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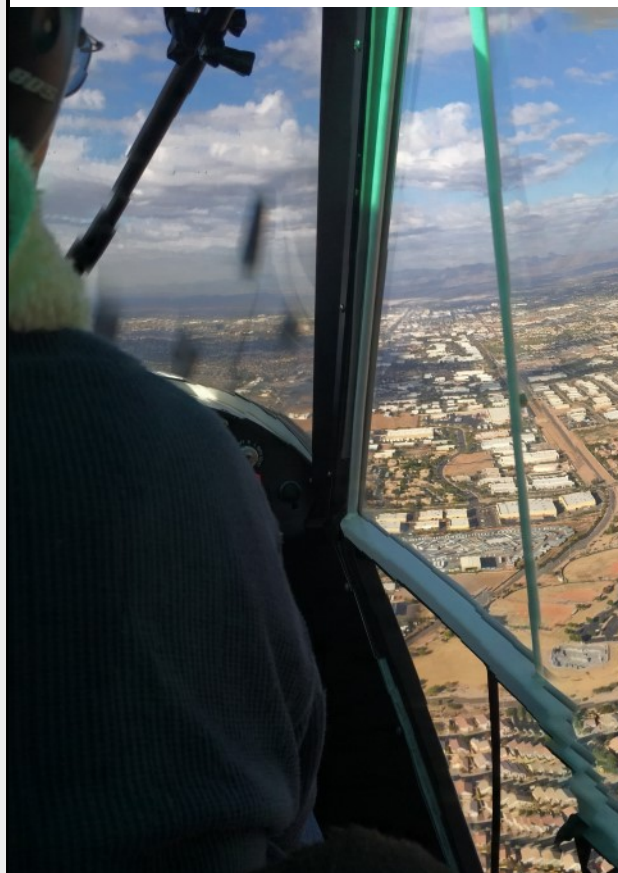
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President's Report

Greetings,

It's that time of year when the skies are once again filled with the sound of Lycomings and Continentals. Yes, the occasional lovely radial drowns out the others with a welcome roar, and the turbines blow by quickly. It's winter flying season. While the rest of the country is hunkering down, pickling engines, and getting the shovels and snow blowers out, we're doing the opposite.

Also ramping up are the APA activities. The Grapevine camping weekends are back in full swing with at least 20 people camping over on Saturday night in October. Again, hats off to the many volunteers who tirelessly give of their time to keep it in outstanding condition. We have more work planned this year to improve drainage and surface conditions, so we'll be calling on you to help out. Special thanks to the camp hosts who ensure the camp dinner is stocked, prepped and served to all in attendance. Again, these are volunteers. Please shake their hand and thank them when you see them.

We're actively prepping for the Copperstate Fly In. Cancelled last year, it's back in full swing this coming [February 17-20, 2022](#). Plan to swing by and say hi to us at the APA booth in the main hangar. If you'd like to volunteer some time to hang out in the booth, shoot the breeze with other aviation enthusiasts, and share the mission of the APA, please email Stef@azpilots.org! We'd love to meet you and chat!



Photo by Diane Andresen

We're also actively working to resurrect some programs that were dormant during the last year as folks are out flying again, so pay attention to the APA website, this newsletter, and our social media for details.

Fly safe, and I'll see you out there on the tarmac
Blue Skies,

Brian



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

newsletter@azpilots.org

Executive Director's Report

Jim Timm — November 2021

Fall weather is finally here, and although some of the days have been a little warmer than normal, the flying weather has been great. I hope all of you have been enjoying it, also. It's been good going on the weekend morning breakfast flights, and enjoying them with friends, and not getting banded around on the way home. This is the time of the year that we have been waiting for. So, let's go flying!

I just saw a news release that a nonprofit organization in Dayton, Ohio, the Wright Flyer Inc. had completed the construction of a Wright Flyer "B" lookalike and they had just made its first flight. The Wright Model B was the first production airplane produced by the Wright brothers, and one of the first customers was the U. S. Army. Interestingly, the first aviation fatality was Army Lt. Thomas Selfridge, who died in a Wright B airplane accident. The new Wright Flyer "B," which was under construction for the past five years, was constructed to the latest standards, and with the latest materials and components. The Flyer was designed to be capable of being readily disassembled and shipped around the country for display and demonstration. I would hope it may also be available to provide a chance for someone to fly in a Wright Model "B" airplane. Several years ago, I had an opportunity to ride in the predecessor to this airplane. The biggest hazard that came to mind during the flight, was the possible impact with a big bug, as you were really out there and exposed.



MISCELLANEOUS ITEMS

FAA

There were no items from the FAA that would have an impact on us in the reporting period.

AIRSPACE

Nothing has come to my attention in the way of airspace changes that been made or are being proposed that would impact us that are flying VFR, and I hope it all continues to stay that way.



I was beginning to think that we, here in Arizona, were the only ones that were getting these last-minute notices of GPS Interference Testing. It turns out that many other parts of the Southwest are having the same



problem, and in some cases, significant GPS use interruptions. It is a problem that is vexing not only pilots, but controllers as well. Apparently, the problem is becoming enough of an issue that AOPA, and other aviation organizations, have expressed reservations about the amount of intentional government jamming of GPS reception, that a movement is taking place to appeal to the military to have the amount of GPS Interference Testing significantly reduced.

In a recent meeting, a U.S. Army representative advised that a plan is in process to establish a control tower at Pinal Airpark, and no schedule was mentioned. Also, there was no mention of how the activity was going to get the Stagecoach Heliport Class Delta Airspace established to gain the desired control of the airspace over and around the heliport. He did advise that during the week their heavy traffic time is between 8:00 to 10:00 am local time.

For those pilots in the Phoenix area that fly in the northwest practice area, it seems that there have been complaints about low flying aircraft over the northwest proving grounds and test track. Apparently, there may have been aircraft doing “engine out” procedures over the test track. It is suggested by the Arizona Flight Training Workgroup (AFTW) that adequate altitude be maintained when flying over the proving grounds.

SAFETY

Shining a laser at an aircraft is a serious safety threat that continues to rise, and the Phoenix area is number four in the nation for reported laser strikes on aircraft per the police department aero squadron. Nationwide, the Federal Aviation Administration (FAA) has received 7,186 laser strike reports so far for 2021. This exceeds the total of 6,852 for 2020. The greatest number of strikes have been occurring around Sky Harbor Airport. The police department commented that during the holidays when lighted decorations are set up, there is also an increase in reported laser strikes. Many decorations use laser lights, so when setting up display lighting, if it involved laser lights, watch where they pointed. When flying, if you are lighted by a laser, immediately advise the control tower of the occurrence, and where it occurred.

Apparently, pilots are still not really aware of what is being expected of them when they go flying, based on the number of pilot deviations that are being made. Fortunately, the number of pilot deviations are again down a bit for this reporting period when compared to last time, but they’re still more than there should be. In the time period from September 10 through October 14, 2021, there were twelve pilot deviations recorded by the FAA SDL FSDO.

There were **Two** IFR deviations.

There were **Three** Class Delta Airspace devia-



tions.

There were **Seven** Runway Incursions.

Please, always be aware of where you are, and what you are supposed to be doing or expected to do. Know what the airport and runway signs and markings mean and obey them. Don't commit a pilot deviation. For the details of these deviations, see my Pilot Deviations Report elsewhere in this newsletter.

Aviation safety has not been good in that we have had some fatal accidents, some accidents with serious injuries, and an increase in the number of accidents in the reporting period. Given the number of pilot deviations that have occurred, I'm a bit surprised there weren't more accidents and people getting hurt. I hope we can keep these accident numbers and their severity down. 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.

The FAA FAASTeam is suggesting, don't get high and fly! Impairment from over-the-counter medication and CBD products can compromise a pilot's ability to safely fly and can adversely affect the pilot's judgment and decision-making. To read more about this, and avoid adverse drug interactions, go to the following website. [printable \(PDF\) fact sheet](#).

CONSTRUCTION

Falcon Field (FFZ) Mesa had plans to shut down Runway 4R - 22L for a few days to apply an asphaltic overlay this fall, but monsoon rains, and now the lower temperatures have forced the project to be delayed until next spring when warmer temperatures return.

