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October 2023

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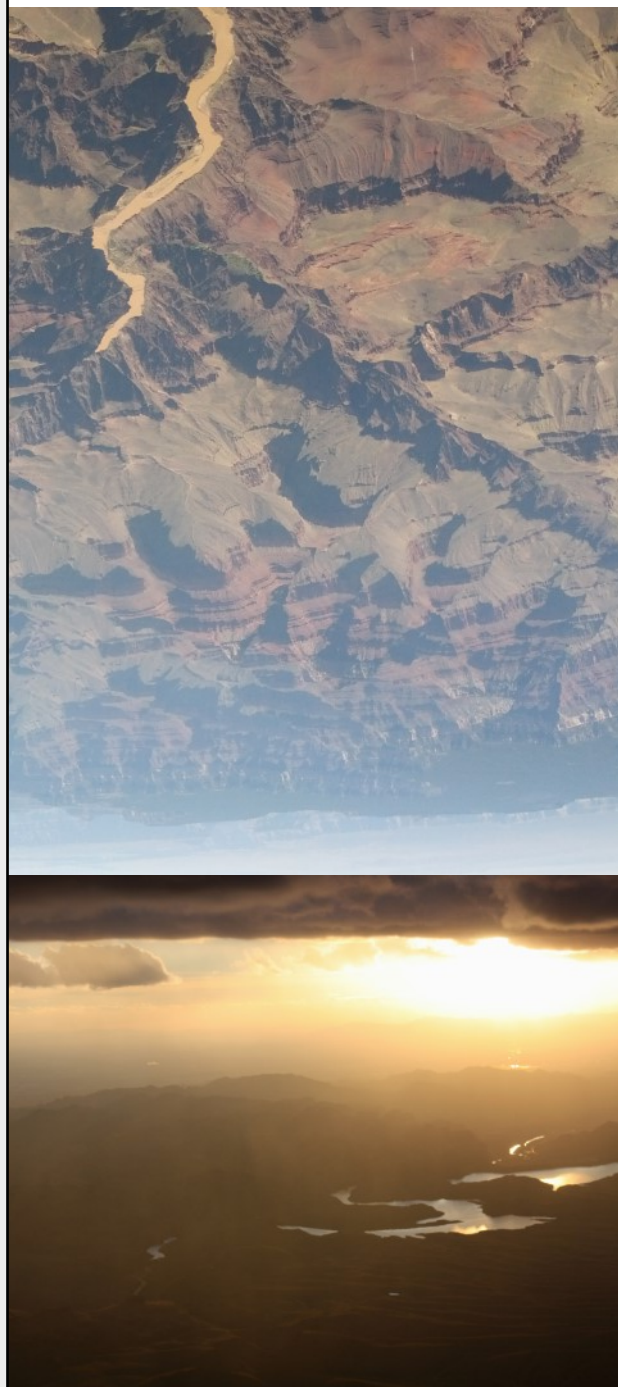
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# President's Report

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Greetings,

After a long and unusually hot summer, it looks like cooler temperatures and better flying weather have finally arrived. We held our first fly-in of the season at Pleasant Valley (24AZ) at the end of September. Although it was a bit windy, we had a great turnout, and it was good to see the air-strip being used again for a fly-in. The new windsock that Tommy Thomason and Jeff Wilson installed recently certainly got a workout! Thanks to Leanne Tawoda and Vern Lassiter for doing all the hard work organizing and managing the event. It was also great to see the community support for the event, which can be rare these days.

Our next fly-in event will be the Grapevine (88AZ) monthly camping weekend October 13 – 15. Remember to check the event calendar on the APA website and Facebook page for the latest information on upcoming events.

I also wanted to mention some important deadlines. First, the next APA Scholarship Program application cycle will close on 31 October. September is always a busy month for the APA scholarship committee and this past month was no exception. We held ten in-person information sessions at local colleges, high schools, and aviation organizations to ensure students are aware of our scholarship opportunity and how to apply. As we have seen over the past few years, the classes are at capacity which reflects the continuing interest in aviation career fields. While most of the students we talk to are interested in becoming professional pilots, we are also seeing growing interest in A&P/ aircraft maintenance and air traffic control – which is encouraging. If you or anyone you know is interested in applying, please go to the scholarship page on our website - [Scholarship Program \(azpilots.org\)](https://azpilots.org/scholarship).

As Jim Timm reported last month, the FAA has released the long awaited Modernization of Special Airworthiness Certification (MOSIAC) Notice of Proposed Rule Making (NRPM). This NRPM is very broad and will re-adjust the regulations related to Sport Pilot privileges, what will qualify as a Light

Sport Aircraft (LSA) and LSA maintenance. The NRPM public comment period has been extended an additional 90 days from 23 October 2023 to 22 January 2024. While most of the proposed rule changes are positive, there are some that are contradictory, such as medical requirements for flying at night and changes to the process for obtaining a Light Sport Repairman certificate.

If you are a Sport Pilot, a higher rated pilot flying under the Sport Pilot rule, a LSA owner/operator or someone that is certified as a [Light Sport Repairman](#) I would recommend you take some time to re-



view the major provisions of the NRPM to determine if you would like to comment. This can be a daunting task since the basic document is 318 pages (!) and takes considerable time to plow through. However, the Light Aircraft Manufacturers Association (LAMA) has published a MOSAIC Study Guide which is much easier to navigate and allows you to focus on your areas of interest. You can find it at [MOSAIC-NPRM-Study-Guide-Version-1.0.pdf \(lama.bz\)](https://lama.bz/MOSAIC-NPRM-Study-Guide-Version-1.0.pdf). You can view comments already submitted and submit your comments via the FAA website at [Regulations.gov](https://www.faa.gov/regulations).

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

Fly Safe,

Chris



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### ***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)

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## **A Few Words About Safety**

**Denny Granquist**

**“**

*“Telling tower you don't have the traffic is very professional.”*

*“I became a safer pilot the day after my first child arrived.”*

**”**

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

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



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# Executive Director's Report

Jim Timm — October 2023

Well, it appears that we might be finally getting into the fall weather, and the 110 plus days are behind us. Flying out for breakfast on Saturday morning the temps are getting good until about noon, and the flying has been great. This is what we have been waiting for, for a long time. It seems that as the season for flying is slowly waking up from its summer nap, many aviation events and fly-ins are beginning to show up on the calendar. It's about time, and I'm looking forward to it!



It's too bad that many people had to see the end of summer arrive with a very damaging rain/windstorm on the night of September 12th at one of the busiest airports in the state, Mesa Falcon Field. One of the city employees said it was a 1,000 year storm based on the rainfall and wind damage. One of the estimates I saw cited wind damage to 97 hangars with 42 of them having the doors blown off. The major flight school on the field had 20 aircraft damaged with 6 of them totaled, and the estimate may go up. A small flight school lost all 3 of their aircraft with all of them winding up in one big tangle of bent aluminum. Many aircraft tied down got wind damage or got hit with flying debris. Numerous buildings/hangars sustained significant damage. Unfortunately, I'm also hangered there, but like several others, we escaped unscathed. The next day the city had the taxiways cleared for business, and flying was able continue as usual. I'm certain the insurance companies sure took a major hit from the event.

Several days before preparing this report I became aware that late this spring a small Cessna airplane encountered what was suspected to be a drone strike. The event occurred in the northeast portion of the Phoenix valley at about 5,500 ft. MSL, and it was first thought to be a bird strike, but

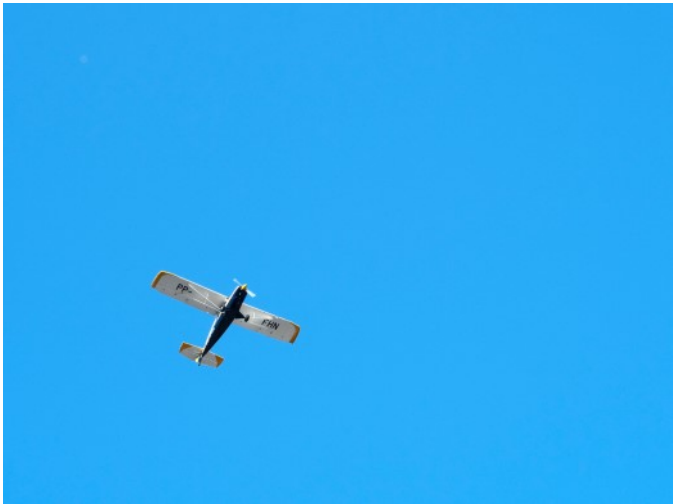


upon later examination on the ground, no evidence of bird remains could be found. Based on damage to the airplane, and to the relatively new propeller, there were indications that the prop had contacted a hard object. When the prop was taken to a propeller repair facility for repair, based on the type of damage, the company expressed the opinion that the prop/airplane had hit a drone.

