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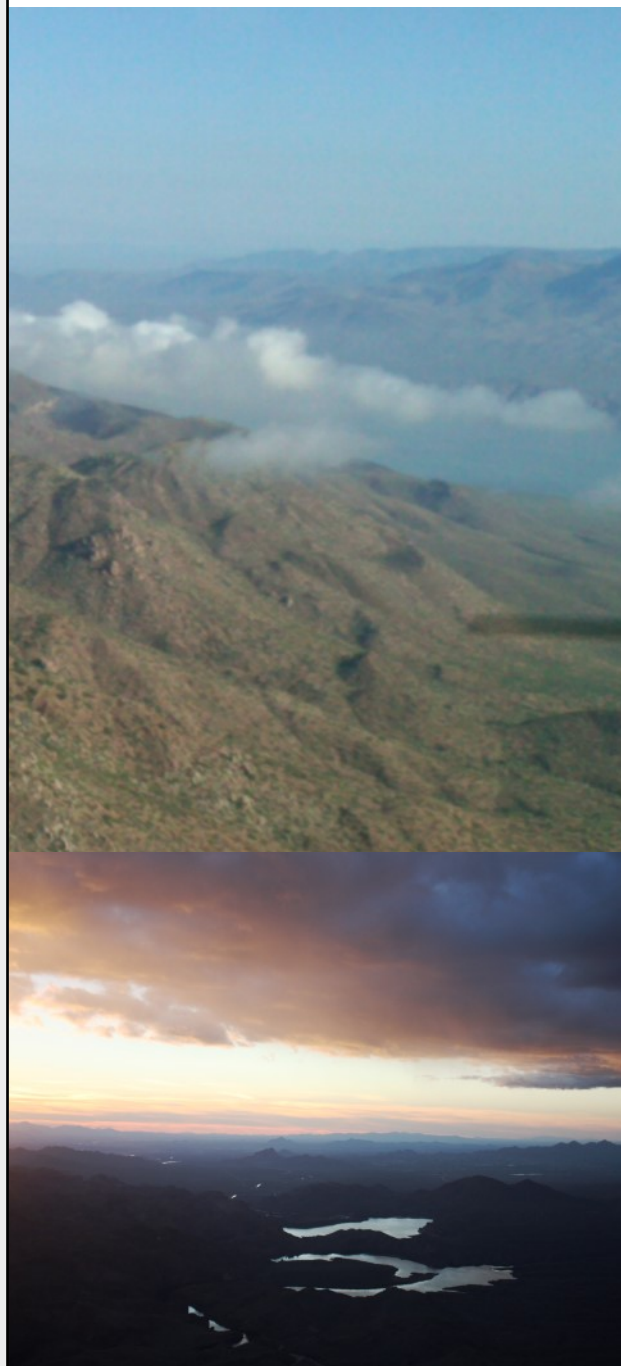
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President's Report

Greetings,

Pilots often have a routine when preflighting an aircraft. Typically, we walk through it with a cursory check of each item. What are we really checking? When we flip the stall tab, are we just checking for freedom of movement? Do we take the time to turn on the Master and listen for that obnoxious horn? Did we notice the pitot cover was in place or had been removed?

On your next preflight, consider slowing way down. Read the item on the list and actually inspect it. Know what you're actually inspecting for. When you check the ailerons, check that the bolts, nuts and cotter pins are there and there's no slop or play in the joints. Are all of the muffler attach points solid? Is the brake fluid actually within the limits marked on the reservoir? During runup, did the right mag cause the appropriate drop in RPM and not just a decrease? How does that actually compare to the left mag? You should hear a noticeable drop in RPM when carb heat is applied.

Once in the air, it's rather complicated to fix mechanical issues. A bit of moisture at altitude quickly forms ice in the carburetor and an inoperable carb heater could prove devastating. A stall horn that no longer sounds could prove fatal on short final. A missed control lock as the plane lifts off will result in an abrupt and likely deadly landing. These misses have all caused fatalities that should have been prevented. We learn this during our private training, but many times it gets relegated to a rote process with little meaning. An extra couple of minutes to actually inspect during preflight mitigates much of the risk inherent to flying. Each item on the list is meant as a reminder to inspect that component and determine airworthiness. Please take this into account during your next preflight and fly safe!

Blue Skies,

Brian



Executive Director's Report

Jim Timm — December 2022

It looks like winter weather is here, and so far the mornings have been a bit crisp, but the flying has been great. It's a good excuse to make a flight to get that \$100 lunch or breakfast. I hope I'll be seeing one of you at breakfast sometime soon.



MISCELLANEOUS ITEMS

FAA

The FAA has continued to receive field reports of cracked cylinders on various models of Continental 520 and 550 engines, in spite of compliance with AD 2020-16-11. Because the FAA is concerned that the Airworthiness Directive (AD) is not sufficiently resolving the problem, they need additional input from the field to better understand the problem. The link to the Worthiness Concern Sheet is: https://www.faa.gov/files/notices/2022/Oct/FAA_ACS_Continental_Cylinder_Cracking.pdf. Please contact them if you have information that can help them resolve the problem.

Prior to 2010, aircraft registrations did not expire as long as the aircraft remained in service, but that regulation had led to many inaccurate and ghost registrations, and the three-year limit for re-registration was enacted in 2010. Because of requests from user groups, in the [FAA Reauthorization Act of 2018](#), Congress directed the agency to extend the three-year period to seven for non-commercial general aviation aircraft. Because the FAA could not easily distinguish between commercial and noncommercial general aviation aircraft, the FAA is extending the registration duration for all aircraft to seven years. The new registration extension will take effect following a 30-day

comment period, and will apply to all aircraft currently registered under the existing FAA regulations. While all registrations that are valid on the effective date will be extended to seven years after they were issued, those registrations that are currently expired will first need to be renewed.

