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President's Report

Greetings,

Although it's still hot here in Arizona, we're starting to see some faint signs of the coming fall flying season with marginally cooler temperatures and a little rain. As you may have read in last month's newsletter and perhaps on our Facebook page, APA is gearing up for the fall season starting with a Backcountry fly-in at Pleasant Valley (24AZ) at the end of September and our monthly Grapevine (88AZ) Fly-in starting in October. This is our first fly-in at Pleasant Valley in quite some time, and I know everyone is excited to see the airstrip being used again for fly-in's. And of course, the Grapevine weekends are always well attended and great opportunities to spend time with our fellow aviators, talk airplanes, and have a great meal. If you are interested in volunteering to help at either event, reach out to Leanne Tawoda - leanne@azpilots.org.



I also want to mention the important work that Mark Spencer and our Backcountry committee have been doing behind the scenes with the US Forest Service (USFS) and the Recreational Aviation Foundation (RAF) to secure funding to make much-needed improvements to both Pleasant Valley and Grapevine. This includes the installation of a windsock and charcoal grills, runway surface grading, and decommissioning the old access road at Pleasant Valley. All these items are sorely needed, especially decommissioning of the access road to help eliminate some of the vandalism we've seen there recently. While Grapevine is generally in good shape, the funding will help improve it further with the installation of two additional shade ramadas, vault toilets, and additional erosion control and runway surface crack sealing. However, it's important to note that these USFS funding agreements are structured as cost share arrangements which require the receiving organizations, the RAF and APA, to contribute volunteer hours (brush clearing, painting etc.) to make up their portion of the cost. So, it's important for us to work hard to ensure that we turn out the volunteer hours to meet our cost share commitment. If you are interested in volunteering some time to help at Pleasant Valley and/or Grapevine, reach out to us at pleasantvalley@azpilots.org or grapevine@azpilots.org.

In addition to Backcountry activities, it's also exciting to see that we have revitalized our Weekend Getaways and Day Trip activities. Thanks to Rod Kunkel and Mike McCann for volunteering to take on these important activities for APA. Although coordinating these events sounds easy on the surface, it takes a lot of time and effort – thanks again Rod and Mike! You can get details on the upcoming Getaway to Gadsden Hotel in Douglas and Day Trip to Seligman on our Facebook page.



Thank you for supporting APA's mission through your membership and please feel free to reach out to me at chris@azpilots.org if you have any comments, concerns, or questions.

Fly Safe,

Chris



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Executive Director's Report

Jim Timm — September 2023

I thought we were supposed to be on the downside of summer, with the super-hot days in the rear view mirror, but that doesn't seem to be the case at all! As I'm writing this for the September APA newsletter, the temp. outside is 117°. These are near peak summer temperatures. Even if you get up extra early to beat the heat it doesn't work because by the time you head for home it's already too hot for comfort. I really hope this breaks soon, and we can get on the cooler side of the summer. These temps. are not fun, so join me in a cool spot, and hold out for cooler weather so we can once again enjoy flying.



When we can get out and fly again, there is something that we all need to be aware of, and that is the increased parachute activity throughout the state. It's not the usual sport operations that are common at airports like Eloy (E60), Buckeye (BXK), the Grand Canyon (GCN), and Hidden Valley, south of Estrella Sailport (E68) that are of extra concern. What we are concerned about is the increase in military and government operations being conducted by contractors, dropping special forces and their equipment, around the clock, using civilian airfields scattered throughout the state. There are military operations at Marana (AVQ) landing personnel in the infield next to the active runway that would conflict with the instrument approach and missed approach procedures. Arizona's weather is attracting military users from other nations also using airports such as Coolidge Municipal (PO8), Pinal Airpark (MZJ), Sawtooth, a private field nine miles SW of Eloy Muni (E60), and at Bishop Airfield, a private field NW of Estrella Sailport (E68). Special Ops. forces may also be occasionally using Benson Municipal Airport (E95) east of Tucson. An alarming thought is that the military may on occasion conduct High Altitude, High Opening (HAHO) drops where the jumper may exit the airplane in Class A airspace at Flight Level altitudes approximating 30,000 ft., and opening their parachute many miles from the intended landing area. The big questions are: will you see the parachute, were you monitoring the correct frequency, and did you get the NOTAMS regarding parachute drops along your route??? This increased parachute activity has only recently

begun and will be continuing. The APA is not presently aware of a conclusion of the presently increased activity. We can only ask that pilots fly with an increased awareness of what could be out there in your flight path, and fly safe!!