With funding that has been available from the FAA and Arizona, 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 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) is on the first Saturday of the month.
- 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 Warbirds Squadron fly in breakfast, on the third weekend of the month, is planning on re-starting on the third Saturday in November.
- 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.
- There is 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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Grapevine Airstrip Volunteer Maintenance at its Best!

By Mark Spencer

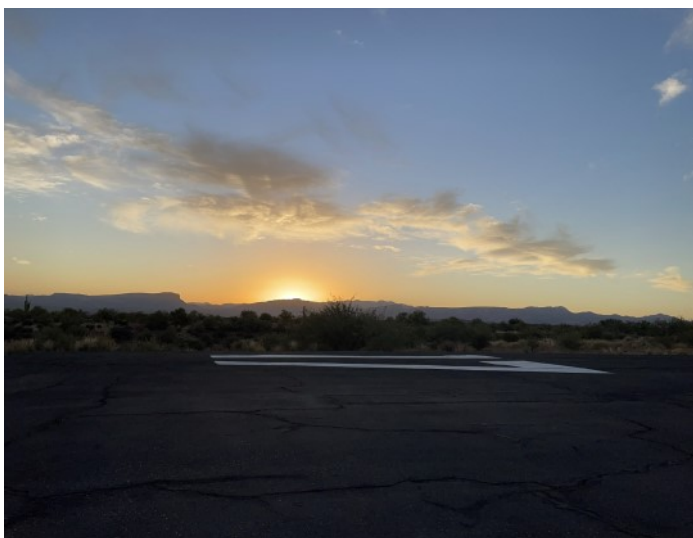
September's Grapevine monthly fly in event also turned into an ad hoc volunteer maintenance weekend. Over 20 aircraft and multiple ground vehicles showed up for much needed maintenance at Arizona's most utilized backcountry airstrip, located off the shores of Roosevelt Lake on the Tonto National Forest. This was the first of the monthly fly in events and potlucks of the 2021/22 season and the need for maintenance became obvious as aviators began to arrive late Friday afternoon. The windsock was missing in action, weeds had begun to encroach the runway edges and even into some runway cracks, and new water drainage ditches that had been cut in last



year were already filling with sediment. Calls went out to the usual volunteers and by Saturday over 20 volunteers were on site with implements of destruction in hand! Thanks to all of you who sacrificed your time and effort to this great cause!

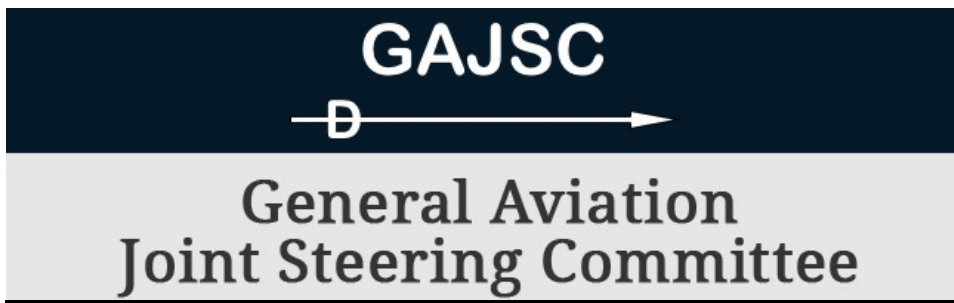


*Photos by Diana Andresen, Nancy Benscoter,
and Stefanie Spencer*



Mark





CFIT and Overreliance on Automation

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: November 2021

Topic: CFIT and Overreliance on Automation

The FAA and industry will conduct a public education campaign emphasizing the hazards of overreliance on automation and resultant potential for Controlled Flight Into Terrain.

Background:

GAJSC study of General Aviation CFIT Accidents revealed overreliance on automation as a precursor to some mishap events. They found that automation use contributed to VMC and IMC accidents in day and night flight conditions. Awareness of automation limitations and pilot proficiency in flying with and without automation are key to safe flight operations.

Teaching Points:

- CFIT accidents occur in all weather and light conditions.
- At least one third of pilots involved in CFIT accidents held instrument ratings
- All of the Continued VFR into IMC accidents in the GAJSC study were fatal.
- Some CFIT accidents result from unrealistic or uninformed aircraft performance expectations..
- Other CFIT accidents result from misunderstanding of automation normal and failure mode operations.
- Overreliance on automation can lead to pilot complacency, degraded hand-flying competence and confidence.

References:

- [CFIT & Overreliance on Automation Power Point](#)
- [FAA-H-8083-2 Risk Management Handbook](#), Chapter 7 - Automation

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





RAF's Efforts Fund Installation of Grapevine Vault Toilet

By Mark Spencer

Thanks to the Recreational Aviation Foundation's efforts in working with Congress and the US Forest Service in Washington, \$750,000 was directed by congress to be invested in backcountry airstrips around the country. Each region receives its portion of this money based on total number of feet of existing airstrips. Region 4, that's AZ and NM, received about \$200,000 of these funds. This year's funding has allowed the RAF and APA to work with both the Tonto National Forest and the Apache-Sitgreaves National Forest to get approval and installation of a vault toilet at the Grapevine and Double Circle Ranch airstrips. APA's Mike Andresen worked with the FS to find the perfect spot for the vault toilet at Grapevine, currently now in place, and Mark Spencer is working with the Apache-Sitgreaves forest on the location of the Double Circle vault toilet. Check out this great new amenity at Grapevine! Please help us now to keep this in clean condition with only human waste - no bottles, trash, etc. in the vault. The APA will be funding the occasional pumping of the Grapevine vault, so as always, please make a tax deductible contribution to the APA's backcountry fund.

Mark



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CLASSIFIEDS

October Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents and incidents that have occurred in Arizona from late September through October. 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 period was not good because of the number of fatalities, serious injuries, and number of accidents that had occurred. While there were six accidents in this past reporting period, there are two accidents in the beginning of this report that were covered in last month's report minus detailed information. Since then, detailed NTSB reports have become available, and are included in this report.

The following is the information obtained from the ASN, FAA, NTSB, and from APA members.

Date: **September 12, 2021**

Info. Source: ASN, FAA, NTSB

Location: Lake Havasu

Type: Cessna 177RG

Injuries: 1 Fatality

CRASHED SHORTLY AFTER TAKEOFF

The pilot was planning on making a long cross-country to Reno, Nevada, in the next several days, and the purpose of the accident trip was for him to get fuel at Lake Havasu for the flight to Reno. The airplane was based at Eagle Airpark in Bullhead City. The pilot landed at Lake Havasu about 1545 and purchased 24.8 gallons of fuel at the self-serve fuel tank which presumably topped-off the fuel tanks to full fuel onboard, as he had intended, for the anticipated trip.

Based on video and audio recordings, flight track

info, ADS-B data, and eye witness reports, the airplane was observed to takeoff down the runway at a slow groundspeed and noted that the engine sounded rough as though it was only making partial power. The airplane did not climb as expected and veered to the right of the runway centerline reaching 100-150 feet agl. The ADS-B data shows the airplane accelerating down the runway up to a derived airspeed of 65 kts. The airplane then pitched up to a nose-high attitude and made an aggressive left bank, consistent with the pilot attempting to make a 180-degree turn back to the runway. Witnesses observed the airplane's wingspan turn nearly perpendicular to the horizon, and then stall with the left wing dropping toward the terrain. At an undetermined time during the takeoff, the pilot made a transmission on the airport common frequency

where he stated, "Lake Havasu traffic, Cardinal 2085Q making a uh...". The next transmission was less than a second, and all that could be heard is a high-pitch tone akin to a stall-warning horn.

