



In this issue:

Day Trip Activities

GAARMS: Wind in Flagstaff

GAJSC: Fly the Aircraft First

Oh, Those Pesky Stalls

July 2023

APA NEWSLETTER

## President's Report

Brian Schober, APA President ..... 2

## Executive Director's Report

Jim Timm, APA Executive Director ..... 4-7

APA Volunteer Opportunities ..... 9

## GAJSC Topic of the Month

Fly the Aircraft First ..... 11

## From the Flight Deck

Hold Short ..... 11

## — FEATURED —

### Day Trip Activities

Mike McCann ..... 13-14

## — SHORT FINAL —

### Oh, Those Pesky Stalls

Howard Deevers ..... 16-17

### GAARMS: Wind in Flagstaff

Fred Gibbs ..... 19-22

Aviation Accident & Incident Summary ..... 24-25

Pilot Deviations ..... 26-28

Fatal Accident Review ..... 28

Arizona Airparks ..... 29

## APA Website, Newsletter, & Merchandise

Stefanie Spencer, Webmaster ..... 30-31



# President's Report

---

Greetings,

I'd like to take a moment to thank you for being part of our wonderful membership. Your participation is more than just an annual set of dues or a necessary evil. The association does some amazing things at a local level for you as a pilot, and for those aspiring to be one. Over the past several years that I've been president, I've seen a steady increase in our membership. I've been able to meet dozens of members either at events, social events, fly-ins, or volunteer events. I've had the privilege of watching the FlyAZ Passport App come together from an idea to a wildly popular program. I've also had the privilege of serving with a dedicated team of fellow board members. This group has been instrumental in protecting general aviation in Arizona, gaining and improving access to backcountry airstrips, organizing challenging and exciting destinations, and ensuring our scholarship program is funded and successful.



Due to a relatively recent career change for me, I've decided to take a step back from the office of president and continue to serve the board in a non-officer position. The board unanimously elected Chris Nugent to the role of president. Chris has led the incredible growth of our scholarship program and has ensured that 100% of funds are provided to deserving candidates wishing to pursue a career in aviation. Chris brings a host of leadership and aviation experience to the role, so please join me in giving him a warm welcome! I look forward to APA's continued success under his leadership.

Blue Skies,

*Brian*





# NEW VOLARE HANGARS FOR SALE @ PEGASUS AIRPARK

Arriving 3rd/4th QTR 2023



 **VolareEstates.com**  **623-277-0000**

## Why Choose Pegasus?

- Private Airpark, NO Ground Leases
- Buildouts & Storage Allowed
- Helicopters & Light Jets Allowed
- ±5,124 Ft Paved Runway (5AZ3)
- Low Cost Aviation Fuel for Owners
- Gated Custom Home Community
- Located in Town of Queen Creek ranked one of the best places to live in the USA!

## Our Hangar Difference

- Brand New With Warranties
- Premium Hydraulic Hangar Doors
- 120/208v 3 Phase Power
- Plumbing Stubbed to Units
- R24/R38 Insulation
- Large sizes from 60'x60' to 80'x80'
- 10 of the units have individual street access and can have residential/office buildout.



\*Renderings for illustration purposes only, final details may change.

# Executive Director's Report

Jim Timm — July 2023

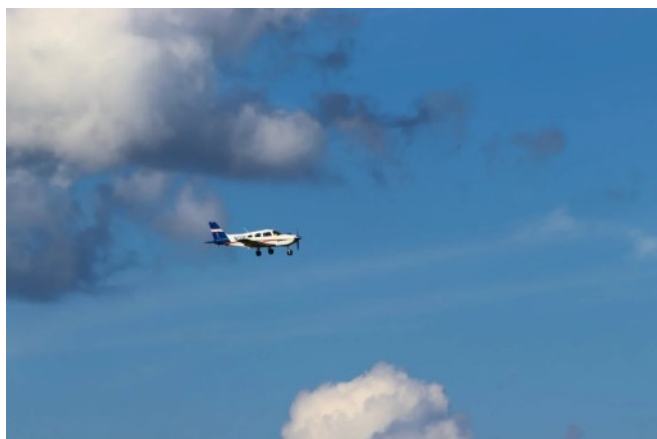


Well it's summer, and like it or not, it's hot. Yes, summer is here, and you have to get up really early to go flying to beat the heat. At least one of the small benefits is that the bugs don't seem to be much of a problem like they were a few months back. When I fly out for breakfast with friends in the morning, I've found that I don't want to waste any time getting in the air and getting home. While going to breakfast, the air can be quite smooth, but getting home can be another thing. If getting underway is delayed it has the potential for being a bit warm, and very bumpy. Now that we are into the warmer weather, I have to remember to take the "cool back" for my iPad. A few weeks back I forgot it and the iPad shut down because the sun was shining on it and it over-temped. These "cool backs" are a great invention. It's interesting how we adapt our operation to accommodate the changing weather. It would be interesting to know what unusual things pilots do in the colder climates to accommodate flying in the very cold weather.

Apparently, the FAA reauthorization bill which is being discussed in Congress is focusing on some issues of concern to the general aviation pilot. Specifically, ensuring that GA pilots can park their aircraft at fair and reasonable rates, without being required to pay for FBO services they never asked for or used. Apparently, a bill was introduced that would require federally funded public-use airports that impose fees, to provide fair and reasonable rates for parking transient GA aircraft and prohibit FBO's from charging pilots for services that they don't use. I'm certain that those of you who've traveled cross-country have experienced sky-high charges for services that you didn't use or need. This issue is long overdue, so let's see what finally happens.

## MISCELLANEOUS ITEMS

### FAA



You may recall that the present Acting FAA Administrator Billy Nolan plans to leave the FAA this summer, so as a replacement for Nolan, President Joe Biden has appointed Polly Trottenberg. Ms. Trottenberg has held a high-ranking job in the Transportation Department, and most recently has been a deputy to Transportation Secretary Pete Buttigieg. From what I have learned, she does not have an aviation background or experience in aviation issues. Presently the administration is conducting a national search for a nominee to fill the position of FAA Ad-





ministrator. I hope they find a candidate with an aviation background that can effectively deal with the aviation issues and challenges that the FAA presently faces.

