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*August 2020*

*APA NEWSLETTER*

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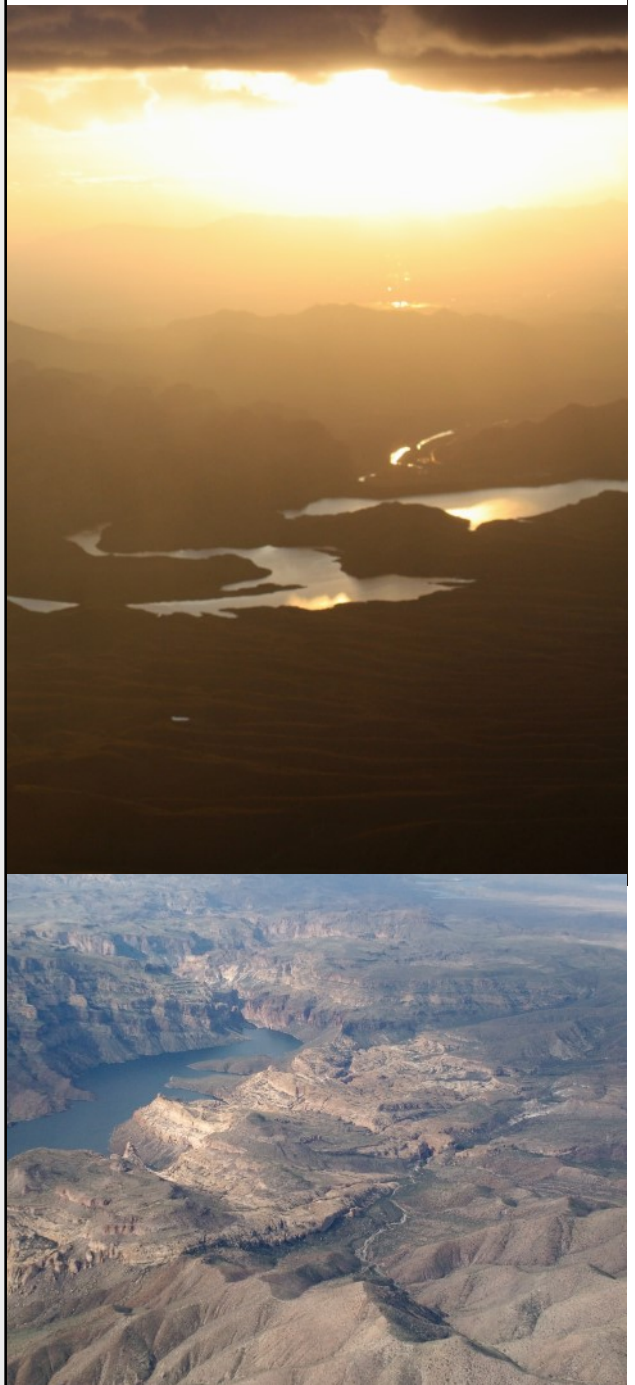
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# President's Report

Greetings fellow pilots,

Walking outside at 6 in the morning to 95 degree heat tells me we're definitely in the "heat" of summer. I'm not quite as eager to run down to the airport and head up in the sky as in the cooler months. While I'm a big proponent of a complete preflight briefing and virtual walkthrough on the charts with weather in normal conditions, I spend extra time in the summer to ensure I've taken density altitude, storm predictions, shifting winds, and heat exhaustion into account. Flying in a greenhouse with no air conditioning takes a toll on the decision-making process. Between fighting sunburn from the focused sunlight, to the heat that knocks out most electronic tablets, it brings challenges to the cockpit that aren't typically covered in training.

The risks accompanying the challenges can certainly be mitigated effectively with some prior plan-

*continued next page*





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ning. Flying much earlier allows for a cooler flight and typically takes the afternoon storms out of the mix. Devising a shade of sorts for the tablet keeps it out of the direct sunlight. Sunscreen helps keep your arms from catching on fire. Making friends with somebody who flies an airplane with air conditioning solves several problems at the same time.

Despite all the downsides and challenges of summer flying, we still love to do it. Flying gives us that escape to cooler temps while airborne and takes us to cooler destinations. That's what keeps me coming back. After all, if it were easy, anybody could do it, right?

Blue Skies,

Brian



---

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## A Few Words About Safety

Denny Granquist

“

*“Deciding not to fly today can lead to logging more hours.”*

*“GPS direct may be the most appealing but it maybe the most dangerous especially when high terrain is in play.”*

”



# Executive Director's Report

Jim Timm — August 2020



Given the constraints of the virus pandemic and the long, hot summer, it seems like the normal aviation meetings have come to a screeching halt. The realization that many aviation things really are coming to a halt was the cancelation of the EAA AirVenture in Oshkosh, Wisconsin, this year. This venue has been a yearly summer vacation event for many of us to meet up with friends from around the country, and perhaps for some, even from around the world. This event is always a good place to see what new products are being introduced and to find special prices on new avionics or other desired products. Hopefully, a safe immunization will be found soon, and it will be safe for the event to be held in 2021, and life can once again return to some form of long-term normalcy, whatever that may be.

Because of the pandemic coupled with the usual hot weather, not a lot seems to be happening, so this month's report may be a bit short.

## MISCELLANEOUS ITEMS

### FAA

Be aware some towers may have had to adjust their hours of operation, operating on a reduced staff because some may have tested positive for the COVID-19 virus. Check airport NOTAMS before departure to determine if your arrival airport has adjusted their tower operating hours.

### AIRSPACE

There have been some video conference and teleconference meetings happening, but I'm unaware of any airspace issues that have come up that requires action or special attention on our part.

For those of you that may be flying in the southeast corner of Arizona, and the southwestern cor-



ner of New Mexico, a block of special use airspace is being set aside for the Playas Temporary Military Operations from August 7-21, 2020. The USAF will use the airspace for Exercise RED FLAG-RESCUE 20-1. The purpose of this exercise is to allow combat air forces the opportunity to practice effective integration with ground forces, which is critical to the success of the real-world Combat Search and Rescue (CSAR) mission. It is designed to provide



Aeronautical activities will consist of A-10, AV-8, F-15, F-16, F-18, MQ-9, HH-60G, MH-60S, HC-130J, and EC-130H aircraft conducting high speed combat maneuvering, non-standard formation flights, rescue escort, close air support, free-fall and static line parachute operations, and VRF aerial helicopter refueling missions. There will be no weapons employed, chaff/flares dispensed, or aerial refueling conducted.