The FAA has announced that the administrator has signed the final rule that will have a significant impact on commercial balloon operators. The rule will now require commercial balloon pilots that are carrying passengers for hire to have a valid medical certificate. The new rule will now also include BasicMed provisions that will allow pilots to fly as a safety pilot, and it will also allow pilots to act as pilot in command during a special medical flight test





authorized under FAR Part 67 without holding a medical certificate. This revised rule will become effective 30 days after its publication in the Federal Register.

AIRSPACE

Fortunately, there aren't any airspace or rules changes being planned that I'm aware of.

The airport staff and City of Marana are still on course to have a control tower established at Marana Regional Airport by late 2024. When this occurs perhaps it may resolve some of the parachute drop

zone issues that presently exist. Presently, some parachute jumpers are landing in the area between runway 12-30 and taxiway C. Under some wind conditions jumpers have passed through the down-wind pattern or over the active runway at altitudes that could potentially result in a collision between the jumper and an aircraft. With that in mind, keep a careful watch out for parachute jumpers when flying in or out of Marana Airport (and others).

We have been reminded that the Army National Guard helicopter unit has a Picacho staging area a few miles east of Picacho Peak. This staging area is not very well defined on the charts, and as a result many pilots, unknowing, will fly over the area at low altitude, and thus cause a disruption of operations. To prevent this disruption from happening, they are suggesting that within four miles of the site, pilots fly over 3000 AGL over the site or call their tower on 126.2 for a clearance to fly through their area. In the meantime, they are attempting to establish a class Delta Airspace to more clearly define the staging area airport.

SAFETY

In this reporting period the number of accidents and incidents were down, and the injuries incurred were not severe. I hope this trend will continue through the rest of the year and into the next. 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.

It was a pleasant surprise to see that the number of pilot deviations have gone this past reporting period. I just hope this trend will continue. Pilots always need know what type of airspace they are flying in, or are about to enter, and understand what ATC may expect from them. When flying in controlled airspace, don't try to be creative and do something



without first talking to ATC. It would help if pilots would read the Airman's Information Manual (AIM), brush up on the "high points," and most importantly, don't commit a pilot deviation.

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

One IFR Deviation	Zero Brashers
One Class Bravo Airspace Deviation	Zero Brashers
One Class Delta Airspace Deviation	Zero Brashers
One Movement Area Deviation	Zero Brashers
Two Air Traffic Control Instructions	1 Brasher
Three Runway Incursions	1 Brasher
Two Surface Incidents.	1 Brasher



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

CONSTRUCTION

Many 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 NOTAMs 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 owner's perspective in the process. Casa Grande Municipal Airport just completed their masterplan meetings. The consulting firm, Coffman and Associates, will be finalizing the report, and submitting the plan to the FAA for approval the first of next year.

THINGS TO DO - PLACES TO FLY FOR BREAKFAST:

The fly-in breakfast at Coolidge Municipal Airport (P08) is on the first Saturday of the month.

On the second Saturday, consider flying down to Ryan Field (RYN) near Tucson for breakfast or lunch at Ritchie's Restaurant. They are open from 6 am to 2 pm to serve you.



The Falcon Field Warbirds Squadron fly-in breakfast is on the third weekend of the month.

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



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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



Steven D Huff
Designated Airworthiness Representative
Imports, Exports, Special Flight Permits
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learaviator@yahoo.com
602-390-4246

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	December '22 (Dec. 16 & 17)	Rod & Jackie Kunkel
	January '23 (Jan. 20 & 21)	Tommy Thomason
	February '23 (Feb. 10 & 12)	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!	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

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Enstrom F28C

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Commercial
Instrument
CFI/CFII
Flight Review
Photo Flights

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Enstrom F28C \$360/Hour

Glenn Roberts – Airplane & Helicopter CFI

602 463-5528

ArizonaSkiesAviation@gmail.com

Ask about discounts for Veterans & Seniors

Aircraft Performance Calculation

The FAA and industry will conduct a public education campaign emphasizing the best practices for determining predicting aircraft performance

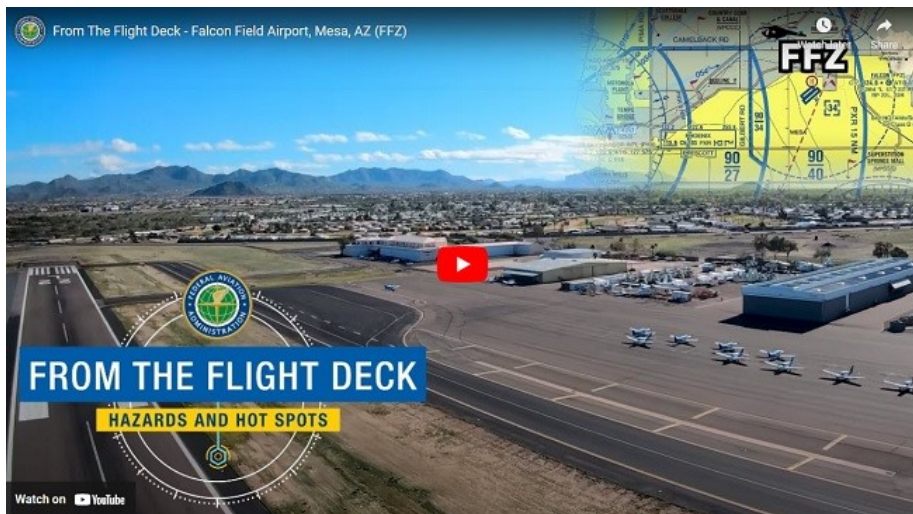
Outreach Month: December 2022

Topic: Aircraft Performance Calculation

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



Flagstaff Pulliam (FLG) is a small mixed-use airport, located just south of the city of Flagstaff, Arizona. It's high field elevation means that density altitude can exceed ten thousand feet. Weather, winds and wind shear add additional challenges. During the winter, cold weather operations and snow removal activities are prevalent. Thorough pre-flight planning, and checking NOTAMs during your flight are a must to avoid any surprises during arrival and departure at FLG.

