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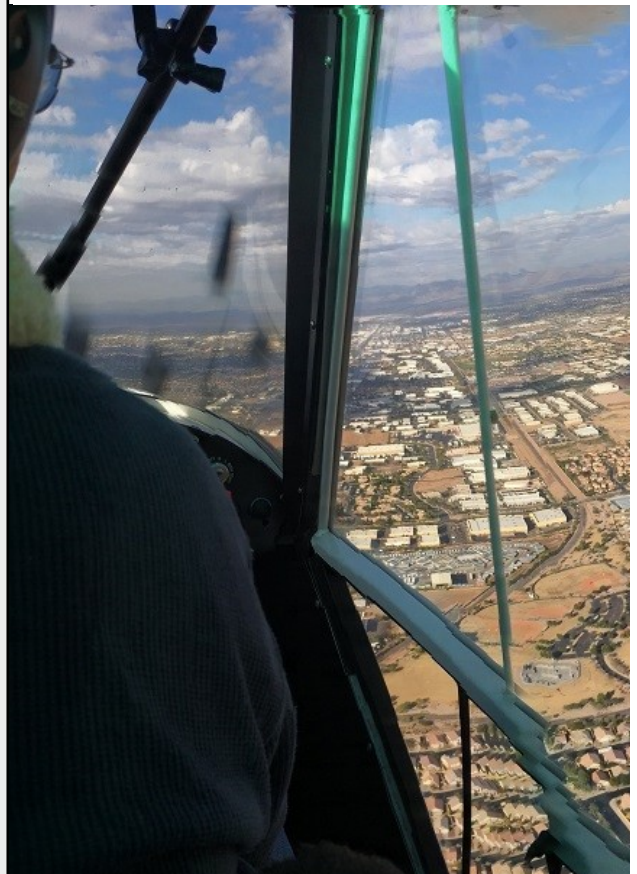
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President's Report

Greetings,

The recent massive advances in avionics technology in just the last five to ten years is astounding. My steam gauge Comanche has been considered modern only a couple times in its life. In 1960 when new and outfitted with a complete IFR package, and again in 1989 when we took ownership of it and installed a civilian radio package and updated IFR gear after 29 years of government service. Incredibly, all that gear still works.

For less than one-fourth of the cost of the 1989 upgrade, I can outfit the Comanche with stunning LED displays, bringing live weather, traffic, and an easy-to-read graphic representation of an approach. These features were only dreamt about just a few years ago.

Yes, it's about time to do a major upgrade again, but the dilemma remains. Do I go all out on a new panel with redundant glass displays, full digital engine instrumentation, and intuitive audio panel? As I debate my needs and budget, the tech keeps getting better and adding more functionality. How long do I wait? Will the advancements level off at some point? Will the new equipment be as reliable as my three-decade old gear? All I know is that we're incredibly fortunate as pilots to have this amount of technology and features at such reasonable prices. For our friends in experimentals, the price point is significantly lower!

I'll end up settling on a package soon that meets my unique needs and budget. In the meantime, I'll keep drooling over panels I see on ramps all over this great state. Don't worry, I'll bring a towel to wipe up the mess.

Blue Skies,

Brian



Executive Director's Report

Jim Timm — September 2021



The monsoon weather has been interesting to say the least. It's taken down trees around the various airports, and caused other minor, and in some cases, major damage because in some cases it's done in some airplanes also. Apparently, it wasn't always because the airplanes weren't properly secured. I was told, in one case, the tie down rings were torn out of the wing. I guess the only way around that is to keep your plane in a hangar, if you can afford it. I was fortunate to have mine inside, and it only got dripped on from the usual roof leak. Aside from the damage, and havoc, the weather has taken its toll on the fly in breakfast scene, resulting a few canceled or redirected breakfasts. I guess we should be happy, the rain has provided a welcome relief from the drought (and the weeds have loved it). The mornings are becoming cooler, and the fall flying temperatures will soon be with us. So, let's get out and go flying.

MISCELLANEOUS ITEMS

FAA

I haven't heard of anything that is new or changed recently by the FAA; however, I did become aware of a subtle limitation in the FAA Advisory Circular AC 43.13 that lists approximately thirty preventative maintenance items that the pilot/aircraft owner may perform on his airplane without an "A&P" mechanic having to sign off on the work. The aircraft pilot/owner can still continue doing these preventative maintenance items, and sign them off, as long as the aircraft continues to be operated under Part 91, personal use operation only. If the aircraft is to be used for commercial purposes, these preventative maintenance items MUST then be signed off by an "A&P" mechanic.





AIRSPACE

There have not been any significant airspace changes made or changes being planned that would impact the FFR pilot in the state of Arizona that have come to my attention.

While this may not exactly be an airspace issue, I'm certain that many of the pilots are aware of the two radio frequencies that are used in the Phoenix area for the north and south flight training practice areas, 122.75 for the north and 122.85 for the south. These may be going away and be replaced by four new frequencies. The flight practice areas would be divided east and west by the I-10 Interstate Highway, and north, and south by Sky Harbor Airport. Because of frequency congestion, and sometimes position ambiguity, The Arizona Flight Training Workgroup (AFTW) has been working with the FAA, and the FCC to get a discrete frequen-

cy for each of the four practice areas. This effort appears to be nearing completion. This effort will benefit not only those involved with flight training, but the also the general aviation VFR pilot. Pilots flying in any of the areas will more readily be able to determine if anyone is flying near them, where they may be, and what they are doing.

SAFETY

It's summer, the temperatures are high, and density altitude is a factor. So be sure to recognize this, and determine your aircraft's limitations, as well as your own when planning your flight in the high country. Be sure to stay hydrated this time of the year.

Per the Phoenix Police Department Aero Division, there have been a number of laser strikes lately on aircraft flying in the greater Phoenix area, and these laser strikes haven't been limited to air carriers. If you do encounter a laser strike, immediately call the nearest FAA Control Tower, and tell them where the laser strike came from, and they will contact the police department for an immediate response in an attempt to determine the source of the laser. The PHX PD Aero Division also stated there has also been an increased problem with the sighting of UAS being operated in airspace near the local airports, and they also reported that there have been cases where an airport has had to temporarily shut down operations because of an UAS operating in the area. They also stated they have had reports of a UAS being spotted as high as 8,000 feet. From this, I would surmise that we apparently have another item we need to keep an eye out for when flying near a populated area. They can be relatively small, and be very hard, or impossible, to spot in time to do anything, and they can be very dense and destructive if hit. It appears we now have another thing of concern that we didn't need.

