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August 2022

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# President's Report

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Greetings,

I've rambled about the weather via this forum from time to time, especially during the summer heat. Usually, I discuss how heat affects density altitude and makes us consider longer runways, or how I long for cooler weather. Something we often don't consider is how the heat affects our navigation.

As our iPads often sit in direct sunlight in the cockpit, the dark color quickly absorbs solar heat. The stated ambient operating temperature for iPads is 32-95° F. In much of Arizona, that covers us from about late October through late April. Throw in some direct sunlight, and you'll be presented with the big red exclamation point letting you know you won't be receiving input from your favorite EFB for a few minutes. Usually between 5 and 15 minutes, actually. *Well now what???*

Fortunately, you have several options. A second iPad that's been out of the sun that has your up to date EFB and flight path loaded is often the quickest. The same app on your phone may be another good option, albeit with a much smaller display. You can go old school with a set of paper charts. You still have at least your local flying area on paper in the plane with you, right?

Alternatively, there are a variety of gadgets and attachments on the market that claim to help cool the tablet down. USB fans, clip on fan cases, and shades. I'm not promoting any device here because I don't see an alternative to our summer heat. Call me a skeptic. The most effective method is to simply get it out of the direct sun. Preparing for the meltdown in advance by getting an alternate ready prior to flight is your best bet. Good luck and stay cool!

Check out Paul Wiley's article next month for a deeper dive into iPads and EFBs!

Blue Skies,

Brian



# Executive Director's Report

Jim Timm — August 2022

This month's report is being written at the annual EAA AirVenture in Oshkosh, Wisconsin, and the low 80's temps are really great. It's a bit hard to accept the fact that the aviation community here is operating in full force while we in Southern Arizona are in a partial hibernation because of the heat. I guess I'll just enjoy it all while I can, and wish you could join me. Only at AirVenture will you see so many rare, and one of a kind aircraft, and this year was no exception. It's truly a challenge to see everything you want to see, and it takes several days to do so.



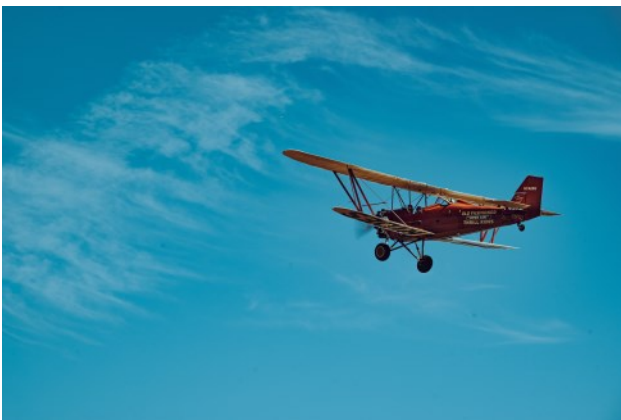
## MISCELLANEOUS ITEMS

### FAA

#### AIRSPACE

The meeting with the FAA Administrator at the EAA AirVenture was a bit brief. The FAA will continue to put an emphasis of flight safety with a goal of reducing the accident rate by 1% a year moving forward. The Administrator was optimistic that the goal of completing the transition to unleaded avgas by 2023 is possible because of STCs that are in process and the collaborative effort that is currently in process. As for MOSAIC (Modernization of Special Airworthiness Certificates), he expressed optimism that the finish line was in sight, and the FAA expects an NPRM will be available in August 2023, for public comment on the issue. Fortunately, there weren't any negative announcements presented.

### SAFETY



It's unfortunate that aviation safety hasn't improved in this reporting period. At least there weren't any fatal accidents of which I'm aware. The fatal accident near Buckeye reported at the end of last month's report is repeated in the beginning of this month's report with details from the recently released NTSB Preliminary Report.

For a detailed report of all the accidents and incidents that have occurred, see my Accident & Incident Summary report located elsewhere in this newsletter.



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

The number of pilot deviations have gone down a bit, but they still aren't as low as they should be. It appears that there are still a lot of pilots that don't seem to know what's expected of them when flying through the air-space they are in. Pilots need to pick up an Airman's Information Manual (AIM) and brush up on the "high

points."

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

Two Class Bravo Airspace Deviations	Two Brashers
One Air Traffic Control Instructions Deviation	None
Four Movement Area Deviations	One Brasher
Five Runway Incursions	None
One TFR Incursion	One Brasher

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

## CONSTRUCTION

A lot of the airports around the state have repair/construction projects under way, and we don't have the latest status of all these projects, so always check for NOTAMs at your destination airport to determine what may be happening. Getting a surprise when you arrive isn't always good, so be cautious and always fly informed.

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

The fly-in breakfast at Coolidge Municipal Airport (P08) was on the first Saturday of the month but has ceased for the summer months.

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

The Falcon Field Warbirds Squadron fly-in breakfast, which was on the third weekend of the month has also ceased for the summer months.

Grapevine is open full time, but the group dinner and camping weekends have ceased for the summer months. Our first event for the cooler season will be next month **September 16-18!**

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



conditioned Terminal of the Casa Grande Airport. Apparently the upgrading of the lunch area didn't meet inspection requirements. Hopefully it won't be too long before it can come on line.

Check with the **APA Getaway Flights** program and online [calendar](#) for fun weekend places to fly.

Jim



**AERIAL ENGAGEMENT**

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

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# APA Volunteer Opportunities

By [Chris Nugent](#)

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!

<b>Opportunities</b>		<b>APA Point of Contact</b>
<b>Grapevine Monthly Camping Weekend Volunteer Hosts Needed!</b>	September '22 (Sept. 16 & 17)	Open
	October '22 (Oct. 21 & 22)	Open
	November '22 (Nov. 18 & 19)	Open
	December '22 (Dec. 16 & 17)	Open
	January '23 (Jan. 20 & 21)	Open
	February '23 (Feb. 17 & 18)	Open
	March '23 (Mar. 17 & 18)	Chris Nugent
	April '23 (Sept. 21 & 22)	Open
<b>Windsock Maintenance Volunteers Needed!</b>	Buzzards Roost (Windsock Only)	Complete Thanks Dave Lenz & Team!
	Pleasant Valley Young (24AZ) (Base, Pole & Windsock)	<a href="mailto:pleasantvalley@azpilots.org">(pleasantvalley@azpilots.org)</a>
	Vulture Mine (Windsock Only)	Tommy Thomason <a href="mailto:vulturemine@azpilots.org">(vulturemine@azpilots.org)</a>
<b>Airstrip Maintenance Volunteers Needed!</b>	Grapevine (88AZ) (Crack Sealing, etc - watch the APA Facebook page for dates)	Mike Andresen <a href="mailto:grapevine@azpilots.org">(grapevine@azpilots.org)</a>
	Red Creek (Fill Ruts etc. - Deferred to Fall '22)	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>

# GAJSC



## General Aviation Joint Steering Committee

### Pre-flight & In-flight Weather Resources

The FAA and industry will conduct a public education campaign emphasizing the value of education with respect to pre and in-flight weather information resources.

