



In this issue:

Grapevine Season is Here

From the Flight Deck

APA Scholarship Program

Gaarms: When is it Time to Walk Away from Flying?

October 2022

APA NEWSLETTER

President's Report

Brian Schober, APA President2-3

Executive Director's Report

Jim Timm, APA Executive Director4-6

APA Volunteer Opportunities7

GAJSC Topic of the Month

Aerospace Medicine and You9

From the Flight Deck

Deer Valley Airport (DVT)9

— FEATURED —

Member Videos11

APA Scholarship Program13

Arizona Airport Passport Program15

Grapevine Season is Here17

— SHORT FINAL —

The Most Important Thing

Howard Deevers19-21

GAARMS: When is it Time to Walk Away?

Fred Gibbs23-26

Fatal Accident Review27

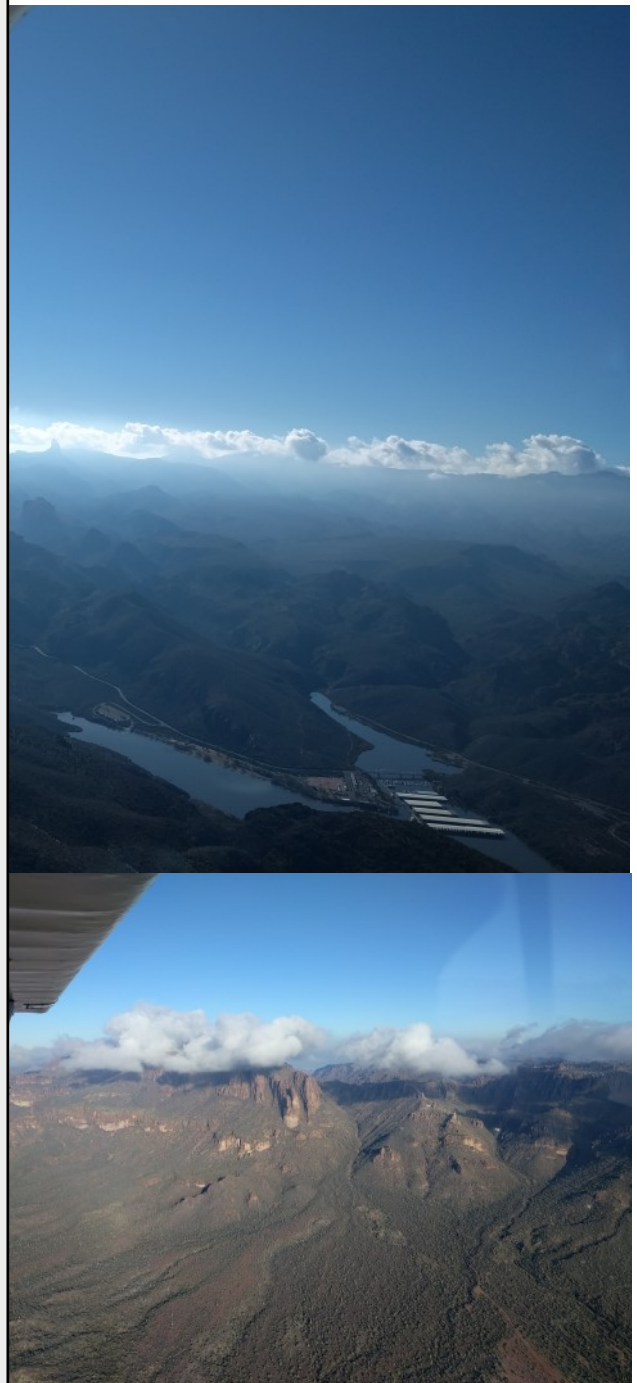
Aviation Accident & Incident Summary28-29

Pilot Deviations30-33

Arizona Airparks34

APA Website, Newsletter, & Merchandise

Stefanie Spencer, Webmaster35-36



President's Report

Greetings,

It was wonderful to see many familiar faces in person during our Annual Membership Meeting. Though the "annual" part was on hold during Covid, the support we received this year was excellent. Lou Amadee from the East Valley Institute of Technology showed off the incredible new facility at their Power Road Campus where youth can study to become an A&P, can take flying lessons, study towards becoming an air traffic controller, and more. Our guest speakers, the tower supervisor and a controller from Falcon Field, were able to share some great stories from their time inside the tower, some challenges they've faced, and supported a healthy Q&A session. It was nice to be able to put both the pilot and controller perspectives together and see the amount of teamwork required.



We were able to hear from a few of our scholarship winners at the meeting and how the scholarship mattered so much to them. We were able to deliver eight scholarships last year that were funded



Your Board of Directors



Scholarships Awarded at the Annual Meeting

solely from donations. As we're nearing the end of the calendar year and we prepare to award scholarships again, please consider donating. \$10, \$100, \$1000, \$10,000...every dollar truly does count. If it becomes overfunded, we will increase the number of scholarships. As discussed during the meeting, 100% of any donation goes directly to the school on behalf of the recipient. There are no administrative charges, fees, or other withholds. Every penny is put towards the recipient.

Lastly, we highlighted some volunteer needs within the APA. The Board of Directors are all volunteers. We don't have paid staff. Dues and donations go 100% to support the mission of APA. We have volunteer needs for camp hosts at Grapevine, Pleasant Valley (Young International), and Double Circle Ranch this year. We need somebody to help out by sending thank you cards to donors and membership cards. We need somebody to take on our merchandise inventory and shipping. We can use some help in coordinating destinations or day trips. The point is that if you have a few extra minutes each month, APA could use your talent and time! Please [contact me](#) and I'll get you set up with the appropriate person to start helping right away.

Thank you for considering stepping in to volunteer. Thank you for supporting the next generation of pilots and mechanics through scholarships. Thank you for supporting APA with your membership. And thank you for your confidence and trust in our Board.

Blue Skies,

Brian



Executive Director's Report

Jim Timm — October 2022

It looks like fall weather is knocking on our door. Thank Goodness. This summer weather was wearing a bit thin, but I guess I should look at the positive side. If we didn't have these warm summers, we most certainly would be overrun with an excessive number of people. It's getting bad enough as it is.

Each month an aviation Accident/Incident report is generated to report on aircraft accidents/incidents that have occurred in the preceding month, but last month there was also a report of a UAV incident, an Airbus-Zephyr 8, that was included in the report. Normally we don't intend to cover UAV incidents, unless they involve our usual aircraft activity, but this was a very unusual incident and an exceptionally unusual UAV.

The Airbus-Zephyr 8 is not your normal UAV. It has a wingspan of approximately 82 feet, a weight of 165 pounds, is powered by two electric motors producing 0.60 HP each, has an airspeed of 30 kts, and it cruises at altitudes of 70,000 feet. It's powered by solar cells that also charge batteries to operate the aircraft at night. To complete its tasks, its flight duration is measured not in hours, but in weeks, and months. The flight we reported on was operating out of the Yuma U.S. Army proving grounds, and the aircraft had been aloft for 64 days. They were hoping it would surpass a record set in 1959 by two pilots in Las Vegas, who flew a Cessna 172 for 64 days, 22 hours, and 19 minutes. Alas, the flight terminated before the endurance record for an aircraft could be broken when the UAV encountered events that lead to its unexpected flight termination over the Yuma Proving Grounds. It will be interesting to see if this aircraft will be refurbished, and if it does set a new aircraft endurance record.