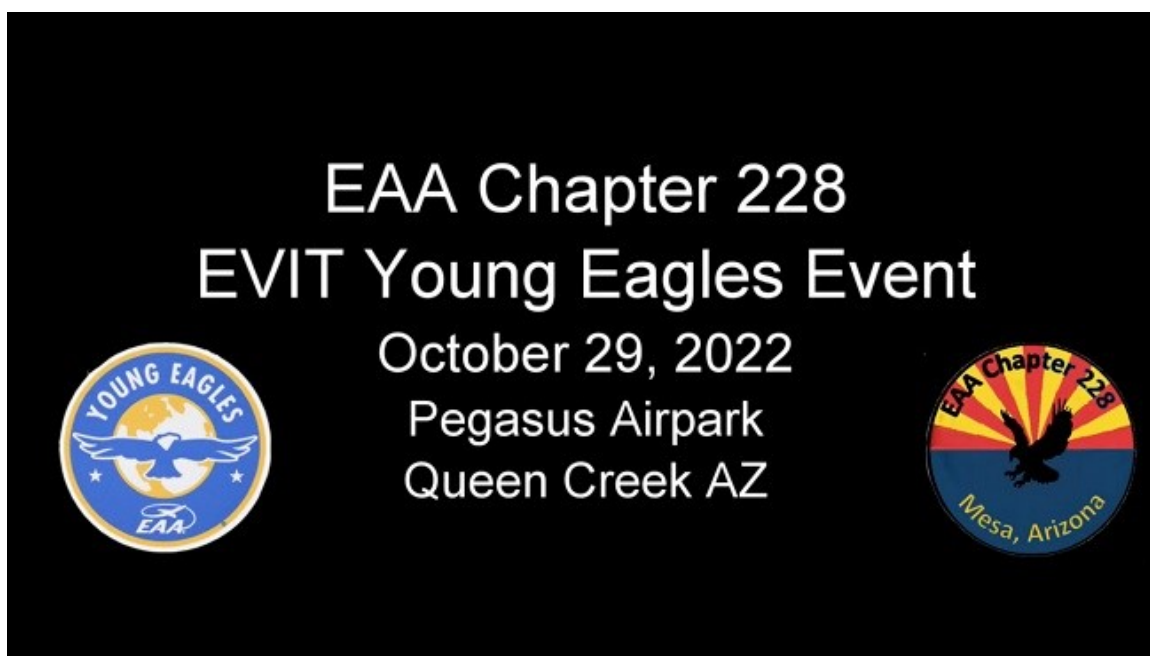


<https://www.youtube.com/watch?v=V4LMuBINOtQ>

MEMBER VIDEOS

Here is a video from a recent EVIT only EAA Young Eagles event at Pegasus Airpark. Several APA members including our very own Rick Bosshardt participated as well as our APA support as a whole for the EVIT program.

Was a great event at a great location for a worthy cause.....



<https://www.youtube.com/watch?v=zWGy0Q-5I5E>

Got interesting aviation videos that you wish to share?

Please share only your own videos, keep them related to an aviation topic of some kind, and please keep them to no more than 5-6 minutes long. A short paragraph of explanation would be great, but not necessary.

rick@azpilots.org

65TH ANNUAL
CACTUS FLY-IN
& HOT ROD SHOW



MARCH 4, 2023

CASA GRANDE MUNICIPAL AIRPORT (KCGZ)

WWW.CACTUSFLYIN.ORG

ENTRY DONATION: \$10 PER PERSON OR \$20 PER CAR LOAD

~ APA Scholarship Program ~

by Chris Nugent

November is typically a busy month for the Scholarship Committee as we focus on evaluating this year's scholarship applications. As I mentioned last month, we received forty-three applications for the 2022 application cycle, so this past month was no different. The review process is made that much more difficult based on upward trend in the overall quality of the applications we have seen over the past few years. We expect to complete our work prior to the Christmas holiday and will provide you an interim update on the AZ Pilots Facebook page prior to the New Year.

Because the APA is an all-volunteer organization, a key point of evaluation in our review is the applicant's commitment to community service. Volunteer work within the Arizona aviation community is a plus and includes activities such as volunteering at EAA Young Eagle events, aviation summer camps and fly-ins. We also have students volunteer at APA specific events such as helping Grapevine airstrip maintenance work.

We were fortunate to have a group of students from the East Valley Institute of Technology (EVIT) help with repainting the runway markings in October. We made a lot of progress repainting the runway numbers and doing some clean up on the aprons. We still have a lot of work to do to finish repainting the runway markings and look forward to having them back out after the New Year.

We also had some big news last month with the Operation Freedom Bird donation to our program to support scholarships for veterans and students seeking military aviation careers. We receive applications in this category each year and we're very honored to



EVIT Team at Grapevine



Runway numbers are bigger than they look!



Taking a break with our visitor

continue OFB's mission to support current and future veterans.

However, APA still needs your support in funding scholarships for those students' seeking careers in commercial and business aviation. If you are considering donating, remember that they are tax-deductible and there is no administrative overhead, each dollar you donate goes directly to the students. And as they say, no donation is too large or too small, they all help us fulfill this important part of APA's mission - <https://azpilots.org/more-resources/charitable-donations>.

Thank you again for your continued support of the program and Happy Holidays!

