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April 2024

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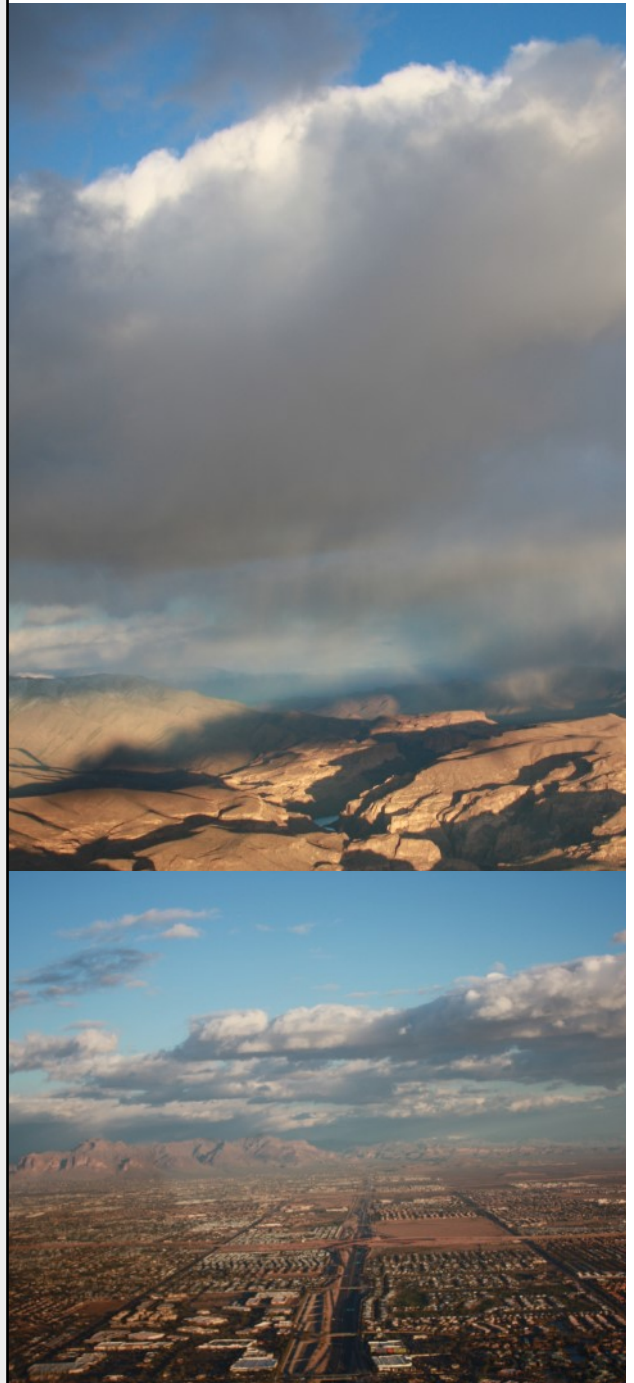
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President's Report

Thanks to all of you that came out to participate in the March Grapevine camping weekend. Despite some weather challenges, we had a great turnout. A special thanks to George Luscombe Driver for a fantastic job showing *Maverick – Top Gun* after dinner. Everyone had a great time. Our next Camping Weekend will be April 19 – 21 and will be the last for this season. Come out to see us – we look forward to seeing you there!

Unfortunately, I do have report that we are starting to see some vandalism at Grapevine. This includes trash, broken locks on our storage containers, and bullet holes in the runway information signs. To say this is frustrating is a gross understatement. A lot of organizations including the APA, RAF, and the US Forest service have put a lot of sweat equity into bringing Grapevine back to life and making it available to the general aviation community. If you are planning to fly into Grapevine, or any of the airstrips that the APA maintains, please take a few minutes to review the Safety Brochure located under "Pilot Info" on our website. Remember to practice "leave no trace," fly out what you fly in, and be courteous to those that will use the strip after you leave. If you see something that needs attention or that we should know about, please reach out to us at contact@azpilots.org. All our backcountry airstrips are treasures, let's not risk losing access to them.

Our annual membership meeting is scheduled for Saturday, May 11th, so please mark your calendars and save the date. The meeting will be held at Highlands Church, 9050 E. Pinnacle Peak Road, near KSDL. We have a full agenda lined up and we'll have some great door prizes as well. Randy Brooks, Executive VP of Flight Operations for Aviation Performance Solutions, is our guest speaker and will share his experience as an Advanced Upset Prevention and Recovery Training (UPRT) instructor. We'll be getting the meeting specifics out to you beforehand, and we look forward to seeing you there!

Fly Safe!

Chris



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

newsletter@azpilots.org

Arizona Pilots Association Annual Meeting

May 11, 2024



Coffee at 9:30am
Meeting Starts at 10:00am
Highlands Church, 9050 E. Pinnacle Peak Rd., Scottsdale
P/U from KSDL Available, Please RSVP

Randy Brooks

Keynote Speaker

Master CFI and Advanced Upset Prevention and Recovery Training (UPRT) Training Instructor



Hear About Scholarships, Director's Reports, Backcountry, Weekend Getaways, Day Trips

Door Prizes!!!

