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July 2021

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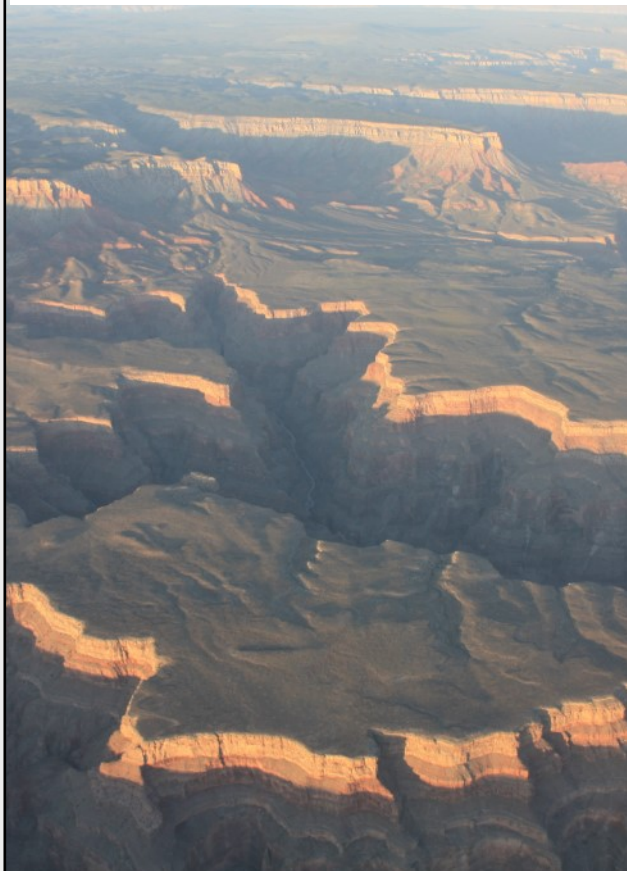
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# President's Report

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Greetings,

It seems that every year vast swaths of our precious forests catch on fire. A variety of causes are always to blame: lightning, car fires, errant sparks, campfires... Arizona's extreme heat and near constant drought conditions result in perfect conditions for these fires to propagate. You may ask what this has to do with flying. Lots.

The recent fires near Globe and Superior require significant aerial resources to suppress. Water bombers, slurry tankers, helicopters, and spotters are constantly either on scene or on the way to or from the scene. Temporary Flight Restrictions (TFRs) are put into place fairly rapidly. This typically covers the airspace directly over and near the fire, and the areas are adjusted as the fire spreads or moves. What isn't covered is the flight paths to and from the supply points. For the local Valley fires, Mesa, Grapevine Airstrip, and Payson are popular supply points. This often puts local GA traffic directly in the path of responding firefighting aircraft.

This year, with the drought as severe as it is and monsoon season upon us, the US Forest Service closed several forests to airplanes completely in Arizona. Currently, Tonto, Coconino and Prescott National Forests are closed. Many of our backcountry airstrips are in these forests and are currently off limits. I recommend you follow our Facebook page and open emails from APA for real-time updates as we receive them.

To end on a positive note, the Forest Service is heavily utilizing the Grapevine Airstrip. They are incredibly thankful to the countless volunteers and hours spent rebuilding that runway and the surrounding grounds. Our efforts allow logistics to be much closer to the fires than one of the metro air-

ports, saving valuable time. The success of Grapevine is directly impacting our discussions with other land managers regarding opening up additional strips in the near future. ***Thank you to each and every volunteer who served on that project or donated!!!***

Blue Skies,

Brian



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

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

# Executive Director's Report

Jim Timm — July 2021

Summer sure is here! It seems like you can't get up early enough to beat the heat. The bugs must have got it figured out though, as I noticed that on the last few flights that I hardly pick up any bugs, and it didn't take much to clean the windshield. I think the airplane may be handling the hot weather better than I, because the last time I flew out for breakfast with a group, at the end of the flight the engine temps did get a bit warm, but I felt totally cooked. With the unfortunate forest fire season we are experiencing, watch out for the fire TFRs, and exercise extra caution around airports such as Prescott, Payson, Williams Gateway and Falcon Field, Mesa, and Grapevine, as there are firefighting aircraft operating from them. Please fly safe, keep cool, and stay hydrated.



Because of the extremely dry conditions, and the fire threat we are being faced with, the Arizona State Land Department has been forced to announce the closure of State Land to all users. This will apply to all Vehicles, all Hot Air Balloon operations, and will also mean the closure of all the backcountry airstrips on State and Federal Lands used by APA. This closure will remain in effect until we see a significant amount of moisture statewide. We don't like to see this happen, but unfortunately it's necessary, because they don't want anyone to be responsible for the catastrophic results of another fire.

