elevation of about 7,000 feet. Late summer is an awesome time to explore this unique mountain resort community! Big Bear Lake is a man-made lake that dates back to 1885. The original rock dam was replaced by a multi-arch dam in 1912, which increased the holding capacity by 2 ½ times. Featuring six marinas, visitors enjoy boating, fishing, parasailing, wake sports and more during spring, summer and autumn.

Big Bear Lake (L35) N34° 15'50" W116° 51' 13.19" | Elevation: 6,752 ft MSL

Thursday, September 17th

Check in: Robinhood Resort, Big Bear Lake, CA

You're staying right across from the Big Bear Visitor Center, so any questions can be readily answered by our team of experts. Our lodging is also located across the street from the Big Bear Marina where you will find boat rentals, jet skis, kayaks, paddle boards, and a fishing pro shop. Later, join the Big Bear Pilots Association for a welcome reception and dinner in their FuseLodge hangar at the Big Bear Airport. This warm hospitality harkens back to deepest parts of Americana and is not to be missed!



Friday, September 18th

Enjoy an early breakfast at one of the restaurants near the Village, followed by one of the alternate individual excursions. Meet up for an afternoon boat tour on the Miss Liberty. Wrap up the day with the group for a private dinner at Nottingham's Tavern.

Saturday, September 19th

Enjoy breakfast on your own in The Village followed by an individual excursion. Meet up for a Horseback ride on the PCT. Prost! Be sure to pack your lederhosen and celebrate the 50th anniversary of the best Oktoberfest this side of Munich. Enjoy traditional German beer and food, fun competition games and live music.

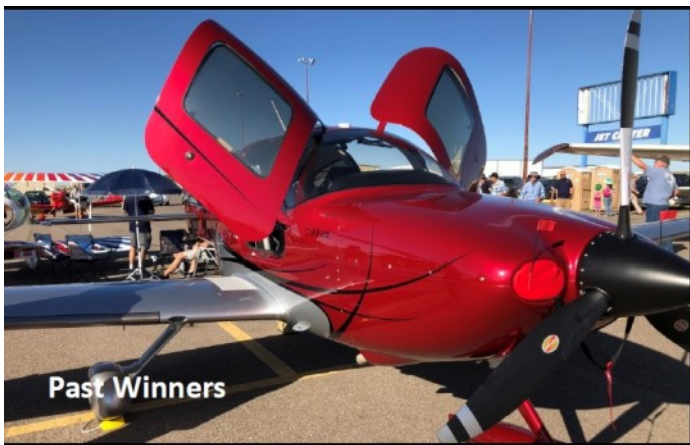
Sunday, September 20th

Enjoy a leisurely check-out. While you're out in Southern California, check out another destination to extend your trip. Suggestions include Palm Springs (31nm SE), Oceanside (67nm SW), Catalina Island (93nm SW). September is a great time at a SoCal beach!



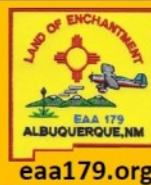
Check out some of the alternate individual activities:

- Play nine at Bear Mountain Golf Course
- Charter a fishing captain for rainbow trout fishing
- Drive a jeep on an off-road tour
- Mountain Bike through the National Forest
- Shop and dine in The Village
- Zipline through the trees or take a Segway tour



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.

TRINITY FLY-IN

Location: Truth or Consequences, NM & Socorro, NM
Date: October 2-4, 2020
Hosts: Bill Marvel



Scan the QR code to register for this event.

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

Join our trip both back in time and forward into the future the weekend of October 2-4, 2020. We will be visiting two venues -- Richard Branson's futuristic Spaceport America launch facility from which space tourists will venture into earth orbit and also Trinity site, where the world's first atom bomb was detonated on July 16, 1945.

On arrival at Truth or Consequences airport (KTCS) October 2, you'll receive "event unique" name badges and will be met by a private tour bus company and driven to Spaceport America for about a 4-hour tour. The cost for that is \$60 per person but practically free compared to the prohibitive cost of landing on the spaceport's runway -- several thousand dollars. Time constraints require us to have lunch in the bus on the way to the Spaceport but that beats missing lunch altogether! Their tour buses hold 13 passengers, so the two available for us set the maximum number who can attend at 26. Our buses will be dedicated to CPA members only.



Afterwards, the buses will return us to the airport for the 50-mile flight north to Socorro, NM (KONM) where city provided transportation will take us to the hotel, to and from Trinity Site the next day and then back to the airport the morning of the 4th for departure. There are no rental or courtesy cars available in Socorro but with a little ingenuity I plan to solicit some local pilots to help out with transport in and around this small town. Regardless, we'll be staying at the Holiday Inn Express near restaurants and a brew pub so all of the necessities will be close by. Our Colorado Pilots Association group room rate is \$129 a night.

Trinity Site is open only two days a year and is located in the White Sands Missile Range within both ground and air restricted areas. We'll actually stand on ground zero and see the many artifacts brought to the site for the event. We'll also visit the McDonald house where the plutonium core was assembled and which contains rarely seen photos of that day. It is located several miles from the blast site. Docents are at both locations to answer all of our questions. Are you aware that the second bomb, dropped on Nagasaki, was the type tested at Trinity but the first bomb, dropped on Hiroshima, was never tested beforehand?



And of course, we'll have the ever-popular CPA Happy Hour events as well as a Saturday night group dinner in our own room at the Jackson Ranch Steak House.

Sunday morning, city transport will return us to the airport for departure homeward. Don't miss this rare opportunity to fly both backward in time and forward into the future!

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.