Unfortunately, the regulations are not very explicit on what course of action you should take in this case, but if you have an airborne encounter with a drone, based on information we have been able to obtain, do the following:

Make certain the airplane can be safely flown, then note where the incident occurred, and land. Contact the SDL FSDO and specifically request to speak with an FAA Safety Inspector. File a NASA Report of the incident.





Don't bother with an NTSB report unless there is Structural Damage to the airplane or there is a very serious injury.

## MISCELLANEOUS ITEMS

### FAA

We are still waiting for Mr. Mike Whitaker to be confirmed by the Senate as our Next FAA Administrator. Mr. Whitaker was second in command of the FAA under Michael Huerta and was focused on the modernization of the air traffic control system.

Mr. David Boulter, a long-time FAA official and pilot, has been appointed 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.

## AIRSPACE

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

I'm certain that all have seen in the papers that the President has been in the state along with his VIP TFR. We are entering an election year and unfortunately, we may be seeing more of these TFRs in the future. Be aware that these TFRs are administered by the Secret Service, NOT the FAA. This last VIP TFR had a KC135 tanker in a pattern over Phoenix keeping the USAF Fighters refueled that were enforcing the TFR. These type of TFR's are indeed serious and need to be avoided at all costs.

## SAFETY

Pilot deviations were back up again this month. It continues to be amazing to see some of the things that pilots will do when flying. Apparently, often they aren't really aware of what type of airspace they are flying in or may be about to enter, and what's going to be required of them. Pilots need to listen more carefully to ATC instructions and follow them. If you can't comply, immediately tell the controller why you can't comply. When flying in controlled airspace, a pilot should never 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 forethought and be careful.

In summary, the general aviation deviations this re-



porting period are:

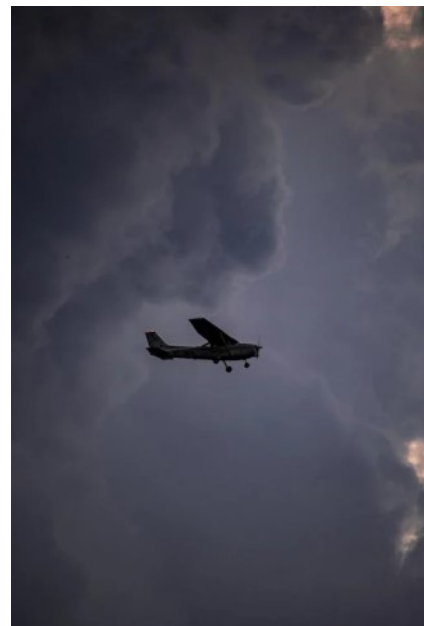
5 IFR Deviations	4 Brashers
6 Class Bravo Airspace Deviations	3 Brashers
1 Class Charlie Airspace Deviation	1 Brasher
2 Class Delta Airspace Deviations	1 Brasher
1 Air Traffic Control Instructions	No Brasher
1 Surface Incident (Taxi Instructions)	No Brasher
1 Movement Area Deviation	No Brasher
1 Restricted Area	1 Brasher

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

This past month general aviation safety was really bad because of the very large number of accidents and incidents. Fortunately, most of the accidents didn't involve serious injuries, 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](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.

It was good to note that in this past reporting period the FAA did not report any Near Mid-Air Collisions.



## CONSTRUCTION

Many of the airports around the state have numerous construction projects underway, or they are at least well into the planning stage. Unfortunately, we don't have specific details on all these projects, but as the summer winds down we 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 starting their Master Plan update process, and the Payson airport is wrapping up their Master Plan update.



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

The fly-in breakfast at Coolidge Municipal Airport (P08) is on the first Saturday of the month, and they started their breakfasts on October.

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 have had a fly-in breakfast on the third weekend of the month, and it was restarting in October. HOWEVER, due to the recent storm damage at FFZ, the October breakfast is canceled, and it is presently undetermined when they will be able to restart their breakfasts. We will advise when we have better information.



Grapevine is open full time, but the third Saturday camping and cookouts are starting in October. The camp host will prepare the main course, and campers, please bring a side dish or dessert to share. Grapevine, which lies within a National Forest, is heavily used by the Forest Service for fighting wildfires, and the Military for Special Training.

On the last Saturday of the month a fly-in breakfast is continuing to be put on by the Casa Grande Masonic Lodge in the air-conditioned Terminal of the Casa Grande Airport.

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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# 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</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>Grapevine Monthly Camping Weekend Volunteer Hosts Needed!</b>	<b>October '23</b> (Oct. 13 & 15)	Leanne Tawoda
	<b>November '23</b> (Nov. 17 & 19)	Open
	<b>December '23</b> (Dec. 15 & 17)	Daryl & Karen
	<b>January '24</b> (Jan. 19 & 21)	Brian Schober
	<b>February '24</b> (Feb. 9 & 11)	Mark & Stefanie Spencer
	<b>March '24</b> (Mar. 15 & 17)	Chris Nugent
	<b>April '24</b> (Apr. 19 & 21)	Rod Kunkel
<b>Airstrip Maintenance Volunteers Needed!</b>	Grapevine (88AZ) (General Maintenance—watch the APA Facebook page for dates)	Mike Andresen ( <a href="mailto:grapevine@azpilots.org">grapevine@azpilots.org</a> )
	Red Creek (Fill Ruts, etc.)	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> )

## JP Instruments EDM Download to USB box



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Contact: Allyn Auck

Email: [rauckit@sbcglobal.net](mailto:rauckit@sbcglobal.net)

**CLASSIFIEDS**

## Sling TSI empennage kit

Price: \$4,400

Contact: Brian Toncray

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



## Gaming the System

GAJSC study of General Aviation CFIT Accidents found that a significant number of pilot fatality post-mortem examinations detected the presence of pre-existing medical conditions and/or prescription and over-the-counter medication use. A smaller number of cases revealed recreational drug use. Of concern is the fact that some pilots do not disclose a complete medical history and medication inventory making it impossible for medical examiners to determine fitness to fly.



**Outreach Month: October 2023**

**Topic: Gaming the System**

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



### **Phraseology:**

Aviation has a unique language designed to ensure effective communication between pilots and controllers. This video explores some of the words and phrases you might encounter when operating on an airport surface or preparing to land.



[https://www.youtube.com/watch?v=1D8-\\_p4f34I](https://www.youtube.com/watch?v=1D8-_p4f34I)



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(520) 609-5026

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

## Hangar for Rent Glendale Airport

Contact: Michael Haubrich

(262) 672-1956

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





## Day Trip Activities: Seligman and Marble Canyon

By Mike McCann

### September breakfast flight – Seligman, Arizona

On September 23, a number of adventure-some pilots (and co-pilots) ventured up to Seligman for our first APA breakfast flight. The flight was originally scheduled for September 9, but was cancelled due to record temperatures and density altitude concerns. Two weeks later, the weather was very “non-Arizona” with rain cells enroute and overcast skies. That said, our group departed from four different Valley airports and all made it to Seligman.

Seligman airport is uncontrolled and field elevation is approximately 5,200 ft. The single runway is nicely paved (4,800 ft long) and there's plenty of tie downs for aircraft. P23 is part of APA's *AZ Passport* program and several in our group who had never been to P23 were able to log Seligman into their *Passport* app! Everyone had a great breakfast at the famous Westside Lilos.

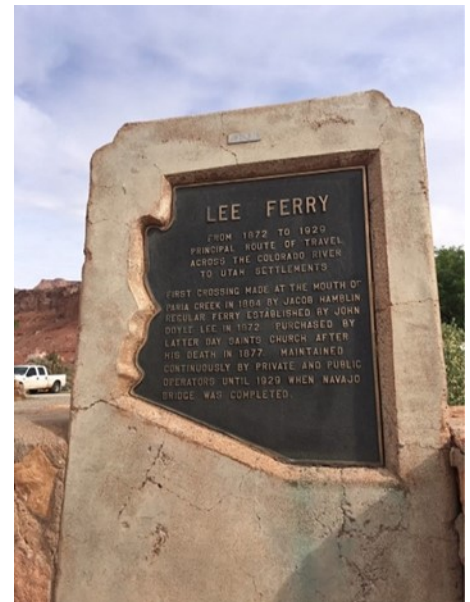




## **November 18 day trip to Marble Canyon, Arizona**

Our next day trip will occur on November 18 to Marble Canyon, Arizona. If you haven't had the opportunity to visit Marble Canyon, it is an incredibly beautiful spot at the beginning of the Grand Canyon near Lee's Ferry. Our plan is to arrive at 9:00am with a very short walk to the Navajo Bridge (which spans the Colorado River). Condors nest in the walls below the bridge and it's great fun to watch the river rafters pass below. There is also a Navajo Bridge Interpretive Visitors Center as well as some souvenir shops. The Marble Canyon Lodge includes a restaurant which opens at 11:00am for lunch. We'll plan to eat at 11:00am and depart afterwards.

