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President's Report

Greetings,

This year has flown by faster than most, pun intended. March seemed like it was about 18 years ago, but at the same time seems like yesterday. While this year's aviation gatherings were definitely not what event planners, organizers, vendors, and attendees had in mind, this year gave rise to grassroots events. Though not nearly as grandiose as Sun 'n' Fun or Airventure, several type club fly-ins, group camping, and other similar events organized entirely through social media have sprung up nationwide. This has made me ponder the worth of the various alphabet group aviation organizations that many of us have supported over the years. After all, the big events are run by them. The more I thought about it, the more convinced I am of each organization's value. While social media groups and knowledge sharing is an incredible



continued next page



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addition to our available resources, the organizations are still the backbone. The national groups such as AOPA, EAA, and the RAF are outstanding at helping to shape legislation in favor of GA flying. BasicMed and the Pilot's Bill of Rights are prime examples of your dues at work. Type clubs are also critical for your continued flying safety and help vendors provide state-of-the-art avionics, repair/replacement parts, and services to your specific aircraft type. They often have tool loan programs and some subject matter experts on hand to answer all sorts of questions. Regional organizations, such as your APA, are valuable for helping shape local legislation, working with land managers for airport access and restoration, ensuring GA has a voice in airspace use discussions, and for local social events. Airport pilot associations allow pilots to have a unified voice at their airport for local concerns and rules. Most of us won't bat an eye at heading out for a hamburger that eventually costs more than all of these dues combined. If you're not a member of each of these organizations, I highly recommend you join and support them. If you already belong, please consider volunteering within them.

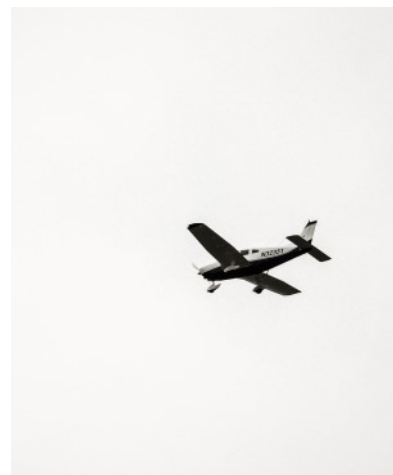
With that awkward segue, APA has several volunteer opportunities coming this year. We've been working hard behind the scenes to open a new airstrip and to upgrade another. APA and the land managers at the Forepaugh airstrip near Wickenburg are close to an agreement to open the strip. While it is not yet open, we have made some great progress for use as an airstrip again. This means we'll soon be mobilizing several large work parties to clear and improve the runway to provide safe access. Over the next couple of years, we plan to work with other groups to renovate some of the historic structures on the field. This is an exciting opportunity for us all.

We are also going to be doing some upkeep and erosion control at Grapevine that will require considerable volunteer effort this fall and winter. Please consider volunteering to help at one or both of these significant undertakings. For those not into manual labor, we are also looking for other volunteer positions such as hospitality coordinators, thank you card writers, event hosts, social media support, and many others to help effectively reach more pilots to support the APA's mission. Please email Stef at stef@azpilots.org if you are able to help us even with just a couple of hours per month.

Lastly, but perhaps most importantly, our scholarship program has already started up for this year. Last year, we awarded eight deserving youth scholarships totaling \$20,000 to pursue a career in aviation. We've been following up and reporting on them over the past several months. Some have already completed their private pilot licenses and are well on their way. This year, our program is even more meaningful. Many aviation career paths have been impacted by COVID and the uncertainty it brought along. We want to attract the brightest people into aviation and we need your help to do it. This is a core APA program that supports Arizona's aviation enthusiasts and I'm asking you to consider [donating](#) to it. If you know of a deserving student considering aviation, point them to the APA website for the application. <https://azpilots.org/pilot-info/scholarship-program>

Blue Skies,

Brian



Executive Director's Report

Jim Timm — October 2020

On the last few flights, I haven't seen many bugs on the airplane. In fact, last week's flight didn't produce a single bug on the windshield, it's amazing. Apparently, fall must be trying to arrive because when the early morning flights end, it's still comfortable out, and except for the wind the other weekend, flying has been smooth and very comfortable. I can't wait to see the fall and winter flying weather get here. Let's go flying and enjoy what we have!

Because of the present pandemic, this month's report may be short, but on a positive note, all the usual meetings are continuing, either as a teleconference or a video conference meeting. No more spending time driving to meetings, and the meetings are just as productive as before.



PILOT-CONTROLLER COMMUNICATIONS

It seems that runway incursions have been on the rise lately. Some of them may be attributed to pilot inattention or not understanding runway/taxiway markings. Several recent Runway Incursions have been attributed to communications. The most important concept in pilot-controller communications is understanding each other. Pilots must acknowledge each radio communication with Air Traffic Control (ATC) by using the appropriate aircraft call sign and confirming all hold short instructions. Brevity is important, and transmissions should be as concise as possible, while still ensuring that the controller understands what you want to do. Also, you must understand exactly what ATC wants you to do. If you don't understand an ATC request, don't hesitate to make a request to repeat. The Aeronautical Information Manual's Pilot/Controller Glossary can help you learn what certain words or phrases mean. Good phraseology enhances safety and is the mark of a professional pilot. Jargon, chatter, and "CB" slang have no place in ATC communications.

