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President's Report

Greetings,

In my career in the defense industry, I've traveled to some pretty incredible places around the world. I've been able to take in bucket list items around the globe and still grab any chance to travel that I can. I've taken some epic trips in our Comanche that I'd love to do again. Alaska to Florida, the Bahamas, Oshkosh (when it was still Oshkosh), Sun 'n' Fun, etc... This summer, the Comanche stayed hangered, and our family traveled around the US in our fifth wheel camper. The going was much slower, and ironically more expensive, but we stuck to the back roads and byways and were able to check off several more bucket list items. GA airports tend to be along backroads, too. Lots of them. I was able to see airports I've only heard about or read about. While in Colorado, the famed Eagle County Airport (KEGE) came into view. The craggy mountains in the near background, combined with the 6547ft elevation and significant private/corporate jet traffic, make this a challenging airport. Next was Aspen-Pitkin County Airport (KASE) that makes Eagle County seem like child's play. At over 7800ft elevation with steep cliffs nearby, this is also a challenging airport. These are now on my bucket list of airports to fly into now. Up in South Dakota, the town of Spearfish has a remarkable airport (KSPF). This is a city-owned airport with a beautiful asphalt runway and a pair of well-marked, long and wide turf runways. Definitely a bucket list airport. Similarly, the backroads of Wyoming brought Sheridan County (KSHR) and Johnson County (KBYG) airports are among the beautiful Western portion of the state. In Utah, the Nephi Municipal (U14) and Manti-Ephraim (41U) airports are framed by the incredible Tintic and San Pitch Mountains.

Here in the west, we're also blessed with some of the best flying weather in the country. I've started to compile my bucket list of airports. Many of the airports on my list are in Arizona, but the Comanche will comfortably and quickly take us to exciting, interesting or challenging airports across the

country. Think about your bucket list airports. Make a plan to get out and see them. Go with friends and family and make it a destination vacation and enjoy the adventure!

Blue Skies,

Brian



Notice - Upcoming

Check NOTAMS for Lights Out/NVG (Night Vision Goggle) training in the Tombstone MOA. A lights out NOTAM will be published 48 hours prior to scheduled Lights Out/NVG military flight training.

Executive Director's Report

Jim Timm — August 2021



Well, here we are, in the middle of the monsoon season with its rain. There was about a week that the flying weather really wasn't very good. Highly unusual for Arizona, where unlimited visibility is usually the rule. The other weekend, when a group of us would normally fly somewhere to have breakfast, it was drizzling rain, and the discussion was that we may be able to go somewhere in this, but we might not be able to get back home. So, the discussion ended with the decision for all of us to go to I-HOP, have breakfast, and watch the rain. So here is hoping for better flying weekends to come. Have fun and watch out for the weather.

While we have had some rain, forest fires may still be an issue, so watch out for forest fire TFRs, and remember, some areas may still be closed for access. We don't like to see this happening, but unfortunately, it's only necessary for the moment, because we don't want anyone to be responsible for starting another catastrophic fire.

MISCELLANEOUS ITEMS

FAA

Unfortunately, the FAA has issued a directive in July that states flight instruction is now being prohibited in limited, primary, and experimental aircraft. While pilots and flight instructors receiving and giving instruction in standard category aircraft are not affected by this recent move, it is a roadblock for those seeking instruction in any of these three specific categories of aircraft. Now, to receive instruction, or get a flight review in your experimental, or limited designation aircraft, you as the owner, **and the instructor, both** must have an FAA Letter of Deviation Authority (LODA) for



that aircraft to get training or a flight review in it. This requirement could possibly result in causing some pilots to forego flight training, or flight reviews, and this will result in having a very negative impact on flight safety. This new ruling really flies in the face of the FAA's own Safety Office and their FAA Wings Program that encouraged pilots to regularly fly with an instructor to keep their flying skills sharpened. While there have apparently been some FAA Flight Standard District Offices that have indicated they will not be enforcing this new misdirected rule, I have also heard that many CFI's still don't want to take the risk of offering their services in an experimental aircraft. There are a couple of Federal Legislators that have indicated they will be introducing bills in both the Senate and the House of Representatives to correct this over-reach of the FAA. The FAA is planning to correct the problem by rewriting the rule, to per-



mitting flight training in experimental aircraft. To do this correctly without creating other problems, it will require much time to happen. **The FAA is estimating it will take four years.** In the meantime, the FAA also appears to have realized that this is an immediate problem, and they have set up an e-mail account for you to apply, and get a quick response for a LODA for your experimental aircraft, **which will be valid for four years.** It is a fillable pdf form asking only for the basic information, and when submitting the form, simply state you want a LODA permitting you to get flight instruction and flight re-

views in your own aircraft. The following is the form to fill out, as well as the address to send it to.

https://www.faa.gov/licenses_certificates/vintage_experimental/examiners/media/LODA_Template.pdf

AIRSPACE

The airspace system seems to have been operating smoothly because I'm not aware of any issues from the users or from the FAA ATC people. I hope it stays this way for a while.

SAFETY

It's summer, the temperatures are high, and that means density altitude will be a factor. So be sure to recognize (and calculate) your aircraft's limitations, as well as your own when you plan your flight in the high country. Gusty winds and thunderstorms can factor in also. So, in doing your preflight planning, be sure to include a check of the forecast weather.

If you decide to fly to the Grand Canyon, be aware that the Grand Canyon Special Flight Rules Area has a complex set of flight rules. Specific altitudes, frequencies and altimeter settings for each sector are on the chart. Familiarize yourself with the flight rules that are published for this airspace under 14 CFR § 93 Subpart U, and the notes on the Grand Canyon VFR Aeronautical Chart.

Aviation safety this past reporting period was certainly not good in that we had two fatal accidents. While it's fortunate that the number of accidents and incidents were not any more than the last report, 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 it's evident that there are a significant number of pilots out there that are still not paying attention to their flying or are letting themselves become 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 elsewhere in the newsletter.



