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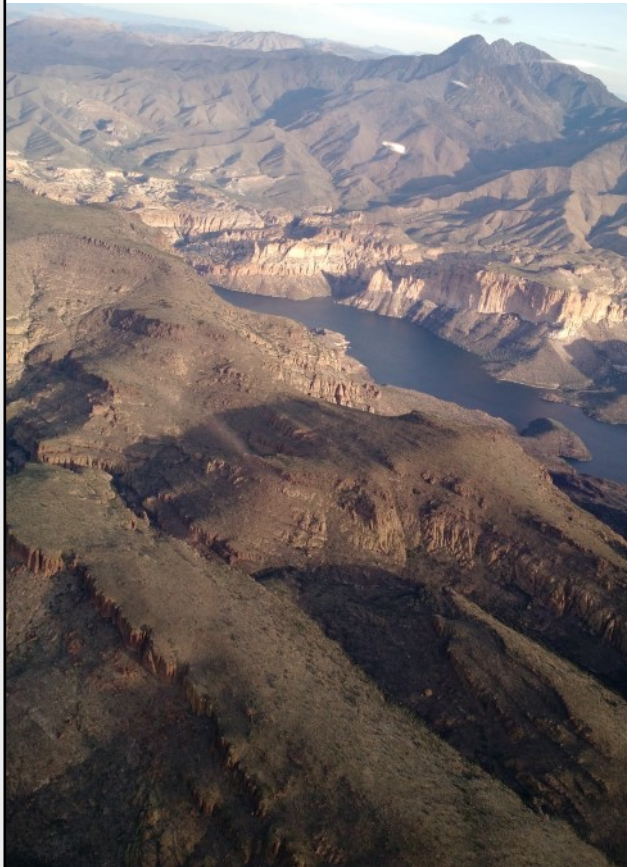
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President's Report

Greetings,

Arizona's pilot population is as varied as our weather and geography. From student pilots training here from around the globe, to private pilots living here to take advantage of 300+ flying days per year, to airline pilots based at one of the nation's busiest commercial airports, to military pilots from across the state, our pilot demographics cover it all. When we think of mistakes that pilots make, we tend to put them into one of two categories. We think of low time pilots who make newbie mistakes, or stubborn old pilots with poor decision-making skills. We tend to think that competency and currency help to prevent mistakes. Even our FARs are packed with currency requirements. Often, our insurance requires it, as well. If you've been reading Jim Timm's Executive Director's report over the past several months, you'll notice the double-digit counts for pilot deviations. This happens every month. These deviations are caused by all levels of pilots from student to airline to military without prejudice. So, currency and competency don't seem to be common factors. So, what's happening?



We rarely learn what caused a pilot to make the deviation in the first place. I love to learn from the mistakes of others. Kathryn's Report, the NTSB accident database, the Nall Report, etc... are great sources of learning how not to do what the other guy or gal did. On flights with friends, I do see a common thread. While it's not become unsafe, I see a frequent reliance on in-cockpit avionics or displays, rather than maintaining total situational awareness. This has resulted in a friend transmitting, "Say again last instruction," after they'd just read it back but promptly forgot it. In our three-dimensional airspace, we often see our little jet icon on our EFB in the X/Y format, but we don't often picture the Z. With the Phoenix Class B airspace, this is a critical piece of information that can easily result in a deviation. While my hypothesis is not scientifically based and is anecdotal based on only my experience, reading summary reports tends to back up my theory. For me, many of these reports have changed my behaviors for the better as my experience builds.

I recommend reading through the pilot deviations and accident summaries each month in this newsletter. Reflect on your flying discipline and determine if changes can be made to make you a safer pilot. The FAA shares this information with the APA in hopes of reducing the number of deviations while increasing safety. Be that pilot your instructor encouraged you to be while you were learning. Pretend he or she is looking over your shoulder and ready to smack the back of your head with the E6-B should you make that mistake. Fly safe.

Blue Skies,

Brian



Executive Director's Report

Jim Timm — July 2022

It's definitely summer and the Monsoon season is upon us. There isn't much we can do about it except get up when it's still dark and get an early start before it gets too hot, and get home again before the afternoon Monsoon winds start to pick up. So, let's go flying, but make it early!

I'm certain there are many of us that will be going to the EAA AirVenture event at Oshkosh at the end of the month. As a result, this next report will be written in Oshkosh at the AirVenture. Hope to see you there.



MISCELLANEOUS ITEMS

FAA

Marana is moving ahead with plans to acquire an FAA Control tower. The siting study has been completed and submitted to the FAA, and activity is under way for issuing a contract for the Environmental Assessment.

A new 190-foot Control Tower is nearing completion at Gateway Municipal Airport (IWA) and should start operation in August of this year.

The FAA has launched their forty-fourth annual General Aviation and Part 135 Survey for 2021. The information gleaned from this survey will be used to determine flight activity, and type of activity, accident rates, and the affectivity of safety programs. It will also be used to assist in determine future funding, and possible regulatory changes. If you received an email or postcard questionnaire from the FAA, please reply as soon as possible.

AIRSPACE

The large aviation user groups were able to get the FAA, the wireless industries, and the FCC to take some additional time to examine ways to mitigate the possible aviation disruption caused by 5G C-band interference, while enabling the wireless industry to enhance service around specific airports.



SAFETY

It's unfortunate that aviation hasn't improved this reporting period. While the number of accidents is



about half of the number as last time, we again had an accident at the end of this reporting period that claimed the lives of two people. At the end of last month's report, we mentioned a fatal accident at Show Low that unfortunately contained very minimal information. This month's report describes the accident with much more detail that is now available from the NTSB.