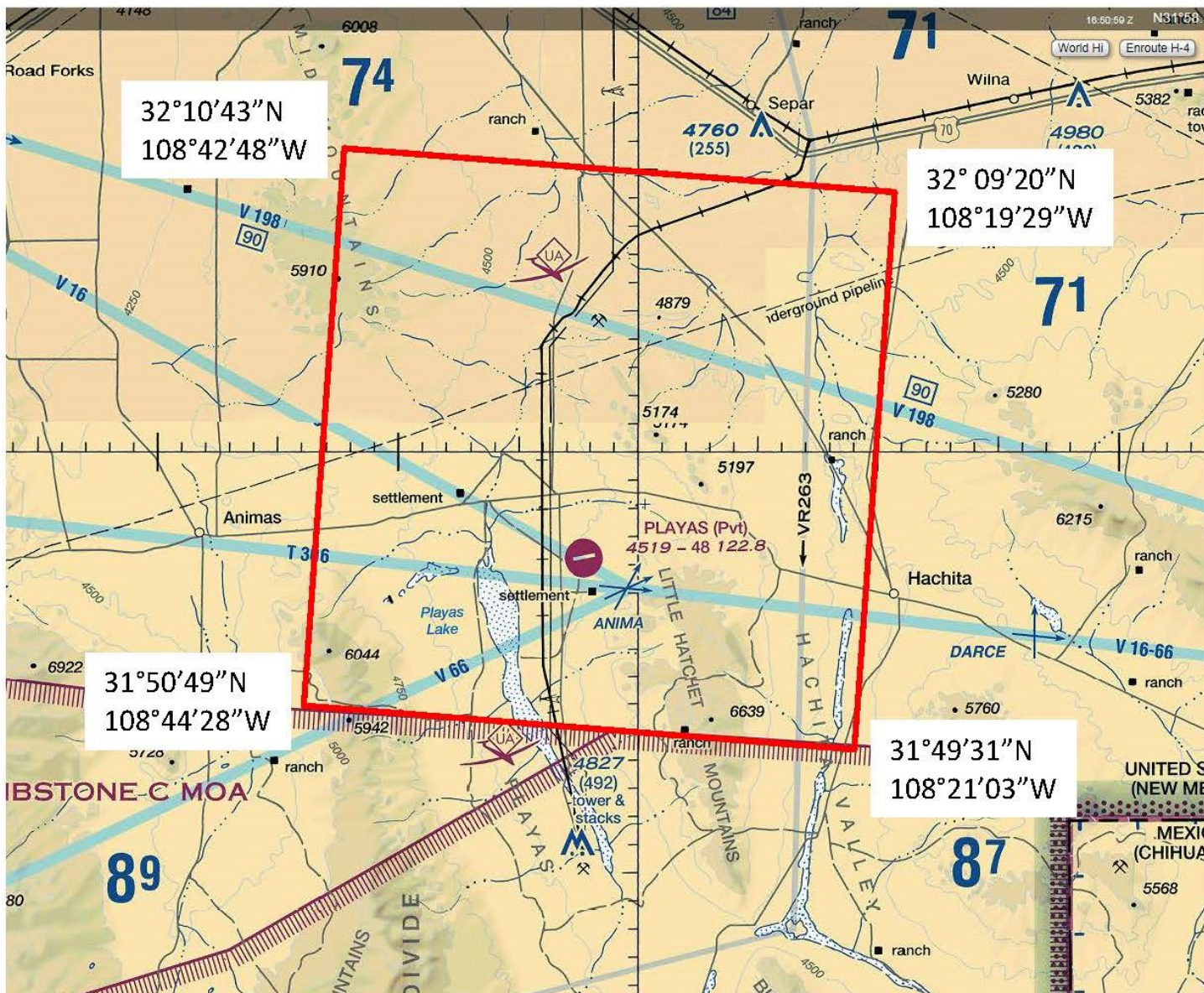
to lat. 31°49'31"N., long. 108°21'03"W.:

to lat. 31°50'49"N., long. 108°44'28"W.; to the point of beginning.

**Altitudes:** 300 feet AGL to, but not including, FL180.

**Times of Use:** August 7-21, 2020, by NOTAM. The controlling agency is FAA, Albuquerque ARTCC

Please note, we are still getting last minute notices of GPS interference testing being conducted that





could impact Arizona. Remember, if you get an unexplained interruption of GPS signal lasting for a few minutes, notify the nearest FAA controlling facility and advise of the time and location of the interruption.

In April, the Federal Communications Commission (FCC), over objections from the General Aviation user groups, Department of Defense, and Department of Transportation, agreed to allow Ligado Networks to establish a new broadband wireless network on a thin slice of radio spectrum that is right next to the frequencies used by some of the most important providers of satellite navigation and aviation services. The fear, which the detractors say the FCC has recognized, is that the much more powerful terrestrial cell emissions will overpower the mi-

nuscle bits of energy beamed by the satellites, effectively jamming them.

Ligado [tried to do the something similar](#) eight years ago under the name LightSquared but failed to convince the FCC it was ok. In April, the commission ruled that Ligado had cleaned up the technology to the point where its cellphones and towers won't create "harmful interference" for GPS receivers. There is much concern that the granting of the spectrum use to Ligado constitutes a dereliction of duty on the FCC's part, and the decision imperils everything from drone operation to military and civilian aviation.

## SAFETY

When flying cross country, as an extra level of safety, providing assistance with the avoidance of possible conflicting traffic, many of us will take advantage of FAA ATC Flight Following. Sometimes it may not work as we would like. Even with flight following, we have to stay alert, keep our eyes open, and take advantage of our ADS-B. The following example was sent to me as a reminder of what could happen.

*On a recent flight returning home from Henderson in Las Vegas, I went through the normal procedures with departure clearance on the ground, and after take-off, transitioned to Las Vegas Approach Control, and after 10 minutes or so onto Los Angeles Center. Beautiful flying day with unlimited visibility, but I always like to stay on flight following when VFR for safety and having access to a helping hand if I need it. I've learned that this service is not a guarantee for traffic alerts even if you're on a frequency with a squawk. Sometimes ATC is talking on another frequency, so it's hard to estimate their workload. When I checked in with LA Center*





*there was no response only periodic chatter with other traffic. I decided to wait until ATC acknowledged me knowing full well I was on his screen. About 5 minutes later ATC asked “Four Juliet Sierra, are you on frequency?” I acknowledged. Life was good, but I detected ATC was pretty busy. In another 10 minutes north of Laughlin my ADS-B alerted me to traffic at 12 o’clock 5 miles away opposite direction same altitude. Nothing from ATC about this. I’m flying at 9,500’ heading SE, but the oncoming traffic may be transitioning up or down.*

*Obviously the traffic was not on an IFR plan or ATC would have vectored one of us. Usually ATC will tell the traffic climbing or descending to expedite through your altitude. Now I have my eyes peeled and sure enough within less than one minute I spot the traffic which is fortunately nudging slowly across the wind screen. The traffic passes off my right wing at my exact altitude and so close I can read the tail numbers. Still nothing from ATC. There you have it. Don’t count on ATC for separation when on VRF flight following. Use every instrument available to you. In this case the ADS-B came in very handy. Don’t always rely on flight following for traffic separation.*

“

Don’t count on ATC for separation when on VRF flight following.

”

Aviation safety in this reporting period has again not been particularly good. We had just three accidents that had been reported in this reporting period, with one of them resulting in a fatality. This month’s report covers these three accidents, and three other accidents that have had their preliminary or factual reports released by the NTSB in this reporting period.

See my August Accident Summary for this month’s details, and please fly safe.



## CONSTRUCTION

There are 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 may be coming up, so 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. Kingman Municipal Airport (IGM), and Page Municipal Airport (PGA) have completed their planning meetings at this point, and the consultant will be submitting the final master plan updated reports later this year.

Chandler Municipal Airport (CHD), 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 still in their Master Plan update process.



### THINGS TO DO - PLACES TO FLY FOR BREAK-FAST:

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) and Red Creek airstrips. Watch for re-opening dates and help us get the word out!
- The last Saturday of the month there was a fly in breakfast at Casa Grande Municipal Airport (CGZ). However, due to the Coronavirus crisis, the Foxtrot cafe was forced to close on July 18.

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

*Jim*



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



# August Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of aviation accidents that have occurred in Arizona from June through late July. APA will use this detailed accident information to develop safety programs, briefings, and posters/flyers that would help pilots learn from the mistakes being made by others and take the action necessary to prevent them from having similar accidents.

Aviation safety in this past reporting period has again, not been particularly good. We had just three accidents that had been reported in this reporting period, with one of them resulting in a fatality. This report covers these three accidents, and three other accidents that have had their preliminary or factual reports released by the NTSB in this reporting period, for a total of six reports.

In spite of all the suggestions for everyone to stay home and avoid crowds, going to the airport and flying is certainly avoiding crowds. Hopefully, while flying, nobody ever gets closer than 500 feet of you. Using self-service fueling, and even off the fuel truck, you don't have to come in close contact with anyone during your flying activity. Besides, we need to go flying to keep current, and keep our skills up. So, please to be extra cautious and safe, and don't do anything that would add to this report.

## THE FOLLOWING ACCIDENTS OCCURRED IN THE PAST REPORTING PERIOD

This accident occurred in mid-May, and the Factual Report just came out in late July.