Members, please continue to send accident information to jtimmm@azpilots.org with the date, location, aircraft make, and type, if anyone got hurt, and with as much detail as possible. Thank You.

PILOT DEVIATIONS

Wherever you fly, make sure that you know what the requirements and limitations are for the airspace you are flying in, or the airspace you may be about to enter, and what Air Traffic Control (ATC) may be expecting of you, and be sure you can comply with the requirements. It's obvious that some pilots are not aware of what's expected of them, and wind up with pilot deviations. In the time period from June 11 through July 15, 2021, there were eighteen general aviation pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by the full range of certificate holders from student through ATPs, including CFIs, and Military pilots. Of the eighteen pilot deviations that were recorded by the FSDO, a military pilot committed an IFR altitude deviation in a MOA, and got a Brasher, and an Air Carrier pilot committed a deviation by taxiing on a taxiway without ATC authorization. The remaining sixteen deviations were committed by the full range of general aviation pilots, and of the sixteen general aviation deviations, there were five Brashers issued.

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

This past month there were a large number of both runway intrusions and failure to follow ATC instructions.

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

- One IFR altitude deviation.

- One Forest Fire TFR deviation where the pilot flew through the TFR and in front of a fire attack airplane.

- Two Class Delta Airspace deviations.



In one case, the pilot flew through the Class Delta Airspace without contacting ATC, and in the other case, the pilot contacted ATC after he had flown about a mile into the Delta Airspace. Both pilots in these two cases got a Brasher notice.

- Five Runway Incursions.

In two cases, the pilots did not hold short at the runway "Hold Short Line" but crossed over it before stopping. In one of the cases the pilot went so far that he finally stopped at the very edge of the runway, and he got a Brasher for that one.

In two cases, the pilots took off without ATC authorization. Both pilots got a Brasher notice.

There was one case at Sky Harbor where a vehicle entered the active



runway without ATC authorization.

Two Taxi Without Instructions.

In one case the pilot landed, and taxied to parking without contacting Ground Control, and in the other case the pilot taxied from parking to the runway without contacting Ground Control.

Five Failure to Follow ATC Instructions.

In two cases, the pilots were instructed to maintain runway heading after takeoff, and in both cases the pilot initiated a turn immediately after takeoff, and in one case the pilot turned into conflicting traffic.

In another case, the pilot was instructed to make “S” turns to provide spacing with traffic in front of him, and he started the turn into conflicting traffic. ATC caught the start of the turn, and got the error corrected.

In another case, the pilot was instructed to follow an airplane in the pattern, but the pilot ended up turning base inside the traffic he was to follow, causing it to go around while on half mile final.

In this last case, the pilot requested a change in runway at a two-runway airport, the change was approved, and the pilot failed to recognize and accommodate an inbound aircraft approaching the same runway he was changing to. There was no loss of separation.



Because we operate in a very crowded and complex airspace, all pilots must be on high alert when operating at many of our airports. Be extra wary and alert and develop good situational awareness of what is happening around you. Be safe, and think about what you are doing, or are about to do. Don't commit a pilot deviation.

CONSTRUCTION

Scottsdale Municipal Airport (SDL) closed their runway 3-21 on July 6 for 45 days to rebuild the runway. Helicopter operations at SDL are continuing as usual, and the control tower operation is continuing as before the runway closure, and the Class Delta airspace is in effect.



Falcon Field (FFZ) Mesa has a tenant constructing several new hangars on the northwest corner of the airport, and some corporate sized aircraft are planning to move into the large new hangars.

Gateway Airport (IWA) is in the process of building a new control tower. Construction is progressing on schedule, and unless something unforeseen happens, it should be completed by next July.

Prescott has ongoing runway and taxiway projects under way, so check NOTAMS before arrival so you



won't have 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. Always 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 Havasu 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 has reopened, but always check local forest conditions and fire restrictions before visiting a forest service airstrip. *Grapevine, which lies within a National Forest, is heavily used by the Forest Service for fighting wildfires and the Military for Special Training.*
- ⇒ There is now a pancake breakfast on the last Saturday of the month at the Casa Grande Municipal Airport (CGZ). The breakfast is being put on by the Casa Grande Masonic Lodge (Pinal Lodge #30). Time will be from 7:00 to 10:00 am, and the breakfast will be served in the air-conditioned terminal. This is planned to be a monthly event until the renovation of the cafe area of the terminal is completed and staffed, which should happen near the end of the year.