Chris



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Air-to-Air Photography
Member: WPA, AOPA, EAA, Cascade Warbirds,
Red Star Pilots Association

Karyn F. King
PhotosHappen@aol.com
(206) 795-2796

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Air-to-Air Photography

Member: WPA, AOPA, EAA, Cascade Warbirds,
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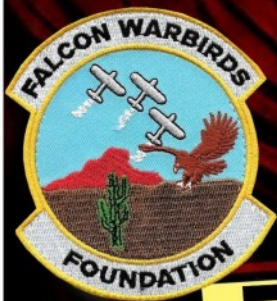


Eliminate Batteries in ANR Headset

Price: \$35.00

Jake McKernan

Email: jake.mckernan@cox.com



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&
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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
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*Falcon Warbirds
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Appreciates your
donations*

~ Arizona Airport Passport Program ~

By Trent Heidtke

Welcome to the December edition of AZAPP Corner where we update you on the latest and greatest happenings regarding the Arizona Passport Program.

The month of November continues to see an uptick in the number of people beginning the program. Phase 1 of the program (placards at airports) continues to see information from the airports come in regarding locations of the placards. Be sure to check the APA web-site for updates on a real time basis for new confirmed

locations. We do continue to struggle with a few airports that have been non-committal with regard to putting up signs at their locations. If anyone has a good relationship with Cutter in Prescott, Signature in Laughlin, or Wiseman in Flagstaff, please let us know if you can help us get signs posted at those locations.

Press releases/articles have begun to get distributed to aviation sources as well as social media outlets so watch your favorite source for news on the program being rolled out.

We now have in our possession signs for all Phase 2 restaurants and museums we hope will participate in the program and have started the process of communicating with all of them regarding their



participation. Already the restaurant in Kingman is on board and more will follow shortly. For now, just be aware that we are still working to get specific definition on placard placement as not everyone participating has sent us that yet. Your patience while we work through the information gaps is appreciated.

Remember, if you have used the app and have feedback, feel free to contact Trent Heidtke at [mail-](mailto:mail-trent@azapp.com)

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

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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**



Red Creek Uupdate

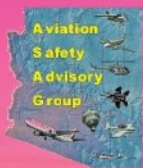
By Tommy Thomason

In November, a group of pilots and then a subsequent trip on UTV's, made it into Red Creek to perform some much needed maintenance. The rains of the last couple years left trenches in the east end of the runway and wash outs on some of the west end. On the first trip we had 8 planes, 10 workers, 2 kids and 2 dogs. Using buckets, a wheelbarrow and a portable wagon, we moved at least 100 buckets of dirt to fill the ruts. The UTV trip was a windy weekend with 2 planes, 2 UTV's, drags, 6 workers and one dog. The strip is in much better shape now but needs continuous "rock walks" and raking. Thanks for all the support in helping keep this strip safe!



Tommy





**Aviation Safety
Advisory Group
(ASAG) and the
Scottsdale FSDO
present . . .**



The 49th Annual Arizona Safety Awards Banquet

**Saturday, January 28th, 2023
Hilton Phoenix Airport
2435 S 47th St Phoenix, AZ
(Southeast of Phoenix Sky Harbor)**

The Awards Presentation Features

- *AZ Flight Instructor of the Year*
- *AZ Air Traffic Communicator of the year*
- *AZ FAAS Team Representative of the year*
- *AZ Maintenance Technician of the year*
- *AZ Airport Safety Award*
- *Ruth Reinhold Award (presented by the Arizona Pilots Association)*

Keynote Speaker – Keith “Casey” Jones



Captain Casey Jones, US Navy (Retired) is a graduate of the Naval Academy Class of 1960, a naval aviator who served on active duty with the Navy for twenty-nine years.

He made numerous cruises flying from aircraft carriers, including three combat deployments to Vietnam.

Captain Jones commanded a light jet attack squadron, a carrier air wing and the USS Shreveport, an amphibious assault transport.

In 1976 and 1977 he also commanded and flew as the Team Leader for the US Navy Blue Angels. Upon retiring from the Navy in 1985, Captain Jones and his wife Janice moved to Albuquerque, New Mexico, where he has worked in civil aviation. He retired from “professional flying” in May of 2021. He was an Eclipse business jet instructor and an Eclipse FAA Pilot Proficiency Examiner. Casey continues to fly his own personal airplane. Casey and his wife Janice live in the East Mountain area of Albuquerque and are active in their church choir and the New Mexico Chapter of the Naval Academy Alumni Association. He was the USNA Naval Academy Information Program Coordinator for twenty-five years.

Please join us for an exciting evening with dinner and a Silent Auction!!!

\$65 per person Table for 10 - \$625

Phoenix Airport Hilton,

2435 S. 47th St., Phoenix, AZ 85034

Click [HERE](#) for a map

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Mark your calendar for Saturday, January 28th, at 6:00 pm

(Social Hour begins at 5:00 pm and Doors open at 6:00 pm)



**begins at 5:00 pm and ends when the
awards have been presented**

Pre-Register for Wings Credit at –

https://faasafety.gov/SPANS/event_details.aspx?eid=117769&caller=/SPANS/events/EventList.aspx

HOW WELL DO YOU KNOW YOUR ELT?

By Howard Deevers

On a recent Private Pilot check ride, the examiner asked the student pilot, "How do you turn on your ELT?" The student struggled to answer that question, since there was no remote switch for the ELT in the plane used for the check ride. The question came during the flight portion of the test, and not during the oral part of the test.

Emergency Locator Transmitters (ELT) are required and covered in the FAR 91.207. A more interesting read about the ELT is in the AIM section 6-2-4. Here is some history: the ELT became a requirement in 1972 after two Congressmen went missing in Alaska in a small aircraft, and they were never found.