PARTNER 91

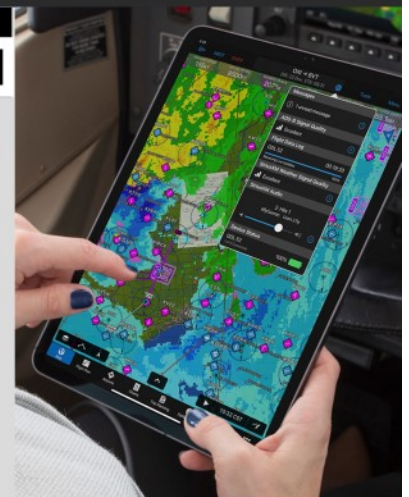


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Executive Director's Report

Jim Timm — April 2024



The weather has been a bit unusual during the last part of March. One Saturday the weather here in Phoenix was not too bad, but south of us it was foggy and the freezing level was on the ground, and we ended up going to IHOP, but generally the flying has been great. With the sometimes high overcast, you can fly most anytime and get a smooth ride. The only problem that I have run into are the small bugs. Either I'm flying too low or some of these little fellas are turbo charged and are flying higher. Towards the end of a flight, it gets a bit difficult picking out traffic from the bugs on the windshield, and then the clean-up after you land. Anyhow, it's all part of the fun I guess. So let's go flying!

I guess I do owe some of you an apology. In the last newsletter I was discussing how to contact the Aeronautics Division at ADOT, and I mistyped their e-mail address. To contact the aircraft registration department at ADOT use the e-mail address: macreg@azdot.gov

MISCELLANEOUS ITEMS

FAA

Fortunately, everything has been rather quiet from the FAA as far as general aviation is concerned. I have not been made aware of anything from the FAA as far as changes or proposed changes that would impact us in the general aviation community. I hope this continues for a while. It would be good to hear something from the FAA concerning the MOASIC issue at the EAA Oshkosh event. However, I realize that would be expecting too much, knowing how slowly the FAA moves.

AIRSPACE

I was certain everyone was aware that there were TFR's over all the Phoenix area the end of last month because President Biden was in town. Well, apparently there was one person who wasn't



aware, because I had heard that there was a small general aviation airplane spotted in one of the TFRs. While the President was here, apparently the Air Force had jet fighters loitering high over the TFRs, and apparently one was directed to intercept the intruder and escort them to an airport for a landing. Something I don't understand is that the fighter couldn't find the intruder. I had heard this reported over a newscast, and I never heard any-



thing more about the incident. I can't imagine the fighter not being vectored directly to the intruder if there was one. I guess we may never know if anything happened.

Because of the increased parachute drop activity, check NOTAMS along your proposed flight route, and monitor enroute facility frequencies for parachute activity.

SAFETY

In this past reporting period, aviation safety has once again not been very good because of the rather large number of accidents and incidents reported. The really bad news is that there was an accident at Gila Bend that resulted in one fatality and one very serious injury. The airplane was a twin engine ultralight trike. There was no information available as to how or why the accident happened. The good news was that in the rest of the reports we had received, no one had gotten hurt.

For the details of the accidents/incidents in this past February - March reporting period see my Accident/Incident Summary Report located elsewhere in this newsletter. Please fly safely.

Members, please continue to send accident information to itimm@azpilots.org with the date, location, aircraft make, if anyone got hurt, and with as much detail as possible. Thank you.

It was also unfortunate that in this past reporting period the FAA reported three Near Mid Air Collisions (NMAC).

The first one was a single place light sport experimental airplane that entered the traffic pattern at Coolidge airport from the opposite direction of other traffic and missed another aircraft in the pattern by about 50 feet.

The second one reported was between a Cessna and a Piper in the pattern at Phoenix-Mesa Gateway airport. The Piper was instructed to follow the Cessna, but the Piper turned prematurely and headed directly at the Cessna resulting in a near miss.

The last NMAC occurred when a Cessna entered the Mesa Falcon Field Class Delta Airspace without first establishing two-way radio communications and conflicted with the local traffic.

The number of pilot deviations were up in this last reporting period. These deviations were committed by pilots with pilot certificates ranging from Student Pilot through ATP, and apparently there were some out of state pilots that also committed some of these deviations. Some of the deviations were serious enough to warrant the issuance of a Brasher notice to the pilot. Perhaps in some of these cases the pilot could have been distracted, but in any case, the pilot was evidently unaware of what type of airspace





they were flying in or were about to enter, and what was expected of them. Pilots always need to listen very carefully to ATC instructions and follow them, and if they can't comply, immediately tell the controller why they can't. When flying in controlled airspace, pilots need to be aware that they should never be creative, but first advise ATC before they do anything that may differ from the instructions given. When on the ground, pay attention to airport signs and runway markings, know what they mean, and comply with them. Always fly with forethought and caution.

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

| | |
|-----------------------------------|------------|
| 8 IFR Deviations | 4 Brashers |
| 2 Class Bravo Airspace Deviations | 1 Brasher |
| 5 Class Delta Airspace Deviations | 1 Brasher |
| 7 ATC Instructions | 2 Brashers |
| 4 Runway Incursions | 2 Brashers |

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

CONSTRUCTION

There are airports around the state that have construction projects in progress or have projects that will be starting soon. Unfortunately, we don't have the specific details on all these projects, but we would urge you to always check for NOTAMS at your destination airport so you don't have an unexpected surprise when you arrive.