Basic Med has recently been reviewed to answer the question, “has it really worked?” Basic Med went into effect in May 2017 with high hopes. A recent FAA review of the program reveals that some 40,000 pilots have taken advantage of it. But the report also shows that Basic Med hasn’t really revitalized aviation in ways that some had hoped for. While Basic Med may

have made it simpler to get your flight medical, it didn’t impact what I think may be the major issue deterring aviation, and that is the ever-increasing cost and complexity of flying.

## AIRSPACE

I’m not aware of any airspace changes, FAA regulation changes, or proposals for changes that would impact your flying activities, and I hope this status quo will continue.

While Advisory Circulars (ACs) are not regulatory, they are advisory in nature, and they are important in that they provide guidance to help pilots comply with regulations. Early this last June the FAA just updated AC 90-66C, Non-Towered Airport Flight Operations. This latest revision aims to mitigate midair collisions with new advice on straight-in approach procedures at non-towered airports. To mitigate the risk of a midair collision at a non-towered airport in other than instrument conditions, the FAA does not recommend that the pilot execute a straight-in approach for landing when there are other aircraft in the traffic pattern. The straight-in approach may result in a conflict with aircraft in the traffic pattern, and on base to final. As could be expected, this AC revision was the result of a recent number of midair collisions that had occurred at non-towered airports with the pilot making an extended straight in approach to the active runway.

Because of the density of traffic at some of our non-towered airports in the state the thought has been broached that perhaps we might consider a Remote Tower program for these busy sites if we can’t get a manned tower. The remote tower technology is reaching maturity and is becoming operational in Europe, Asia, and Canada. But unfortunately, in the U.S., one of two remote tower programs is being shut down by the FAA, and the other has received a stop-work order. Apparently, part of the problem has been inadequate visual acuity. I would hope the FAA can get the problems resolved and get the remote tower program in operation.

## SAFETY

While the pilot deviations were down this time it should be noted that the reporting period was a week shorter than usual because of FAA SDL FSDO scheduling issues. The next pilot deviation report will therefore be a week longer than usual, and as a re-





sult, the number of deviations will also be a bit greater. Once again, I'm not sure what is going on in the cockpit when I see some of the deviations that are happening. At times, pilots seem to forget where they are, or what type of airspace they are about to enter, and what is going to be required of them. I just wish pilots would listen more carefully to ATC instructions, and then adhere to them. If you can't comply, immediately tell the controller why. When flying in controlled airspace, a pilot shouldn't get creative, but tell ATC first before you do something that differs from the instructions given. Always know what type of airspace you are flying in and know what the controller may be expecting of you. Always fly with care and forethought, and don't commit a deviation.

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

3 IFR Deviations	No Brashers
3 Class Bravo Deviations	1 Brasher
1 Class Delta Airspace Deviations	No Brasher
1 ATC Instructions	No Brasher
2 Runway Incursions	No Brashers
2 Wrong Surface Landing	No Brashers

For the details of these deviations see my Pilot Deviations Report located elsewhere in this newsletter.

In this past reporting period general aviation safety was not the best because of the number of aircraft accidents and incidents that had been reported, and unfortunately, at the end of the report there is an accident reported that resulted in two fatalities.

For the details of these accidents and incidents see my Accident/Incident Summary Report located elsewhere in this newsletter.

Members, please continue to send accident information to [jtimmm@azpilots.org](mailto:jtimmm@azpilots.org) with the date, location, aircraft make, and type, if anyone got hurt, and with as much detail as possible. Thank You.

In this past reporting period, the FAA did report one Near Mid Air Collision. The incident happened on May 31 near Sky Harbor (PHX) when the pilot of a Piper PA28-181 contacted the tower and advised that they had to take evasive action to avoid a collision with a Beechcraft King Air. At the time of the incident neither aircraft were RADAR identified, and both aircraft were flying VFR.

## CONSTRUCTION

It seems like most of the airports around the state are having construction or repair projects underway or planned. Unfortunately, we don't have any specific



details of all these projects, but we certainly suggest that you always check for NOTAMS at your destination airport so you don't have a surprise when you arrive.

APA is always working with 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.



### THINGS TO DO - PLACES TO FLY FOR BREAKFAST:

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

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

The Falcon Field Warbirds Squadron had a fly-in breakfast on the third weekend of the month, but has ceased until next October.

Grapevine is open full time, but the third Saturday camping and cookouts have ceased until fall. 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.

When you fly to any of these venues, be sure to look for the Fly Arizona Passport Placard at the restaurant, or at the airport terminal. Scan the placard with your smart phone to get credit on the passport program for being there.



**Check with the APA Getaway Flights program and online calendar for fun weekend places to fly.**

*Jim*



### CFII Accepting New Students

Contact: Patrick Williams

(480) 737-5999

Email: [pwilliamsaz@gmail.com](mailto:pwilliamsaz@gmail.com)



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

Contact: Steve Huff

Email: [learaviator@yahoo.com](mailto:learaviator@yahoo.com)