Accident Date: **May 16, 2020**

Factual Report Dated: July 20, 2020

Title 14 CFR Part 91

Location: Buckeye

Aircraft Type: TANARG Air Creation (Weight Shift Trike)

Injuries: 1 serious

### PILOT CAME IN CONTACT WITH THE MOVING PROP ON THE GROUND

The accident pilot had been performing touch and go landings with several trike pilots when he decided to land and talk to another trike pilot on the ground. After landing and setting the parking brake, he exited his trike with the engine still running, to go talk to the other pilot. When he returned to his trike, it had started to move, and he chased after it. As he neared the trike, he attempted to reach around to the right rear strut with his left hand, to stop it. However, the pilot did not see the rear mounted propeller, and his left-hand fingers were struck by the propeller and he was seriously injured.

The occurrence of the following two accidents were contained in the last report. The following are the recently released details of each accident.

Accident Date: **June 9, 2020**

Preliminary Report: July 8, 2020

Title 14 CFR Part 91

Location: Safford

Aircraft Type: Vans Wilson RV4

Injuries: 1 Fatal

### CONTROLLED FLIGHT INTO TERRAIN

On June 9, 2020, about 0845 MST, an experimental amateur-built Wilson (Vans Aircraft) RV4 was substantially damaged when it was involved in an accident near Safford Regional Airport (SAD). The pilot was fatally injured.

Preliminary ADS-B data revealed the airplane departing from runway 11R at Tucson International Airport (TUS) on a personal flight about 0810 and initiated a climbing left turn to the northeast. The airplane continued on the same track, reaching an altitude of about 9,800 ft mean sea level (msl), about 7 minutes later. For



the next 25 minutes, the airplane maintained the same general altitude and heading while traversing the mountain passes northeast of Tucson, and maintaining terrain clearance of between 4,000 and 7,000 ft above ground level.

About 0836, 28 miles southwest of SAD, the airplane began to descend at a rate of about 500 ft per minute (fpm). Seven minutes later, the airplane changed track to the north, toward SAD, with an accompanying reduction in groundspeed from 165 to 115 knots and an increase in descent rate to about 800 fpm. After arriving about 1 mile south of the approach end of runway 30, at an altitude of 4,200 ft, the airplane turned 10° to the left, and began a 4,000-fpm descent that lasted about 12 seconds.

The first identified point of impact consisted of a 25-ft long ground disruption located at an elevation of 3,090 ft, about 500 ft north of the last ADS-B target, and 1/2 mile southwest of the runway 30 threshold. The disruption was on a south-facing bluff, and projected uphill on a north heading toward the main wreckage. The ensuing 300-ft long debris field contained fragments of wing tip, main landing gear, the propeller and exhaust pipe assembly, and the left aileron.

The main wreckage came to rest 40 ft above the first point of impact, and 40 ft below the runway elevation.

Accident Date: **June 9, 2020**

Preliminary Report: July 8, 2020

Title 14 CFR Part 91

Location: Maricopa (A39)

Aircraft Type: Zenair CH601 HDS

Injuries: 1 Fatal

## **CONTROLLED FLIGHT INTO TERRAIN**

On June 9, 2020, about 2023 MST, an experimental amateur-built Duane B Evans (Zenith) CH601HDS was destroyed when it was involved in an accident near Ak-Chin Regional Airport (A39). The pilot was fatally injured.

The pilot was based out of Phoenix Deer Valley Airport (DVT). According to the pilot's wife, he often flew at night because he enjoyed observing and photographing the night sky, and A39 was

typically where he refueled the airplane.

Preliminary ADS-B data revealed that the accident airplane departed DVT on a personal flight about 1958, and flew directly south-southeast toward the Class B airspace of Phoenix Sky Harbor International Airport (PHX). The pilot then requested a transition through PHX Class B airspace, and was given clearance by air traffic controllers to enter the airspace and maintain an altitude of 4,500 ft.

By 2013, the airplane had cleared the airspace to the south, and continued on a direct track toward A39. At 2021, it reached A39 and proceeded to fly directly over the airport at an altitude of 2,000 ft msl (650 ft agl). Over the next two minutes, the airplane began a sweeping 1.25-mile radius left turn during which time it climbed to about 2,175 ft, and descended back down to 1,700 ft. The last recorded target indicated that the airplane was at an altitude of 1,700 ft, about 250 ft south of the 1,735 ft peak of an isolated butte, about 2 miles east of the approach end of runway 22.

The wreckage was located on the southeast face of the butte, about 10 ft below the peak. Video footage, recorded from a security camera 0.75 miles south of the accident site, revealed that the airplane flew directly over the camera location and toward the butte. As the airplane approached the butte, its landing lights briefly illuminated the peak, just before the airplane impacted.

A pilot flying a Piper PA28 airplane was also inbound to A39 about the time of the accident. He reported that he was just ahead of the Zenith as they both transitioned through the Class B airspace, and that he could see the airplane on his ADS-B receiver, and heard the pilot talking to air traffic controllers. He stated that both he and the pilot of the Zenith communicated their positions to each other throughout the approach.

The PA28 pilot stated that he overflew the airport about 300 ft above the pattern altitude, with the intention of joining the left traffic pattern for runway 22. As he joined the downwind leg, he could see the Zenith fly over the runway in trail, but well below the pattern altitude. He was con-

cerned that he needed to give the Zenith space to land, so he cut the downwind leg short, and as he turned onto final, he heard the pilot of the Zenith reporting he was on the base leg. He could see the lights of the Zenith in the distance, and was still concerned that it was too low.

After landing, the pilot of the PA28 taxied to the fuel island in anticipation of watching the Zenith land. He could not see or hear an airplane in the pattern, so became concerned and called Flight Service to report the airplane as missing. He described the conditions during the landing approach as very dark, with just a faint hint of blue on the horizon by the time he landed. He stated that the desert area surrounding the airport to the east was unpopulated, generally unlit, and ground features and terrain were not visible.

In Maricopa on the day of the accident, sunset and the end of civil twilight occurred at 1935 and 2005 respectively.

The accident pilot's wife stated that he carried a SPOT tracking device in the airplane, so she could monitor his location. On the night of the accident, he had not returned home by midnight (which was not unusual), so she checked the SPOT device, which indicated that his last location was about 2 miles east of A39, at 2022.

Accident Date: **June 16, 2020**

Factual Report Dated: June 29, 2020

Title 14 CFR Part 91

Location: Maricopa (A39)

Aircraft Type: Cessna P210

Injuries: 1 Uninjured

### **FAILURE TO LOWER LANDING GEAR FOR LANDING**

The pilot reported that he elected to conduct a straight in approach to the runway. As the airplane descended the air became increasingly turbulent and windy. While on final approach he conducted his pre-landing check as the airplane was bouncing around. During short final, the pilot noted that he was often increasing and decreasing power to account for the windy conditions. As the airplane flared, he heard the gear horn, but it was too late to go-around. The airplane subsequently landed with the landing gear inadvertently retracted and slide to a stop on its belly. The airplane's lower fuselage was substantially damaged. The pilot reported that there were no mechanical anomalies with the airframe or engine that would have precluded normal operation.

The pilot further reported that he omitted extending the landing gear, verifying for a green light or visually checking the mirrors.

### **THE FOLLOWING TWO ACCIDENTS HAD ALSO OCCURRED IN THIS REPORTING PERIOD.**

Accident Date: **July 5, 2020**

Preliminary Report: July 6, 2020

Title 14 CFR Part 91

Location: Sedona

Aircraft Type: Beech 23

Injuries: Unreported

#### **The NTSB Preliminary Report has not been released for review.**

Per the Aviation Safety network, following a loss of engine power shortly after takeoff, the aircraft force landed on State Route 86A near Sedona Airport (SEZ). The airplane sustained substantial damage and the two people onboard were not injured.