**Outreach Month: August 2022**

**Topic: Pre- & In-flight Weather Resources**

**DOWNLOADS:**

[PowerPoint Presentation Slides...](#)



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Featured

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# MEMBERS' PHOTO CORNER

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*Thank you to Carl Guilliams for this month's photos!*

*Where will you go next? Send your photos to [newsletter@azpilots.org](mailto:newsletter@azpilots.org)!*

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# ~ Scholarship Corner ~

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## Open for Applications!

by Chris Nugent

Scholarships are an important part of APA's mission and we're excited to announce to the next application cycle for the 2023 academic year. The deadline for applications is **31 October 2022** and we encourage all students pursuing an aviation career to apply. The Scholarship Committee will be starting our communication and outreach sessions in late August to ensure students (and parents!) are aware of our program and how to apply.

When talking to students about the APA scholarship program or considering applying, encourage them to visit [azpilots.org](http://azpilots.org) and check out the [Scholarship Program page](#) under "Pilot Info." This page provides all program information and includes:

- **Scholarship Program Overview** – provides details related to the overall goals of the program and specific information for required documents and application process
- **Scholarship Application** – the application link will take you directly to the online application form for completion and uploading of required documents (cover letter, transcripts, and letters of recommendation)

I also encourage any applicant that has questions on the process to reach out to us at [scholarships@azpilots.org](mailto:scholarships@azpilots.org) for help. We're happy to help and want to ensure that each application is submitted successfully before the deadline.

### **Scholarship Recipient Updates**

I'm also excited to pass on some updates from our 2021 and 2022 scholarship recipients. It's great to see them making progress towards their aviation career goals!

#### **Blake Tuszyński – EVIT/UND**

Blake is attending the aviation program at the East Valley Institute of Technology (EVIT) and is taking flight training at University of North Dakota (UND).

*"Mission accomplished - I passed my private check ride! I could not have asked for a better day to fly. The flight was efficient, only about 1.6 hours, and we covered everything in the ACS. Feels good to have it completed, but on to instrument in August. Thank you APA for your help and support!"*



**Mark Nowak – UND**

*Mark is attending UND, just completed his CFI rating, and is moving on to his CFII. Congratulations Mark!*

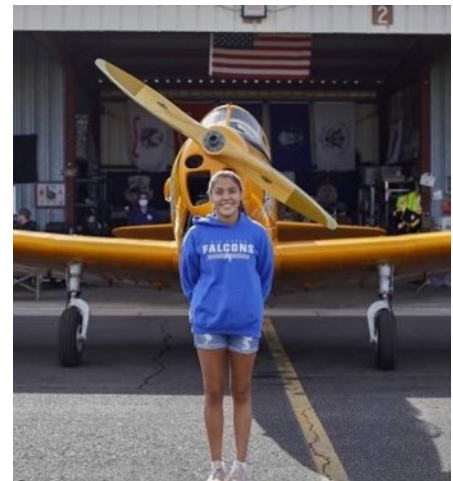


**Frederic Hewett – AeroGuard Flight School**

*Frederic is a 2021 scholarship recipient and recently completed his Instrument rating at Scottsdale Executive Flight Training. Frederic is a Ground Instructor and was recently promoted to Academic Director at AeroGuard Flight School – Deer Valley/Chandler. Congratulations Frederic!*

**Kayla Yazzie – EVIT/UND**

*Kayla attended the aviation program at EVIT and is working on her PPL at UND. Kayla is also a competitive swimmer and has been recruited by the US Air Force Academy. Congratulations Kayla!*



We've seen a steady increase in our program over the last several years and I expect 2022 to be no exception based on the exponential growth in all sectors of the aviation industry. However, none of this would be possible without [your support of the program](#). Thank you again for helping APA continue to build the next generation of Arizona aviation professionals!

Stay healthy and fly safe,

Chris



# OCT 22, 2022

9:00AM - 3:00PM



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# ~ Arizona Airport Passport Program ~

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## Almost Ready To Go Live!

By Trent Heidtke

After more than a year of planning, preparation, app development, and hard work, we are close to launching an Arizona Passport program that will incentivize pilots to fly to all of Arizona's 56 public use airports, visit aviation themed museums, and dine at on-site airport restaurants. By doing so, Arizona joins 9 other states having an airport passport program.

So, what is the Arizona Passport Program you ask? Well, in a nutshell the program is intended to incentivize pilots to go out and explore all of what our great state has to offer the pilot community. From exploring seldom-used airports, to dropping in on great airport restaurants, to taking in rich aviation themed museums, the program is designed with several goals in mind.

First and foremost, the program is intended to encourage more pilots to get out and fly to places they may not have flown to before. Doing so helps pilots keep up on flight planning skills that we normally take for granted when we fly to places like Eloy for breakfast. Landing at different airports also keeps our piloting skills honed, so in the end we become safer pilots.

Next the program seeks to promote Arizona tourism. We live in a diverse and beautiful state, and while going to the usual breakfast run is fun, there is a lot more of Arizona to see. Beyond that, for the lesser-used airports, we can make a positive economic impact in those smaller communities that we will visit.

Unlike other states using passport books and ink stamps, ours is application based. Thanks to a partnership with Embry Riddle Aeronautical University, an application has been produced that will automatically log visits to each of the locations included in the program. All one needs to do when visiting is scan a QR code posted at the location! You automatically receive credit for that visit. There are three visit milestones in the program and at achieving each milestone, there is a prize awarded to the participant. It is really that simple. And yes, both Android and iOS are supported.

Stay tuned for the official launch shortly. Personally, I can't wait to get started on planning some new adventures.



Trent



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# MEMBERS' VIDEO CORNER

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## Member's Video Premier

By Rick Bosshardt

Welcome to this new section of the Arizona Pilots Association Newsletter!

Here we hope to highlight our member's video masterpieces... or just interesting aviation videos that you would wish to share!

We ask all you pilots out there with GoPros and other video cameras to send us a link to 'what you got!'

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.

Please send a link to me at [rick@azpilots.org](mailto:rick@azpilots.org), and we will submit them to the Newsletter committee for possible inclusion.