It's obvious that some pilots are still not aware of what's going to be expected of them when they go flying, and wind-up committing pilot deviations. In



the time period from July 16 through August 12, 2021, there were twenty-one general aviation pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by the full range of certificate holders from student thru ATPs. Of the twenty-one pilot deviations that were recorded by the FSDO, there was a need to issue eight Brashers.

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

There were an excessive number of IFR Operations deviations (10) this period followed by runway incursions (5).

The following are the twenty-one deviations that were committed this past reporting period.

THERE WERE **TEN** IFR DEVIATIONS.

Four were for altitude deviations. In two cases the pilot made a change in flight level without authorization by the air traffic controller, and a Brasher was issued in each of these cases. In another case, the pilot misunderstood an air speed request for an altitude request which was corrected, and the other case was a pilot drifting off the assigned altitude and was corrected.

There were four instrument departure deviations. In all four deviations the pilots did not fly the procedure as it was published. In one case the failure to fly the procedure as published resulted in a conflict with another aircraft, and a Brasher was issued for that deviation.

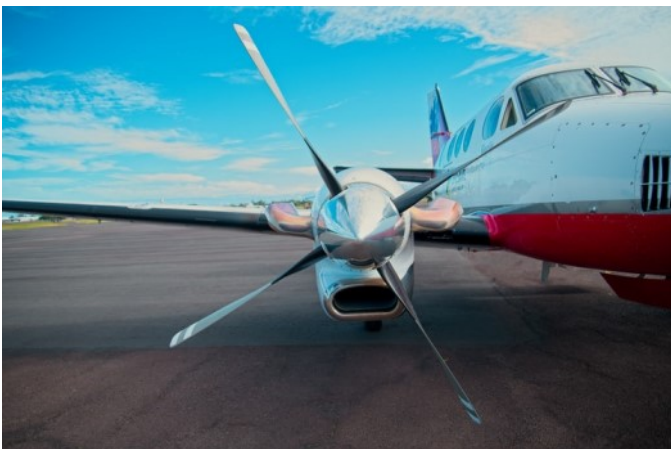
There were two route deviations. In one case the pilot didn't follow ATC corrective instructions and entered a block of active controlled airspace which resulted in the issuance of a Brasher. In the other case the pilot was issued a departure procedure to fly and he confirmed and accepted the procedure, but flew an entirely different departure procedure than the one he was given. A Brasher was also issued for this deviation.

THERE WERE **THREE** CLASS BRAVO DEVIATIONS.

In all three cases, the pilot entered the Bravo Airspace without receiving a clearance from ATC. In one of the cases the pilot entered a shelf of the Bravo, flew around, and then returned to his "home" airport, and got a Brasher.

THERE WAS **ONE** RUNWAY HOLD BAR DEVIATION.

The pilot landed at an airport with parallel runways, and after he landed, he taxied off the runway but stopped short of the runway hold short bar, leaving him technically, still on the runway. He contacted Ground Control, and he was instructed to clear the runway and to taxi up to and hold short of the paral-



lel runway. The pilot read back the instructions correctly and started to taxi. Ground Control was about to tell the pilot that when exiting a runway, to always taxi past the “hold bars” to clear the runway, when they noticed the pilot was taxiing past the parallel runway hold bars and would be entering the parallel runway. Ground Control immediately told the pilot to stop, and an aircraft that was on short final was instructed to go around. The pilot was issued a Brasher for failing to recognize runway hold bars.

THERE WERE **FIVE** RUNWAY INCURSIONS.

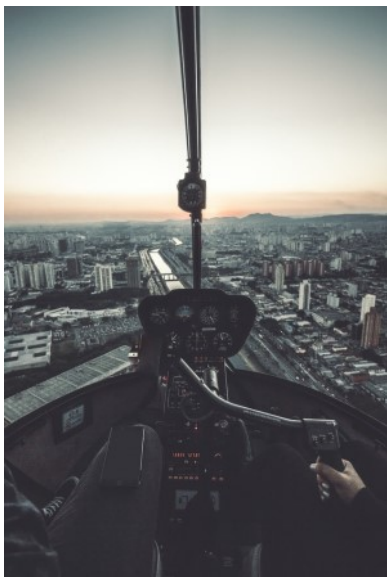
Four were for entering the runway and holding without authorization. In one of the four cases, the pilot holding in position misunderstood the takeoff instructions intended for another airplane and taxied onto the runway for take-off. He was told to clear the runway and was issued a Brasher. There was one case where an aircraft crossed the runway without authorization. The pilot called the tower, and stated he was holding short, and wanted to cross the runway. The tower had just cleared a landing aircraft off the runway and the tower noticed that the aircraft that was holding to cross was crossing the runway without an authorization.

THERE WERE **TWO** FAILURE TO FOLLOW ATC INSTRUCTIONS.

In one case the pilot failed to follow traffic pattern instructions, and the other pilot deviation was a failure to follow taxi instructions.

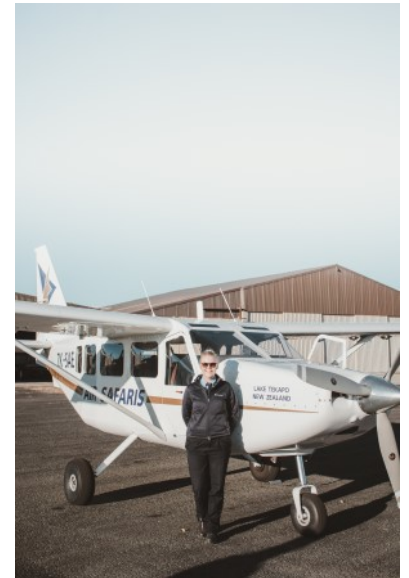
Whenever you fly, make sure that you know what the requirements and limitations are for the operation you are performing, or the airspace you are flying in, or the airspace you may be about to enter. Be aware of what Air Traffic Control (ATC) may be expecting of you and be certain you can comply with the requirements.