Here are some general tips for good aviation radio technique:

- Listen before you transmit. Except for a few situations where some frequency overlap occurs, if you hear someone else talking, attempting to transmit will be futile. You will probably jam ("step on") someone else's attempt to transmit, causing a need to repeat the call. If you have just changed frequencies, first pause and then listen to make sure the frequency is clear. Besides, a "stepped on" transmission is frustrating for both the controller and pilot, and it could even be hazardous.
- Think before keying your transmitter. Know what



you want to say and, if it is lengthy, (e.g., a flight plan or IFR position report), jot it down so you do not waste transmission time trying to remember what you need to say.

“

If you don't understand an ATC request, don't hesitate to make a request to repeat.

”

- Position the microphone very close to your lips. After pressing the mic button, a slight pause may be necessary to be sure that the first word is transmitted. Speak in a normal conversational tone.
- Be patient. When you release the transmit button, wait a few seconds before calling again. The controller may be jotting down your number, looking for your flight plan, transmitting on a different frequency, or selecting the transmitter to your frequency.
- Be alert to the sounds, or lack of sounds, in your receiver. Check your volume, recheck your frequency, and make sure your microphone is not stuck in the transmit position. Frequency blockage can occur for extended periods due to unintentional transmitter operation. This type of interference is commonly referred to as "stuck mic," and controllers may refer to it in this manner when attempting to assign an alternate frequency.

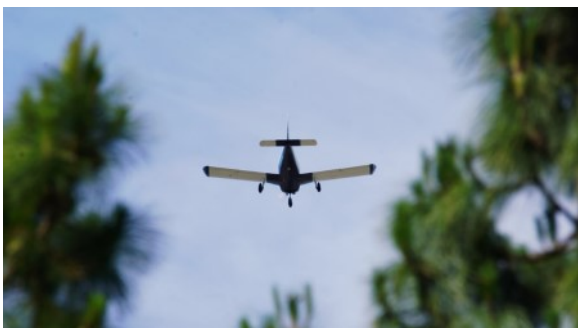
Unfortunately, some pilots are reluctant to talk to ATC. If you are one of these pilots, make it a point to either talk to a Flight Service facility or a "low activity" airport control tower on each flight you make to become more confident in using your radio, because the airspace we fly in is becoming more complex with each passing year. So in the meantime, let's go flying and try all this out, and fly safely.

MISCELLANEOUS ITEMS

FAA

Because of the diversity of aviation activity on the airport, and the increasing number of close encounters of the wrong kind, the City of Marana is actively seeking to get a contract control tower for Marana Municipal Airport. In December they were approved for participation in the FAA Contract Tower Program, which is step one in the process. They are working and planning to get a tower by 2024.

Since the virus pandemic struck, it appears the FAA has loosened its purse strings and has made grants available to several airports in Arizona. Payson submitted a loan request for lighting, and the FAA denied the loan request but instead offered a grant for the project. Four other airports in the state are destined to receive a total of \$31.3 million in funding for projects ranging from apron reconstruction to weather-reporting equipment. The FAA is making this investment across the nation to improve the nation's airport infrastructure, enhance safety, and strengthen growth in the local communities.





AIRSPACE

As you are aware, the forest fire season is still ongoing, so watch out for fire TFRs. The election season has less than one more month to go, and VIPs are coming to Arizona, so watch out for and be very vigilant around political VIP TFRs. Remember, these are established by the Secret Service AND NOT THE FAA. “Busting” one can be a very serious problem, with a USAF fighter escort to a guaranteed discussion with the Secret Service, not the FAA. Don’t be like the

guy in New Jersey, flying an RV-7, who busted a presidential TFR, and when the scrambled Fighter Jets couldn’t raise him on the radio, the flares released helped him find the correct frequency, then he was escorted to a nearby airport where his bad day no doubt got even worse. So, please be wary.

Yes, in this last reporting period we have again received last minute notices of GPS interference testing being conducted that could impact us in Arizona. Remember, if you get an unexplained interruption of GPS signal lasting for a few minutes that you can’t explain, notify the nearest FAA controlling facility and advise them of the time, altitude, and location of the interruption. It may not actually be a problem with your GPS system.

SAFETY

Be sure to use extra caution after flying into Casa Grande Municipal Airport (CGZ) as the Boeing company is using the airport as a base for conducting tests on the Boeing CH47 Chinook helicopter. When taxiing on the ramp, be cautious of these helicopters due to the downwash from them when they’re operating could be devastating. While testing is in progress, there may be a chase helicopter present, and they will provide safe operating information on the CTAF frequency when a Chinook is operating on the ramp. This is fortunate because the light aircraft operations are a bit higher than normal lately because CGZ presently has the lowest fuel prices in the area.

For those of you that are flying an Aviat Husky, I hope you are aware of an Airworthiness Directive (AD) that has been issued on several models of the airplane regarding the horizontal stabilizer support assembly and stabilizer support tube. Apparently, there have been a number of aircraft that have had failures of both assemblies resulting in the departure of the stabilizer and loss of airplane control. Contact the Aviat company or your Husky dealer for details and corrective action ASAP.

Aviation safety in this past reporting period was not too bad because there were only four accident reports issued by the NTSB, and none of them involved fatalities. Two of the accidents were complete with preliminary reports being published; however, the other two accidents didn’t have their preliminary reports released. For one of these accidents, I did find an Aviation Safety Network description, and it’s included in this month’s accident summary. The details of the four accidents are contained in my October Accident Summary. Please continue to fly safely.

Please remember, not all aircraft flying in your airspace may be required to have an operating ADS-B out. Don’t bury your head in the cockpit or rely solely on your ADS-B



system to tell you who is out there with you. Always keep your eyes open and be alert.

CONSTRUCTION

With funding made available from the FAA, many airports around the state have construction projects in progress or planned to start. Unfortunately, we don't have the latest details on all these projects, so always check for NOTAMs at your destination airport to see what may be happening, and when you do get there, always use caution. Always fly informed.