For a detailed report of all the accidents and incidents that have occurred, see my Accident & Incident Summary report located elsewhere in this newsletter.

Members, please do 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 number of pilot deviations in this last reporting period are about the same as last time, but unfortunately there was an increase in the number of more egregious deviations. Some of the things that pilots do continues to amaze me. I find it surprising that we don't have more accidents or incidents than we do. Apparently, many pilots have forgotten some of the information they were given during their pilot training or during their last Flight Review. (I hope they received a real Flight Review, and not a "Parker Pen Job"). In the meantime, it would be a good idea to pick up the Airman's Information Manual (AIM) and brush up on the "high points."

The summary of the general aviation deviations committed this reporting period are as follows:

- Five IFR Deviations 3 Brashers
- Two Class Bravo Airspace Deviations 1 Brasher
- Four Class Delta Airspace Deviations 1 Brasher
- One Air Traffic Control Instruction Deviation 0
- One Wrong Surface alignment Deviation 0
- Five Runway Incursions 3 Brashers

For the details, see my Pilot Deviations Report elsewhere in this newsletter.

CONSTRUCTION

With the warm weather here, there are a lot of delayed projects that have been started, and many are well under way around the state. Mesa Falcon Field, the busiest two runway General Aviation Airport in the state, has had one of their runways closed for a couple of weeks for resurfacing, and a lot of ramp resurfacing is also well underway.



Chandler Municipal airport has several pavement restoration projects in process and boundary fencing projects underway.

Many airports around the state have repair projects under way at this time, and we don't have all the latest details on all of these projects, so always check for NOTAMs at your destination airport to determine what is happening. Getting a surprise when you arrive isn't good, so be cautious and always fly informed.

APA works with many airports around the state assisting with the updating of their Airport Master Plans by providing the pilot and aircraft owner's perspective in the process. The FAA wants airports to update their master plans approximately every five years or so, and also incorporate a twenty-year outlook in the process. Assistance with the funding for these master plans is available from the Arizona State Aeronautics Dept. and the FAA.

Casa Grande Municipal airport (CGZ) Municipal Airport is the only Arizona airport currently in the Master Plan update process.



THINGS TO DO - PLACES TO FLY FOR BREAKFAST:

The fly-in breakfast at Coolidge Municipal Airport (P08) was on the first Saturday of the month, but has ceased for the summer months.

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, which was on the third weekend of the month has also ceased for the summer months.

Grapevine is open full time, but the group dinner and camping weekends have ceased for the summer months. *Grapevine, which lies within a National Forest, is heavily used by the Forest Service for fighting wildfires and the Military for Special Training.*



On the last Saturday of the month a fly-in breakfast is continuing to be put on by the Casa Grande Masonic Lodge in the air-conditioned Terminal of the Casa Grande Airport. Apparently, the upgrading of the lunch area didn't meet inspection requirements. Hopefully, it won't be too long before it can come on line.

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

Jim



GAJSC



General Aviation Joint Steering Committee

Takeoff and Landing

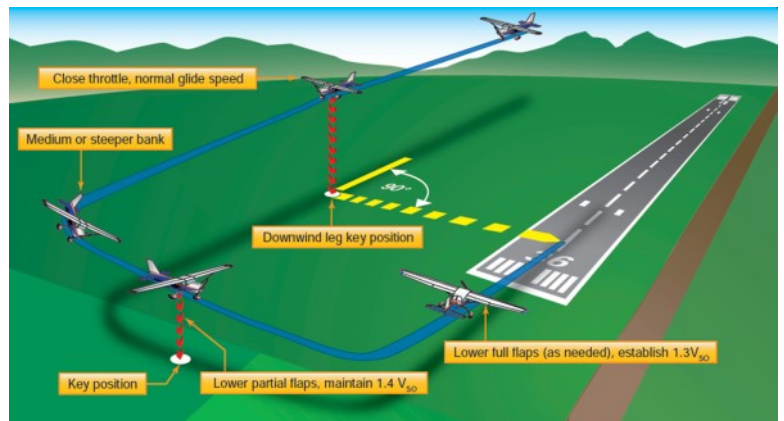
We'll be discussing pattern operations at non-towered airports and the importance of takeoff and landing performance prediction.

Outreach Month: July 2022

Topic: Takeoff and Landing

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June Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents and incidents that occurred in Arizona from May through late June. Once again, in this reporting period, aviation safety was still not really the greatest. While there were only six reported accidents, about half as many as last time, at the very end of the reporting period there was again a fatal accident claiming the lives of two people. The last accident in last month's report is being repeated at the beginning of this report. Last month the details of this accident were not available. This month they were, and you need to read them carefully. The pilot was reported to be a student pilot, and the accident just shouldn't have happened. I wish pilots would fly more thoughtfully, and we could keep the severity and number of accidents and incidents down.

In continuing with the expanded scope of the report, using information from the ASN, FAA, NTSB, and APA members, I hope this more all-inclusive information better suits our purposes of trying to get an idea of what is happening out there, so we can use this information to help make flying safer.