The APA newsletter in June, 2018, published a very detailed and well written article about Marble Canyon including flight information. Rather than recreate the same information, I've included portions of that article (below) for those thinking about making the flight. The airspace around Marble Canyon Airport (L41) is part of the Grand Canyon protected airspace (SFRA) so flying into L41 does require some study and attention by each pilot.



### **Excerpts from APA's June, 2018, article about flying into Marble Canyon:**

*Marble Canyon is an incredibly unique location, smack dab in the Grand Canyon. While the majority of the Grand Canyon is off-limits to lower-level flight without a tour operator permit, approach and departure from the Canyon's few airports is exempted from the Special Flight Rules Area (SFRA). The airport is strategically located within walking distance of the Navajo Bridge in the Glen Canyon National Monument and just down river from Lees Ferry.*

*Marble Canyon was placed on the map back in the 1870's. Settlers from Utah began to cross into Arizona and found the Colorado River nearly impassable. In 1927, construction of what is now known as Navajo Bridge was begun. In 1929, the bridge was opened as the highest steel arch bridge in the world and was welcomed with a festive celebration.*

*As vehicles became larger and the bridge aged over the following 60+ years, planning for a larger bridge began. In 1993, construction started on a new and wider bridge only feet away from the existing bridge with nearly the same style. In 1995, the new bridge opened and is now the primary means of crossing the Colorado River on AZ 89a. The original bridge is still open, but only to pedestrian traffic. These bridges offer breathtaking views of the river 500 feet below with sheer cliffs opposing each bank.*



While the Navajo Bridge alone is worth the visit, the Marble Canyon Lodge is a great hub for activities and food. It doubles as a resting point on AZ 89a with a gas station, trading post, hotel and restaurant. Though the airstrip records date prior to 1959, the history of the airstrip is not clear.

Navigating to L41 is straightforward, though there are some airspace considerations. It lies approximately 190NM North of Phoenix. The Sunny MOA lies between Flagstaff and Marble Canyon, so it is imperative to remain vigilant for low-level military flights. Additionally, the southeastern boundary of the Grand Canyon SFRA comes within 3 1/2 miles of the Sunny MOA, leaving a relatively narrow corridor to transit North. Again, vigilance for traffic is vital.

Though the SFRA generally prohibits operations within 3000' AGL, exceptions are made for takeoffs and landings to the Canyon airports. Specifically noted on the Grand Canyon VFR Aeronautical Chart, "Landings/Take-off operations below 3000' above airport elevation within 3NM of the airport are authorized by the 14 CFR section 93". L41 is included.

Arriving from the South, the terrain gently slopes upwards to about 6700' MSL before abruptly dropping near vertically to form the South Rim of the Grand Canyon. L41 sits at 3600' MSL, and because of its location within the SFRA and the above-stated 3NM rule for altitude, the descent will be brisk. Because of the canyon wall, there may be significant updrafts or downdrafts in the vicinity of the wall. Runway 3/21 is on a 1.3° gradient with the approach end of Runway 21 being the high point. The runway is 3715' x 35' and has been recently resurfaced. While the pavement is in good condition, the underlying surface is bumpy. Approaches are typically made on Runway 03 due to the upslope. The terrain before and after the runway is not suitable for over or underruns, so pilots should become proficient in go-around procedures. Also, the elevation of the airport combined with Arizona summers leads to significant density altitude considerations.

Once on the field, taxi to the far end of Runway 3 for tie downs. There is room for several aircraft both on the ramp, or pushed back onto the surrounding dirt. Keep in mind, this area is used as a turnaround for charter and tour aircraft, so push back as far as possible. There is no FBO and no fuel available on the field. Page (PGA) is only 13NM Northeast and has fuel available. A short walk across the street brings you to the Marble Canyon Lodge for food and supplies. There are \$5 and \$10 landing/tie-down fees for singles and twins, respectively. \$5 allows





for a helicopter. Some pilots report the fee is waived with a food purchase, but others report having paid the fee.

Aircraft departure is typically down Runway 21. This allows for a downhill departure. Of course, best judgement is needed for prevalent winds and traffic. Keep in mind, the SFRA altitude restrictions on departure. Depending on aircraft performance, a gentle climbing spiral over the airport may be necessary to clear the canyon walls without exceeding the 3NM distance from the airport. Again, use best judgement.

**End of Excerpt**



Feel free to contact me with any questions ([daytrips@azpilots.org](mailto:daytrips@azpilots.org)) and we'll look forward to a fun day trip on November 18!

Safe flying,

Mike



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# FROM THE FLIGHT DECK

## GA PILOT WINTER PREP WORKSHOP



2023

OCTOBER 26, 2023 | 2-4 PM EDT

On October 26, the FAA will host a virtual workshop event, From the Flight Deck LIVE: A GA Pilot Winter Prep Workshop.

### WHO SHOULD PLAN TO ATTEND?

The FAA invites General Aviation pilots to join this workshop to help prepare for winter weather and how to operate safely in changing weather conditions. The event will cover tips for preflight, en route and post-flight actions and information for General Aviation (GA) pilots as we head into the cooler months. WINGS credit will be offered.

### WHAT WILL I LEARN?

During this event, FAA GA safety expert Jamal Wilson will facilitate panel discussions with GA industry reps, pilots, air traffic controllers, labor, meteorologists and others on safety and operational concerns associated with General Aviation. The workshop panels will review runway procedures, provide information to preempt airfield errors, and ultimately focus on lowering the potential for accidents. Topics presented and discussed will include:

- Data and Case Studies on GA Operations and Runway Events in Winter
- Weather Briefing and Pilot Report (PIREPs) Weather
- Safe Airport Operations in Snow and Ice
- The Runway Condition Assessment Matrix (RCAM)
- Wet Runway Operations and Excursions
- Ice Buildup, Impacts at Different Altitudes and Updates on FAA Icing Research
- Winter Survival Techniques and Emergency Situations
- Best Practices for Putting Your Aircraft to Bed for the Winter

### HOW TO PARTICIPATE

Please only use the Zoom link if you are interested in receiving WINGS credit. All other participants should use the YouTube livestream link to attend.



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- **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**





# Karen Cassels

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*You can live  
forever in  
Neverland.*



**Karen Cassels**

December 3, 1954 –  
September 20, 2023

From the Deer Valley Pilots Association:

Many of us flying out of Phoenix-Deer Valley have benefited from the expertise and aviation parts provided by Karen Cassels at her store, Aerozona Parts and Service. It is with great sadness that we have learned Karen passed away unexpectedly on Wednesday, September 20<sup>th</sup>.

Since she took over the business in 1996, she has served the aviation community throughout the valley. Her exceptional knowledge of aircraft, aircraft systems, and the parts needed to support them will be missed terribly. We at the Deer Valley Pilots Association would like to send our deepest condolences to her husband, Bill Cassels, and their children, Missy, Cassy, and Dessy.

A service was held on October 4<sup>th</sup> to honor Karen, and several poems she wrote herself were included. The turnout would have made Karen proud, with family, friends, and a broad representation from the local pilot community.



## 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**





City of Deming

*Municipal Airport*

# Fly-in

**Fly with the Young Eagles!**  
Join us on the tarmac for an exciting aviation day. EAA Young Eagles program is aimed to introduce aviation to kids through experience.

**Date: October 28, 2023**  
**Time: 8 am - 12 pm**

**310 Airport Road, Deming, NM 88030**

Note: All flights are weather permitting and subject to pilot availability.

## What's Happening?

- Get a chance to fly with the Young Eagles
- Enjoy a free lunch
- Meet and mingle with aviation enthusiasts and professionals

**Free Entry**  
**Vendors will be onsite.**

**For more information: 575-546-8848**

**[www.cityofdeming.org](http://www.cityofdeming.org)**

**Experience Aviation**  
**Discover a Dream**

## Want to Take a Ride?

- Free airplane rides for kids aged 8-17 years.
- To take a flight, you must register and sign a waiver.
- This is a unique opportunity to experience the thrill of aviation!