MISCELLANEOUS ITEMS

FAA

Mr. Mike Whitaker has been nominated for the position of FAA Administrator and is yet to be con-



firmed. Mr. Whitaker was second in command of the FAA under Michael Huerta and was focused on the modernization of the air traffic control system.

The Federal Aviation Administration said it was naming David Boulter, a long-time FAA official and pilot, to serve as the FAA's associate administrator for aviation safety. "Mr. Boulter is well qualified to make flying the world's safest form of travel even safer."

Effective with the August 10, 2023, chart editions, wind turbine farms will now be depicted with a dotted blue outline and internal 45° diagonal cross-hatched lines. A masked elevation box within or near the farm will contain the mean sea level elevation of the highest wind turbine in the wind turbine farm. See the Aeronautical Users Guide and the Aeronautical Information Manual for more information.

AIRSPACE

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

SAFETY

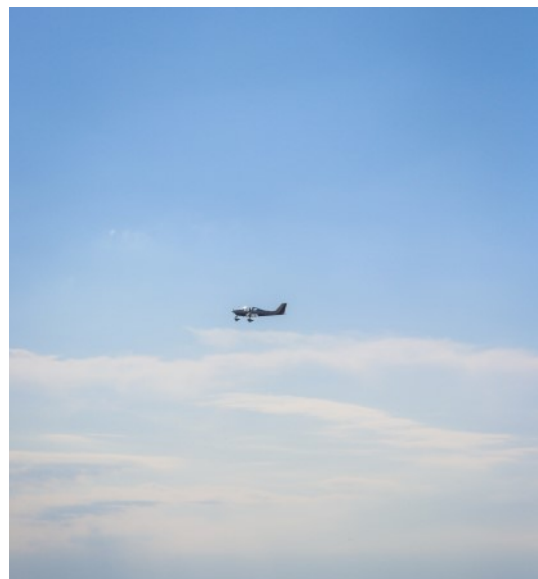
Pilot deviations were down a bit this month, and it was a relief to see it down when compared to earlier reports. It is truly amazing to see some of the things that pilots do while flying. Apparently, sometimes they really aren't aware of what type of airspace they are flying in, or may be about to enter, and what is going to be required of them. Pilots need to listen more carefully to ATC instructions and be sure to follow them. If you can't comply, immediately tell the controller why you can't comply. When flying in controlled airspace, a pilot should not 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. Pay attention to airport signs and runway markings, know what they mean, and comply with them. Always fly with care and forethought.

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

3 IFR Deviations	3 Brashers
2 Class Delta Airspace Deviations	1 Brasher
2 Runway Incursions	2 Brashers
1 TFR Incursion	No Brasher
1 Wrong Surface Landing	1 Brasher
1 Taxi Instructions	No Brasher

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

This past month general aviation safety was particularly good.





The number of accidents and incidents were really down, the severity of the accidents was also down, and most importantly there were no reports of 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 with the date, location, aircraft make, and type, if anyone got hurt, and with as much detail as possible. Thank you.

This past reporting period the FAA reported one Near Mid Air Collision. The incident happened on July 13 at Williams Gateway Airport (IWA) and it involved two aircraft from the same school as follows:

Piper #2 was departing RWY 30L with a right turn out. Piper #1 was departing RWY 30R, and was to remain in right closed traffic, and the two aircraft became airborne simultaneously. ATC issued Piper #2 a traffic advisory, and the Piper reported the traffic in sight. ATC issued Piper #1 a traffic advisory and instructed him to begin a right crosswind. Piper #1 replied that they would watch for traffic. ATC then amended Piper #1's instructions to "fly straight out." ATC assigned Piper #2 "if able, to pass behind the Company Archer" (Piper #1). Piper #1 advised they were unable to fly straight out. Both aircraft then made evasive turns to avoid each other. Neither aircraft were issued a traffic alert. Closest proximity: 0.08 NM and 0 feet vertical.

CONSTRUCTION

It's summer and many of the airports around the state have numerous construction projects underway or are at least well into the planning stage. Unfortunately, we don't have any specific details on all these projects, but we certainly suggest that you always check for NOTAMS at your destination airport, so you don't have a big 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. Presently Eloy Municipal Airport is just starting their Master Plan update, and Payson airport is in the final stages of their Master Plan update process.