## MISCELLANEOUS ITEMS

### FAA

Last month we commented on a Grumman AA-5 and AA-1 horizontal stabilizer issue. In the middle of June, the FAA Safety Team sent out notice NOTC1827. This was reissued to inform everyone that True Flight Aerospace has issued Service Bulletin SB-195, Revision A, Bondline Inspection. This Service Bulletin is applicable to the following aircraft: AA5, AA-5A, and AA-5B/all, as well as AA1, AA-1A, AA-1B, and AA-1C/all. In the interest of safety, it is recommended that anyone operating or maintaining these aircraft read this Service Bulletin and comply with the maintenance actions specified.

The time interval that VFR Sectional and TAC charts are to be reissued is being changed from every six months to every 56 days so they will be refreshed on the same dates as the IFR charts and publications. This change started on June 25, 2021. For those that still fly with paper charts, this could be a problem. However, for







those that fly with an electronic flight bag, this won't be much of an issue. You will only have to press the "Update" button a bit more often. It's another incentive to fly with an electronic flight bag. The only known changes to the Phoenix VFR Charts for 2/25/2021 is that the Squaw Peak landmark name has been changed to Piastewa Peak, and the I-10/Squaw Peak Stack has been renamed I-10 Stack.

## AIRSPACE

Everything seems to have been operating smoothly in the airspace system lately, and we haven't heard of any recent problems or issues.

The military has advised us that there has been a change made in how the low altitude Military Training Routes are being used. While the specifications for the routes allow a minimum flight altitude of 100 feet AGL, they had been limiting all flights on the routes to a minimum of 500 feet AGL. They have recently changed their minimum flight altitude on the routes down from 500 feet to 300 feet AGL. When you encounter a Military Training Route, try to cross it at 90°, and do not fly parallel to it. They are ten miles wide and should be crossed as expeditiously as possible. If you see a fighter on a route, always look for the second one. Generally, there will always be two or more fighters in a flight.

The Scottsdale Municipal Airport (SDL) runway was closed on July 5 and will remain closed for 45 days. During that time, the ATC Tower will remain open as there will continue to be helicopter operations occurring, and the Delta Airspace around SDL will remain in effect. So, don't commit an airspace violation by entering the SDL Class Delta Airspace without first establishing communications with the SDL ATC Tower.

The process is still under way within the Department of Defense (DOD) to establish a Delta Airspace for the Stagecoach Army Air Force (AAF) Base located 11 NM northwest of Pinal Airpark (MZJ). The Stagecoach AAF Base is a helicopter staging base for the Army helicopter training school located at Pinal Air Park. Stagecoach has to have specific certified weather observation equipment operating on the site before the Delta Airspace can be established, and they are in the process of budgeting and acquiring the required equipment. The dimensions of the Delta Airspace will be 4NM and 2,500' AGL. The DOD and the FAA seem to move at the speed of a glacier on items like this, so it may be a while before anything happens.

## SAFETY

When you are flying it is imperative that you are aware of the type of airspace you are flying in, or the airspace you may be about to enter, and that you know what the requirements and limitations are, what Air Traffic Control (ATC) may be expecting of you, and that you can comply with them. It is very apparent that some pilots are not aware and



wind up with problems. From May 13 through June 10, 2021, there were eighteen general aviation pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by students, private, commercial, CFIs with students, and ATPs. Of the eighteen deviations that were made, there were five Brashers issued, and it was also noted that there seemed to be a significant number of runway incursions made during the reporting period.

A Brasher is a notice that is issued when further FAA action is needed.



The pilot deviations in this last reporting period are as follows:

There were four IFR deviations, three were altitude deviations and one was a route deviation. There were two Brashers issued for altitude deviations.

There was one Class Alpha Airspace deviation for entering the airspace without first getting an ATC clearance. A Brasher was issued for the deviation.

There was one Class Charlie Airspace deviation for entering the Charlie Airspace without first establishing two-way communications with ATC before entry.

There were five Class Delta Airspace deviations, and all of the deviations were for entering without first establishing communication with ATC. In one case the pilot entered the Delta Airspace and only called the tower when he was on a two-mile final for landing. A Brasher was issued to the pilot for that deviation and a Brasher was issued for one of the cases of flying through the Delta Airspace without contacting the tower.

There were seven cases of runway incursions. One of the runway incursions did not involve an airplane but was a pedestrian that had climbed over the security fence at Sky Harbor Airport and wandered out on the active runway, forcing closure of the runway and rerouting some airliners. Airport Police captured and arrested the pedestrian. The other incursions were cases of the pilot not holding short of the runway as instructed, but proceeding onto the runway and taking off, and there were cases of the pilot being told to hold short of the runway but taxiing past the hold bars, and holding position, and also a case of taxiing onto the runway, and holding in position on the runway.

Despite giving a correct read back of the instructions, some pilots still committed a deviation. If you don't understand the ATC controller's instructions, ask for a repeat of the instructions and follow them. We operate in a very complex and sometimes crowded airspace, and it will only be safe if everyone operates in a safe and predictable manner. Don't commit a pilot deviation and fly safe!