**CLASSIFIEDS**



# 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*



# 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
<b>APA Member Services Volunteers Needed!</b>	Mailing Donor Thank You Cards Mailing Membership Cards and a Welcome Letters Clothing Store Inventory and Shipping Orders	Stefanie ( <a href="mailto:stef@azpilots.org">stef@azpilots.org</a> )
<b>Day Trips Volunteer Needed!</b>	Coordinating fly-in destinations or day trips	Brian ( <a href="mailto:brian@azpilots.org">brian@azpilots.org</a> )
<b>Grapevine Monthly Camping Weekend</b>	<b>April '23 (Apr. 14 &amp; 15)</b> Jim Knapp & Stella McCray	Leanne ( <a href="mailto:leanne@azpilots.org">leanne@azpilots.org</a> )
<b>Windsock Maintenance Volunteers Needed!</b>	Buzzards Roost (Windsock Only)	Complete Thanks Dave Lenz & Team!
	Pleasant Valley Young (24AZ) (Base, Pole & Windsock)	In Work ( <a href="mailto:pleasantvalley@azpilots.org">pleasantvalley@azpilots.org</a> )
	Vulture Mine (pretty bad shape needs a drag)	Tommy Thomason ( <a href="mailto:vulturemine@azpilots.org">vulturemine@azpilots.org</a> )
<b>Airstrip Maintenance Volunteers Needed!</b>	Red Creek (OK shape needs east end rock walls)	Tommy Thomason ( <a href="mailto:redcreek@azpilots.org">redcreek@azpilots.org</a> )
	Double Circle Ranch (Airstrip Shoulder Mowing - Help Needed!)	In Work Thanks to Josh Leavitt and the Bryce Families! ( <a href="mailto:doublecircle@azpilots.org">doublecircle@azpilots.org</a> )
	Forepaugh (General Strip Maintenance)	Kit Murphy ( <a href="mailto:forepaugh@azpilots.org">forepaugh@azpilots.org</a> )

## 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](mailto:bob@flightskills.com)

## ISO Partnership Tucson Area

Looking for a Partnership in Columbia/Cirrus

Contact: Michael Hutchinson

(831) 776-2210

Email: [hutchinson93922@gmail.com](mailto:hutchinson93922@gmail.com)

# 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**



## Amazing Fixed-Base Simulator for Rental

Price: \$ 70  
Contact: Randy Brooks  
(480) 466-5908

[randall.brooks@apstraining.com](mailto:randall.brooks@apstraining.com)

## Redbird LD Flight Simulator Rental at Chandler Air Service

Price: \$70.00  
Call: (480) 093-6420  
Email:

[fly@aerobatics.com](mailto:fly@aerobatics.com)





## Fly the Aircraft First

The FAA and industry will conduct a public education campaign emphasizing the necessity for pilots to maintain control of their aircraft at all times.

**Outreach Month:** July 2023

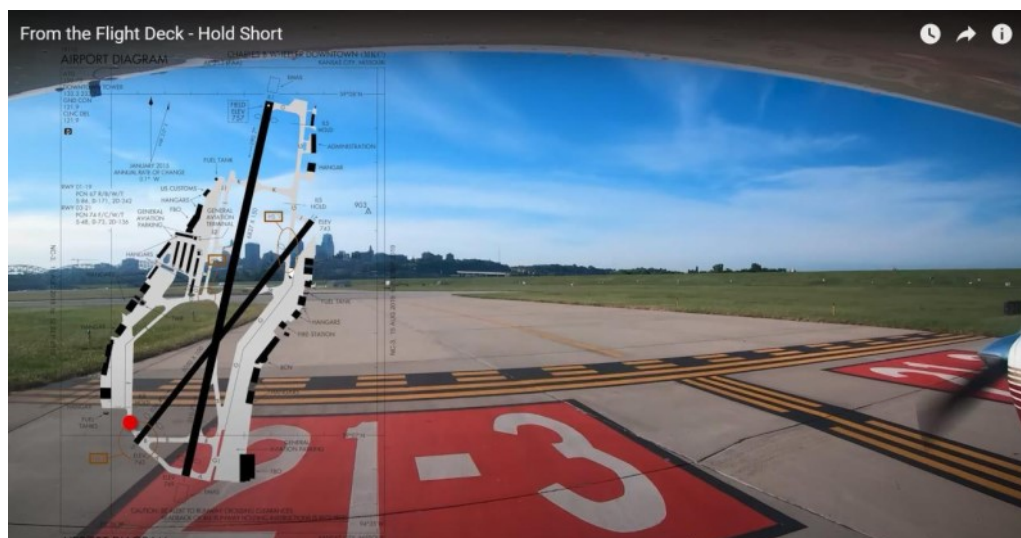
**Topic:** Fly the Aircraft First

**DOWNLOADS:**

[PowerPoint Presentation Slides...](#)



**Hold Short:** Crossing or entering a runway without appropriate clearance is a serious issue at many airports. Pilots are instructed to taxi to a runway or a specific spot on the airport and may have been instructed to "hold short" of the runway but they cross it anyway. This video will help you avoid hold short dangers.



<https://www.youtube.com/watch?v=hvmVmu4o470>

Aerofair 2023 Sponsorship Contact  
Jim McGarvie / [jim@mcgarvie.us](mailto:jim@mcgarvie.us) / 619-890-7340

# OCT 21, 2023

10AM - 2PM AT THE PAYSON AIRPORT



## PAYSON AEROFAIR



**FREE ADMISSION!**

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

## PAYSONAEROFAIR.COM

**AVIATION EDUCATION**



Proudly sponsored by the Town of Payson,  
The Payson Pilots Association and other businesses.





---

## Day Trip Activities

---

by Mike McCann

Greeting fellow APA members. My name is Mike McCann. My wife, Kim and I own an RV-9A and a Pulsar (both based at DVT). Much of our flying consists of morning or day trips throughout AZ and the Southwest so I was happy to volunteer to coordinate APA's "day trip" activities.

My intent is to offer fun destinations mainly focused on AZ and occasionally the adjoining states. I'll try to have an interesting activity at each destination and always a good place to eat. Here's some initial destination ideas for day trips:



- Bar 10 Ranch on the northern edge of the Grand Canyon (1Z1).
- Titan Missile Museum (via Tucson International Airport).
- Monument Valley
- Grand Canyon
- Tombstone
- Big Bear, CA
- Palm Springs, CA
- Marble Canyon

The only exceptions to this will be during the heat of summer when afternoon flights back to Phoenix are often bumpy, hot and unpleasant. While we could wait until Fall to start our day trip activities, I thought it might be more fun to simply schedule a couple breakfast flights which will allow everyone to return back to Phoenix by late morning. Heading north to Arizona's high country will be a great way to cool off (for a few hours at least). Some initial summer breakfast destinations include:



- Seligman (P23) & West Side Lilo's Café
- Kingman (IGM) & The Kingman Airport Café
- Holbrook (P14) & Bienvenidos Restaurant

All the above are some initial ideas, but I'd very much like to get your ideas and feedback. Please email me at [day-trips@azpilots.org](mailto:day-trips@azpilots.org) and let me know your thoughts and ideas. Also, I'd like to get feedback from members on their preferred days of the week for flying (mainly "weekend" vs.