We operate in a crowded and complex airspace, and pilots always need to strive to perform at their peak level. Be extra wary and alert and develop good situational awareness of what is happening around you. Be safe, and think about what you’re doing, or are about to do. Don’t be the pilot that commits a pilot deviation.



Aviation safety has really been good in that there were only three accidents or incidents that had come to my attention in this last reporting period. Because the number of pilot deviations reported had increased this past month, I thought the accident/incident numbers would have increased also, but they didn’t. Pilots were out there flying, and making mistakes, but apparently, they were not having accidents. Looking at the pilot deviations being made, I’m truly amazed that there haven’t been more accidents than were reported. I certainly hope this accident trend continues. For a detailed report of the accidents and incidents that have occurred, see my Accident & Incident Summary report elsewhere in this 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.

CONSTRUCTION

The Yuma International Airport has announced plans to renovate its paved aprons in the general aviation area through a construction contract awarded to a local Yuma contractor. "This project is part of the Airport's Capital Improvement Program and Yuma International Airport appreciates Federal grant funding received from the FAA for its successful completion," commented Airport Director, Gladys Brown. She stated these federally granted

funds would be collected through airline ticket sales. Construction is underway, so be sure to check for NOTAMS for the airport.

Falcon Field (FFZ) Mesa has a tenant continuing the construction of new hangars on the northwest corner of the airport. More corporate-sized aircraft are planning to move into the new large 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 underway, so check NOTAMS before arrival so you won't have any unexpected surprises.

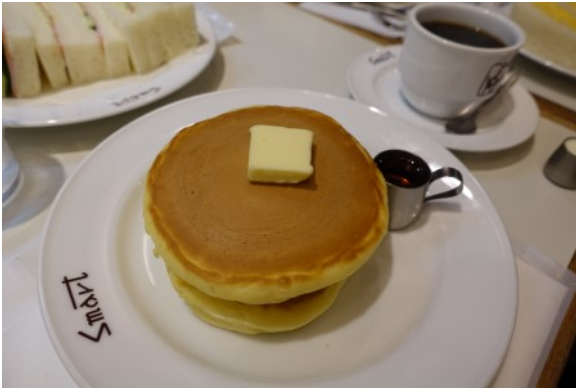
With funding that has been available from the FAA, many airports around the state have construction projects planned or in progress. Unfortunately, we don't have the latest details on all these projects, and it would be a good idea to always check for NOTAMS at your destination airport to see what is 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. The H. A. Clark Memorial Field (CMR), Williams, just completed their third Planning Advisory Committee meeting in their Master Plan update program. 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 Williams, 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.

➤ 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 hot summer. Here's hoping for an October restart.

➤ Grapevine is now open full time, but the third Saturday of each month is a special time for a group camp dinner on Saturday evening. Come and camp for the weekend! The camp host will prepare the main course, and campers, please bring a side dish or dessert to share. ***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 is from 7:00 to 10:00 am, and the breakfast is being 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



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Cessna NAV III (Garmin® G1000 NXi) 172S, 182T, T182T, 206H or T206H (3x 22" monitors) (AATD by FAA LOA 02/20)

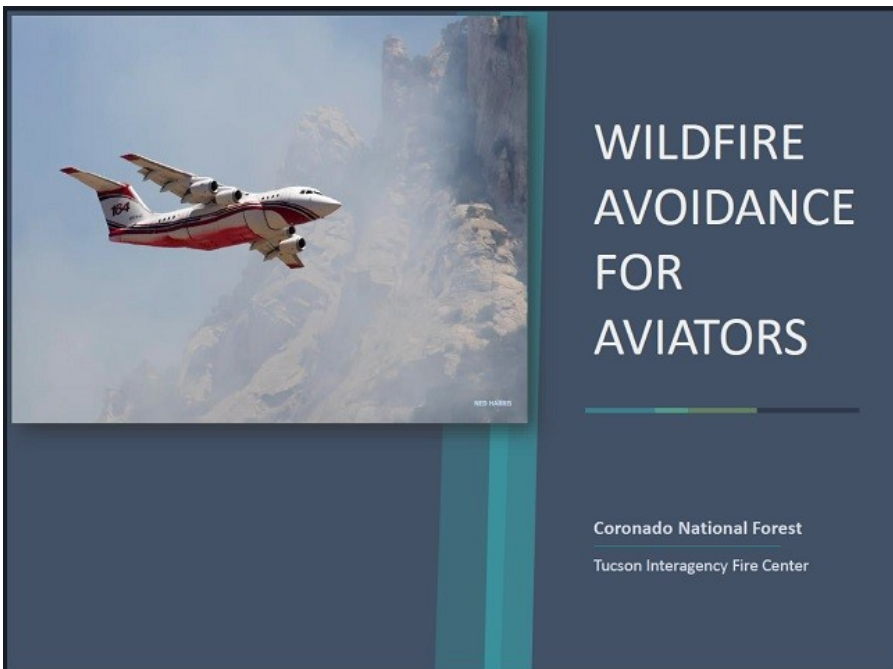
Piper (Garmin® G1000 NXi) Seminole or Seneca multi-engine (3x 22" monitors) (AATD by FAA LOA 02/20)

Cirrus coming soon!



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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GAJSC

General Aviation
Joint Steering Committee

Service Bulletins

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: September 2021

Topic: Service Bulletins and the Aircraft Owner

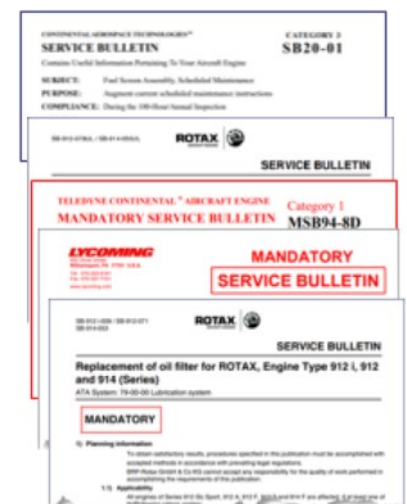
The FAA and industry will conduct a public education campaign emphasizing the value compliance with manufacturer's Service Instructions and Service Bulletins

Background:

Manufacturer's aircraft component Service Bulletins are created in response to servicing issues that may affect airworthiness. Depending on circumstances, compliance with Service Bulletins may or may not be mandatory but they should always be considered to ensure continued airworthiness. Online access to Service Bulletins and Service Instructions is readily available to aircraft owners, pilots, and mechanics.