Aviation safety this past reporting period was not good in that we had a fatal accident late in the reporting period. While it's fortunate that the number of accidents and incidents were down slightly this reporting period, they are still not as low as they

should or could be. Based on the number of pilot deviations being committed and the number of accidents occurring, it does appear that pilots have not cut back much on their flying activity, but there are a significant number that are not paying attention to their flying or are being distracted from what they are supposed to be doing. To get more detailed information on this past month's accidents and incidents, see my Accident & Incident Summary in this newsletter.



*Members, please continue to send accident information to [jtimmm@azpilots.org](mailto:jtimmm@azpilots.org) with the date, location, aircraft make, and type, if anyone got hurt, and with as much detail as possible. Thank You!*

## CONSTRUCTION

Scottsdale Municipal Airport (SDL) closed their runway 3/21 on July 6 for 45 days for rebuilding the runway. As a result, many of the aircraft based there have relocated to other nearby airports resulting in a substantial increase in operations at many of the other airports. Helicopter operations at SDL will continue, and the control tower operation will continue as before the runway closure.

Falcon Field (FFZ) Mesa is constructing several new hangars on the northwest corner of the airport, and a number of corporate sized aircraft will be moving into the new larger hangars.

Gateway Airport (IWA) is in the process of building a new control tower. Perhaps in the next newsletter we may be able to give you an anticipated date for the opening.

Marana Regional Airport (AVQ) is still planning on acquiring an FAA control tower. The city and the airport are still on schedule with their plan with the preparation of the many FAA required studies and reports.

Prescott Airport has a new terminal they have just opened. We need to stop by and check it out. They also announced ERAU has just added 25 new aircraft to their fleet, so the skies around Prescott are going to be getting a bit busier. Prescott also has ongoing runway and taxiway projects under way, so check NOTAMS before arriving so you won't encounter any unexpected surprises.

With funding that has been available from the FAA, many airports around the state have construction projects planned or in progress. Unfortunately, we don't have the latest details on all these projects, and it would be a good idea to always check for NOTAMS at your destination airport to see what is happening, so you won't have a surprise when you arrive. Use caution, and always fly informed.



APA continues to work 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



Havasut City Municipal Airport (HII), Superior Municipal Airport (E81), Sedona Airport (SEZ), Flagstaff (FLG), Laughlin/Bullhead International Airport (IFP), Grand Canyon Airport (GCN), and the Willams, H. A. Clark Memorial Field (CMR) are currently in the Master Plan update process.

### THINGS TO DO - PLACES TO FLY FOR BREAKFAST:

The fly in breakfast at Coolidge Municipal Airport (P08), normally on the first weekend of the month, has shut down for the summer and will restart in the fall.

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, on the third weekend of the month, is on hold because of the virus pandemic, and the coming summer. Here's hoping for an October restart.

Grapevine is CLOSED because of the forest fire season. ***Grapevine, which lies within a National Forest, is heavily used by the Forest Service for fighting wildfires, and the Military for Special Training.***

The City of Casa Grande still has to accomplish more refurbishing of the food service area in their Airport terminal. They are also in the process of getting the myriad of paperwork signed off and they have several possible food service providers in line for consideration. Hopefully, they may be able to reopen before the end of the year.