APA is 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. Sierra Vista Municipal Airport has started their Master Plan Update process, and there is a meeting scheduled for later this month. The Airport Master Plan Update process usually requires about a year for completion.

THINGS TO DO - PLACES TO FLY FOR BREAKFAST:

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

On the second Saturday 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 normally has had a fly-in breakfast on the third weekend of the month, but because of the storm damage at FFZ, and other complications the breakfasts have been temporarily halted, and it is



presently undetermined when they will be able to restart them. We will advise when we have new information.

Grapevine is open full time, and the third Saturday weekend camping and cookouts will conclude in April for the season, starting up again 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, and 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, FlyAZ Passprt App, and our online calendar for fun weekend places to fly!

Jim



Steven D Huff
Designated Airworthiness Representative
Imports, Exports, Special Flight Permits
Field Approvals, 8130 Tags, Airworthiness Certifications
learaviator@yahoo.com
602-390-4246

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

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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 |
|--|---|--|
| 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 | April '24 (Apr. 19 & 21) Rod Kunkel | Leanne (leanne@azpilots.org) |
| 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) |

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Email: bob@flightskills.com

ISO Partnership Tucson Area

Looking for a Partnership in Columbia/Cirrus

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(831) 776-2210

Email: hutchinson93922@gmail.com

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Energy Management

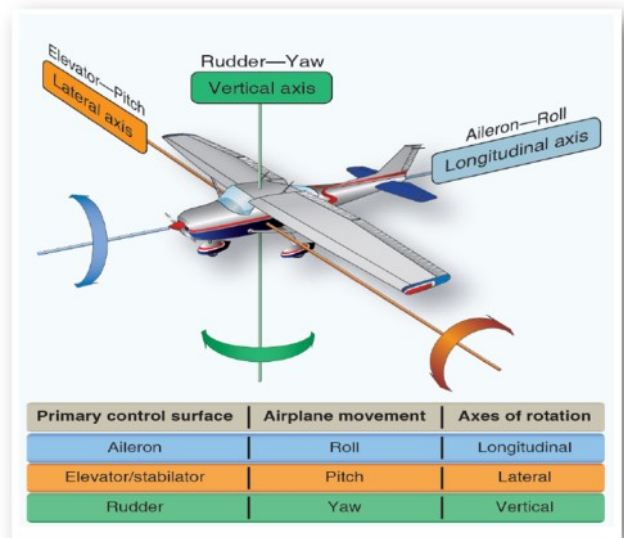
The FAA and industry will conduct a public education campaign emphasizing the best practices associated with managing aircraft energy in flight.

Outreach Month: April 2024

Topic: Energy Management

DOWNLOADS:

[PowerPoint Presentation Slides...](#)



Deer Valley Airport (DVT):

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



<https://www.youtube.com/watch?v=2xYS3Zyn3uA>

~ APA Scholarship Program ~

by **Chris Nugent**

As you probably saw in last month's newsletter, the APA team had a great time talking with our members at the recent AOPA Fly-In/Buckeye Air Fair and the Cactus Fly-In. We also had the pleasure of meeting with some of our recent scholarship recipients to get an update on their journey towards their aviation careers. I'm happy to report that they are working hard and making great progress. It's always encouraging to see how the APA Scholarship program helps these students achieve their career goals. Thank you for your continued commitment and support for this important part of APA's mission.



We'll also continue to introduce you to our 2023 scholarship recipients in this month's installment of the Scholarship Corner.

India Davis-Wiley

When asked what I want to do when I grow up, I often reflect on the road well-traveled that includes a feeling of euphoria when I soar in the clouds. Over the past four years, and despite a host of other experiences, I've found my way. I am resolute about a career in aviation, and at this time believe it will be as a commercial airline transport pilot serving as a vehicle for carriage for those who need it and for those who, like me, love to travel. The sun warms the earth when it rises and flying fills my soul when I take to the skies, so I plan to fly! I am currently pursuing my private pilot's license and understand that the road ahead is a long one because I will also need my commercial license, instrument rating, and Airline Transport Pilot certificate.

Thankfully, I've been named a 2024 APA scholarship recipient, and that money is allowing me to pay for flight instruction while I finish my junior year of high school. Thank you again to the APA and its members for making this possible for me. I promise you that I will pursue it with the same vigor that has led to my academic success.



Skyler Mann

Since I was young, I have had a want to become a pilot, but also try my hand at different things in aviation. I have been fortunate enough to work a variety of jobs in aviation via the Air Force and civilian side. My goals now are to fulfill that 'want' I had and become a professional pilot and make a career of flying. My short term goals are to finish my commercial pilots license, multi engine endorsement, and CFI with the University of North Dakota via Chandler Gilbert Community College in the Airway Science program (My private and instrument rating were received respectively with them as well). My intermediate goal is to build up flight time by instructing and mentoring the next generation of up and coming aviation enthusiasts (like myself) and assisting them in pursuing their own aviation goals. My long term goal and hope is to eventually get on as a pilot at FedEx Express.



With the help of the Arizona Pilots Association scholarship, I will be able to keep pursuing my short term goals with UND and CGCC which will help launch me into my intermediate and long term goals. As we know aviation is not a cheap business to be in and neither is learning how to fly. This scholarship will help greatly cover a portion of these expenses and allow me to focus more on my flying and education goals at hand. I am appreciative of the Arizona Pilots Association for this opportunity to be a part of this scholarship!