MISCELLANEOUS ITEMS

FAA

Because of a recent accident in which a noted airshow performer was fatally injured, the FAA FFAST team group is suggesting that pilots be more diligent and perform more detailed preflight checks before taking off, making sure all controls are operating freely and correctly to their full limits. Particularly, if the aircraft has just undergone major maintenance, be sure to conduct an advanced preflight check.



AIRSPACE

Fortunately, there haven't been any recent airspace issues, changes, or proposed changes that I'm aware of that will impact our flying.

The controllers at Gateway Airport (IWA) are now operating out of their new tower.

SAFETY

In the latest Sectional Chart release, Bishop Field (Mobil) will have Jump Area Symbols added to the charts to call attention to the parachute operations that are occurring at that location.

To ease some of the congestion issues that have been encountered using the instrument procedures for Coolidge Airport (P08), the Arizona Flight Training Workgroup (AFTW) has indicated they will be developing "stack" procedures for Coolidge that are similar to those being used at Casa Grande.

It's unfortunate that aviation safety seems to have become a bit worse this reporting period based on information available. There may have been injuries, but most important, there were three accidents that claimed the lives of five people. 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 are about the same as last month, however, they really should've been a lot lower. It appears that there are still a lot of pilots out there that really don't seem to know what's expected of them while flying through the airspace they are in. Pilots need to pick up an Airman's Information Manual (AIM) and brush up on the "high points."

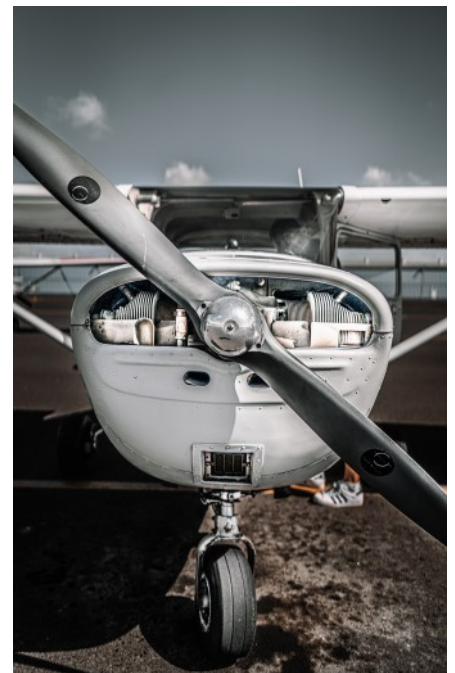
The summary of the general aviation deviations committed this reporting period are as follows:

One IFR Deviation	1 Brasher
Four Class Delta Airspace Deviations	3 Brashers
Two Air Traffic Control Instructions	1 Brasher
Three Movement Area Deviations	2 Brashers
Six Runway Incursions	1 Brasher

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

CONSTRUCTION

Flagstaff has stated they are planning on closing down their runway

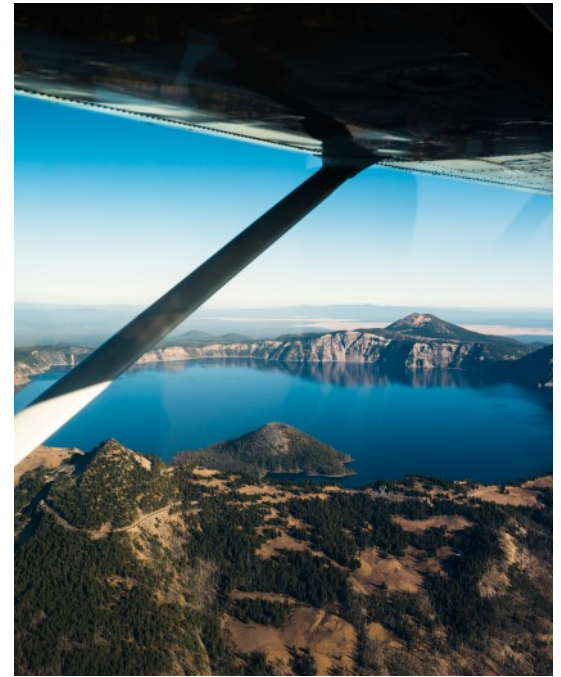


for repaving; however, they haven't determined the date yet for the process.

Chandler has ramp paving projects in process, so get NO-TAMS and use caution in taxiing.

Many of the airports around the state have repair/construction projects under way; however, we don't have the latest status on all these projects, so always check for NO-TAMs at your destination airport to determine what may be happening. Always 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 owners' perspective in the process.



THINGS TO DO - PLACES TO FLY FOR BREAKFAST:

The fly-in breakfast at Coolidge Municipal Airport (P08) has restarted and 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 has also restarted. It's on the third weekend of the month (Oct 15).

Grapevine is open full time, but the third Saturday of each month is a special time for a group camp dinner on Saturday evening. Come and camp for the weekend! The camp host will prepare the main course, and campers, please bring a side dish or dessert to share. Grapevine, which lies within a National Forest, is heavily used by the Forest Service for fighting wildfires, and the Military for Special Training.

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 has yet to meet inspection requirements. Hopefully, it won't be too long before it can come online.



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

Jim



APA Volunteer Opportunities

As an all-volunteer organization, APA relies on the generosity of our members and volunteers to accomplish our mission. To ensure that we're communicating volunteer opportunities, we will begin publishing a Volunteer Opportunity summary in the newsletter going forward.

Please take a look at the volunteer opportunities listed below and reach out to the APA point of contact for more details if you are interested in helping out.

Thank you in advance for your participation!

Opportunities		APA Point of Contact
APA Member Services Volunteers Needed!	Mailing Donor Thank You Cards Mailing Membership Cards and a Welcome Letters Clothing Store Inventory and Shipping Orders	Stefanie (stef@azpilots.org)
Day Trips Volunteer Needed!	Coordinating fly-in destinations or day trips	Brian (brian@azpilots.org)
Grapevine Monthly Camping Weekend	October '22 (Oct. 14 & 15)	Chris Nugent
	November '22 (Nov. 18 & 19)	Paul & Charlie Pitkin, Leanne
	December '22 (Dec. 16 & 17)	Rod & Jackie Kunkel
	January '23 (Jan. 20 & 21)	Tommy Thomason
	February '23 (Feb. 17 & 18)	Mark & Stef Spencer
	March '23 (Mar. 17 & 18)	Bob & Barb
	April '23 (Sept. 21 & 22)	Open
Windsock Maintenance Volunteers Needed!	Buzzards Roost (Windsock Only)	Complete Thanks Dave Lenz & Team!
	Pleasant Valley Young (24AZ) (Base, Pole & Windsock)	In Work (pleasantvalley@azpilots.org)
	Vulture Mine (Windsock Only)	Tommy Thomason (vulturemine@azpilots.org)
Airstrip Maintenance Volunteers Needed!	Grapevine (88AZ) October 22nd Work Day—Runway Painting with EVIT Volunteers	Mike Andresen (grapevine@azpilots.org)
	Red Creek (Fill Ruts etc. - Deferred to Fall '22)	Tommy Thomason (redcreek@azpilots.org)
	Double Circle Ranch (Airstrip Shoulder Mowing - Help Needed!)	In Work Thanks to Josh Leavitt and the Bryce Families! (doublecircle@azpilots.org)
	Forepaugh (General Strip Maintenance)	Kit Murphy (forepaugh@azpilots.org)

Arizona Skies Aviation

ArizonaSkiesAviation.com

"Come out and fly!"