To kick off this new part of the Newsletter, I humbly submit a video of Oshkosh 2022, courtesy of member Trent Heidtke.

Enjoy!

*Rick*



<https://www.youtube.com/watch?v=1OSQqC1FZaU>

# **AFTW**

**ARIZONA FLIGHT TRAINING  
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**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**



# Magneto Alternatives

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By [Mike Andresen](#)

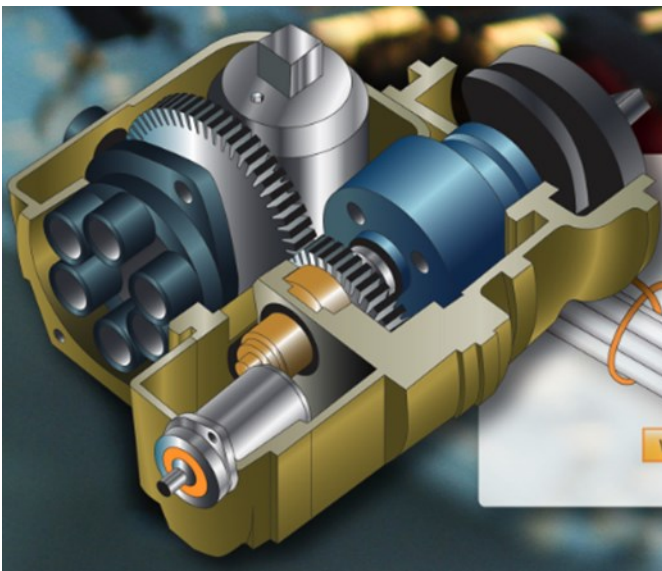
Today there are a couple of electronic ignition alternatives for certified airplanes and several other choices for experimental airplanes. Electronic ignitions can have higher energy output than a magneto and can also implement variable ignition timing. The magneto has fixed ignition timing, typically 20 to 25 degrees before Top Dead Center (TDC) of the cylinder. The magneto will retard timing to 0 deg only for starting. The ignition spark occurs in advance of the cylinder TDC so that the flame front will produce maximum cylinder pressure at the appropriate time in the cylinder cycle. A magneto set for 20 degree fixed timing will fire 5.6 ms (0.0056 sec) before TDC when the engine is idling at 600 rpm. Increase the engine speed to 2400 rpm and the 20 degree advanced spark occurs 1.4 ms before TDC. Electronic ignition accounts for this difference in time interval by further advancing spark timing based on engine rpm and manifold pressure. This keeps the peak cylinder pressure in better alignment with the cycle over various engine speeds.



When considering a particular brand of ignition system, here are some features to consider when comparing:

**Continued Airworthiness** – Slick magnetos require a 500 hr inspection. My last inspection cost \$420. There is at least one electronic ignition manufacturer that requires a 100 hr inspection. Most others don't. You don't want to trade one required inspection for another.

**Individual coil packs** – All in one electronic ignitions that are the same size as a magneto may only have one coil. This coil has to fire every cylinder and will have no more power than a magneto. You can tell by the spark plug used with the magneto if it is higher power or not. This is explained in the next paragraph.



**Spark Plugs** – The low output from a magneto can only jump a spark plug gap of 0.016 to 0.019 inches. Higher output electronic ignitions can jump a 0.035 inch gap. Because standard massive electrode spark plugs can not be gapped to 0.035 inch, an automotive sparkplug or a Tempest high energy spark plug has to be used with the high output electronic ignitions.

**Electronics mounted on the engine** – Electronics mounted on an engine are subject to heat and vibration which may reduce reliability. Some electronic systems mount their controller on the cool side of the firewall. All in one magneto replacement systems



Massive Electrode Spark Plug

have it on the engine. I'm not saying this is a showstopper but something to think about when comparing systems.

**Timing Source** – The electronic ignition must know crank shaft position to know when to fire the spark. It seems to be that about half of the systems on the market derive this timing from the engine magneto gear just as the magneto does. The other half of the systems derive timing from magnets mounted to the flywheel and a sensor mounted to the engine. This requires removing the propellor to drill the flywheel to mount the magnets for the crank position sensor.

**Electronic Advance** – There is at least one electronic ignition system that is a direct replacement for a magneto that has no ignition timing advance. I would pass on a system like that as there are all in one systems that have that feature.

That was a quick tour of what to look for in an electronic ignition system. I'll write a future article telling you what I picked for my experimental RV-10 and how the installation went.

Mike



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## IS “LEGAL” SAFE?

By Howard Deevers

We can ask that question about a lot of things in life. It may be legal to go through a traffic signal on a “yellow” that’s about to turn red, but is it really safe? Driving in Tucson, I have seen too many intersection crashes to want to be a part of that. We can think of many other aspects of life to quote here but let us keep to aviation.

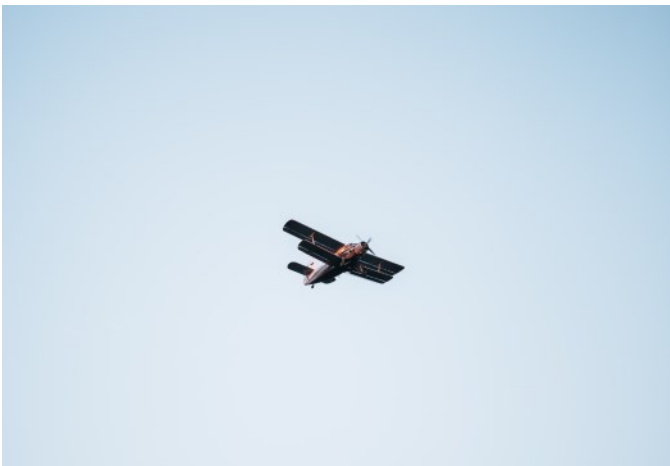
Having just completed a Flight Instructor Refresher Course, it made me think about “legal vs safe.”

The first thing that came to mind was VFR flight. We all know the basic definition of VFR: 3 miles visibility and 1,000 feet of ceiling. Of course, there are other definitions for different altitudes and other conditions of flight, and at control tower airports or non-towered airports, and cloud clearances defined as well (see 91.155). You can get a “special VFR” clearance at a towered airport when the visibility is at least 1 mile, and you can remain clear of clouds. You must request that. The tower *will not* offer it to you. At night you must be instrument rated and flying an IFR qualified aircraft to request “special VFR.”

Now, with modern equipment in our lap, such as an I-Pad with ForeFlight, you can get weather information, that may report “marginal VFR,” or MVFR. This is generally described as ceilings between 1,000 and 3,000 feet, and/or visibility of 3 to 5 miles. You will not find an FAR that defines “Marginal VFR.”