APA is actively working with several airports around the state assisting with the updating of their Airport Master Plans, thus providing the pilot and aircraft owner's perspective in the process. 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 in the Master Plan update process. Chandler Municipal Airport will be having its last update meeting on *October 28*, and the final updated Airport Master Plan should be submitted to the FAA for approval before the end of the year.

THINGS TO DO - PLACES TO FLY FOR BREAKFAST:

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

- The fly-in breakfast at Coolidge Municipal Airport (P08), is on the first Saturday of the month, and the Breakfast season is scheduled to restart in October.
- The Falcon Field EAA Warbirds Squadron fly-in breakfast and car show is on the third Saturday of the month, and their breakfasts are scheduled to restart on October 17, 2020.
- Grapevine is open full time, but the third Saturday of each month is *USUALLY* a special time for a group camp dinner on Saturday evening. The October fly-in has been **CANCELED** due to extreme fire conditions. ***Always check for TFRs because Grapevine, which lies within a National Forest, is heavily used by the Forest Service for fighting wildfires.***
- The City of Casa Grande is planning on refurbishing the food service area in their Airport terminal area formally occupied by the Foxtrot Cafe and will be issuing a request-for-quote for someone to provide food handling services at the airport. Hopefully, the Casa Grande Airport will again have a fly-in breakfast available soon.



- The second Saturday of the month is still open, so can anyone suggest a restaurant that would be willing to have a fly-in breakfast to fill that slot?

Check the 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

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On our website you can find:

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



October Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of aviation accidents that have occurred in Arizona from late August through late September. 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.

For the past reporting period the aviation safety really wasn't too bad in that there were only four accidents reported by the NTSB, and fortunately, none of them were serious from a personal injury standpoint. Two of the accident reports were complete with preliminary reports, and two didn't have their preliminary accident reports released for review. Fortunately, I did find an Aviation Safety Network report on one of the two accidents, however, and included it in this report.

THE FOLLOWING REPORTS WERE ISSUED IN THE PAST REPORTING PERIOD

Accident Date: **August 18, 2020**
Preliminary Report: September 22, 2020
Title 14 CFR Part 91
Location: Phoenix
Aircraft Type: Cessna 172
Injuries: 2 Uninjured

HARD LANDING

The pilot receiving instruction reported that, while practicing a short field landing, he misjudged the touch down location, flared early, and the airplane landed hard. The flight instructor reported that he warned the pilot to maintain his pitch attitude, but he continued to flare and the airplane landed hard. The airplane sustained substantial damage to the fuselage aft of the nose wheel.

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

Accident Date: **August 28, 2020**
Preliminary Report: September 3, 2020
Title 14 CFR Part 91 (Skydiving Operation)
Location: Grand Canyon
Aircraft Type: Cessna TU206
Injuries: 1 Minor Injury

INFLIGHT LOSS OF POWER, OFF AIRPORT LANDING

On August 28, 2020, about 1100 MST, a Cessna TU206B was substantially damaged when it was involved in an accident near Grand Canyon Airport. The pilot sustained a minor injury, and the airplane was being operated as an air drop flight.

In a telephone conversation with a National Transportation Safety Board aviation accident investigator, the pilot reported that while on the left downwind to land on runway 21 at the Grand Canyon Airport, he was cleared to land and started to configure the airplane. He opened the cowl flaps, fuel mixture was full rich, and the propeller was full forward. The pilot stated that it was when he was abeam the approach end of the runway that a total loss of engine power occurred. He switched fuel tanks from right to left, turned on the electric fuel pump, and attempted to restart the engine, but to no avail. Concerned that he would not make the runway, he elected to land on a highway, which is adjacent to the east of the airport. During the landing roll the right wing impacted a pole, which resulted in the airplane nosing over and coming to rest inverted. The pilot also mentioned that two trips prior to the accident flight, he added 29 gallons of fuel. Subsequent to having egressed the airplane, he observed fuel leaking from both tanks.

Accident Date: **September 7, 2020**
Preliminary Report: September 15, 2020
Title 14 CFR Part 91
Location: Whitmore (Grand Canyon Bar Ten Airstrip 1Z1)
Aircraft Type: Cessna 208 Caravan
Injuries: 8 Uninjured

LOSS OF CONTROL LANDING

The NTSB Preliminary Report Was Not Released For Review.

Per an Aviation Safety Network report:

The aircraft experienced a loss of directional control and subsequent runway excursion upon landing at Grand Canyon Bar Ten Airstrip (1Z1),

Whitmore, Arizona. The airplane sustained unreported damage upon impact with rocks and a berm. The pilot and seven passengers onboard the aircraft were not injured.

Accident Date: **September 19, 2020**
Preliminary Report: September 23, 2020
Title 14 CFR Part 91
Location: Somerton
Type: Air Tractor AT402
Injuries: UNK

The NTSB Preliminary Report Was Not Released For Review

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

newsletter@azpilots.org

A Few Words About Safety

Denny Granquist

“

“Debriefing the flight in your mind should include evaluating the plan, the pilot, and the airplane. Be willing to make improvements.”

“Flying with other pilots is always a check ride.”

”

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GAJSC



General Aviation Joint Steering Committee

Do Not Issue - Do Not Fly

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: October 2019

Topic: Do not Issue—Do not Fly

The FAA and industry will conduct a public education campaign emphasizing the best practices for determining whether medications prescribed for or acquired over-the-counter (OTC) by pilots are hazardous to flight operations.