The following accident has not yet been acknowledged by the NTSB

Accident Date: **July 7, 2020**

Location: Payson

Aircraft Type: Bell UH-1H Iroquois

Injuries: 1 Fatality

Per the Aviation Safety Network, the Bell UH-1H Iroquois helicopter impacted the ground in the Tonto National Forest, near Payson, while performing long-line cargo delivery operations in support of fire suppression ops under contract to the US Forest Service.



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

[http://www.faa.gov/documentLibrary/media/Advisory\\_Circular/AC\\_90-66B\\_CHG\\_1.pdf](http://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_90-66B_CHG_1.pdf)

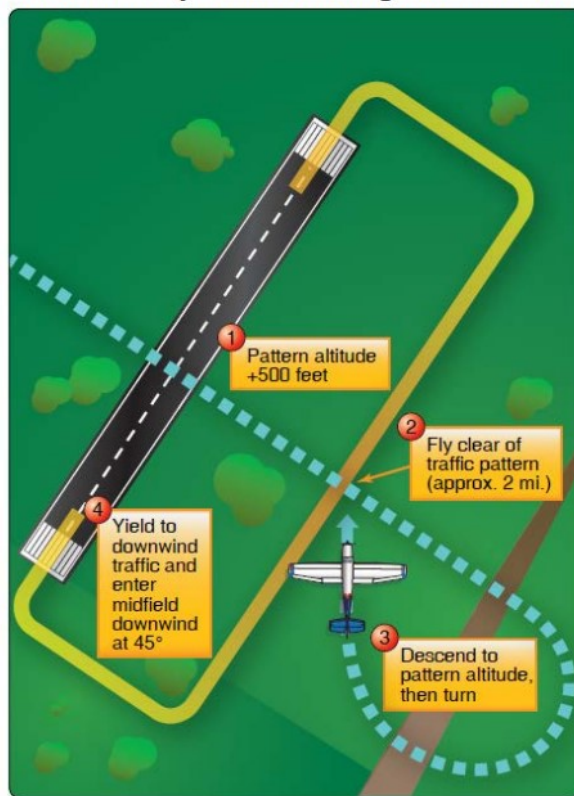
Please give special attention to safe operations at non-towered airports during flight planning, student through advanced pilot training, Practical Tests, WINGS/Flight Reviews, airman currency checks; whenever a pilot is being trained and/or evaluated by a Certified Flight Instructor (CFI), Designated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

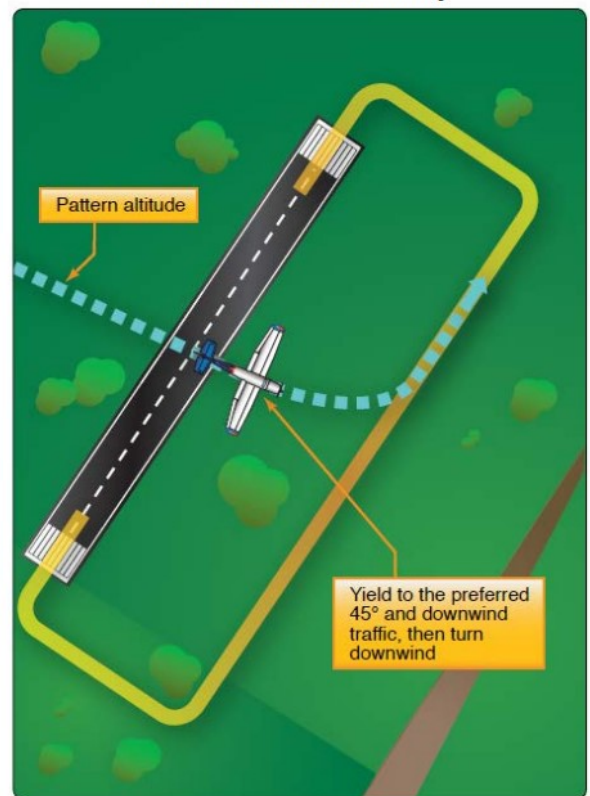
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Sincerely,

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# General Aviation Joint Steering Committee

## In-Flight Weather Resources

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: August 2020**

**Topic: In-Flight Weather Resources**

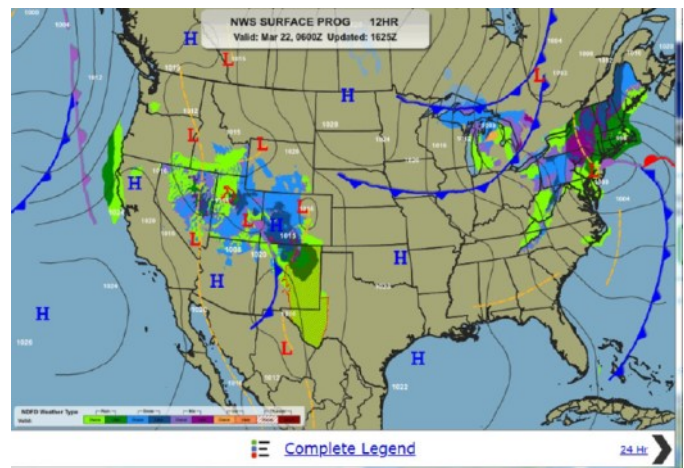
In order to reduce the likelihood of Loss of Control in weather events, the FAA and industry will conduct outreach on the availability and use of in-flight resources for weather information.

### **Background:**

FAA, GAJSC, and Industry agree that timely and accurate weather information is essential to aviation safety – particularly when weather is hazardous to flight. There are numerous sources of audio, text, and graphical weather available to general aviation pilots. Pilots should be made aware of resource availability and they should be proficient in making weather informed in-flight decisions.

### **Teaching Points:**

- In-flight weather information is available through Comm Radios, On-board weather detection equipment, data linked text and graphics, and various subscription services.
- Pilots should:
  - understand how to obtain and interpret weather information in flight.
  - continuously monitor en route weather and compare that weather with forecasts obtained before flight.
  - make sound weather decisions based on all available information.
  - be prepared to alter routes or cancel flights to avoid flying in hazardous weather conditions.





## **References:**

- [AC 00-45H Aviation Weather Services](#)
- *Aeronautical Information Manual—Chapter 7 – Safety of Flight—Section 1 - Meteorology*
- *FAA-H-8083-25B Pilot's Handbook of Aeronautical Knowledge—Chapter 14-pp20 Traffic Patterns*
- *AC 90-66B Change 1 – Non-Towered Airport Flight Operations*
- [FAA ADS-B Information](#)
- *Automated Surface Observing Systems*
  - <https://www.weather.gov/asos/>
  - [https://www.faa.gov/air\\_traffic/weather/asos/](https://www.faa.gov/air_traffic/weather/asos/)

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[PowerPoint Presentation Slides...](#)



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Price: \$38,000.00

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# A Reminder for Pilots:

At some airports overflying the field and performing midfield entries to the traffic pattern is unsafe. The AWOS at Marana Regional (KAVQ) announces do not overfly the field and do not fly missed approach procedures for the RNAV/GPS 12 and RNAV/GPS-E approaches during parachute operations.