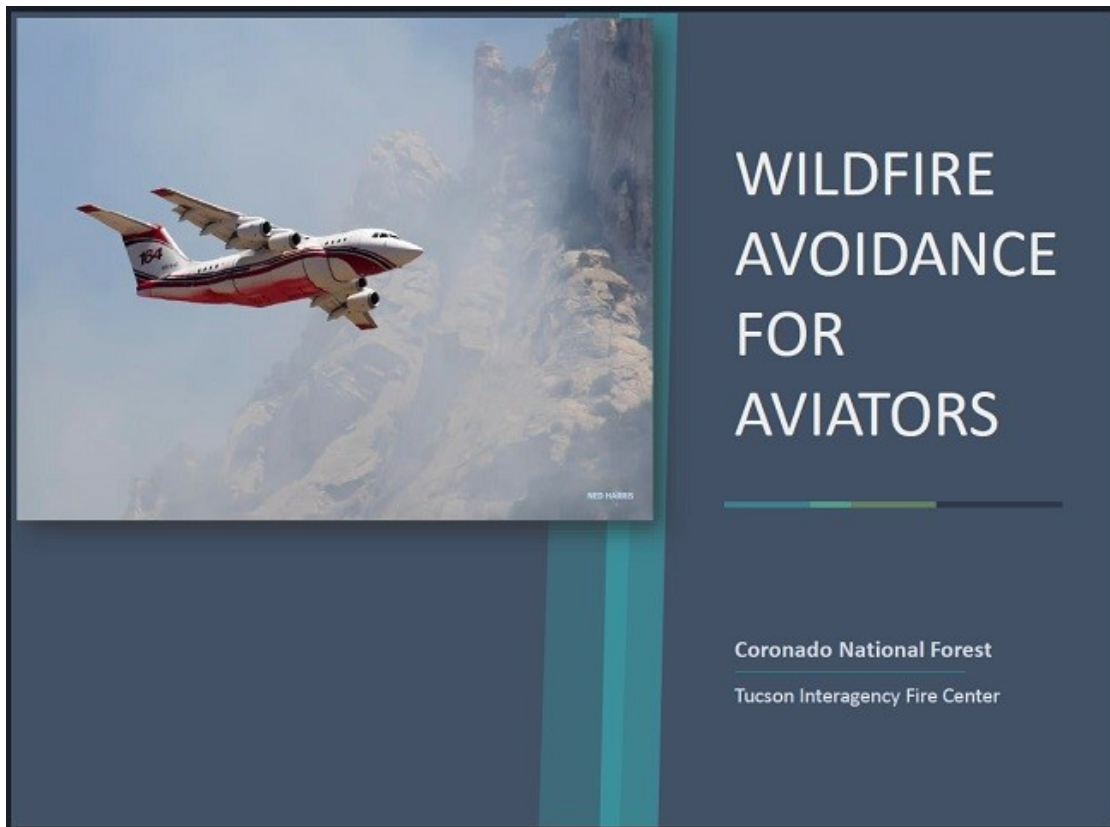
Check with the APA Getaway Flights program and online [calendar](#) for fun weekend places to fly.

Jim



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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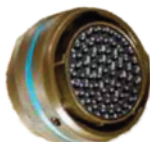
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Lights Out/NVG Training in the Tombstone MOA

Tombstone A/B/C MOA Lights Out/NVG Training

FAA exemption 7960 issued to the U.S. Air Force, exempts participating military aircraft from FAR 91.209(a)(1) and (b) in specified MOAs when conducting lights-out/night vision goggle (NVG) training.

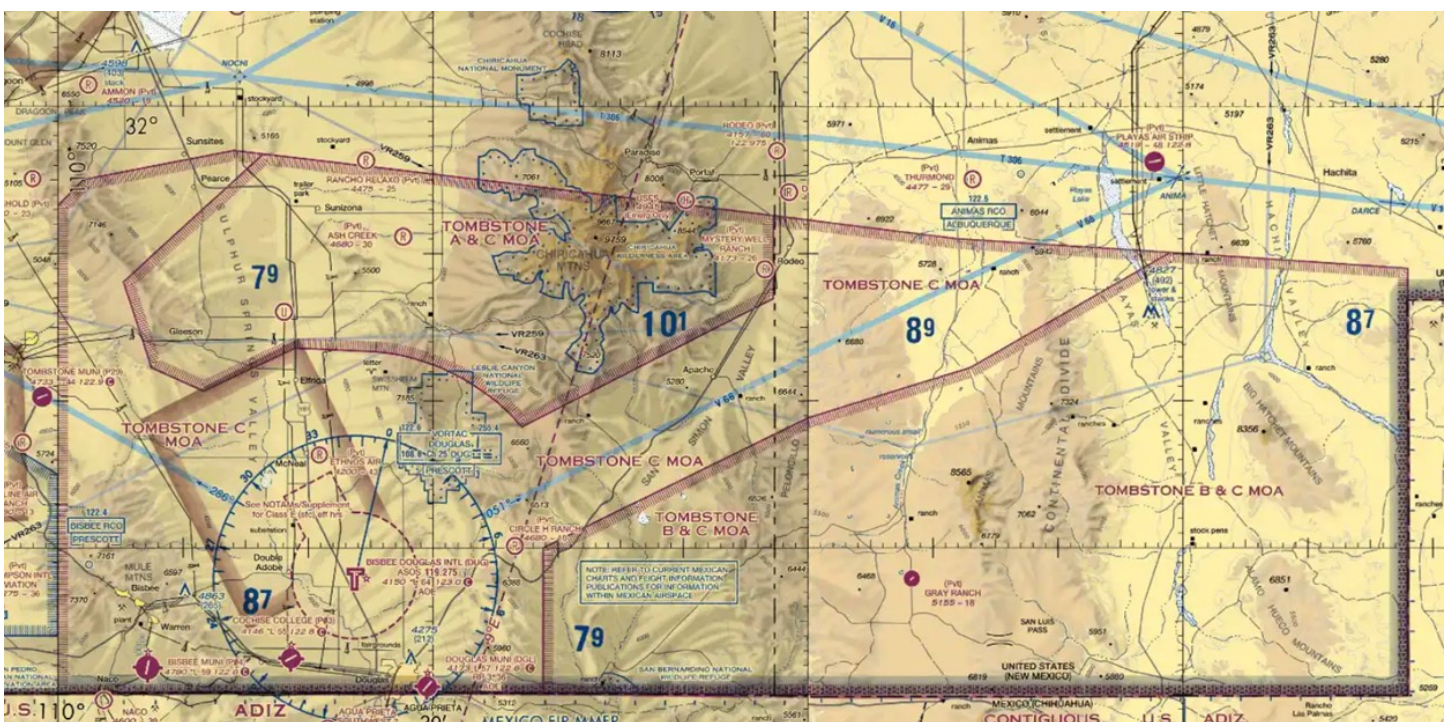
Tombstone A/B/C MOAs, located in southeastern Arizona/southwestern New Mexico, are authorized for NVG/Lights Out training per exemption 7960.