Background:

Several studies published by the FAA Toxicology Laboratory on toxicology samples of deceased pilots indicated the presence of illicit drugs, and prescription or over-the-counter medications in 42% of subjects tested. While NTSB and FAA have not necessarily cited drug or medication use as a causal factor in these accidents; the magnitude of these findings poses two questions. Have the drugs found in recent investigations, diminished pilots ability to safely conduct flight operations? Have the medical conditions requiring use of those drugs compromised pilots ability to fly safely? It may be impossible to say after the fact to what extent a drug compromised a pilot's capability but it's safe to say that a consultation with one's Aviation Medical Examiner (AME) is a good idea before flying while using any drug.



Teaching Points:

- 42% of pilots in fatal crashes had some sort of drug/medication in their systems during the flight.
- Some of these medications carry very specific warnings against operating machinery or motor vehicles or performing tasks requiring alertness. Flying certainly is included, even in a glider or hot-air balloon.

- Illicit drugs always impair human performance.
- Healthcare providers may prescribe drugs that could compromise pilots' abilities – especially if the doctor is not aware that the patient is a pilot.
- Combinations of prescription and OTC medications can be particularly dangerous. Pilots should consult their AME before taking a combination of medications.
- AMEs are trained to advise pilots on negative and positive effects of drugs with respect to aviation.
- Pilots must truthfully report all medical conditions and drug use on their medical application forms and should consult their AME with respect to all medical conditions and drug use before flight.

Drug Facts	
Therapeutic substance in drug	Active ingredient (in each tablet) Chlorpheniramine maleate 2 mg
	Purpose Antihistamine
	Uses temporarily relieves these symptoms due to hay fever or other upper respiratory allergies: ■ sneezing ■ runny nose ■ itchy, watery eyes ■ itchy throat
When not to use this drug, when to stop taking it, when to see a doctor, and possible side effects	Warnings Ask a doctor before use if you have ■ glaucoma ■ a breathing problem such as emphysema or chronic bronchitis ■ trouble urinating due to an enlarged prostate gland Ask a doctor or pharmacist before use if you are taking tranquilizers or sedatives When using this product ■ You may get drowsy ■ Avoid alcoholic drinks ■ Alcohol, sedatives, and tranquilizers may increase drowsiness ■ Be careful when driving a motor vehicle or operating machinery ■ Excitability may occur, especially in children If pregnant or breastfeeding, ask a health professional before use. Keep out of reach of children. In case of overdose, get medical help or contact a Poison Control Center right away.
More information on how to store the drug	Directions Adults and children 12 years and over Take 2 tablets every 4 to 6 hours; not more than 12 tablets in 24 hours Children 6 years to under 12 years Take 1 tablet every 4 to 6 hours; not more than 6 tablets in 24 hours Children under 6 years Ask a doctor
	Other information Store at 20-25° C (68-77° F) ■ Protect from excessive moisture
	Inactive ingredients D&C yellow no. 10, lactose, magnesium stearate, microcrystalline cellulose, pregelatinized starch
	Product type
	Symptoms or diseases the drug treats
	Read carefully: how much to take, how often to take it, and when to stop taking it
	Other things in the drug, such as colors or flavorings

References:

- *Pilots and Medication Power Point and Presentation Notes*
- [Guide for Aviation Medical Examiners](#)

DOWNLOADS: [PowerPoint Presentation Slides...](#)

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Featured

The Webs We Weave

by Andrew Vogeney

I'm delighted to see that folks haven't abandoned Halloween this year. It's one of my favorite holidays and I love seeing the creative decorations that always pop up during "spooky season." I wasn't as delighted to encounter a few spider webs while cleaning out my hangar last weekend. But it got me thinking about a flying analogy.

Many of us base our plane at, or rent from, a single airport. If we drew a line between every takeoff and landing, I'm inclined to believe most people would create a "web" that stretched only so far from home base... perhaps a few hundred miles in various directions, with an occasional straggler further out. Sadly, many probably only draw a few – or maybe only one – of these flying webs through their leisure flying career.

Running with this analogy, I reflected on how lucky I've been to have drawn three of these airplane webs in the decade and a half I've been flying. Most of my flying has originated from the Phoenix area since I've owned my plane. Having rented

from Goodyear and subsequently hangered in Deer Valley, my web spun mostly to the north, west and south. Scenic flights to Sedona and Payson were the highlights of visits with friends and family. Flying over Sky Harbor for cheap fuel on the south side of town, breakfast in Tucson or to practice instrument approaches at Casa Grande accounted for many hours. And the farther stretches of my web extended into California with trips to Disney, the beach, and to visit a controller friend one time in Bakersfield.

I have a chance to spin a new web as I now spend much of my time in Chicago. Last year I was based at Chicago Executive (KPWK). Due to the proximity to O'Hare, flights that didn't necessitate a specific destination end up being to the north. Over the course of many months I had fewer than five pleasure flights – going to Milwaukee with a co-worker for dinner, up to Burlington for cheap gas (and some grass runway landings), and of course the scenic lake-front/city skyline tour which never gets old. All the other flights counted toward my instrument



Niagara Falls



Uncle John's Cider Mill

training, but nevertheless made their mark.

This year I've found my hangar home (full of *real* spider webs) at DuPage (KDPa), now a 90-minute traffic jam across to the west side of town. This location makes trips to other parts of Illinois and parts west more appealing. Notable trips this year included a grass "farm" landing at Uncle John's Cider Mill (add this to your fall bucket list) and back east to Long Island, New York, where my skyward adventures all began.