So, if I am departing from a non-towered airport that has an AWOS reporting weather at that time as “winds calm, visibility 3 miles, ceiling 1,000 feet,” I can *legally* depart that airport on a VFR flight. If I am doing a cross country flight of over 100 nm, and the entire route is at 3 miles and 1,000 feet, is that still legal? It may be. But is that the smart thing to do? I might do that in Kansas, but certainly not in Arizona. Kansas is mostly flat land, but Arizona has a lot of stuff coming up from the ground that I would not like to run into.

A lot of this also has to do with skill levels. A newly minted Private Pilot may not even know about “Special VFR,” or how to ask for it, and might not know much about MVFR either. Those things will come with experience, or from a good instructor. That Private Pilot IS legal to depart in those low VFR conditions, but again, is it safe for that pilot to do so? Why risk it if just staying on the ground for a little longer will allow the weather to improve. If it does not improve, fly another day.





Several times, when giving rides to friends in my plane, I will get a request sounding like this: “Can we buzz my house?” That term sets off an alarm in my head. I usually respond by saying that the term “Buzz” is an old-fashioned term that came from the Barnstormer Days of aviation before there were regulations that are designed to keep us safe. The term seems to stick around. Then I tell them that we don't buzz anything. If we can find your house from the air, and it is not in a densely populated area, we can circle the area at a safe altitude of no less than

1,000 feet, if we are not interfering with other traffic in the area.

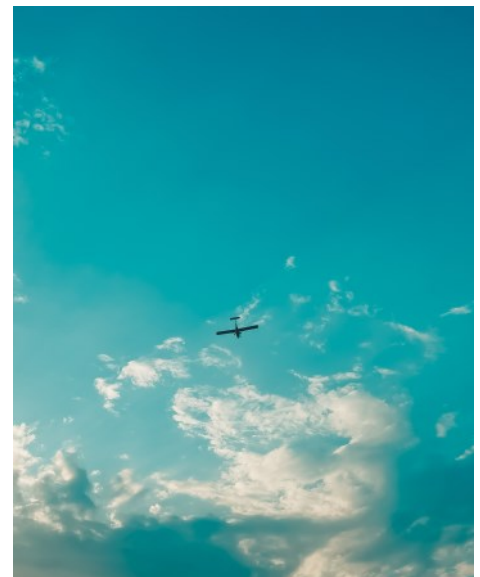
Is it legal to go below 1,000 feet anywhere? Yes. Regulations say, “an altitude from which you can make a safe landing in event of an emergency without undue hazard to persons or property on the surface (91.119).” Here again, it may be legal, but is it safe? Even sporting events will have a TFR assigned to them restricting flights below 3,000 feet AGL during the event. Not long ago it was common for banner towing aircraft to fly over sporting events at about 500 to 1,000 feet. Certainly, any sightseeing flights should depend on the skill and experience of the pilot.

No discussion of “Legal or Safe” should go without mention of operations at non-towered airports. The Aeronautical Information Manual has a complete section for operations at towered, or non-towered airports. There are also “right of way” rules in the FAR's. Many pilots that have little experience at towered airports or did almost all of their training at non-towered airports, may make up their own rules depending on the training or operations at their airport. When some pilots are confronted with a situation, such as entering the pattern on an “extended base leg” and a suggestion that they should follow the traffic pattern will respond “it's not illegal.”

Another non-towered operation is the “Line up and wait.” Even the AIM says that “line up and wait” is a control tower operation issued by a tower operator and is not to be used at non-towered airports, but you will hear this at busy non-towered airports. Confront the pilot, and he will likely say that “It is not illegal.” But is it safe? If an accident occurs during one of these operations, and the FAA or NTSB investigates, and “line up and wait” was used, the pilot might find that the FAA views this differently.

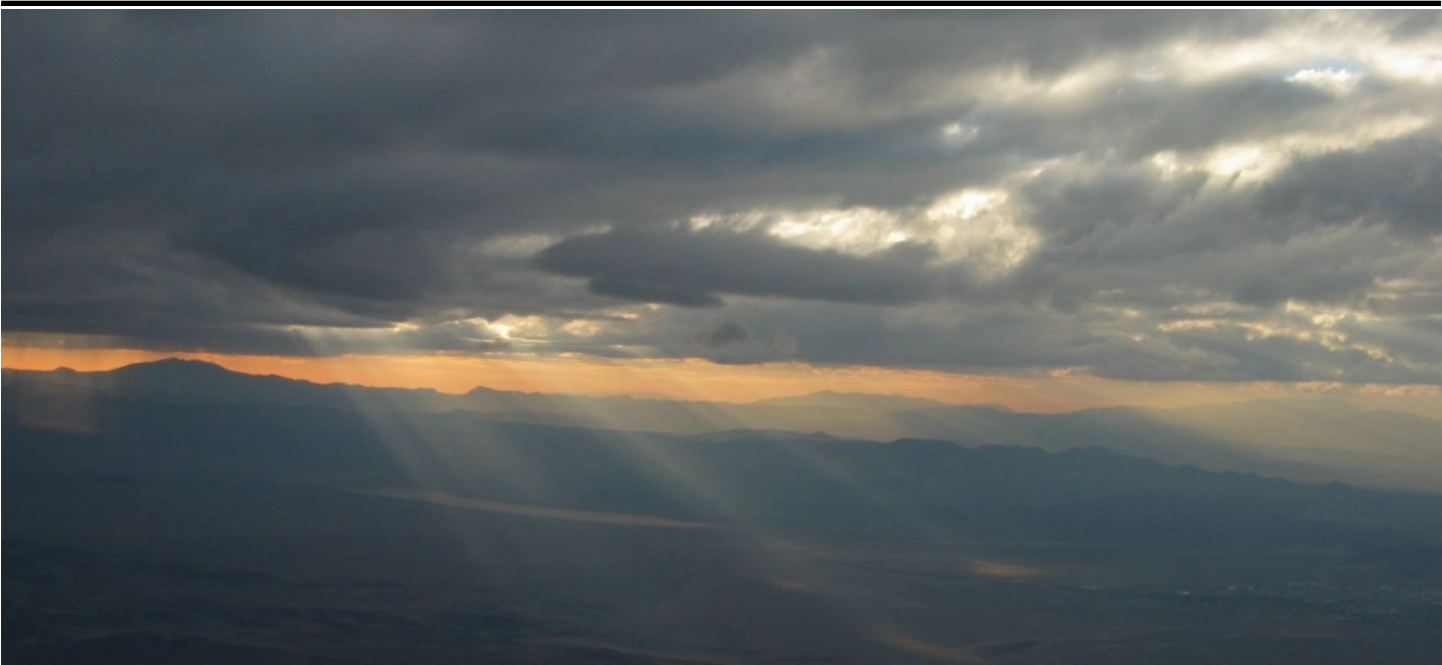
When we get to Instrument Flight Rules, there are plenty of areas where the pilot may be Legal, but is it Safe? Too many to go into in a short article like this, and there are books written about Instrument Flying and how to remain safe. I hope those Instrument Rated pilots will read those books. You can never know too much. And remember the old saying: **“A safe pilot is always learning.”**

To assist you in being a safe pilot, your ARIZONA PILOTS ASSOCIATION presents safety seminars, for free, all over the State. Visit the Web Site for times and locations near you. And don't forget to “Bring Your Wingman.”