The accident site was located in the desert terrain about 830 ft from the end of runway 14 at an elevation of 790 feet msl. In character, the terrain was composed of dry, soft dirt with sparse brush, and the wreck-

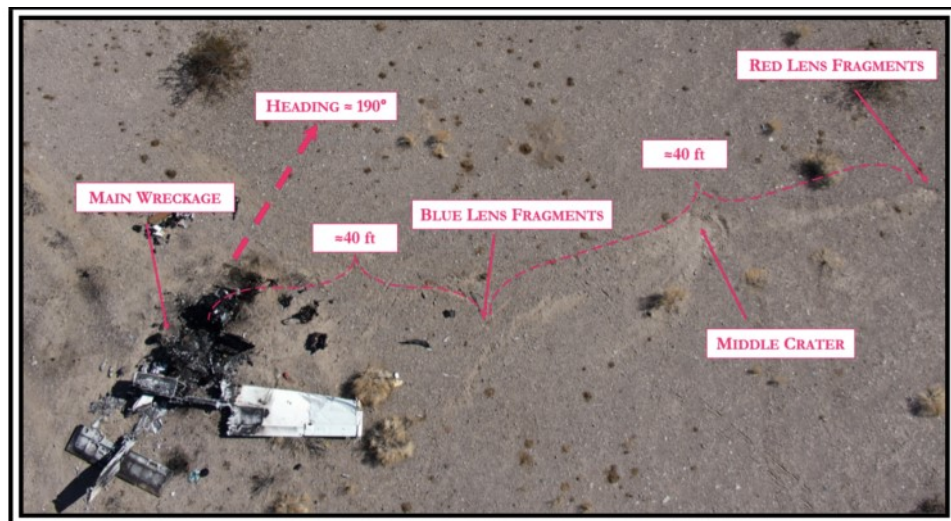


Figure 3: Main Wreckage in Reference to First Identified Point of Impact

age was found distributed over a 200 ft distance. The main wreckage consisted of a majority of the airframe and engine, which had been consumed by fire with the exception of the right wing.

As part of the post-accident examination, a majority of the engine and its respective components were completely disassembled, and significant wear, broken piston rings, scuffing, spalling, pitting, and galling of parts was noted.

Date: **September 22, 2021**

Info. Source: ASN, NTSB

Location: Page

Type: Piper PA28R-200

Injuries: 1 Fatal, 1 Serious Injury

CONTROLLED FLIGHT INTO TERRAIN

Automatic Dependent Surveillance Broadcast (ADS-B) data obtained from the Federal Aviation Administration (FAA) captured the airplane's climb out of its departure airport in San Martin, California, to a cruise altitude of about 12,000 ft msl, and a subsequent turn to the south. Later, at about 30 nm west of Page Municipal Airport (PGA), the final ADS-B data point was captured when the airplane was 200 ft agl, and about 0.5 nm northwest of the accident site. The airplane was located about 11 nm west of PGA on a mesa at an elevation of about 6,150 ft msl. The airplane came to rest at a level attitude, and the first point of impact (FPI) was identified by a 12-foot-tall Juniper tree, and several broken tree

branches. A debris path was marked by parallel ground scars that began about 20 ft forward of the FPI. The outboard right stabilator was located on the left side of the debris path. The main wreckage marked the end of the debris path and was located 62 ft beyond the FPI. The nose and main landing gear had collapsed, and the fuselage was flush with the ground. Both wings remained attached to the fuselage, the left wing displayed a large compression wrinkle about midspan at the leading edge, and the top skin. The inboard section of the right wing exhibited compression wrinkles about midspan. Both wings were punctured inboard above the right and left main landing gear. The cowlings and engine were displaced slightly downward, and the engine had separated from the upper mounts. The three propeller blades were damaged and remained attached to the engine at the propeller hub. All major structures were accounted for at the accident site.



The following accidents occurred in this reporting period, and were not previously covered.

Date: **September 21, 2021**

Info. Source: FAA

Location: Ak Chin

Type: Swearingen SX300 Experimental

Injuries: 1 Serious Injury

TYPE OF ACCIDENT UNSPECIFIED

Very little information was available for the accident except for the date and location. The extent of damage was termed unknown, and the pilot was reported to have been transported to a hospital with serious injuries.

Date: **September 22, 2021**

Info. Source: FAA

Location: Benson (E95)

Type: Piper PA28-140

Injuries: 1 Uninjured

ENGINE FAILURE

While doing solo student flight training, the pilot reported the aircraft took longer to takeoff and was feeling "sluggish." The pilot attempted to return to the airport but was forced to make an off-airport landing in desert brush one mile north of

E95 airport. The aircraft sustained a flat tire, prop strike, dented leading edge of the left wing, and was leaking fuel from the engine compartment.

Date: **September 24, 2021**

Info. Source: FAA

Location: Prescott

Type: Robinson R44

Injuries: Number Unknown, All Were Uninjured

ENGINE ISSUE

Due to an engine issue, the helicopter made an emergency landing on a local golf course without incident or damage.

Date: **September 30, 2021**

Info. Source: NTSB, FAA

Location: Phoenix (DVT)

Type: Robinson R44 II

Injuries: 1 Minor Injury

UNKNOWN CIRCUMSTANCES

The NTSB only indicated the date, and time, and location of the accident, number of persons and injuries, and that substantial damage to the helicopter had occurred. The FAA indicated the helicopter had departed from Scottsdale. The FAA report also indicated the R44 had crashed under unknown circumstances in a desert training area northeast of DVT.

Date: **October 1, 2021**

Info. Source: ASN, NTSB, APA member

Location: Chandler

Type: Piper PA28-181

Robinson R22 Beta II

Injuries: 2 Fatal, 2 Uninjured

MID AIR COLLISION

On October 1, 2021, about 0740 MST, a Piper PA-28-181 airplane, and a Robinson R22 helicopter, were involved in a midair collision near Chandler. The airplane sustained minor damage, and the helicopter was destroyed. The flight instructor and student pilot of the Piper aircraft were not injured. The flight instructor and student

pilot of the helicopter were fatally injured. Both aircraft were operated as FAR Part 91 instructional flights.

Both aircraft were in parallel traffic patterns at Chandler Municipal Airport (CHD), and a review of recorded communications revealed that both aircraft were in contact with air traffic control tower personnel. The airplane was operating in a closed right traffic pattern for runway 4R and had been cleared to land. The helicopter was operating in a closed right traffic pattern for Taxiway C and had been "cleared for the option." Shortly after the airplane turned final for Runway 4R, the airplane flight instructor radioed the tower, and reported that they felt and heard a loud bang. The flight instructor believed they might have struck birds, advised the tower, and declared an emergency. He requested that tower look at the landing gear. Tower personnel confirmed they had 3 landing gear extended and again cleared them to land.

During the landing flare, the flight instructor noticed the left wing continued to descend. He utilized aileron inputs to keep the wing up. After the airplane touched down, it veered left and exited the runway before it came to rest in the infield between runway 04R,, and 04L.

During the same timeframe, witnesses reported a downed helicopter in the vicinity of the Chandler Airport. Shortly after, first responders identified the wreckage of the helicopter. The helicopter impacted terrain about .5 mile southwest of the approach end of runway 04R, and a post-crash fire ensued.

Recorded Automatic Dependent Surveillance-Broadcast (ADS-B) data provided by the Federal Aviation Administration (FAA), showed that the accident aircraft were operating in VFR traffic patterns at CHD. Both aircraft appeared to be on a base to final turn with the airplane making an approach to runway 04R, and the helicopter making an approach to taxiway C (parallel to and to the right of runway 04R). The data showed both aircrafts' flight paths intersected about 0740:15 at an altitude of about 1,400 ft mean sea level (msl).

DATE: **October 17, 2021**

Info. Source: APA, NTSB

Location: Arivaca

Type: Rockwell 112B

Injuries: 1 Fatality

CONDITIONS UNKNOWN

The Rockwell 122B crashed under unknown conditions near Kitt Peak in the Coyote Mountain Wilderness area near Tucson. The aircraft had departed from Ryan Field (RYN). At the time this report was prepared, the NTSB only recognized that the accident had occurred, the date, and location.