**Learn more**



## A Line in the Sand

By Howard Deevers



We have all heard that term: A Line in the Sand. In old Westerns or other movies, a “line in the sand” (or dirt) was used to signify a territory or area where crossing that “line” would be cause for a conflict or a fight. I can even remember two boys in a grade school class drawing a line in the dirt on the playground to settle some dispute they were having. I don’t remember the outcome of that conflict. Just as well.

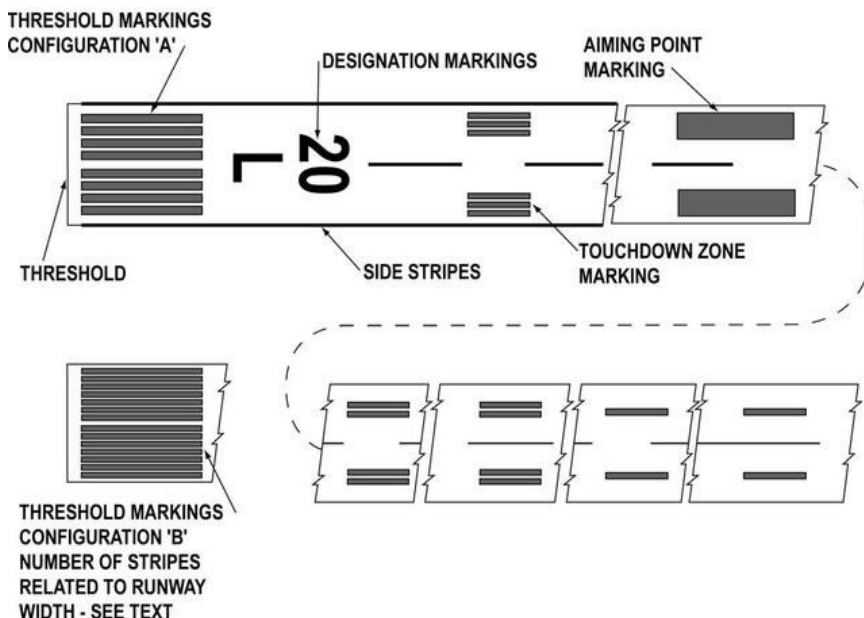
In aviation we have many “Lines in the Sand” at airports. These are lines that we should not cross without permission from the ground or tower controller, usually at places on the airport where conflicts with other aircraft could occur. Probably the most prominent line is the “Hold Short” line just before entering an active runway. Of course, we are talking about airports that do have control towers and ground controllers. Non towered airports also have lines, but we will get to them later.

Section 3 of your Airman Information Manual (AIM) is full of explanations and pictures of airport markings. You may even be asked questions about runway identification during a check ride. Your instructor should start explaining runway and taxi way marking and identifications on your first flying lesson. There is a lot of information to digest, and we don’t expect you to learn it all in one lesson.

There is no sand at the airport. The lines we are talking about will be painted on the surface and in a design that you should easily identify. Just like everything else in aviation, signs and markings have evolved over time and standards have been made to be sure that signs and markings are all familiar

to you no matter what airport you fly into. I do suggest that you spend a little time reading sections 2 of the AIM and find out those things that your instructor did not teach you.

And remember, at control towered airports we have assistance available to us at the push of a button. Never be afraid to ask for clarification of taxi, or take-off, instructions from your ground or tower controller. If you are not familiar with an airport, you can request “progressive taxi instructions” from Ground Control to help you get to where you need to be. They will help you.







It is not just paint on the pavement that we need to know about. There are six types of signs installed on airfields: *Mandatory Instruction signs; Location Signs; Destination Signs; Direction Signs; Information Signs; and Runway Distance Remaining Signs.*

The really important signs will be a RED background with WHITE lettering, or numbers, such as the runway number you are about to cross or enter. In addition to that sign there will be a HOLD SHORT line on the pavement that will be two solid lines and two dashed lines. The solid lines are there as that “*line in the sand*” that you do not cross without permission from the tower or ground controller. The dashed lines are the lines that you *must cross* in order to be fully clear of the runway you just exited. At larger and busier airports where runway incursions have taken place, you may find additional indicators to get your attention. Some have in the ground flashing lights or lead up stripes to the hold short point. These are all designed to alert you that there is something very important at this point on the airport.

If any part of your airplane goes over this hold short line, it is considered a runway incursion, and will result in a violation. Consider it like running a red light in your car, and a police officer stops you. You are going to get a ticket for running that red light. If there is crossing traffic at that intersection you could cause an accident. If there is landing traffic on final approach to the airport and you cross that line, it could result in serious damage to two airplanes, or, if the Tower sees the incident and has the approaching traffic go around, you are still in violation. You have “*crossed that line in the sand.*”

At non towered airports, the signs and markings may not be as prominent as those at a busy towered airport, but the meaning is still the same. The Arizona Pilots Association, and the FAA Team have presented many seminars on operations at non towered airports. The FAA is working very hard to get all airports to have the same standard markings and signs. Once you understand the signs and markings at your airport, you should be able to go to any airport and feel right at home.

At control towered airports you can always ask the ground or tower to repeat or clarify any instructions. They may sound a bit annoyed at this, but that IS what they are paid to do. Another good way to learn about runway markings and signs, and the tower operations, is to ask for a Tower Tour. If you do ask, be sure to ask for a time when the Tower is not so busy. At larger, very busy airports, the controllers may not have the time to answer questions or explain operations and concerns. When they are not so busy, they will be happy to have you.

Your ARIZONA PILOTS ASSOCIATION has presented many seminars on runway incursions and will be doing that again. Check the website and look for a seminar near you. They are free and do count for the WINGS Program. And don't forget to “bring your wingman.”

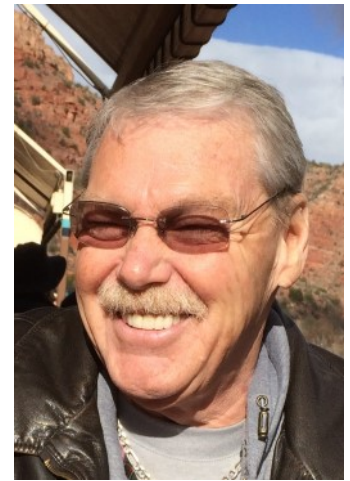
Howard





# ***GAARMS REPORT OCT. 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.”** Preflight briefings, which include 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. With winter approaching, the weather can be significantly different in that 100-mile, 45-minute flight. Winter conditions up here can be, um, challenging. Snow showers, snowstorms, snow covered runways, taxiways and ramps, lots of ice, especially black ice, on the taxiways and ramps as a result of daily heating and overnight freezing. Parking overnight? Well, very cold temperatures, potential frost and hard starting are all early morning issues and need to be carefully mitigated and/or planned for. Temperature swings of 40 plus degrees are almost normal all winter, ranging from 0 degrees overnight to 40 plus degrees when the sun comes up. So, *if you plan to come up to Flagstaff, please, please check NOTAMs!* Like I mentioned in last month’s article, the tower is currently suffering through a staffing shortage, that, often, during the day, closes tower operations for short durations (usually 30-45 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, for 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!

“

On that initial call, a precise position report can alleviate a lot of extraneous radio chatter and significantly improve services at the airport.

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.

Another tidbit – As mentioned last month, 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 or when the tower is not in operation!