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

Jim



**CLASSIFIEDS**

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# SPECIAL USE AIRSPACE

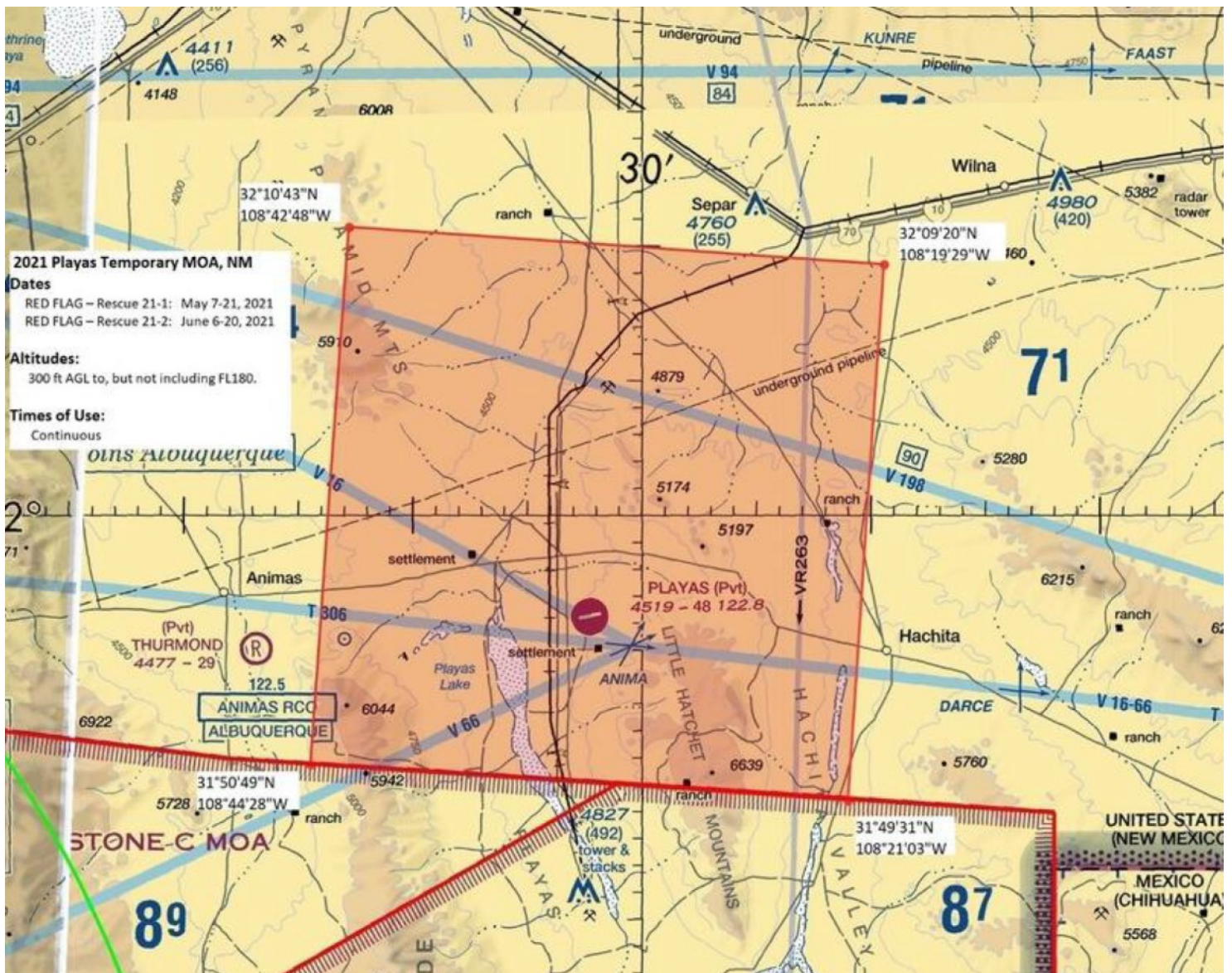
## Playas Temporary Military Operations Area, NM

**Effective Dates:** 7-21 May, 2021, for Exercises RED FLAG- RESCUE 21-1

6-20 August, 2021, for Exercises RED FLAG- RESCUE 21-2

The USAF will use the airspace for Exercises RED FLAG-RESCUE 21-1 and 21-2. The purpose of these exercises are to allow combat air forces the opportunity to practice effective integration with ground forces, which is critical to the success of the real-world Combat Search and Rescue (CSAR) mission. It is designed to provide Personnel Recovery training for both U.S. and allied foreign combat aircrews, para-rescue teams, survival specialists, intelligence personnel, air battle managers, and Joint Personnel Recovery Center personnel.

Aeronautical activities will consist of A-10, AV-8, C-12, EC-130, F-15, F-16, F-18, HH-60G, MH-60S, HC-130J, and MQ-9 aircraft conducting high speed combat maneuvering, non-standard formation





flights, rescue escort, close air support, free-fall and static line parachute operations, and VFR aerial helicopter refueling missions. No chaff or flares will be dispensed. There will be no supersonic flights. Expect day and night operations.

Contact the Albuquerque Air Route Traffic Control Center (ARTCC) for status.

### **Playas Temporary MOA, NM**


**Boundaries** – Beginning at lat. 32°10'43"N, long. 108°42'48"W,  
to lat. 32°09'20"N, long. 108°19'29"W,  
to lat. 31°49'31"N, long. 108°21'03"W,  
to lat. 31°50'49"N, long. 108°44'28"W,  
to the point of beginning.

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

**Times of use.** May 7-21, 2021 and August 6-20, 2021; Continuous

**Controlling agency.** FAA, Albuquerque ARTCC, Albuquerque, New Mexico

**Using agency.** U.S. Air Force, Det 1, 414 CTS, Davis-Monthan AFB, AZ.





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

Email: David Marker [bdbfive@aol.com](mailto:bdbfive@aol.com)