Frederic Hewett

Frederic Hewett is a proud San Diego native who began his career in nonprofit organizations and linguistics. He merged these passions with aviation education in 2016 when he focused on improving radio communications for international student pilots at Gillespie Field (KSEE). In 2019, he came to AeroGuard at Deer Valley (KDVT) to specialize in Aviation English instruction for pilots from China, Korea, and various other countries. Frederic seeks to obtain his CFI/CFII credentials to work more closely with students in the cockpit and obtain better insights and resources to deliver even more effective education to all pilots, with an emphasis on ICAO standard communication proficiency.



The APA Youth Scholarship has been of enormous value to helping Frederic work towards a career in aviation education. Flight training is very expensive, and Frederic balanced family life and various side jobs while paying for flight lessons out of pocket. The two APA scholarships helped provide him latitude to focus intensively on completing his instrument rating in Las Vegas in 2022 and now an accelerated CFI course in Minnesota in 2024.

Thank you again for your support in helping APA build the next generation of Arizona aviation professionals.

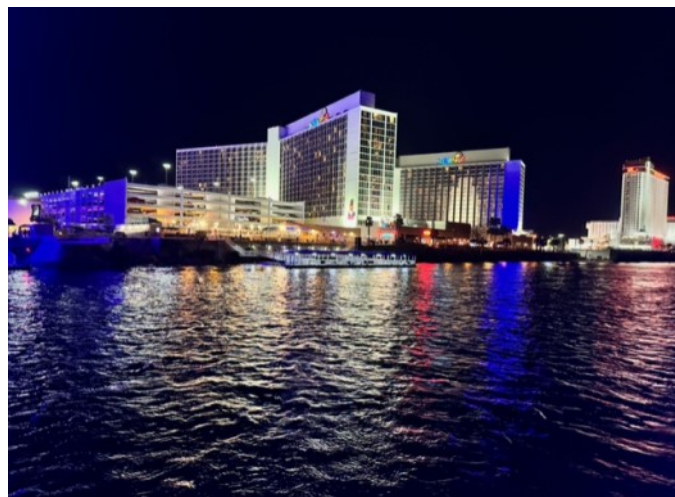
Chris



Weekend Getaways

Sun Valley, AZ / Laughlin, NV

Our first weekend getaway of 2024 is behind us! We had a great turnout of 25 people. The weather was warm, albeit a bit windy. Forecasted winds were brisk, especially during the afternoons, but directionally aligned with the runway. Everyone arrived Friday morning before the winds picked up. Saturday's winds were the strongest, but Sun Valley's sturdy tie downs kept all our planes secure. Sunday morning's winds remained light until everyone departed for home.



Everyone arrived at Sun Valley Airport Friday morning. Craig and Jody Narr treated us to a welcome BBQ at their house, which is within the Sun Valley Airpark. It was a great way to gather everyone together and get to know each other prior to the weekend's activities.

We then headed to Laughlin to check in at the Riverside Resort for the weekend. The Riverside, albeit after many expansions over the years, is the original hotel from the 1960s when Don Laughlin settled in the area. It is a sprawling property with many hidden features including a car museum, bowling alley, bingo hall, and martini bar. Friday night we went to a comedy show in a nearby hotel/casino. There were 4 comics, not all of whose content was appealing to everyone in the group. We nonetheless had a good time, and it was a great way to conclude a long day of

traveling, eating, and meeting new friends.

On Saturday morning we drove to Oatman, which is an old mining town in the mountains east of the Colorado River. Oatman now caters to tourists with numerous Western-style shops and restaurants which sell almost anything you'd want to buy. Wild donkeys (sorry, burros!) roam the streets to entertain guests and beg for food.

Saturday night we all boarded the Grand Celebration for a dinner cruise on the Colorado River. Upon boarding, they told us the ship may not leave the dock due to high winds. Shortly later though, the winds died down a bit and we were able to set out



on the river for a scenic trip with views of all the lights of Laughlin along the way. The food was also very good!

Sunday morning, we all headed back to Sun Valley and headed for home.

Upcoming Weekend Getaways

Our next weekend getaway will be at the **Grand Canyon** at the end of May (Memorial Day weekend).

I'm also in the early stages of planning something for **Cottonwood** later this year, which will likely involve a train ride and wine tasting. Be on the lookout in future newsletters and email blasts for details.

Finally, if you have any questions or suggestions for future weekend getaways, please contact me at getaways@azpilots.org.



Rod



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Jake McKernan

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MEMBER PHOTOS

Thank you to Jerry Hajek for this month's photos!

Where will you go next? Send your photos to newsletter@azpilots.org!



Carbon Cub SS taken at Red Creek



Upcoming Day Trip: Holbrook, AZ

Be sure to utilize the RSVP button on the calendar event page if you plan to attend. We use the RSVP list to send out any last-minute updates, as well as letting the restaurant know how many people will be attending.

May 4, 2024 -- Holbrook Municipal Airport (P14) -- 9:00am arrival time.

Holbrook, AZ, is a sleepy little town near the Petrified Forest National Park. As the summertime heat creeps into Arizona, Holbrook offers cooler air given its 5,262 ft MSL elevation. This will be a breakfast flight so that we can return to Phoenix hopefully before the afternoon heat kicks in. Plan to arrive no later than 9:00am.