Here are the summary results from these sources:

Date: **May 25, 2022**

Info. Source: ASN, FAA, NTSB

Location: Show Low (SOW)

Type: Cessna 172

Injuries: 2 Fatalities

IN FLIGHT LOSS OF POWER

The aircraft was substantially damaged when it was involved in an accident near Show Low, and the pilot and passenger were fatally injured. Witnesses at the Show Low Airport observed the airplane attempt a takeoff from runway 25. They stated the airplane became airborne two or three times but did not climb out of ground effect. The witnesses stated the engine was "sputtering" and did not sound right on this first takeoff attempt, and also when it taxied back to the run-up area. As the airplane approached the departure end of the runway on this first attempt, it was observed as "getting squirrely" and sliding sideways. The pilot then taxied back to the approach end of runway 25 and performed a run-up before attempting a second takeoff. The pilot then attempted a second takeoff. A pilot witness said the pilot "milked it off the runway, set it back down, and milked it off the runway again." The airplane remained at a low altitude and began a

left turn towards the downwind. When the airplane reached a downwind heading, the airplane sank out of sight behind terrain. The pilot witness said the engine "sounded rich, like it was bogged down," during this second takeoff. The airplane impacted a stream in an open field about 1 mile southwest of the departure end of runway 25. The airplane was substantially damaged, and a post-accident examination of the airplane's engine revealed that the No. 4 cylinder exhaust valve was seized in the open position. The engine and No. 4 cylinder were retained for further examination.

Date: **May 13, 2022**

Info. Source: FAA

Location: Prescott (PRC)

Type: Cessna 170

Injuries: 1 Uninjured

RUNWAY EXCURSION

The Cessna 170 landed, and shortly after landing the aircraft ground looped, exited the runway, and came to a stop. The pilot reported no damage or injuries and taxied to the taxiway. The pilot was instructed to contact ground con-

trol. Airport and Emergency vehicles were dispatched, and the runway was checked for FOD, and then reopened for use.

Date: **May 20, 2022**

Info. Source: FAA

Location: Flagstaff (FLG)

Type: Cessna 208

Injuries: 1 Uninjured

STRUCK AN OBJECT WHILE TAXING

The Cessna 208 Caravan struck a fence pole with the leading edge of the left wing while taxiing. The extent of the damage was determined to be minor.

Date: **May 22, 2022**

Info. Source: ASN, FAA, NTSB

Location: Prescott (PRC)

Type: Cessna 172

Injuries: 1 Uninjured

INFLIGHT LOSS OF POWER

The pilot reported that shortly after takeoff from Prescott Regional Airport, while climbing over the airport perimeter fence, the airplane's engine lost power and suddenly stopped. He immediately cycled the magnetos, pushed the mixture to full rich, and pushed the nose down. Despite his efforts, the engine did not restart. Subsequently, the pilot initiated a forced landing in a field about 1 mile from the runway threshold. During the landing roll, the airplane impacted a tree stump, nosed over, and came to rest inverted.

Date: **May 30, 2022**

Info. Source: FAA

Location: Sedona (SEZ)

Type: Cirrus SR20

Injuries: 2 Uninjured

LOSS OF CONTROL LANDING

The Cirrus aircraft exited the east side of runway 21 during the landing roll. No damage to the aircraft was reported.

Date: **June 6, 2022**

Info. Source: ASN, FAA

Location: Holbrook

Type: AviPro Bearhawk

Injuries: 1 Minor Injury

LOSS OF CONTROL LANDING

While landing, the Bearhawk bounced, veered off the side of the runway, traversed through about 700 feet of brush/sand, and hit a berm. All of the landing gear sustained damage with the one gear being separated, and the left wing was also damaged. Damage was determined to be substantial.

Date: **June 18, 2022**

Info. Source: ASN, FAA, NTSB

Location: Buckeye (BXX)

Type: Beechcraft E35 Bonanza

Injuries: 2 Fatal

CRASH ON APPROACH TO LAND

After departing Glendale airport, the Beech Bonanza crashed northwest of Buckeye Municipal Airport under unknown circumstances. Per a witness, the aircraft may have crashed during the approach to land at Buckeye. The aircraft was consumed by fire and destroyed.



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

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



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- **Share training tools, concepts, and ideas**
- **Improve understanding among operators**

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!**

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That First Solo Flight

By Howard Deevers

One of the greatest thrills of learning to fly is that first solo flight. All of us remember our first solo; our instructor just signed our logbook for solo, and now we are on our own. The emotion is high, and the apprehension is even higher. For the first time our safety net, the instructor, is not there. It is an event that we never forget!

Over the years I have heard many pilots tell me that they did their first solo after 3 hours, some say 4 hours, or even 5 hours. Very low numbers in any case. I learned about those pilots. After a while, when I was given those “low numbers,” I had a response to that: I would hear their low number for solo, then I would say, “Let me guess. It was in a J-3 Cub, on a grass field in Iowa, in 1957.” Some would look at me and respond, “How did you know?” It might have been Iowa, Illinois, Missouri, or some other Mid-Western area, but the stories were always very similar.

The J-3 Cub was, and still is, a famous airplane. A “tail-dragger” easy to fly plane, forgiving in many respects. You *could* crash it, but you had to be really bad to do so. The plane was so basic that it probably did not have a radio, no intercom, and maybe no lights or starter. You had to hand prop it to start it. There was at least one at every grass field airport in the Mid-West, and the owner of the field was probably a flight instructor, too. The requirements to solo were pretty much left up to the instructor.

Today, the first solo requires a bit more instruction and takes longer but is no less exciting to the student. A common question presented to instructors is “How many hours do I need to solo?” I actually call that a trick question. Pilots are still bragging about their first solo, no matter how long it took for them to do so. It is a milestone in our progress, so go ahead and brag. I don’t mind.



I call it the trick question because you cannot find a number in that 2-pound book called “The FAR/AIM” anywhere. There are numbers for almost everything else we must do, including the cross-country solo, the minimum experience required for almost any rating, and lots of other numbers, but no number for the solo.

