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President's Report

Greetings,

While perusing the flight line at Grapevine recently, I checked out each of the attendees' instrument panels. I have to admit I was rather envious. I'm pretty sure I wiped up any traces of drool. We've had our Comanche since 1989. A light panel update in 1991, another in 1995, and the last in 2002 with installation of a more capable autopilot, and I still have round gauges for everything, and the standard Piper bouncy needles for the fuel and oil. I see all the new glass and the available panel real estate and imagine how much situational awareness this brings to the cockpit. The more information, the better. A look at the price tag then causes a momentary flutter of my heart, but it eventually recovers. There are some definite advantages to Experimental category aircraft and a large wallet, that's for sure. Then reason starts to set in. With 32 years of experience in that cockpit, and 26 as PIC, I'm incredibly familiar with every facet of it, every nuance, fluttering needle, and exactly where each needle should be during every phase of flight. I know what to do if a needle isn't exactly where it should be.



As an engineer in the aerospace and defense industry, I easily adapt to new technology and love it. While I trust the new avionics, I don't necessarily trust myself. Will I grow dependent on waiting for a digital engine monitor to tell me something is wrong before I begin to take corrective action? Will I wait for a course deviation alert before I retrim the autopilot? Will I become a bit complacent and trust the instruments more than I should? I truly hope not. I have my first digital upgrade planned for later this spring, but it's nearly a form/fit/function replacement for a pair of steam gauges. At least I'll lose the suction gauge. Baby steps. Once the bank account is replenished, we'll look to digitize the engine and systems status through an integrated engine monitor. On the bright side, I'll need to fly more to become just as familiar with the new systems and understand their specific nuances. I do look forward to that.

Regardless of whether you have a gleaming new glass cockpit in your Lancair, or a scattered panel from the 1960's, the point is that you must be able to quickly and accurately interpret the information so you can promptly act on it. Staying proficient can certainly be a challenge, as recent headlines from the airline industry illustrate. If you aren't 100% familiar with your aircraft's instrumentation, study the manuals, fly with an instructor familiar with the equipment, find online tutorials, and become proficient. It very may well save your airplane or your life.

Blue Skies,

Brian



Executive Director's Report

Jim Timm — March 2021

February was a short month, but a lot has happened. More people have received their COVID-19 shots, but it seems like there is still a long path ahead to get away from this COVID-19 virus. It'll be good when things can get back to normal again, whatever that new normal will be. Because we can't have meetings like before, the Zoom type meetings have been good, and efficient, but the personal interaction during a meeting is certainly missed.

Fortunately, the flying weather has been good, and has been especially welcome while I've been getting my top overhauled engine "broken in." Seems like it's running better than new. The very end of January after I finished writing my report for the February newsletter, we did get some rain and a bit of wind that did do some damage to airplanes at the Glendale Airport. Thankfully, all the other airports in the area escaped the storm unscathed, only to get damp from the rain. Generally, I think we are very fortunate in that we don't have to contend with the violent weather that some parts of the country have. It's infrequent that we see damage and have our flying disrupted by inclement weather. Let's take advantage of this cool weather while we can and go flying.

When we do decide to go flying, care needs to be taken to make certain that we do it safely and are complying with the requirements that are in place for what we are doing, and for the airspace we are flying in. This sounds simple, but if you were to look at the number of pilot deviations that occur in even a relatively short time frame you will realize this isn't what's happening. The reality of what really happens is a bit un-nerving.

As an example, from mid-January through the first week in February, there were *seventeen pilot deviations* recorded by the SDL-FSDO. During this time frame, there were five IFR pilot deviations recorded ranging from not maintaining radio contact with air traffic control (ATC) or not following flight instructions as given. There were four Class-B deviations ranging from entering the Bravo airspace without contacting or getting approval from (ATC) to not following directions given by ATC. There were four deviations reported that occurred in the airport Delta airspace involving both in-

flight and ground movements. There was one case of an aircraft taxiing in the active control area without ever contacting ATC, and there were three cases where the aircraft did not follow inflight instructions issued by ATC, and in one of these cases, even despite giving a correct read back. And there was one case of an airplane entering the Class-C airspace without contacting ATC. Surprisingly, it was a military aircraft.

In conclusion, there were three cases of aircraft failing





to hold short of the hold line for a runway. In one case, in spite of a correct read back, the aircraft crossed the hold line and moved onto the active runway with an aircraft on short final. I think that I would suggest that even when you are cleared to take the active runway, always take a look at the approach path to be certain it's safe to taxi. On a rare occasion, pilots are not the only ones to make a mistake. Strive to always maintain a good situational awareness, because a good awareness could have helped stop some of these pilot deviations. These deviations are not just happening to student pilots, they are also happening to private, commercial rated pilots,

and CFIs with students. Be careful and aware of what you are doing, and if someone is near you, please, always fly safe.

MISCELLANEOUS ITEMS

FAA

It appears that GPS Interference Testing is still with us. In this reporting period we received five last minute Flight Advisory notices of GPS testing that would be occurring that could possibly affect our air navigation while flying in Arizona. Two were for the Southern California Tactical Training Range, two were for the White Sands Missile Range, New Mexico, and one was for the Yuma Proving Grounds. We once again want to remind you that if you encounter a loss of GPS signal lasting more than a couple of minutes to immediately contact ATC and advise them of the outage, providing the time, altitude, and location when the outage was encountered.

In case you haven't heard, we have a new FAA Federal Air Surgeon, and her name is Dr. Susan Northrup. Dr. Northrup is a retired U.S. Air Force colonel, a senior FAA aviation medical examiner, and is board certified in aerospace medicine and occupational medicine. Dr. Northrup grew up in an aviation family and is a private pilot.

Dr. Brett Wyrick, who served as acting federal air surgeon prior to Dr. Northrup's appointment, will serve as FAA Deputy Federal Air Surgeon. Dr. Wyrick is also a U.S. Air Force veteran, is a senior FAA aviation medical examiner, and is board certified in general surgery and aerospace medicine. Dr. Wyrick is also a private pilot.

Realizing that changes in the FAA system are slow in happening, hopefully this new team will address some of the problems and delays associated with obtaining a medical or special issuance.

AIRSPACE

With the exception of the current skydiving issue at the Marana airport, the airspace world appears to be con-



tinuing to operate smoothly and calmly, and there hasn't been anything that has come to our attention that would impact your flying activity at the moment. Just fly carefully and be aware of the airspace you are flying in, and aware of its limitations, and don't commit any pilot deviations.

As a reminder, continue to be on the watch for TFRs. Before each flight, check for TFRs and NO-TAMS, and always fly informed.