### **Looking for a Partnership in Columbia/Cirrus**

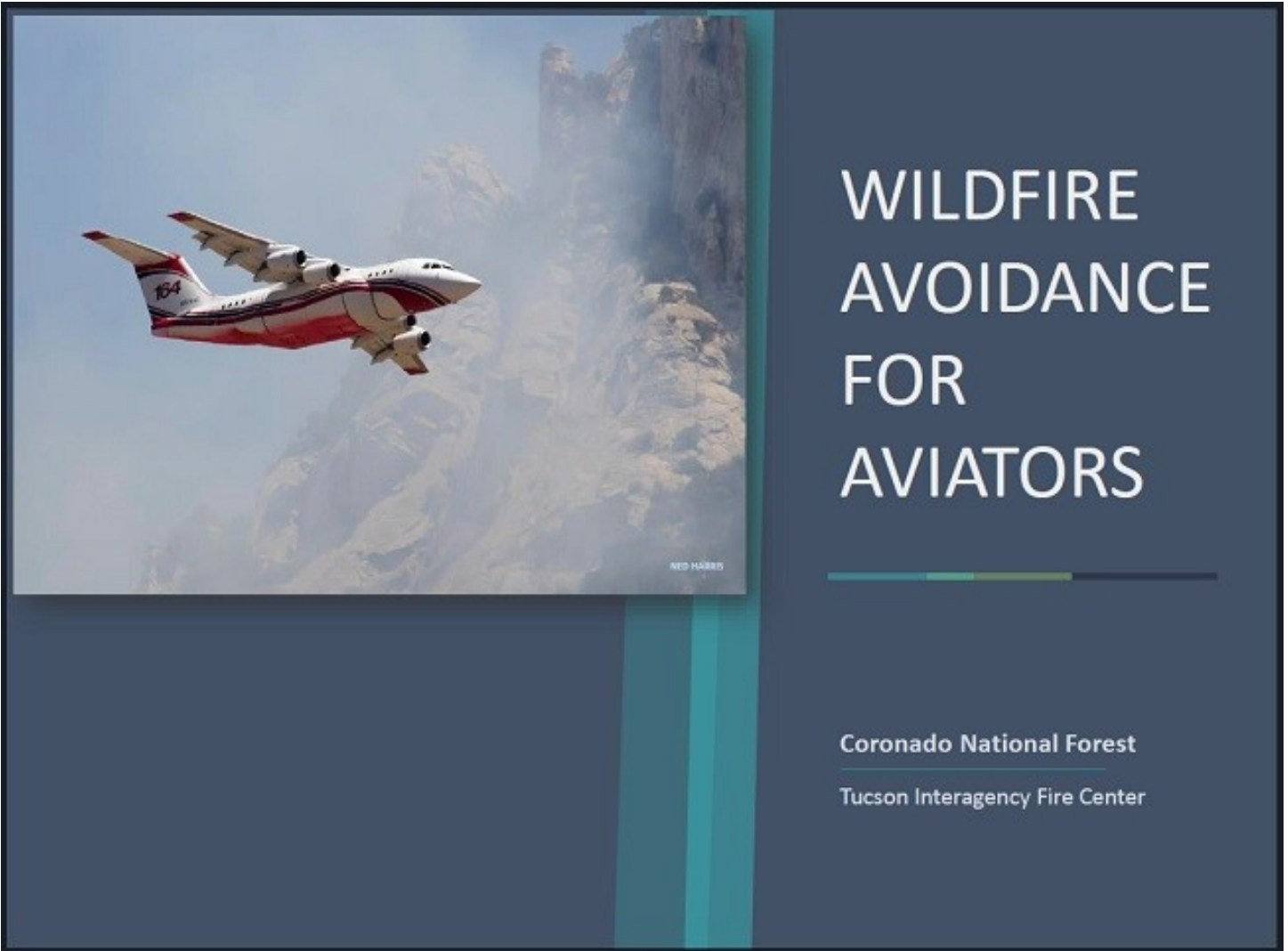
Complex, 2000 hours - former Columbia partnership

Call: Michael Hutchinson at (831) 776-2210

Email: [hutchinson93922@gmail.com](mailto:hutchinson93922@gmail.com)

# Wildfire Avoidance for Aviators

Wildfire season is under way in Arizona; higher-than-normal wildfire activity and aerial firefighting activities are expected throughout the state this summer. The Tucson Interagency Dispatch Center of the USDA Forest Service has an interest in promoting a safe flying environment for all aviators who come across a wildfire. They want to share this information with student pilots and their instructors, recreational aviators, or pilots who are transiting through southern Arizona. Use the following link to [access the PDF](#), which has information about firefighting aircraft, how they are used, and aerial hazards encountered at fires.



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# June Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents and incidents that occurred in Arizona from late May through late June. APA will be using this detailed 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 occurrences.

Aviation safety this reporting period has not been the greatest, in that we had a fatal accident late in the reporting period. Fortunately, the number of accidents and incidents are down a bit this time from last month, but they are still higher than they really should be. Apparently, the virus pandemic hasn't really resulted in pilots not flying, because based on the number of incidents, and pilot deviations that had occurred in the reporting period, it's obvious pilots are flying, and they still aren't paying attention or thinking about what they're doing.

In continuing with the expanded scope of the report, using information from the ASN, FAA, NTSB, and APA members, I hope this report will give you an idea what is happening out there, and assist you in avoiding the same mistakes others have made, and help make your flying safer.