Night
Flying
Courses



Citabria 7GCAA \$240/Hour - Dual

Enstrom F28C

Private
Commercial
Instrument
CFI/CFII
Flight Review
Photo Flights

Mountain
Flying
Courses



Enstrom F28C \$360/Hour

Glenn Roberts – Airplane & Helicopter CFI

602 463-5528

ArizonaSkiesAviation@gmail.com

Ask about discounts for Veterans & Seniors

Aerospace Medicine and You

The FAA and industry will conduct a public education campaign emphasizing the dangers associated with operations with a medical deficiency or while impaired.

Outreach Month: October 2022

Topic: Aerospace Medicine and You

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



Phoenix Deer Valley is a medium sized, predominantly business and general aviation airport. It boasts a large permanently based population. It is located approximately 17 miles north of Phoenix Sky Harbor and is a convenient alternative to the larger and more congested airport. This convenience has led Deer Valley to become one of the busiest general aviation airports in the country. The airport is home to several high activity flight schools, which, along with the large number of itinerant aircraft, results in an extremely busy air traffic environment.



<https://youtu.be/2xYS3Zyn3uA>

PARTNER 91



WHEN IT'S TIME TO SELL OR BUY,
LET ME PUT MY EXPERIENCE TO WORK FOR YOU.

STEVE THOMPSON
AIRCRAFT BROKER
(480) 980-9846

 Point your camera at
this QR Code, or visit me at
PARTNER91.COM



CALLING ALL FLIGHT INSTRUCTORS!



Students can
Log the time!¹

Come teach where it is:

* Safe * Cool * Inexpensive!


**AERIAL
ENGAGEMENT**
www.aerialengagement.com

¹ Pursuant to FAA LOA, dated 25 Feb., 2020

MEMBER VIDEOS

A gaggle of Cirrus owners went to Catalina this past Saturday. Go Pros and Insta On-eX 360 cameras were employed on my SR22 for the footage.

Trent Heidtke



<https://www.youtube.com/watch?v=GGX2M4zezV8>

I am a DAR-T and work in Buckeye (10AZ) all week. I am able to do Field Approvals, Ferry Permits, Airworthiness Certification for Standard and Experimental aircraft, 8130 tags, Export Certificates of Airworthiness Certificates and Replacement Airworthiness Certificates. I am open to all ideas for Field Approvals and can help figure out a way to get your project approved.

Steven Huff learaviator@yahoo.com 602-390-4246



Fly a Helicopter!

Price:\$ 330.00

CLASSIFIEDS

Fly Loops and Rolls!

Price:\$ 220.00



Contact: Glenn Roberts * (602) 463-5528 * glennsroberts@icloud.com

OCT 22, 2022

9:00AM - 3:00PM



PAYSON AEROFAIR



FREE ADMISSION!

FAMILY FUN • FOOD TRUCKS • AIRCRAFT DISPLAYS
SIMULATORS • MUCH MORE!

PAYSONAEROFAIR.COM

Proudly sponsored by the Town of Payson and other local businesses



~ APA Scholarship Program ~

by Chris Nugent

September was a busy month for the Scholarship Committee with schools back in session and the scholarship application deadline fast approaching at the end of October. We were fortunate enough to be able to hold eleven in-person information sessions at University of North Dakota (UND), Chandler-Gilbert Community College (CGCC) and the East Valley Institute of Technology (EVIT).

As we all know the demand for pilots and other aviation professionals has increased significantly and it's reflected in the enrollment at schools with aviation programs. The classes at all the schools we visited were approaching capacity which certainly reflects the interest in aviation career fields. While many of the students we speak to are focused on becoming professional pilots (read, airline pilots), I also had the opportunity to speak to the Aviation Maintenance Technology students at CGCC. It was encouraging to see their focus and passion in becoming A&Ps in both commercial and general aviation – we need them! If you ever have the chance to spend some time at the CGCC Gateway campus I would encourage you to do so, it is an impressive, nationally recognized aviation maintenance program.

The APA Scholarship program is a real enabler for many of these students in achieving their aviation career goals. However, it's one of a number of scholarship opportunities available to students and we always encourage them to apply for as many of them as possible. Organizations such as AOPA, EAA, Women in Aviation, and others offer some great scholarship opportunities. And I'm happy to report that many of the APA Scholarship recipients have been awarded scholarships from these organizations as well. Aviation education is expensive, and everything helps!



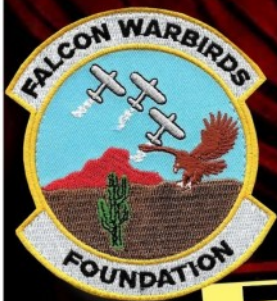
Scholarship info session with the UND Instrument students

We'll provide an update on applications as we close out the 2022 cycle in the next few weeks. And as always, thank you for your generous support of the APA Scholarship Program.

Stay healthy and fly safe.

Chris





Presented by
**FALCON WARBIRDS FOUNDATION
&
CUNNINGHAM AVIATION**



FALCON FIELD MOVIE NIGHT



**FRIDAY NIGHT
2022 DATES**

**OCTOBER 14TH
NOVEMBER 18TH
DECEMBER 16TH**

2023 DATES

**JANUARY 20TH
FEBRUARY 17TH
MARCH 17TH
APRIL 14TH
MAY 19TH**

**DOORS OPEN AT 6PM FOR THE EARLY BIRDS
MOVIE STARTS AT 6:30PM**

FREE POPCORN, SOFTDRINKS, AND WATER!

**4753 E. FALCON DRIVE
SUITE 4, MESA, AZ 85215
602-549-8892**



*Falcon Warbirds
Foundation
Appreciates your
donations*

~ Arizona Airport Passport Program ~

By Trent Heidtke

Inquiring minds probably want to know what the status of the Arizona Airport Passport Program (AZAPP) heading into October is. Well, in short, we made good progress in the month of September. The great news is that as we write this column, there are 44 signs in the hands of airport managers throughout the state. The other great news is that virtually every airport manager we have talked with is 100% supportive of the program and eager to put the signs up for us at their facilities. A few keep dodging us but we will prevail!