Military Operations Area (MOA)

Airspace of defined vertical and lateral dimensions established outside Class A airspace to separate certain military activities from IFR traffic and to identify for VFR aircraft where these activities are conducted.

Military pilots conducting flight in DOD aircraft within a designated MOA are exempt from the provisions of FAR part 91.303 (c) and (d) which prohibit acrobatic flight within Federal airways and Class B, C, D and E surface areas.

MOA's are depicted on sectional, VFR Terminal, and Enroute Low Altitude charts.



Civil aircraft do's and don'ts

Don't do anything different.

A military radar unit will monitor Tombstone A/B/C airspace and advise military aircraft to switch lights on or maneuver to avoid civil aircraft.

Do squawk.

Squawking will assist the military radar unit to detect civil aircraft.

Do check NOTAMs.

A lights out NOTAM will be published 48 hours prior to scheduled Lights Out/NVG military flight training.

Do maintain vigilance in a MOA.

An active MOA is designated airspace for the military to conduct realistic combat training to include high speeds, acrobatics maneuvers, cloud penetration, and formation flying.

Do ask ATC.

Albuquerque Center is the controlling agency for Tombstone A/B/C MOAs. Center will know if Tombstone is active and whether Lights Out/NVG training is being conducted.



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GAJSC

General Aviation
Joint Steering Committee

Use of Weather Information

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

Outreach Month: August 2021

Topic: Use of Weather Information

Background:

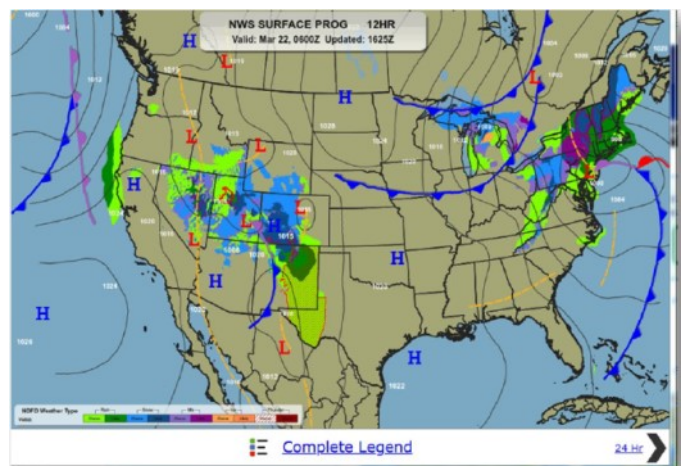
Based on Safety Enhancement (SE) 13 of the GAJSCs study, Weather Technology was found as follows: **FAA & Industry educate GA community on available WX Info Technologies. i.e. NOAA ADDS Icing Tool.** (FAAST-Lead, EAA, AOPA, NAFI, SAFE, Tng. Providers)

Teaching Points:

- In this electronic age, the weather sources we utilize for our preflight and in-flight planning are not the single source providers used 20 years ago. Simply put each source has a way they would like you to see weather data.
- Self briefings need to utilize multiple sources for the best possible outcome.
- Planning and interpretation of the data requires you the pilot to make sense of what is reported and then plan according to your findings.
- Plan for unforecast conditions. Develop “Plan B” strategies in your initial assessment, NOT once you are in the air.
- Confirm and update weather as you fly. Report what you see, alter your plan as needed.

DOWNLOADS:

[PowerPoint Presentation Slides...](#)



July Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents and incidents that occurred in Arizona from late June through late July. 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 again not been very good because we had two fatal accidents in the reporting period that took three lives. The balance of the accidents only involved a few injuries, if any, and for the most part, only bent airplanes. The number of accidents and incidents are about the same as last month, and they are much higher than they really should be.

Obviously, the virus hasn't slowed flying down very much, if at all, as pilots are still out there committing pilot deviations, having accidents, and not paying attention or thinking about what they are 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 help you see what's going on out there, and help you to avoid making the same mistakes others have made, and make your flying a bit safer.

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

Date: **June 15, 2021**
Info. Source: FAA
Location: Phoenix (DVT)
Type: Piper PA28-R201T
Injuries: UNK

STRUCK AIRPORT SIGN TAXIING

The aircraft struck an airport sign with the wing while taxiing on a taxiway for a maintenance check. The movement was not intended for flight. Extent of damage was unknown.

Date: **June 27, 2021**
Info. Source: FAA
Location: Phoenix (IWA)
Type: EMB-550
Injuries: 5 Uninjured

INFLIGHT LIGHTNING STRIKE

On a flight from Dallas-Fort Worth to Van Nuys the Embraer EMB-550 diverted and landed at Williams Gateway Airport (IWA) after a lightning strike shattered the windshield over Lubbock, Texas. The extent of damage was unknown.

Accident Date: **July 1, 2021**
Info. Source: ASN
Location: Grand Canyon
Aircraft Type: Bellanca 17-30
Injuries: 3 Uninjured

INFLIGHT FUEL ANOMALY

The Bellanca Viking sustained unreported damage subsequent to the off airport forced landing, following an inflight fuel anomaly, five miles southwest of Grand Canyon National Park Airport (GCN). The airplane had departed Upland-Cable Airport (CCB), California, with a destination of Grand Canyon-National Park Airport (GCN).

Accident Date: **July 3, 2021**
Info. Source: FAA
Location: Gila Bend
Aircraft Type: Cessna 172
Injuries: 1 Uninjured

HARD LANDING

The Cessna 172 made a hard landing resulting

in a prop strike. The extent of damage was unknown.

Accident Date: **July 10, 2021**

Info Source: ASN, FAA, APA

Location: Chandler

Aircraft Type: Beechcraft A36TC

Injuries: 3 Minor Injuries 1 Serious Injury

RAN OFF END OF RUNWAY

The aircraft was destroyed by fire subsequent to an impact with the airport boundary fence during a takeoff attempt from runway 22R at Chandler Municipal Airport (CHD). The airplane had been refueled and four large men had boarded the aircraft before takeoff.