THINGS TO DO - PLACES TO FLY FOR BREAKFAST:

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



Grapevine is open full time, and the third Saturday camping and cookouts will resume on October 13-15. 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



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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
APA Member Services	Mailing Donor Thank You Cards Mailing Membership Cards and a Welcome Letters Clothing Store Inventory and Shipping Orders	Stefanie (stef@azpilots.org)
Grapevine Monthly Camping Weekend Volunteer Hosts Needed!	October '23 (Oct. 13 & 15)	Leanne Tawoda
	November '23 (Nov. 17 & 19)	Open
	December '23 (Dec. 15 & 17)	Open
	January '24 (Jan. 19 & 21)	Open
	February '24 (Feb. 9 & 11)	Mark & Stefanie Spencer
	March '24 (Mar. 15 & 17)	Chris Nugent
	April '24 (Apr. 19 & 21)	Rod Kunkel
Airstrip Maintenance Volunteers Needed!	Grapevine (88AZ) (General Maintenance—watch the APA Facebook page for dates)	Mike Andresen (grapevine@azpilots.org)
	Red Creek (Fill Ruts, etc.)	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)

Hangar for Rent Glendale Airport

Contact: Michael Haubrich
(262) 672-1956

Email: skyboundaz@gmail.com



1956 Cessna Straight-Tail 182

Contact: Ron Orozco
(520) 609-5026

Email: ronorozco@energiatotal.com

Preflight After Maintenance

The General Aviation Joint Safety Committee (GAJSC) and the National Transportation Safety Board (NTSB) have determined that a significant number of general aviation fatalities could be avoided if pilots were to conduct more thorough preflight inspections of aircraft that have just been returned to service. In-flight emergencies have been the direct result of maintenance personnel who have serviced or installed systems incorrectly.

Outreach Month: September 2023

Topic: Preflight After Maintenance

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



Hot Spot Standardization: A hot spot is a location on an airport movement area with a history or potential risk of collision or runway incursion, and where **heightened attention by pilots and drivers** is necessary.

It is easier for users of an airport to plan the safest possible path of movement in and around that airport if they can see the hot spots. Planning is a crucial safety activity

for airport users — pilots, air traffic controllers and airfield drivers. By making sure that aircraft surface movements are planned and properly coordinated with air traffic control, pilots add another layer of safety to their flight preparations. Proper planning helps avoid confusion by eliminating last-minute questions and building familiarity with known problem areas.



<https://www.youtube.com/watch?v=XlImW78wFls>

Aerofair 2023 Sponsorship Contact
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Featured

Backcountry Weekend Getaway at Pleasant Valley

**Backcountry Fly In, Hiking, BBQ,
Nighttime Entertainment**
Young, AZ (24AZ)
September 29 - October 1, 2023

RSVP by September 20th



Friday, 9/29

- * Friday arrivals. Open to members/friends of members flying or driving in.
- * **Dinner** Pleasing Palate in Young

Saturday, 9/30

- * Pilot/camper breakfast pot luck, town folk invited.
- * Morning Hike. Plane rides for people from town.
- * **BBQ Lunch** provided by APA 1200pm, pot luck side dishes and desserts
- * Bruzzi's Vineyard wine tasting around 2pm
- * **Dinner** at Antlers, Young - Prime Rib is \$45 (We will need a count for those interested because there is a limited amount.)
- * Evening **Dessert** by the Fire and Entertainment

Sunday, 10/30

- * Departures



Accommodations:

- * Primitive Camping, Portable Toilets.
- * 6 person accusations with Vern Van Voorst in Young. Sign up required.
- * Hotel rooms available.
Contact Maria at (928) 462-0018.
- * Members driving/ RV-ing



- Cost for Dinner Friday and Saturday night estimated \$17- \$33 per person, liquor separate cost.
- Lunch on Saturday will be provided by APA. Potluck side dishes and desserts.
- Hiking/ Biking trail is in the Pine Creek area developed by a local, John McMahon.
- Look forward to seeing pilots and non-pilots in September.

The weather should be fantastic. Get out of the desert heat for a wonderful backcountry weekend in the mountains of Arizona.

RSVP

Leanne



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AERIAL
ENGAGEMENT

2023 SAFFORD AIR FAIR

October 14th, 2023

9am-5pm

Safford Regional Airport



Come out to Safford Regional Airport on October 14th for a day of fun for the whole family. Visit displays of current and historical airplanes, visit our vendors, participate in aviation-themed activities, and much more.

Monitor the Airport's [Facebook Page](#) for more details.