Next, our partner Embry Riddle Aeronautical University (ERAU), reminded us that you will need to be running V2 of the app when you begin scanning the placards. Currently we are working with them on how to make the app show up in a variety of searches beyond just "FLYAZ" which previously was the only one that consistently worked. Anyone interested in the program should visit either the Apple App store or Google Play and download the application.

Last but not least, APA is working on adding pages to our website in support of the application. Coming soon, there will be a new main page link to pages that list the program overview, program rules and disclaimers, and a list of all the participating airports and where the placards are located!

Phase 2 of the program, commencing in the middle part of October, will be to bring the airport restaurants and museums on board with their own unique placards. We are hoping all identified businesses will still want to join the program but will keep everyone updated via the new web pages. A

pro tip would be to check the page with participating airports and businesses before heading out to make sure placards are in place and you will get credit for the visit.

Remember, if you have used the app and have feedback, feel free to contact Trent Heidtke at trent@azpilots.org. We appreciate anything in the way of comments so that we can make the program better along the way.

Trent



ISO 2-4 Place Backcountry Airplane

Looking to buy a 2-4 place airplane for backcountry work.

Call: Bob at (602) 228-9145

Email: bob@flightskills.com

ISO Partnership Tucson Area

Looking for a Partnership in Columbia/Cirrus

Contact: Michael Hutchinson

(831) 776-2210

Email: hutchinson93922@gmail.com

CLASSIFIEDS

AFTW

ARIZONA FLIGHT TRAINING WORKGROUP

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

We make an effort to:

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

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!**

**CHECK US OUT!
AFTW.ORG**



GRAPEVINE SEASON IS HERE

By Leanne Tawoda

The Arizona Pilots Association has done an incredible job saving and rehabilitating Grapevine Airstrip (88AZ). Located on the south shore of Roosevelt Lake, the approach to runway 17 is beautiful. It gives the boaters on the lake a close-up view of many different aircraft as they land on the fantastic asphalt runway. At 3,800 feet long, this allows most aircraft to check it out.

I am here to invite those interested to enjoy the back-country flying, camping, and great camaraderie. On the third Saturday of the month from October to April, Grapevine has a hosted weekend fly in and camping.

Although not everyone is able to come in on Friday, there are a few of us that wouldn't miss it. I am glad to tell the Friday crowd that the restaurant in Roosevelt is open again and under new management.

On Saturday, there are plenty of members and non-members that fly in and love to talk planes, airstrips, and other exciting adventures! I want to encourage everyone to come out and join us. Watch out for Mike Andresen, there is always something to clean up or work on, and the Grapevine airstrip is maintained only through donations and volunteer help.

Also, why not stay overnight? The weekend host(s) will provide the dinner's main meal and the sides are brought by the other campers. This results in a fantastic, scrumptious, heavenly, yummy, luscious, divine, tasty, mouth-watering meal with beautiful scenery and wonderful sunsets. In September, Jupiter was rising over the eastern mountain range, competing with Venus in the western sky.

There will be some additions to the weekend. Coming this year, we will have corn hole competitions and other fun activities. Also, how good are you at making a paper airplane? Will it fly? How well will it fly? Won't you come and join us? Want to be a host? I've had many other suggestions, but I would love to hear from you, too.

Leanne



PhotosHappen.com

Air-to-Air Photography

Member: WPA, AOPA, EAA, Cascade Warbirds,
APA, Red Star Pilots Association

Karyn F. King

PhotosHappen@aol.com

(206) 795-2796

Announcing the Deer Valley Pilots Association Poker Run



Date: October 22, 2022

Start: 7 am registration. First plane leaves at 8 am.

Meeting Location: North Wash Rack at KDVT

Cost: \$30 for the first hand and \$20 for each additional hand

Game: Five Card Draw

Airports: Wickenburg (E25)
Buckeye (BXK)
Goodyear (GYR)
Deer Valley (DVT)

Please join the Deer Valley Pilots Association (DVPA) for a Poker Run. Membership in DVPA not required. All pilots and guests welcome. Lunch and cash prizes at DVT North wash rack.

Please call Jim Garner at 928-978-0745 (8am – 8pm) with any questions.

THE MOST IMPORTANT THING

By Howard Deevers



After a student pilot has had a few lessons and begins to understand the airplane, systems, and physical laws of flying, I like to ask a question: What is the most important item on this airplane?

The student will usually think about all of the instruments, radios, wings, engine management and give me an impressive list of items: "The Attitude Indicator?" Nope, "The GPS?" Nope. "The fuel system?" Nope. After going through a long list of items, I tell them that the most important thing on this airplane is YOU. Some are a little shocked and others get it right away.

The most important thing on this airplane is you. Without you, this airplane is nothing more than a collection of mechanical and electrical equipment and cannot make any decisions on its own.

Now, I do know that there are autopilots that are so good that they can land an airplane with no input from the pilot. Of course, the pilot had to program that into the autopilot before it would do that. I have flown with some pilots that have very advanced autopilots and GPS systems, and they definitely are impressive. We flew a DME Arc into an approach to an airport, and it was like the plane was on rails. Try that with hand flying that DME Arc.

I have also heard some celebrities say that planes don't need pilots, that the autopilot can do it all. Of course, I have heard the argument that Artificial Intelligence (AI) will replace the need for pilots in the future. I think that I will wait awhile before getting on that plane.

All of these wonderful electronic and mechanical devices are great to have, if you can afford them. None of them can make split second decisions like the human mind is capable of doing. That is what makes YOU, the pilot in command, the most important thing on the airplane.



Early in training, many students seem to be slow at catching on to skills required for take-off and landing an airplane. When they let me know that they are tired of all the practice we are doing, I have to remind them that no one is born knowing all of this stuff. You have to learn it through practice and simulated emergencies as much as possible. We all learn this at different levels. Some catch on easily, while others take two to three times

“

Without you, this airplane is nothing more than a collection of mechanical and electrical equipment and cannot make any decisions on its own.

the number of landings before getting the idea of the flare and making a safe landing. Making that first unassisted landing is a thrill for both the instructor and the student.

Simulated emergencies make us safer pilots. Of course, we cannot simulate everything that could happen in an airplane, but we need to do enough to make our pilots safe pilots. Flight simulators are also a great way to get experience in emergencies that can actually happen.

” The airlines do simulated emergencies on all of their recurrent training (usually about every 6 months).

Naturally we will simulate the most likely events that you will need to know. In airlines, or general aviation, simulated engine out emergencies are one of the most repeated events. Others may involve instrument failures, radio failures, weather related emergencies, diverting to other airports, and a host of other possible events.

On one of my training flights I landed an airplane in a cornfield after an engine failure because I was unable to make it to the runway. No one on board was injured. It was in a simulator. We reset the flight to the runway, and I took off again, for another simulated emergency.

After telling the student that they are the most important thing on the airplane, next we tell them that the most important thing in an emergency is *to fly the airplane*. Usually, we will discuss emergencies in advance, so the student is expecting the simulated emergency. In real life, when an emergency does happen, there is a “startle effect.” For several seconds you don’t really understand what may have happened. Something is different in or with the airplane. When you realize that, you must react to the problem and possibly run a check list to fix it. In all cases the pilot must keep control of the airplane. Fly the airplane. Even if the engine quit you can still fly the plane. Now you must consider where to go. If you are near an airport, go there. Real emergencies can happen any time, and at any place.