“weekday”). We can accommodate both if there’s sufficient interest. Lastly, would you be willing to take a passenger if you have an open seat? For varying reasons, some of our pilot friends may be without a plane, but would love to participate in an outing. It would be great to offer some open seats for others to join us.

Thanks in advance and I look forward to our future outings.

Mike



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

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

[PhotosHappen.com](http://PhotosHappen.com)

Air-to-Air Photography

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

Karyn F. King

[PhotosHappen@aol.com](mailto:PhotosHappen@aol.com)

(206) 795-2796

### ***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](mailto:rick@azpilots.org)

**Sling TSI empennage kit**

Contact: Carry

[tonrayb@gmail.com](mailto:tonrayb@gmail.com)

**CLASSIFIEDS**



## **Flight Physicals**

Goodyear, Arizona

Phone: 623-469-4688

[www.thepilotclinic.com](http://www.thepilotclinic.com)



Use the QR code to

**Schedule your flight physical online**



# **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**



## OH, THOSE PESKY STALLS

**By Howard Deevers**



As we all know, early into our aviation training, our instructor introduced us to stalls. So often I have been asked, “What happens when the engine stalls?” Of course, that opens up a discussion on what a “stall” really is.

Naturally, the new student, or just interested person, is equating the airplane with a car. Now we need to explain that an airplane *is not* a car, and the term STALL has a totally different meaning.

When an auto engine stalls or just quits, you move to the side of the road and troubleshoot the problem, out of gas? (Or maybe amps in today’s cars?) Ignition problems? Call AAA?

When we apply the term STALL to an airplane it has nothing to do with the engine. We mean that the airplane is no longer generating lift, and will not fly, at least not the way we want it to. This subject is much more complicated than a one sentence definition.

This is when the stall lessons begin. By this time, we know that an airplane cannot fly without lift. And a short ground lesson on the physics and lift should be in order. Some students get lost in the details right about here. After all, I only want to learn to fly, not take a college level course in physics. Again, the instructor will review the principals of an aerodynamic stall, demonstrate them, and teach how to recover from a stall.

The Airman Certification Standards (ACS) has very precise requirements for stalls – power on – power off – and others, and how they must be demonstrated by the applicant. With the ACS more exacting demonstration of stalls were required for private pilot applicants. Risk elements were also added for each task in the ACS.



After the stalls are over with, a big sigh of relief comes from the student. Also, the thought that I won’t have to do that again except for a flight review in two years. Here, the instructor thinks, “I hope he/she got it!” How do we know if they didn’t get it? Reading accident reports will tell us a lot about pilots that didn’t get it. The NTSB will call it pilot error. A classic example is a pilot departing an airport, developing engine problems, then trying to turn around and make it back to the airport, and ends up



“

Reading accident reports will tell us  
a lot about pilots that didn't get it.

”

in a pile of unusable airplane parts. We hope the pilot survives, but all too often the results are not that good.

No discussion about stalls would be complete without the understanding of Angle of Attack. Another physics lesson to be sure, but so important. Understanding that any airplane that exceeds the critical angle of attack will stall at any altitude, any airspeed. The critical angle of at-

tack is where the airflow separates from the wing causing lift to be degraded. This can happen even when the nose of the airplane is below the horizon, which is something most pilots have never seen.

Fortunately for us, technology is at work to help us out. An Angle of Attack indicator can be installed in just about any airplane and may come as standard equipment in some newer airplanes. These AOA indicators give the pilot a visual indication about how much lift is being generated in just about any attitude. A simple color bar from green to red is placed within view of the pilot. Many pilots who install one of these are surprised to find out just how close to a stall they come during a turn to final in a pattern. The AOA is a useful instrument and not very expensive. Have the AOA instruments saved any pilots from crashing? We don't know, but sure do hope so.

If technology alone could solve the stall problems, there would be fewer accidents for sure. But training is still the answer. Few of us like stalls. I remember *NOT* liking stalls as a student. But over time I understood them better and now address the stall in training as a necessary and useful way to understand flying even more than just the basics needed to pass a check ride.

During training, the instructor will tell you in advance that we are going to do stalls. We also have to demonstrate unusual attitude recovery. Both of these events are brief, and the student knows in advance that they must do these to pass a check ride. However, in real life flying, stalls and unusual attitudes are never anticipated, and may not be so brief either, catching the pilot by surprise. Only a well-trained pilot will be able to react quickly and correctly to get out of those situations.

There are aviation schools in Arizona that specialize in upset recovery and can help make you a safer pilot. Almost any good instructor should be able to explain “those pesty stalls” and help you to understand and recognize the situations and how to avoid them or get out of them if needed. On your next flight review, ask the instructor to give you a bit more training on pesty stalls. It could save your life.

Your ARIZONA PILOTS ASSOCIATION presents safety seminars all over the State for free. Check the website for a location near you, and earn another phase of the WINGS. 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](http://www.arizonasportplanerepair.com)

### ISO Cirrus for Rent

Contact: Kay  
(602) 820-6286

Email: [kacorbin@post.harvard.edu](mailto:kacorbin@post.harvard.edu)



**CLASSIFIEDS**

### Eliminate Batteries in ANR Headset

Price: \$35.00

Jake McKernan

Email: [jake.mckernan@cox.com](mailto:jake.mckernan@cox.com)

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

[newsletter@azpilots.org](mailto:newsletter@azpilots.org)



**Steven D Huff**  
Designated Airworthiness Representative

---

*Imports, Exports, Special Flight Permits*  
*Field Approvals, 8130 Tags, Airworthiness Certifications*