Photos courtesy of Rich Fitschen



Accident Date: **July 10, 2021**

Info. Source: ASN, NTSB, FAA, APA

Location: Wickieup

Aircraft Type: Beechcraft C90

Injuries: 2 Fatalities

INFLIGHT STRUCTURAL FAILURE

On July 10, 2021, about 1255 mountain standard time, a Beech C-90, turbo prop airplane was destroyed when it was involved in an accident near Wikieup, Arizona. The pilot and Air Tactical Group supervisor were fatally injured. The airplane was operated as a public-use firefighting aircraft in support of the Bureau of Land Management conducting aerial reconnaissance and supervision.

The airplane was on station for about 45 minutes over the area of the Cedar Basin fire. Preliminary radar data showed that the airplane had accomplished multiple orbits over the area of the fire about 2,500 ft above ground level (agl). The last radar data point showed the airplane's airspeed about 151 knots, its altitude of about 2,300 ft agl, and that it was in a descent, about 805 ft east southeast of the accident site.

According to a witness, the airplane was observed in a steep dive towards the ground. Subsequently, the airplane impacted the side of a ridge line in mountainous desert terrain about 15 miles northeast of Wikieup. The wreckage was consumed by a post-crash fire. Debris was scattered over an area of several acres. The left wing was located about 0.79 miles northeast of the main wreckage and did not sustain thermal damage. No distress call from the airplane was overheard on the radio.

Accident Date: **July 10, 2021**

Info Source: FAA

Location: Douglas

Aircraft Type: Slipstream Ultralite

Injuries: 2 Uninjured

OFF AIRPORT LANDING

While doing touch and go's, the pilot reported he encountered engine issues, and the aircraft lost altitude resulting in an off-airport landing in the desert brush, and flipping upside down about 1/8th of a mile northeast of Douglas.

Accident Date: **July 18, 2021**
Info Source: ASN
Location: Carefree
Aircraft Type: Aviat A-1B Husky
Injuries: 2 Uninjured

LOSS OF CONTROL LANDING

The aircraft experienced a crosswind on landing causing a runway excursion. No damage was reported.

Accident Date: July 24, 2021
Info Source: ASN
Location: Buckeye
Aircraft Type: Cosman LSA
Injuries: 2 Uninjured

OFF AIRPORT LANDING

Following a loss of engine power, an experi-

mental amateur built Michael A Cosman LSA force landed in open field terrain near Buckeye Municipal Airport (BKK), Buckeye.

Accident Date: **July 27, 2021**
Info Source: ASN, APA
Location: Tucson (RYN)
Aircraft Type: Rutan Long-EZ
Injuries: 1 Serious Injury 1 Fatality

LOSS OF CONTROL LANDING

The aircraft, an experimentally Borom amateur built Rutan Long-EZ, impacted the terrain short of the runway at Ryan Field Airport (RYN) Tucson. The canard winged experimental airplane came to rest inverted, sustaining substantial damage, and one occupant onboard received fatal injuries. The second occupant onboard was seriously injured.

A Few Words About Safety

Denny Granquist

“ *“Brief all passengers on the plan and what you expect from them to include survival.”*

“Too much airspeed on final shortens most runways.”

”

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~ Scholarship Corner ~

by Chris Nugent

It's hard to believe that 2021 has gone so quickly, but we are fast approaching another APA scholarship program cycle. The deadline for applications for scholarships for the 2022 academic year is **31 October 2021**. You may recall that we moved it out several weeks into November last year to account for all the disruption caused by the pandemic. However, it seems that both high school and college classes are getting underway pretty much as scheduled this year, so we've reverted to our traditional October deadline.

You may also recall that we transitioned to an online application tool last year that has streamlined the application process for both the applicant and scholarship committee. It worked very well and helped us manage a record number of applications much more effectively.

I would encourage those of you that are talking to students about the APA scholarship program or considering applying to visit azpilots.org and check out the Scholarship Program page under "Pilot Resources." This page provides all program information and includes:

- ♦ **Scholarship Program Overview** – there is a narrated presentation at the top of this page that provides an overview of the program and details for completing the application
- ♦ **Scholarship Application** – the application link will take you directly to the online application form for completion and uploading of required documents (cover letter, transcripts, and letters of recommendation)

I also encourage any applicant that has questions on the process to reach out to us at scholarships@azpilots.org for help. We're happy to help and want to ensure that each application is submitted successfully before the deadline.

This is also the time of year that we start our information sessions with the schools and colleges to get the word out regarding the APA program. In prior years, we have done these sessions in person, but as you might expect, we were forced to go to virtual sessions in 2021 because of the pandemic. While it's always exciting to talk to the students and teachers in person, the online sessions have worked well and allowed us to reach a broader audience since it's easier to schedule multiple sessions.

We have also worked to broaden the number of Arizona colleges and universities with aviation programs that we engage in these sessions to ensure their students are aware of the resource the APA scholarship program provides. This includes:

- ♦ Cochise College – Douglas, AZ (Professional Pilot, ATC programs)



- ♦ Embry-Riddle Aeronautical University – Prescott, AZ (Professional Pilot and other aviation-related degree programs)
- ♦ Pima Community College – Tucson, AZ (Aviation Maintenance Technology programs)
- ♦ Yavapai Community College – Prescott, AZ (Professional Pilot programs)
- ♦ Arizona State University – Tempe, AZ (Professional Pilot, Aviation Management Programs)

We'll keep you posted on our progress and thank you for your continued support of the program. It's an important part of APA's mission and commitment to ensuring the future of general aviation in Arizona.

Stay healthy and fly safe.

Chris



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

newsletter@azpilots.org

A Few Words About Safety

Denny Granquist

“

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

“If you don't plan for survival you haven't properly planned your flight.”