Breakfast will be at Bienvenidos Restaurant which is a short walk from the airport. It's one of the newer restaurants in Holbrook and a great addition for pilots looking for breakfast destinations.

You'll know that you're at the right place when you see the large, petrified log in front of the restaurant.



Self-serve fuel is available at the airport and often at attractive prices. As with all unattended airports, be sure to check NOTAMS before the flight for any issues with fuel availability in case the pump is not functional. Also, with the higher field elevation and warmer temperatures, be sure to address density altitude as part of your overall preflight planning.

Feel free to contact me with any questions (daytrips@azpilots.org) and we'll look forward to seeing you.

Safe flying,

Mike



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Let's Talk to Flight Service

By Howard Deevers

Why do some new Private Pilots, even new Instrument Pilots, not talk to Flight Service?

Those of us that have been flying long enough can remember when Flight Service Stations were located at many large and small airports all over the country. You could walk right in, go up to a counter and meet a Flight Service Specialist right across from you. Just tell them where you were going, about what time, what kind of plane you were flying, the "N" number, and how many people on board. They had copies of those small FAA Flight Plan Forms right on the counter. Just fill out that form and hand it to the briefer, and he would type it into a computer.

Then you would get a weather briefing, complete with weather charts on his computer. The briefer would explain what all of those symbols mean and how the weather would affect your planned flight. And, you could find those Flight Plan Forms in the flight planning rooms of just about every FBO where you stopped for fuel.

Things have changed. The old "face to face" experience is almost a thing of the past for so many of our experiences: banking, grocery shopping, and more... and of course, FSS contacts. Yes, I do know that you can do online banking, and self-checkout at stores, and you can file your Flight Plan online.

It may have changed, but you can still talk to a Flight Service Briefer on the phone, and you can get personal weather information that you would not get on your computer or iPad. If you do look at your weather information on your devices and are still wondering if that planned flight is a good idea or not, call Flight Service. Be sure to tell the briefer what information you already have, and they can help you "fill in the blanks" on the things you really need to know for that flight.



It is not all negative information. There are times that a briefer can help you make a decision to simply delay your departure for an hour, if things will be better. On one of my cross-country flights, I knew that there were thunderstorms to the west of my position in New Mexico. Going due west after takeoff would have sent me right into those storms. My conversation with the briefer really helped. He said fly straight south for 20 miles before turning to the west and you will avoid all of those storms. Not only did I





avoid the storms, but I was also able to stay VFR on my route back to Tucson all the way. I can file IFR, but with embedded thunderstorms, I prefer to stay VFR as much as possible, and it is much less of a workload for me and for the controllers.

On another cross-country flight in Pennsylvania, I had a great briefing from FSS and filed a VFR flight plan. The briefer had told me that a cold front was moving across Pennsylvania from west to east, and that I would likely encounter it about mid-way across the State. He was right on! At Bedford, PA, looking west all I could see was black clouds from the ground up. I landed at Bedford just before the very

heavy raid started, and called FSS to let them know where I was and close my VFR flight plan. The Briefer said to just wait there about an hour and then I could continue to Pittsburgh VFR. He was right again. The front passed, and VFR conditions allowed me to make it home that evening. Of course, that was a long time before iPads or GPS, but I still would not have wanted to fly into those conditions.

Before you do talk to Flight Service, do your “homework.” Have a flight plan already made up from your departure airport to your destination. If you are planning a long cross-country, and will need to make fuel stops, be sure to let the briefer know that also. Have your navigation fixes already planned. If using VOR navigation have all of the VOR identifiers ready. If you can go GPS direct, let them know that also. Planned departure time, time in route, and the destination are important information that helps the briefer give you the information you need.

Start by introducing yourself with your name and your aircraft N number. Many of us have already set up an “account” on FSS, and the briefer can look at your account and get some of the information that he needs in order to give you a good briefing from that account. If you have not set up an account yet, call 1-800-WXBRIEF and a briefer will help you set up your own personal account.

Be prepared to write down the information as they give it to you. I have made up my own “shorthand” way to taking notes. Some of that information may come faster than you can write, but you can ask them to repeat any critical information that you need.

If you are planning a flight for the next day and just need an *OUTLOOK* on the weather, request an “Outlook” briefing. Usually, you are not planning to file a flight plan at that moment but just want to know more about the weather for the flight you are planning. You can file a VFR or an IFR flight plan up to 24 hours in advance.

If you are planning to depart in the next hour or the next few hours, request a *STANDARD* briefing. This will include a lot of information, so be prepared to write down the important features of the briefing.





NOTAMS will be included unless you already have them, which is another good reason to do your homework.

And there is the *ABBREVIATED* briefing if you just want the latest information before departing on that long cross-country trip. Just let the briefer know that you already did get a Standard briefing, and only need the abbreviated update at this time.

There is no way to document this, but I am sure that FSS Briefers have saved many lives by talking pilots out of making a flight into adverse conditions. They cannot tell you NOT to go, but they can give you all

of the reasons why you should make the decision to not go. I respect that.

Want to learn more? Come to an ARIZONA PILOTS ASSOCIATION Safety seminar at a location near you. They are free and do count for the WINGS program. Don't forget to "Bring your wingman!"

Howard



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!!!