I've long wanted to take my 182 to Long Island and relive some of my experiences from my training days. Boy was my web small back then! I logged very few landings beside those at

Brookhaven (KHWV) where I trained in 152s. It's crazy to think we flew too slow to warrant many ventures into nearby Gabreski (KFOK) or Islip McArthur (KISP) where we'd sometimes get a glimpse of a Southwest plane landing before us.

The ability to take this trip was a silver lining of COVID, and our trip back to Long Island was nostalgic. I got to overfly Calverton where I worked catching tandem skydivers the summer before my senior year of high school, Spadaro Airport which is sadly permanently closed, and land back at Gabreski to a warm family welcome. I got to give a friend from Arizona a nice scenic flight while regaining my instrument currency through East Hampton, Montauk and Block Island. In my years living in New York I never made it this far east by airplane!

Leaving Westhampton on an IFR flight plan I got to say "New York Departure" just the way the folks at New York Departure say it. Long Island was mostly hidden under the low overcast layer on our way out as I began connecting that first, small Long Island web to the one I'm currently working on in Chicago. Along the way, the strands extended to Provincetown, Portland and Eastport, Maine (checking off the furthest east airport in the US), Burlington, Syracuse, Niagara Falls (bucket list for sure, but only by air), Columbus, Portland (Indiana this time), and Muncie. There were a few stops along the way – some more notable than others, some worth stopping at, and some which will be avoided if possible the next time!

A lot has changed since 2005. Returning to flying after a few years off, and doing so in hot, mountainous Phoenix, was a huge learning curve. Flying an unfamiliar plane to California and twice struggling to find airports that blended into their surroundings was also not easy the first few times around. Taking a brand new (to me) 182 home from Oklahoma would have been terrifying without Tommy in the right seat. The combination of Foreflight, good avionics



*Eastport, Maine (KEPM) - Easternmost Airport in the US
(with Canada in the distance)*

and an instrument rating have given me the confidence to stretch myself to the corners of my comfort zone and the corners of this country. And yes, I'm always looking outside for safety and for scenery.

Becoming comfortable with your local flying area is important, especially if it's new to you. Finding ways to stretch that comfort zone is hugely rewarding, and my Halloween wish to you is that the only web you get stuck in this year is a metaphorical flying one just like mine.

Andrew



Provincetown



Carving and Photo by Stefanie Spencer

MEMBERS' PHOTO CORNER

Thank you to Steve Thompson for this month's photo

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



Taken at KPSO, Stevens Field, Pagosa Springs, Colorado, at daybreak

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~ Scholarship Corner ~

by Chris Nugent

As this edition of the newsletter goes to “print” the next APA scholarship cycle is in full swing, and we are looking forward to seeing the same number of outstanding applications as we did in 2019. While our overall goals and approach for managing the scholarship program have not changed, we have made what may seem like a minor change in the process by transitioning to an online application tool. In past years we have used a PDF-based application that required both the applicant and the scholarship committee to manage a lot of paper. Said a little differently, we killed a lot of trees and spent a lot of non-value-added time ensuring that we had the right documents for each applicant.

To make life easier, Andrew Vogeney, the “idea guy” on the scholarship committee, spent some time developing a Google Forms tool that would allow the applicants to complete the application and submit documents like the cover letter and recommendation letters online. It works great, and I compare it to the transition from paper charts to ForeFlight!

I would encourage those of you that may be talking to students about the APA scholarship program to visit azpilots.org and check out the [Scholarship Program page](#). Although the general format of the page has not changed, there are a few important items to note:

Submission Deadline – Based on all the difficulties in getting both high school and college classes up and running this year, we have extended the submission deadline to November 15, 2020.

Scholarship Application – The application link will now take you directly to the online application form for completion and uploading of required documents. This eliminates the need to scan and email the application and supporting documents.

As with any new process there will be questions, so I would encourage any applicant that encounters issues to reach out to us at scholarships@azpilots.org for help. We want to ensure that every application is submitted successfully.

In addition to rolling out the new application process, we are busy doing scholarship program information sessions with the schools and colleges via Google Meet, Zoom, and WebEx. The online sessions have worked well so far and have allowed us to reach a broader audience at the schools since it's easier to schedule multiple sessions. We will also be trying something new this year by conducting an open scholarship information

If you have a moment and are so inclined, consider visiting the AZ Pilots Website and making a donation toward our scholarship program. Your donation goes a long way for these kids, and helps ensure the sky will be filled with the “tiny planes” for years to come.



session in mid-October for the membership and anyone else interested in learning about the program. Keep an eye on the APA website and Facebook page for additional information and scheduling.

Before closing, I wanted to provide you another update on one of our 2020 scholarship winners, Michael Swift, from Yuma. It was just last month that we reported that Michael had completed his first solo and I am now happy to report that he successfully completed his Private Pilot checkride in September. He certainly didn't let any grass grow under his feet as he just started his training in June!



As always, thank you for your generosity and support for scholarship program. Your donations, large and small, help APA fulfill our mission of building the next generation of Arizona aviators.

Stay healthy and fly safe.

Chris



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MEMBERS' PHOTO CORNER

Thank you to Denny Granquist for this month's photo
Where will you go next? Send your photos to newsletter@azpilots.org!



Super Cub with tundra tires landing off airport to include sandbars in the Susitna River

CLASSIFIEDS

Wanted: Cessna 177/182—First time Owner!

Looking for Price:\$ 75,000

Email: Jason Lewis at jason@ecospace.com



Buying an Airplane

By Howard Deevers

Not every pilot owns an airplane. Not every person with a driver's license owns a car for that matter. You don't have to own a car to have a driver's license, and you don't have to own an airplane to have a pilot's license. Probably in both cases, it is likely that the license holder would like to own an airplane or a car.