If you look at the regulation 61.87 under Student Pilots you will find several paragraphs of stuff we must do for *Pre-solo flight training*, including a written test administered by the instructor prior to the first student solo. Then the regulation goes on to list



15 items that the student must have training in before being allowed to solo a single engine airplane. Those 15 items address not only skills, but safety requirements. All of this is intended to make safer pilots. It does not matter if this is at a control towered airport or a grass field in Iowa. Further down in the regulations you will find a requirement for a student to do at least a few

landings at a control towered airport, so that they at least have had that experience.

Airspace is a bit different now than it was in 1957. Now we have the “alphabet soup” of airspace from A-B-C-D-E and G. That J-3 Cub is welcome in all of those airspaces, except the Class A....18000 feet + simply because it can't fly that high or fast enough not to clog up the systems. The J-3 Cub of today will likely have an electrical system, and a radio, and a transponder, and thus be equipped to fly into Class B-C-D airports. But even if it never was equipped, there are still ways for it to fly into those complex airspaces, but that is another lesson for another time.

All pilots learn at different rates. Some take longer to gain the skills to land and take off and to understand the basic rules. Some get those skills quickly and are able to solo sooner. Back to the trick question of how many hours: it depends on your skills and knowledge. The burden for this is put on the instructor. The instructor must teach each item, and enter it into the logbooks, and at some time, make a judgment that the student is competent to solo. Skill alone won't do it. The knowledge requirements are there, too. Since pilots DO learn at different rates, it is really hard to put a number on when they would solo. The same with the minimum experience requirements. The minimum of 40 hours in the FAR's might turn out to be 60 or 80 hours.

There are also some students that do solo, then never go on to get a pilot license. They just keep getting signed off for solo flight. The endorsement in the logbook from the instructor allowing you to fly solo, and the restrictions the instructor applied to that solo, are only good for 90 days. After 90 days, the student must take another flight with the instructor, and if the instructor agrees that the student is OK to solo, can add another solo endorsement to the log book. That exercise can go on for years. And, for some students, that is all they want to do.

A lot of prospective students equate learning to fly with learning to drive a car. They cannot be compared. An airplane is NOT a car, but don't let that stop you. Get out there and try it.

Your ARIZONA PILOTS ASSOCIATION, and the FAASTeam offer free safety seminars somewhere in the state every month. Check the website for time and location, and don't forget to “Bring your wingman.”

Howard





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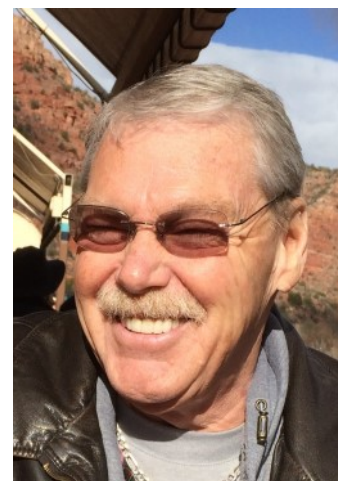


GAARMS

REPORT

JULY 2022

By Fred Gibbs



We are now 6 months into 2022 with five fatal accidents here in Arizona since the beginning of the year, with seven fatalities. There was also one fatal accident over in California involving an Arizona-based pilot and aircraft. It appears that the current numbers are tending to mirror the average rate over the past many years I have been tracking fatal accidents.

The first accident was the Van's RV-7A that crashed under unknown circumstances near the Triangle Airpark (AZ50), White Hills, Mohave County, Arizona. The pilot, the sole occupant, was fatally injured.

The 2nd accident, a Robinson R22 helicopter, crashed short of the runway at Gila Bend Municipal Airport. The sole pilot onboard was fatally injured. The cause of helicopter crash in Gila Bend is still uncertain, according to NTSB. The student pilot was the only person aboard and was declared dead at the scene after the helicopter crashed short of the runway. According to the NTSB report, the helicopter was flying from Chandler Municipal Airport to Gila Bend's airport as a training flight. The report said a witness about a half-mile west of the crash site reported seeing the helicopter approach the runway and then go into a "rapid, near-vertical descent" despite the main and tail rotor blades still apparently rotating. The witness said the helicopter struck the ground about 212 feet from the edge of the runway. NTSB officials said the heavily damaged helicopter was retained for further investigation.

The 3rd crash occurred on June 15. The National Transportation Safety Board issued a preliminary report on the recent crash of an experimental plane near Gila Bend Municipal Airport that killed a passenger. Authorities said one person aboard the experimental plane, the passenger, was ejected upon impact and pronounced dead at the scene while the other person was airlifted to a hospital with life-threatening injuries. The NTSB report didn't name the two men, but said the pilot was the one who was injured. According to the report, the plane's owner had just bought the Covie Quickie and was flying it to his home in Texas. A witness told authorities that the plane struggled to gain altitude after takeoff. After getting about 50 feet in the air, the aircraft reportedly made a left turn, then stalled and





crashed about 200 feet west of the runway before bursting into flames. The NTSB report said most of the plane's frame was destroyed by the fire.

The 4th accident occurred on June 18th over in Buckeye. Authorities were called out to the airport around 7 a.m. The Federal Aviation Administration said that two people were on board a Beech E35 plane that crashed in the desert northwest of the airport. The Buckeye Police Department said 56-year-old Daniel Keen died at the scene, while 32-year-old Emmanuel Flores was taken to a hospital where he later died from his injuries. FAA officials have since confirmed that the National Transportation

Safety Bureau (NTSB) is now leading the investigation as both agencies try to determine what led up to the crash. No further details were available.