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**



March Aviation Accident & Incident Summary

by Jim Timm

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

In this past reporting period aviation safety has not been the best because of the number of accidents/incidents that have occurred. At least in all the occurrences nobody was injured. I can only hope things will improve as we go forward.

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: February 15, 2024
Source: FAA Incident
Location: Mesa Falcon Field (FFZ)
Type: Pipistrel Alpha
Injuries: 2 Uninjured

LOSS OF CONTROL LANDING

The aircraft ran off the runway while landing at Mesa Falcon Field (FFZ) and went into the dirt between the two runways. Airport personnel assisted in towing the aircraft to the ramp. There was no reported damage.

Date: February 17, 2024
Source: FAA Incident
Location: 4 NM East of PHX
Type: Bell B-407 Helicopter
Injuries: 4 Uninjured

FORCED LANDING

The Bell B407 declared an emergency while transitioning the PHX Class Bravo Airspace from the north to south. The pilot heard a loud bang and made a safe and successful emergency landing 4 NM east of the airport. Unable to establish radio communications, the pilot phoned PHX ATC and advised them of a safe landing. No damage or injuries were incurred.

Date: February 23, 2024
Source: FAA Incident
Location: Prescott (PRC)
Type: Cessna 310
Injuries: 2 Uninjured

ENGINE FAILURE

The aircraft was inbound to Prescott from the north and reported they had a single engine failure and were unsuccessful in accomplishing an engine restart. An airport Alert II was initiated. The airplane made a safe landing and taxied to the North Air ramp. Airport personnel made a runway FOD check, and the Alert II was canceled.

Date: March 4, 2024
Source: FAA Incident
Location: Ak Chin (A39)
Type: T-211 Thorpedo LSA
Injuries: 1 Uninjured

NOSE GEAR COLLAPSE

The nose gear collapsed during the landing. The extent of damage incurred was unknown.

Date: March 6, 2024

Source: FAA
Location: Ak Chin (A39)
Type: Piper Sportcruiser LSA
Injuries: 1 Uninjured

NOSE GEAR COLLAPSE

During the takeoff the Sportcruiser over-rotated. The pilot pushed the nose down which resulted in the nose gear striking the ground and collapsing, which also resulted in a prop strike. The resulting damage was determined to be substantial.

Date: March 9, 2024
Source: FAA Incident
Type: CH-7ECA Citabria
Injuries: 1 Uninjured

RUNWAY EXCURSION

During the landing roll out the Citabria left the runway surface and went into the runway safety area. The pilot regained control and taxied onto the connecting taxiway and to the parking area. There was no reported damage.

Date: March 11, 2024
Source: FAA Incident
Location: Near Chandler (CHD)
Type: Piper PA-28-160
Injuries: 2 Uninjured

ENGINE FAILURE

Shortly after the Piper took off from Chandler Airport (CHD) they lost engine power and landed in a field 6 NM southeast of the airport. There were no damages or injuries reported.

Date: March 13, 2024
Source: FAA Incident
Location: Prescott (PRC)
Type: Cessna 182T
Injuries: 1 Uninjured

TIRE BLOW OUT

The Cessna was disabled on the runway when a tire blew out on landing. The runway was closed until the aircraft could be towed to parking. There were no injuries or damage.

Date: March 13, 2024
Source: FAA Incident
Location: Prescott (PRC)
Type: Piper PA-46-350P
Injuries: 1 Uninjured

RUNWAY EXCURSION

The Piper Malibu was on an IFR flight from Tucson to Prescott, flew a visual approach, landed, and turned off the runway into the sod. Emergency vehicles met the Piper and it taxied to the FBO under its own power. No damage was reported.

Date: March 17, 2024
Source: FAA, ASN, NTSB
Location: Gila Bend (E63)
Type: Air Creation Twin Experimental Trike
Injuries: 1 Fatal 1 Serious Injury

INFLIGHT LOSS OF CONTROL

The amateur built Air Creation Twin aircraft crashed at Gila Bend Municipal Airport under unknown circumstances.

Date: March 21, 2024
Source: ASN, FAA, NTSB
Location: Coolidge Municipal Airport (P08)
Type: Diamond DA49
Injuries: 2 Uninjured

LOSS OF CONTROL DURING TAKEOFF

The Diamond departed Phoenix-Mesa Gateway Airport for Coolidge to practice touch-and-go landings. During a takeoff the aircraft stalled and came down hard on the landing gear resulting in substantial damage to the aircraft.

February-March Pilot Deviations

by Jim Timm

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

In the reporting period from February 16, 2024, through March 14, 2024, there were 26 pilot deviations reported by the FAA SDL FSDO office. These deviations were committed by pilots with certificates ranging from Student Pilot through ATP, and there were nine out of state pilots that committed these deviations. Of the twenty-six deviations reported, there was a need to issue ten Brashers.

Note: A controller will issue a Brasher notification to a pilot 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 FAA 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. Also, 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)

2/18 IFR SID Deviation

Private Pilot

Out of Texas

Phoenix TRACON (P50)

The pilot deviation was reported by P50 when the Malibu didn't fly the DVT3 departure as published.

2/23 IFR SID Deviation

Private Pilot

Out of New Mexico

Phoenix TRACON (P50)

The TBM-700 departed from Deer Valley (DVT) but didn't fly the published departure procedure. The controller attempted to correct them by turning them immediately to a 360° heading, however they continued eastbound, and climbed above their assigned altitude of 6,000 ft to 6,800 ft. The controller eventually got the TBM to turn around

to a northwest heading, and away from the Scottsdale traffic. The TBM was climbed to an assigned altitude and sent on course.