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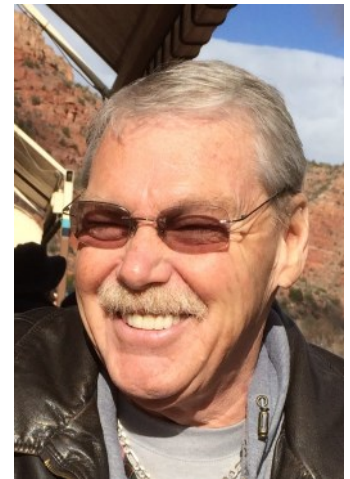


# **GAARMS**

## **REPORT**

### **AUGUST 2022**

*By Fred Gibbs*

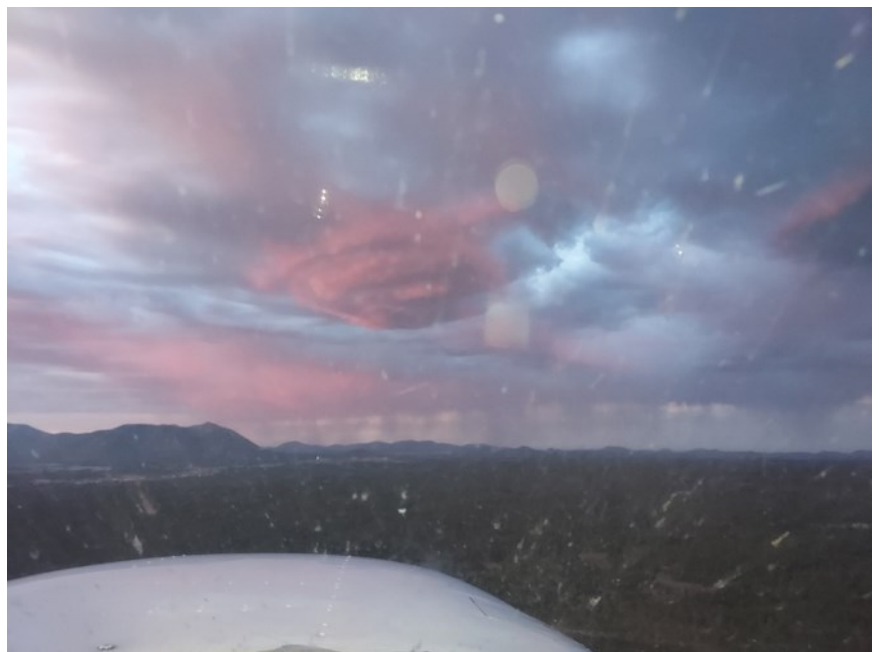


#### ***Fred's Perspective:***

***Just to be clear, the opinions and statements made within my articles are strictly mine and may not necessarily reflect any policy or position of the Arizona Pilots Association.***

Monsoon Season – Well, I am sure all of you know that monsoon season is upon us. The rain is definitely a welcome relief. However, it also poses some challenges for any of us out there flying. Aside from the fact that we get some potentially real IFR flying, flying around in thunderstorms is not a good idea! Avoidance of any boomer is highly recommended, and flying below them is not a good idea either. Oh, sure, I can get a free “airplane wash” flying through the virga, but the potential effects of the downdrafts associated with the virga may be disastrous! Staying in the pattern with surrounding thunderstorms may seem like a good idea, but the outflow from those local thunderstorms may make landings, um, *EXCITING*, to say the least!

If you see lightning it may be time to get on the ground. If you see lightning and hear the thunderclap within 5 seconds of the flash, the thunderstorm is pretty darn close, and you need to get on the ground NOW! Airlines stop refueling aircraft any time lightning is within 10 miles of the airport. Now, lightning itself, should it hit your airplane, will not hurt the airplane since it is not grounded. But I guarantee it will scare the \$% &#@ out of you, maybe fry all your avionics, and put the fear of God into you forever! Some telltale signs do appear, courtesy of Mother Nature, to help you make a good aeronautical decision about weather avoidance. You need to be aware of things like lightning in the distance, ugly black clouds forming, or a phenomenon like in the picture below.



Although you may not be able to see it clearly in the picture, the cloud formation was a beautiful orange vortex, a beautiful circular formation like you would see associated with a tornado. I took this picture just before sunset here in Flagstaff while flying downwind in the pattern and decided it was time to get on the ground, pronto!!

---

### **Discussion article:**

*In order to log actual IFR time, do I have to be in IMC (Instrument Meteorological conditions), i.e., in the clouds?*

*Well, I am going to start the discussion with my opinion based on some facts, an FAA interpretation, conversations and hearsay, as I understand it.*

*Here goes: my answer is **NO!***

*If I am flying my 787 across the Pacific Ocean at night at FL390, obviously on an IFR flight plan, with no visible landmarks and no horizon for reference, I am, for all practical purposes, flying solely with reference to my instruments, thus I meet the requirement that says I am technically IFR and can log the time as actual IFR. Ask any airline pilot...*

*Now, if I am on an IFR flight plan at 12,000 feet in my Cessna C210 in a perfectly clear, but very dark moonless sky, over the Mohave Desert at night with no ground references and strictly flying on instruments because there is no visible horizon, does the same philosophy apply?*

*Or... if I am on an IFR flight plan from Ft. Meyers, FL to Mobile, Alabama out over the Gulf of Mexico in clear skies on top of a cloud deck with NO visible horizon, does the same philosophy apply?*

*Or... if I'm simply on an IFR flight plan in VMC at 11,000 feet, coming up V327 from Phoenix to "dark as the inside of a coal mine" Flagstaff, again, with no visible horizon and relying solely on my instruments for reference and navigation, does the same philosophy apply?*