Early ELT units transmitted on 121.5 and 243 MHz. Like anything electronic, improvements in construction and operations were made over the years. Satellite monitoring became a part of the system. However, the 'false alarms' still outnumbered the actual emergencies by about 98 percent. In 2009 satellite monitoring of the analog 121.5 and 243 MHz was discontinued. A newer ELT that will fit into the same space in your airplane, now transmits on 406 MHz in a digital format. That permits search and rescue providers to have more information on the airplane and on the owner, and response to a crash is much faster than before.

The "Legal Loophole" is that you can continue to use your old 121.5 ELT as long as it works and is tested each year according to regulations. However, you can not buy or repair a 121.5 ELT, should it not meet the requirements, and you will be required to replace it with the newer 406 MHz unit, and register the information with NOAA. Your A & P should be able to explain all of this at the Annual on your airplane.

Instructors do not spend much time on the ELT during training. Other than telling the student where the ELT is located, and what antenna it is connected to, and that it will go off when you crash. If there is a remote activation switch available to the pilot, it will be pointed out by the instructor, and the student will be told, "Do not touch that except in an emergency." End of lesson! Since the ELT is not a panel mounted instrument, and other than that remote switch, if installed, it is out of site and out of minduntil you *really* need it!

Even many of the older 121.5 ELT units would do much more for you than just send out that strange sounding signal, that we hope someone would pick up and find us. They could be used as a transmitter and some even had connectors for headsets.





Take it out of the airplane and use it to help rescue find you. But those features of little value if you don't know where it is, how to get it out of the plane, and how to use it.

Back to the question from the DPE, the response should be, "Before I make an off airport landing, or after I make an off airport landing?" If there is no remote activation switch in reach of the pilot, then the ELT must be located, accessed, and activated by a manual switch built into the unit. You might need tools to get at the unit. That ELT could save your life.

The ELT is required by 91.207 (be sure to read that), but there are many more personal locators on the market from various manufacturers. Many pilots will carry one of those as well. Boaters and hikers will carry one of these personal locators as well. These devices are moderately priced, small and easy to carry and use, and will give you extra insurance of being found, if you ever need it.

Airplanes are wonderful transportation machines for us. Being prepared is more important if we are traveling in or over remote areas. A survival course might be a good idea before traveling in remote areas also.

Your ARIZONA PILOTS ASSOCIATION offers free safety seminars in person and on line at various locations throughout the state. Be sure to check the web site for locations and times near you. And, don't forget to "bring your wingman."

Howard



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43 1/2' T Great location, faces Runway (North), insulated, bifold doors, next to fuel island.



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

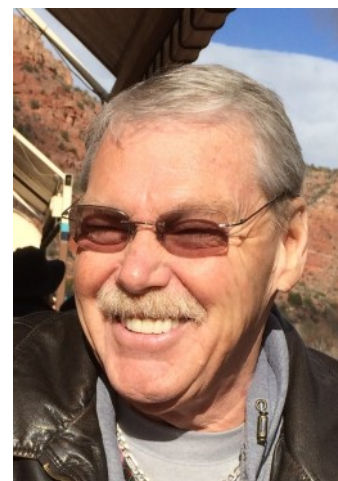


GAARMS

REPORT

DEC. 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.

No doubt every pilot across the United States is talking about the terrible mid-air at the Dallas Air Show between the Commemorative Air Force's B17 flying fortress and the Bell P-63 Air Cobra. What a tragedy. Both aircraft were being flown by highly skilled pilots, and it appears the pilot of the Air cobra made a mistake. We usually survive our mistakes and add them to our "Box of Experiences" and learn from them. None of us are immune to mistakes, and most are usually not "biggies", and we survive them. This one was not! There are, and will be, lots of videos of the accident. The spectators at the air show have lots of cell phone videos of the accident, and the NTSB is requesting as much of it as possible to help determine the cause of the mid-air. Sure, it is obvious the P-63 hit the B-17, but the real issue is "HOW COULD THIS HAPPEN?" The pilot of the P-63 knew the B-17 was there. He was flying formation with it as part of the air-show. The two P-51's, on their respective show lines, in front of the B-17 broke left. The B-17 following them, on his show line, appears to have started a left turn, and the P-63 trailing the B-17, apparently NOT on his show line - I think – started its left turn, and possibly lost sight of the B-17 under his right wing – Purely my opinion! Even with all our new automation, practice and strict procedures, Fate still remains the hunter: Just 20-30 feet altitude difference up or down of the P-63 would have only created a (very) NEAR-mid-air and everyone would still be alive today, albeit pretty well shaken up! six fatalities and the destruction of two WW-II classic airplanes ruined the



day. It is way too early to speculate on the cause of the accident, so no snap judgements, please. The NTSB estimates it will have a final report on the accident in 12 to 18 months.

Discussion point:

Well, winter has certainly arrived here in Flagstaff. Second bout of snow, but fortunately not much accumulation – yet! A safety seminar is planned here at Flagstaff on Saturday, December 10th specifically addressing winter flying, effects, operation of your aircraft and airport operations in the winter environment. The notice will be going out on the FAASafety.GOV website for anyone to register.

If you fly into Flagstaff during the winter, please remember: just because Flagstaff is in Arizona, all of Arizona is NOT hot desert! Flag airport elevation is 7014 feet MSL, pattern elevation is 8000 feet MSL, temperatures are considerably lower than Phoenix (*it is only 14 degrees Fahrenheit as I write this!*), and our runway, although very well plowed and maintained, may still have a thin coating of snow, ice and/or black ice. Be very, very careful using brakes. Be sure to check NOTAMs for field condition reports (FICON) and TALPA values. Oh, just in case that term “TALPA” brings up the question “*What the heck is TALPA?*”, it is in reference to braking action conditions on the runway. (*PS – we cover that in our safety program!*).