Make sure you know where you are, and can tell a controller, or even other pilots, where you think you will be landing the plane. Remember that you are the most important thing on that airplane. Stay calm and fly the airplane. Declare an emergency with ATC, if you can. Use the transponder emergency code, 7700. If you are already talking to any ATC facility, stay with them until they give you another frequency for better communications. If you are not talking to anyone, then use the 121.5 frequency, but be prepared to give information to anyone that answers your call.

Not all emergencies are engine related. You could have a sick passenger on board and need to divert to the nearest airport where





medical services can be available. ATC can assist you in many ways to help you get to that airport that you had not intended to use. They can contact persons at the airport and have medical service available and waiting in many cases. If there is another person on board, ask them to assist with the sick passenger while you fly the airplane.

The most important thing on the airplane is YOU. Fly the airplane. Everything else comes after that. Practice emergencies as often as you can with an instructor. Make up your own ideas and discuss those with your instructor. In and around airplanes, safety must be a very important concern. Discuss this with your instructor. Learn how to be safe inside and outside of the airplane.

The ARIZONA PILOTS ASSOCIATION presents a free Safety Seminar somewhere in the State each month. Check the web site for locations and times for a Seminar near you. And, don't forget to "Bring your wingman."

Howard



LIGHT SPORT AIRPLANE ANNUALS - REPAIRS

FAA CERTIFIED LSRM
ROTAX CERTIFIED ENGINE TECHNICIAN
CAN TRAVEL TO YOUR HANGER

BILL ROBINSON

Blue Skies Light Sport Repair

623-218-4646
WLBROBINSON@GMAIL.COM
www.arizonasportplanerepair.com

ISO Cirrus for Rent

Contact: Kay
(602) 820-6286

Email: kacorbin@post.harvard.edu



CLASSIFIEDS

Eliminate Batteries in ANR Headset

Price: \$35.00

Jake McKernan

Email: jake,mckernan@cox.com



FALCON FIELD PANCAKE BREAKFAST



2022-2023
3rd Saturday of the Month

Bring your family and friends to see Vintage Military Warbirds in a Historic WWII Hangar and enjoy a hot and hearty breakfast served up by Falcon Warbirds Pilots and the Aviation Explorer Post 352!

7:30 am - 11 am

Falcon Field WWII Hangar
4626 Fighter Aces Drive
Mesa AZ 85215

Dates

2022
October 15
November 19
December 17

2023
January 21
February 18
March 18
April 15
May 20

Menu

Pancakes
Scrambled Eggs
Sausage
Orange Juice
Coffee

***\$10 suggested
donation***

602-705-4413

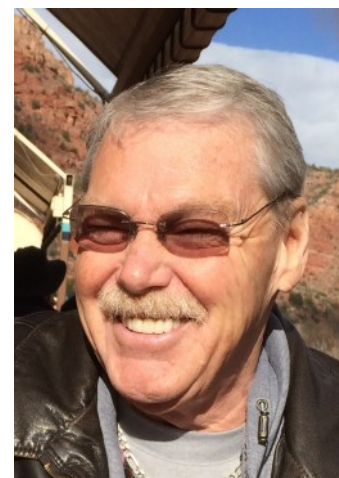


GAARMS

REPORT

OCT. 2022

By Fred Gibbs



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.

When is it time to walk away from flying?

There comes a time, a point in life, that every pilot, including yours truly, has to make and accept that life changing decision that it is time to hang it up! I know some of you may find it hard to believe this, but in 2023 I turn 80 years young! But it is true!! My mind is still as sharp as ever tho', my vision is 20/20, blood pressure is right where it should be, and up at 12,500 feet my oxygen saturation level is still at 95%! And I am still flight instructing almost every day, and average over 500 hours a year instructing. And yes, at 79 years old, I do have the usual aches and pains you would expect, but I soldier on!

2023 will be my 51st year in the aviation business, 30 years in the FAA air traffic world, and 20 years as a consultant on many aviation adventures; and I've done flight instructing almost all of that time. It will also be my 50th year flying, 46th year flight instructing, 39th year of aircraft ownership, with 35 of those years flying my trusty ol' stead, my Super Viking, aka "The Speed Monster." Together, we have traveled sea to shining sea, border to border, flying in 46 of the 50 states. Hawaii, Alaska, North Dakota, and Oregon missed out!! Of course, I have been to those states, but just not with the Monster.



Anyway, that time is staring me in the face, and I reckon I will need to pull up my big boy pants and make a decision (by mid-2023) about retiring for the third time in my life. A primary factor in my decision-making is that airplane insurance is becoming a real hassle. No one really wants to insure an 80-year-old pilot in their complex, high-performance aircraft, regardless of ratings, currency, or proficiency. So, facing reality, selling my trusty ol' stead is in my future – sometime! It will be like cutting off my arm! But life is full of those kinds of decisions. It could be

“

Once ATC assigns or limits you an altitude while receiving Flight Following, you need to start thinking and planning ahead.

”

worse. It could be a medical issue that drives me out of flying. Fortunately, I continue to pass my 3rd class flight physical every year with flying colors, no pun intended. But every pilot knows the loss of your medical remains one of those dreaded things that lives in the back of every pilot's mind.

However, as long as I can pass the 3rd class flight physical, I can continue to instruct, and I really love instructing – most of the time. But I consider myself as an old dinosaur, a holdover from the old days of aviation. A stick and rudder guy. I can fly an airplane without an iPad, without Foreflight, without a

cell phone, and even without a GPS!! I can do math calculations in my head, calculate time and distance, fuel burns, heading intercepts, holding pattern entries, etc., in my head. I can read, interpret, understand, and teach weather. I can actually read and understand the nuances of sectional charts, low altitude IFR charts, approach plates, NOTAMs, TFRs, and all kinds of airspace. 30 years in the air traffic control management world, 20 years consulting on those issues, and 50 years of using that knowledge practically makes me a walking ATC encyclopedia!

And yet it may be time to walk away, while I still can, on my own terms...

into the sunset years of my life. I hate getting old!

Discussion point:

VFR receiving Flight Following

Scenario: *OK, there you were, VFR at 9500 feet receiving Flight Following services. The approach controller told you to maintain at or above 9500 feet. Not a problem. But that was fine until you needed to start descending for your destination. The radio was full of chatter; the approach controller was quite busy, and you couldn't get a word in edgewise. You are closing in fast on your destination, so you started down. After another minute or two or three, you finally got hold of approach control, and was immediately chastised by the controller for leaving an assigned altitude. But I was VFR, so altitude should have been my choice, right?"*

Well, I'm sure you are not the only one who's found themselves in this dilemma. Pilots are certainly encouraged to use Flight Following services when available. However, sometimes you find yourself stuck with an ATC restriction or instruction, i.e., maintain at or above 9500 feet, that they, or you, can't remove because of frequency congestion. So, some clarification is needed here. When you asked for Flight Following, ATC gave you a transponder code and asked you "What is your current altitude and





what will be your final altitude?” Being VFR, you picked 9500 and ATC says (infers) “Thank you”. The controller DID NOT assign you an altitude nor did (s)he instruct you to stay at a certain altitude, therefore the altitude is at your discretion. However, in the scenario as described above, ATC DID issue you an altitude restriction, and if you leave that assigned altitude without clearance from the controller, you have failed to comply with an ATC instruction or clearance.