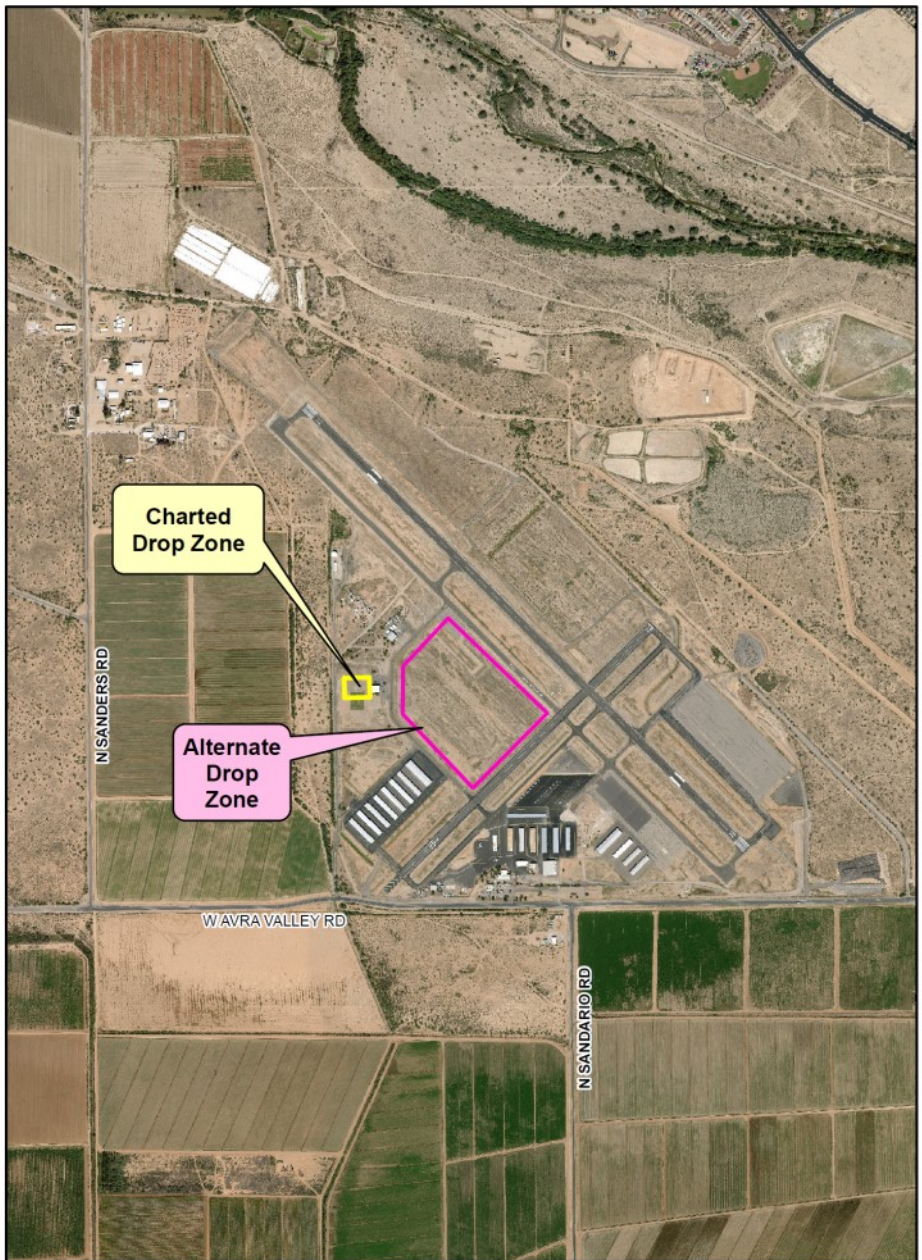
Both the RNAV/GPS 12 and RNAV/GPS-E missed approach procedures have trajectories that pass directly through the drop zone (DZ) as can overflying and midfield pattern entries.

Please consult the Chart Supplement for more information on AVQ and nearby Pinal Airpark (MZJ)  
[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/digital\\_products/dafd/search/](https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dafd/search/)

Below is a diagram of the Marana Regional (KAVQ) Parachute Drop Zones.

Thank you for your help!  
Sincerely,

V. Lee Unger  
APA Member  
FAA Team Representative



**Marana Regional Airport Drop Zones**

Background Image:  
October 2013 Aerial Photo  
File: U:\Airport\Dropzones1.mxd  
© 8-15 Town of Marana

0 500 1,000 2,000 3,000 Feet





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## Mid-Air Collision Avoidance

by Paul Wiley

Years ago, when I was first learning to fly at Luke Aero Club, my flight instructor explained to me the concept of “see and be seen” as the cornerstone of mid-air collision avoidance in VFR conditions. He stressed the importance of looking outside the cockpit and being vigilant at all times in looking for other air traffic, especially in the local traffic pattern. I remember him saying that while rare, mid-air collisions often result in fatal accidents.

The risk of a mid-air collision must be understood and mitigated to the maximum extent possible to minimize the potential for a collision.

In this article I will use two examples of near mid-air collisions I’ve experienced in my 40+ years of flying and teaching people to fly to illustrate lessons learned regarding mid-air collision avoidance. Additionally, I will provide references to techniques for scanning for traffic and tips on how to reduce the risk of a mid-air collision.

First of all, let’s face it: other aircraft are not always easy to see when we are flying. Certain weather conditions and the position of the sun and horizon relative to traffic can make it very difficult to see other aircraft. Anything we can do to make it easier for other pilots to see us is helpful, e.g. using our aircraft lighting day and night, being at the correct altitude when in the traffic pattern, being precise when stating our position and following the prescribed procedures for whatever operation we are performing. This includes remaining at the required distances from clouds for the airspace within which we are flying.



### **First Example Background**

This incident occurred some years ago in southern California’s busy airspace. I had departed IFR from Burbank and was headed back to the Phoenix area in a Cessna 210. The sun had just set a few minutes earlier and Burbank weather was low IFR, something like ceiling indefinite, sky obscured, visibility  $\frac{3}{4}$  of a mile in fog and there was a layer of low stratus clouds as well. I recall that the tops of the clouds were reported to be around 6,000 feet MSL.

I was being vectored southbound to intercept the





airway where I would turn back east and homeward once I was established on the airway. During my climb, Air Traffic Control (ATC) informed me of “traffic at 12 o’clock, 10 miles, opposite direction, altitude unknown”. Note that this was when mode C was required for the airspace I was flying in, but this traffic was not squawking altitude. I replied: “roger, I’m on the gauges” meaning I was in the clouds and could see nothing outside. Shortly thereafter, ATC called again: “traffic at 12 o’clock, 5 miles, opposite direction, altitude unknown”, and again, I stated that I was still in cloud. Once more ATC called: “traffic at 12 o’clock, less than a mile,

opposite direction, altitude unknown”, and again, I stated that I was still in cloud. However, by now I was starting to see more light above me and was anticipating that I would break out of the clouds in my climb very soon.

As soon as I climbed out of the clouds, and I mean within seconds, a Bonanza passed directly overhead and very close going very fast. I estimate that had I exited the clouds a few seconds earlier or climbed just a bit faster we would have collided “spinner to spinner”, i.e. head on; and at our respective speeds this would have undoubtedly been a fatal accident for all involved and possibly for some on the ground as well. The Bonanza was cruising just above the tops of the clouds (clearly illegal). And as I was climbing at 120 knots and the Bonanza was probably flying even faster; our closing rate was most likely greater than 250 knots. I reported this to ATC as a near mid-air collision, but there was little else to be done at that point. I doubt the Bonanza pilot ever saw me or realized how close to a disaster he had come.

### **First Example Lessons Learned**

My first thought was that I should have requested a vector around this traffic from ATC after the second call (and certainly after the third call). A turn 10 degrees to the right or left would have been easy to accomplish and added very little time to my flight home. Additionally, I was shocked and appalled by the recklessness of the Bonanza pilot. I presumed the traffic was at least 1,000 feet above the cloud tops. However, being “dead right” in this instance would have been a small consolation to my survivors and especially to me! I also (naively and falsely) believed that the controller would keep me clear of all traffic when I was flying in Instrument Meteorological Conditions (IMC) on an IFR flight plan. Clearly, I did not fully understand the risks and did not take full advantage of my authority as Pilot in Command to properly use all resources available to me.

If ATC calls out traffic that you cannot see, regardless of whether you are flying in Visual Meteorological Conditions (VMC) or IMC, you should never hesitate to request a vector around traffic. And as a



side note: many of us now fly aircraft equipped with avionics that provide assistance for collision avoidance, e.g. TCAS and ADS-B. I frequently hear pilots say: “I have the traffic on TCAS”. There is no substitute for visually seeing and avoiding other traffic while flying in VMC. Aides to collision avoidance (like TCAS) are there to assist you, the pilot, but one should never rely solely on cockpit displays for collision avoidance. Always verify traffic visually.