Teaching Points:

- In order to ensure the best product possible and to improve product design and maintenance, aircraft manufacturers constantly research the performance of their products.
- Product performance research, including accident investigation, may reveal unanticipated issues with aircraft components.
- As aircraft age new issues may be discovered that require action.
- Service Bulletins and Service Instructions are means to share issues with aircraft owners and maintainers and to guide them in issue resolution.



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

37th Annual Arizona Navajo Christmas Airlift Donations Needed

- New and near new clothes and shoes. Boots, athletic shoes. Sturdy, closed toe
- Winter clothing, including hats, gloves, scarves, etc. are especially needed
- Bedding, blankets
- Children's Christmas gifts (if wrapped, please label with appropriate sex and age)
- School supplies. Backpacks
- Personal hygiene items

This is the 37th year for the charity airlift. The airlift was founded by Sierra Vista pilot, Dick McColley and is now led by his son, Greg. The airlift brings pilots and planes from across Arizona, but principally Phoenix and Sierra Vista. Donations go to tribal outreach organizations to help shelters and needy people and families on the reservation. Donations are especially needed for women and children.

Contact Greg McColley at airlift2021@svaero.org, or (602) 576-3488. Donations are needed NLT November 6th. Because of growth, the Airlift will be over three days this year, 11-13 November to Gallup, NM. Local aircraft launch from Sierra Vista and Benson Municipal airports.

SE AZ POC: Larry Portouw at airlift2021@svaero.org or (520)249-8744



August Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents and incidents that have occurred in Arizona from late July, thru late August. 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 past reporting was very surprising. At this point I'm not sure if pilots had stopped flying, or if they were suddenly paying more attention to what they were doing, and being much safer in their flying. I would really prefer it to be the later. In this last period there were only three accident/incidents that came to my attention thru the various sources, and nobody got hurt. All this was in spite of the increase in the number of pilot deviations that had occurred.

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 lot safer.

The last accident description from last month's report is repeated this month with the NTSB preliminary report's considerable information which was unavailable when the APA report was prepared last month.

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

Date: July 27, 2021
Info. Source: NTSB
Location: Tucson (RYN)
Type: Rutan Long-EZ
injuries: 1 Serious, 1 Fatality

LOSS OF CONTROL ON FINAL

On July 27, 2021, about 0713 MST, an amateur-built experimental Long-EZ airplane was substantially damaged when it was involved in an accident near Tucson. The pilot was fatally injured, and the pilot rated passenger was seriously injured.

A preliminary review of ADS-B data indicated that the airplane departed from Ryan Airfield Airport (RYN), Tucson, on a northerly track. Subsequently, the airplane turned left to the west and after a few miles, to a southerly heading. About 12 miles from the airport, the airplane maneuvered and completed three 360° turns. The airplane then turned to an easterly heading toward RYN. The last recorded data was at 0713, consistent with the airplane on approach to runway 6R.

The pilot contacted the RYN tower controller about 12 miles southwest of the airport and requested a practice power off landing. The pilot was instructed to make a straight in approach and report a two-mile final. The pilot reported a two-mile final and was cleared to land on runway 6R. Subsequently, the airplane impacted terrain about 500 ft short of the runway and came to rest inverted.

The rear seat pilot rated passenger stated that the pilot extended the speed brake during the approach because he was high in altitude. He further stated that the pilot became fast on several occasions on final and then became slow on short final. He told the pilot to add power but could not determine if the airplane would make the runway because of the poor visibility from the rear seat. He stated that the airplane sank, struck the ground hard, and then nosed over.

Witnesses stated that the airplane looked low on the approach. Additionally, review of surveillance video from nearby businesses revealed that the airplane impacted terrain in a relatively flat atti-

tude but shortly thereafter, nosed over and flipped inverted.

Date: August 2, 2021
Info. Source: FAA
Location: Amado (AZ)
Type: Piper PA28-140
Injuries: 2 Uninjured

OFF AIRPORT LANDING

The aircraft experienced an engine issue, and while making a forced landing, the wing hit a tree during the landing in a field 16 miles northwest of Nogales. The extent of the damage was unreported.

Accident Date: August 3, 2021
Info. Source: FAA, NTSB
Location: Tucson (TIA)
Aircraft Type: Cessna 172
Injuries: 2 Uninjured

GROUND INCIDENT

The Cessna was picked up, and set down hard by the jet blast from an airlines B737 on taxiway A, near taxiway A3. The airplane did not flip over, but the wing spar was broken, and the wing center section was damaged, and fuselage also sustained significant damage. The prop and engine also sustained significant damage. The NTSB only stated "there was substantial damage" with no additional details.

Date: August 14, 2021
Info. Source: ASN, APA Member
Location: Chandler
Type: Aero Commander 200D
Injuries: 1 Uninjured

LANDING GEAR MALFUNCTION

The aircraft had the right landing gear collapse as it was exiting runway 4L. The collapse occurred past the runway hold line, and did not close down the runway. Damage was unreported.

A Few Words About Safety

Denny Granquist

“

“You can never configure too early.”

“Survival success starts with preflight planning and goes beyond charts or iPads.”

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WINGS

A Better Way to Complete Your Flight Review

By Paul Wiley



- **Mission:** From FAASafety.gov: “To assess pilot knowledge, judgment and skill in critical flight and ground tasks and, to improve pilot performance in risk management, planning, and execution of general aviation flight operations.”

- **Purpose:** As stated in AC 61-91J: “The objective of the WINGS – Pilot Proficiency Program is to reduce the number of accidents in General Aviation (GA) by assisting airmen to find educational opportunities designed to help them apply the principles of risk assessment and risk management (RM). When properly applied, these principles will help mitigate accident causal factors associated with common pilot errors, lack of proficiency, and faulty knowledge. The FAA's purpose is to encourage the majority of GA pilots, through WINGS, to engage in ongoing, targeted flying tasks and learning activities keyed to identified risks and which are designed to mitigate those risks. The FAA continually

collects and assesses its databases to identify the risks associated with GA flying and incorporates risk mitigation strategies into initial and ongoing pilot education.”