[learaviator@yahoo.com](mailto:learaviator@yahoo.com)  
602-390-4246

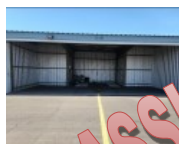
I am a DAR-T and work in Buckeye (10AZ) all week. I am able to do Field Approvals, Ferry Permits, Airworthiness Certification for Standard and Experimental aircraft, 8130 tags, Export Certificates of Airworthiness Certificates and Replacement Airworthiness Certificates. I am open to all ideas for Field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

Steven Huff [learaviator@yahoo.com](mailto:learaviator@yahoo.com) 602-390-4246

### Hangar for Rent Glendale Airport

Contact: Michael Haubrich  
(262) 672-1956

Email: [skyboundaz@gmail.com](mailto:skyboundaz@gmail.com)



**CLASSIFIEDS**

### 1956 Cessna Straight-Tail 182

Contact: Ron Orozco  
(520) 609-5026

Email: [ronorozco@energiatotal.com](mailto:ronorozco@energiatotal.com)

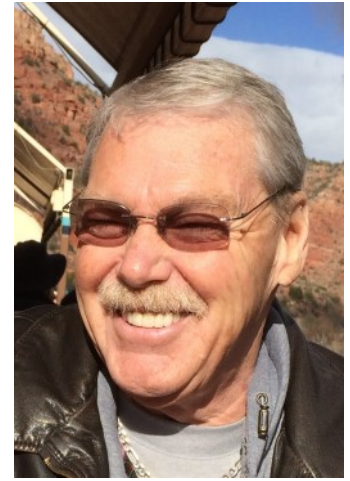






# ***GAARMS REPORT JULY 2023***

***By Fred Gibbs***



*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.*

## ***A short discussion on wind regarding operating up here in Flagstaff.***

This year there have been numerous high wind events — several Haboobs in Arizona, a Derecho in the Midwest, and, good grief, the wind-driven fires in California, Oregon, and Colorado... and then there were the terrible fires in Canada and the associated wind-driven smoke events along the East coast. There were also unusual windstorms that caused major dust storms, flipped airplanes, and uprooted trees in Washington, Idaho and Utah.

Crazy and weird wind events happen, but extreme wind events induced by the added energy from a warming atmosphere are beginning to seem like the new normal. Whether or not you agree with that view, that is, climate change driven events, you would probably agree that windstorms demand their own risk management considerations. Sure, the weather outside your window is beautiful: Clear as a bell and unlimited visibilities. A perfect VFR day. What a great day to go flying – until you step outside and nearly get blown over by the wind! Checking weather is, oh, so much more than just looking at sky conditions and visibilities. Up here in Flagstaff, it is almost always good VFR according to the sky and visibility conditions, but strong winds, including strong crosswinds, and the associated Low Level Wind Shear Alerts all day long, can make flying, and especially the landing part of flying from quite interesting all the way up the spectrum to flat out dangerous and way beyond your personal minimums and the aircraft's capabilities!



## **WINDSHEAR**

So just what is inferred by the statement on the ATIS or stated by the tower controller? Well, here in Flagstaff, the Low-Level Wind Shear (LLWS) alert is usually issued when wind gusts exceed more than 10kts more than the steady state wind value, but is often subjective, but usually confirmed by almost everyone landing that day! It also can be triggered when a pilot advises the tower of rough turbu-



lence and 10 or more kts of fluctuation in approach speed(s) down the final approach path. And, as a side note, here in Flagstaff, pilots often advise the tower that the winds right about treetop level really get crazy wild, and the windsock at the end of the runway where they are turning off the runway is totally opposite of the windsock in the approach zone when they were in the landing flare!!

Obviously, the worst place to encounter windshear is near the runway at a non-towered airport, devoid of all possible alerting capabilities. Fortunately,

many airports now have weather reporting via ASOS, which does give you minute-by-minute weather, including the wind. But a note of caution here: The winds are not current but are derived from an average of what the winds have been over the past 10 minutes, updated every minute. It is, however, relatively accurate, and can give you a good indication of the wind conditions at the airport. If other traffic is operating at that airport, a request for a PIREP can do wonders to answer your concerns.

At a towered airport, the tower (almost) always provides you with the current wind conditions with your landing clearance from (usually) a center field direct-reading wind indicator system. Again, just a note: the wind at center field may not be the wind either on the approach lane or the touchdown zone of the runway.

On an approach during a wind event, one sign you might be in for low-level windshear is when your crab angle on final approach is exaggerated or perhaps out of sync with the reported surface wind. Glass cockpits or your trusty EFB may display in real time the winds you are experiencing. When your reported or calculated wind direction is significantly different from the reported wind speed and direction on the ground, plan on encountering some windshear.

Now, a significant point! You are also particularly vulnerable during departures, a critical time period and portion of flight involving several critical operational environments and constraints. You are at full power with no reserves to tap into if you encounter an overwhelming downdraft; you are at a higher angle of attack and slower speed while in proximity to the ground (and obstructions); and you will be at your highest trip weight, which saps climb rate performance. This is not the leg of flight nor the time you want to encounter a violent downdraft or a side gust pushing you off the center line and toward obstructions. Departures into high wind conditions, if you decide to go, require your total focus, your A game, and a very honest assessment of your personal minimums.

When to fly north to Flagstaff, and as you approach and/or encounter the Mogollon rim, take notice of the big invisible WTF (Welcome to Flagstaff) billboard associated with the visible and very physical rough seat-of-the-pants introduction to our turbulence.