”

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MEMBERS' PHOTO CORNER

Thank you to Marc Bretz for this month's photos!

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



"I took in the early morning hours at KGEU. Makes waking up early so worth it"

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

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Complex, 2000 hours - former Columbia partnership

Call: Michael Hutchinson at (831) 776-2210

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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!
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On our website you can find:

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



THE AVIATORS TOOL BOX

By Howard Deevers

We all know about the Flight Bag. The bag that contains our headset, sectionals, charts, FAR/AIM, facilities directory, E6B, plotter, water bottle, candy bars or snacks, and now charging cords. New students will not have enough stuff in their bag, or too much stuff in the bag. As we progress in flying, we learn what works best for us, and eventually the Flight Bag becomes smaller, and has just the right stuff in it for our own personal flying needs. Some students have come out for a flying lesson with a bag that weighs 30 pounds! Do you really need that much stuff? And, don't forget that annoying little issue called "weight and balance." More modern Flight Bags are all electronic with iPads or other tablets that contain everything you need.



That Flight Bag is all for flying. But, what about maintenance? We all should do a good pre-flight inspection before any flight. Minor issues can be dealt with before departure. Even minor issues may require at least simple hand tools, like screw drivers, pliers, or small wrenches. We might have a toolbox in our car with those tools. If we are lucky enough to have a hangar with workspace, all of the tools that we may need would probably be in that hangar. I have seen hangars that outclass even the best automotive shops.

We can't take every tool that we *might* need on every flight. Fortunately, well maintained airplanes won't need repair while on a flight. However, there are those times when we may be in an area that does not have services, or has limited services, and we are on our own to fix our problems. I wrote about having a flat tire on landing, at a remote airport with NO services, parts, or even other airplanes.

Getting ready for an IFR training flight that would be cross country and last for 3 to 4 days, I was loading my overnight bag in the luggage compartment of the Piper Arrow that we would fly. The luggage compartment contained a large red steel toolbox. I brought it out of the luggage compartment. It had a weight of over 50 pounds! I asked the pilot what was this for? He said, "What if we have a



problem while on cross country and need to fix it?" I told him that if we had a problem that needed that many tools, we would likely have to rent a car and drive home anyway, but that we should have at least some simple hand tools. We did take out screw drivers, pliers, needle nose pliers, one adjustable wrench. The rest we put back in the hangar. Then I asked if he had included that heavy duty tool box in his weight and balance? Nope, he had not.



We are not required to be mechanics to fly an airplane. Mechanics do not have to have a pilot's certificate to work on airplanes. However, a little knowledge and skill in the use of hand tools can go a long way for peace of mind while flying. The FAR's specify that the Owner or Operator of an aircraft is primarily responsible for maintaining that aircraft in airworthy condition. FAR Part 43 gives a long list of things the owner/operator can perform for Preventive Maintenance. The advisory bulletin says that you need to understand that authorized preventive maintenance cannot involve complex

assembly operations. Some of those authorized items might seem to be complex to many of us. Remember that any of those maintenance items that you do perform should be entered in the aircraft log books with the date and signature of the person performing the work, such as an oil change.

Fortunately for most of us, we fly in areas where services are available, mechanics, as well as parts. I experienced a vacuum pump failure on a long cross country trip, but was able to divert safely to an airport that did have a pump and mechanic. It was fixed and I was back on my way after only a couple of hours on the ground. I have heard of some pilots that carry a spare magneto, or spare tire, or spare of other things that can fail on a flight. Not many of us do that, but it is experience that will dictate how we operate in the future.

So, how much of a toolbox do I need to carry? Each pilot should make their own decision, but remember that you are not going to change out an entire engine on a long cross country flight. Probably those pilots that fly in remote parts of Alaska will carry tools that I would never think of needing in Arizona. I do carry a small tool kit, in addition to my "survival kit" that includes a "multi-tool." I really recommend that multi-tool. That has come in handy on more than a few occasions.

If you need more information on maintenance, come to a Safety Seminar presented by your ARIZONA PILOTS ASSOCIATION. Check the web site for locations and times. They are presented free of charge and are part of your WINGS program. Not all seminars are online as in the past year. We hope to see you soon!



Howard



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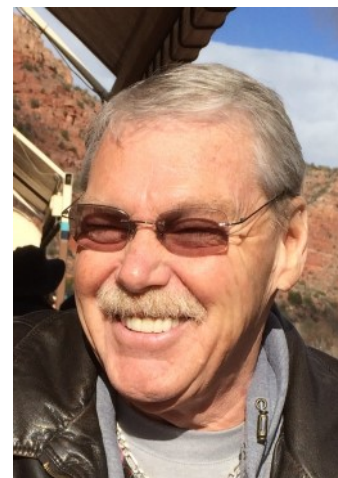




GAARMS

REPORT

August 2021



2021 TO DATE:

So far, up through the end of July this year, there have now been 3 fatal accidents in Arizona, the one out by Williams (KCMR), with 2 fatalities, the second one over by Holbrook, and the 3rd one just recently as covered below. As I write this, very little is known about the cause of the crashes.

I am saddened to report the loss of a good friend, and a friend to many of us in APA and the FAAS-Team, in an accident out near Wikieup, AZ. Matt Miller, fellow CFII out of Mesa/Falcon Field, along with a highly respected fire-fighter and spotter, perished in an accident while working as a fire-fighting Tactical C-90 King Air pilot supporting the fire fighters battling one of the forest fires. I had just talked to Matt a couple of days before the accident when he was up here in Flagstaff. He will be missed by many of us. He voluntarily chose to put his skills and his life to protect others, a very noble thing to do. Also perishing in the crash was a highly respected professional fire fighter and former Fire chief from Tucson, Jeff Piechura, flying as the spotter for the fires. They both certainly understood the dangers of the job, but chose service over doing nothing. All I can say is they both chose to keep striving to be the safest air attack crew one can be while fighting the good battle. They will be missed...