A 5th accident occurred On May 25, 2022, about 1750 mountain standard time. A Cessna C-172F airplane, N5532P, was substantially damaged when it was involved in an accident near Show Low, Arizona. The pilot and passenger were fatally injured. The airplane was as operated as a Title 14 Code of Federal Regulations (CFR) Part 91 personal flight. Witnesses at Show Low Regional Airport (SOW) observed the airplane attempt a takeoff from runway 25. They stated the airplane became airborne two or three times but did not climb out of ground effect. The airplane touched down as it approached the end of the runway and was observed as "getting squirrely" and sliding sideways. The pilot then taxied back to the approach end of runway 25 and performed a run-up before attempting a second takeoff. Two of the witnesses stated the engine was "sputtering" and did not sound right on the first takeoff and when it taxied back to the run-up area. The pilot then attempted a second takeoff. A pilot witness said the pilot "milked it off the runway, set it back down, and milked it off the runway again." The airplane remained at a low altitude and began a left turn towards downwind. When the airplane reached a downwind heading, the airplane sank out of sight behind terrain. The pilot witness said the engine "sounded rich, like it was bogged down," during the second takeoff. The airplane impacted a stream in an open field about 1 mile southwest of the departure end of runway 25. The airplane was substantially damaged. A post-accident examination of the airplane's engine revealed that the No. 4 cylinder exhaust valve was seized, in the open position. The engine and No. 4 cylinder were retained for further examination.

There was also a fatal accident over in California involving a Mooney flown by an Arizona-based pilot, their identity and home base is unknown at this time. Authorities are investigating after a plane from Phoenix crashed in a field in California. According to the Ventura County Fire Department, the plane struck a building on the south side of the 101 freeway after taking off from the Camarillo Airport. Emergency responders found parts of the plane on the roof of the building it struck. Officials say one person died. Ventura County Sheriff's deputies and





firefighters set up a grid around the field and searched the area for additional victims but didn't find anyone. According to the FAA, the plane was heading back to Phoenix when it crashed. Officials have not identified the person who died or said what caused the plane to crash.

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

FRED'S PERSPECTIVE:

Just to be clear, the opinions and statements made within my articles are strictly mine and may not necessarily reflect any policy or position of the Arizona Pilots Association.

This is a true story of a student's long, arduous march to achieving a dream to becoming a pilot. It is a story of one of my many students, her trials and tribulations, successes and failures, swings and misses, laughter, and tears, but a story of dedication and perseverance, and ultimate success.

As most of you know, I run the Flight School for Wiseman Aviation up here in Flagstaff. One day a young lady came to my office with a long story about starting flight training at another flight school that shall go nameless. She had just over 100 hours of flight time logged in her logbook but was totally frustrated with her progress at that flight school. She wanted to know if I would take her on as a student and help her achieve her dreams of becoming a pilot. Of course, I did. Our first flight was an eval flight to see what she knew and could do. I was a little taken aback by her lack of stick and rudder skill, lack of procedure, lack of checklist application, and just overall approach to process, especially after all those hours. It took many hours of training and bad habit breaking, and two tries to pass the private pilot check ride, but she succeeded and was on the road to her dreams.

Then there was the instrument rating. She decided to go to another school that convinced her they could do her instrument rating quickly. That turned into a disaster, with more bad feelings and habits. She came back to me to help her earn the rating. Process and procedure remained a big challenge, as were improving her stick and rudder skill, better heading and altitude control, breaking more bad habits and, especially, staying ahead of the airplane. These challenges remained throughout her training. I even stuck a post-it note right in the middle of the glare shield that said "Plan Ahead" to continually remind her to be thinking of the next move, rather than dwelling on where she was or the minor mistake she just made. It took many hours of flight training, many hours of academic give and take in the conference room, several pep talks to keep her spirits up and clear up the tears after a



bummer lesson, but she persevered. It took 3 tries, one check ride and two retests, to finally pass the rating. Holding patterns were her nemesis; we spent a whole lot of hours discussing, diagramming, entering, and flying holding patterns, but she finally figured it out and passed the check ride.



Then she charged into the commercial training. Again, requiring significantly better stick and rudder skill, better heading and altitude control, and breaking old habits. Planning entries and flying the maneuvers were the big challenges. Again, several pep talks to keep her spirits up and clear up the tears after a bummer lesson were not uncommon, but she persevered. The commercial check ride went pretty well until the 180-accuracy landing. Mother Nature just would not play nice, throwing in strong winds and low-level wind shear, and, as luck would have it, the landing went south. Another failure, but she was not deterred nor defeated. The following week she hit the 180-accuracy landing and attained the commercial pilot rating. She had achieved her dream of becoming a commercial rated pilot.

Then good fortune and fate descended upon her, resulting in her reaching her next dream, obtaining a job flying for her employer, the National Forest Service. She is on her way to a great career and is a perfect example of perseverance and dedication to a dream.

Yes, it took a lot of work, a lot of time and money, and a lot of check rides. The satisfaction of actually helping someone achieve their dream is significantly more important than just a pass rate that the FAA looks at for every instructor. YUP, it took seven tries to pass the three check rides, seven tries to succeed. She never gave up, never quit! My pass rate is irrelevant compared to her success! I get a lot of students from other flight schools looking for someone to help them earn their pilots license, not just fly them around to earn flight time. I have another young lady student with over 20 hours flight time logged in her logbook from another flight school at a towered airport. Amazingly, she was not allowed to talk on the radio, has never actually done, or logged, a landing, has poor stick and rudder skills, is not anywhere close to soloing, and does not know how to fill out her logbook. Her instructor did it for her!