Structure of WINGS:

- There are two main components to WINGS: Knowledge tasks and Flying tasks. These tasks include both flight and ground elements.

Knowledge tasks can be completed in two ways:

1. On-line courses (usually 30 minutes to 1 hour) can be selected from a menu available at FAASafety.gov
2. Credit for knowledge tasks is also earned by attending a (FAA Team -sanctioned) safety meeting that conforms to established selection criteria.



Flight tasks are accomplished, and skills demonstrated to the appropriate standard of proficiency with an instructor who is authorized to give such flight instruction.



- The WINGS evaluator is normally a Flight Instructor but could be another authorized evaluator for example a FAA Designated Examiner or FAA Operations Inspector. This paper presumes the evaluator will be a CFI.
- It will be necessary, and is easy, to create an account on [FAASafety.gov](https://www.faa.gov/safety). For a full description of the WINGS program see [FAASafety.gov](https://www.faa.gov/safety) and Advisory Circular AC 61-91J.

What the CFI will typically require:

- A Scenario Based flight – A Cross Country, or normal flight profile, i.e., not just go to the practice area and do a set of maneuvers and then return to the home field and shoot a few touch-and-goes. The flight should be holistic and typical for the mission which the pilot normally would fly.
- The evaluator will observe the entire flight from pre-flight planning, preparation, procedures, take-off, navigation to destination, landing and post-flight procedures.
- Normally, during the flight, the CFI will also introduce some simulated emergencies, e.g., a simulated engine failure or simulated encounter with IMC or navigation equipment failure. An evaluation of the pilot's understanding of FAR 91 is usually included.
- The CFI should observe critical thinking skills and risk management as the PIC conducts the flight and is evaluated.
- The appropriate Airman Certification Standards (ACS) will be used as a guide for performance standards. For example, a Private Pilot rated for Airplane Single Engine Land would use The ACS for Private Pilot Airplane: FAA-S-ACS-6A to reference completion standards.
- WINGS can be done in one flight, depending upon the proficiency level of the pilot. However, two or more flights are often better as it allows for better retention of material learned and more opportunity to practice maneuvers which the pilot may not routinely perform.



- WINGS is voluntary and should expand the pilots' horizons, i.e., be challenging and fun.
- All pilots (including student pilots) may participate.

Training Requirements for WINGS:

- Training requirements are that the pilot must complete all the required tasks for a phase of WINGS, specifically: 3 Knowledge and 3 Flight activities, within a 12-month period. The most current requirements are found on the FAA website: [FAASafety.gov](https://www.faa.gov/safety).

- There are three levels of WINGS:

- ◊ Basic WINGS – Generally uses Private Pilot ACS
- ◊ Advanced WINGS – Generally uses Commercial Pilot ACS
- ◊ Master WINGS – Generally uses ATP and/or Flight Instructor ACS

- Once the pilot completes Phase 1 at the Basic WINGS level they may participate at any level.
- Completion of a WINGS phase qualifies as a Flight Review which is valid for 24 months.
- Most insurance companies also provide a discount to pilots participating in WINGS.



References:

- Advisory Circular AC 61-91J – WINGS – Pilot Proficiency Program
- FAA.gov – Search for WINGS

While not required, an evaluator may endorse the pilot's logbook upon completion of a phase of WINGS (as verified by review of the airman's WINGS completion certificate) as follows:

I certify that (pilot's name), holder of pilot certificate No. xxxxx, has satisfactorily completed a phase of the WINGS Pilot Proficiency Program on (date) as outlined in the current edition of Advisory Circular AC 61-91, WINGS Pilot Proficiency Program, which meets the requirement for a flight review as specified in FAR 61.56 (e).

Instructor Name, Certificate Number, Expiration Date, and Signature

Paul



MEMBERS' PHOTO CORNER

*Thank you to **Peter N Steinmetz** for this month's photos!*

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



Photo of the Echo Cliffs to the south of Page AZ - Looking south toward the Painted Desert

CLASSIFIEDS

Wanted: Cessna 177/182—First time Owner!

Looking for Price:\$ 75,000

Email: Jason Lewis at jason@ecospace.com



~ Scholarship Corner ~

by Chris Nugent

As this edition of the newsletter goes to print the Scholarship Committee is busy working the logistics for program information sessions at several schools and colleges across Arizona. As I mentioned last month, the vast majority of these will be virtual which works well and we've seen really no change in the engagement by the students in these sessions. With the October 31st deadline approaching quickly, I'm sure that the applicants will be busy as well! Just a reminder that the application and related program information is available on our website at [Scholarship Program \(azpilots.org\)](http://azpilots.org).



I also wanted to highlight some of the great things that the schools APA partners with on the scholarship program are doing to make aviation an exciting career path for young people. I'm sure many of you are familiar with the East Valley Institute of Technology (EVIT) and the aviation training program they offer students. EVIT is a public Career and Technical (CTE) High School offering students a head start for careers as professional pilots, air traffic controllers, airframe & powerplant mechanics and airport managers. As such it is a dual enrollment program which offers a degree pathway in partnership with Chandler-Gilbert Community College and the University of North Dakota flight school.

I have had the opportunity to spend some time with students the EVIT campus and they are focused and excited about being involved in aviation. The EVIT Aviation program covers 4 semesters with the students progressing from introductory subjects such as aerodynamics to aircraft systems. Much of the learning is hands on with the students doing powerplant and sheet metal structures work and understanding flight instruments and navigation in simulators. A key element of the EVIT program is that students interested in progressing to flight training can complete their FAA written as a part of the studies. The final semester offers the opportunity to begin flight training (fixed wing and rotary) or take advantage of internships in aircraft maintenance, airport operations and other aviation-related fields.



New EVIT Aviation Program Facility

EVIT has also taken on a major project to build a new facility at the Mesa Gateway Airport location for the aviation program which will house both classrooms, labs, and maintenance bays. The facility is in the process of being completed and will be a great addition to the program when it is commissioned late this year.