***I believe so, so let the discussion begin... Any and all comments welcome.***

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

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### **QUIZ TIME -**

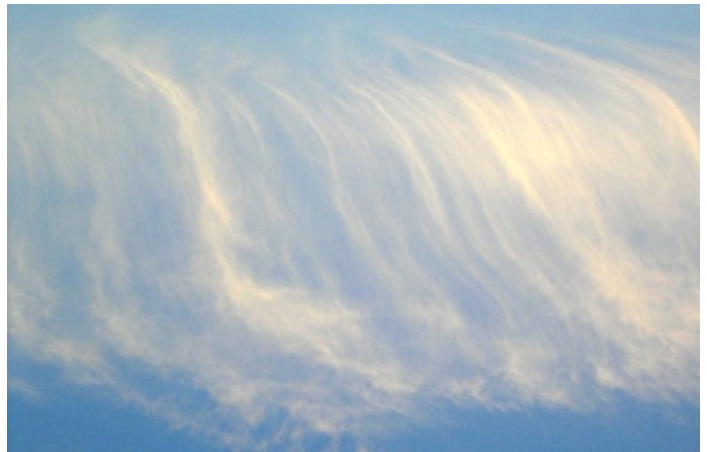
*(Answers at bottom of Safety Programs)*

1. Most weather reported in a METAR observation is within \_\_\_\_\_ of the airport's location (reference point (ARP)).
  - a. 3NM
  - b. 5NM
  - c. 3SM
  - d. 5SM

2. A/an \_\_\_\_ is an unscheduled observation taken when there is a significant change in the weather. A/an \_\_\_\_ report helps alert pilots about rapidly changing weather conditions at an airport.
- AIRMET
  - PIREP
  - METAR
  - SPECI
  - TAF AMDNT

3. What weather report forecasts altitudes for cloud tops?
- Convective AIRMETS
  - Center Weather Advisories
  - TAF
  - Graphical Area forecasts

4. You are flying across Northern Arizona at 12,500 feet and you see these clouds above you. What kind of clouds are they?

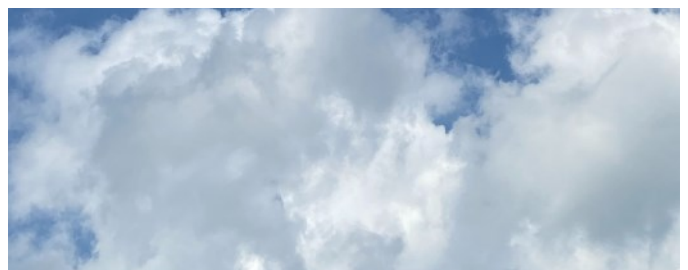


- Altostratus
- Standing Lenticulars
- Altostratus
- Cirrus

5. At 9,000 feet MSL above GFK, what is the wind speed and direction?

FBUS31 KWNO 091400				
FD1US1				
DATA BASED ON 091200Z				
VALID 091800Z FOR USE 1400-2100Z TEMPS NEG ABV 24000				
FT	3000	6000	9000	30000
SIY		3121+01	3224-05	323347
GTF		3027	3025-12	303433
ABR	3021	3122-09	3122-18	322639
GFK	2921	3024-04	3125-13	313234

- 031 degrees true at 25kts
  - 031 degrees magnetic at 25 kts
  - 310 degrees magnetic 25 kts
  - 310 degrees true at 25 kts
6. As you arrive at your destination airport, you see this weather surrounding the nearby mountains. What AIRMET would you have expected to receive during a weather briefing?
- TANGO
  - SIERRA
  - ZULU



## SAFETY PROGRAMS

There are NOT a lot of FAAS Team safety programs on the schedule over the next couple of months around the state, but hopefully that will change in the near future. Simply log on to the Internet and go to [WWW.FAASAFETY.GOV](http://WWW.FAASAFETY.GOV), click on “Seminars” and start checking for any upcoming seminars, but don’t expect a lot during the Covid-19 pandemic. However, there are a lot of great webinars online, each about an hour long, and worth credits towards your WINGS participation. You might find one that is really right up your alley or “tickles yer fancy”!!

Should you desire a particular safety or educational program at your local airport or pilot meeting in the future (post COVID-19), like the BasicMed program, our “Winter Wonderland” snow season special, or my newest one on LIFR approaches discussing the how’s and pitfalls of shooting an approach all the way down to minimums and missed approaches, simply contact me directly at [fredgibbs@azpilots.org](mailto:fredgibbs@azpilots.org), or call me at 410-206-3753. The 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 really right up your alley or “tickles yer fancy”!!

**Quiz answers: 1.d, 2 d, 3.d, 4. D, 5.d and 6.is b**

Fred



***Don't come to a safety program by yourself, but don't just bring your old buddy who always comes with you. Bring someone new, and get your BFF to also bring someone new.***

***We need you to help us expand our audience, to expand our reach, and to expand that ocean of faces.***

***Statistics show that the folks having accidents are the ones who don't participate in the WINGS or safety programs, so help us reach out to those folks and pull them in.***

***We never complain when a program runs out of chairs!!!***

# Fatal Accident 2022 Review

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By Fred Gibbs

We are now 7 months into 2022 with five fatal accidents here in Arizona since the beginning of the year, with seven fatalities. There was also one fatal accident over in California involving an Arizona-based pilot and aircraft. It appears that the current numbers are tending to mirror the average rate over the past many years I have been tracking fatal accidents. We did, however, manage to make it through July without a fatal accident. Below is a summary of the accidents so far this year here in Arizona.

The first accident was a Van's RV-7A that crashed under unknown circumstances near the Triangle Airpark (AZ50), White Hills, Mohave County, Arizona. The pilot, the sole occupant, was fatally injured.

The 2<sup>nd</sup> accident, a Robison R22 helicopter, crashed short of the runway at Gila Bend Municipal Airport. The sole pilot onboard, a student pilot, was fatally injured. He was declared dead at the scene after the helicopter crashed short of the runway.

The 3<sup>rd</sup> crash occurred on June 15. The NTSB issued a preliminary report on the crash of an experimental plane, a Covie Quickie, near Gila Bend Municipal Airport. Authorities said the passenger was ejected upon impact and pronounced dead at the scene, while the pilot was airlifted to a hospital with life-threatening injuries.