SAFETY

Winter weather is with us, and there may be times when you may be presented with questionable flying weather conditions, both when planning a flight, or in flight. When you are, whether you are instrument-rated or not, use extra caution. The Inadvertent or unplanned transition from VFR to IMC conditions can be deadly for both IFR and non IFR rated pilots. The recently released results of the Kobe Bryant helicopter accident unfortunately demonstrates that point for us. Let's not push our luck, and remember, making the flight can't ever be that important. Please fly safe.

From the FAA Safety team, they believe that many of our general aviation accidents are the result of inadequate Aeronautical Decision Making (ADM) skills. To learn more about ADM, and how to apply its principals to your flying, go to the website: <http://bit.ly/3cdmiv3> . Also, take a look at the ADM video: <http://bit.ly/ADM57Secs> .

Aviation safety in this reporting period has not been very good based on the number of aviation accidents that were reported by the Aviation Safety Network (ASN). Getting a truly accurate assessment of aviation safety based on accident reports is a bit difficult because the NTSB, which reports accidents based on whether or not structural damage has occurred, is not issuing detailed accident reports at the moment. The ASN issues minimally detailed reports based on whether or not local media has reported on the accident. The NTSB will resume reporting when they get their "new and improved" reporting website operating. In the meantime, besides the ASN, we are relying on input from the FAA and members. So, *if you are aware of an aviation accident occurring here in Arizona, please advise us at jtimmm@azpilots.org* of the date, location, aircraft make, and type, if anyone was injured, and with as much detail as possible.

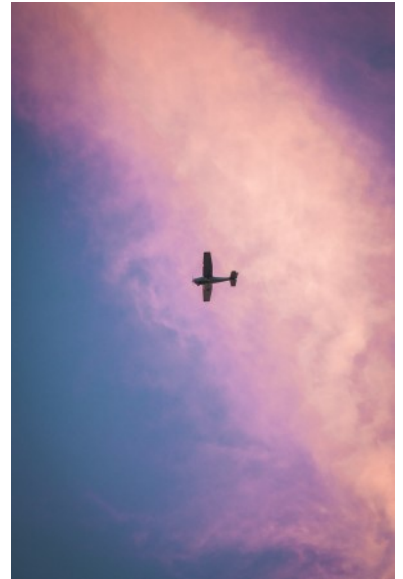
This month's safety summary contains nine accidents reported by the FAA and the Aviation Safety Network (ASN). Fortunately, none of them had serious injuries or fatalities, and it's difficult to understand why we had this sudden dramatic increase in occurrences. For the first part of the year the numbers were down, and I had hoped they would stay down, but they didn't. In any event, see my February Accident Summary in this newsletter for the details of what we have, and please, let's try to improve our aeronautical decision making skills and continue to be a bit more cautious in our flight operations and fly safely.



CONSTRUCTION

Funding is currently being made available by the FAA, and several airports around the state have construction projects planned or in progress. Unfortunately, we don't have the latest details of all these projects, so it would be a good idea to check for NOTAMs for your destination airport to see what may be occurring so that when you arrive, you don't have an unexpected surprise. Always use caution and fly informed.

APA is presently working with a number of 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. Lake Havasu City Municipal Airport (HII), Superior Municipal Airport (E81), Sedona Airport (SEZ), Flagstaff (FLG), Laughlin/Bullhead International Airport (IFP), Grand Canyon Airport (GCN), and H. A. Clark Memorial Field (CMR) in Williams are currently in the Master Plan update process.



THINGS TO DO - PLACES TO FLY FOR BREAKFAST:

Because of the present virus pandemic, some of the airport restaurants may 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 operating on schedule.

On the second Saturday consider flying down to Ryan Field (RYN) near Tucson for breakfast or lunch at Ritchie's Restaurant. They are open from 6 am to 2 pm to serve you. They will have a breakfast special for you if you mention you are an APA member.

The Falcon Field EAA Warbirds Squadron fly in breakfast is still on hold because of the virus pandemic. They are awaiting approval from the City of Mesa to restart. Here's hoping for an October restart.

Grapevine is open full time, but the third Saturday of each month is a special time for a group camp **potluck** dinner on Saturday evening. Come and camp for the weekend! The camp host will prepare the main course, and campers, please bring a side dish or dessert to share. ***Always check for area TFRs because Grapevine, which lies within a National Forest, is heavily used by the Forest Service for fighting wildfires and by the Military for Special Training Operations.***

The City of Casa Grande is still planning on refurbishing the food service area in their Airport terminal area formally occupied by the Foxtrot Cafe. They have issued 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 on the last Saturday of the month.

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

Jim





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

We make an effort to:

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

**CHECK US OUT!
AFTW.ORG**

On our website you can find:

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



February Aviation Accident Summary

by Jim Timm

The following are the reports of aviation accidents that have occurred in Arizona from late January through late February. 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 was not very good this reporting period in that there were nine accidents reported by the FAA and the Aviation Safety Network (ASN). Fortunately, none of them had serious injuries or fatalities, and it's difficult to understand why we had this sudden and dramatic increase in occurrences. For the first part of the year the numbers were down, and I had hoped they would stay down, but they didn't. Please everyone, be a bit more cautious in your flight operations.

Hopefully, the NTSB will be getting their new and improved accident reporting website up and operating again soon. In the meantime, here are the results from the ASN and FAA notes.

THE FOLLOWING INFORMATION WAS PROVIDED BY THE ASN & FAA

Date: **January 31, 2020**

Location: Sedona

Aircraft: Cirrus SF50

Injuries: 3 Uninjured

NOSE GEAR COLLAPSED ON LANDING

The aircraft experienced a nose gear collapse upon landing at Sedona Airport (SEZ). The airplane sustained minor damage and the three occupants onboard were not injured during the incident.

Accident Date: **February 7, 2021**

Location: Chandler

Aircraft Type: Piper PA28-180

Injuries: 1 Uninjured

IN FLIGHT LOSS OF ENGINE COWL

The aircraft sustained unspecified wing damage subsequent to an inflight detachment of the unsecured engine cowl during an attempted return to the point of departure at Chandler Municipal Airport (KCHD). The cowl hit the wing when it detached and landed in an apartment complex north of the airport.

Accident Date: **February 8, 2021**

Location: Mesa

Aircraft Type: McDonnell-Douglas MD500E

Injuries: 2 Uninjured

HARD LANDING

While practicing autorotations, the McDonnell Douglas MD 500E (369E) aircraft experienced a main rotor blade strike to the tail boom subsequent to a hard landing at Falcon Field Airport (FFZ), Mesa. The helicopter sustained substantial damage and the two pilots onboard were not injured during the accident.

Accident Date: **February 10, 2021**

Location: Chandler (P19)

Aircraft Type: Cessna 337D

Injuries: Uninjured, Number UNK.