Steven D Huff

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602-390-4246

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

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**



SATURDAY

OCTOBER 7, 2023

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TO
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7 AM START & FIRST CARD DRAW

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PAGE MUNICIPAL AIRPORT - *get your raffle tickets here!*

SHOW LOW AIRPORT

LAKE HAVASU CITY AIRPORT

SEDONA AIRPORT - *fuel discounts available here!*

2PM FINAL STOP & LAST CARD DRAW

COTTONWOOD AIRPORT



2:30 PM Winner Reveal, Silent Auction & Raffle

A Little Bit of History

By Howard Deevers

A pilot at Ryan Airport, just west of Tucson, decided to retire from flying and sold his airplane. That resulted in cleaning out the hangar. It took a while, but eventually he was giving away some of his collectable items. One of the most interesting items was a copy of FLYING MAGAZINE from June 1946. I had subscriptions to FLYING off and on, so was quite interested in this copy from 1946.

1946 was not long after the end of WWII, and there were articles predicting how General Aviation was going to grow. The magazine was 134 pages, with lots of ads, articles, and departments, like letters to the editor, and one that is still in the magazines today called, "I Learned About Flying From That!" It's still one of my favorite sections to read in the magazine because you can learn from other pilots mistakes, and most articles end with "never again."

This issue was packed with photographs of what we now call "vintage" aircraft. Jet travel was still several years in the future, and the DC-6 was a luxury airplane, along with the iconic "Connie." There were many predictions of what air travel would be like in the future. It was fun to read these articles and see the pictures and compare that with what we see today. Much has changed, and much has stayed the same.

There were articles about engines and propellers, and very little has changed in those areas. We are still flying with Lycoming and Continental piston engines with some new refinements, but for the most part still the same engines that were being produced in 1946. An article on the Variable Pitch Prop was called the "Lightplane's Gearshift. Another article depicted the "flying car." Attempts over the years to make a flying car still have not produced a vehicle that can serve both markets.

I really loved the article called "Television For Private Flying." The author predicted, "In every cockpit a televised map of the ground beneath you-that's air navigation with a future." Even television was very new at that time. Not until the early 50's did TV really start getting into every living room, and

even at that time with only a few channels, and not 24 hours of broadcast. Radios and TV were still tube type receivers, and reliability was a big problem. Laptop computers and iPads were not even on the drawing boards. But the prediction that something like that would happen was most impressive. Now we do fly with an iPad that shows all of the features we need to fly safely. They are not a TV picture of the ground, but probably better, lighter weight, much more reliable, and updated every 28 days. GPS anyone?





An article written by William T. Piper titled "Let's Be Realistic About Private Flying" was also very interesting to read. He is pictured standing next to one of the J-3 Cub aircraft that Piper made. The Cub was so famous that many non-pilots referred to any single engine airplane as a Piper Cub. Bill Piper was pretty blunt in his article about the future, aircraft production, cost, government regulations and more. Piper said that Detroit could produce more cars in a day than all of General Aviation suppliers could in a year. Still a true statement. In the back few pages of the

magazine there were ads for used airplanes, and Piper airplanes outnumbered all other ads. Some of those used airplane ads were for airplanes we don't see any more at all.

Another full page was from AOPA. AOPA had only formed in 1937, and the headquarters was still in Washington, DC. This must have been before the time that they produced their own publication, AOPA PILOT. In one page they covered many subjects, many of which we still talk about today: *Landing Fees, Uniform Air Marking, FCC Form Simplification, Noise Abatement, Crash Injury Study, Inspection Slow-Down*, and other subjects. These were addressed to the CAA, because it was before the time that the CAA became the FAA.

The ads for radios were interesting. Most of them I have never seen, and I thought that I had seen a lot of old radios. None look like what we use today; the way they tune, the limited frequencies, and there were NO navigation features. Some of the technology we learned during WWII did make it to GA later on.

It is fun to read history, but this magazine is not a history book. It was depicting the "cutting edge" of aviation at that time. It is history now, and much of what we are doing today will be interesting to read about in 40 years, IF print magazines still exist 40 years from now. Who ever thought that phone books would become obsolete? They were important and in every household, but now we don't see them anymore. It looks like GPS is here to stay, but is it? Is there some technology out there that we don't know about yet that would replace GPS? Only guessing!

For now, let us fly as safely and comfortably as possible with the technology that we have. And, after reading about what was available in 1946, I am very pleased to have the technology that we are using in our airplanes today.

To keep safe and up to date, I suggest coming to an ARIZONA PILOTS ASSOCIATION safety seminar, that will count for the WINGS program. They are free and are presented in locations all over the State. Check the website for a date and location near you. And "Don't forget to bring your wingman!"