**WELCOME TO FLAGSTAFF WHERE  
FLYING IS ALWAYS A THRILL!!**





## **QUIZ of the MONTH:**

1. *I fly out of a high-altitude, tower-controlled airport where Density Altitude is almost always an issue (except in the dead of winter). The tower makes an ATIS broadcast every hour it is open, but never tells me the Density Altitude, only to check Density Altitude. Why don't they just put the Density altitude on the ATIS?*
  - a. *They really don't know what it is*
  - b. *They are not allowed to*
  - c. *The ATIS system has no computer field to let them do it*
  - d. *Who cares, It does not really impact me anyway!*
  
2. *What does the \$ (Dollar sign) in the remarks section of a METAR mean?*
  - a. *The airport is still paying for the AWOS/ASOS system?*
  - b. *The airport is charging the airport tenants for the AWOS/ASOS system?*
  - c. *The AWOS/ASOS needs expensive repairs*
  - d. *The AWOS/ASOS needs some maintenance*
  
3. *What is the difference between a C140 and a C141?*
  - a. *Same model except one is fabric and the other is aluminum*
  - b. *Same model, C140 is 100HP and the C141 is 120HP*
  - c. *The ain't no such thing as a C141*
  - d. *You gotta be kidding me, right??*
  
4. *OK, you have just passed your commercial pilot check ride - OOHRAH!! You landed a job flying right seat in a Pilatus PC-12NG, You are in 7<sup>th</sup> heaven, enjoying the view out the right window when the captain leans over and asks you what is ISA at our altitude, FL180? Huh?*
  - a. *You say "I dunno, never heard of it."*
  - b. *Hmmm, let me look in the POH.*
  - c. *You say, "sure, I got this 'cause I know exactly what you are asking me."*
  - d. *"if I told you I would have to shoot you!."*
  
5. *OK, we all know what the stratosphere is, we know what the troposphere is, but what the heck is the tropopause?*
  - a. *The top of the stratosphere*
  - b. *The base of the stratosphere*
  - c. *The top of the troposphere*
  - d. *The boundary between the top of the earth's atmosphere and space*

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

## SAFETY PROGRAMS

Simply log on to the Internet and go to [WWW.FAASAFETY.GOV](http://WWW.FAASAFETY.GOV), click on “Seminars” and start checking for any other upcoming seminars. 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, “The Aging Pilot”, Radio Phraseology, or my newest one on LIFR approaches, which discusses the how’s, why’s, and pitfalls of shooting an approach all the way down to minimums and missed approaches, simply call or text me at 410-206-3753 or email me at either [fredgibbs@azpilots.org](mailto:fredgibbs@azpilots.org) or [fredgibbs@npgcable.com](mailto:fredgibbs@npgcable.com).

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



*answers: 1– b. The FAA’s Air Traffic Control handbook spells out the requirements and limitations regarding ATIS procedures and dates back before ATIS and dictates what can be put onto the ATIS broadcast and DA is not one of the requirements. I guess you could surmise that DA calculations are a pilot responsibility, not ATC’s. Now, having said all that, Tower does have the DA right at their fingertips on the ASOS computer screen display in the cab, so if you want, simply ask them for it.*

*2- d. YUP, system needs some maintenance.*

*3- d. Ok, here ya go –*

*This is a C140 –*



*This is a C141. See the difference?*



*4- c. ISA is the abbreviation for International Standard Atmosphere. ISA at FL180 is 500mb pressure and approximately negative 21 degrees Centigrade.*

*5. a. The Tropopause is the boundary between the stratosphere and the troposphere. It is also generally where the JET stream runs.*



# JOIN THE CLUB!

CALL US AT 480-605-1989!



# \$999

## Unlimited Simulator Time

Pilots – Is your New Year's Resolution to get your Instrument Rating?

Unlimited Garmin G1000 NXi Simulator time now available for a fixed, firm price of \$999 at Aerial Engagement in Scottsdale, AZ!

Reservations required, subject to availability.



***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!!!***



**Fly a Helicopter!**

Price:\$ 330.00

## CLASSIFIEDS

**Fly Loops and Rolls!**

Price:\$ 220.00



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

# June Aviation Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents and incidents that have occurred in Arizona from mid-May thru June. We hope to use the following detailed accident information to develop safety programs and briefings to 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 too good because the number of accidents/Incidents are a bit high, and we had one accident near the end of the reporting period that resulted in two fatalities.

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 suites our purpose of trying to get an idea of what is happening out there so we can help make flying safer.

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

Date: May 24, 2023

Source: ASN, FAA, APA Member

Location: Tucson (TUS)

Type: Cessna 177 Cardinal

Injuries: 1 Serious Injury

## LOSS OF CONTROL AFTER TAKEOFF

The Cessna Cardinal sustained substantial damage when it crashed during takeoff from Tucson International (TUS). It was reported that the pilot was going to a nearby practice area, and during the departure the aircraft appeared to be climbing very slowly. The pilot reported to the tower that the aircraft was not achieving the desired climb out performance, and it was suggested he should consider returning to the airport. While maneuvering to return to the airport the pilot lost control of the aircraft and crashed. There was speculation that the engine may have recently been overhauled.

Date: May 24, 2023

Source: ASN, FAA

Location: Casa Grande (CGZ)

Type: Cessna 172S Skyhawk

Injuries: 2 Uninjured

## LOSS OF CONTROL LANDING

The Skyhawk departed Chandler Airport, and

during its landing at Casa Grande Municipal Airport it reported a partial power loss. It was substantially damaged when it veered off the runway and struck a fence and a tree.

Date: May 25, 2023

Source: FAA (Incident)

Location: Prescott (PRC)

Type: Cessna 172

Injuries: Unknown Uninjured

## RUNWAY EXCURSION

The Cessna was cleared for a touch-and-go, but when the aircraft landed it maneuvered off the runway into the grass and came to a stop. Airport operations were suspended, and an airport operations vehicle inspected the runway and reported no damage. The airport vehicle followed the aircraft to the ramp and reported no damage to the airplane.

Date: May 30, 2023

Source: FAA (Incident)

Location: Goodyear (GYR)

Type: Cirrus SR22

Injuries: 3 Uninjured

## RUNWAY EXCURSION



When the Cirrus landed the brakes locked up and the airplane exited the runway, hit a runway light, and went into the grass. There was no reported damage to the airplane.

Date: June 3, 2023  
Source: FAA, ASN, NTSB  
Location: Prescott (PRC)  
Type: Cessna 172S Skyhawk  
Injuries: 2 Uninjured

### **LOSS OF CONTROL LANDING**

While landing, the aircraft stalled during the flare, and the wing struck the runway which resulted in substantial damage.