Runway Incursion:

Every year as part of the FAASTeam representative's training, we cover the runway incursion statistics on all of the towered airports here in Arizona. For as long as I can remember, Flagstaff never made the list, never had a runway incursion –

UNTIL THIS PAST YEAR! We finally had one. No, we are not bragging, and certainly not pleased we finally made the list! But I must say, it was just a little runway incursion, if there is such a thing. Here is what happened –

An itinerant pilot in his Bonanza had been given take off clearance for runway 21 and was advised about the traffic, a CRJ700 commuter airline flight, on a 4-mile final for runway 21. The pilot acknowledged his takeoff clearance but NOT the traffic. The tower controller re-transmitted the traffic information. The pilot acknowledged the traffic and abruptly cancelled his take off clearance and stopped moving. Tower then cancelled his take off clearance and told him to hold short of runway 21 (at Alpha 1). The pilot advised holding short of 21. The tower controller then advised the CRJ700, then only about 2-3 miles out on final, that the Bonanza was holding short of 21, which they acknowledged.

The CRJ700 then (surprisingly) initiated a go-around just outside of a half-mile from the threshold (of the displaced threshold). The tower controller assumed the pilot initiated the go around due to winds and when asked to verify (they were) going around, the CRJ700 pilot stated they were a little too high, and shortly thereafter the (apparent) co-pilot stated there appeared to be an aircraft on the runway. Tower advised the CRJ crew that the aircraft was holding short (of runway 21). The CRJ crew member stated that the aircraft looked to be across the hold line. When the tower finally departed the Bonanza, he told the pilot that he needed to tell the tower (controller) if he was past the hold line. The pilot told the tower (controller) he was (only) about 10-feet passed the hold short line. The Alpha 1 hold-short line, and actual physical position, is almost one mile from the tower cab and the Bonanza appeared to the tower controller to be holding short of the hold line. The CRJ landed without incident after the Bonanza departed.

It is interesting to note that the Alpha 1 taxiway enters the displaced threshold 1,800 feet from the end (threshold) of the actual landing portion of the runway and 2,800 feet from the 1000-foot distance marker, the big solid white boxes, the point where most large aircraft touch down. The PAPI glide path brings you across the displaced threshold (and the point where Alpha I taxiway enters the displaced threshold) at roughly 200 feet above airport elevation.

So, YES, a runway incursion did occur. Was it catastrophic? I don't think so, but it did occur. Could the CRJ have landed safely? MOST LIKELY, but a go-around was certainly justified and the safe thing to do. The pilot of the Bonanza also tried to avert what he considered an unsafe operation, i.e., pulling out in front of a fast- arriving aircraft. Unfortunately, he was already across the hold line, and should have told the tower immediately. By that time, it was already a runway incursion. The tower would then have instructed the CRJ to go around as soon as the pilot declared across the hold line. This runway incursion was classified as a category C runway incursion.

Category	Description
Accident	Refer to ICAO Annex 13 definition of an accident.
A	A serious incident in which a collision was narrowly avoided.
B	An incident in which separation decreases and there is a significant potential for collision, which may result in a time critical corrective/ evasive response to avoid a collision.
C	An incident characterized by ample time and/or distance to avoid a collision.
D	Incident that meets the definition of runway incursion such as incorrect presence of a single vehicle/person/aircraft on the protected area of a surface designated for the landing and take-off of aircraft but with no immediate safety consequences.

QUIZ of the MONTH:

1. *Ok, you just departed out of the Phoenix area heading up to Flagstaff at 9500 feet indicated on a nice VFR day. Your magnetic course in the GPS says to fly a course of 001 degrees but you keep having to adjust your heading to 356 to stay on course because of that pesky westerly wind. Hmmm, what altitude(s) should you fly?*
 - a. *Even thousands plus 500*
 - b. *Odd thousands plus 500*
 - c. *Any altitude I want since I am VFR*
 - d. *My assigned altitude by ATC*
2. *Uh oh!!! Do I have a problem here? MY DME says I am 12 miles from the Shangra-La VOR, but my GPS says I am only 11 miles from the VOR?*
 - a. *My DME is wrong.*
 - b. *My GPS is wrong.*
 - c. *Only my GPS is correct, because it is more accurate than my DME.*
 - d. *Both are correct.*
3. *Notification to the NTSB is required when there has been substantial damage which*
 - a. *Adversely affects my aircraft's performance*
 - b. *Which causes small puncture holes in the skin of my aircraft*
 - c. *Results in more that \$25,000.00 repair costs to my airplane*
 - d. *Both a. and c.*
4. *The illusion associated with landing on a narrower than usual runway may result in the pilot flying a*
 - a. *Lower approach, with a risk of striking objects along the approach path or landing short.*
 - b. *Slower approach with the risk of reducing airspeed below V_{so} or landing hard.*
 - c. *Higher approach, risk of leveling out high and landing hard or overshooting the runway.*
5. *OK smarty pants! How does the B-2 bomber turn if it has no rudder. We know it does (we have actually seen it turn), so does it still have adverse yaw? How can it keep the wings level when landing yet still hold centerline with no rudder?*
 - a. *Outstanding airmanship*
 - b. *Pure luck*
 - c. *Sticky tires*
 - d. *Awesome brakes*



6. Santa is coming, flying a very long cross country and apparently extremely very fast, very high, but yet, with many stops. And, again, apparently with special flight clearance from NORAD, FAA ATC and support from the Air Force. Does he need to apply for exemption from 91.209 regarding Rudolph's (anti-collision) lighted nose as his only lights?



(Answers at the bottom of the Safety Program section.)

SAFETY PROGRAMS

There are NOT a lot of FAASafety 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 November or December, the 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"!!