## THE FOLLOWING IS THE INFORMATION OBTAINED FROM THE ASN, FAA, NTSB, AND APA MEMBERS

Accident Date: **May 18, 2021**

Info. Source: ASN, FAA

Location: Mesa Falcon Field

Type: Piper PA28-180

3 Uninjured

### LOSS OF POWER (RAN OUT OF FUEL)

The aircraft departed runway 4R, and shortly after declared they were losing power, and were going down. The airplane landed the opposite direction of traffic on the 202 freeway between Higley and Recker roads. Minor damage was incurred when one wing hit the median wall and the other wing hit a cement truck.

Accident Date: **May 19, 2021**

Info. Source: FAA

Location: Chandler

Aircraft Type: Beechcraft 90L King Air

Injuries: 2 Uninjured

### RAN OFF RUNWAY AFTER BRAKE PROBLEM

In making an IFR arrival, the airplane landed on runway 4L at Chandler Municipal Airport (CHD) and departed the runway approximately 3,700

feet down the runway, and went into the infield between the parallel runways. The pilot reported he had a brake issue. No damage was reported.

Accident Date: **May 20, 2021**

Info. Source: ASN, FAA

Location: Lake Havasu

Aircraft Type: Beechcraft King Air 200

Injuries: 9 Uninjured

### NOSE GEAR DIDN'T EXTEND PROPERLY

Following an inflight landing gear anomaly indication, the aircraft landed sustaining substantial damage at Lake Havasu City Airport (HII) when the nose gear collapsed during the landing. The nine occupants onboard the airplane were not injured during the incident. Aircraft had departed Scottsdale airport (SDL) with a destination of Lake Havasu.

Accident Date: **May 21, 2021**

Info Source: NTSB, FAA

Location: Phoenix

Aircraft Type: Cessna TU206G

Injuries: 2 Uninjured

#### LOSS OF CONTROL LANDING

After a flight from Tucson to Phoenix the airplane experienced a loss of control after landing on runway 25L at PHX and struck a wing tip. The assessment of the wing damage was extensive. The aircraft had a Mexican Registry.

Accident Date: **May 27, 2021**

Info. Source: NTSB, FAA

Location: Prescott

Aircraft Type: Cessna 182 (RG)

Injuries: 1 Uninjured

#### LANDING GEAR COLLAPSED ON LANDING

The aircraft landing gear collapsed after landing on runway 21L at Prescott. The damage was reported to be substantial.

Accident Date: **May 30, 2021**

Info Source: FAA

Location: Phoenix (DVT)

Aircraft Type: Luscombe 8A

Injuries: 1 Uninjured

#### COLLISION WITH ANOTHER AIRCRAFT WHILE TAXIING ON THE RAMP

After landing, and during taxi in the parking area on the ramp, the Luscombe struck a parked, unoccupied Beech 35 Bonanza. The left brake had failed while on the ramp, causing the collision. An examination of the mechanical brakes disclosed a bolt was missing on the left brake, and the control cable had disconnected from the brake arm. Further examination disclosed the right brake cable retaining bolt was installed upside-down with an incorrect nut.

Accident Date: **June 4, 2021**

Info. Source: FAA

Location: Winslow

Aircraft Type: Piper PA23-250 Aztec F

Injuries: 2 Uninjured

#### EMERGENCY EXIT HATCH "BLEW OUT" IN FLIGHT

Approximately 30 nautical miles east of Winslow,

the left side emergency exit hatch "blew out" of the aircraft at 10,500 ft. altitude. The aircraft made a safe landing at Winslow, and no further aircraft damage was noted.

There was no report of ground damage occurring from falling debris, and the hatch was not recovered.

Accident Date: **June 15, 2021**

Info. Source: ASN, APA Members

Location: Marana

Type: Cessna 182T

Injuries: 2 Uninjured

#### IN FLIGHT LOSS OF POWER

The Cessna 182T Skylane experienced in flight engine issues and landed on an interstate.

The airplane was loaded on a truck and transported to a nearby airport for examination.

Accident Date: **June 15, 2021**

Info Source: ASN

Location: Gila Bend

Aircraft Type: Quickie Q2 Tri-Q

Injuries: 1 Fatal, 1 Serious Injury

#### CRASHED AND BURNED ON TAKEOFF

The aircraft, an experimentally built QAC Tri-Q Quickie, impacted the terrain shortly after takeoff from Gila Bend Municipal Airport (E63). One person was ejected from the aircraft in the crash and was airlifted to a hospital.

The airplane was destroyed by the ensuing post-crash fire, and one of the two occupants onboard was fatally injured. The second occupant onboard was seriously injured.

Accident Date: **June 15, 2021**

Info Source: ASN, APA Member

Location: Phoenix DVT

Aircraft Type: Zenair CH601 XL Zodiac

Injuries: 1 Uninjured

#### NOSE GEAR COLLAPSED ON LANDING

The aircraft landed and the nose gear collapsed during the rollout.