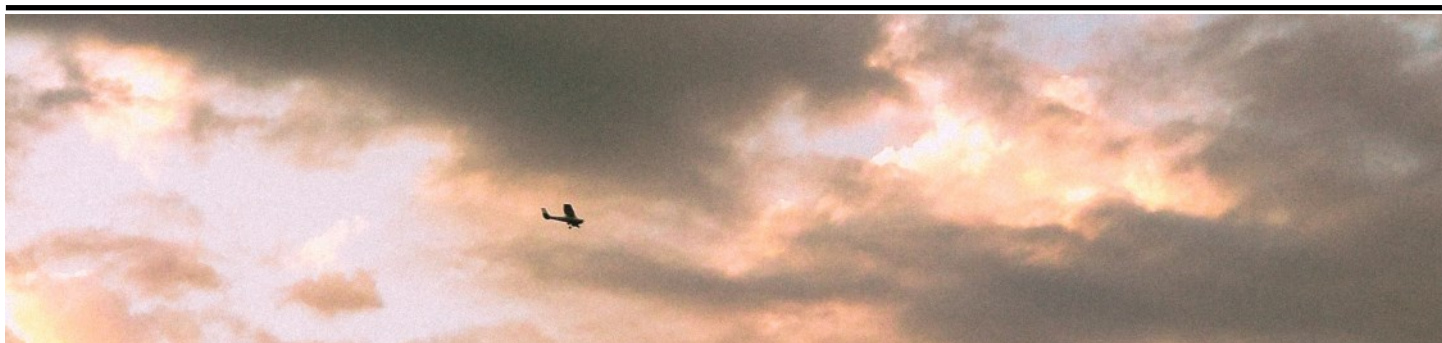
The 4<sup>th</sup> accident occurred on June 18<sup>th</sup> over in Buckeye. Two people were on board a Beech E35 plane that crashed in the desert northwest of the airport. The pilot died at the scene, and the passenger later died from his injuries.

A 5<sup>th</sup> accident occurred on May 25, 2022. A Cessna C-172 was substantially damaged when it was involved in an accident near Show Low, Arizona. The pilot and passenger were fatally injured.

There was also a fatal accident over in California involving a Mooney flown by an Arizona-based pilot. Authorities are investigating after his airplane crashed in a field after takeoff when the plane struck a building on the south side of the 101 freeway after taking off from the Camarillo Airport.

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

Fred



# July Aviation Accident & Incident Summary

by Jim Timm

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

In this reporting period aviation safety was not as good as it could have been. The number of accidents were a bit high and there were a few injuries. The last accident in last month's report is being repeated near the beginning of this report. Last month the details of this accident near Buckeye were not available, however the NTSB had recently released their Preliminary Report, and the report is being repeated with the detailed information.

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 better 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: June 9,2022

Source: FAA

Location: Scottsdale (SDL)

Type: Diamond DA40

Injuries: Number Of Uninjured Was UNK.

## **INFLIGHT EMERGENCY DECLARED**

The pilot declared an emergency shortly after takeoff, requesting a landing because the door came off. A safe landing was accomplished.

Date: June 13,2022

Source: FAA, NTSB

Location: Gateway Airport (IWA)

Type: Piper PA28-181

Injuries: 2 Uninjured.

## **LOSS OF CONTROL LANDING**

The aircraft caught a gust of wind while landing, causing the aircraft to be pushed to the right of the runway, striking a runway edge light. The NTSB stated the extent of damage was minor. The FAA report stated, the aircraft did not go-around, but attempted to land at/near the maximum demonstrated crosswind component for the aircraft.

Date: June 18,2022

Source: FAA, NTSB , ASN

Location: Buckeye (B XK)

Type: Beechcraft E35 Bonanza

Injuries: 2 Fatal

## **INFLIGHT LOSS OF CONTROL**

A Beech E-35 airplane was destroyed when it was involved in an accident near Buckeye, and the student pilot and flight instructor were fatally injured. Preliminary radar data (VISTOWER/ ADS-B) indicated the accident airplane departed Glendale Municipal Airport (GEU) about 0625. At about 0645, the airplane passed south of Buckeye Municipal Airport (B XK), then turned right to a northerly heading. When the airplane was about 5 miles northwest of B XK, it made a descending 270° turn to the left, then turned right and traveled southbound consistent with a straight in approach to runway 17 at B XK. The aircraft track was consistent with a touch and go landing before the airplane made a right turn about midpoint of runway 17 and continued to a downwind heading. The flight track continued until data was lost about 0654, near the reported wreckage location northwest of the approach end of runway 17.

The airplane impacted flat, sparsely vegetated desert terrain on a bearing of 313° and .22 miles from the approach end of runway 17. The aircraft impacted left wing first followed by the engine on a heading of 287°. A propeller cut mark was observed in the dirt near the engine impact crater. Post-impact fire consumed the majority of the airplane fuselage, cockpit, and inboard portions of the wing. The airplane was destroyed by impact and fire damage.

Per the FAA report, no obvious mechanical irregularities were found from the aircraft or engine remnants. All maintenance appeared to be up to date. The airplane was purchased in 2019 by the student pilot but was never flown prior to the accident. All lessons prior to the crash flight were in a Piper PA-28. The CFI had never flown a Beechcraft-E35 before either. The FAA feels that while a mechanical irregularity cannot be ruled out, the lack of experience/proficiency is also suspect.

Date: June 18,2022

Source: FAA

Location: Mesa (FFZ)

Type: Piper PA28-181

Injuries: 2 Uninjured

### **LOSS OF CONTROL LANDING**

The aircraft landed on RWY 22L, and during the rollout inadvertently maneuvered off the runway, through the infield dirt towards the reverse high-speed taxiway D8. A hold short light and a taxiway light were struck by the propeller causing damage to the aircraft.

Date: June 19, 2022

Source: FAA, NTSB

Location: Chandler Stellar Airpark (P19)

Type: Waco 2T-1A-2

Injuries: 2 Uninjured

### **INFLIGHT LOSS OF PROPELLER BLADE**

Shortly after takeoff the Waco biplane lost a blade from the propeller at approximately 1000 ft agl. After the initial shock, the pilot was able to initiate a 180° turn, and execute a safe landing on RWY 35. Significant damage had occurred to

the aircraft, and engine resulting from the imbalance from the missing blade. No maintenance record discrepancies were noted, and the FAA will follow up with the propeller manufacture to determine the status of any any Service Bulletin, or possible Airworthiness Directive (AD) issued on the propeller. The FAA will submit a Safety Recommendation if necessary.

Date: June 20,2022

Source: FAA

Location: Mesa (FFZ)

Type: Diamond DA40

Injuries: Number Of Uninjured Was Not Recorded

### **INFLIGHT EMERGENCY DECLARED**

The Diamond aircraft departed RWY 4R and declared an emergency with a rough engine over the departure end of the runway. The pilot made a 180° turn and landed on RWY 22R. The aircraft was towed off of taxiway A into the ramp. No damage or injuries were recorded.