GEAR UP LANDING

The Cessna 337D airplane made a gear up landing at Stellar Airpark in Chandler. The airplane sustained damage to the belly of the airplane, and the occupants were uninjured in the incident.

Accident Date: **February 12, 2021**

Location: Gold Canyon

Aircraft Type: Stearman IB75A

Injuries: 1 Uninjured

IN FLIGHT LOSS OF POWER

Following a loss of engine power during aerobatic maneuvering, the aircraft landed in desert terrain near Gold Canyon, Arizona. The biplane was not damaged and the sole pilot onboard was not injured during the incident. The airplane had departed FFZ and was planning on returning to FFZ. The airplane landed in the desert just south of the Renaissance Festival grounds.

Accident Date: **February 16, 2021**

Location: Quartzsite

Aircraft Type: Cub Crafters Carbon Cub CCK-1865

Injuries: 2 Uninjured

GROUND LOSS OF CONTROL

The aircraft, an experimental Kara K Cornum amateur built Carbon Cub CCK-1865, experienced cactus contact and subsequent ground loop to ditch terrain in La Paz County at Quartzsite Airport, Quartzsite, Arizona. The tail-wheel equipped airplane sustained substantial damage, and the two occupants onboard were not injured.

Accident Date: **February 18, 2021**

Location: Carefree

Aircraft Type: Aviat A-1C-200

Injuries: 2 Uninjured

LOSS OF CONTROL LANDING

The aircraft sustained unreported damage subsequent to a ground loop during landing at Sky Ranch at Carefree (18AZ). The two occupants onboard were not injured during the incident. The airplane had departed Albuquerque-Double Eagle Airport with a destination of Sky Ranch, Carefree.

Accident Date: **February 24, 2021**

Location: St Johns

Aircraft Type: American Yankee AA-18

Injuries: 1 Uninjured

HARD LANDING

The American AA-18 Yankee departed Phoenix Goodyear Airport (GYR) for Saint Johns Municipal Airport (SJN), and the aircraft experienced unreported damage subsequent to a hard landing in gusting wind conditions at St Johns Industrial Air Park.

Accident Date: **February 27, 2021**

Location: Marana

Aircraft Type: Cessna 150E

Injuries: 1 Minor Injuries

IN FLIGHT LOSS OF POWER

The Cessna 150E departed Chandler Municipal Airport (CHD) on a ferry/positioning flight to Avra Valley Airport (AVQ), and experienced an inflight loss of power and made a forced landing in a farm field southeast of Pinal Airpark (MZJ). The airplane came to rest inverted, sustaining substantial damage, and the sole pilot received minor injuries.

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GAJSC

—D→

General Aviation Joint Steering Committee

Pilot Proficiency and *WINGS*

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: March 2021

Topic: Pilot Proficiency and *WINGS*

The FAA and industry will conduct a public education campaign emphasizing the value of regular proficiency training.

Background:

Proficiency training is so beneficial to aviation safety that it is required of most professional pilots. Proficiency training is also beneficial to general aviation pilots as well. Studies have shown that pilots who participate in regular proficiency training are much less likely to experience accidents.

The FAA ***WINGS*** Pilot Proficiency Program is one way for general aviation pilots to ensure they are competent, confident, and safe in their flight operations.

Note: This program discusses ***WINGSPro*** activities. We suggest you invite local ***WINGSPros*** to attend and to assist with the presentation.

Teaching Points:

- ***WINGS*** is FAA's Pilot Proficiency Program.
- ***WINGS*** is most beneficial if training is not done all at once but rather spaced out throughout the year.
- The ***WINGS*** Topic of the Quarter is an easy way to pursue regular proficiency training.
- Completion of any phase of ***WINGS*** satisfies the 14 CFR 61.56 requirements for Flight Reviews.
- A cadre of ***WINGSPros*** is available to assist Flight Instructors and pilots with ***WINGS***.

References:

- ***Pilot Proficiency and WINGS PowerPoint***
- AC 61-91J – *WINGS – Pilot Proficiency Programs*
- AC 61-98D – *Currency Requirements and Guidance for the Flight Review and Instrument Proficiency Check*

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



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Propwash Ranch Fly-in

POSTPONED

until April 9-10 due to
weather this weekend

Campout on the 9th

Saturday, April 10, 2021

Pancake and egg breakfast
(provided for donations)
starts at 8am

RSVP Jordan (928) 276-0745)
or

contact Propwash Ranch On
Facebook

A Few Words About Safety

Denny Granquist

“

“Shorts and flip flops don't work well when hiking.”

“Always land on a VFR flight plan with IFR reserves.”

”

CLASSIFIEDS

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Email: pwilliamsaz@gmail.com



Twin Hawks (Airpark) Soars Again!

by Rick Bosshardt

After flying around Arizona for the last 26 years, it's not often that I find a local airstrip or airpark that I have not noticed before, but directly enroute between Mesa Falcon Field and Tucson lies an airpark that was falling into obscurity. Having been built in 1994 by enthusiastic pilots, Twin Hawks (AZ63) has slowly but surely seen a decline in airplanes and operations, to the point that it was in danger of being shut down.



Enter one Duane Lambeth, a seasoned Alaska pilot and fishing lodge operator, who was looking for a fun place to winter and to be able to fly directly in with his Piper Turbo Aztec. He discovered Twin Hawks, and bought in in a big way, buying many of the still undeveloped lots, as well as a gorgeous home and hangar. Several friends joined him in purchasing lots and hangar houses, and now Duane has been voted in as the new Airport Manager.

Duane and the Board have big plans for Twin Hawks! Expanded taxiways to allow larger planes to access homes and lots, power, water, sewer, and weekly grading of the runway. It already has lighting! How many dirt strips have lighting? I can't remember any.

The airpark is a gated community with HOA's of \$200 per year, with approximately 30 lots. There is also 100LL available!