Howard





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Contact: Carry ~ tonrayb@gmail.com

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

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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CLASSIFIEDS

Land of Enchantment Fly-In

September 23, 2023

Double Eagle II Airport (KAEG)

Albuquerque, NM

Hosted by EAA Chapter 179



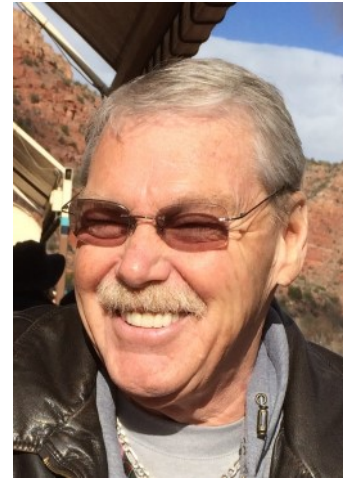
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GAARMS REPORT SEPT. 2023

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.

Please, keep safety on your mind at all times, and remember, **“Safety is no accident.”** Weather briefings are essential to that safety mantra. You have heard me say many times that the short, easy flight from the valley up to northern Arizona, and particularly into Flag, can catch you by surprise. The weather can be significantly different in that 100-mile, 45-minute flight. The wind conditions up here can be, um, challenging, including velocities, cross winds, and Low-Level Wind Shear (LLWS) on the approach.

If you plan to come up to Flagstaff, please, please check NOTAMs! The tower is currently suffering through a staffing shortage, that often times during the day, closes down tower operations for short durations (usually 30 or so minutes) turning us into a non-towered, non-radar, class G airspace operation. This requires you to pay very close attention to traffic pattern operations, possible practice instrument approaches, helicopter operations and, of course, the commuter jet traffic. For those short periods of non-towered airport operations, extra special vigilance is required! More radio and self-announcements may be, and should be, required to keep everyone informed of where you are and what your intentions are, but good radio technique and phraseology is also required so as to NOT be confusing or tying up radio time for other aircraft.

First tidbit – Flight Following is NOT available from Flagstaff tower. They DO NOT have radar. Before, during, or after departure, tower will suggest you go over to Phoenix Approach on 126.375 and



request Flight Following from them. They own the airspace around and above the Flagstaff class D (Delta) airspace surface to 15,000.

Another tidbit – As mentioned above, the Flagstaff area is a non-radar environment, especially below 9000 feet (for a variety of reasons not covered here), so position reporting is very important when checking in with the tower. We strongly recommend you contact the tower at least 10 miles out with your position reference the airport, i.e., **“10 miles south,”**

“

If you plan to come up to Flagstaff,
please, please check NOTAMs!

”

and to include your altitude, i.e., “**at 9,500 feet.**” For your edification, the tower does not need your altitude, but other aircraft coming to, or leaving from, Flagstaff will certainly appreciate it. If you don’t give the tower all that information on your initial call, it most likely will necessitate AN-OTHER radio call from the tower to get that information, further tying up the frequency. On that initial call, a precise position report can alleviate

a lot of extraneous radio chatter and significantly improve services at the airport. An initial call to the tower saying, “*N12345 is with you on the visual,*” will generate at least two more radio calls from the tower that you will need to respond to, certainly tying up the frequency much longer than one precise initial call!

Also, with the FAA now putting very high emphasis on runway incursions because of the many incursions and near misses that have occurred over the past couple of months, you may see more delayed departure (*takeoff*) clearances. Towers will be watching very closely the spacing issue for arrivals, and here at Flag, for example, once the commuter jet reports their 5-mile final position report, you will most likely have to wait until they land, roll to the end of the runway, and are clear of the runway before getting your “*cleared for takeoff*” clearance. That is just the way it is.... And you will NEVER get a “Taxi into position and hold” or a “Line up and wait” clearance here at Flagstaff, ever!

On a related subject, when in the pattern to land here at Flag, I would suggest you tell the tower early (*like on your downwind call*) that you are going into Wiseman Aviation, so the tower knows you need to go way down the runway to turn off, usually at Alpha 6 (or Alpha 7 if you request that). The tower almost always will let you, or tell you to, do that. Why? Well, with only a single parallel taxiway (taxiway Alpha), if you just decide to turn off at Alpha 4 with the intention of taxiing the rest of the way to Wiseman on taxiway Alpha, you may well end up nose to nose with an aircraft coming the other way down taxiway Alpha to the runway! So, a little communication prior to landing can make life a whole lot easier for both you and the tower.