Interestingly, as I write this, I understand a witness saw the crash and stated they saw the wing literally come off the aircraft in flight, although at this time that is unsubstantiated. I also heard Cal Fire grounded all of their C-90 King Air's UFN, but again, this too, is unsubstantiated.

Please remember, accidents can happen to the best of us! We make mistakes, sometimes we don't recognize the danger ahead, sometimes the danger ahead is not possible to see or avoid until it is



too late, and sometimes fate is truly the hunter, and sometimes fate wins out! We will always have our share of fender-benders and emergencies, but hopefully there are no fatalities, like the crash of the Bonanza over at Chandler this month. Although the aircraft was completely consumed by fire, all 4 people on board escaped with just minor injuries! Life is good!

**FOR INFORMATION ON ALL ACCIDENTS/
INCIDENTS THAT OCCURRED LAST MONTH, RE-
FER TO JIM TIMM'S ACCIDENT SUMMARY HEREIN.**



Fred's Perspective

HIGH TEMP OPERATIONS – MORE INPUT FROM YOU READERS

Over the past several months I have been involved in an ongoing discussion about high temperature operations, i.e., operating aircraft beyond the temperature values as published in several aircraft POH's. This is not unusual out here in Arizona, and we often see flights – airline flights – out of Phoenix scrubbed, delayed, or modified to account for the unusually high temperatures we encounter during the summer. As I understand it, once the tempera-

tures get way up there, i.e., 113 degrees/45 degrees centigrade or hotter, there are NO performance figures in the POH's to work with.

Our flight school C172M model POH only shows performance figures up to 20 degrees Centigrade above standard. This raises the question as to whether operation of the aircraft is "legit" or not. Well, the same issue exists for all of us GA pilots. For example, fly your C172 out to Lake Havasu or Bullhead City in the dead of summer and you have to deal with temperatures close to 120 degrees. Or fly up here in Flagstaff in August and deal with a temperature of 90 degrees/32 degrees Centigrade (*which just happens to be 31 degrees Centigrade above standard temperature for an airport at 7000 feet*).

Nowhere in the POH are performance figures for those levels of temperature, which raises the questions: "Can I legally fly the airplane?", "Can I legally carry passengers?" or "Am I now in the role of a test pilot?"

Playing the FAA's game, what if that scenario leads to overheating and possible engine failure? What if that scenario leads to the inability to climb out of ground effect, causes you to run out of runway, or at the very worst, lead up to a loss of control scenario while trying to find a safe place to put the airplane down? Are you at fault for not adhering to the POH, or operating beyond the POH, or ignoring the POH? What would your insurance carrier say about operating your aircraft outside of the POH? Heaven forbid I damage the aircraft, but even worse, severely injure or cause the death of a passenger while operating outside of the performance parameters of the aircraft's POH. What is my liability then?

A reader of my article, a fellow CFII, raised the issue to the FSDO, who advised us that *"It is the responsibility of the PIC to ensure the POH is followed. Interpolation of the performance information above the listed high temperature operations is recommended."* Unfortunately, NO GUIDANCE on how to do that interpolation was provided! *And, just so you follow this, interpolation means calculating between the numbers, **NOT speculating beyond the numbers!***

Several parties said that going beyond the POH





numbers would be “extrapolation” or projecting what they think the numbers would be. And on what basis is that premise viable? One reader referred me to a Koch chart to help determine performance values, again extrapolating information beyond the POH. So, if using the Koch chart gives me “some” performance information, can I legally apply that over the POH?

One of the interested parties contacted Cessna directly to discuss the issue. They reported that Cessna engineers said, *“Absolutely do NOT fly outside the performance charts and there is NO interpolation, period!”*

So, there you are – no definitive answer and/or conflicting answers, leaving you responsible for your decision. As the PIC, you will be held accountable for that decision and possibly left hanging both legally should someone get injured and/or by your insurance carrier for operating outside of the POH. Will you be Capt. “Sully” Sullenberger and save the day or the Captain of the Titanic, and rue the day?

Digging further into the subject of Density Altitude and the effect on aircraft, we all (should) know that high temperatures affect performance, and the higher the elevation of the airport, the worse density altitude can affect our aircraft’s performance. So, we listen to the ATIS (if one exists for the airport) or we check the temperature from the AWOS/ASOS broadcast to compare it against standard temperature for our current (airport) elevation. Do you actually know the correct standard temperature for your airport? If you do not know that number right off the top of your head, you need to go learn it – right now!

So here are some comments from actual readers of my column (and yes, there really are some) –

“I receive this answer from our local FSDO. At this point, the bottom line is, there are no regulatory restrictions on Part 91 operations. It is the PIC responsibility to insure the POH is followed. Interpolation of performance information above the listed high temperature operations is recommended. I would not recommend getting our legal folks involved since I’m sure it would be a wasted effort. Let’s keep it simple. The FSDO is happy.”

“I love the fact that it states, ‘It is the PIC responsibility to insure the POH is followed. Interpolation of performance information above the listed high temperature operations is recommended,’ but gives NO GUIDANCE on how that interpolation is to be done!”

*“Thank you Fred. I believe that SW Region should issue a memo to aircrews what J*** and the FSDO has said. There are some stubborn CFIs here in TUS that believe that it is only the limitations that should be followed not the performance charts.”*



"Ooops, forgot one thing on this issue. So, if one interpolates above 104F (40C), what does the insurance say when one becomes a test pilot of performance? I am totally against the interpolation above 40C."

"Interesting you bring this issue up. I talked to Cessna engineers last year about this same thing. There is no interpolation after the limits of the performance charts. If one goes beyond the POH published figures, then you are a test pilot. It's very simple, Insurance payments may/will not be considered if an accident or incident occurs (when operating above /outside of) the limits stated in the POH."