A Few Words About Safety

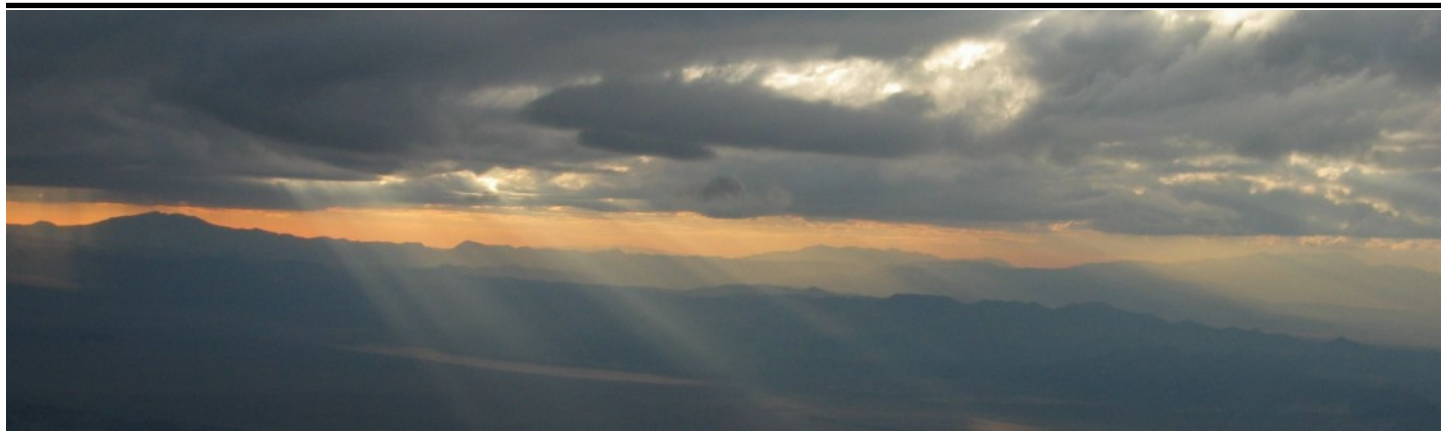
Denny Granquist

“

“Plan the flight and fly the plan.”

“Pilots who make mistakes in bad weather are buried on nice days.”

”



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September-October Pilot Deviations

by Jim Timm

In the time period from September 10 through October 14, 2021, there were twelve general aviation pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by Military, private, commercial, CFIs, and ATPs. Of the twelve deviations made, there was a need to issue four Brashers.

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

In summary, the general aviation deviations this reporting period are:

- One Military IFR Route Deviation
- One IFR Operational Deviation
- Three Class Delta Airspace Deviations
- Seven Runway Incursion Deviations

Unfortunately, there appeared to be an excessive number of runway incursions committed this month. In several cases the pilots didn't seem to understand what the runway hold short lines meant. Pilots need to know what the airport and runway signs and markings mean and react accordingly.

The details of the deviations this month are as follows:

IFR MILITARY

9/20 IFR - Route Military Pilot

A flight of three F-16's were northwest bound and climbing to 16,000 feet. At 2230z, Albuquerque Center cleared the flight of F-16's to turn right 30 degrees for traffic. The lead aircraft read back the clearance correctly. At 2231z, Center had not seen a turn yet, and cleared the flight of F-16's to fly a heading of 350° and expedite the turn. At 2232z, the flight of F-16's had still not started a turn, so Center issued a 010-degree heading, but not before a loss of separation had resulted with an air carrier who was descending into Tucson. The flight of three F-16's did not comply with ATC instructions, and a **Brasher** was issued. The flight Lead called the facility later and stated that he was offline and had number 3 listening. Number 3 was trying to contact the Lead on the second radio, but it was not coming through clearly.

IFR OPERATIONS

9/24 IFR Route Commercial Pilot

An aircraft departing DVT was cleared for the DVT1 Departure. The aircraft should have departed, and turned north to join the PXR 336 radial, but instead, turned southbound direct to the PXR VOR. The Aircraft was issued a **Brasher** warning by the PHX TRACON.

DELTA AIRSPACE DEVIATIONS

9/10 Entering Delta Airspace Without First Establishing Radio Communications. Commercial/CFI Pilot

The pilot deviation was reported by the DVT Tower when the aircraft entered the DVT Class Delta Airspace prior to establishing two-way radio communications.

9/29 Entering Delta Airspace Without First Establishing Radio Communications. Private Pilot

The aircraft appeared to come from Chandler (CHD) and transitioned the Falcon Field (FFZ) Class Delta Airspace in the vicinity of Wagon Wheel, and headed to the northeast. The Falcon Tower called the Chandler Tower, and the Chandler controller said they were familiar with the aircraft, but they were not talking to the aircraft. The aircraft later called Falcon Tower from the north for a touch, and go, and a return to Chandler CHD. A **Brasher** was given on its departure to CHD.

9/30 Entering Delta Airspace Without First Establishing Radio Communications. Commercial Pilot

The King Air was flying IFR, and receiving ATC services from the PHX TRACON, and was observed to be entering the DVT Class Delta Airspace without having first established two-way radio communication with DVT. The DVT north and south controllers both attempted to contact the aircraft multiple times without success. Once the aircraft turned final, the tower personnel directed a green light gun signal to the aircraft to signal "cleared to land." The aircraft landed, and upon exiting the runway, contacted Ground Control, who then issued the **Brasher** notice. No other aircraft were impacted during this event.

RUNWAY INCURSIONS

9/16 Attempting To Takeoff Without Instructions Commercial/CFI Pilot @ FFZ

An aircraft attempted to depart without a takeoff clearance while another aircraft was cleared to cross the same runway. The tower controller had instructed Aircraft #1 to line up and wait on the runway, and the pilot read the instruction back correctly. The tower then instructed aircraft #2 to cross the runway mid field, and when the controller scanned the runway, he noticed aircraft #1 had started a departure roll, and the controller immediately instructed aircraft #1 to hold position, and the controller then also instructed aircraft #2 to hold position. Aircraft #2 stopped but was approximately 10 feet past the hold short line. Aircraft #1 was then instructed to exit the runway.

9/18 Aircraft Entered the Runway Without ATC Authorization Private Pilot @ DVT

A Cessna entered the runway without ATC authorization while a Piper was on short final. The Cessna was instructed by Ground Control to hold short of the runway at a specific taxiway, and the read back of the instruction was correct. The Cessna was observed to be moving towards the runway and did not look as though they would stop short of the hold line. Ground Control instructed the Cessna to hold position, and instructed them to stop. The Cessna stopped but was across the hold short markings. The Controller issued a go around to the Piper inside a 1/4 mile final. The go around was executed prior to the threshold, and the Piper did not overfly the Cessna.

9/23 Aircraft Entered the Runway Without Authorization Private Pilot @ DVT

The aircraft crossed the hold short line of the runway without ATC authorization. The aircraft was holding in the run-up area, and advised Ground Control that their run-up was complete, and Ground Control instructed the aircraft to taxi via a specific taxiway to the active runway, and the read back was correct. The aircraft taxied to the runway, and taxied across the hold short line of the runway. Ground Control instructed them to hold position and contact the Tower. The Tower

asked the aircraft if they were ready for departure and cleared them for takeoff. No other traffic was involved.

9/25 Aircraft Entered the Runway Without Authorization Commercial Pilot @ DVT

The Beechcraft had crossed the hold short line for the runway without ATC authorization while a Cessna was short final. Ground Control had taxied the Beech to the runway for an intersection departure, and the pilot read back was correct. The Beech advised Ground Control that they had gone approximately 4 feet past the runway hold short line at the runway intersection due to a brake issue. Ground Control instructed the Beechcraft to hold position and contact the Tower. The Tower issued a go around to the Cessna who was on short final. The go around was issued and acknowledged prior to the threshold.

10/3 Aircraft Entered the Runway Without Authorization ATP @ FFZ

The Piper crossed the hold short line of runway without ATC authorization while another aircraft was landing. The Piper called the Tower, and advise they were holding short of the runway, and were awaiting release. The Tower instructed the Piper to hold short. The Piper asked the Tower if they would be going before a Challenger that was also holding short of the runway, and the Tower advised that they would be going first unless approach control wanted it different. The Piper advised the Tower that they were going to go over to an adjacent parallel taxiway so they wouldn't get blown away by the Challenger. As the landing aircraft was crossing the threshold, the Piper called the tower, and said they were holding short of the runway. The Piper had crossed the hold short line of the runway on the adjacent taxiway as the landing aircraft was crossing past the taxiway. The Tower advised the Piper that they had just gone on the runway, and issued instructions for the Piper to clear the runway.