”





We strongly recommend you contact the tower or broadcast your position at least 10 miles out with your position in reference to the airport, i.e., **10 miles SOUTH**, and to include your altitude, i.e., **at 9500 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 ANOTHER 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

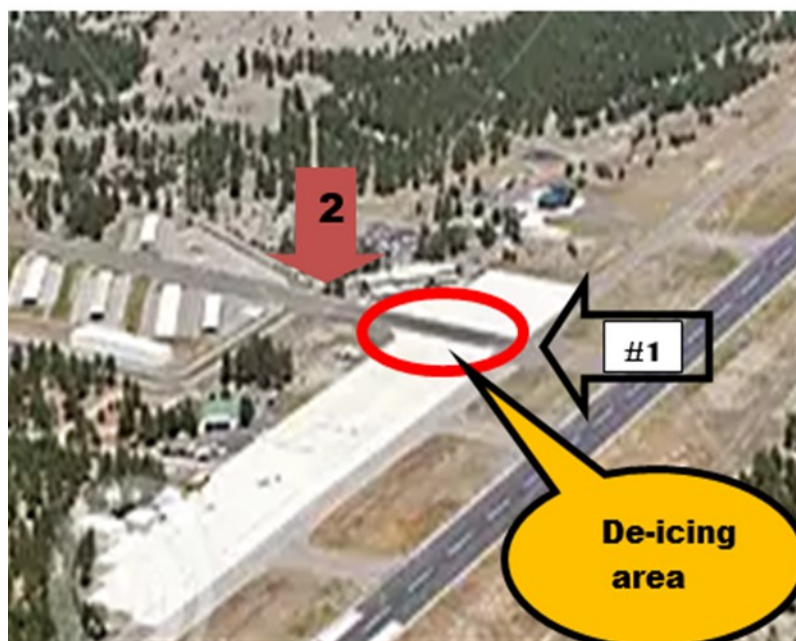
the airport. An initial call to the tower saying "*N12345 is with you on the visual*" will generate at least two more radio calls from the tower that you will need to respond to, certainly tying up the frequency much longer than one precise initial call!

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 very closely watching 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 another subject, with winter coming, the airline operation will most likely involve de-icing every morning. The CRJ-700's on the terminal ramp are occasionally pushed back onto the taxiway leading into the West Complex (hangar area) or across the taxiway onto the ramp area right next to the taxiway for their de-icing process. This does, on occasion, create a bottleneck on the taxiway leading into and out of the West Complex hangars and shades. Thusly, the following procedures are recommended –

If you are coming out of the West Complex, and just for clarity, you would be on the west taxiway, **NOT** Alpha 6. The west taxiway, ironically, just happens to align with Alpha 6 upon connecting to taxiway Alpha (See arrow #1). Alpha 6 is the connector between taxiway Alpha and the runway.

The recommended procedure coming out of the Runway Safety Action Team (RSAT) is to contact Ground early for taxi clearance, i.e., before reaching the blue gate or



adjacent to the wash rack area (ARROW #2). If, upon landing, you are going into the West Complex, advise the tower early so they can plan on a runway exit strategy to avoid any conflict at the west taxiway, currently referred to as Alpha 6.

FYI, under the airport master plan there is a project envisioned to move the taxiway coming out of the West Complex. The proposal is to NOT intersect taxiway Alpha at Alpha 6, but to come across the ramp area to join taxiway Alpha between Alpha 6 and Alpha 7.

The intent is to resolve both the taxiway alignment issue and the pushback/de-icing issue, but that is way down the road.

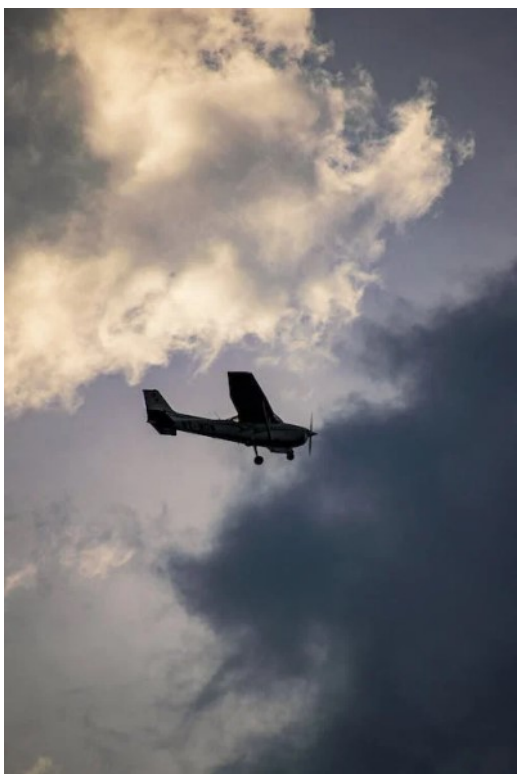


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Let me introduce you to the newest air traffic concept under study right now. It is called ***The 4D Trajectory Based Ops Concept***.

The 4D trajectory of an aircraft consists of the three spatial dimensions (*latitude, longitude or radial/distance and altitude*) and introduces time as the fourth dimension. Adding a **CTA** (Controlled Time of Arrival) or a time to a fix or position into the 3-dimensional world now becomes a relevant part of any flight or the planning of that flight, referred to as the Reference Business Trajectory (**RBT**). This means that any change in position or a timing error (CTA at a prescribed fix) is in fact a deviation from the flight plan, causing an error in the projected pre-planned RBT. This could/can cause a significant impact on all following traffic on the same flight path (trajectory), and could therefore require controller intervention. Currently, tactical interventions by air traffic controllers rarely take into ac-

count the effect on the trajectory as a whole, due to the relatively short look-ahead (20 minutes or so) time, for those aircraft within their own airspace. In basic terms, a 4D flight plan will need every center whose airspace is traversed by the 4D flight plan to concur prior to flight. This will require every center and TRACON's computer system to be a player in the flight planning process.



The 4D trajectory concept is based on the integration of time for the entire length of the flight into the aircraft's 3D trajectory. It aims to ensure flight on a practically unrestricted, optimum trajectory for as long as possible in concert with the aircraft being obliged to meet very accurate ETA's (arrival times) over a designated point. This would require a very sophisticated and accurate Flight Management System on board the aircraft constantly computing position and recommending (or making) speed adjustments to hit the required fixes at a very specific window of time, perhaps within a minute or two, or even closer. This whole concept is certainly obtainable – just watch space shots, orbit intercepts, space station hookups, lunar landings,



etc, but one at a time obviously won't work for a sky full of airliners. With lots of airplanes flying coast to coast on a 4D trajectory, for example San Francisco to JFK, if even one is off on timing (for whatever the reason), the ripple effect could be disastrous!!

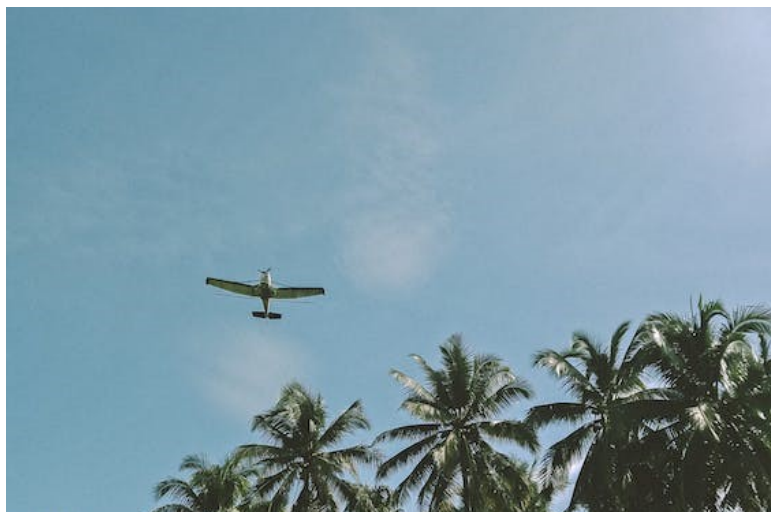
The hoped-for benefits of 4D Trajectory Based Operations are improvement of air traffic operations by increasing the overall predictability of traffic; optimal operations for airlines (aircraft using preferred routes and levels); better service provided (due to ground-ground and air-ground interoperability); fewer trajectory distortions; Reduced costs (e.g. fuel and/or time); reduced emissions; and increased capacities (en-route and airport) by enabling controllers to safely handle more traffic with fewer conflicts; and advanced information.



But there are still issues that need to be addressed or solved. One such issue is limited effectiveness unless widespread and coordinated. If only part of a given trajectory is subject to TBO, the achievable benefit is limited since the optimized RBT trajectory will be, by definition, interrupted (off the optimized route) resulting in longer, erratic routes, more controller interventions and the creation of negative ripple effects in unpredictable ways. TBO limited to one's own Functional Airspace Block (one Center's airspace) is of lesser value if the trajectory extends beyond that center's boundaries.

Example: An aircraft is traversing the airspace of three centers on its way from A to B. Each individual center's routing turns out to be inefficient compared to the business trajectory (straight line with timed fixes) although the routing is optimal within each center. The situation could be even worse if there were several centers in the middle instead of just one, i.e., coast to coast. It is also possible the preferred 4D trajectory by an aircraft operator may not follow the great circle between the point of departure and point of arrival. For example, to gain the benefit of a tailwind (or jet stream) en-route, or avoid the jet stream, an operator may file a route that is tens of miles longer than the shortest route, but faster and more fuel efficient.