QUIZ of the MONTH:

1. I am ready to taxi. I call ground, using the correct phraseology, and tell them I am ready to taxi. Ground clears me to taxi to runway 22 via Alpha. I pull off into the runup area and do my run up check list. When I switch to the left mag, I get no drop in RPM. That indicates –
 - a. My engine timing is perfect.
 - b. My mixture is perfect.
 - c. My right mag is dead.
 - d. My left mag is dead.

2. Alrighty now!! My airport has a published Obstacle Departure Procedure (ODP) that says I need a climb gradient of 395 feet per nautical mile. My normal rate of climb, V_y (90 miles per hour), at my field elevation is 400 feet per minute, am I good to go??
 - a. NOPE, I have to climb at a faster speed.
 - b. NOPE, I have to climb at a faster rate of climb.
 - c. It is impossible to fly that gradient!!!
 - d. Yes.
3. For you instructors. A new student wants to start flying with you. You know (s)he must provide proof of U.S. citizenship, and they give you a copy of their US passport, which just happens to have expired last month. Is it legal to use that passport as proof of US citizenship to start flight training??
 - a. Yes
 - b. No
 - c. Maybe, if they are applying for a new one now
 - d. Never thought about it.....
4. OK, you think you have finally memorized all of the FAA acronyms, right?? Well, what the heck is FDIO???
 - a. Future Data Interrogator Operational system.
 - b. Flight Data Automation System.
 - c. Facilitate Director of Information Operations System
 - d. You say, "Sure, I know this, but I'm not gonna tell ya!!!
 - e. "Flight Data Input Output device.
5. When conducting closely spaced PRM approaches, the secondary monitor frequency is:
 - a. always used by the pilot to transmit to ATC.
 - b. sometimes used by the pilot to transmit to ATC.
 - c. never used by the pilot to transmit to ATC.
6. Pilots may fly a PRM approach:
 - a. using the Autopilot or Flight Director throughout
 - b. using the Autopilot or Flight Director, but a "breakout" must be hand flown
 - c. only by precision hand flying throughout with FO callouts

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

SAFETY PROGRAMS

Simply log on to the Internet and go to 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 or 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. *c. The right mag is dead, and the engine is only running on the left mag. If you go to the right mag, the engine will quit!!!*
2. *b. The climb rate is per nautical mile. If you are going 90 kts, you are covering that one mile in only 40 seconds and will not meet the climb rate of 395 feet by 1 NM. You would need to increase your climb rate to 1.5 times the published climb rate, or 545 feet per minute.*
3. *b. Homeland Security specifically states that the passport must be valid at the time of application or start of training. Any foreign borne individual must go thru the AFTP vetting process prior to starting any flight training. Should TSA spot check you and any foreign borne student has not done this, or you have started training before completing the process, you may be in very deep doo-doo!!! If you are not familiar with the AFTP program and may encounter foreign born students, you need to get some training, and any FAASTeam Rep should be able to help you get smart.*
4. *e. The FDIO is a piece of equipment in the tower or TRACON where the IFR flight strips print out. When you file a IFR flight plan, it goes into the appropriate Center's computer system, and is delivered via the FDIO device to the appropriate sector, approach control and tower. When you call ground or Clearance Delivery, they will have a printed-out strip on the FDIO if you call within 30 minutes of your departure time. If you call too early, ground or Clearance Delivery can query the ARTCC computer system to pull it up. Ground or Clearance Delivery usually holds them up to an hour or more if you are late, but you should advise them if that is going to be the case so they can hold it longer or simply amend the time.*
5. *c. PRM approaches are independent, simultaneous operations to runways spaced between 2500 and less than 4300 feet apart. The approach courses are normally parallel but may be offset by between 2.5 and 3.0 degrees depending on the runway separation. Pilots never transmit on the monitor frequency; they only receive transmissions on it from ATC who is closely monitoring the dual closely spaced approach paths.*
6. *c. The approach itself is to be flown using the flight director or the autopilot, but a “breakout” must always be hand flown. With regard to PRM approaches, i.e., simultaneous closely spaced parallel approaches, a “breakout” is, in simple terms, a very specific, directed go-around by the controller on the monitor frequency watching the spacing and any deviations on the approach path of the aircraft. (Search PRM Approaches on Google if you want to learn more about PRM approaches.)*

Fly Out To Bar 10 Ranch

October 22-24

Join the New Mexico Pilots Association on the North Rim this October at the Bar 10 Ranch

Reserve your room today, call Sarah to make your reservation
435-628-4010

Arrive Bar Ten Sunday, October 22nd - Depart Tuesday the 24th
Fly out to local airstrips planned Monday morning, i.e. Grand Gulch
Side by Side ride to North Rim on Monday afternoon.