But her newly minted flight instructor got paid and built his hours!

LASSIE, ...OOPS, I MEAN N93541, COME HOME...



Well, after 3 months at the Bellanca aircraft repair facility over in Sulphur, Oklahoma, the “Speed Monster” is finally back home in Flagstaff. In case you did not know it, Bellanca Super Vikings are unique birds. The fuselage is made of steel tubing, covered in fabric – like the old days – and the wings are made of wood, i.e., Sitka spruce and mahogany, covered in fabric and slick as a whistle. It is not an aircraft that just any shop can do repairs on. Woodworking and fabric is almost a lost art nowadays, and even the paint is special. It must have an elastizer (*I think that is a word*) in it so it flexes with the fabric, or it would crack all over the place!



Three major repairs and several minor fixes/adjustments were done to it. A fuel leak in the left wing turned out to be the 49-year-old hose connecting the two tanks in the wing. To get to it, they had to literally cut a hole into the top of the wing replace the hose, scarf in a new cover for the hole, seal that, then lay in new fabric, dope and seal that, then re-paint the wing to match. Then, of course, Murphy’s law kicked in. When re-calibrating the fuel gauges, the right wing started to leak in the exact same place, necessitating a repeat repair job on the right wing. Actually, I was quite glad it did that while there, and they knew exactly how to fix it, and the repair of both hoses gives me great peace of mind. All is well that ended well!

Then there was the 2nd major repair. Removal of the horizontal stabilizers and elevators, strip all the old fabric off and replace it with new fabric, repaint and re-install. That is a very tedious job and took almost two months to complete, but man, do they ever look great – and shiny!!

The 3rd major project was to install a 14-volt external power receptacle that I had bought from the factory years ago with the intention of having it installed locally. HA! Not a chance. Seems that when the aircraft was built, the external power receptacle was an option – if you ordered it with the initial build order, fine, but if not part of the original build, no mounts were installed. And guess who did not have the mounts! YUP me, so the factory had to install them, then install the power receptacle. Funny thing, when I got there to pick up the airplane, naturally, I walked all around the airplane but could



not find the power receptacle and had to ask if they really did install it. YUP, there it was, right in the belly, right under the baggage door, only a foot or so away from the battery, looking like it was always there. Great installation job, even painted to match! With the rest of my entire wish list completed, a test flight around the pattern confirmed all is well, and after a brief fuel stop, off to Flagstaff I went. 730NM/5 hours later, averaging 146kts ground speed into a headwind, we were home.

Like Alka-Seltzer always says, “Oh what a relief it is.”

QUIZ TIME -

1. The other day I flew into Angel Fire Airport, New Mexico (AXX), airport elevation 8380MSL? When I departed, I pushed the throttle in, and only got 19 inches of manifold pressure, compared to 27 inches when I left Chandler? What is wrong with my airplane?
- I got engine problems!!
 - Could Density Altitude be the cause?
 - I had the mixture at full rich just like I did at Chandler
 - 19 to 20 inches is the correct manifold pressure for that airport on a standard day for a normally aspirated engine

2. Looking at my Sectional chart, I see a skinny grey line labeled VR1345. What the heck is that?
- A major train railroad useful for ground navigation.
 - A military training route for all kinds of military aircraft.
 - A military training route for IFR operations at or above 1500AGL.
 - A military training route for VFR operations at or below 1500 feet AGL.



3. When pre-flighting my airplane prior to flight, why does my flight instructor keep insisting I only clean the windshield with the plastic cleaner and only go up and down the windshield, not circular or sideways motions to clean those pesky bugs off?
- He/she is just being bossy!
 - Bugs only splatter up and down on the windshield
 - Swirls and/or sideways wiping causes stress on the windshield
 - Up and down cleaning/top to bottom wiping motions prevent swirls that scatter light or horizontal scratches that can trap moisture and can limit or decrease visibility through the windshield.

4. You probably won't hear this one over the radio, but if you do, it's an ATC request for a pilot to stop using their electronic jamming equipment...
- Stop NoComms
 - Stop Stream
 - Stop Block
 - Hey Maverick, stop jamming...



5, This is for all you drone operators out there. If you are inspecting the high-intensity lights on top of a radio tower 5 1/2 nautical miles southwest of a class C airport that does NOT penetrate the shelf of the class C airspace by about 100 feet, would you need prior authorization from ATC?

- a. No, because you'd be under the shelf of Class C airspace
- b. Yes, because you'd be operating in Class C airspace
- c. No, because you'd be operating outside and below Class C airspace

(Answers at bottom of Safety Programs)

SAFETY PROGRAMS

There are NOT a lot of FAASafety programs on the schedule over the next couple of months around the state, but hopefully that will change in the near future. Simply log on to the Internet and go to WWW.FAASAFETY.GOV, click on "Seminars" and start checking for any upcoming seminars, but don't expect a lot during the Covid-19 pandemic. However, there are a lot of great webinars online, each about an hour long, and worth credits towards your WINGS participation. You might find one that is really right up your alley or "tickles yer fancy"!!

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, our "Winter Wonderland" snow season special, or my newest one on LIFR approaches discussing the how's and pitfalls of shooting an approach all the way down to minimums and missed approaches, simply contact me directly at fredg-ibbs@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.