Therefore, if you did start down, I have some bad news for you: You probably did bust a regulation.

The relevant paragraph is 14 CFR 91.123 Compliance with ATC clearances and instructions which says:

(b) Except in an emergency, no person may operate an aircraft contrary to an ATC instruction in an area in which air traffic control is exercised.

The FAA Chief Legal Counsel has issued several opinions on this subject. The most pertinent is the Karas 2013 opinion, which is stated in part, below:

Pilots flying in controlled airspace must comply with all ATC instructions, regardless of whether the pilot is flying VFR or IFR, in accordance with FAR 91.123(b). ATC instructions include headings, turns, altitude instructions and general directions ... A pilot flying VFR in Class E airspace, which is controlled airspace, is not required to communicate with ATC; however, if a pilot is communicating with ATC and ATC issues an instruction, the pilot must comply with that instruction.

The FAA Legal opinion is pretty clear. These are the folks that will rule on a pilot deviation. If you want to keep your license, you must comply with ATC instructions, even while VFR and in Class E airspace. You CANNOT just leave that altitude; you CANNOT just squawk 1200 (intimating you are cancelling Flight Following) and descend; you CANNOT just squawk 7700 and start down; and in this scenario, it will not be easier to ask (the FAA) for forgiveness instead of permission. Once ATC assigns or limits you an altitude while receiving Flight Following, you need to start thinking and planning ahead. Don't wait until the last minute to ask to start down, because Murphy's Law might just rise up and bite you!!

In summary, if you find yourself caught up in such a situation, I most definitely recommend you file a NASA ASRS Report immediately after landing.



SAFETY PROGRAMS

There are NOT a lot of FAASTeam safety programs on the schedule over the next couple of months around the state, but that's changing. Safety programs were held in Sedona in July, in Payson in August, and in Yuma on September 24th. I am projecting a winter operations program in Flagstaff for late October or mid-November, date to be determined and for the Yuma pilot group in January 2023. Simply log on to the Internet and go to WWW.FAASAFETY.GOV, click on "Seminars" and start checking for any other upcoming seminars. Masks are optional but are recommended.

Should you desire a particular safety or educational program at your local airport or pilot meeting in the future, such as the BasicMed program, our "Winter Wonderland" snow season special, or my newest one on LIFR approaches, which discusses the hows, whys, and pitfalls of shooting an approach all the way down to minimums and missed approaches, simply contact me at fredg-ibbs@azpilots.org, or call me at 410-206-3753. 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.

There are also a lot of great webinars online, each about an hour long, and worth credits towards your WINGS participation. You might find one that is right up your alley or really "tickles yer fancy"!!

Fred



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!!!

Fatal Accident Review

By Fred Gibbs

The start of October simply means that three-quarters of 2022 has passed, and we are not doing so great regarding fatal accidents, currently standing at 7 in-state fatal accidents and one out-of-state Arizona-based pilot fatality. A summary of the accidents to date is included here with the addition of the Seligman crash. The current numbers are trending to exceed the average rate over the past several years I have been tracking fatal accidents.

The first accident was a Van's RV-7A that crashed under unknown circumstances near the Triangle Airpark (AZ50), White Hills, Mohave County, Arizona. The second accident was the Robison R22 helicopter that crashed short of the runway at Gila Bend Municipal Airport. The third crash was an experimental plane, a Covie Quickie, near Gila Bend Municipal Airport. The fourth accident, in Buckeye, was Bonanza that crashed in the desert northwest of the airport. The fifth accident was a Cessna C-172, substantially damaged in an accident near Show Low, Arizona, and the sixth was the C207 that crashed in Lake Powell with a load of passengers. The latest accident, the seventh fatal accident to date, occurred in mid-September, out north of Seligman. A Piper PA-46 dropped off the radar and was later found by a search and rescue helicopter. The two occupants were killed in the crash, with the circumstances unknown at this time. The report also includes the fatal accident in California involving a Mooney Rocket flown by an Arizona-based pilot. The airplane crashed in a field shortly after takeoff when the plane struck a building after taking off from the Camarillo Airport on his return trip back home to the Phoenix area.



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

Fred



September Aviation Accident & Incident Summary

by Jim Timm

The following is a report of the aviation accidents and incidents that occurred in Arizona from late August through late September. We hope the following detailed accident information can be used to develop safety programs and briefings that would help pilots learn from the mistakes being made by others and take the necessary action to prevent them from having similar occurrences.

In this reporting period aviation safety was not as good as it could have been. The number of accidents were not good. While there may have been injuries in some cases, there were also accidents that resulted in fatalities. Unfortunately, near the end of the reporting period there were three accidents that claimed the lives of five people.

In continuing with the expanded scope of the report, we're using information from the Aviation Safety Network (ASN), FAA, NTSB, and APA Members. This more inclusive information source better suits our purpose of trying to get an idea of what is happening out there so we can try to make flying safer.

In the meantime, here are the current results from the above sources.

Date: August 12, 2022
Source: FAA
Location: Chandler (CHD)
Type: Piper PA44-180
Injuries: UNK Uninjured

MULTI ENGINE AIRCRAFT INFLIGHT ENGINE FAILURE

The Piper PA44-180 Seminole called the tower 15 NM southwest of the airport, reported an engine out, and requested Priority Handling. The controller providing services declared an emergency and a crash alert was initiated. Emergency services were available before the aircraft touched down. The PA44 landed without incident and taxied to parking under their own power, and the emergency was terminated.

Date: August 14, 2022
Source: FAA
Location: Phoenix (PHX)
Type: Piper PA 28-140
Injuries: 4 Uninjured

LOSS OF CONTROL LANDING

The Piper diverted to Sky Harbor (PHX) due to a severe dust storm, and while landing in the

windy conditions, the aircraft went off the runway and into the runway safety area. The aircraft sustained damage to the right wing tip and scrapes to the underside of the wing. The total extent of the damage was unknown. Cutter Aviation stated that the PIC flew the damaged airplane out the next morning despite their cautions about the scrapes and wingtip damage.

Date: August 15, 2022
Source: FAA
Location: Chandler (CHD)
Type: Piper PA44-180
Injuries: 2 Uninjured

MULTI ENGINE AIRCRAFT INFLIGHT ENGINE FAILURE

The Piper PA44-180 Seminole called the tower 12 NM southwest of the airport and reported single engine operation. The Piper made a straight in approach to RWY 4L and landed without issue and taxied to parking under their own power. (This was the same aircraft with a similar issue days earlier.)