Optional: Tuacahn Amphitheatre St George, UT.
This is an incredible show, and will be Tarzan - October 21st
You should purchase tickets in advance, call 435-652-3300

Contact Sarah at Bar Ten Bar10.com to make your reservation: 435.628.4010

Contact Perry Null for more info: perrydnull@gmail.com 505.870.1233

[More information at New Mexico Pilots Association](#)



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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!!!

August Aviation Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents and incidents that have occurred in Arizona from mid-July through August. We hope to use the following detailed accident information to develop safety programs, briefings, and posters/flyers to help pilots learn from the mistakes being made by others take the necessary action to prevent them from having similar occurrences.

In this reporting period aviation safety was very good because the number of accidents were down, there were no injuries, and most importantly, no one lost their life.

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 suits 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: July 13, 2023
Source: FAA Incident
Location: Scottsdale (SDL)
Type: Piper Cessna 172
Injuries: 1 Uninjured

Runway Excursion

The aircraft was on a student solo conducting touch-and-goes at Scottsdale, and during a landing the aircraft veered off the runway, proceeded through the infield rocks crossing Taxiway B12, and came to a stop on Taxiway B11. The aircraft taxied back to parking under its own power. Ground operations made a runway inspection and cleared the FOD off Taxiways B11 and B12. Airport operations later made contact with the aircraft and didn't observe any damage to the aircraft or injuries. No other aircraft were involved.

Date: July 18, 2023
Source: FAA Incident
Location: Prescott (PRC)
Type: Cessna 172
Injuries: UNK Uninjured

RUNWAY EXCURSION

The aircraft was cleared for touch-and-goes, and during a landing the aircraft went off the runway and exited at Taxiway A2. Airport Operations were called, made a runway inspection, and did

note damage to a runway light. Operations also inspected the aircraft and found no visible aircraft damage.

Date: August 5, 2023
Source: ASN, FAA
Location: Springerville
Type: Boeing CH46S Sea Knight
Injuries: 3 Uninjured

ENGINE FAILURE

While fighting a forest fire, a Boeing CH-46S Sea Knight was performing a water bucket load and lost power on the number 2 engine. During the crash it rolled over on its side during impact and caught fire. The damage, while significant, was undefined.

Date: August 8, 2023
Source: FAA, Incident
Location: Williams Gateway (IWA)
Type: Piper PA28-181
Injuries: 1 Uninjured

RUNWAY EXCURSION

The solo student pilot was cleared to land on Runway 30L, and on touchdown the aircraft ran off the runway and into the safety area. There was no damage to the aircraft or to the airport property.

July-August 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 July 14 through August 10 there were ten pilot deviations reported by the FAA SDL FSDO office.

These deviations were committed by pilot certificate levels ranging from Student through ATP, and of these ten deviations reported, there was a need to issue seven Brashers. In this period's report there were also two 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, collect information, and 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 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. Know what airport runway markings mean and comply with them. Please fly with care and forethought.

The details of the deviations this month are as follows:

IFR DEVIATION

7/12 IFR Standard Instrument Departure (SID)
Private Pilot
Out of Oklahoma
Albuquerque Center (ZAB)

The TBM had been cleared via the MAYSA7 departure. The Albuquerque controller observed the TBM turn about 20 degrees off course, and the controller vectored the aircraft to keep it from violating the GLADDEN MOA protected airspace. A few minutes later the ZAB Controller again observed the TBM turn about 20 degrees off course and the controller again vectored the aircraft away from the BAGDAD MOA. This unauthorized turn resulted in the TBM violating the 3-mile protected airspace of the BAGDAD MOA. The event occurred near Wickenburg and a **Brasher** was issued.

7/28 IFR - Route
ATP/CFI
Albuquerque Center (ZAB)

The Lear Jet had been cleared from Scottsdale (SDL) via the JUDTH7 Route. The JUDTH7 instructs the aircraft to proceed, after GBN, direct to JUDTH. After the Lear Jet had passed GBN, the ZAB controller observed the aircraft was off course and turned the Lear away from the restricted area 2301E. The Lear Jet made an unauthorized turn resulting in the aircraft violating the 3-mile protected airspace of restricted area R2301E. The event occurred near Gila Bend, and a **Brasher** was issued.

8/2 IFR Standard Instrument Departure (SID)
ATP Pilot
Albuquerque Center (ZAB)

The Diamond DA50 had been cleared via the MAYSA7 until RRESTA. Before arriving at

RRSTA, the ZAB Controller observed the airplane make an approximate 35 degree left turn. The controller quickly turned aircraft back 30 degrees to the right. The DA50 had made an unauthorized turn which resulted in the aircraft violating the 3 mile protected airspace of the BAG-DAD Special Use Airspace (SUA), which was active. The aircraft got within 0.75 miles of the area. The event occurred near Willow Spring in Yavapai County. A **Brasher** was issued.