The program is always looking for donations of equipment and tools for use in the labs. One of our APA members recently donated a non-flyable Cherokee for use as static flight and maintenance

trainer. So, the next time you are cleaning out the hangar please think of donating anything useful to the EVIT program – it will certainly be put to good use!

Thank you for your continued support of the Scholarship Program and our partner organizations. They help us fulfill our mission of building the next generation of Arizona aviation professionals.

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

“

“Always brief a backup plan for the backup plan.”

“Memorizing the checklist is not as important as knowing the checklist.”

”

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

Looking for a Partnership in Columbia/Cirrus

Complex, 2000 hours - former Columbia partnership

Call: Michael Hutchinson at (831) 776-2210

Email: hutchinson93922@gmail.com



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

We make an effort to:

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

**CHECK US OUT!
AFTW.ORG**

On our website you can find:

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



TROUBLESHOOTING WITH YOUR NOSE

By Howard Deevers

Most of my troubleshooting is done with tools: Voltmeter, Amp Meter, Torque Wrench, or other tools that you would use to check for problems. What does the “nose” have to do with it?

Have you ever gotten into your car and started it, then smelled anti-freeze? I hope not, but anti-freeze has an odor that you will notice immediately. Usually that means that you have a leak in your radiator, in a hose, or a gasket, or somewhere in the cooling system of your car. Service is going to be required soon, or you could be stranded with an overheated engine.

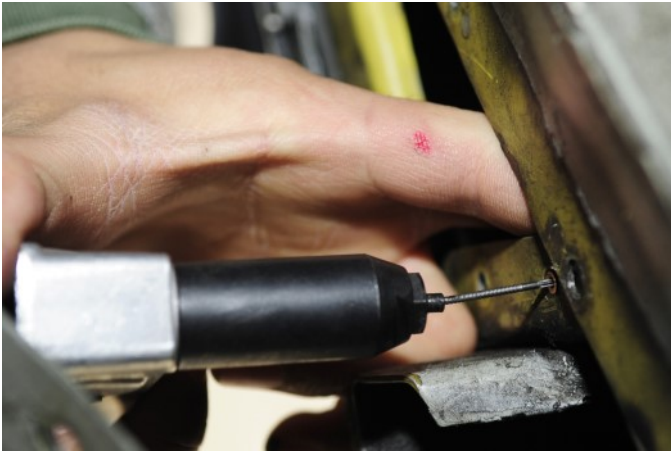
Of course, our air-cooled aircraft engines don't use anti-freeze, so we won't be smelling something like that in our airplanes, but there are plenty of other things that can give off an odor that we don't smell often. Hot oil has an odor. Our brake fluid has an odor. Fuel has an odor. An overheated electrical circuit can give off an odor.

We are all familiar with the odor of fuel during pre-flight, (or at least you should know what it smells like.) But you should not detect the smell of fuel inside the cabin of the airplane. If you do detect the smell of fuel, it might be a good idea to find out where that is coming from. A fuel leak in any fuel line could lead to that moment when the engine gets real quiet while flying. You may think you have plenty of fuel for your flight, but an undetected fuel leak could cause you to make an off-airport landing, after the engine quits due to fuel starvation.

An oil leak, even oil seeping from around the base of a cylinder, can have that distinctive 'hot oil odor.' Adding oil to the engine during pre-flight and again after only an hour of flight might be a tip off that there is an oil leak, or seepage somewhere on the engine. If oil does leak and drips on a hot exhaust pipe or muffler, it will not only give you that 'hot oil' smell but could also contribute to a smoke trail coming from your plane. Unless you are flying in an air show, you really don't want a smoke trail coming from your plane.

Electrical fires are about as bad as an engine fire. An overheating electrical circuit can cause the insulation on the wire to get hot, and in some cases, melt. Electrical overloads give off another distinctive odor. Notice that I said “overloaded.” Many people refer to any electrical problem as a “short.” I have worked with high and low voltage electrical equipment, control systems, and fire alarms most of my





working life. I can't tell you how many times people would try to describe an electrical problem by saying "it has a short in it." I have to explain to them that a 'short' is when the positive and the negative wires come together, or the positive goes to ground. If that happens then the circuit is overloaded, and the fuse in the circuit would open, stopping all electrical current flow. A circuit with an improper fuse could just allow the current to flow and heat the wire and insulation. You would notice an odor.

Electrical problems are not just from wires. There are lots of circuit boards in our navigation and communications radios containing transistors, capacitors, and other circuits that can fail. When they do fail, there is usually a distinct odor. Resetting the circuit breaker or replacing the fuse won't fix it. So, if you do smell that "hot wire" odor, turn off as much of the electrical equipment as you can. If you are flying IFR declare an emergency, and plan for a landing as soon as practical. If you are VFR look for a place to land as soon as practical. Any fire in the cabin of an airplane IS an emergency.

My son lives in Eastern Ohio. He drove his car across town to shop for something. Getting back into his car he notices a "hot" odor. He got out and walked around the car. One of the rear wheels on his car seemed to be hot. Still able to drive the car, he took it to a nearby shop that he knew. They found a stuck caliper on that wheel that was causing the brake to drag; not enough to stop the car, but certainly enough to generate heat. Not a big deal on short trips around town but could have caused him big problems had he been on the Interstate highway and miles away from home and services. His nose tipped him off that something was not right.

Odors aren't the only indication of a potential problem. Anyone who has done night flight will tell you that the airplane makes different noises at night. That is almost a 'standard' joke in flying. I think that we have an elevated sense of awareness during night flight, and we might hear things that are always there, but just noticed them more at night. In any case, if any really unusual noise does get our attention, start thinking about landing soon.

There are many subtle indications that something might not be normal in our airplanes. These can come from odors, vibrations, noises or just "that doesn't seem right" feelings. Another way to say that is "gut feeling" or intuition. The point here is to pay attention to those indications in aviation. It is better to find them while on the ground, but sometimes they don't let us know until we are in the air. That is why we train for emergencies and attend safety seminars.

Look for your next ARIZONA PILOTS ASSOCIATION safety seminar in person, or online. They are free and help with your WINGS program. And don't forget to 'Bring your wing-man.'