"As for insurance, I have spoken to two of them and they say if there is an accident and the aircraft is being flown outside the perimeters or limitations of the POH, then nada on reimbursement."

"Well, certainly one cannot 'interpolate' outside the limits of the chart, as that is not what 'interpolate' means. A better description would be 'extrapolate' based on physical laws. I am not aware of any FAA regulation which a pilot would be directly violating by using a Koch chart to anticipate what that physics would imply. But am I missing some? I think in terms of insurance payments, it would depend on the particular wording of the policy. Are you thinking of some particular language? I was just quickly scanning my policy, and that language is pretty hard to understand!"

"So, in an effort to get further information for Fred to put in his column, I both reviewed my insurance for my powered plane and called my Insurance agent who has been in the business quite a few years and obtained input from him. His staff also checked with the carrier Global Aerospace. Their conclusion was that there is no exclusion for operating outside the range of the tables in the POH. Thus, if I were summarizing I think I would say:

The Koch chart can be used to extrapolate performance outside the tables provided by the manufacturer. If combined with appropriate safety margins, this can provide a reasonable safe guideline for operation. There is no FAA regulation against doing so. Insurance generally does not exclude doing so. Anyway, that would be my summary in answer to Fred's query. That is not to say that in Arizona there are not many situations where taking off is unwise and lies outside the tables

provided in the POH; however, I suspect they would be revealed by a close examination of the POH and Koch chart."

"I believe that Sky Harbor has temp sensors along the runway. I have asked for runway temps before and were given them but only at very large airports. Perhaps the FAA runway people should start thinking about this because of change in weather patterns which make the runway hotter."

This comment piqued my interest, so I sent this to the Phoenix ATC folks:



“Quick question – does Sky Harbor have temperature sensors in, on, or along the edges of the runway to measure and report runway temperatures? I am doing a little research into the Delta between AWOS/ASOS reported temps and actual runway temps...”



The Phoenix ATC folks responded after asking the airport OPS folks:

“That is a negative sir. Best we have is the weather station just south of Runway 7R/25L near the perimeter fence.”

I ALSO POSED THE SAME QUESTION TO THE FOLKS IN THE LAS VEGAS TOWER...

Their response was that they had never heard of such a system, and that they have always just used the ASOS system read outs.

So, there you have it, the Density Altitude issue simply remains an ambiguous entity. What should one do if the temperature is above the figures contained within the POH? You can't interpolate, because interpolate means working within the numbers! So, one must extrapolate, which moves me outside of the published values contained within the POH, so can I legally do that? And what does my insurance carrier say if I operate my aircraft outside of the published number within the POH? Not to mention what will the FAA say if I operate outside of the published numbers? And then there is 91.13(a). **Careless or reckless operation.**

(a) Aircraft operations for the purpose of air navigation. No person may operate an aircraft in a careless or reckless manner so as to endanger the life or property of another. You know it as the FAA's catch all “GOTCHA” FAR.

And just to close this issue out, consider this –

The ASOS/AWOS site sits in the cool (relatively speaking) grass alongside the runway, NOT on the runway. The temperature of the air over the concrete or asphalt runway is considerably hotter than the static air where the ASOS/AWOS is sitting. Look down the runway and you can literally see the heat, i.e., thermal lifting action and mirage effect, coming off the runway, so what is the real temperature in the air directly over the centerline of the runway?

Fred's Pop Quiz...

1, According to FAR 91.117(a), "unless otherwise authorized by the Administrator, no person may operate an aircraft below 10,000 feet MSL at an airspeed of more than 250 knots (288 mph)". Is that -

- a. 250 knots (288 mph) indicated
- b. 250 knots (288 mph) true
- c. 250 knots (288 mph) ground speed
- d. Who cares?

2. OK, so you pack your son off to college out of state, or he decides he wants to spread his wings away from home by going to West Bygosh University for the next 4 years. He has a student pilot license. Is he required to submit a change of address to the FAA for his student certificate and how long does he have to do that?
- a. Yes, 30 days
 - b. Yes, 60 days
 - c. Nope, he can claim home is his permanent mailing address
3. As part of your preflight action(s), you are required to check for the proper documentation in the aircraft. You look at the airworthiness certificate, the registration and the updated weight and balance (right?). So, does the airworthiness certificate and the registration have expiration dates?
- a. Yes and No
 - b. No and yes
 - c. Dunno, never really looked that close!
4. Which incident requires an immediate notification to the nearest NTSB field office?
- a. A forced landing due to an engine failure
 - b. Landing gear damage, due to a gear up or hard landing
 - c. A primary flight control malfunction or failure
5. With regard to the above question, on the downwind leg, I put the flap lever in the half flap position and the left side (pilot side) flap fails to go down. Do I now have a primary flight control failure and must I report that to the NTSB?
- a. Yes
 - b. No
 - c. Hmmm.... Lemme think about that...after I figure out how to land this thing with split flaps!!!
6. One degree of ARC is considered to be 60 Nautical miles and one minute of arc is considered to be one nautical mile, and is delineated on all of our sectional charts as part of the latitude/longitude concept. Is this really true?
- a. Yes, but only if measured north-south
 - b. Yes, but only if measured East- West
 - c. Who cares – I just measure with my plotter
 - d. Don't care, heck I just use my GPS for distances

See bottom of article for the correct answers.

Safety Programs

There are NOT a lot of FAASafetyTeam 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.a 2.c 3.b 4.c 5.b 6a



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

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

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

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

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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

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Arrive Bar Ten Sunday, October 17th - Depart Tuesday the 19th
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Contact Sarah at Bar Ten to make your reservation: 435.628.4010

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

More information at New Mexico Pilots Association



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Mgr: Peter Hartman (928) 626-7207			
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Mgr: Howard Jenkins (928) 485-9201			
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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: Britney Kirk (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!



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

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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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