To help reinvigorate the airpark and expose it to Arizona pilots, Duane is hosting an **Open House/ Flyin and BBQ on April 3-4!** The AZ Pilots Association and Arizona Real Estate Specialists (aviationrealestatespecialists.com) will sponsor a Hot Truck lunch at noon at Duane's hangar, and for those that are interested, many of us will camp out and enjoy the dark AZ desert skies Saturday night. Duane has many activities planned, from tours around the property in his 6-wheel Troop



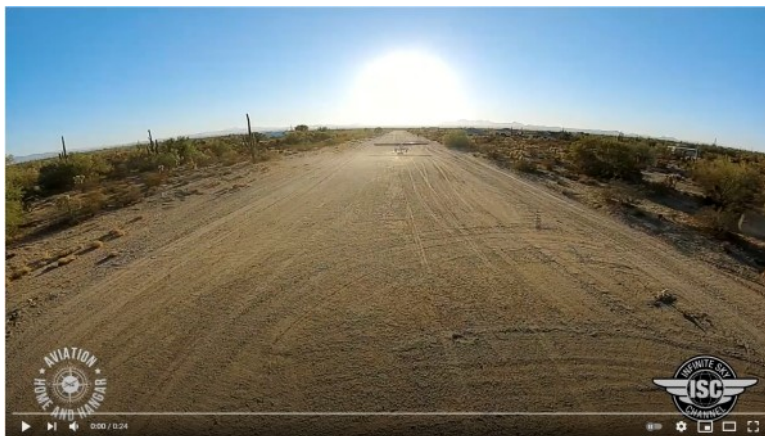
Transport, to off-road excursions in his modified convertible Humvee, and a 10-minute ride out to the firing range just off airport. We might even put together an impromptu STOL competition if the interest is there.

The runway is well graded and long, and can accommodate all manner of planes. An RV-8 with wheel pants is based there, as well as Duane's Turbo Aztec, DeHavilland Beaver, and Cherokee 180!

Duane and the Twin Hawks Board require that all pilots who wish to land at the Airpark for the Flyin, or at any time, contact Duane first at duane@doveislandlodge.com with some basic information. You can access those requirements as well as landing instructions at this link <https://azpilots.org/jcalendar/icalrepeat.detail/2021/04/03/53835/-/flyin-bbq-campout-at-twin-hawks>.

We will have marshals helping to guide and park your plane at the right-hand end of Runway 22, and will help shuttle those up via Humvee up to Duane's hangar and the BBQ for those that don't want to walk the ~2000' or so.

Come check out this jewel of an Airpark and help us bring it back to its former glory!



<https://www.youtube.com/watch?v=9RsXYwgZ0Nw>



<https://www.youtube.com/watch?v=aqQf2ySU2Qs>

Rick



Military Airspace in Arizona

by Brian Schober

Arizona is flush with spectacular desert wilderness, craggy mountains, canyons, vast open areas, and very little population outside of the metro areas. It makes for some incredibly scenic flights where you may not see another aircraft for your entire flight, even with ADS-B In. This unpopulated and diverse terrain also makes it very attractive to our military. This rugged diversity allows for realistic training missions to be conducted without impacting the general population. Unfortunately, this creates a very real hazard for GA pilots who may be completely unaware of the activity. I recall seeing a pair of A-10's much closer (and later) than I wanted to see them on a flight near Tucson several years ago while about 1500' AGL. I caught them on my scan, but the closure rate was so fast, it would have been too late to avoid them if they'd been any closer. I wasn't even in a Military Operating Area, so I was a bit surprised. So, let's discuss the various airspaces used by our military, how they are used, and how best to avoid a conflict.



Restricted Areas are typically easy to spot. These areas are clearly defined on sectional charts with designators starting with "R-xxxx" and outlined with blue hatch marks. If using paper, the details are on the side of the chart. If using an electronic chart, selecting the area will display the area designator, the altitude restrictions, the time in use, the controlling agency, and the contact/controlling frequency. We're all taught in primary training to avoid them because they represent live-fire ranges, dog fight arenas, UAS activity, tethered balloons, or other uses incompatible with GA flights. There are currently 32 Restricted Areas in Arizona! These are mostly centered near the US Army Yuma Proving Ground in Yuma, the Barry M. Goldwater Air Force Range along our southern border, and Ft. Huachuca near Sierra Vista. GA pilots can fly through these areas provided they are "cold," and you've previously arranged transit with the controlling agency AND received their permission. Don't expect to get permission just because it's listed as "cold" on the chart and it will shave time off your flight. However, the Sierra Vista airport is smack dab in the middle of a pack of Restricted Areas, and the US Army coordinates civilian flights into and out of that airport regularly and welcomes the practice. The Restricted Area surrounding the airport is open when the tower is open, so listen to ATIS and communicate as required.



Figure 1: Restricted Area

Military Operation Areas (MOAs) cover much larger swaths of land and are also prevalent in Arizona. There are 28 MOAs that cover much of the state. Frequent low-level, high-speed flights are conducted in these areas in support of military training and operations. These areas are marked by magenta hatched lines on the chart and have names associated with them, such as Gladden and Turtle MOAs. While there aren't any specific restrictions to a GA pilot regarding flight through or within a MOA, extra caution should be given while in a MOA to avoid military aircraft. Like a Restricted Area, a MOA's information can be found on the side of a paper chart, or on the electronic chart when the MOA is selected, to include active times, altitudes, and the controlling agency. Communication with the controlling agency is not required; however, it is highly recommended to contact Flight Service or use Flight Following prior to entry, and while in them MOA. Radar coverage is not always available due to the remote locations of most MOAs and ADS-B Out capability has not yet been installed on all military aircraft. Additionally, the mountainous terrain often blocks the ADS-B Out transmission. IFR traffic can be cleared through a MOA provided ATC can provide separation, but in the real world, plan around the MOA in advance of your flight since that radar coverage is not always available.

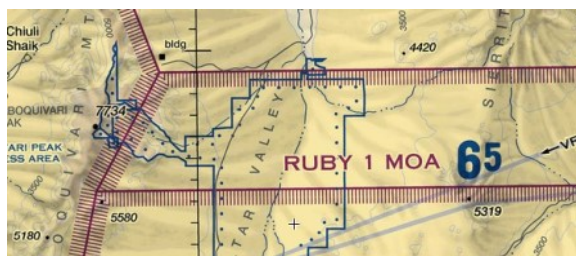


Figure 2: Military Operation Area

Luke Air Force Base near Phoenix has an Alert Area due to the high-intensity jet training conducted there. These student pilots are learning their aircraft but are doing so at much higher speeds than GA aircraft and at multiple altitudes. Think of the Northeast or Northwest Practice Areas near Phoenix, but faster. Like a MOA, there is no communication requirements to fly through an Alert Area. Pilots can contact Luke Approach to see if the area is active or request Flight Following.