2/15 IFR Route Deviation

Unknown Pilot Certification

SoCal (SCT)

The SR20 missed the turn after PSP intersection onto V388. They continued off course until entering an 11,000 Minimum Vectoring Altitude area at 10,000. ATC issued instructions for them to turn out of the higher terrain area.

The **Brasher** statement was later issued by SCT.

2/19 IFR Route Deviation

Private Pilot

Out of Colorado

Phoenix Sky Harbor (PHX)

The SR-22 was issued a heading of 010° at the departure end of RWY 7R, and the aircraft was

instructed to contact departure, and a correct read back was received. The aircraft was observed making a climbing left turn flying back over the airport. After appropriate coordination with the TRACON, the aircraft was then issued a northbound heading of 010° on its intended departure course.

2/23 IFR Route Deviation
ATP Pilot
Albuquerque Center (ZAB)

The ZAB controller observed the Honda Jet off course and turned the aircraft to a 345° heading. The aircraft did not fly the routing as cleared which resulted in the aircraft violating the 3-mile protected airspace of the GLADDEN ATCAA which was active FL400 and below. A **Brasher** was issued.

2/27 IFR Altitude Deviation
ATP Pilot
Out of Massachusetts
Phoenix TRACON (P50)

The deviation was reported when the Challenger 350 climbed above his assigned altitude. There was no loss of separation.

3/10 IFR Altitude Deviation
Comm./CFIPilot
Phoenix TRACON (P50)

The Cessna was flying IFR at 12,000 ft, and the pilot said he descended to 11,500 because he noted the OAT and the clouds ahead of him, and wanted to avoid icing. The controller advised the pilot that he must inform ATC if he needs something other than the assigned instructions. A **Brasher** was issued.

2/21 IFR NORDO
Comm./CFI Pilot
Albuquerque Center (ZAB)

The Piper was at 5,000 feet on assigned heading of 190°. The Albuquerque controller cleared the Piper direct Stanfield and the aircraft did not

reply to that call. The controller cleared the Piper to contact ZAB on 125.4. The aircraft did not respond to that call, nor any of the subsequent attempts made by both the Phoenix TRACON or ZAB. Later the Piper called the ZAB controller and was issued a low altitude alert and a climb to 7,000 feet, and a **Brasher** was issued.

CLASS BRAVO AIRSPACE DEVIATIONS (2)

2/13 Entering Class Bravo Airspace Without First Obtaining A Clearance
Comm./CFI Pilot
Out of California
Phoenix TRACON (P50)

The SR22 called the TRACON Biltmore Controller for VFR flight following to southern California. The pilot was told to remain clear of DVT's Delta airspace and Phoenix Class Bravo Airspace. The pilot acknowledged the instruction, but the SR22 climbed into Phoenix Class Bravo airspace without a clearance to do so. The Biltmore Controller read the pilot the **Brasher** notice.

2/22 Entering Class Bravo Airspace Without First Obtaining a Clearance
Unknown Pilot Certification
Phoenix TRACON (P50)

The pilot deviation was reported when the Cessna entered the Phoenix Class Bravo Airspace without authorization.

CLASS DELTA DEVIATIONS (5)

2/3 Entering Class Delta Airspace Without First Establishing Communication
Private Pilot
Chandler Airport (CHD)

The controller noticed the Cessna in the Chandler Delta Airspace 2 miles west of the airport. With the initial call, the controller reached out to the aircraft. The aircraft responded and was issued landing sequence instructions. The aircraft landed without incident, and there was no con-

flict with other aircraft. A **Brasher** was issued.

2/15 Entering Class Delta Airspace Without First Establishing Communication
ATP Pilot
Mesa Falcon Field (FFZ)

The pilot deviation was reported by FFZ tower when the helicopter entered the FFZ Class Delta Airspace without first establishing two-way radio communications.

3/1 Entering Class Delta Airspace Without First Establishing Communication
Private Pilot
Out of Nevada
Mesa Falcon Field (FFZ)

The Cessna entered the FFZ Class Delta Airspace without first establishing two-way radio communications which resulted in a near mid-air collision with local traffic.

3/3 Entering Class Delta Airspace Without First Establishing Communication
Private Pilot
Mesa Falcon Field (FFZ)

The pilot deviation was reported on the FFZ Emergency Frequencies when the Piper Cherokee entered the FFZ Class Delta Airspace without establishing two-way radio communications.

3/7 Entering Class Delta Airspace Without First Establishing Communication
Private Pilot
Mesa Falcon Field (FFZ)

The pilot deviation was reported by the FFZ tower when the SR-22 entered the FFZ Class Delta Airspace without establishing two-way radio communications.

ATC INSTRUCTIONS (7)

2/15 Not Complying With ATC Instructions
Commercial Pilot

Mesa Falcon Field (FFZ)

The pilot deviation was reportedly FFZ when the SR-22 didn't fly his assigned heading.

2/16 Not Complying With ATC Instructions
ATP/CFI Pilot
Out of Texas
Mesa Falcon Field (FFZ)

The pilot deviation was reported by the FFZ tower when the Cessna didn't follow ATC instructions.