There are other ways to fly if you have a pilot's license: you can rent a plane or you can belong to a flying club and have access to their planes. I know that you can rent a car as well, but I don't know of any car clubs that allow multiple members to have use of a car. Maybe I have just never run across that.

I belonged to a flying club even before I got my pilot's license. I was working toward getting my license and found the club a great resource to learn about aviation. I think that I was the only member that did not have a license at that time. After I passed my Private Pilot checkride, I had to take a checkride with the club instructor in the club owned Cessna 150, even though it was identical to the one I had been training in at another airport with my instructor. Club rules. My instructor encouraged me to buy my own airplane. I told him that I was not ready for that, and the club had 4 airplanes (a Cessna 150, a Cherokee 140, a Cessna 172, and a Cherokee 180). Getting experience in each of those airplanes would keep me busy for a while.

After about two years in the club, the members decided it was time to sell the Cherokee 180 and move into a newer Piper Archer. A search committee was formed, and I volunteered to be on that committee. The other members had been through selling an airplane and buying a replacement before, so I benefited from their experiences. One of the first things I learned from the members was how to read the advertisements for used airplanes. We had subscriptions to all of the ad sources for planes.

First, I was surprised at how quickly the Cherokee 180 was sold, and it sold at the asking price. With that money, and the money in the reserve fund, the club had the cash to purchase a *newer* airplane outright with no need for a loan. The club wanted an IFR capable Archer with about 1,000 hours total time, including the engine, and good radios, and an autopilot. Color didn't matter. Now was the time to learn to read the ads. Planes would be advertised with 2,000 hours on the plane including the engine.





That would mean that the club would be involved with an engine overhaul very soon if we bought that plane. Other planes would have good avionics, but no autopilot.

The next thing I learned is that there is very little negotiation on prices, unlike buying a used car. When buying a used car from a dealer, there is usually a trade-in value, and then you negotiate the final price. It is unusual to have an airplane to trade in with a dealer, and individual owners selling a plane are not interested in that at all.

Many of the ads you will read will have a statement that the plane has a “fresh annual,” or “annual one month ago.” Even with that, it is a good idea for the purchaser to pay for a pre-buy inspection. That may cost you a few hundred dollars, but a good AI may uncover items in the logbooks or other mechanical issues, that would cost you many thousands of dollars later.

Another advantage of being on the club search committee was that I got to test fly some of the prospective aircraft that the club was looking for. There was an Archer in York, Pennsylvania, that seemed to be what the club was looking for, and since I was on a business trip close to York, the club search committee asked me to check it out. I flew with the broker that was selling the plane. Although I was still pretty “green” at airplane purchasing, I was able to write a report on the plane. Ultimately, they elected another Archer that was located out of state with just a few more features that the club wanted. The Archer quickly became my favorite plane to fly in the club. The Archer and the Cessna 172 were IFR equipped and I flew them IFR after passing my checkride.

A few years later I decided to search for my own airplane. I made up a list of things I wanted in an airplane and decided on a budget. Not so strange that my budget was totally insufficient for the list of wants that I had made up. My experience on the search committee sure did come in handy as I read many airplane ads from every possible source. I had made friends with several mechanics that did work for the clubs, and they knew that I was looking for an airplane. After about a year of searching, a mechanic friend in Beaver, Pennsylvania, called to let me know about a Piper Cherokee that was on the field, and he had been doing the annuals on it for several years. The owners were moving into a larger airplane. It fit my budget and had all of the things I wanted in the panel and for an engine. I bought it. The ownership adventure had begun!

There are books written about how to buy just about anything. If you have the money to buy a new airplane, you still need to do your research to get the plane you want at a price you are willing to pay. As we all know, new aircraft sales dropped after the 70's, and many makers have gone out of business, but their used models are still around. The used airplane market is still strong, and since new models are outside of the budget of most of us, used airplanes have gone up in value. Years ago we were



more interested in the engine in front of the plane. Now we are just as interested in the electronics in the panel, and that may constitute a large part of the value of the plane.

If airplane ownership is in your dreams, then do your best and get into the ownership club. An airplane will take you to places that you may not have ever traveled to before, and you will meet people that you would likely never know without an airplane. I wish you well, and I'll be looking for you at the airport!

Don't forget that the ARIZONA PILOTS ASSOCIATION has many fly-in events, and you will enjoy meeting other pilots. No matter if you own, rent, belong to a club, or partnership, or just fly with a friend, APA would love you have you enjoy the events. It doesn't matter what you are flying, just get out there and do it.



Howard



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.

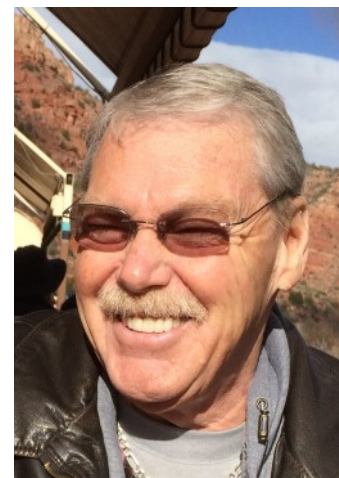
We need you to help us expand our audience, to expand our reach, and to expand that ocean of faces.

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!!!