Figure 3: Alert Area

As if the Restricted Areas, MOAs, and Alert Areas weren't enough, there are over 5000 miles of Military Training Routes (MTR) within Arizona to contend with. Again, there are no specific restrictions to GA aircraft crossing them or being in proximity of them, there is a significant chance of encountering high-speed, low-level traffic that may not see you until it is too late. There are three types of training routes. Visual Routes (VR), Instrument Routes (IR), and Slow Speed Low Altitude (SR). Military aircraft flying the VR operate within VFR rules, while the IR operations are under IFR rules. MTR's are depicted on Sectional Charts and Instrument charts with pale grey lines and a designator (VR-xx or

IR-xxx) displayed within the line. Directional arrows are shown on the line, as some routes are one-way, and others go both directions. The numbering convention is key here. Routes with no segment above 1500' AGL are four digits, while routes with at least one segment above 1500' AGL are three digits. Though the depicted line is thin on the chart, the route extends 5NM either side of center. The last type of MTR, SR's, are more difficult. These are flown up to 1500' agl and below 250kts. This is primarily GA conditions and these routes are not depicted on Sectional or Instrument charts. Only DoD planning charts show this information. Being able to pick out a helicopter or an A-10 flying along is made more difficult due to the lack of bright white paint and an instantly recognizable form factor against the horizon. Active MTRs are displayed in Weather Briefings when requested. Use Flight Following whenever possible and pay attention on your scan.

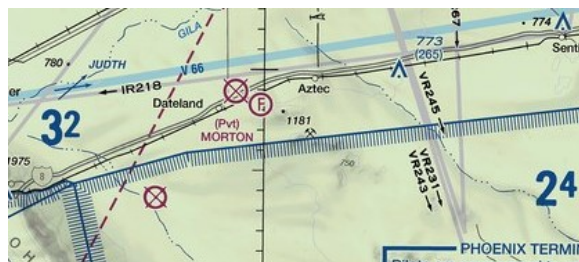


Figure 1: VR/IR Military Training Routes

Lastly, for Phoenix-area flying, Luke Air Force Base has a Special Air Traffic Rule area. This is depicted by a white area surrounded by blue hatch marks. Communication with Luke Approach is required to enter the area. Pilots will be given a discrete squawk code and handled by them during transition of the area.



Figure 4: Special Air Traffic Rules Area

Arizona flying is some of the most rewarding in the country. Our flying season is long, the destinations are fantastic, and the weather is great. Mostly. The airspace is complex, and it truly pays to study the chart and your planned flight in advance. Pay attention to the military areas, write down the communications plan, practice an effective scan, use Flight Following, and be safe.

Brian



CLASSIFIEDS

Looking to Become a Member of an Aircraft Partnership

I was a member of a partnership on a Cessna 182 before moving.

Email: David Marker bdbfive@aol.com

Know Before You Go

by Andrew Vogeney

The marketing guy in me loves the campaign southwest launched around “Transparency.” They invented this whole concept, including a brand-new word. And if you visit their website, they also give you the definition: *Philosophy in which Customers are treated honestly and fairly, and low fares actually stay low—no unexpected bag fees, change fees, or hidden fees.* I’m not too young to remember seeing a flight for \$50 and thinking I hit the jackpot, yet the total fare ended up being well into the hundreds after taxes, baggage fees, seat selection, etc.



Transparency is a great concept for the airlines. Unfortunately, it hardly exists in general aviation.

Let me prove my point. In early November we flew our 182 to Atlanta to visit some friends. Atlanta is a busy metro area and our friends live right in the heart of the city, so I expected it might not be the cheapest fly-in destination. I hoped to strike a balance – land and park somewhere reasonably close to my friends and still have some money left over for dinner.

All good trips start with proper planning, and this one started with several calls that went like this: “Hi, I’ll be flying in with my 182 and I was wondering what it would cost to park there for a few nights.” After explaining that a 182 is a small, single engine plane, I would follow up with questions like, “Are there any other fees? Ramp, security, handling, etc.? What if I buy fuel? How much fuel waives that fee, and how much per gallon? Yes, avgas...” The answers varied widely between airports and FBOs.

I found myself with a project on my hands. My basic Excel skills came into play, and before I know it I had a massive calculation to help me determine where to go. Ready for the results? For an apples-to-apples comparison, we would spend 7 nights and not purchase fuel.

If you guessed that Atlanta (the big one) came in most expensive, you’d be close, but wrong. The big name at ATL rang in at \$431, which is second place to an FBO located at one of the northern satellites. At that airport I could elect to spend \$555 for the week, or just \$140 by selecting the other FBO on the field. You could argue that one experience might be nicer than the other (I didn’t check), but I’d rather buy a really nice dinner with the extra \$415 in my pocket.



Based on these calculations, I chose the \$140 option, and would still rank it high among the FBOs I’ve experienced in terms of customer service, amenities, etc. This was the second cheapest option in the area. It’s important to remember that we’re not just looking at one fee. If I wanted a thrill I could park at KATL for \$60 per night... but with all the other fees, I’d be shelling out \$117. Somehow this is still cheaper than my selected airport which came in at \$124 for a single night after fees (the



parking itself is \$73).

As all good plans do, ours changed. When it turned out we'd be spending six weeks in Atlanta instead of one, I went back to my calculations. If I was willing to drive 40 minutes instead of 20, I could reduce the \$140 per week to \$105 all-in (the cheapest I found in the area). But it gets better... monthly tie-downs were available for just \$62. Per *month*! There are deals to be had, even in major metros. So off we went on our relocation mission, and over those 6 weeks I saved enough on parking to fund my gas for the entire trip back to Phoenix... and then some.

Transparency works great, and not just for Southwest. If I'm looking to buy a commercial ticket, it's quite easy to compare fares and know to the nearest dollar what I can expect to spend. This should be the case for general aviation as well. One great feature that I use in ForeFlight (also available through other apps) is the 100LL Price overlay, which can easily save a significant amount in fuel purchases for a trip of any decent length. Still, that answers only one aspect of the total cost.

How can we solve this dilemma? The AOPA (and other alphabet groups) are promoting an effort called [Know Before You Go](#) to encourage pricing transparency. The APA supports this initiative, and we expect most general aviation pilots will as well. Hopefully, it will get enough traction, so I don't have to dust off my spreadsheet next time my plane and I plan to spend some time away from home.

In the meantime, if you care about your wallet like I do, make a few phone calls before your next trip and go save some money!

Andrew



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

newsletter@azpilots.org

CLASSIFIEDS

Wanted: Cessna 177/182—First time Owner!

Looking for Price:\$ 75,000

Email: Jason Lewis at jason@ecospace.com



Fly Loops and Rolls!

Price:\$ 220.00

Call: Glenn Roberts at (602) 463-5528

Email: glennsroberts@icloud.com



~ Scholarship Corner ~

by **Chris Nugent**

In this month's Scholarship Corner article, we will continue to provide some more information on our 2021 scholarship recipients. I believe it's important that you hear from them directly, so I have asked each of them to provide a brief overview of themselves and their aviation career goals in their own words.