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# GAJSC

## General Aviation Joint Steering Committee

### Stabilized Approaches and Landings

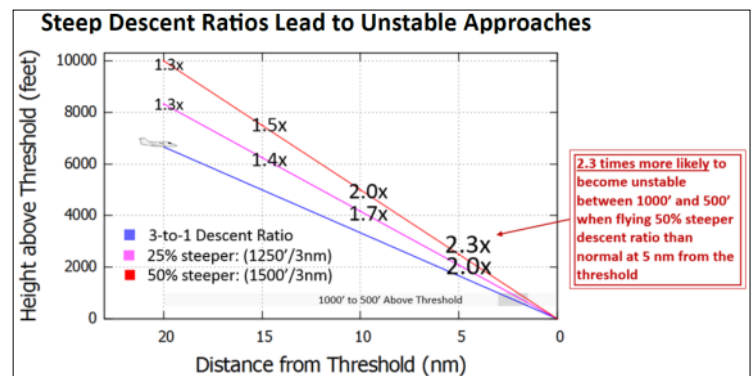
This outreach guidance is provided to all FAA and aviation industry groups that are participating in outreach efforts sponsored by the General Aviation Joint Steering Committee (GAJSC). It is important that all outreach on a given topic is coordinated and is free of conflicts. Therefore, all outreach products should be in alignment with the outline and concepts listed below for this topic.

**Outreach Month:** July 2021

**Topic:** Stabilized Approaches and Landings

#### **Background:**

A stabilized approach is a key feature to a safe approach and landing. Operators are encouraged by the FAA and the International Civil Aviation Organization (ICAO) to use the stabilized approach concept to help eliminate CFIT. The stabilized approach concept is characterized by maintaining a stable approach speed, descent rate, vertical flightpath, and configuration to the landing touchdown point. Depart the FAF configured for landing and on the proper approach speed, power setting, and flightpath before descending below the minimum stabilized approach height; e.g., 1,000 feet above the airport elevation and at a rate of descent no greater than 1,000 feet per minute (fpm), unless specifically briefed. (Refer to AC120-71.)



#### **Teaching Points:**

- Pilots of all certificate levels are prone to destabilized approach and landing accidents.
- Most General Aviation approach and landing accidents occur during the day and half occur in VMC.
- Pilots must accurately assess the risk associated with each flight and plan accordingly. They must also continuously reassess risk en route and commit to alternate plans before they are in a state of emergency.

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





**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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- 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!



## Three Old Men And an Airplane

By Howard Deevers

That sounds like the start of a story with a really bad ending, but actually it is a good story!

We all know that the minimum age to solo is 16, and you can get your private pilot's license on your 17<sup>th</sup> birthday. (Glider pilots can be 16). However, the FAA has no upper limit for piloting as long as you have a medical (or can fly on *basic med*) and a current flight review. There IS an upper limit on Airline pilots and Air Traffic controllers; airline pilots must retire on their 65<sup>th</sup> birthday, and Air Traffic Controllers retire at age 56. If an airline pilot has a flight scheduled on his 65<sup>th</sup> birthday, he can fly that, but it will be his last flight. Nothing prevents them from flying their personal airplanes after age 65, and many do. Just think of the knowledge and experience that those pilots have.

You may not have heard of it, but there is an organization called "The United Flying Octogenarians" (Abbreviated: UFO's) with about 1800 members from the U S, Canada, and other countries. The only requirement for membership is that you had to act as PIC in an *aircraft* at least once on your 80<sup>th</sup> birthday or later. Aircraft can be anything that flies: plane, helicopter, balloon, blimp, glider, or more. Many members remain active pilots well into their nineties. The UFO's are mostly a social organization. Members gather for lunch or other activities several times a year. Story swapping and experiences are high on the list of things to talk about. With the age of the members, there is no shortage of stories and experiences.

Recently, a UFO member, age 84 and still an active flight instructor, signed off an 82 year UFO member and friend for his Glider Rating checkride. He passed. This was in Tennessee. They did not say the age of the examiner, but he must have been impressed by the ages of the people at that checkride.



After passing my CFI checkride in Pittsburgh, one of my earliest students was a 75 year old WWII veteran. He had wanted to be a pilot in WWII, but at that time they needed navigators more than pilots. Now retired and with time and resources, this was "unfinished business" with this veteran. We flew every week that the weather would let us, and he passed his Private Pilot checkride. He was a little slow learning some of the required skills, but the best navigator that I have ever flown with.





We have all heard that “age is only a number.” Sure it is, but those years seem to go by faster every year! For some people, age 60 is “old.” For others age 80 is “old.” Wouldn't it be nice to make that age number three digits?