2/22 Not Complying With ATC Instructions
Private Pilot
Mesa Falcon Field (FFZ)

The Bonanza entered Taxiway Bravo without ATC authorization. The Bonanza landed on Runway 22L and was instructed by the controller to continue with no delay to Taxiway Delta 5 and contact Ground Control. The Beech read back "Contacting Ground." The Bonanza turned right on Taxiway Bravo instead of going down to turn left on Taxiway Delta 5. The controller asked the pilot what they were doing, and instructed them to continue down the Runway to Taxiway Delta 5. The Bonanza turned back onto the runway and continued down to Taxiway Delta 5.

2/23 Not Complying With ATC Instructions
Private Pilot
Out of Colorado
Mesa Falcon Field (FFZ)

The pilot deviation was reported by FFZ when the aircraft entered Taxiway Delta 5, and taxied to parking without ATC authorization.

2/18 Not Complying With ATC Instructions
Comm./CFI Pilot
Phoenix TRACON (P50)

The Piper was VFR, and receiving flight following on their way to Lake Havasu. The TRACON Willy Controller instructed the Piper to maintain 6,000 ft, but the Piper climbed to 7,000 ft. The controller told them again to maintain 6,000 ft.

but the Piper continued climbing, and did not listen to ATC instructions. The Piper was issued the **Brasher** warning.

2/28 Not Complying With ATC Instructions
Private Pilot
Out of Colorado
Phoenix/Mesa Gateway Airport (IWA)

The pilot deviation was reported by IWA when the Cessna entered taxiways Bravo and Yankee 2 without ATC authorization. Ground Control instructed the pilot to stop because they hadn't received taxi instructions, and issued the Brasher warning.

3/4 Not Complying with ATC Instructions
Unknown Pilot Certification
Scottsdale Airport (SDL)

The pilot deviation was reported by SDL Tower when the regional jet turned left on taxiway Alpha without ATC authorization.

RUNWAY INCURSIONS (4)

2/14 Entering A Runway Without Authorization
Mesa Falcon Field (FFZ)

A police SUV entered a taxiway and crossed a runway without permission or radio communication.

2/18 Taxied past The Runway Hold Short Bars
Private Pilot
Tucson International Airport (TUS)

Ground Control taxied the SR-22 to RWY 12 at Taxiway A4, but the airplane crossed the Hold Short Bars prior to contacting the tower controller for departure. The SR-22 departed and was given a Brasher warning.

2/24 Taxied past The Runway Hold Short Bars
Private Pilot
Tucson International Airport (TUS)

Ground Control (GC) taxied the Cessna to Runway 12, and the read back was correct. The Cessna had taxied across the runway hold short line and also the runway edge line, and onto Runway 12. GC instructed the Cessna to make a 180° turn and exit the runway. GC issued the Brasher warning.

2/22 Attempting To Takeoff On The Wrong
Runway
Student Pilot
Tucson Ryan Field (RYN)

The Piper was cleared for takeoff on RWY 6R, but started to takeoff on RWY 33. The tower canceled the takeoff clearance, and the aircraft safely got off the runway at taxiway D3.

A Few Words About Safety

Denny Granquist

“

“Briefings are better than after action reports.”

“Exiting the runway where and when you want is your responsibility.”

”

| AIRPARK NAME / CONTACT | CITY | Homes / sites | REALTOR |
|--|--------------|--|--|
| Big Springs Airpark | Prescott | 12 | |
| Mgr: Peter Hartman (928) 626-7207 | | | |
| Castle Well | Morristown | 8/11 | |
| Mgr: Gerald DaFoe (810) 516-9122 | | | |
| Eagle Roost Airpark | Aguila | 85 / 115 (5 acre lots) | |
| Mgr: John Greissing (928) 685-3433 | | | |
| Flying Diamond Airpark | Tucson | 20/97 | |
| Mgr: Lou Cook (520) 399-3879 | | | |
| Flying J Ranch | Pima | 2/ 28 | |
| Mgr: Howard Jenkins (928) 485-9201 | | | |
| Hangar Haciendas | Laveen | 39 lots w/sep taxi ways | |
| Mgr: Scott Johnson (602) 320-2382 | | | |
| High Mesa Air Park | Safford | /19 (2.5 acre lots) | |
| Mgr: Phil DiBartola 928-428-6811 | | | |
| Inde Motorsports Ranch Airport | Wilcox | 4/9 (1 acre lots) on 100 acres w/race track | |
| Mgr: Britney Kirk (520) 384-0796 | | | |
| Indian Hills Airpark | Salome | 75 | |
| Mgr: Gerry Breeyear (928) 916-0608 | | | |
| La Cholla Airpark | Oro Valley | 122 | |
| Mgr: Larry Newman (520) 297-8096 | | | |
| Mogollon Airpark | Overgaard | 60 | |
| Mgr: Sherry admin@mogollonairpark.com | | | |
| Montezuma Heights Airpark | Camp Verde | 43/44 | |
| Dr. Dana Myatt (602) 888-1287 | | | |
| Moreton Airpark | Wickenburg | 2 | |
| Mgr: Daniel Kropp (602) 315-0323 | | | |
| 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) on 155 acres | |
| Mgr: Tim Blowers (520) 349-7677 | | | |
| 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 | | | |

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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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