Date: June 4, 2023  
Source: ASN, FAA  
Location: Tucson Ryan Field (RYN)  
Type: Piper PA28-181  
Injuries: 1 Uninjured

### **GROUND COLLISION WHILE TAXIING**

A Piper PA-28-181 Archer III, and a Hatz CB-1 experimental plane were involved in a ground collision at Tucson-Ryan Field (RYN), Tucson. The sole pilots onboard each aircraft were not injured. The CB-1 sustained prop strike damage, and the Piper PA28 sustained prop strike damage to the wing.

According to the FAA, the Piper crossed the hold short line and struck the CB-1 while both planes were taxiing. Based on ADS-B data of the Piper, the collision occurred on taxiway B4, after the Piper landed on runway 6R.

Date: June 7, 2023  
Source: FAA (Incident)  
Location: Deer Valley (DVT)  
Type: Aero L39  
Injuries: 1 Uninjured

### **CANOPY SEPARATION**

While taking off, on the departure roll the pilot reported the canopy had separated from the aircraft.

Date: June 10, 2023  
Source: ASN  
Location: Apache Junction  
Type: Socata TB30 EPSILON  
Injuries: 2 Fatal

### **CONTROLLED FLIGHT INTO TERRAIN**

The accident aircraft was part of a three-ship formation that departed on a local flight out of Mesa-Falcon Field (FFZ) and impacted terrain in the Superstition Mountains. One of the other aircraft in the formation was also a Socata TB30 EPSILON.

---

---

## **A Few Words About Safety**

**Denny Granquist**

“

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

*“The more I trim the smoother the ride.”*

”

# May-June 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.

In the reporting period from May 12 through June 8 there were twelve pilot deviations reported by the FAA SDL FSDO office. It should be noted that this reporting period is one week shorter than usual because of FSDO scheduling issues. As a result, the next report will cover a one week longer reporting period, and hence a possibly longer deviation report.

These deviations were committed by pilot certificate levels ranging from Private through Commercial/CFI. Of these twelve deviations reported, there was a need to issue only one Brasher. In this period's report there were also five out-of-state pilots that committed deviations.

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 information and their thoughts for 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 should never be creative, but talk to ATC before they do something that differs from the instructions given. Pilots must always be aware of what type of airspace they are flying in, or may be about to enter, and know what may be expected of them. Please fly with care and forethought.

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

3 IFR Deviations	No Brashers
3 Class Bravo Deviations	1 Brasher
1 Class Delta Airspace Deviation	No Brasher
1 ATC Instructions	No Brasher
2 Runway Incursions	No Brashers
2 Wrong Surface Landing	No Brashers

The details of the deviations this month are as follows:

## IFR DEVIATION

5/11 IFR Route  
Private Pilot (Foreign Based)  
Albuquerque Center (ZAB)

The aircraft had been cleared via after HOGGZ, the HYDRR1 to PHX. Just after passing HOGGZ, the center controller observed the aircraft to be turning about 20 degrees north of course. The controller quickly turned the aircraft back to the south. This turn prevented the air-

craft from entering restricted area R2307, however the aircraft did violate the 3 mile protected airspace of the area. The pilot made an unauthorized turn direct HYDRR instead of staying on the HYDRR1 route. The event occurred near Roll, in Yuma County. A Brasher was not issued.

5/28 IFR Route  
Private Pilot  
Out of California  
Phoenix TRACON (P50)



When departing Scottsdale (SDL), the pilot deviation was reported by the Phoenix TRACON when the Cirrus turned away from his assigned heading without authorization.

5/29 IFR Standard Instrument Departure (SID)  
Private Pilot  
Out of California  
Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the Columbia 400 did not fly the published departure procedure. The Columbia departed Phoenix Deer Valley Airport (DVT) on the DVT2 departure and instead of turning left on PXR VORTAC Radial-336, the aircraft stayed on the runway heading.

### CLASS BRAVO AIRSPACE DEVIATION

5/12 Entering Class Bravo Airspace Without Approval  
Private Pilot  
Phoenix TRACON (P50)

The Beechcraft departed the Chandler Municipal Airport (CHD) northbound and entered the Phoenix Class B Airspace without first contacting the Phoenix TRACON and getting permission to enter. The Phoenix TRACON controller had to stop the descent of an inbound airliner to provide the required 1000 feet separation and began tracking the errant aircraft. The Beechcraft exited the Class Bravo airspace to the north and continued its flight to Prescott. The Prescott tower controller issued a **Brasher** to the pilot.

6/1 Entering Class Bravo Airspace Without Approval  
Private Pilot  
Out of Oklahoma  
Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the aircraft entered the Phoenix Class Bravo Airspace without prior approval.

6/3 Entering Class Bravo Airspace Without Approval  
Private Pilot  
Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON when the Piper Aerostar entered the Phoenix Class Bravo Airspace without authorization. There was no loss of aircraft separation.

### CLASS DELTA AIRSPACE DEVIATION

5/12 Entering Class Delta Airspace Without First Establishing Communication  
Private Pilot  
Phoenix Deer Valley (DVT)

The Cirrus entered the Deer Valley (DVT) Class Delta Airspace from the east on a heading of 270° at 3500'. The Cirrus transitioned through the entire Delta Airspace without establishing Communication with DVT. The Cirrus did become a conflict with another aircraft prompting the south controller to issue multiple traffic calls for an experimental that was departing DVT southbound. The Cirrus exited the airspace to the west without further incident. A Brasher was not issued.

### ATC INSTRUCTIONS

5/5 Failure to Follow ATC Instructions  
Private Pilot  
Phoenix Deer Valley Airport (DVT)

The pilot deviation was reported by the Phoenix TRACON when the Cirrus departed on RWY 7 at DVT and was issued instructions to fly runway heading. The Cirrus executed the DVT2 departure instead of the runway heading instruction.

### RUNWAY INCURSION

5/6 Entering A Runway Without Authorization  
Commercial Pilot  
Out of Iowa

## Mesa Falcon Field (FFZ)

The pilot deviation was reported by FFZ when a Cessna 441 entered the runway without ATC authorization while a Cessna 172 was on short final for the same runway.