Rachel Santana

My name is Rachel Santana, and I am a 25-year-old Southwest Airlines Flight Attendant working on my initial CFI rating with UND Aerospace at Mesa Gateway. I felt inspired to take a discovery flight the first time I saw the view from the flight deck of a 737 and have been hooked ever since. My short-term goals include becoming a proficient flight instructor by helping local pilots accomplish their BFRs, while simultaneously finding other creative ways to build hours. Our new world has everyone in a strange spot, especially the aviation industry, but I am committed to flying as much as I can, both as a career and a hobby. One of my long-term goals is to acquire an airplane of my own in an airpark community. I am honored to thank APA's Scholarship Committee and members for believing in me and contributing to help fulfill my dreams.



Jeremiah Walker

Even during the earliest years of my childhood, I remember experiencing an overwhelming fascination with the sky. Before enrolling at the East Valley Institute of Technology (EVIT), I never imagined it would be possible to pursue a career in aviation, especially as a pilot. Now as a member of Aviation Explorers, I have flown a total of 23 hours and am continuing to work on my PPL. I have thoroughly enjoyed and learned from each hour I've been able to spend flying. Currently a senior high school student in my final semester, I have my sights set on attending the CGCC flight program with UND. Although I am very open to experiencing anything aviation has to offer, my current plans are to amass hours and experience as a CFI before applying to the airlines. I want to thank APA for their generosity in offering this scholarship to hopeful young aviators like me.



Alyssa Bodwin

My name is Alyssa Bodwin, and my career goal is to become an airline pilot. When it occurred to me that I could be the one in the cockpit, I started doing everything I could to start my journey in aviation. I am frequently found at Falcon Field either volunteering or working with Aviation Explorers Post 352, where I am working towards my Private Pilot Certificate. I was blessed to receive a flight in a PT-26 while volunteering with Grounded No More Veteran Flight Lift and a formation flight with the Wings of Flight Foundation. These flights have opened my eyes to the bigger world of aviation outside of a career. I am very grateful to have received this scholarship, as it will be a great help in earning my Private Pilot Certificate.



We will wrap up with our overview of the 2021 scholarship recipients next month. In the meantime, fly safe and thank you again for your support of the APA Scholarship program.

Chris



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Price:\$ 330.00

Call: Glenn Roberts at (602) 463-5528

Email: glennsroberts@icloud.com



Technology, Like It or Not

By Howard Deevers

We live in the Technology Era, no doubt about that, and technology has made life easier for most of us, but who among us has not had an issue with our “computers”? We have computers, iPads, smart phones, and even smart watches that travel with us everywhere. If you leave your house without your cell phone, it is reason to turn around and go back to get it.

Technology has made its way into the cockpits of our planes. One hundred years ago, airplanes did not even have radios in them. The introduction of the “Direction Finder” was really high technology at the time. Now, the ADF/NDB systems are going away. The VOR was a big improvement in electronic navigation, and it is slowly being replaced by GPS.

Early radios and navigation aids were large, heavy, tube type, and prone to failure. Did you ever wonder why we have all of those regulations for “loss of communications” in our Instrument Ratings? It did happen frequently, but is much rarer today. Our radios and electronics are very reliable, with solid state circuits, but they can, and do, fail.

New technology is being developed so rapidly that the FAA cannot evaluate all of the new items to the standards that we would like before they are brought to market. That is not saying that the FAA is not doing its job; I’m just saying that technology is faster in coming than most of us can keep up with.

Battery powered cars are already on the roads, and aviation is experimenting with battery powered aircraft. In addition to weight, the limiting factor for batteries is the range. Most battery powered cars are limited to about 200 miles before they will need a recharge. Technology will exist in the future to

recharge the cars as they drive, at least on the long stretches of interstate highways. The outer shell of the car will become a part of the capacitance and charging will be from a capacitance connection to electrical infrastructure built into the side of the roads. Failure of this system will be treated as a national disaster, just as we treat hurricanes and tornadoes now. That may be OK for cars, but don't look for that to be the savior in aviation any time soon.

Does this sound like the “George Jetson” cartoons that we saw many years ago? Sure does, but much of that is already with us, and more is on the way. At the Consumer Electronics Show in Las Vegas this





year (brought to you by technology since there was no real show this year due to the pandemic), a company announced plans to have battery operated helicopters in use within a few years. These helicopters were described as being available on the roof tops of office buildings. You would not fly this helicopter, but it would take you to your next meeting across town, without you touching anything inside of the vehicle. You are only a passenger.

GPS changed everything. We have GPS receivers in our phones, our iPads, other devices and, of

course, in the panels of our airplanes. There are rules for use for navigation under IFR conditions, but for VFR flight they are “nice to have” additions to the panels. IF you do have a GPS receiver in your panel, you may have to demonstrate your ability to use it on a check ride for a rating.

There are still many General Aviation airplanes flying that do not have a GPS of any kind in the panels. Many refer to these as “steam gauges” because they are round in appearance. The newest airplanes now come with “flat panel” displays that have all of the information you need located in one area. Instructors struggle with keeping up with all of the different manufacturers of these displays, since one size does not fit all. Each manufacturer has their own way to operate the electronics, so jumping from one airplane to another without training on the systems can be hazardous. For planes equipped with “steam gauges,” the transition from one to another was rather simple.

Transitioning to planes with high technology panels can be a problem. Probably the most famous example is the Boeing B787 MAX 8. After investigating two fatal crashes, authorities all around the world grounded the entire fleet of the MAX 8 aircraft. Boeing went to work to fix the problem, but it took many months to satisfy the FAA and the buyers of the aircraft.

Can something like that happen in General Aviation? Let's hope not. However, it is possible, and we need to be aware that electronics and technology can fail us at any time. The old school of “always fly the airplane” still applies. If equipment fails, turn it off and go back to basic skills. Technology can be and is often a great help to us, but we must be better than the technology that we use. Keep those flying skills sharp!

Accident investigators are not listing equipment in the panel during accident investigations. That might change. Some airplanes are now equipped with the “magic switch.” In the event of a severe emergency, such as the pilot being incapacitated, a passenger can operate that “switch” and the plane will find the nearest suitable airport, inform ATC, and land the plane safely without any input from the passenger. Does that sound too good to be true? Maybe, but it is a feature available on some newer airplanes now. How do you test that on an annual? Is it required to be tested on an annual?

There is little doubt that technology can assist us in many ways. “Terrain awareness” is probably one of the best. I have been alerted to terrain many times



with my iPad and other GPS receivers. At night it is a blessing. Most of the time I was already aware of the terrain, but there were times that a notice showed up that I might not have been aware of. I have wondered if such technology could have prevented some of the accidents that we have read about where an aircraft impacts terrain at night? Would such a warning have prevented those accidents?