*Quiz answers: 1.d, 2.d (Low AND fast, so be careful!!) 3.d, 4. b and 5.b (When inspecting tall towers, you have a 400-foot leeway all the way around, **including over top of the tower**, so that 400 foot leeway over the top would put you into the Class C airspace)*

Fred



Eliminate Batteries in Your ANR Headset



Price: \$35.00

Contact: Jake McKernan

Email: jake,mckernan@cox.com

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Price: \$330.00

Contact: Glenn Roberts

(602) 463-5528

Email: glennsroberts@icloud.com



CLASSIFIEDS



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!!!

A Few Words About Safety

Denny Granquist

"Brief every flight especially when you fly alone."

"Sounds and feel are more important than numbers."



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(602) 463-5528

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May-June Pilot Deviations

by Jim Timm

These pilot deviations need to be examined to determine if a common threat exists that should be addressed to help reduce the number of deviations that occur and enhance aviation safety.

In the time period from May 13 through June 9 there were eighteen pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by all pilot certificate levels, from student through ATP, and of the eighteen deviations made, there was a need to issue eight Brashers. This month there were eight out of state pilots committing pilot deviations. Overall, the number of deviations were about the same as the last reporting period.

Note: A controller will issue a Brasher notification when further FAA action will be taken, and the controller is thus giving the airman the opportunity to make note of the occurrence, and collect their thoughts for their future interaction with Flight Standards.

Pay attention to ATC instructions and follow them, and if you can't comply, tell ATC why you can't. Just don't do something without advising them. Always be aware of what type of airspace you are flying in, or may be about to enter, and please fly with care and forethought.

The details of the deviations this month are as follows:

IFR DEVIATIONS

5/15 Altitude Deviation

Private Pilot Certification
Albuquerque Center (ZAB)

At 2045z a Beechcraft was observed at 10,700 ft. This was 300 ft below the assigned altitude of 11,000 ft. A Cessna was northbound at 10,000 ft. The closest proximity of the two aircraft was 3.22 miles and 700 ft. The controller advised the Beechcraft "I show you 300 ft low. Maintain 11,000. The PRC altimeter is xx.xx." The controller did not verify the Beechcraft was level at 11,000 ft nor was a traffic alert issued. At 2046:30, a Cessna showed 300 ft low in the same area. Neither pilot had reported they were unable to maintain altitude. The Cessna did report level at 10,000 ft.

5/16 Altitude Deviation

ATP/CFI Pilot
California Pilot
Albuquerque Center (ZAB)

At 2307z, Albuquerque Center cleared the aircraft to climb to and maintain 12,000 feet. The

aircraft read back the clearance correctly. At 2312z, the Center observed the aircraft above the assigned altitude and cleared the aircraft to maintain 13,000 feet. The aircraft had made an unauthorized climb to 13,100 feet before the Center corrected it. The event occurred near Buckeye. A **Brasher** was issued, and when the pilot called the facility, he stated that he thought he was cleared to climb to 14,000 feet.

5/19 Altitude Deviation

Private Pilot
California Pilot
Albuquerque Center (ZAB)

A Cessna Citation was out of FL290 climbing to FL310 with an air carrier in the opposite direction at FL320, and merging target procedures were issued to the air carrier. The Center controller observed the Citation climb through FL310, and the controller instructed the aircraft to maintain FL310. Loss of separation occurred with the closest proximity observed as .72 lateral and 500 ft. vertical. The pilot of the Citation stated he was cleared to FL310, but climbed through momentarily due to a distraction. No RA was reported by either pilot, and no safety alert was issued

by the controller.

5/27 NORDO Deviation
ATP Pilot
Texas Pilot
Albuquerque Center (ZAB)

At 0911z, the Los Angeles Center (ZLA) Controller cleared the aircraft to contact Albuquerque Center on 135.15. The aircraft did not respond to a call, nor any subsequent attempts made by ATC at that time. The aircraft remained out of contact with ATC until 1012z, when the Albuquerque Center Controller established communications. The event originated near New Hope, AZ, in LaPaz County. A **Brasher** was issued by the Albuquerque Center Controller at 1015z.

6/6 Route (SID) Deviation
ATP/CFI Pilot
California Pilot
Albuquerque Center (ZAB)

The aircraft was flying the MAYSA7 departure off of SDL. The MAYSA7 instructs pilots to fly, after the MAYSA fix, direct to RRSTA. After the MAYSA fix, the Center Controller observed the aircraft turning about 20 degrees left of course and the controller turned the aircraft back to the right. The aircraft had made an unauthorized turn, which resulted in the aircraft violating the mile protected airspace of the BAGDAD MOA, which was active at FL280 and below. The aircraft got within one mile of the MOA at 26,100 MSL. The event occurred near Wood Trap, AZ, in Yavapai County. A **Brasher** was issued.

CLASS BRAVO AIRSPACE DEVIATIONS

5/20 Entering Class Bravo Airspace Without Obtaining Prior Approval
ATP/CFI Pilot
Phoenix TRACON

The aircraft entered the Phoenix Class Bravo Airspace without a clearance. The aircraft was identified by ADS-B, and it landed at Falcon Field (FFZ). There was no loss of separation,

and FFZ ATC issued the **Brasher**.

6/6 Entering Class Bravo Airspace Without Obtaining Prior Approval
Commercial Pilot
New Jersey Pilot
Phoenix TRACON

The pilot deviation was reported by the Phoenix TRACON when the aircraft entered the PHX Class Bravo Airspace without ATC authorization.