(answers: #1 – b, VFR altitudes are determined by your magnetic course, NOT your heading. However, if below 3000 feet AGL, any altitude is legal.

#2 – d, both are correct. GPS draws a straight line to the exact latitude/longitude position of the VOR and to a vertical line directly straight up over the VOR. DME however is slant range, the hypotenuse of a triangle. Example is when you fly over the VOR 6000ft above it, your DME registers you 1 NM from the VOR (transmitter), GPS says 0 NM, you are directly over it.

#3 – a. The catch here is that the damage value, i.e., \$25,000.00 is only reportable if done to property other than the aircraft.

#4 – a. FYI, Wider runways create the illusion of being lower; it seems like you are closer than you really are. This can be a real danger at night, so stay on the VASI!

#5 - Because the B-2 does not have vertical tail feathers to control yaw at slow speeds, the re-

enforced main gear doors act like big vertical stabs and it sure is weird to see the gear fully retracted and all three gear door in their full open position. (see photo)



At speed and altitude, the B-2 controls yaw via its split ailerons at the trailing edge of the outer wing. During non-hostile flying, the split ailerons are usually opened to 5°, below 5°s and the split ailerons have no effect. During combat operations, the B-2 crew manages yaw using differential thrust setting on the engines. According to the pilots, hooking up to a tanker can be a real challenge. You need to control your yaw with the control stick; you have to counter the turn to starboard with an equal turn to port.

#6. – you weren't really expecting an answer here, were you??

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

First off, I would like to wish you all an early Merry Christmas. And here we are, December of 2022, and another year has gone by. According to the NTSB CAROL report, there have been no new fatal accidents in Arizona since last month's report, a good sign. However, like I said last month, 2022 has not been a good year. The count currently stands at 7 in-state fatal accidents and one out-of-state Arizona-based pilot fatality, for a total of 7 pilots and 8 passengers killed. The aircraft involved in the accidents consisted of 5 normal categories, 2 experimental and one helicopter. It has been most definitely an above average year. A summary of the accidents to date is included below.

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 a Bonanza that crashed in the desert northwest of the airport. The fifth accident was a Cessna C-172, at Show Low, Arizona. The sixth was the C207 that crashed in Lake Powell with a load of passengers, and the 7th, a Piper PA-46 operating under questionable circumstances, occurred in mid-September, out north of Seligman. It simply 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 took off from Camarillo Airport for his return trip back home to the Phoenix area. The aircraft was seen flying very low, apparently struck a building on departure, leaving part of his wing on the roof, and crashed in a field shortly thereafter.

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

Fred



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November Aviation Accident & Incident Summary

by Jim Timm

The following is a report of the aviation accidents and incidents that occurred in Arizona from late October through late November. 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 relatively good. The number of accidents were down and the injuries were not severe. I hope this trend will continue through the rest of the year and into the next.

For this report, we're using information from the Aviation Safety Network (ASN), FAA, NTSB, and APA Members. This more inclusive information 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: October 14, 2022

Source: FAA

Location: Phoenix (DVT)

Type: Cessna 182

Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

The aircraft was performing a touch and go landing on RWY 7R. The pilot lost control of the aircraft after the landing and veered off the right side of the runway, and into the rocks just east of the touchdown markers on the runway. The aircraft continued in the rocks, crossing the C5 intersection, then continued further in the rocks until getting established on taxiway Charlie near the C6 intersection. The aircraft then continued to taxi under its own power to ramp 6 and stated they did not need any assistance. There was no reported aircraft damage.

The FAA had listed this as an incident.

Date: October 14, 2022

Source: FAA, NTSB

Location: Yavapai Hills, Prescott

Type: Czech Sportplanes, Dynamic WT9 (Light Sport)

Injuries: 1 Uninjured

FUEL STARVATION

The Czech Sportplanes SRO Dynamic WT9 aircraft crashed under unknown circumstances in a field at the Prescott City Water Department Plant. (The area is fenced and secured.) The landing site was 5.7 miles SSE of Prescott Airport (PRC). The FAA stated the aircraft experienced fuel starvation, and the NTSB confirmed there was no aircraft damage incurred.

The FAA had listed this as an incident.

Date: October 15, 2022

Source: FAA

Location: Tucson (RYN)

Type: Piper PA30 Twin Comanche

Injuries: 2 Uninjured

LOSS OF CONTROL LANDING

While on short final for Runway 6L, the pilot reported that the aircraft yawed to the right, and then upon touchdown the aircraft veered off the right side of the runway into rough terrain. The landing gear collapsed at some point, and the left wing came to rest on the ground. The FAA determined that the damage sustained was substantial.

Date: October 16, 2022
Source: FAA, NTSB
Location: Mesa (FFZ)
Type: Piper PA24 Comanche
Injuries: 1 Uninjured

GEAR UP LANDING

The Piper PA24-260 Comanche made a gear up landing on RWY 4L at FFZ. The NTSB assessment was minor damage.

The FAA had listed this as an incident.

Date: November 3, 2022
Source: ASN, FAA
Location: Mesa (FFZ)
Type: Eclipse ES-550
Injuries: 2 Uninjured

RUNWAY OVER-RUN

The aircraft departed Las Vegas-Henderson Sky Harbor Airport for Falcon Field Mesa, and upon landing they overran the end of runway 22L at Falcon Field, coming to a stop in a culvert.

Date: November 11, 2022
Source: ASN, NTSB
Location: Near Payson
Type: American Champion Scout 8CGBC
Injuries: 1 Minor Injury, 1 Uninjured

LOSS OF CONTROL ON TAKEOFF

The aircraft crashed on takeoff from a private airstrip, causing minor injuries to one of the two occupants.