Keep your skills sharp with flying as often as you can, and train on the use of the technology in your plane, no matter how advanced or old it is. And don't forget to look for a Safety Seminar offered for free by ARIZONA PILOTS ASSOCIATION, and the FAASTeam. We hope to have those in person again soon.



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!!!

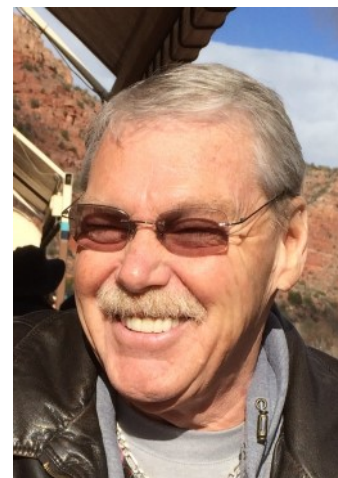


GAARMS

REPORT

March 2021

By Fred Gibbs



2021 TO DATE:

As of the last week of February as I write this, I am pleased to report that there have been NO fatal accidents across the state of Arizona thus far into 2021. We have had our share of fender-benders, but nothing really serious. All I can say is keep up the good flying, but keep down the accident/incident rate!

I read an article written by a well versed and highly respected author of aviation safety about the finding of the NTSB in respect to the Kobe Bryant helicopter crash. The NTSB inferred that we – US PILOTS - need more training with respect to judgment and **aeronautical decision making** because the pilot involved in the crash made a poor decision. Have any of you ever made a poor decision? Had one of those “GEEZ, don’t ever do that again!” experiences? Critiqued your flight and determined the decision you made at some point during the flight was not too smart? Pushed through some weather that, reflecting back on, was not such a good decision?

We have all been there once or twice, or maybe... Anyway, none of us are perfect, and I am the first to admit I belong in that club. Every flight is a learning experience, either something new or a re-enforcement of a process that keeps me safe and alive. The NTSB exists to point a finger at what happened to hopefully prevent it from happening in the future - a lofty goal - and I think an almost impossible goal if the goal is to prevent you from making a mistake by increasing the training requirements. If that was truly possible, then even the Blue Angels and/or the USAF Thunderbirds should never have an accident! But they do, because human beings are part of the process, and we, on occasion, make mistakes, even when highly trained. “Sully” Sullenberger will be the first person to tell you he is one of the luckiest people around. His landing in the Hudson was truly a miracle. Hitting the water at well over 100kts should have tore up that airplane, but it did not. Yes, his training and vast experience saved the day, but even he admits he did not expect it to end as well as it did. On the other hand, the 737MAX accidents exposed some lack of training that did lead directly to over 350-some people being killed – the inference being foreign-trained aircrews are not as well trained as our American airline trained pilots,



arguably true or not.

Anyway, even highly skilled and experienced pilots can, and sometimes do, make mistakes, most of the time not resulting in accidents. But every once in a while, it can, and does happen. Can it ever be prevented? Can you stop making mistakes? Sure, I practice procedure and process every time I fly, yet sometimes I goof up a checklist, misjudge the wind gust, flare just a little too soon – or 1 second too late – or not on the centerline like I want to, and I critique those times to understand why, so as to not do it again. But I am not perfect, and know each and every action has standards, parameters and consequences. We all have our own personal minimums, whether it is weather, wind, air-space complexity, even night flying, and sometimes we push those limits for various and sometimes personal reasons, or justifications. At the end of that day, we look back and critique our performance - “GEEZ, I ain’t ever doing that again!” Boy, that was a dumb decision. The Thunderbird pilot – as highly trained a pilot as you can get - made a mistake and misjudged his altitude over the top of his loop and descent rate coming out of a loop (for the 100th time) and ejected just before his F-16 slammed into ground, and the NTSB thinks – infers – that the solution is more training!



Risk mitigation is a big issue nowadays, and has become an integral part of the Airman Certification Standards. In my flight school we require every student to use a Risk Mitigation form prior to embarking on any cross country. It employs a numbering system, and if the numbers reach a certain level, it requires an instructor intervention to determine if the risk can be mitigated, and if not, no flight! The intention is to teach risk mitigation, otherwise known as exercising good Aeronautical decision making, i.e., good judgment. It is easy to teach procedure; it is very hard to teach judgment. Gaining experience is surviving all my mistakes and adjusting my judgments to incorporate what I learned from those mistakes.



Mom told me a hundred times not to touch the hot pot on the stove, but I only learned not to touch the pot after I did! And I said “GEEZ, I ain’t ever doing that again!”

I keep falling back to the fact that, unfortunately, thousands of people get killed every year on our highways, an acceptable rate, but only 400 people get killed flying GA aircraft, and the NTSB and FAA want to regulate us even more to improve the safety record. They will achieve that goal once there are enough regulations to effectively ground all GA pilots and all GA aircraft.

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

Fred's Perspective

Garmin 700 autopilot alert:

If you have a new Garmin 700 autopilot in your airplane, you need to read this. This was in the latest Callback from NASA. Sounds just like what happened to a good friend of mine with their Garmin 700 autopilot. If only NTSB would put the type of avionics package in their reports, GA could much easier follow the trend.

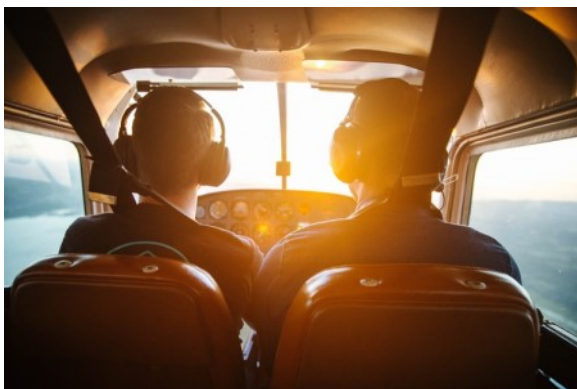


A Student Nightmare

This instrument student experienced a system failure that quickly threatened control of the aircraft. The instructor took swift action to recover the aircraft and mitigate the threat.

During the takeoff and initial climb during an IFR training flight, the aircraft began uncommanded pitch-up and pitch-down movements, then remained in a pitch-up mode. The instrument student attempted to control this by using the electric trim controls on the left side of the control yoke but was unsuccessful. Several seconds later, the red PITCH TRIM FAIL indicator light illuminated, and the aural beep commenced. The aircraft began another uncommanded pitch-up, at which point the instructor took control of the aircraft, reduced thrust substantially, regained level flight, and cycled the Master Switch on and off in an attempt to either reset or disable the electric pitch trim. After that, the electric pitch trim became inoperative. Manual trim inputs were effected to stabilize the aircraft.