What about those Three Old Men and an Airplane? They live in Iowa. Have been friends for over 40 years, and all are over age 80. They partnered and bought a Cessna 172 thirty years ago, and they spend every weekend they can maintaining that plane. It gets washed and waxed 4 times a year. It is cleaned inside and out. The oil is changed every

30 hours. They take turns flying to events to keep current. They have added new radios, and now the ADS-B out to the plane. They go to FAA sponsored safety seminars and proudly wear their “WINGS” pins. They are not “old pilots, or bold pilots,” just good pilots and set an example for everyone that knows them. I find “old guys, and gals,” just like these all over the country. Sometimes it will be Two Old Men, and other times it will be Four Old Men. They share their love of aviation and the expense and labor to maintain an airplane.

Let us set examples for our friends, also. Your ARIZONA PILOTS ASSOCIATION and the FAAS-Team present safety seminars somewhere in the State every month. These are free and count toward earning a phase of the WINGS. Look for one near you, and don't forget to “bring your wingman!”

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!!!***



**CLASSIFIEDS**

### Fly a Helicopter!

Price:\$ 330.00

Call: Glenn Roberts at (602) 463-5528

Email: [glennsroberts@icloud.com](mailto:glennsroberts@icloud.com)

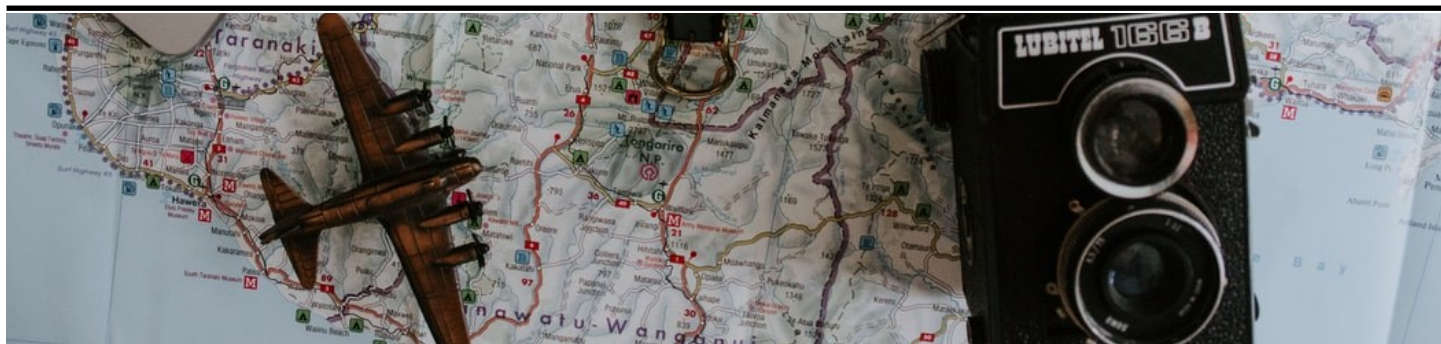


### Fly Loops and Rolls!

Price:\$ 220.00

Call: Glenn Roberts at (602) 463-5528

Email: [glennsroberts@icloud.com](mailto:glennsroberts@icloud.com)



## A Few Words About Safety

Denny Granquist

**“** *“Taking a visual approach clearance too early can end up getting you home too late.”*

*“A thorough post flight is the cheapest insurance you can buy.”*

**”**

**CLASSIFIEDS**

### CFII Accepting New Students

Call: Patrick Williams at (480) 737-5999

Email: [pwilliamsaz@gmail.com](mailto:pwilliamsaz@gmail.com)



### Wanted: Cessna 177/182—First time Owner!

Looking for Price:\$ 75,000

Email: Jason Lewis at [jason@ecospace.com](mailto:jason@ecospace.com)



# Fly Out To Bar 10 Ranch

Join the New Mexico Pilots Association on the North Rim this October at the Bar 10 Ranch  
Options for lodging include outdoor wagons or indoor rooms, all meals included.

**Reserve your room today, call Sarah to make your reservation**

**435-628-4010**

Arrive Bar Ten Sunday, October 17th - Depart Tuesday the 19th  
Fly out to local airstrips planned Monday morning, i.e. Grand Gulch  
Side by Side ride to North Rim on Monday afternoon.

**Optional: Tuacahn Amphitheatre St George, UT.**

**This is an incredible show, and will be The School of Rock - October 16th**

**You should purchase tickets in advance, call 435-652-3200**

Contact Sarah at Bar Ten to make your reservation: 435.628.4010

Contact Perry Null for more info: [perrydnull@gmail.com](mailto:perrydnull@gmail.com) 505.870.1233

More information at New Mexico Pilots Association





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



## APA Website

Please visit our website for the latest information.

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

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

Email Stefanie at:

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

## Newsletter Contributors

Article Deadline

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

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

Contact the newsletter editor, Cathy Paradee:

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

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



Stefanie Spencer— Webmaster



*New pilots welcomed!*



*Writers welcomed!*



## APA Clothing

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

## Advertisements

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

## APA Membership

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

## Volunteer 501 (c) (3) Organization

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