Date: November 27, 2022
Source: ASN
Location: Near Prescott
Type: Cessna 177RG Cardinal
Injuries: 2 Minor Injuries

INFLIGHT ENGINE FAILURE

The aircraft departed Lake Havasu Municipal airport with Prescott Regional airport as the destination. The aircraft experienced an inflight engine failure, and while attempting to land on a forest service road, the aircraft went off the road and overturned. The aircraft damage was substantial.

A Few Words About Safety

Denny Granquist

“

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

“Too much airspeed on final shortens most runways.”

”

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Arizona October-November Pilot Deviations

by Jim Timm

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

From October 14 through November 9 there were eleven pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by many pilot certificate levels, from private through ATP/CFI, and of these eleven deviations made, there was a need to issue three Brashers. This month there were also two out of state pilots committing deviations. The number of deviations reported have decreased significantly this period, and I hope they continue to remain low.

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.

Pilots need to listen carefully to ATC instructions and follow them, and if you can't comply, tell ATC why you can't. When flying in controlled airspace, pilots shouldn't try to be creative, but should talk to ATC before they do something that differs from the instructions given. Always be aware of what type of airspace you are flying in, or may be about to enter, and know what may be expected of you. Always fly with care and forethought.

The details of the deviations this month are as follows:

IFR DEVIATION

10/4 IFR Altitude & Speed Deviation
ATP/CFI Pilot
Albuquerque Center (ZAB), Phoenix Tracon (P50)

At 2028z, Albuquerque Center cleared The Embraer EMB-505 Phenom to descend via the BRUSR1, runway 8 transition. The aircraft read back the clearance correctly. The BRUSR1 has restrictions, at BRUSR, you are to be between 17,000 feet and 13,000 feet, and at 250 knots. At 2038z, the ZAB controller changed the Embraer to the Phoenix Approach frequency. At 2039z, over BRUSR, the Embraer checked in on the P50 frequency, at FL240. The Embraer did not comply with the altitude, nor speed of the BRUSR1 arrival at BRUSR. The event occurred near Black Canyon, and surprisingly, a Brasher was NOT issued.

CLASS BRAVO AIRSPACE DEVIATION

10/26 Entering Class Bravo Airspace Without Authorization
Private Pilot
PHX Tracon

The pilot deviation was reported by the Phoenix Tracon when the Beechcraft A36 Bonanza entered the PHX Class Bravo Airspace without a clearance.

CLASS DELTA AIRSPACE DEVIATION

10/27 Entering Class Delta Airspace Without First Establishing Communication
Private Pilot
Deer Valley (DVT) Tower

The Cessna was observed entering the DVT

Class Delta airspace from the northeast transiting to the southwest. The north and south controllers both attempted to establish communication with the aircraft with no response on either 118.4 or 120.2. The aircraft altitude was observed to be 3,400ft MSL. The aircraft did not conflict with any other traffic within the airspace.

Military Pilot(s)

Tucson (TUS)

The pilot deviation was reported by Tucson ATC when two departing F16 fighters turned left on course early, resulting in a loss of separation with traffic in the downwind.

MOVEMENT AREA DEVIATION

10/11 Moving in A Movement Area Without Authorization

Private Pilot

Phoenix/Mesa Gateway Airport (IWA)

The Piper aircraft entered Taxiway Yankee without ATC authorization. The Piper contacted Ground Control (GC) from the hold bay at Runway 12R. GC asked the Piper how they got to the hold bay as they had not been given any taxi instructions. The pilot advised that they taxied via Taxiway Yankee. No other traffic was involved.

AIR TRAFFIC CONTROL INSTRUCTIONS

10/14 Failure to follow the Air Traffic Control Instructions.

ATP/CFI Pilot

Prescott (PRC)

Upon landing, the Cessna was told by the controller to turn right at taxiway A3 and contact ground. The Cessna turned at A3, and started to taxi on taxiway Alpha without a clearance. The Ground Controller instructed the Cessna to stop, issued a **Brasher** and then issued taxi instructions to the self-service fuel.

10/27 Failure to follow the Air Traffic Control Instructions.

RUNWAY INCURSIONS

10/4 Landing on runway without ATC authorization.

Commercial Pilot

Phoenix/Mesa Gateway Airport (IWA)

The pilot deviation was reported by Gateway ATC when the Piper landed on RWY 30L without ATC authorization.

10/13 Entering a runway without ATC authorization.

No Pilot Involved

Phoenix Sky Harbor (PHX)

A sweeper crossed the hold short line of RWY 8 without ATC authorization while an air carrier was landing on the runway.

10/18 Entering a runway without ATC authorization.

Private Pilot

Prescott (PRC)

The Piper landed, and exited RWY 03L at taxiway B6 and was given taxi instructions to the South Ramp "via Taxiway C, cross RWY 12 at C". The Piper read back the instructions correctly, but instead, taxied straight ahead and crossed RWY 03R, the active runway, at C6. A Cessna on a 1.5 nm final for RWY 03R was sent around. The Ground Controller issued a **Brasher** warning, and the Piper taxied to the South Ramp without further incident.

SURFACE INCIDENT

10/28 Taxing in an area unintended for use.

Private Pilot

Out of California

Phoenix (PHX)

The pilot deviation was reported by PHX ATC when the Cessna taxied off a taxiway, and across the infield between runways 7L and 7R.

10/28 Taxing on a taxiway without a clearance.

Private Pilot

Out of Missouri

Prescott (PRC)

The Piper landed and exited runway 3L at taxiway A4 and began to taxi southwest on taxiway Alpha without first obtaining a clearance from Ground Control (GC). The Piper called GC while on taxiway Alpha southwest of A3. GC issued taxi instructions, and then issued **Brasher** notice once the Piper was parked at the FBO.

A Few Words About Safety

Denny Granquist

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

“Too much airspeed on final shortens most runways.”



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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!



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