Howard

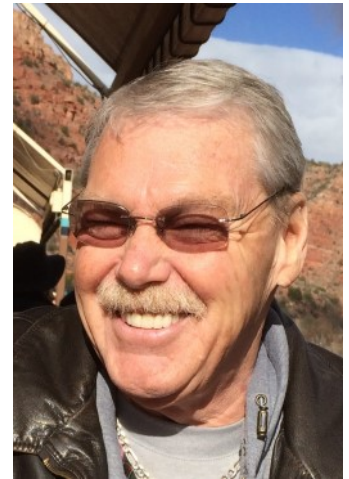




GAARMS

REPORT

AUGUST



2021 TO DATE:

So far, up thru the end of August this year, the record still stands at 3 fatal accidents with 6 fatalities, the one out by Williams (KCMR), the second one over by Holbrook, and the 3rd, the King Air fire-fighting crash out by Wikieup.

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

Fred's Perspective –

July 20, 1974

Federal Aviation Administration - Washington, D.C.

Gentlemen :

I was asked to make a written statement concerning certain events that occurred yesterday. First of all, I would like to thank that very nice FAA man who took my student pilot's license and told me I wouldn't need it any more. I guess that means that you're giving me my full—fledged pilot's license. You should watch that fellow though, after 1 told him all of this he seemed quite nervous and his hand was shaking. Anyway, here is what happened:

The weather had been kind of bad since last week, when I soloed, but on the day in question I was not about to let low ceilings and visibility, and a slight freezing drizzle, deter me from another exciting experience at the controls of an airplane. I was pretty proud of my accomplishments, and I had invited my neighbor to go with me since I planned to fly to the town about two hundred miles away where I knew of an excellent restaurant that served absolutely wonderful, charcoaled steaks and the greatest martinis. On the way to the airport my neighbor was a little concerned about the weather, but I assured him once again about the steaks and martinis that we would soon be enjoying and he seemed much happier.

When we arrived at the airport the freezing drizzle had stopped, as I already knew from my ground





school meteorology it would. There were only a few snowflakes. I checked the weather, and I was assured that it was solid IFR. I was delighted. But when I talked to the local operator I found out that my regular airplane, a Piper J—3 Cub, was down for repairs. You could imagine my disappointment. Just then a friendly, intelligent line boy suggested that I take another airplane, which immediately saw was very sleek and looked much easier to fly. I think he called it an Aztec C, also made by Piper. I no-

ticed right away that it didn't have a tail wheel, but I didn't say anything because I was in a hurry. Oh yes, it had a spare engine for some reason.

We climbed in and I began looking for an ignition switch. Now, I don't want to get anyone in trouble, but it shouldn't be necessary to get the airplane manual just to find out how to start an airplane. That's ridiculous. I never saw so many dials and needles and knobs, handles and switches. As we both know, confidentially, they have simplified this in the Cub. I forgot to mention that I did file a flight plan, and those people were so nice. Then I told them I was flying an Aztec they said it was all right to go direct via Victor—435, a local superhighway, all the way. These fellows deserve a lot of credit. They told me a lot of other things too, but everybody has problems with red tape.

The takeoff was one of my best and I carefully left the pattern just the way the book says it should be done. The tower operator told me to contact Departure Control Radar, but that seemed kind of silly since I knew where I was going. There must have been some kind of emergency because, all of a sudden, a lot of airplane pilots began yelling at the same time and made such a racket that I just turned off the radio. You'd think that those professionals would be better trained! Anyway, I climbed up into a few little flat clouds, cumulus type, at three hundred feet, but highway 435 was right under me since I knew it was straight East to the town where we were going to have drinks and dinner, I just went on up into the solid overcast. After all, it was snowing so hard by now that it was a waste of time to watch the ground. This was a bad thing to do, I realized. My neighbor undoubtedly wanted to see the scenery, especially the mountains all around us, but everybody has to be disappointed sometimes and we pilots have to make the best of it, don't we?

It was pretty smooth flying and, except for ice that seemed to be forming here and there, especially on the windshield, there wasn't much to see. I will say that I handled the controls quite easily for a pilot with only 6 hours. My computer and pencils fell out of my shirt pocket once in a while but these phenomena sometimes occur I am told. I don't expect you to believe this, but my pocket watch was standing straight up on its chain. That was pretty funny, and I asked my neighbor to look, but he just kept staring ahead with sort of a glassy look in his eyes. I figured that he was afraid of heights like all non—pilots are. By the way, something was wrong with the altimeter, it kept winding and unwinding all the time.





Finally, I decided we had flown about long enough to be where we were going, since I had worked it out on the computer, I am a whiz at the computer, but something must have gone wrong with it since when I came down to 100 feet for the airport there wasn't anything there except mountains. Those weather people sure had been wrong too. It was real marginal conditions with a ceiling of about one hundred feet. You just can't trust anybody in this business except yourself, right? There were even

thunderstorms going on with an occasional bolt of lightning. I decided that my neighbor should see how beautiful it was and the way it seemed to turn that fog all yellow, but I guess he was asleep, having gotten over his fear of height, and I didn't want to wake him up. Anyway, just then an emergency occurred, because the engine quit. It really didn't worry me since I had read the manual and I knew right away where the other ignition switch was. I just fired up the other engine and we kept right on going. This business of having two engines is really a safety factor. If one quits, the other is right there ready to go. Maybe all airplanes should have two engines.

As pilot in command, I take my responsibilities very seriously. It was apparent that I would have to go down lower and keep a sharp eye in such bad weather. I was glad my neighbor was asleep because it was pretty dark under the clouds and, if it hadn't been for the lightning flashes, it would have been hard to navigate. Also, it was hard to read the road signs through the ice on the windshield. Several cars ran off the road when we passed, and you can sure see what they mean about flying being a lot safer than driving.