6/4 Entering A Runway Without Authorization  
(The FAA also reported this in their Accident Report)  
Unknown Pilot Certification  
Tucson Ryan Field (RYN)

A Piper PA-28-181 Archer III, and a Hatz CB-1 experimental plane were involved in a ground collision at Tucson-Ryan Field (RYN), Tucson. The sole pilot onboard each aircraft were not injured. The Hatz CB-1 sustained prop strike damage, and the Piper PA28 sustained prop strike damage to the wing.

5/26 Landing on The Wrong Surface  
Commercial/CFI  
Chandler Airport (CHD)

The Controller had cleared the PA28 for a touch and go to Runway 22R. The read back was correct. The PA28 lined up for Runway 22L and the controller instructed them to go around. The PA28 did not read back the go around instructions and did not commence a go around. The PA28 conducted a touch and go to Runway 22L. No other traffic was involved.

6/4 Landing on the Wrong Surface  
Commercial Pilot  
Out of Oregon  
Mesa Falcon Field (FFZ)

The Piper was cleared for a touch-and-go on Runway 4L at FFZ, however, they aligned with and executed a touch-and-go on Runway 4R. No other aircraft were involved.

## WRONG SURFACE LANDING

---

# Fatal Accident Review

---

By Fred Gibbs

*I am saddened to report that we have had our first fatal accident of the year. Our outstanding safety record here in Arizona was shattered by the fatal crash on Saturday, June 10<sup>th</sup> in the Superstition mountains in which both occupants were fatally injured.*

*According to the information I got (NOT from the NTSB database), the aircraft was part of a flight of 3 aircraft that departed out of Falcon Field/Mesa heading to Payson when the crash occurred. There were 2 fatalities associated with the crash. I do not know if both were pilots or members. The NTSB is investigating the crash.*

*My latest query into the NTSB database, as of June 20<sup>th</sup>, shows just this one fatal accident in Arizona since January 1st of this year. That is still a great statistic, making it through the 1st half of 2023 with only one fatal accident and 2 fatalities.*

*Furthermore, for the same time period as above, the NTSB database only shows 7 other accidents, 6 aircraft and one helicopter, all non-fatal, across the state. Yes, we still have our share of fender-benders, aka incidents, but not big-time accidents. That is another good sign we are operating very safely.*

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



AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
<b>Big Springs Airpark</b>	Prescott	12	
Mgr: Peter Hartman (928) 626-7207			
<b>Castle Well</b>	Morristown	8/11	
Mgr: Gerald DaFoe (810) 516-9122			
<b>Eagle Roost Airpark</b>	Aguila	85 / 115 (5 acre lots)	
Mgr: John Greissing (928) 685-3433			
<b>Flying Diamond Airpark</b>	Tucson	20/97	
Mgr: Lou Cook (520) 399-3879			
<b>Flying J Ranch</b>	Pima	2/ 28	
Mgr: Howard Jenkins (928) 485-9201			
<b>Hangar Haciendas</b>	Laveen	39 lots w/sep taxi ways	
Mgr: Scott Johnson (602) 320-2382			
<b>High Mesa Air Park</b>	Safford	/19 (2.5 acre lots)	
Mgr: Phil DiBartola 928-428-6811			
<b>Inde Motorsports Ranch Airport</b>	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	
Mgr: Britney Kirk (520) 384-0796			
<b>Indian Hills Airpark</b>	Salome	75	
Mgr: Gerry Breeyear (928) 916-0608			
<b>La Cholla Airpark</b>	Oro Valley	122	
Mgr: Larry Newman (520) 297-8096			
<b>Mogollon Airpark</b>	Overgaard	60	
Mgr: Sherry admin@mogollonairpark.com			
<b>Montezuma Heights Airpark</b>	Camp Verde	43/44	
Dr. Dana Myatt (602) 888-1287			
<b>Moreton Airpark</b>	Wickenburg	2	
Mgr: Daniel Kropp (602) 315-0323			
<b>Payson Airpark</b>	Payson	40+	
Coord: Dennis Dueker (928) 472-4748			
<b>Pegasus Airpark</b>	Queen Creek	15/40	<b>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
Mgr: Jack @ 1st Svc Res (480) 987-9348			
<b>Pilot's Rest Airstrip</b>	Paulden	4/25	
Resident: Carol 661-733-2247			
<b>Ruby Star Airpark</b>	Green Valley	13 / 74	
Mgr: Wendy Magras (520) 477-1534			
<b>Valley of the Eagle (Sampley's) Airpark</b>	Aguila	30	
Mgr: Jerry Witsken (928) 685-4859			
<b>Skyranch at Carefree</b>	Carefree	20	<b>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
Mgr: Tommy Thomason (480) 488-3571			
<b>Stellar Air Park</b>	Chandler	95/105	<b>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
Mgr: SRUA, Inc. (480) 295-2683			
<b>Sun Valley Airpark</b>	Fort Mohave	55/107	
Mgr: Jim Lambert (928) 768-5096			
<b>Thunder Ridge Airpark</b>	Morristown	9/14 (on 160 acres)	
John Anderson janderson72j@gmail.com			
<b>Triangle Airpark</b>	White Hills	115 acres	
Mgr: Walt Stout (702) 202-9851			
<b>Twin Hawks</b>	Marana	2/40 (4 acre lots) on 155 acres	
Mgr: Tim Blowers (520) 349-7677			
<b>Western Sky</b>	Salome	all 200 acres for sale	
Mgr: Mr. Hauer (877) 285-0662			
<b>Whetstone Airpark</b>	Whetstone	5 / 12	
Mgr: Brian Ulmer (520) 456-0483			



## APA Website

Please visit our website for the latest information.

[www.azpilots.org](http://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](mailto:Webmaster@AZPilots.org)

## Newsletter Contributors

Article Deadline

20<sup>th</sup>

submit articles

25<sup>th</sup>

advertisements

Contact the newsletter editor, Cathy Paradee:

[newsletter@AZPilots.org](mailto: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

is-



sues

*New pilots welcomed!*

to new



*Writers welcomed!*



Stefanie Spencer— Webmaster

Editor reminds the Team to

Authors submit articles and



## 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.