There are definitely technology challenges –



Equipment requirements for new aircraft and retro-fitting older aircraft, and possibly new equipment for the centers, TRACONs and airports.

Attitude change – Controllers will have to consider the impact of their actions on the trajectory as a whole, and pilots will have to accept more restrictions (the aircraft should reach certain points at defined times, not earlier and not later).

More challenging conflict detection – At present the airspace structure is such that most

conflicts occur at specific points (e.g. airway crossings). With the introduction of TBO, aircraft trajectories will no longer follow standard airways and the conflicting points will not be at fixed locations, similar to free route operations. This should not be much of an issue if appropriate equipment is available to controllers since the number of conflicts is expected to be reduced.

Equipment failures – Sector capacities will be recalculated to reflect the use of TBO. This could easily lead to controller overload in case of equipment failure (a situation similar to surveillance system failure nowadays). Some of the equipment requirements include enhancements to the weather model in the Flight Management System, improvements to the FMS to improve the ability to meet time constraints, introduction of CPDLC, and the introduction of SWIM world-wide.

## **Related Terms and Abbreviations**

**RBT** – Reference Business Trajectory – the business trajectory which the airspace user agrees to fly and the ANSP and airports agree to facilitate (subject to separation provision). Business trajectory is the representation of an airspace user's intention with respect to a given flight. It is aimed at guaranteeing the best outcome for the flight as seen from the airspace user's perspective;

**CTA** – Controlled Time of Arrival (sometimes referred to as constrained time of arrival) – an ATM imposed time constraint on a defined merging point associated to an arrival runway;

**TBO** – Trajectory Based Operations – the concept of improving throughput, flight efficiency, flight times, and schedule predictability through better prediction and coordination of aircraft trajectories;

**SWIM** – System Wide Information Management is an advanced technology program designed to facilitate greater sharing of Air Traffic Management (ATM) system information, such as airport operational status, weather information, flight data, status of special use airspace, etc.

**CPDLC** - a two-way data-link system by which controllers can transmit non urgent strategic messages to an aircraft as an alternative to voice communications. The message is displayed on a flight deck visual display. The CPDLC application provides air-ground data communication for the ATC service. It enables a number of data link services that provide for the exchange of communication management and clearance/information/request messages which correspond to voice phraseology employed by air traffic control procedures. The controllers are provided with the capability to issue ATC clearances (level assignments, lateral deviations/vectoring, speed assignments, etc), radio frequency assignments, and various requests for information.

The pilots are provided with the capability to respond to messages, to request/receive clearances and information, and to report information. A "free text" capability is also provided to exchange information not conforming to defined formats.



## **OCT. QUIZ :** (Answers at the bottom of the Safety Program section.)

1. Is it possible to fly to a point defined as 0 degrees latitude/ 0 degrees longitude ?
    - a) Yeah, right!!!. Do I look that stupid?
    - b) Of course you can..
    - c) No way, negative, not possible.
    - d) Even if I could, I don't want to!
  2. Alrighty now!! What is the speed of light??
    - a) 186,280 Miles Per Hour.
    - b) 186,280 KTs
    - c) 300,000 meters per second
    - d) 186,280 Miles Per Second
  3. OK, we all know what ADS-B is, right? So what is ADS-C?
    - a) There is no such thing.
    - b) That is what provides incoming weather data to be displayed in my GPS/iPad.
    - c) That is what provides the traffic to be displayed on my GPS/iPad.
    - d) A bigger, better more capable, Big brother version of ADS-B
  4. OK, you think you have finally memorized all of the FAA acronyms, right?? Well, what the heck is a stopway???
    - a) The hold line at a taxiway.
    - b) The hold line at the runway.
    - c) The clearing at the end of each runway.
    - d) The yellow chevrons at the end of the runway.
  5. Another critical acronym nobody knows. What is ATCRBS?
    - a) I Never heard of it, therefore it doesn't exist!.
    - b) Sometimes used by the pilot to transmit to ATC.
    - c) A military system to track their own aircraft.
    - d) A second radar antenna attached to the primary radar.
- 

## **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.** You would simply start anywhere on the 0 degree latitude line (the equator) and fly east or east to the prime Meridian, otherwise known as the 0 degree longitude line that runs north/south through Greenwich, England.

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2. **d.** The speed of light traveling through a vacuum is exactly 299,792,458 meters (983,571,056 feet) per second. That's about 186,282 miles per second — a universal constant known in equations as "c," or light speed.

According to physicist Albert Einstein's theory of special relativity, on which much of modern physics is based, nothing in the universe can travel faster than light. The theory states that as matter approaches the speed of light, the matter's mass becomes infinite. That means the speed of light functions as a speed limit on the whole universe. The speed of light is so immutable that, according to the U.S. National Institute of Standards and Technology, it is used to define international standard measurements like the meter (and by extension, the mile, the foot and the inch). Through some crafty equations, it also helps define the kilogram and the temperature unit Kelvin.

But despite the speed of light's reputation as a universal constant, scientists and science fiction writers alike spend time contemplating faster-than-light travel. So far no one's been able to demonstrate a real warp drive, but that hasn't slowed our collective hurtle toward new stories, new inventions, and new realms of physics.

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3. **d. ADS-C** Automatic Dependent Surveillance — Contract is the means by which the terms of an ADS-C agreement will be exchanged between the ground system and the aircraft, via a data link, specifying under what conditions ADS-C reports would be initiated, and what data would be contained in that data stream.

Description

Although the names are similar, ADS-C and ADS-B are two different applications.

Automatic dependent surveillance - broadcast (ADS-B), like Primary Surveillance Radar (PSR) and Secondary Surveillance Radar (SSR) is an ATIS surveillance system which allows ATC to automatically and repeatedly access data from all suitably equipped aircraft and both use and re-broadcast it to suitably equipped other aircraft within range.

Automatic dependent surveillance - contract (ADS-C) uses the same systems on board the aircraft to automatically transmit similar information - aircraft position, altitude, speed, elements of navigational intent and meteorological data - only to one or more specific Air Traffic Services Unit (ATSU) or AOC [1] facilities for surveillance and/or route conformance monitoring.



Data provision by an aircraft is generated in response to a request within the terms of the ADS contract held by the ground system. This contract identifies the types of information and the conditions under which reports are to be sent by the aircraft. Some types of information are included in every report, while other types are provided only if specified in an ADS contract request. The aircraft can also send unsolicited ADS-C emergency reports to any ATSU that has an ADS contract with the aircraft.

An ATSU system may request multiple simultaneous ADS contracts with a single aircraft, including one periodic and one event contract, which may be supplemented by any number of demand contracts. Up to five separate ground systems may request ADS contracts with a single aircraft.

- 
4. **d.** The stopway is the area that is placed right after the runway, and it is used when reducing speed if a takeoff is called off for any reason. Its width has to be at least the same as the runway and it should be able to help a plane slow down without damaging it. The stopway is centered on the runway extended centerline and the combined length of runway and stopway equals the ASDA, which is Accelerate Stop Distance Available.

Because they have limited use and are expensive to build, stopways are less cost effective in comparison to a full-strength runway that is functioning in both directions.

**Stopways are depicted by big yellow chevrons on the ends of the runway.**

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5. **d. ATCRBS – Air Traffic control Radar Beacon System.** An ATC ground station consists of two radar systems and their associated support components. The most prominent component is the PSR. It is also referred to as skin paint radar because it shows not synthetic or alpha-numeric target symbols, but bright (or colored) blips or areas on the radar screen produced by the RF energy reflections from the target's "skin." This is a non-cooperative process, no additional avionics devices are needed. The radar detects and displays reflective objects within the radar's operating range. **The second system (ATCRBS) is the secondary surveillance radar, or SSR, which depends on a cooperating transponder installed on the aircraft being tracked.** The transponder emits a signal when it is interrogated by the secondary radar. In a transponder-based system signals drop off as the inverse square of the distance to the target, instead of the fourth power in primary radars. As a result, the effective range is greatly increased for a given power level. The transponder can also send encoded information about the aircraft, such as identity and altitude.

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### 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)

# **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](http://Bar10.com) to make your reservation: 435.628.4010

Contact Perry Null for more info: [perrydnull@gmail.com](mailto:perrydnull@gmail.com) 505.870.1233

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





# September Aviation Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents and incidents that occurred in Arizona from mid-August through mid-September. 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 and take the necessary action to prevent them from having similar occurrences.