10/3 Aircraft Entered the Runway Without Authorization Private Pilot @ DVT

The aircraft landed on an incorrect runway without ATC authorization while another aircraft was on short final for the same runway. The offending aircraft was cleared to land on Runway Left, and the pilot did not read back the runway assignment. The offending aircraft, instead of lining up on Runway Left as directed, lined up for Runway Right in front of an aircraft that was approaching on final for Runway Right. The offending aircraft landed on Runway Right, and the other aircraft on an approximate 1/4 mile final advised the Tower that they were going around for traffic on the runway.

10/4 Aircraft Entered the Runway Without Authorization Commercial Pilot @ PRC

An aircraft landed on a runway without ATC authorization while another aircraft was on short final for the same runway. The aircraft had departed Runway 21L without a transponder and advised the Tower that they wanted a straight out departure. Later, the Tower heard some unintelligible transmissions on the frequency but could not determine who was making the transmissions. As the Tower was working their traffic pattern, they scanned Runway 21L and saw that an airplane had just landed on the runway, and they were not in communication with it. A Cessna was inside a 1/4 mile final for the runway, and the Tower issued a go around to them. The Tower then asked who the aircraft was on the runway, and the aircraft advised that it was them, the aircraft that had departed straight out earlier. Later on the phone, the pilot said that they did what the AIM told them to do, and entered a downwind, flashed their lights, and rocked their wings. ATC advised the pilot that they did not see them until after they had landed on Runway 21L.

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Buckeye Mayor: Investing in the Future (Copperstate Fly-In & Buckeye Air Fair 2022)

By Brian Schober

Pilots often bristle when hearing that the government wants to “get involved” in aviation. We think more red tape, more obtuse regulations, and additional financial burden will be coming along shortly. Bucking that stereotype is the Buckeye Mayor, Eric Orsborn. He is not only a staunch advocate for aviation, but he’s also looking at how to increase the general aviation footprint in his city on the Western edge of the Phoenix metroplex. Buckeye Municipal Airport (KBXK) sits just South of the I-10 freeway and Luke Air Force Base Class D airspace, and just West of Goodyear Municipal Airport’s (KGYR) Class D airspace. Despite the complex airspace, BXK sees approximately 150 operations per day, per Airnav data. Much of that are external flight schools taking advantage of a non-towered field for takeoff and landing practice. Mayor Orsborn is looking to make the airport attractive for GA pilots and corporate tenants to base aircraft at KBXK through a comprehensive approach of infrastructure and facility improvements.

A longtime resident of the nearby Verrado community, Orsborn is rooted in the area. He operates a Buckeye-based construction business that focuses on land development across the state and saw an opportunity to lead the city forward. He served on the city council for 10 years before being elected to mayor in 2020. During his time on the council, Orsborn worked to earn his Private Pilot License. Since earning his wings in 2017, he’s accumulated approximately 500 hours and is currently working on his Instrument rating. Orsborn is the proud owner of a 1998 Cessna 172R and will soon be taking delivery of a newer Cirrus SR22 for higher performance. Of course, he bases at BXK. He’s found that aviation makes the state much smaller. He can now visit remote construction sites and crews, yet still be back in the office the same day. Travel for family has also gained flexibility through being able to fly on his own schedule.

Orsborn’s enthusiasm for aviation flows into his role as mayor. He sees the airport as an economic engine for his fast-growing community. US Census data reports that Buckeye grew faster than any other city in the





nation from 2010 to 2020 with an 80% increase in population! With this population increase came the addition of thousands of businesses and corporations. Many of these would, or could, use the airport to facilitate business travel in GA aircraft. The newly created gargantuan warehouse farms that have sprung up in the West Valley have created an opportunity for airport growth to expedite shipments of goods. Many who settled in Buckeye are also pilots as evidenced by the growing waiting list for the limited T-hangars. While the airport appears sleepy compared to the training bases of Deer Valley, Falcon Field, and Chandler Municipal, KBXK has all the external demands needed to make a municipal airport successful.

Orsborn isn't the only proponent of aviation in Buckeye - he reports that his current city council is also very supportive of improving the airport. He and his team were instrumental in the relocation of the Copperstate Fly-In from Falcon Field to Buckeye in 2019. The city had been hosting the annual Buckeye Air Fair as sort of an open house to the community. Local businesses participated and community members came out to see the airport and enjoy some food and drink. While attendance was decent, it lacked the entertainment draw. When presented the opportunity to host the Copperstate Fly-In, the decision was made to hold the Air Fair in conjunction with the fly in. It was an instant success. Copperstate has long been a draw to pilots in the Southwest as a place to gather, talk aviation, shop aviation products, and learn in forums. The Air Fair now includes a full airshow with world-class performers. In 2019, the parking lot was nearly full, aircraft parking was nearly full, and the RV lot was packed with overnights. The unexpected success of the joint event prompted the city to invest in improvements in airport grounds through increased parking for cars and RVs, but additional aircraft parking, more restroom facilities and improving the general layout for 2020. The result was fantastic. Over 30,000 aviation enthusiasts flooded the airport grounds. Families loved the games and attractions on the Air Fair side, pilots loved the traditional Copperstate Fly In, and everybody loved the afternoon air show. While the 2021 event was cancelled due to pandemic concerns, the 2022 event will be even larger. Held [February 17-20 2022](#), the air show performers are being finalized, vendors are lining up and pilots are planning to finally get together again.

Mayor Orsborn and select city leaders travelled to Sun N Fun in Lakeland, Florida, as well as Airventure in Oshkosh to see how the cities manage large aviation events. Copious notes were taken by the team. While they certainly enjoyed the events, they returned with significant details on how a city can support aviation events for the benefit of all. Copperstate Fly-In and the Buckeye Air Fair will never replace either Sun N Fun or Airventure, nor is there ambition to do so. They are each unique in their own regard, but Mayor Orsborn and his team are working to ensure KBXK is prepared to accommodate the event as it continues to grow. When asked if he is able to offer guidance or leadership to other cities, Ors-



born said he promotes it wherever he can. He understands how integral aviation is in the complexity of an economy and is sharing that knowledge within his network of government leaders.

To attract corporate tenants and aviation-related businesses, the airport needs to improve the infrastructure. The city has taken the first large steps towards increasing the capabilities and attractiveness of the airport to local pilots and corporations looking to base there. A \$3.5M infrastructure improvement plan is underway to bring water and fire lines to the airport and surrounding property. Another \$2.5M is set aside for T-hangar construction. The city owns, or has access to, land surrounding the airport to add more hangars, taxiways, ramp space, terminals, etc... as the population growth continues to outpace the rest of the nation. The airport's Master Plan was last updated in 2007, but then largely shelved due to the recession. Plans were again put on hold briefly during the pandemic. While not all aspects of the plan are still valid, much of it is and Mayor Orsborn is committed to ensuring KBXK is open for business. So much so that the city is self-funding an update of the Master Plan, rather than wait for the FAA to assist.



We've all heard that the only thing certain in aviation is uncertainty. Recessions, pandemics, unemployment, remote working, and explosive growth have all had unexpected results on general aviation in Arizona, some negative and some positive. From the perspective of the APA, we find it refreshing that a city leader recognizes the positive impact a GA airport has on a community. Investment does not typically improve stability and financial health immediately and is sometimes difficult to justify. We look forward to seeing Buckeye lean forward and invest in the airport, and we invite other city leaders to reach out and learn from Buckeye's example.

Brian



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MEMBERS' PHOTO CORNER

Thank you to Carl Guílliams for this month's photos!