GAARMS REPORT OCTOBER 2020 By Fred Gibbs



2020 TO DATE:

As of the date I wrote this article, there has been no change in the NTSB's report of fatal accidents here in Arizona. The NTSB report, show here, lists those five fatal accidents, describing five fatalities (of which four were pilots) and three serious injuries (one pilot and 2 passengers). A recap of those accidents are as follows:

(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 07/28/2020	Preliminary Report PDF HTML	07/07/2020	Payson, AZ	BELL UH1H	N623PB	WPR20LA211	Fatal(1)	
Preliminary 07/08/2020	Preliminary Report PDF HTML	06/09/2020	Safford, AZ	Vans WILSON RV4	N173CW	WPR20LA176	Fatal(1)	
Preliminary 07/08/2020	Preliminary Report PDF HTML	06/09/2020	Maricopa, AZ	Zenair CH601	N6402X	WPR20LA177	Fatal(1)	
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)	

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Page size: 10

5 items in 1 pages

Two of the accidents occurred during June, ironically both the same day, and both were experimental home-built aircraft. A Zenair CH601 departed Deer Valley en route 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.

Two of the other accidents involved helicopters, one near Mesa the other near Payson. Both were Bell UH-1H's. The crash near Mesa was apparently caused by the loss of the tail rotor, while the second helicopter was assisting in firefighting efforts, using a long line to lift/transport supplies to a hotshot crew. On the fourth lift, things went drastically wrong and the helicopter crashed.

The fifth crash was a Piper PA-28 on a personal cross country flight from Falcon Field to Payson and back. The pilot stated in an interview that after a flight earlier that morning, he departed from

Falcon Field Airport (FFZ), Mesa, Arizona, en route to Payson. He landed in Payson, refueled, and departed for the return flight back to FFZ. During the return flight, the pilot decided to fly over the mountains southwest of their position. He stated that he flew about 1,000 ft above ground level (AGL) over the mountains, while the passengers were spotting wildlife on the terrain below. The pilot stated the airplane was running well and doesn't remember anything else until waking up in a small creek at the accident site.

FOR INFORMATION ON ALL ACCIDENTS/INCIDENTS THAT OCCURRED LAST MONTH, REFER TO JIM TIMM'S ACCIDENT SUMMARY.

Enjoy flying 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.

Another great way to escape and help your fellow human beings is to volunteer to fly for organizations moving PPE and other much needed supplies. Flights for Life, Angel Flight, or simply local efforts (like APA), are always looking for volunteers to help deliver supplies and you might possibly be able to write off your fuel as a donation.

So do your good deed for the day, but don't forget your mask...



Fred's Perspective...

OK, so picture yourself trying to find the aircraft broker's office at the Lexington airport in Lexington, Kentucky. Thank goodness for Uber and GPS. So there we were at 0800 on the dot to pick up a pristine turbo Cessna 182 that my friend and freshly minted private pilot – *let's call him Doc* - had just purchased. It's a really nice C182T, fresh annual plus a pre-purchase inspection, fresh IFR certification, full oxygen and full tanks (80 gallons), full IFR G1000 panel, autopilot, lots of bells and whistles, ADS-B in and out, air bag-style seat belts and shoulder harnesses, Rosen visors, a beautiful leather interior, and a great paint job. All we had to do was “kick the tires and light the fire” and head home to Flagstaff, with just one minor issue. My newly minted private pilot/new owner Doc had NOT one hour of



complex airplane time, NOT one hour in a C182, NOT one hour of turbo time, nor any experience whatsoever (except for some YouTube videos) on how to operate the G1000 glass panel. My job was to teach Doc both how to fly the Turbo 182 and learn the basic operation of the G1000 during our flight back home. We had allowed 3 days to do lots of flying, and if the weather were to cooperate, possibly some mountain flying in Colorado.

We started by spending almost an hour on the ground going over checklists, equipment, controls, G1000 basics, engine operation, speeds and power settings, and basic navigation set up for the first leg. First stop out of Lexington (KLEX) would be Spirit of St. Louis airport (KSUS) about a 2 – 2 ½ hr flight in clear skies and unlimited visibility, light winds aloft, and a smooth ride. And, oh yeah, NO autopilot – YET! I had Doc check the (paper) sectional chart for any airspace issues for a direct flight to KSUS – there were none – and we did a basic direct flight plan in the G1000, choosing to cruise up at 12,500 ft. with a plan to use flight following the entire way. By 1500 Zulu, we lifted off and were on our way. Doc trained in a C172 and was surprised by the heavy feel of the Turbo 182, but definitely impressed with the performance on climb out. We turned on course, climbed to 12,500 ft., leveled off, trimmed it out, re-set the power per the checklist/performance charts, and it flew beautifully. 2 ½ hours later we landed at KSUS. Doc's first try at landing the Turbo 182 and his first lesson on checklists before landing, as well as tips on the landing process, went OK, but he discovered it is NOT a C172!