In this reporting period aviation safety was not very good because of the large number of accidents. Fortunately, there were no serious 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: August 19, 2023  
Source: FAA Incident  
Location: Prescott (PRC)  
Type: Piper Cessna 172  
Injuries: 2 Uninjured

## **Bird Strike**

The Cessna 172 sustained a bird strike during the crosswind leg of a touch and go landing on RWY 21L at PRC. The bird, presumed to be a crow, resulted in a large 3 inch by 12-inch dent on the leading edge of the right wing.

Date: August 19, 2023  
Source: FAA Incident  
Location: Mesa Falcon Field (FFZ)  
Type: Piper PA28-180  
Injuries: UNK Uninjured

## **RUNWAY EXCURSION**

The Piper landed on Runway 22R, and the aircraft went off the departure end and into the grass. ARFF and airport Operations responded to the aircraft, and ARFF reported there was no damage to the aircraft and there were no pilot medical issues. The aircraft was returned to the RWY 22R overrun pavement, and the aircraft requested to taxi to the Echo Ramp, which was accomplished satisfactorily. A runway inspection was made, and there was no damage or FOD on

Runway 22R, and it was made available for service.

Date: August 20, 2023  
Source: FAA Incident  
Location: Chandler (CHD)  
TYPE: Mooney M20K  
Injuries: 1 Uninjured

## **RUNWAY EXCURSION**

The Mooney aborted its takeoff on Runway 4L at CHD due to a lack of power. The pilot reported a shifting wind which resulted in a tailwind on takeoff. The airplane went off the end of the runway, and into the dirt, resulting in a prop strike.

Date: August 21, 2023  
Source: FAA, Incident  
Location: Phoenix (PHX)  
Type: Beechcraft BE-400  
Injuries: UNK Uninjured

## **CRACKED WINDSHIELD**

The Beech Hawker Jet took off from Mesa Falcon Field (FFZ) for Twin Falls, Idaho (TWF), and then diverted to Phoenix (PHX), declaring an emergency due to a cracked windshield. The aircraft made a safe landing at PHX without further incident.

Date: September 1, 2023  
Source: ASN, FAA, NTSB, APA  
Location: Coolidge Municipal (P08)  
Type: Piper PA34-200T  
Injuries: 2 Uninjured

### **GEAR UP LANDING**

The FAA reported that the Seneca II took off from Mesa, Falcon Field (FFZ) with a destination of Coolidge Municipal Airport (P08). The airplane landed gear up at Coolidge, lost control, and struck a runway sign with a wing, and was substantially damaged.

Date: September 2, 2023  
Source: ASN, FAA, NTSB, APA  
Location: Prescott (PRC)  
TYPE: Piper PA28-140  
Injuries: 4 Minor Injuries

### **DENSITY ALTITUDE**

The aircraft departed Mesa Falcon Field (FFZ) with an ultimate destination of Grand Canyon-National Park Airport (GCN) and stopped at Prescott Regional airport to re-fuel before continuing to Grand Canyon Airport. The NTSB stated the airplane took off from Prescott but was unable to climb, and the pilot attempted to make an off-airport landing on a road, and the tail hit a tree during the landing attempt. While none of the occupants were seriously injured, the airplane was substantially damaged.

Date: September 4, 2023  
Source: ASN, FAA, NTSB  
Location: Marble Canyon Airport (L41)  
TYPE: Cessna 150M  
Injuries: 2 Uninjured

### **DENSITY ALTITUDE**

The FAA reported that the airplane departed from Saint George Airport, struggled to obtain altitude, and flew to Marble Canyon airport (L41). The FAA reported that when the airplane departed Marble Canyon it was unable to climb, stalled, and impacted a hill.

Date: September 5, 2023  
Source: ASN, APA  
Location: Bullhead-Laughlin Airport (IFP)  
Type: Rutan Long-EZ  
Injuries: 1 Uninjured

### **NOSE GEAR COLLAPSED**

The Long-EZ departed Livermore California, and while landing at its destination, Bullhead-Laughlin Airport, its nose gear collapsed, the pilot lost control, and the airplane struck a sign and some runway lights.

Date: September 5, 2023  
Source: FAA Incident  
Location: Phoenix Deer Valley Airport (DVT)  
Type: Cessna 170A  
Injuries: 1 Uninjured

### **LOSS OF CONTROL LANDING**

The Cessna landed on RWY 25R, began to maneuver from side to side, and then came to rest nose down on the runway, incurring a prop strike. The extent of damage was undefined.

Source: ASN, APA, FAA (Incident)  
Location: Marana Regional Airport (AVQ)  
Type: Beechcraft B35S  
Bonanza Injuries: 1 Uninjured

### **GEAR UP LANDING**

The Beech Bonanza departed Ryan Field (RYN), and during the landing at its destination, Marana Regional Airport, the Bonanza made a gear up landing on Runway 12. All the damage was confined to the aircraft.

Date: September 6, 2023  
Source: FAA Incident  
Location: Williams Gateway Airport (IWA)  
Type: Cessna 172  
Injuries: 1 uninjured

### **LOSS OF CONTROL LANDING**

The solo Student Pilot was cleared to land on RWY 12C, however, after touching down the aircraft went off the side of the runway into the



grass. Ground Control activated the Crash Phone, and the Emergency Response personnel responded. The ARFF team declared the aircraft was fire safe, and the aircraft was towed back to the ramp. No injuries or aircraft/airport property damage were reported.

Date: September 6, 2023  
Source: FAA Incident  
Location: Marana Regional Airport (AVQ)  
Type: Mooney M20E  
Injuries: 1 Uninjured

### LANDING GEAR COLLAPSED

When the Mooney landed at Marana the landing gear collapsed during the roll out. The extent of the damage was unreported.

Date: September 6, 2023  
Source: ASN, FAA, APA  
Location: Sunset Point  
Type: Cessna 172 Skyhawk II  
Injuries: 1 Uninjured

### IN FLIGHT ENGINE FAILURE

The Cessna Skyhawk had departed Saint George Municipal Airport in Utah (SGU) and had a planned destination of Mesa Falcon Field (FFZ). The airplane made a forced landing on the southbound lane of Interstate highway I-17 near Black Canyon City following a loss of engine power. Using the Guard Frequency, the pilot attempted to communicate with ATC but was unsuccessful. He was able to communicate with several other aircraft who attempted to provide assistance.

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## A Few Words About Safety

Denny Granquist

“

*“Reading lots of accident reports make you a better pilot.”*

*“One peak is worth a thousand cross checks.”*

”

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# Fatal Accident Review

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By Fred Gibbs

We are still in the "**OOHRAH**" Stage of doing a really great job of flying safe! Here we are, entering our 10<sup>th</sup> month, with still only one fatal accident on record. It would sure be a significant accomplishment to actually end the year with no further fatal accidents, so please continue to fly safe.

While not an Arizona accident, the fatal crash of two T-6 Texans at the Reno Air Races was tragic. Both pilots were highly experienced pilots, just completing the T-6 race around the pylons, done with their cooling laps, and on approach to landing. It appears that one of the T-6's, rolling out of his overhead break onto final, descended into the T-6 beneath him, also on approach, and unfortunately in his blind spot.

Go on the AOPA Safety Institute link below for a good explanation of what happened –

<https://youtu.be/xEB9ztof0mA?si=8uJh9R9Y0d8sJoGd>

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, while monsoon season is over, Mother Nature is getting ready to serve up WINTER. She could, and most likely will, 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!**



*(Screen capture from YouTube video)*

<https://youtu.be/xEB9ztof0mA?si=8uJh9R9Y0d8sJoGd>

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

Fred



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## CFII Accepting New Students

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# August-September 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 August 11 through September 14 there were eighteen pilot deviations reported by the FAA SDL FSDO office.

These deviations were committed by pilot certificate levels ranging from Private through ATP, and two Military pilots. In this reporting period there were also five out of state pilots that committed the deviations. Of these eighteen deviations reported, there was a need to issue ten Brashers.

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 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. Always fly with care and forethought.