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



Young International camping trip



“The GOOD, the BAD and the UGLY” - Forepaugh Airstrip

By Kit Murphy

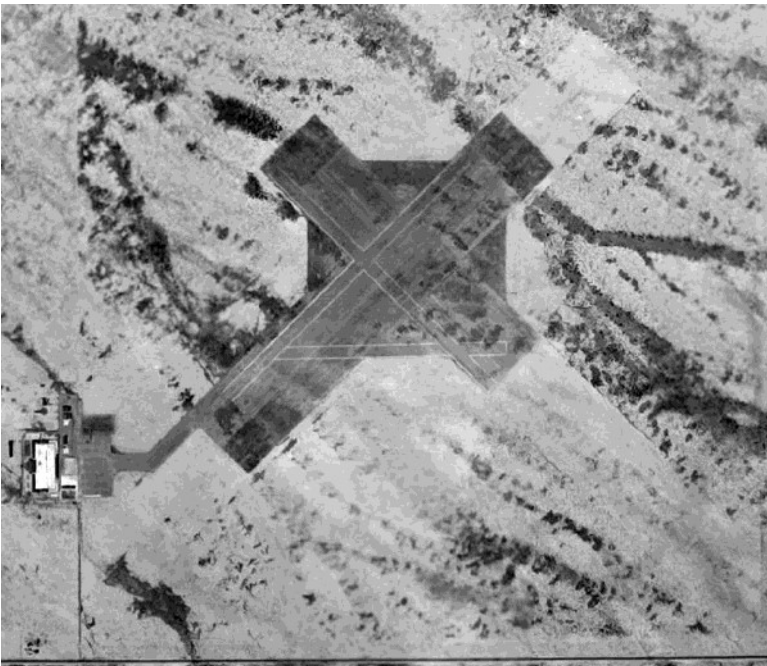


Aviators, past and present, are certainly more adventurous than most. Books, movies, plays, poetry.... have all hailed their spirit. From the Wright Brothers first flight of 12 seconds and 120 feet in Kitty Hawk, North Carolina, to the astronauts of all countries who “Boldly go where no man has gone before.” (The Apollo 13 mission in 1970 went 248,655 miles.) Sometimes, like in life, we need to re-visit the places and recognize those who have brought us to where we are now, whether for the Good, the Bad or... the Ugly.

Personally, I find it's always better to start with the GOOD, then, if I must, be tempered by the BAD. Unfortunately, as much as I would like, the UGLY can't be ignored all together.

There is **GOOD** news for Arizona pilots and a surviving airstrip from WWII now known as Forepaugh, (aka: Echverria Field, Wickenburg Airport and Hassayampa Flying Service Airport. This airport had previously been designated by the FAA as 44E.), and located between the towns of Forepaugh & Wickenburg. It has gone through a somewhat confusing succession of names through the years but, there is loads of historical information available on this airport. Try this site for one: <http://www.airfields-freeman.com/AZ/Airfields.AZ.W.htm>

Initially, my main focus at Forepaugh was to protect it as one of the last remaining, not re-developed, WWII pilot training sites in Arizona. Without intervention it may have been lost, as so many others before. To accomplish this, I started looking into many possibilities, including applying to have the strip registered as a Historical Site, and it certainly qualifies!



*aerial shot of Forepaugh
(when it was known as Echeverria Field)*

My friend, Jon Gunlock, flew me over to check it out. As we walked through the dilapidated service hangar we were greeted by the lone resident, a Great Horned owl. He was spectacular in every way. Certainly, something else to protect. Somehow, even the remnants of the place still radiated history.

We were also fortunate to meet two other visitors, Bill Cole, an ex-Seabee and Vietnam veteran, and Casey Hanna, also a veteran, serving in the Army Artillery. He related their moto as: “If we can't build it or fix it, we blow



*down the runway shot while landing on it now
(nice and smooth and flat)*

it up!"

These two gentlemen have been diligently working with multiple agencies to try and secure the land abutting the airstrip to develop a rehab center for injured and homeless vets on the old site. Hopefully, after several years, their tireless efforts will pay off. We should all share and support their enthusiasm for the project and assist in any way possible.

Back to the visit... It was a beautiful morning to fly and two other aircraft from Sky Ranch at Carefree joined us. A fourth aircraft, piloted

by a friend of mine, Don Walten, met us there. Don's been bringing out his own equipment to drag the strip etc. Thanks Don! All the guys joined in to put up the first windsock in probably decades.

After speaking to APA's backcountry chariman, Mark Spencer, he contacted his friend at the Bureau of Land Management (BLM) in Tucson, Scott Feldhausen. Scott was able to direct me to the right rep in the Wickenburg area. The strip is on BLM land and the old foundations, the hangar, wells etc. are on the separate, abutting parcel. The BLM response has been fantastic! They are very impressed with our Grapevine efforts and much in favor of the APA donating their time and manpower to protect this strip. They will try to make funds available to assist us in that endeavor and there has even been whispers of donating us the site.

Either way, if all goes as planned, we will be able to protect this historical strip for the future and provide a new practice site and possibly even backcountry overnight camping. Anything we can do to help Bill and Casey realize their project not only helps serve vets but, could also have a HUGE upside for anyone flying into the strip. Having the projected vet rehab facility there could provide vital services and possibly an exchange of maintenance crews... Win-win!

What's your idea for this strip? I have a contact that is a former professor of astronomy. He joined us at the Death Valley get-away. He'd loved to come out and give a full-blown presentation at this local "dark park". Cool beans. There are loads of horse ranches around for trail rides... Arrangements could be made for campers to be shuttled into Wickenburg for the roping tournaments etc... The possibilities are wonderful and only limited by our imaginations and work. Yeah!

Now the **BAD** news:

Pleasant Valley Airport (P48) will be lost to us as a practice strip at the end of November 2021 as the Arizona State Land Trust (SLT) is not interested in renewing the current airport lease.



*The guys who met me at Forepaugh to put up a windsock
(for the first time in decades)*

Roy Couliette began developing the site in January 1977 after entering into a lease agreement with the SLT. The airport even included an RV park for permanent residents and for those enjoying the nearby Lake Pleasant. It has been home to Turf Soaring, a busy glider school, and to the Civil Air Patrol Cadet Training Squadron Flight 400. The airport at one time averaged over 200 operations per day.

Unfortunately, Roy passed away a few years ago and the balance of the lease was luckily transferred to the management of Rick and Jeanne Brown. The airport has seen a decline in both the RV park and operations. Rick and Jeanne have made efforts to negotiate a new lease with the SLT, but to no avail. As many airstrips do not allow practice operations, the closure of this airstrip will be a true loss to local pilots.

I did look into getting the airstrip designated as an Historic Site, but it doesn't meet the age requirement of 50 years, have unique architecture, nor been visited by people of historic note.... Alas,

the **UGLY** truth is the adage, "Education is what you get when you don't get what you want" applies here. The process of investigating these two airstrips has been a true education, both enlightening and disappointing. It will be a great joy and a real boon to vets and pilots alike to see the Forepaugh project come to fruition but, where Pleasant Valley Airport is concerned... I'm sorry to say that "Another one bites the dust."

Kit



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~ Scholarship Corner ~

by Chris Nugent

We closed the 2021 APA scholarship cycle at the end of October, and we set another record for the program with forty applications being submitted. This is up significantly from the twenty-nine we received in 2020 and 24 in 2019. Although we have not started our formal review process, I always look through the applications and I continue to be impressed with the strong commitment to aviation careers by both high school and college students in Arizona. Based on all the turmoil we currently see in the industry its great to see that we have a strong pipeline of future aviation professionals!



As I mentioned in a previous scholarship update, we broadened our scholarship outreach and communication activities to ensure that students enrolled in aviation-related programs across the state were aware the APA program was available as a resource. I was pleased to see that we had some success and received applications from students enrolled in Cochise College in Douglas and Embry-Riddle Aeronautical University in Prescott, two schools that have not been represented in past years. There was also strong interest from our traditional partner schools including the East Valley Institute of Technology (EVIT) and the aviation program at Chandler-Gilbert Community College/University of North Dakota.

Many of the applicants are focused on becoming professional aviators (airline or military pilots) but there were also applicants focused on careers as CFI's, air traffic controllers and aviation/airport operations managers. However, I must admit that I was most impressed with one applicant who had the long-term career objective of becoming an astronaut. I am looking forward to the day that the APA flag goes to the moon and beyond!

The scholarship committee will be working to complete the evaluation of applications over the next few weeks with the winners announced in December. Our objective is to award 6 to 8 scholarships for the 2022 academic year (we awarded eight, \$2,500 scholarships in 2021, for a total of \$20,000 awarded!). We will provide an update in next month's newsletter.