CLASS DELTA DEVIATIONS

7/19 Entering Class Delta Airspace Without First Establishing Communication
Student Pilot
Williams Gateway (IWA)

The Piper entered the IWA Class D Airspace without first establishing two-way communications. There was no loss of separation with other aircraft, and the controller requested that the Phoenix TRACON (P50) issue the pilot a **Brasher**.

7/26 Entering Class Delta Airspace Without First Establishing Communication
Student Pilot
Phoenix Deer Valley Airport (DVT)

The pilot deviation was reported by the DVT tower when the Piper aircraft entered the DVT Class D Airspace without first establishing two-way radio communications.

RUNWAY INCURSIONS

7/12 Taking Off On A Runway Without Authorization
Private Pilot
Scottsdale Municipal Airport (SDL)

A Cessna called the controller and advised that they were at Taxiway Alpha 16 and ready for departure. After approximately a one minute delay, the controller instructed the Cessna to hold short of Runway 21, and the read back was correct.

The pilot later asked the controller if they wanted them to hold short of Runway 21, and the controller answered affirmative, hold short of Runway 21. The Cessna then taxied onto Runway 21, and held in position on the runway. The controller asked the Cessna if they were the one on the runway, and the pilot answered in the affirmative. The controller then cleared the Cessna for takeoff on Runway 21, and issued the **Brasher** warning after they were airborne.

7/22 Entering a Runway Without Authorization
ATP Pilot
Out of California
Scottsdale Airport (SDL)

The Challenger 350 Jet and a Cessna were holding short of Runway 21 at A16. The controller issued the Cessna a takeoff clearance. The read back was partially blocked by another aircraft transmitting. The controller asked the aircraft calling to say again but there was no response. The tower supervisor observed the Challenger crossing the hold short line and entering the runway, and he alerted the controller. The controller issued instructions for the Challenger to taxi across the runway. The controller issued a **Brasher** Warning to the Challenger after they had departed.

TFR INCURSION

8/3 Entering a TFR Without Authorization
Private Pilot
Phoenix TRACON (P50)

The aircraft was on a 1200 transponder code and flew out of radar coverage, but the callsign was obtained from ADS-B. The aircraft had flown into an active TFR, FDC 3/3479, for firefighting at 6,000 feet which was located NE of PHX.

WRONG SURFACE LANDING

7/30 Landing On The Wrong Runway
Commercial/CFI Pilot

Williams Gateway Airport (IWA)

The Cessna was cleared to land on RWY 30R, but the aircraft was observed landing on RWY 30C. Ground Control issued a **Brasher** to the pilot.

TAXI INSTRUCTIONS

7/18 Failure To Follow Taxi Instructions
ATP Pilot
Prescott Municipal Airport (PRC)

The aircraft was instructed by Ground Control to cross Runway 21L on Taxiway Charlie 4, and the read back was correct. After crossing Runway 21L, the aircraft turned onto Taxiway Delta without an ATC clearance, and conflicted with an aircraft that was already on Taxiway Delta.

A Few Words About Safety

Denny Granquist

“

“Nothing is more useless than the runway behind you, the air-speed you don't have, or the airspace above you.”

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

Fatal Accident Review

By Fred Gibbs

OOHRAH!! We are still doing a really great job of flying safe! Here we are, entering our 9th month, with only one fatal accident on record. If you want to read the NTSB report about that accident, see my GAARMS article in last month's (August) newsletter.

Yes, we still have our share of fender-benders, AKA incidents, but not big-time accidents. That is a good sign that we are continuing to operate very safely. But bear in mind, monsoon season is still upon us, and Mother Nature could still raise her ugly side, so please do not get into an argument with Mother Nature. She wins a lot!!!

And always remember, you can't fix stupid!

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

Fred



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	
Mgr: Britney Kirk (520) 384-0796		100 acres w/race track	
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			
Payson Airpark	Payson	40+	
Coord: Dennis Dueker (928) 472-4748			
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 Airstrip	Paulden	4/25	
Resident: Carol 661-733-2247			
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)	
Mgr: Tim Blowers (520) 349-7677		on 155 acres	
Western Sky	Salome	all 200 acres for sale	
Mgr: Bill McDonald (602) 809-4008			
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 Deadlines:

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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