The instructor requested priority handling with Approach and requested clearance to return and land [at the departure airport], which was then slightly behind the aircraft. Aircraft control was regained, and the electric pitch trim was inoperative, but because of the aforementioned runaway trim, the manual pitch was positioned for a nose-high attitude and was difficult to manipulate. Thrust inputs and flaps were primarily used to stabilize the aircraft's descent with minimal trim inputs for fear of setting off further uncommanded pitch trim changes.



The instructor was able to land the aircraft without incident or requiring any assistance.

NOTE TO INSTRUCTORS AND PILOTS WITH ELECTRIC TRIM IN THEIR AIRCRAFT:

Learning what to do with a runaway trim should be part of your training process, and experiencing said problem with your instructor could be a life saver some day...

Fred's pop Quiz...

Okay, last month I bungled the answer to the following question on the quiz. My apology! I fumble-fingered the keyboard. The CORRECT answer to this question is **B**. Thanks to Andy Durbin,

an astute reader of the newsletter, for catching it and bringing it to my attention!

Rain that freezes after hitting the ground is called _____.

- A. Sleet
- B. Freezing rain
- C. Graupel
- D. Ice Pellets

NEW QUIZ –

1. The big snowstorm rolled through northern Arizona and the Flagstaff airport put out a NOTAM called a FICON. It read as follows:

RWY 03 FICON 5/5/5 100PCT 1/8IN WET SN 0FT WID REMAINDER 2IN WET SN OBS AT 2101192107. 2101192107-2101202107

- A. Braking action is poor on entire runway
- B. Braking action is good on entire runway
- C. There is 1 to 8 inches of wet snow on the entire runway
- D. This report is for the 21st of January

2. What is the condition of the other runway, RWY 21??

- A. Braking action is poor on entire runway
- B. Braking action is good on entire runway
- C. runway 21 is not mentioned so it is closed
- D. This report is for the 21st January

3. What does the 5/5/5 mean?

- A. They tested the braking action 3 different times
- B. They tried the braking action test 3 different times
- C. They got the same result 3 different times
- D. The test is for each 3rd of the runway

4. The following PIREP was reported -

KFLG UA/OV FLG090024/TM 1522/FL0120/TP C210/SK OVC85–TOP115/WX FV20SM/TA M04/WV 24540KT/TB LGT/IC 1/4IN RIME DURGC/RM CLR ABV.

Where is the aircraft at when he reported this PIREP?

- A. Climbing out of the Flagstaff airport
- B. West of the airport still in the clouds
- C. At 12,000ft in the clear 24 NM East of the airport
- D. East of the airport still picking up rime icing

5. Based on the above pilot report, what are the winds at his altitude, the outside air temperature and the potential for icing?

- A. Wind is basically a tailwind, temp is 4 degrees Centigrade, and no chance of icing
- B. Wind is almost a 40kt tailwind, temp is a negative 4 degrees Centigrade, with a good chance of icing, and the ice he picked up on climbout may actually get worse
- C. Wind is almost a 40kt tailwind, temp is a negative 4 degrees Centigrade, with no chance of further icing, but current accumulation of ice with stay on the airplane.
- D. Wind is almost a 40kt tailwind, temp is a negative 4 degrees Centigrade, with no chance of further icing, and any current accumulation of ice will sublime off of the airplane.

See bottom of article for the correct answers.

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



Quiz answers: 1.B 2.B 3.D 4.C 5. D

A Few Words About Safety

Denny Granquist

“

“Briefings are better than after action reports.”

“Emergency gear should be preflighted for every flight.”

”

AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
Big Springs Airpark	Prescott	12	
Mgr: Peter Hartman (928) 626-7207			
Castle Wells	Morristown	5/10	
Mgr: Gerald DaFoe (810) 516-9122			
Eagle Roost Airpark	Aguila	85 / 115 (5 acre lots)	
Mgr: John Greissing (928) 685-3433			
Flying Diamond Airpark	Tucson	20/97	
Mgr: Lou Cook (520) 399-3879			
Flying J Ranch	Pima	2/ 28	
Mgr: Howard Jenkins (928) 485-9201			
Hangar Haciendas	Laveen	39 lots w/sep taxi ways	
Mgr: Scott Johnson (602) 320-2382			
High Mesa Air Park	Safford	/19 (2.5 acre lots)	
Mgr: Phil DiBartola 928-428-6811			
Inde Motorsports Ranch Airport	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	
Mgr: John Mabry (520) 384-0796			
Indian Hills Airpark	Salome	75	
Mgr: Gerry Breeyear (928) 916-0608			
La Cholla Airpark	Oro Valley	122	
Mgr: Larry Newman (520) 297-8096			
Mogollon Airpark	Overgaard	60	
Mgr: Sherry admin@mogollonairpark.com			
Montezuma Heights Airpark	Camp Verde	43/44	
Dr. Dana Myatt (602) 888-1287			
Moreton Airpark	Wickenburg	2	
Mgr: Daniel Kropp (602) 315-0323			
Pegasus Airpark	Queen Creek	15/40	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Mgr: Jack @ 1st Svc Res (480) 987-9348			
Pilot's Rest Airpark	Paulden	4/25	
Resident: Dave Mansker 818-237-0008			
Ruby Star Airpark	Green Valley	13 / 74	
Mgr: Wendy Magras (520) 477-1534			
Valley of the Eagle (Sampley's) Airpark	Aguila	30	
Mgr: Jerry Witsken (928) 685-4859			
Skyranch at Carefree	Carefree	20	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Mgr: Tommy Thomason (480) 488-3571			
Stellar Air Park	Chandler	95/105	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Mgr: SRUA, Inc. (480) 295-2683			
Sun Valley Airpark	Fort Mohave	55/107	
Mgr: Jim Lambert (928) 768-5096			
Thunder Ridge Airpark	Morristown	9/14 (on 160 acres)	
John Anderson janderson72j@gmail.com			
Triangle Airpark	White Hills	115 acres	
Mgr: Walt Stout (702) 202-9851			
Twin Hawks	Marana	2/40 (4 acre lots) on 155 acres	
Mgr: Tim Blowers (520) 349-7677			
Western Sky	Salome	all 200 acres for sale	
Mgr: Mr. Hauer (877) 285-0662			
Whetstone Airpark	Whetstone	5 / 12	
Mgr: Brian Ulmer (520) 456-0483			

APA Website

Please visit our website for the latest information.

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

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

Email Stefanie at:

Webmaster@AZPilots.org

Newsletter Contributors

Article Deadline

20th Editor reminds the Team to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

newsletter@AZPilots.org

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



Stefanie Spencer— Webmaster



New pilots welcomed!



Writers welcomed!



APA Clothing

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

Advertisements

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

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Volunteer 501 (c) (3) Organization

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