The scholarship program is an important part of APA's mission, and it would not be possible without

the generous donations of our membership. As we typically are at this point in the year, we are still far behind in funding the upcoming scholarship awards. [Please consider making a tax-deductible donation](#) to the scholarship program as we close out the calendar and tax-year. I can tell you that the recipients are truly appreciative of the help in achieving their aviation career goals.



Remember...aviation careers have no boundaries!

Thank you again for supporting the scholarship program and helping APA build the next generation of Arizona aviators (and future astronauts).

Stay healthy and fly safe.

Chris



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.

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John King, Martha King, and Greg Brown Inducted in the 2021 Flight Instructor Hall of Fame



FOR IMMEDIATE RELEASE, October 13, 2021, Las Vegas, NV

Today the National Business Aviation Association Conference hosted the 2021 Flight Instructor Hall of Fame induction ceremony. This year three very deserving and distinguished flight instructors were inducted – John King, Martha King, and Greg Brown. Each of these extraordinary aviators' model the highest standards of professionalism and dedication in the flight training industry.

Administered by the National Association of Flight Instructors (NAFI), inductees into the Flight Instructor Hall of Fame represent individual(s) who have made significant contributions to aviation education and flight instruction while reflecting credit upon themselves and their profession. The honor highlights the important role flight instructors play as a foundation for the safety of the entire national air transportation system.

Flight Instructor Hall of Fame inductee Greg Brown has over 40 years of instructional experience. His passion for piloting is obvious to anyone who have read his books, *The Savvy Flight Instructor* (now in it's second edition), *The Turbine Pilot's Flight Manual*, *Flying Carpet: The Soul of an Airplane*, *You Can Fly!*, and *Job Hunting for Pilots*, listened to his *Cockpit Adventures from the Flying Carpet Podcast*, or followed his long-running "Flying Carpet" aviation adventure column in AOPA's *Flight Training* magazine.

A pilot since 1972 and Flight Instructor since 1979, Brown's awards include being named *2000 Industry/FAA National Flight Instructor of the Year*, *1999 NATA Excellence in Pilot Training Award*, *2013 AOPA Let's Go Flying Award*, and *Barnes & Noble Arizona Author of the Month*. In 1997 he was designated the first-ever NAFI Master Flight Instructor.

Along with thousands of flight training hours, Brown has contributed countless articles to aviation publications, and taught NATA's *Flight Training Business Success Seminars*. He pioneered use of social media to support flight training with AOL pilot forums in 1997, continuing today with *Greg Brown's Student Pilot Pep Talk* Facebook Group.

Brown holds an Airline Transport Pilot certificate with Boeing 737 type rating, and Flight Instructor certificate with all fixed-wing aircraft ratings. In addition to flight training, he has flown professionally

in scheduled and corporate aviation, and currently pilots his Cessna Skylane, the *Flying Carpet*, extensively for personal business and pleasure.

Mr. Brown noted, "Throughout my career I've strived to empower pilots at every level of aviation to achieve their aviation goals and dreams. The best ways to do that? Make flying fun and inspire pilots to take command of both their cockpits and their careers." Reflecting on his proudest moment, he said, "promoting and stimulating a unified aviation community where our common passion for piloting transcends differences of race, politics, and gender, thereby broadening acceptance of diversity and aviation opportunities for all."



Greg Brown, inductee into The Flight Instructor Hall of Fame, 2021

Flight Instructor Hall of Fame inductees John and Martha King, founders and co-chairs of King Schools are the first and only husband and wife to hold every category and class of FAA pilot and instructor certificates. Their use of technology and clear, simple, and fun teaching have made aviation knowledge more accessible to pilots throughout the world.

After a dismal failure in a business for which they did not have a passion, John and Martha King decided to relax and indulge their love of flying for a while. In the early 1970s, they began teaching flying to mark time while looking for a "serious business." After teaching live seminars for over a decade they put their courses on video and began to revolutionize the flight training industry. Today their company, King Schools, Inc which started in a spare bedroom in the Kings' house, operates out of a dedicated complex in San Diego, California that includes a video and software production facility.

Over more than 45 years, King Schools has delivered many millions of courses to pilots in training. Through intimate video instruction John and Martha King have taught more pilots than anyone in the history of aviation—for many years providing education to more than half the pilots in the United States learning to fly. It's no surprise that pilots throughout the world know John and Martha and regard them as their personal aviation mentors.

King Schools continues to transform pilot training by pioneering the development of multimedia training programs on many aviation subjects including ground-breaking programs on aviation risk management.



*John & Martha King,
inductees into The Flight Instructor Hall of Fame, 2021*

Through the years, the Kings have retained their enthusiasm for flying. They fly their own Dassault Falcon 10 jet wherever they go, swapping captain and copilot duties on each leg. They have flown as pilots in every continent of the world except Antarctica, including a trip completely around the world via the length of Russia.

The Kings have been champions for the cause of improving risk management practices of general aviation pilots speaking to thousands of pilots each year about aviation safety. They work with the FAA's National Aviation Safety Program in producing safety videos. They also volunteer their time to speak to college classes on starting a small business. To date, between both John and Martha King have received over 30 awards for these efforts.

Mr. King said, "Learning to fly is an extraordinary achievement. It is a long process that encompasses an individual's physical, mental, and emotional effort together into an extraordinary achievement. And we play a role in this – what a privilege! We are thrilled to be a part and receive this recognition."

Martha continued, "And the amazing part is to

be included with so many flight instructors that came before us that were mentors to us and we've learned from and help other flight instructors carry on that tradition."

NAFI Director of Program Development and administrator of the Hall of Fame award program, commented, "The Hall of Fame requires a minimum of 20 years of active industry experience. We know that all our inductees have contributed much more than the minimum. Today we inducted the 32nd, 33rd, and 34th names to this list meaning, at minimum, we have a collection of over 680 years of aviation education represented in the Hall of Fame." Mr. Niehaus added, "The incredible privilege to introduce these remarkable flight instructors and individuals is the absolute highlight of my career."

It is important to note that the Flight Instructor Hall of Fame is not a NAFI award, NAFI administers the program on behalf of the entire aviation and flight training community. To maintain the integrity of the program, the judges represent a vast array of aviation professionals.

Our Flight Instructor Hall of Fame judges include:

Retired US Marine Corps aviator and current director of education and training services at the Helicopter Association International, Greg Brown

Retired US Air Force instructor and former 121 instructor pilot, Colonel Julie Tizard

Executive Director of the American Bonanza Society air safety foundation and former Hall of Fame inductee, Tom Turner

Board member of Women in Aviation, extremely experienced, and talented flight instructor, Brittney Tough.

Former 121 instructor pilot, celebrated AOPA author, and another former Hall of Fame inductee, Barry Schiff

NAFI Chair Bob Meder said, "I am proud that Greg Brown and John and Martha King have been inducted into the Flight Instructor Hall of Fame. On a personal level, I have learned at both the basic and advanced levels about flying and teaching others about aviation from them. More importantly, Greg Brown and the Kings' commitment to aviation safety and proficiency along with their passion for teaching is an inspiration for all pilots and instructors. Congratulations for this well-deserved honor!"

NAFI would also like to thank the National Business Aviation Association for providing a venue at NBAA-BACE for making the presentation to the Hall of Fame inductees."

For more information contact: Laurretta Webb Godbey, Director of Marketing Communications

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www.nafinet.org

About NAFI

Members of the National Association of Flight Instructors work as independent instructors, at flight schools, universities, FBOs, corporate flight departments, airlines and in the military. Since 1967, NAFI and its members, who teach in 30 countries, are dedicated to increasing and maintaining the professionalism of flight instruction.



2021 HOF Inductees left to right - John Niehaus, Flight Instructor Hall of Fame Administrator and NAFI of Program Development, Greg Brown, John King, Martha King

NAFI members influence

active pilots daily: students working to become pilots, current pilots training to advance their skills with new ratings or certificates and pilots who seek to improve their skills with recurrent training. NAFI also serves as an advocate with industry and government as a voice for flight instruction. NAFI helps shape the current and future direction of flight training.