The details of the deviations this month are as follows:

## IFR DEVIATION

8/16 IFR Altitude Deviation  
Military Pilot  
Tucson TRACON

Three F16's departed Tucson on a northbound STEREO Route climbing to 17,000' MSL. One F16 climbed on their own through FL188. While the aircraft were climbing, they requested a continued climb due to weather. The controller advised them to maintain 17,000' and called Albuquerque Center to advise them of the request. The Tucson TRACON issued a **Brasher** to the F16 that had climbed through FL188

8/17 IFR Standard Instrument Departure (SID) Deviation  
ATP\*  
Out Of Oklahoma  
Van Nuys (VNY)

The Hawker H25B Corporate Jet was cleared by Pre-Departure Clearance to depart Van Nuys

Airport (VNY) on RWY 16R via the WLKKR4 SID. The SID assigns a right turn to 210 degrees after the PPRRY Way Point. Instead, the aircraft turned left to a 124-degree (137T) track without a clearance. The Ground Controller at the destination airport, Seattle Paine Field issued the **Brasher** statement.

\*Arizona Pilot

8/23 IFR Altitude Deviation  
ATP/CFI  
Out of Tennessee  
Scottsdale Airport

The pilot deviation was reported by the Phoenix TRACON when the SF-50 Cirrus Vision Jet descended below its assigned altitude of 7,000 feet, which resulted in a loss of separation with terrain/obstacles. The Cirrus was not issued a low altitude alert.

9/2 IFR Standard Instrument Departure (SID) Deviation

Private Pilot  
Out Of Oregon  
Phoenix TRACON (P50)

The Biltmore Controller noticed that the Mooney M20 turned northwest bound out of 2,800' rather than 4,000' as they should have done on the DVT3 Departure. This occurred in the Deer Valley (DVT) Class Delta Airspace and placed the aircraft toward the usual traffic pattern. The Biltmore Controller reported the issue to management and gave the Pilot a **Brasher** warning.

9/8 IFR Altitude Deviation  
Military  
Albuquerque Center (ZAB)

The F35 was level at 15,000 feet. At 1657z, another aircraft checked on with the Albuquerque Controller, stating he was out of 14,800 feet, and climbing to FL210. The Albuquerque Controller climbed the aircraft to FL260. Two aircraft read back the clearance, so the Albuquerque Controller reissued the clearance to the aircraft again. Once again, two aircraft answered the clearance. At this time the Albuquerque Controller observed the F35 climbing out of 15,000 feet. The Albuquerque Controller re-issued 15,000 feet to the F35. The F35 had taken and acted on a clearance intended for another aircraft and had made an unauthorized climb to 16,300 feet. The event occurred near Phoenix, and the Albuquerque Controller issued a **Brasher** to the F35 pilot.

## CLASS BRAVO DEVIATIONS

8/21 Entering Class Bravo Airspace Without  
First Obtaining A Clearance  
Commercial Pilot  
Phoenix TRACON (P50)

The Piper Cheyenne climbed into the Phoenix Class Bravo Airspace without a clearance while VFR, and contacted the Santan Sector Controller to pick up an IFR clearance that was on file and was given a **Brasher** warning.

8/29 Entering Class Bravo Airspace Without

First Obtaining A Clearance  
Private Pilot  
Phoenix TRACON (P50)

The pilot deviation was reported by the Phoenix TRACON then the Beech Bonanza entered the Phoenix Class Bravo Airspace without authorization.

*(Data showed the aircraft registration had been canceled & the pilot medical had expired.)*

8/30 Entering Class Bravo Airspace Without  
First Obtaining A Clearance  
Commercial/CFI  
Phoenix TRACON (P50)

The Cirrus was observed entering the PHX Class Bravo Airspace without authorization southwest of Falcon Field where the floor of the Bravo airspace is 2,700 feet, and the aircraft was observed at 3,700 feet. The VFR target was tracked to Williams Gateway Airport (IWA), and IWA called the Phoenix TRACON informing them they were in contact with the aircraft. IWA was instructed to issue a **Brasher** warning.

9/4 Entering Class Bravo Airspace Without  
First Obtaining a Clearance  
Private Pilot  
Phoenix TRACON (P50)

The VFR target entered the Phoenix Class B Airspace just northeast of Mesa Falcon Field in the 5,000 ft block of Bravo Airspace. The aircraft continued northbound, exited Class B, then re-entered the Class Bravo Airspace in the 7,000 block of Airspace. The aircraft eventually landed at Prescott Airport (PRC). PRC ATCT issued the **Brasher**.

9/5 Entering Class Bravo Airspace Without  
First Obtaining A Clearance  
Private Pilot  
Phoenix TRACON (P50)

The Beech Bonanza violated the Phoenix Class Bravo Airspace 10 miles northwest of Sky Harbor airport in the 4,000-9,000 shelf at 4,400 feet



while climbing. The pilot called the Phoenix TRACON prior to the Biltmore sector controller accepting the handoff from Luke Approach. The ADSB information for this aircraft was incorrectly displayed, and the Pilot was made aware of this discrepancy. The aircraft ended up climbing to 5,000' prior to exiting the 4,000-9,000' shelf. There was no Loss of separation.

*(Note: The pilot had an expired medical.)*

9/13 Entering Class Bravo Airspace Without First Obtaining A Clearance  
Commercial/CFI Pilot  
Phoenix TRACON (P50)

The Piper Seminole entered the Phoenix Class Bravo Airspace without authorization. There was no loss of separation.

## CLASS CHARLIE DEVIATION

8/31 Entering Class Charlie Airspace Without First Establishing Communication  
Private Pilot  
Tucson TRACON (U90)

The aircraft violated the Tucson Class Charlie Airspace and landed at Ryan Field (RYN). The Tucson TRACON called RYN to issue a **Brasher**, and to give the pilot the TRACON phone number. The pilot called the TRACON and advised them the aircraft had some maintenance and GPS issues. No other traffic was affected.

## CLASS DELTA DEVIATIONS

8/11 Entering Class Delta Airspace Without First Establishing Communication  
Commercial Pilot  
Prescott Regional Airport (PRC)

The Lancair entered the PRC Class Delta Airspace without first establishing two-way radio communications. There was no loss of separation. The **Brasher** Warning was issued by the PRC Ground Controller.

8/30 Entering Class Delta Airspace Without First Establishing Communication  
Pilot Certification UNK  
Tucson Ryan Field (RYN)

The pilot deviation was reported by Ryan ATC when the Air Tractor entered the Ryan Class Delta Airspace without first establishing two-way radio communications.

## AIR TRAFFIC CONTROL INSTRUCTIONS

8/25 Failure to follow Air Traffic Control Instructions  
Private Pilot  
Mesa Falcon Field Airport (FFZ)

While in the pattern the Piper Cherokee turned to follow the wrong aircraft creating a conflict. ATC observed the incorrect turn and issued the Cherokee go-around instructions with a climb. The Cherokee didn't follow ATC's instructions, creating further conflicts in the pattern.

*(This was during a practical test with a DPE on board.)*

## SURFACE INCIDENT (TAXI INSTRUCTIONS)

8/9 Failure To Follow Taxi Instructions  
Pilot Certificat UNK  
Out of Canada  
Williams Gateway Airport (IWA)

The A-4 Skyhawk Fighter entered Taxiway PAPA without a Clearance. The aircraft was issued the taxi instructions to RWY 30L via ALPHA & NOVEMBER. Ground Control observed the aircraft passing Taxiway NOVEMBER, and tried to reach out to them but they didn't reply. Both local controllers tried to reach out to them but couldn't get a reply. Ground Control reattempted to establish contact, and the aircraft replied as they made the turn off of Alpha, and onto Taxiway PAPA. Ground Control told them to hold position, and then reassigned them to RWY 30C & switched them to the tower frequency..

## MOVEMENT AREA DEVIATION

8/9 Entering a Movement Area Without Authorization  
No Pilot Rating Required  
Williams Gateway Airport (IWA)

The Aircraft Tug entered taxiway Alpha abeam taxiway Kilo without establishing communication with ATC for obtaining a clearance into the movement area.

## ENTERING RESTRICTED AREA

8/10 Entering A Restricted Area Without Authorization  
Private Pilot  
Out Of Texas  
Albuquerque Center (ZAB)

The Mooney was VFR at 4,600 feet, and an Albuquerque Controller observed that the Mooney was inside of restricted area R2310, which was active at 10,000 feet and below. The pilot stated that he did not realize the airspace was active. A **Brasher** was issued.



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***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.***

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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	
Mgr: Britney Kirk (520) 384-0796		100 acres w/race track	
<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			
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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	
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<b>Valley of the Eagle (Sampley's) Airpark</b>	Aguila	30	
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<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>
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<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>
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<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			
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Email Stefanie at:

[Webmaster@AZPilots.org](mailto:Webmaster@AZPilots.org)

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### Article Deadlines:

20<sup>th</sup> Editor reminds the Team to submit articles

25<sup>th</sup> Authors submit articles and 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 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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