## **Second Example Background**

The second example occurred in the traffic pattern at Scottsdale airport. I was flying right seat with the Commercial/Instrument rated owner of a Cessna 182RG in the left seat. We were practicing take-offs and landings. While on the upwind leg for runway 3, we heard a pilot in a Piper Cherokee call 5 miles north of Scottsdale tower for permission to transition the Scottsdale class D airspace from the north to the south. Scottsdale tower instructed the pilot to cross mid field at or above 3,000 feet and cleared the pilot through the class D airspace. The Cherokee pilot acknowledged this clearance.

Just as we were turning from crosswind to a left downwind and leveling off at the pattern altitude of 2,500 feet, I saw the Cherokee at my 1 o'clock position, same altitude, and very close. At the same time, the pilot in the left seat was head down focusing on level off and rolling out of the turn to downwind and thus did not see this traffic. Instinctively, I grabbed the yoke and turned hard left and pushed forward. However, by the time I had done this and before our plane even responded to my control inputs, the Cherokee was at our 9 o'clock position and the threat of the collision had passed.

In summary, the Cherokee pilot was 500 feet lower than he should have been and at least a mile further east of mid field as well. I immediately called Scottsdale tower and reported a near mid-air collision. The tower controller then reprimanded the Cherokee pilot and asked him to call the tower when he landed. And that was the last we heard of this incident.

## **Second Example Lessons Learned**

I believe I did not see the Cherokee sooner because of two reasons: 1) I was looking in the wrong place and 2) the rather large side post was a “blind spot” partially blocking my view of where the Cherokee actually was. Complacency on my part was an issue as I was not moving my head enough to look around the blind spot. Additionally, the left seat pilot was one of the better pilots I’ve flown with (he is now an airline pilot) and he was always very good about looking outside for traffic. So here you have two conscientious pilots looking for (but not seeing) dangerously close traffic.



The traffic pattern is a high workload environment.



Approximately half of all mid-air collisions occur in the traffic pattern according to the 28<sup>th</sup> annual Nall report available through AOPA Air Safety Foundation. It is also where increased vigilance is required to avoid a collision. Never assume a pilot's reported position is his actual position – always verify visually.

### **References, Techniques and Tips**

A few words about vision taken from the Aeronautical Information Manual (AIM): The eye can see an arc of about 200 degrees of the horizon at a single glance. However, only the small center area of the eye (called the fovea) can send a sharp image to the brain for action by the pilot. All other visual information not processed through the fovea will be of less detail. An aircraft that is in sharp focus (within the foveal center of vision) at 7 miles would have to be as close as 7/10 of a mile in order to be recognized as a threat when viewed peripherally i.e. outside of the foveal area.

All pilots are required to have good vision in order to fly. However, to paraphrase the AIM: “the ability to read an eye chart does not ensure that one will be able to efficiently spot other aircraft”. Therefore, in order to minimize the risk of a mid-air collision, pilots must develop an effective way to scan for other traffic. Effectively scanning the sky for other traffic is critical to mid-air collision avoidance. Studies show that pilots should spend about 75% of their time focused outside the cockpit. See Tips below for information about how to effectively scan for traffic.

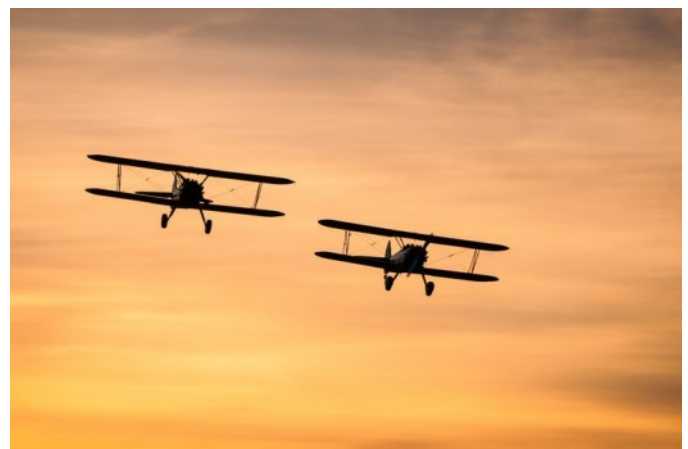
**FAR 91.111** (a) states: “No person may operate an aircraft so close to another aircraft as to create a collision hazard.” Well, that's short and to the point, but much more helpful information about how to avoid a collision is located in the AIM and other sources cited below. Additionally, all Airman Certification Standards require proper scanning technique and attention to collision avoidance. Clearly obtaining the necessary knowledge, understanding the risk and developing the skills to avoid collisions is key to demonstrating the competency required of any pilot at any skill level.

The **AIM** has two sections which provide important and helpful information:

- 8-1-6 – Vision in Flight: especially section “C” Scanning for Other Aircraft
- 8-1-8 – Judgement Aspects of Collision Avoidance

Become familiar with and understand the following related to collision avoidance: determining relative altitude, multiple threats, collision course targets, high hazard areas, cockpit management, windshield conditions, visibility limitations, visual obstructions in the cockpit, effects of hypoxia on vision (especially at night), empty field myopia, eye fatigue, dark adaptation and refocus time.

**AOPA's** web site has an excellent video (about 10 minutes long) on mid-air collision avoidance. See





AOPA's Air Safety Institute and search for mid-air collision avoidance

The **FAA safety.gov website** also has hundreds of resources related to collision avoidance. Spend some time on this site researching techniques for avoiding a mid-air collision.

### Techniques/Tips

Develop good scanning techniques by:

- Dividing the windshield into segments of approximately 10 degrees. Scan slowly and focus on each segment for 1 to 2 seconds. This will bring each segment into the central visual field of view to accomplish effective viewing. Concentrate most of your viewing at your approximate altitude as traffic well above or below your current altitude would not normally be a threat unless they are climbing or descending very rapidly. Most pilots prefer to start from over their left shoulder and proceed scanning left to right.
- Teaching your passengers how to scan for traffic. Younger passengers especially can be very helpful in spotting traffic as they often have excellent vision. This can have the added benefit of keeping your passengers involved in the flight.
- Make your aircraft more visible to other traffic by using aircraft lights and when appropriate by maneuvering. An aircraft that is turning is often easier to see than one flying straight and level.
- Fly at the recommended altitude, especially in the traffic pattern.
- Be as accurate as possible with position reports.
- Check NOTAMS for the airport(s) you will be flying to/from so that you will be aware of collision hazards, e.g. parachute jumping.
- Ensure your vision remains sharp by regular check-ups with your eye doctor.
- Ensure you are alert by using the IM SAFE checklist prior to every flight.



Maximize your knowledge regarding mid-air collision avoidance, understand the risk and maintain “vigilance” and you can be confident that you are doing everything possible to avoid a mid-air collision.

*Paul*



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# MEMBERS' PHOTO CORNER

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*Thank you to **Mike Menez** for this month's photo*

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

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## DENSITY ALTITUDE, Who Cares?

**By Howard Deevers**

Remember when we went through our private pilot training and the instructor first mentioned density altitude (DA)? Most of us had never heard of the term before. I sure don't remember it being in any of my math or physics courses in high school or college.

Even my instructor didn't spend much time on the subject in primary training. I remember, "When it is hot and humid, the air is less dense." Really? What does that mean? Well, my instructor told me that when, "The density altitude is high, like 5000 feet, the airplane 'thinks' it is at 5000 feet." My first thought was, how does an airplane "think?" Then he went on to say that it is pressure altitude corrected for non-standard temperature, more confusion...