Date: September 4, 2022

Source: FAA
Location: Mesa (FFZ)
Type: Cessna 172
Injuries: UNK Uninjured

LOSS OF CONTROL LANDING

The Cessna landed and went off the runway into the safety area and into the grass and dirt. The pilot taxied back onto the runway and to parking without further incident.

Date: Sept 7, 2022
Source: FAA
Location: Gateway (IWA)
Type: Cessna 750 Citation
Injuries: 2 Uninjured

LOSS OF CONTROL LANDING

On a flight from Tucson to Phoenix-Mesa Gateway airport (IWA) the aircraft declared an emergency due to the landing gear being stuck in the down position. While landing at IWA the aircraft exited the left side of the runway into the infield areas due to a blown left tire causing the landing gear to collapse. The extent of damage was undetermined.

Date: Sept 13, 2022
Source: FAA, NTSB, ASN
Location: Seligman
Type: Piper PA46-310P
Injuries: 2 Fatalities

CONTROLLED FLIGHT INTO TERRAIN

The Piper Malibu departed Albuquerque - Double Eagle Airport (AEG) and was destroyed after it went missing and crashed in a remote area north of Seligman. The aircraft went off the FAA RADAR screen at approximately 11:48 am north of Seligman. Per information available, the pilot may have been a student pilot. (More details

should be available by the next reporting period.)

Date: Sept 16, 2022
Source: NTSB, ASN
Location: Sentinel
Type: Vans RV-6A
Injuries: 2 Fatalities

UNKNOWN

The circumstances of the accident were unknown at the time the report was prepared. The airplane was significantly damaged by a post-accident fire. (More details should be available in the next report.)

Date: Sept 26, 2022
Source: ASN
Location: Mesa (FFZ)
Type: Robinson R22 Beta
Injuries: 2 Uninjured

HARD LANDING

The Robinson crashed while practicing autorotations in a desert area on the Salt River Pima-Maricopa Indian Reservation, about 4.5 miles north Falcon Field (KFFZ), Mesa, and was destroyed. The aircraft came from Falcon Field where it was based.

Date: Sept 28, 2022
Source: NTSB, FAA, ASN
Location: Sahuarita Flying Diamond (6AZ8)
Type: Grumman American AA-5B Tiger
Injuries: 1 Fatality

LOSS OF CONTROL LANDING

The Grumman Tiger crashed near Sahuarita, short of the runway southeast of Flying Diamond Airpark. No other information was available.

CFII Accepting New Students

Contact: Patrick Williams
(480) 737-5999

Email: pwilliamsaz@gmail.com



DAR-T Available for Field Approvals, Ferry Permits, & More

Contact: Steve Huff

Email: learaviator@yahoo.com

Arizona August-September 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 thus enhance aviation safety.

In the time period from August 12 through September 15 there were sixteen pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by all pilot certificate levels, from student to ATP, and of the sixteen deviations made, there was a need to issue eight Brashers. This month there were also eight out-of-state pilots committing pilot deviations. The number of deviations was 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 try to be creative out there without first talking to ATC, and always be aware of what type of airspace you are flying in, or may be about to enter, and what may be expected of you. Always fly with care and forethought.

The details of the deviations this month are as follows:

IFR DEVIATION

Scottsdale Tower

9/13 IFR Altitude Deviation
UNK Pilot Certification
From Mexico
Albuquerque Center Airspace

At 0238z, the Albuquerque Center controller cleared the aircraft to descend to and maintain FL380. The aircraft read back the clearance correctly. At 0242z, Albuquerque Center observed the aircraft was below the assigned altitude and re-cleared the aircraft to FL380. The aircraft had made an unauthorized descent to 37,600 feet which resulted in a loss of separation with an air carrier, who was level at FL370. Event occurred near Bagdad. A **Brasher** was issued.

The Piper was 5 miles southeast of the airport northbound approaching the airport's Delta Airspace boundary and entered the Delta Airspace without first establishing radio communications. The Piper turned to exit the airspace, and then re-entered the Delta Airspace. The controller reached out multiple times to determine if the Piper was on the frequency but got no response. Another aircraft was inbound on the visual approach for runway 21, and the controller had to hold the aircraft at their altitude and called out the Piper traffic in order to deconflict the inbound aircraft and the Piper airplane. The inbound aircraft reported the Piper traffic in sight and began a descent. Once radio communication was established with the Piper, they were given the **Brasher** notice.

CLASS DELTA AIRSPACE DEVIATIONS

8/11 Entering Class Delta Airspace Without
First Establishing Communication
Commercial/CFI Pilot

8/14 Entering Class Delta Airspace Without
First Establishing Communication
Private Pilot
From California
Deer Valley Tower

The Cessna entered the Deer Valley (DVT) class D airspace without establishing two-way radio communications. There was no loss of separation, however, the tower supervisor called the Phoenix TRACON to have them issue a **Brasher** warning to the Cessna. DVT was never in contact with the Cessna.

8/29 Entering Class Delta Airspace Without
First Establishing Communication
Private Pilot
Gateway Tower (IWA)

The Piper aircraft entered the Gateway Delta Airspace from the northwest and proceeded across the 2-mile final approaches to Gateway and proceeded west bound and exited the Delta Airspace at 3,000 MSL without ever establishing communications with IWA ATCT. The Chandler Tower issued a **Brasher** notice to the Piper

8/30 Entering Class Delta Airspace Without
First Establishing Communication
Private Pilot
From California
Gateway Tower (IWA)

The aircraft entered the Gateway Delta Airspace from the northwest at 2,500 MSL and proceeded abeam a 2-mile final for runway 12R, then turned westbound, and exited the airspace.

AIR TRAFFIC CONTROL INSTRUCTIONS

8/15 Failure to follow the Air Traffic Control Instructions.
Private Pilot (From Sedona)
Mesa Falcon Field (FFZ)

The Cessna was inbound from the north, and the controller gave instructions to cross over the field for a right down wind for RWY 4R. The Cessna was cleared to land on RWY 4R. However, the aircraft overshot the final by an extreme amount, and executed a go-around, and he was instructed to maintain an altitude of 1,900 feet to stay below the traffic in the left-hand pattern at 2,400 feet. The pilot read back the instruction but con-

tinued to climb as high as 2,200 feet before finally descending after being told to descend to or below 2,000 feet three times. Two aircraft on the left downwind were turned to avoid a potential conflict. Once the Cessna had landed, the pilot didn't know where he was supposed to go. He then said he was supposed to go to the north side, and was instructed to hold short of RWY 4R at taxiway D5, but turned the wrong way on taxiway Delta, and had to be stopped by Ground Control at D6, causing an aircraft on RWY 4R to roll out long to taxiway D8 because the Cessna was blocking the Delta 6 intersection. After another 15 minutes of touring the airport, trying to figure out where he was parked, the Cessna shut down, and the pilot was given a phone number to call. A **Brasher** was issued after the initial landing

8/31 Failure to follow the Air Traffic Control Instructions.
Student Pilot
Mesa Falcon Field (FFZ)

The Piper was given right traffic on departure, but made left traffic instead, and no other traffic was involved. Upon landing, the Piper could not give a proper read back for the hold short instructions, and after crossing the runway, the Piper was told to contact ground, but instead, taxied into the ramp without contacting ground control.