THE IMPORTANCE OF AIRPORTS

By Howard Deevers

Several times per year I read an article about a group of volunteer pilots who have pitched in and saved their local airport. The story is usually about the same, where local people that don't fly, have other interests and want to close the airport. Or, the "old" airport is just falling apart from lack of maintenance, and the pilots did the work required to make it usable. These are great stories and show how pilots, or other interested groups, can come together to bring back to life something that is near and dear to them.



We need airports. If we are going to fly, we need a place to go from, a place to go to, and a place to store our aircraft. Anyone that has purchased an airplane in the last 10 years has found out how hard it is to find hangar space just about anywhere in the country. Even if there is no hangar space available, we still need a place to tie the plane down.

Aviation is just a little over 100 years old. When it started, there were NO airports. As aviation grew, so did the number of airports. A couple of World Wars also accelerated the building of airports for training and base uses. Many of those WWII airports were deeded to the local communities after the government no longer needed them and some of them went on to become quite valuable assets to those communities. Others, in more remote locations, became abandoned, and eventually just lost to nature.



Politics gets into the picture, also. The most famous is Meigs Field in Chicago. Meigs, located right on the shores of Lake Michigan and so convenient to downtown Chicago, was a busy airport and very useful to aviation and the community of Chicago. The airport provided easy access for business and pleasure travelers to Chicago. For some reason, the mayor did not like the airport and wanted to close it to make a park in that location. How much money does a park generate for a city? Defying all legal attempts to keep the airport open, the mayor finally destroyed the airport under the cover of night. Many articles have been written about Meigs, and other similar airports that have disappeared.



Photo by Nancy Benscoter

Not until they are really gone, do pilots know how much they will miss their airport.

Not everyone has flown to Chicago, but a lot of pilots did. And it was on the way to Oshkosh or back for many. But for doing business in downtown Chicago, the convenience could not be beat.

Not all airports have such a significant location. The APA & RAF have volunteered to restore such places as Grapevine (88AZ) on the shores of Roosevelt Lake, and other remote airports that many pilots will never fly into, but for those pilots who do use these airports, they have more value than just a runway in a remote location. This and other newly re-opened backcountry airstrips only exist because of a few aviators sacrificing their personal time and donations.

Public use airports are usually constructed and operated by the local governments. In the early days of aviation, airports were nothing more than an open field where a bi-wing plane could land and take off. Pilots would have to look for a suitable place and land there.

World War I spurred the development of airports almost everywhere in the world. The US lagged behind Europe because the US entered the war much later. After the war, US air mail and passenger service began to develop, but few suitable airports were available.

The Second World War spurred the advance in aviation technology and the need for more airports. The government built many training fields all over the country, and communities developed airports for transportation. After the end of WWII the Government donated many of the airports that were not retained as military bases to the local governments. Many are still in operation today.

Aviators and airports are forever united. The aviators need a place to go, and the airports will not survive without aircraft use. One hundred years ago, airports were so rare that they were not regulated at all. Now, airports are so regulated that even the paint used for markings requires a committee to plan, purchase, and place on the runways. And the security of public use airports changed greatly after the attacks of 9/11. But we are still here, still working together, and still trying to make things better all the time.

Your ARIZONA PILOTS ASSOCIATION sponsors many free safety seminars at local airports throughout the State. Look for a seminar at an airport near you, and don't forget to "Bring your Wing Man."

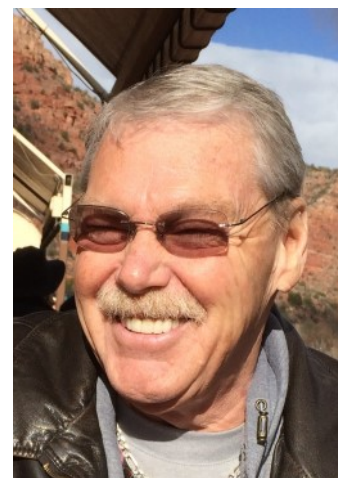


Howard





GAARMS REPORT NOV. 2021 By Fred Gibbs



2021 TO DATE:

Happy Thanksgiving to everyone, hope your holiday is a great one. Below please find the latest NTSB data on fatal crashes here in Arizona. So far, up thru the end of October of this year, the record still stands at 7 fatal accidents, with 8 fatalities, 6 pilots and 2 passengers, with 2 accidents listed as info not available, as listed below from the NTSB web site. A summary of the fatal accidents will be completed for the December issue, and with any luck, the NTSB might have more information for us on the two accidents currently listed as N/A. I am not sure of its accuracy...

EVENT DATE	LOCATION	REPORT	ORIGINAL PUBLISHED DATE	EVENT TYPE	HIGHEST INJURY	AIRCRAFT DETAILS
08/15/2021	Coolidge, Arizona			Accident	Fatal	N/A
07/27/2021	Tucson, Arizona	PDF Prelim		Accident	Fatal	N966EZ: Borom / Long-EZ
07/10/2021	Wikieup, Arizona	PDF Prelim		Accident	Fatal	N3688P: Beech / C90
06/15/2021	Gila Bend, Arizona	PDF Prelim		Accident	Fatal	N8054Y: COVEY / Quickie
06/09/2021	Phoenix, Arizona			Accident	Fatal	N/A
04/23/2021	Winslow, Arizona	PDF Prelim		Accident	Fatal	N59EZ: Swearingen / SA226-T(B)
04/15/2021	Williams, Arizona	PDF Prelim		Accident	Fatal	N2506N: Cessna / 140

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

Fred's Perspective –



**After 9/11, 1600
people died in
Automobile
accidents, after
they switched their
travel plans from
flying to driving**

As I sit here writing this, I am in self-imposed quarantine!! Ugh!! So here is my sad story. Seems like the 3rd week of October, I started to get a tickle in my throat, causing an occasional cough. Ok, I said to myself, here comes the start of my annual pre-winter 1-week cold, even though I have had my annual flu shot. Load up on Mucinex, Kleenex, and Ni-Quill, and next week I will be through it. And off I went to Kansas for a weekend safety clinic as one of the instructors, sitting in a one-day classroom and one solid day of flight instructing. Having already had both vaccination shots back in February/March, Covid was not on my mind, but masks were the order of the day, through the 3 airports I transitioned through to get to Wichita, Kansas, the 3 aircraft I flew in on the way, the hotel requirements, and our classroom requirements. I further confirmed with the 2 students I was assigned to fly with that both had been totally vaccinated, and I keep my mask on to prevent my cold from spreading while in the airplanes. Got to fly in two different Mooney Ovations and visit several new airports, including Stearman Airfield, just east of Wichita. The weekend went great, flew with 2 great pilots, and made 2 new friends. Sunday was my flight day back, with an “Ugh” 6 hr layover in Dallas, but I did finish a good book! I arrived home early evening Sunday night, tired and ready to crash. And then Monday morning arrived after 12 hours of sleep, a much more pronounced cough, and total lethargy! NOT my normal reaction to my annual cold, but symptoms closer to Covid. By Tuesday morning, we decided to schedule a Covid test, which we did, but it was for Wednesday, and I was sure I could survive until then. So, I slept almost all of Tuesday, and woke up Wednesday morning feeling much better. Off to the Covid test center we went, and Lo and Behold, my test came back POSITIVE!!! Well, that sucked – a breakthrough case of Covid-19, but by then they estimated I was already 7 days into the incubation period and possibly already on the “coming out of it” stage. Just stay in isolation for another 5 days and I should be fine. So back home we went, and I immediately notified the 2 pilots I flew with and the folks I stayed close to over that weekend. Fortunately, no one else exhibited any symptoms. So, here I am on day 9 of my self-imposed isolation, actually feeling fine, but it seems my “Get up and Go” has suffered and is stuck in “Get,” but I do believe “there will be joy in Mudville in two more days.”



For those of you whom have never flown over Kansas, it is not hard to understand why some folks still think the earth is flat!!

Safety Programs

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

Fred



CLASSIFIEDS

Wanted: Cessna 177/182—First time Owner!

Looking for Price:\$ 75,000

Email: Jason Lewis at jason@ecospace.com



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

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.

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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.