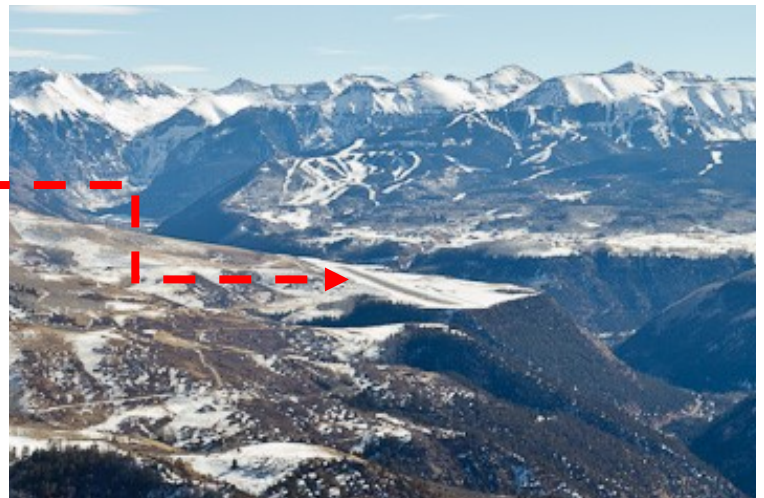
With the aircraft full of fuel, us with empty “tanks” and fresh in-flight refreshments, we departed on the 2nd leg, St. Louis, Missouri, to Hill City, Kansas, another 2 hour flight. However, on this leg, we had to program the G1000 to detour around some restricted airspace, so Doc got his first lesson in programming a flight plan into the G1000 by having to input several VORs for us to navigate on to avoid that airspace. With that done, we were on our way. Doc picked up the power settings procedures very quickly, and had us at 12,500 ft all set up for cruise. He was picking up the flying very quickly, and starting to grasp the G1000 PFD basics, although the multitude of data and pages within the G1000 MFD was still mind boggling. On this leg, I introduced the autopilot. Its operation is very intuitive, and he picked that up very quickly. We used it on this leg to relieve some of the workload to spend time on some other stuff, like re-programming the flight plan (entering/deleting waypoints, etc.), tuning into different VORs, how the G1000 displays the different VORs versus the GPS, and autopilot operations (HDG vs NAV, changing between HDG vs NAV, changing and capturing altitudes, and finding information in the MFD).

In just over 2 hours we were refueling at Hill City, Kansas, a small airport with only self-serve gas and NOT a single airplane in sight at the airport! 30 gallons and 30 minutes later we were airborne on our way to the Denver-Centennial Airport (KAPA), our planned stop for the night. Again, Doc



did a good job of flying, but still not yet solid on the process for engine management. We would work on flow the next day. We programmed a direct route into KAPA, planning to get clearance through the Class B airspace into KAPA, when Denver Center threw out our first challenge: they were too busy to work us and told us to remain clear of the Class Bravo. That should have been a no-brainer, but the G1000 moving map display in the MFD did NOT display the class Bravo shelf bases, and we did not have a Denver TAC chart! Our solution was to simply fly at 1500 ft above KAPA airport elevation all the way in. That actually worked quite well, but it required a lot of looking out the window for traffic at KAPA. The tower had us enter the pattern on a 3 mile right base to 35 Right. We landed with no issues other than Doc made a crummy landing due to overload at the moment. We taxied into the FBO and shut down. That ended a 6.5 hour day of flying and we needed a night to let all that learning sink in our grey matter. We also hit one of the best steak houses in Denver, and over a drink (or two), discussed the day's accomplishments and boo-boo's.

A check on the next day's forecasts determined we could do the Rocky Mountain trip, clear and unlimited visibility with winds aloft forecasted to be less than 14 knots below 18,000 ft. We discussed all the planning that would be needed to do such a flight, including going over some very high mountains and possibly climbing up to 13,500 for a brief period of time to get over some ridges. That brought us into a discussion of oxygen requirements and power settings, navigation, and terrain clearances. We also discussed the routing we would need to make this leg of the mountain flying flight: Denver-Centennial Airport west-bound to Eagle, then over the high terrain to Aspen, then to Grand Junction for a fuel stop, then off to **Telluride**, (follow the arrow) Montrose, and Durango, CO, then to Farmington, NM, Chinle, AZ and on into Flagstaff. This would be a challenging trip and a great introduction to mountain flying and some of the most challenging and dangerous airports in the country. Doc was about to get a great flying lesson tomorrow...



Tune in to the November issue to see how this all ended!

Fred's Fractured Factoid...

Do you know why there is no aircraft registered in the U. S. using the registration of N16020 and that you cannot even request that N number?

Answer: *It was the registration of Amelia Earhart's aircraft and at the request of the Ninety Nine's, it has been permanently retired by the FAA.*

If you see a line of big yellow circles painted across a runway, what's that mean?

Answer: *The line of 10-foot diameter circles painted across a runway indicate where arresting cables – like those used on an aircraft carrier to stop the landing aircraft – are located on a*

runway. Some joint use airports have such cables, and lo and behold, YUMA International Airport is one of them.

How come my indicated airspeed, my true airspeed, and my ground speed almost never agree?

Answer: *It is actually quite simple to explain: Indicated airspeed is the impact pressure coming in your pitot tube directly to your airspeed indicator based primarily on the outside air pressure. True airspeed is your indicated airspeed corrected for altitude and temperature (OAT). It is usually higher than indicated airspeed, and some altimeters have a 2nd knob that allows you to set both into a window and it rotates a second airspeed face to show true airspeed. Ask your instructor to show you how that works if your altimeter has that capability. Ground speed is your actual speed across the ground taking in to account your true airspeed AND THE EFFECT OF THE WIND! For example, if my true airspeed is 100kts and I have a 100kt headwind, my forward ground speed is ZERO! It is actually possible to fly backwards... Hmmm, can I get my GPS to show a negative airspeed???*

SAFETY PROGRAMS:

There are not a lot of FAASTeam safety programs on the schedule over the next couple of months all around the state, so go to WWW.FAASAFETY.GOV, click on "Seminars" and check them out for any Webinars you might be interested in. You might find one that really is right up your alley!! Should you desire a particular safety or educational program at your local airport or pilot meeting in the future (post COVID-19), like the BasicMed program or our "Winter Wonderland" snow season special, simply contact me directly at fredgibbs@azpilots.org, or call me at 410-206-3753. The Arizona Pilots Association provides the safety programs at no charge. We can also help you organize a program of your choice, and we can recommend programs that your pilot community might really like.

Fred



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John Anderson janderson72j@gmail.com			
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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!



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