Obviously an airplane really does not think. It is a mechanical device and it is subject to the laws of physics, and we learn a lot about that in primary training. My instructor went on to give a mathematical formula for computing density altitude as my eyes focused on a cloud in the sky and I wondered if they know anything about density altitude? I didn't ask. The answer would have taken too long.



$$\text{Pressure Altitude} = (\text{Standard Pressure} - \text{your current pressure setting}) \times 1,000 + \text{Field Elevation}$$

$$\text{Density Altitude} = \text{Pressure Altitude} + (120 \times (\text{OAT} - \text{ISA Temp}))$$

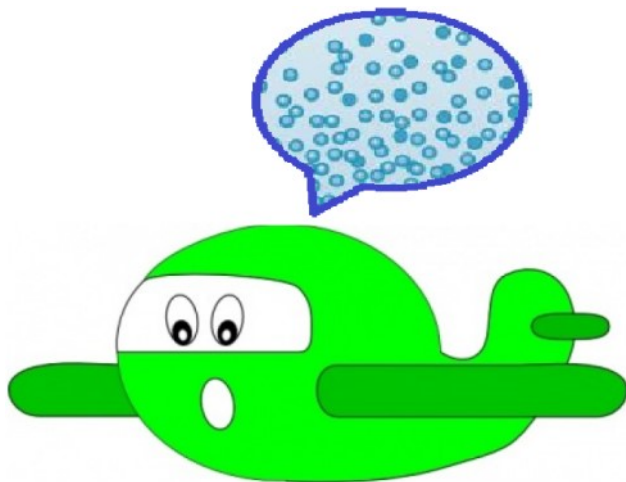
There might have been a question on your Private Pilot Knowledge test (we called that the "written" in those days.) If there was one, you would need the formula to solve for the answer.

In these modern times, we hardly need to solve the problem. The ATIS, AWOS, or ASOS will probably give us the Density Altitude at that airport, no math required. At some airports when the temperature is high, the ATIS will give that number in Celsius, with the further comment: "Check density altitude." Maybe it is a good idea for us to know how to do that. Remember, it is the pilot's responsibility to have all available information for the safety of any flight.

Again, who cares? Getting back to that "thinking" airplane, it is a good idea that WE care, if we are flying that day at that airport. As I said, the airplane really does not think, but it does react to the environment it is in.



As an example, say we are at an airport near sea level on a hot and humid day. The AWOS reports that the Density Altitude is 3,000 feet. Since the air molecules are farther apart than on a "Standard Day," it will take a longer take off roll to become airborne, and your climb will be slower. Where do I find that information? In the Performance Section of my Pilots Operating Handbook (POH).



Here is another example: We are at Flagstaff (KFLG) where we are already at 7,000 feet above sea level just standing on the ramp. On a hot and humid summer day, the density altitude could well be over 10,000 feet!

Now check those performance charts and see what your Cessna 172 will do at 10,000 feet. Take off roll will be longer, climb will be slower, and what is the service ceiling for that tired and old Cessna 172? Remember that the numbers in the POH were put there when the plane was new from the factory, and performance may have deteriorated since then.

You stopped for fuel at KFLG with your wife, your nine year old daughter on board, and some bags in the back for that vacation trip you are taking. NOW is the time for you to care about density altitude. Your passengers are too valuable to risk not knowing how your airplane will react to the DA at that airport.

For another example, on a recent trip I landed at Las Vegas, New Mexico, for fuel. LVS starts off at 6,877 feet above sea level. The ASOS reported DA at 9,700 feet. After an uneventful landing and taxi to the self service fuel, the engine stopped before I was ready. The reason? The mixture was too rich. I knew right away that I had not leaned the engine for that altitude. I paid much more attention to the DA before departing that airport, and I leaned the engine properly. I sure did not want an engine to stop just after takeoff!

It is not only take off and climb you need to think about, but landing distance and landing performance as well.

Some pilots think that a turbocharged airplane relieves them from thinking about DA. While turbocharging an engine will allow it to develop full horse power up to a critical altitude, it does nothing to change the molecules flowing over the wings, or for the prop to bite into. Turbocharging does a lot for us overall, but it does not release us from understanding the nature of our environment and the effects it has on our non-thinking airplane.

Here in Arizona most of our airports are well above sea level, and we do get some hot days as well as humidity during monsoon time. It is not always a dry heat. If you have lived in Arizona and flown here for more than a year, you probably noticed the difference in your aircraft performance from summer to winter. On a cool winter day, the plane will get you off the ground quickly, and climb much better than on that 105 F day in the summer at that same airport.

So, who cares? We all should. Want to know more about density altitude or any other important subject in aviation? Come to a safety seminar sponsored by your ARIZONA PILOTS ASSOCIATION.

Check the website for seminars near you, and don't come alone, bring your Wingman!

*Howard*

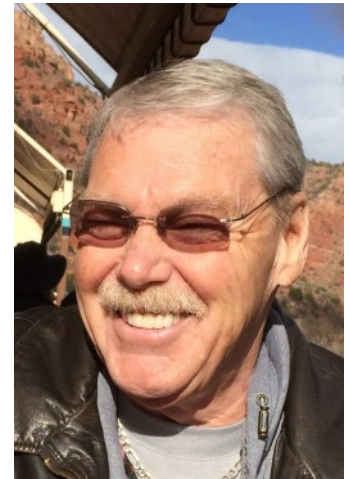




# ***GAARMS REPORT***

## ***AUGUST 2020***

*By Fred Gibbs*



I AM SAD TO REPORT TWO MORE FATAL ACCIDENTS HAVE OCCURRED DURING THE MONTH OF JUNE, BOTH ON THE SAME DAY. A ZENAIR CH601 DEPARTED DEER VALLEY ENROUTE TO AK-CHIN STRUCK THE VERY TOP OF A SMALL MOUNTAIN ABOUT 2 MILES NORTHEAST OF THE AK-CHIN AIRPORT AND WAS DESTROYED BY FIRE. THE PILOT/ OWNER WAS FATALLY INJURED. THE SECOND ACCIDENT INVOLVED A RV-4 INBOUND TO THE SAFFORD AIRPORT. THE AIRCRAFT IMPACTED A HILLSIDE DURING THE APPROACH, AND THE SOLE PILOT ONBOARD WAS FATALLY INJURED. IRONICALLY, THE LATEST NTSB REPORT STILL ONLY SHOWS 2 FATAL ACCIDENTS SO FAR, BOTH EARLY THIS YEAR. WATCHING THE LATEST LOCAL NEWS IS STILL THE BEST WAY TO GET THE LATEST INFORMATION ON AIRCRAFT CRASHES. SAFETY WISE, 2020 IS STACKING UP VERY SIMILAR TO 2019. FOR INFORMATION ON ALL ACCIDENTS/INCIDENTS THAT OCCURRED LAST MONTH, REFER TO JIM TIMM'S ACCIDENT SUMMARY.

### **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 Factoid's...***

***The following is a great article from Aviation Week and Space Technology magazine about the progress, implementation and results of the FAA's ADS-B program and its progress in improving the quality of radar (sic) services.***

*(This article by Bill Carey reprinted with permission courtesy of Aviation Week and Space Technology magazine, June 15-29, 2020 issue, Victoria Watson, Client Services)*

## FAA Applies Its ‘Preferred’ Surveillance System

January marked a milestone in the FAA’s implementation of automatic dependent surveillance-broadcast, a core program of the agency’s long running NextGen modernization that complements radar with a satellite-based method of tracking aircraft, providing greater overall coverage, better accuracy and higher update rates. As of Jan. 1, the FAA required that aircraft flying in most U.S.-controlled airspace be equipped with transponders that continuously broadcast their GPS-derived position and identity to ground controllers, the function called automatic dependent surveillance-broadcast (ADS-B) Out.