MOVEMENT AREA DEVIATIONS

8/8 Moving in A Movement Area Without Authorization
Commercial Pilot
From Minnesota
Gateway Airport (IWA)

The pilot deviation was reported by the IWA Tower when the airplane entered a closed portion of taxiway Kilo without ATC authorization.

8/12 Moving in A Movement Area Without Authorization

Private Pilot
Chandler (CHD)

The Cessna taxied without talking to the Ground Controller. The Cessna made a call on the Tower frequency as if the Tower was closed. Later the Cessna pilot stated he had the ATIS, but that Foreflight said the tower was closed.

A **Brasher** was issued prior to his departure.

8/14 Moving in A Movement Area Without Authorization

Commercial Pilot
Tucson (TUS)

The Cessna advised Ground Control that they were at taxiway ALPHA three, and then ALPHA two, and were ready to go. The Cessna was actually on taxiway DELTA. Ground Control asked if the Cessna had received a taxi clearance, to which they responded, "Clearance had been given to them". The Cessna was then informed they needed a clearance to taxi to the runway and were given the **Brasher** warning.

RUNWAY INCURSIONS

8/2 Entering a runway without ATC authorization.

Student Pilot
Gateway Airport (IWA)

The Piper landed on RWY 30L and was issued runway exit instructions to exit at taxiway Kilo. In exiting the runway, the Piper passed the runway edge line, however, they did not clear the hold short line on Kilo, thus not officially clearing RWY 30L. A Cessna was issued a departure clearance on RWY 30L at taxiway Lima. As the Cessna began its departure rollout it was recognized that the Piper was not clear at taxiway Kilo, and the tower canceled The Cessna takeoff clearance after it had rolled approximately 50 feet down the runway. The Cessna was instructed to hold position on the runway, and once the Piper had cleared the runway the tower reissued a departure clearance to the Cessna. The closest distance between the two aircraft was approximately 3,000 feet.

8/13 Entering a runway without ATC authorization.

Commercial/CFI Pilot
Gateway Airport (IWA)

A Piper aircraft conducted a touch and go to runway 30C without ATC authorization. The Piper was on a VFR instrument approach to runway 30C, and the controller cleared the Piper for a low approach to runway 30C. The pilot read back, cleared for the option. The controller corrected the Piper and cleared them for a low approach only due to an air carrier that was departing runway 30C ahead of them. The Piper read the clearance back correctly, however, the Piper conducted a touch and go instead of a low approach behind the air carrier.

8/14 Entering a runway without ATC authorization.

Commercial/CFI Pilot
From North Carolina
Phoenix Deer Valley (DVT)

The pilot deviation was reported by the Deer Valley Tower when the Cessna crossed the hold short line of runway 7L without ATC authorization.

8/19 Entering a runway without ATC authorization.

UNK Pilot Certification
From Utah
Scottsdale Airport (SDL)

The pilot deviation was reported by the Scottsdale Tower when the aircraft entered runway 21 without ATC authorization.

9/2 Entering a runway without ATC authorization.

ATP/CFI Pilot
From Florida
Gateway Airport (IWA)

The pilot deviation was reported by the Gateway Tower when the Cessna landed on runway 30L without ATC authorization.

9/4 Entering a runway without ATC authorization.

Private Pilot
From Alabama
Phoenix Deer Valley Airport (DVT)

The Mooney was instructed to taxi to runway 7R at intersection C2. The aircraft taxied as instructed but went past the hold short line for runway 7R at C2 but was still short of the runway edge

line. The ground controller noticed the aircraft had crossed the hold short lines, and coordinated with the local south controller, and then taxied the airplane onto the runway, and back off at C3, and then back to runway 7R at C2. The aircraft was issued the **Brasher** by the ground controller once they were off the runway. No other aircraft were impacted.

A Few Words About Safety

Denny Granquist

“

“Briefings are better than after action reports.”

“GPS direct may be the most appealing but it maybe the most dangerous especially when high terrain is in play.”

”



Amazing Fixed-Base Simulator for Rental

Price:\$ 70

Contact: Randy Brooks
(480) 466-5908

randall.brooks@apstraining.com

Redbird LD Flight Simulator Rental at Chandler Air Service

Price: \$70.00

Call: (480) 093-6420

Email:

fly@aerobatics.com



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	/19 (2.5 acre lots)	
Mgr: Phil DiBartola 928-428-6811			
Inde Motorsports Ranch Airport	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	
Mgr: Britney Kirk (520) 384-0796			
Indian Hills Airpark	Salome	75	
Mgr: Gerry Breeyear (928) 916-0608			
La Cholla Airpark	Oro Valley	122	
Mgr: Larry Newman (520) 297-8096			
Mogollon Airpark	Overgaard	60	
Mgr: Sherry admin@mogollonairpark.com			
Montezuma Heights Airpark	Camp Verde	43/44	
Dr. Dana Myatt (602) 888-1287			
Moreton Airpark	Wickenburg	2	
Mgr: Daniel Kropp (602) 315-0323			
Pegasus Airpark	Queen Creek	15/40	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Mgr: Jack @ 1st Svc Res (480) 987-9348			
Pilot's Rest Airpark	Paulden	4/25	
Resident: Dave Mansker 818-237-0008			
Ruby Star Airpark	Green Valley	13 / 74	
Mgr: Wendy Magras (520) 477-1534			
Valley of the Eagle (Sampley's) Airpark	Aguila	30	
Mgr: Jerry Witsken (928) 685-4859			
Skyranch at Carefree	Carefree	20	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Mgr: Tommy Thomason (480) 488-3571			
Stellar Air Park	Chandler	95/105	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Mgr: SRUA, Inc. (480) 295-2683			
Sun Valley Airpark	Fort Mohave	55/107	
Mgr: Jim Lambert (928) 768-5096			
Thunder Ridge Airpark	Morristown	9/14 (on 160 acres)	
John Anderson janderson72j@gmail.com			
Triangle Airpark	White Hills	115 acres	
Mgr: Walt Stout (702) 202-9851			
Twin Hawks	Marana	2/40 (4 acre lots) on 155 acres	
Mgr: Tim Blowers (520) 349-7677			
Western Sky	Salome	all 200 acres for sale	
Mgr: Mr. Hauer (877) 285-0662			
Whetstone Airpark	Whetstone	5 / 12	
Mgr: Brian Ulmer (520) 456-0483			

APA Website

Please visit our website for the latest information.

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

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

Email Stefanie at:

Webmaster@AZPilots.org

Newsletter Contributors

Article Deadline

20th Editor reminds the Team to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

newsletter@AZPilots.org

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



Stefanie Spencer— Webmaster



New pilots welcomed!



Writers welcomed!



APA Clothing

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

Advertisements

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

APA Membership

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

Volunteer 501 (c) (3) Organization

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