To make a long story short, I finally spotted an airport that I knew right away was pretty close to town and, since we were already late for cocktails and dinner, I decided to land there. It was an Air Force Base, so I knew it had plenty of runway and I could already see a lot of colored lights flashing in the control tower, so I knew that we were welcome. Somebody had told me that you could always talk to these military people on the international emergency frequency so I tried it, but you wouldn't believe the language that I heard. Those people ought to be straightened out by somebody and I would like to complain, as a taxpayer. Evidently, they were expecting somebody to come in and land because they kept talking about some goddamn stupid son-of-a-bitch up in that fog. I wanted to be helpful, so I landed on the ramp to be out of the way in case that other fellow needed the runway. A lot of people came running out waving at us. It was pretty evident that they had never seen an Aztec C before. One fellow, some General with a pretty nasty temper, was real mad about something. I tried to explain to him in a reasonable manner that I didn't think the tower operator should be swearing at that guy up there, but his face was so red that I think he must have a drinking problem.

Well, that's about all. I caught a bus back home, because the weather really got bad, but my neighbor stayed at the hospital there. He can't make a statement yet, because he's still not awake. Poor fellow, he must have the flu, or



something.

Let me know if you need anything else, and please send my new license air mail special delivery.

Very truly yours,

Klem K. Kadiddlehopper

Fred's Pop Quiz...

1. The ATIS report says weather is better than 5000 and 5. The absence of the actual sky condition and visibility on the ATIS broadcast indicates that –
 - a. The ceiling is at least 5000 feet and the visibility is 5 miles or more
 - b. The sky condition is clear and visibility is unlimited
 - c. Weather conditions are at or above VFR minimums

2. Okie dokie, I have just been cleared into Sky Harbor airport via the EAGUL Six arrival, to cross HOMMR at 14 thousand 250 kts, when my first officer advising me the TAF for KPHX mentions Thunderstorms. I suggest to him that he monitor HIWAS for any adverse conditions in the Phoenix area. He looks at me with the “Deer in the headlights” look and says “Say what? What frequency would that be?”
 - a. 121.5
 - b. 122.0
 - c. 115.6
 - d. NADA, NO WAY JOSE! What the heck is HIWAS?

3. Why do the winds given to me by the tower differ from the winds given to me by the ATIS??
 - a. The tower does not believe the ATIS information
 - b. The ATIS winds are true north oriented and the tower winds are from a different source
 - c. The ATIS information is already old when it is recorded, and not current.

4. A flashing white light signal from the control tower to a taxiing aircraft is an indication of
 - a. Taxi at a slower speed
 - b. Taxi only on taxiways and DO NOT cross any runways
 - c. Return to your starting point on the airport.

5. TRSA Service in the terminal radar program provides –
 - a. IFR separation (1000 feet vertical and 3 miles lateral) between all aircraft
 - b. Warning to pilots when their aircraft are in unsafe proximity to terrain, obstructions or other aircraft
 - c. Sequencing and separation for participating VFR aircraft.

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.d; 3.c; 4.c; 5.c



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

Redbird LD Flight Simulator Rental

at Chandler Air Service

Price:\$ 70.00

Call: (480) 093-6420

Email: fly@aerobatics.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 505.870.1233

More information at New Mexico Pilots Association





OCTOBER 9
8AM - 11AM

Wickenburg Municipal Airport
3410 W Wickenburg Way
Wickenburg, AZ 85390

FREE ADMISSION


For more information visit

www.wickenburgaz.org/flyin

WICKENBURG

Fly-in & Classic Car Show

The Phoenix 99's will be joining us for a Spot Landing Contest!



Join us for a **FREE** and fun family day at the Wickenburg Municipal Airport. See dozens of beautiful aircraft, check out the classic and antique cars, and meet pilots from all around Arizona!





Phoenix Chapter of the Ninety-Nines, Inc.

Calling all pilots!

SPOT LANDING CONTEST

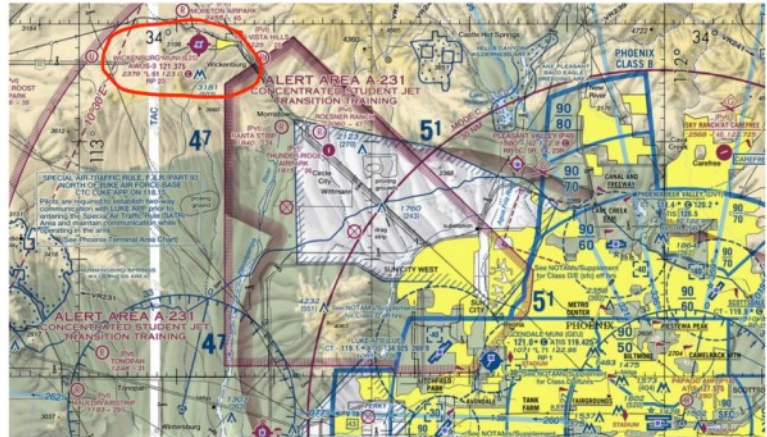
Impress your friends! Improve your skills! Meet the 99s!

Sat. October 9th, 2021

Wickenburg Municipal
Airport (E25)

8:00 am Registration

Competitor Fee: \$40 per
pilot, includes lunch



Competition is open to all pilots

*Win Cash Prizes, trophies, and bragging rights at this
fun event. Come on out and show us your stuff!

8 am Registration opens at the airport terminal

9 am Pilot Briefing

9:30 am Competition Begins

Delicious Lunch and Awards Ceremony to follow

To register or ask questions, Contact Karen at 760-898-6641
or karenflysn13492@gmail.com

Sponsored by the Phoenix 99s and Desert Rat Aviation.
Wickenburg Municipal Airport, 3410 W. Wickenburg Way Wickenburg, AZ 85390

AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
Big Springs Airpark	Prescott	12	
Mgr: Peter Hartman (928) 626-7207			
Castle Wells	Morristown	5/10	
Mgr: Gerald DaFoe (810) 516-9122			
Eagle Roost Airpark	Aguila	85 / 115 (5 acre lots)	
Mgr: John Greissing (928) 685-3433			
Flying Diamond Airpark	Tucson	20/97	
Mgr: Lou Cook (520) 399-3879			
Flying J Ranch	Pima	2/ 28	
Mgr: Howard Jenkins (928) 485-9201			
Hangar Haciendas	Laveen	39 lots w/sep taxi ways	
Mgr: Scott Johnson (602) 320-2382			
High Mesa Air Park	Safford	/19 (2.5 acre lots)	
Mgr: Phil DiBartola 928-428-6811			
Inde Motorsports Ranch Airport	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	
Mgr: 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!



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.