CLASS DELTA AIRSPACE DEVIATIONS

5/15 Entering Class Delta Airspace Without Obtaining Prior Authorization
Private Pilot
California Pilot
Phoenix Deer Valley (DVT)

The pilot deviation was reported by a Deer Valley controller when the Cessna was observed on the RADAR entering the DVT Class Delta Airspace from the southeast at 3,200 feet without ATC authorization.

5/25 Entering Class Delta Airspace Without Obtaining Prior Authorization
Private Pilot
Washington Pilot
Phoenix Deer Valley (DVT)

The pilot deviation was reported by the Deer Valley Tower when the Piper aircraft entered the controlled Class Delta Airspace without ATC authorization.

5/27 Entering Class Delta Airspace Without Obtaining Prior Authorization
Private Pilot
Phoenix Deer Valley (DVT)

The pilot deviation was reported by the Deer Valley Tower when the helicopter entered the DVT Class Delta Airspace from the northwest without establishing communications with either tower frequency.

5/27 Entering Class Delta Airspace Without Obtaining Prior Authorization
ATP/CFI Pilot
Mesa Falcon Field (FFZ)

The Piper aircraft entered the Falcon Field Delta Airspace from the east without establishing radio communication. The Falcon Field controller reached out multiple times to the Piper without a response. The controller had to turn and climb aircraft from the south to avoid the Piper. Falcon Ground Control reached out to the Chandler Tower about the Piper aircraft. Chandler issued a **Brasher** to the Piper and told the aircraft to contact the Falcon Field Tower.

AIR TRAFFIC CONTROL INSTRUCTIONS

6/2 Failure to follow the Air Traffic Control Instructions.
2 Dump Trucks (No Pilot Certification)
Prescott (PRC)

Two dump trucks were observed on the Prescott Airport proceeding on taxiway Delta, near taxiway Delta 5, moving southwest bound. The drivers were not in contact with ATC and did not receive a clearance to enter the movement area. ATC contacted Airport Operations to intercept the vehicles. No air traffic was involved.

WRONG SURFACE ALIGNMENT

6/5 Aligned with the wrong surface for landing.
Unknown Pilot Certificate
Tucson (TUS)

The pilot deviation was reported by the Tucson Tower when the aircraft was cleared to land on Runway 29L, but aligned with Runway 29R, and conflicted with an air carrier which was also on final for Runway 29R.

RUNWAY INCURSIONS

5/7 Entering a runway area without ATC au-

thorization.
Private Pilot
Georgia Pilot
Phoenix Deer Valley (DVT)

The pilot deviation was reported by the DVT Tower when the aircraft crossed the hold short line of Runway 7R without ATC authorization.

5/8 Entering a runway area without ATC authorization.
Commercial Pilot
Phoenix Deer Valley (DVT)

The aircraft entered the RWY 7L Runway Safety Area (RSA) without ATC authorization. Ground Control had instructed the aircraft to taxi to RWY 7L via TWY A and A4. The pilot read back was correct. Ground Control observed the aircraft to cross the hold line at RWY 7L, and TWY A4, and instructed them to stop. No other traffic involved. The **Brasher** was issued.

5/9 Entering a runway without ATC authorization.
Commercial/CFI Pilot
Phoenix Deer Valley (DVT)

The aircraft conducted a touch and go on Runway 25L without ATC authorization. The aircraft had been in the pattern at DVT conducting short approaches to Runway 25R. The Local Control North (LCN) cleared the aircraft once again for a short approach touch and to use Runway 25R and advised them of the traffic they were following. The read back was correct. The aircraft conducted a touch and go to Runway 25L instead of Runway 25R. The tower stated that the aircraft had passed Taxiway Charlie 13 on Runway 25R prior to touching down when Local Control South (LCS) cleared a Cessna for takeoff from the full length of Runway 25L. The Cessna had entered the runway but did not roll because they saw the aircraft touch down near Taxiway Charlie 11 and they advised the (LCS) of the issue.

5/27 Entering a runway without ATC authorization.

Student Pilot
Prescott (PRC)

Cessna entered Runway 21L without ATC authorization. The Local Control (LC) had put an aircraft in position and hold on Runway 21L at Taxiway Charlie 4. The Cessna called, holding short of Runway 21L on Taxiway Delta 7, and advised they were ready for departure. The LC instructed the Cessna to hold short of Runway 21L full length. The read back was correct. The LC cleared the aircraft at Taxiway Charlie 4 for takeoff. The Cessna then taxied onto Runway 21L at Taxiway Delta 7. LC instructed the Cessna to hold position, and then issued instructions for the Cessna to exit the runway, and a **Brasher** was issued to the Cessna.

5/27 Attempting to depart a runway without ATC authorization.

Student Pilot
Mesa (FFZ)

The aircraft was holding short of RWY 22L for departure, and the tower cleared the aircraft for takeoff, but the pilot was very hesitant with the read back, and there was traffic on final, so the controller canceled the aircraft's takeoff clearance, and issued hold short instructions before the aircraft ever moved forward. The aircraft did finally taxi onto the runway without permission, and the aircraft on final had to be sent around. The offending aircraft was issued the Brasher on the Local Control frequency, but the pilot did not understand. Ground Control then reissued the **Brasher** with a proper phone number read back.

A Few Words About Safety

Denny Granquist

“

“Experience is what happens when you wish you would have done it differently.”

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

”

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CLASSIFIEDS

AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
Big Springs Airpark	Prescott	12	
Mgr: Peter Hartman (928) 626-7207			
Castle Well	Morristown	8/11	
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	85 /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](#).

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

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Volunteer 501 (c) (3) Organization

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