Pandemic delays analysis of ADS-B benefits

Closer separations used in Seattle and Boston

**FAA** initiates space-based ADS-B evaluation

The ADS-B ground infrastructure of 658 nationwide radio sites, owned and operated by L3Harris Technologies for the **FAA**, was completed in 2014. The **FAA** has integrated the system at 24 en route air traffic control (ATC) facilities and 155 terminal radar approach control (Tracon) facilities. In October 2019, the **FAA** said it had started using the surveillance system at

the last two of 155 airports to receive ADS-B: Akron-Canton Airport and Mansfield-Lahm Regional Airport, both in Ohio.

Then this year, the COVID-19 pandemic struck. President Donald Trump declared a national emergency on March 13, and four days later the **FAA** announced the first temporary closure of an ATC facility—the tower at Chicago Midway International Airport—after multiple technicians there tested positive for the coronavirus. The agency listed 50 ATC facilities that have been affected by the virus as of June 1.

The suppression of air travel caused by the pandemic must be considered in gauging the readiness of tens of thousands of aircraft operators for the ADS-B equipage mandate. But the **FAA** says it is

pleased with the levels of compliance thus far, as indicated by the number of “ADS-B aircraft detected.” That figure, tracked by an ADS-B Performance Monitor at the **FAA** Technical Center near Atlantic City, New Jersey, represents the number of aircraft transmitting unique 24-bit International Civil Aviation Organization addresses to ground stations during the past two years.

As of June 1, the **FAA** had detected 126,825 aircraft that comply with ADS-B Out requirements. Of these, 105,247 were general aviation (GA) fixed-wing, experimental and

“

The public health emergency  
is definitely changing our  
environment every day.

”



light-sport aircraft and helicopters; 6,553 were airliners. The balance of 15,025 aircraft were counted as ADS-B-equipped but not revealed to the public by category, including U.S. military and government special-use aircraft, gliders and drones.



Under the equipment mandate, aircraft flying above 18,000 feet must be equipped with 1090ES Mode S extended squitter transponders to broadcast their position; lower-flying aircraft can use either 1090ES or Universal Access Transceivers (UAT) operating at 978 MHz. Of the total ADS-B-compliant aircraft detected, the [FAA](#) says, 99,047 were equipped with 1090ES Mode S transponders, 26,590 with UAT, and 1,188 with both 1090ES and UAT avionics. The [FAA](#) says approximately 100% of airliners are now ADS-B-equipped.

The number of GA aircraft detected (105,247) represents about 69% of the 153,000 GA airplanes, business jets, helicopters, experimental aircraft and light-sport aircraft that flew through ADS-B surveillance airspace before the mandate entered force—an estimate obtained from the Aircraft Owners and Pilots Association.

The sharp decline in air traffic movements because of the coronavirus pandemic skews any evaluation of the promised safety and efficiency benefits of ADS-B, such as the capability the system provides to reduce aircraft separation standards in congested airspace. Nevertheless, the [FAA](#) has forged ahead with what it calls its “preferred” method of surveillance. Data from aircraft broadcasting by ADS-B is fused on controller displays with available information from primary radars, secondary surveillance radars (SSR) and multilateration stations.

“The public health emergency is definitely changing our environment every day,” says the FAA’s surveillance and broadcast services group manager. “The environment is so fluid, we are not drawing any conclusions and are evaluating [the system] over time, but ADS-B is providing support as usual. Our performance has not changed because of the health emergency.” The implementation of the ADS-B surveillance layer has provided the FAA with one benefit it can quantify: the opportunity to assess its existing radar “footprint” and remove radars in overlapping areas where they are no longer



needed. Between fiscal 2020 and 2025, the agency plans to divest 14% of terminal area radars in the National Airspace System (NAS), which it estimates will save \$400 million in operating, maintenance and sustainment costs through 2035.

Most radar sites are collocated primary and SSR facilities, and one or both radar types could be retired depending on a safety analysis. Safety and the ability to provide continuity of air traffic services in the areas served by radars will be “heavily looked at” in decisions to divest radars, an FAA program executive says.

In addition to the ADS-B equipage requirement that entered force in January, this year was also a pivotal year for the FAA’s plan to reduce aircraft separations to 3 nm from 5 nm in the en route airspace, taking advantage of the ADS-B’s once per-second update rate. The FAA has already started applying 3-nm separations in the Boston and Seattle areas, the first two key sites of a planned nationwide expansion of the tighter separation standard over the next two years. Controllers apply the separations at Flight Level 230 (23,000 ft), the point at which air route traffic control centers (ARTCC) hand off aircraft to the Tracons.

Fred



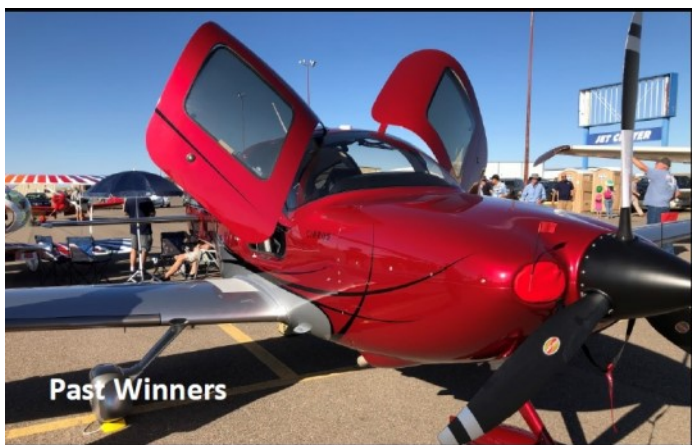
***Don’t come to a safety program by yourself, but don’t just bring your old buddy who always comes with you. Bring someone new, and get your BFF to also bring someone new.***

***We need you to help us expand our audience, to expand our reach, and to expand that ocean of faces.***

***Statistics show that the folks having accidents are the ones who don’t participate in the WINGS or safety programs, so help us reach out to those folks and pull them in.***

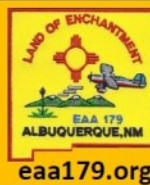
***We never complain when a program runs out of chairs!!!***





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## 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!



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<b>Pilot's Rest Airpark</b>	Paulden	4/25	
Resident: Dave Mansker 818-237-0008			
<b>Ruby Star Airpark</b>	Green Valley	13 / 74	
Mgr: Wendy Magras (520) 477-1534			
<b>Valley of the Eagle (Sampley's) Airpark</b>	Aguila	30	<b>Pat Mindrup - Tinzie Realty</b>
Mgr: Jerry Witsken (928) 685-4859			928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
<b>Skyranch at Carefree</b>	Carefree	20	<b>Erik McCormick - Choice One Properties</b>
Mgr: Tommy Thomason (480) 488-3571			480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
<b>Stellar Air Park</b>	Chandler	95/105	<b>Erik McCormick - Choice One Properties</b>
Mgr: SRUA, Inc. (480) 295-2683			480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
<b>Sun Valley Airpark</b>	Fort Mohave	55/107	
Mgr: Jim Lambert (928) 768-5096			
<b>Thunder Ridge Airpark</b>	Morristown	9/14 (on 160 acres)	<b>Pat Mindrup - Tinzie Realty</b>
John Anderson janderson72j@gmail.com			928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
<b>Triangle Airpark</b>	White Hills	115 acres	
Mgr: Walt Stout (702) 202-9851			
<b>Twin Hawks</b>	Marana	2/40 (4 acre lots) on 155 acres	
Mgr: Tim Blowers (520) 349-7677			
<b>Western Sky</b>	Salome	all 200 acres for sale	
Mgr: Mr. Hauer (877) 285-0662			
<b>Whetstone Airpark</b>	Whetstone	5 / 12	
Mgr: Brian Ulmer (520) 456-0483			



## APA Website

Please visit our website for the latest information.

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

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

Email Stefanie at:

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

## Newsletter Contributors

Article Deadline

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

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

Contact the newsletter editor, Cathy Paradee:

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

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



Stefanie Spencer— Webmaster



*New pilots welcomed!*



*Writers welcomed!*





## 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

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## 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.