Date: June 27,2022

Source: FAA, NTSB

Location: Prescott (PRC)

Type: Cessna 140

Injuries: Number Of Uninjured Was Not Recorded

### **LOSS OF CONTROL LANDING**

While performing touch and go landings, during a landing the aircraft veered off the runway and struck a taxiway sign. The NTSB assessed the damage as substantial. The student was receiving tailwheel training, and the CFI was unable to save the situation.

Date: July 5,2022

Source: FAA

Location: Glendale (GEU)

Type: Remos GX

Injuries: 2 Uninjured

### **SMOKE IN THE COCKPIT**

During the landing there was smoke in the cockpit, and when the master switch was turned off,

the fire under the panel ceased. There was minor damage to the panel.

Date: July 6,2022

Source: FAA

Location: Prescott (PRC)

Type: Bell B-407

Injuries: 1 Uninjured, 1 Minor Injury

**HARD LANDING**

The helicopter made a hard landing on a non-

movement area. Both skids of the helo were broken, and the helo bounced and landed on its belly. No other damage was reported.

Date: July 13,2022

Source: FAA

Location: Gateway (IWA)

Type: Piper PA28-181

Injuries: 1 Uninjured

**LOSS OF CONTROL LANDING**

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## A Few Words About Safety

Denny Granquist

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

*“I run cockpit flows (top to bottom, left to right) for every phase of operations and then use the checklist to confirm completion of individual tasks.”*



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# Arizona June-July 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 enhance aviation safety.

In the time period from June 10 through July 14 there were thirteen pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by all pilot certificate levels, from student to ATP, and of the thirteen deviations made, there was a need to issue four Brashers. This month there were five out of state pilots committing pilot deviations. Overall, the number of deviations were down from the last reporting periods.

Note, a controller will issue a Brasher notification when further FAA action will be taken, and the controller is thus giving the airman the opportunity to make note of the occurrence and collect their thoughts for their future interaction with Flight Standards.

Pay attention to ATC instructions and follow them, and if you can't comply, tell ATC why you can't. Just don't do something without advising them, and always be aware of what type of airspace you are flying in or may be about to enter. Always fly with care and forethought.

The details of the deviations this month are as follows:

## CLASS BRAVO AIRSPACE DEVIATIONS

7/2 Entering Class Bravo Airspace Without Obtaining Prior Approval  
Student Pilot  
Phoenix TRACON

The VFR aircraft was inside the Phoenix Class Bravo airspace about three miles east of Sky Harbor Airport (PHX) when the controller noticed the aircraft, and immediately restricted PHX departures to miss the aircraft. The controller had worked a Piper aircraft earlier in the day, and had communication issues with this aircraft, and decided to call out in the blue the Piper aircraft call sign. The Piper aircraft answered the call, and the controller immediately turned the aircraft southbound out of the departure corridor. The PHX departures then returned to normal operations, and the Piper aircraft landed at the Scottsdale Airport and was issued a **Brasher** notice.

7/4 Entering Class Bravo Airspace Without Obtaining Prior Approval  
Commercial Pilot  
Phoenix TRACON

The Cessna departed Falcon Field (FFZ) VFR

and was not in communication with the PHX TRACON. The pilot was observed violating the Phoenix Class Bravo Airspace fifteen miles NE of PHX as he climbed thru 4,000 ft. A **Brasher** notice was issued by FFZ.

## AIR TRAFFIC CONTROL INSTRUCTIONS

7/11 Failure to follow the Air Traffic Control Instructions.  
Unknown Pilot Certification  
From Minnesota  
Phoenix (PHX)

The pilot deviation was reported by the PHX TRACON when the aircraft did not comply with Air Traffic Control instructions.

## MOVEMENT AREA DEVIATION

6/17 Moving In A Movement Area Without Authorization  
Commercial Pilot  
From Kentucky  
Williams Gateway (IWA)

The Cessna contacted Ground Control (GC), and advised they were in the Hold Bay, and

ready for departure. GC asked the pilot where they had taxied from, and if they had received a clearance to taxi. The Cessna advised that they came from the west hangars, and thought they were on a non-movement area. They had actually taxied on a movement area without authorization. GC issued the **Brasher** warning.

6/20 Moving in A Movement Area Without Authorization Unknown Certification  
Phoenix DVT

Air Traffic Control observed a white truck traveling southbound on taxiway Alpha without authorization.

6/22 Moving In A Movement Area Without Authorization  
ATP Pilot  
From California  
Scottsdale (SDL)

The aircraft landed on Runway 21 at Scottsdale and was instructed by the Controller (LC) to exit at Taxiway Alpha 7 and contact Ground Control (GC). The aircraft exited at Taxiway Alpha 7, and then turned left on Taxiway Alpha, and taxied southbound without establishing communication with GC to get a clearance.

6/28 Moving in A Movement Area Without Authorization  
ATP/CFI Pilot  
Prescott (PRC)

The aircraft was taxiing out of the Bottle Neck Hangars to RWY 21L, and turned right onto taxiway C. The aircraft was not responding to Ground Control, and Ground Control tried to stop the aircraft with Light Gun signals, but the pilot was not responding to the Light Gun signals. Ground Control had Airport Ops head out to the aircraft to get the pilot's attention and escort the aircraft. Airport Ops got the pilots attention, and the aircraft made a 180° turn on taxiway C, and Airport Ops was trying to lead the aircraft. The aircraft taxied into the sod west of taxiway C. Airport Ops said the aircraft brakes had locked up. The engine ceased operation, and the aircraft

did not have operating radios. The FBO was called to tow the aircraft back to the Bottle Neck Hangars.

## RUNWAY INCURSIONS

6/7 Entering a runway without ATC authorization.

Unknown Pilot Certification  
Mesa Falcon Field (FFZ)

A pedestrian entered Runway 22R at Taxiway Echo and Taxiway Echo 2 without ATC authorization.

6/17 Entering a runway without ATC authorization.

Private Pilot (Foreign Based)  
Williams Gateway (IWA)

The deviation was reported by IWA when the aircraft crossed Runway 12R without ATC authorization.

6/24 Entering a runway without ATC authorization.

Unknown Pilot Certification  
From Utah  
Phoenix (PHX)

The pilot deviation was reported by PHX when the aircraft crossed the Hold Short Line of RWY 25L without ATC authorization.

7/7 Entering a runway without ATC authorization.

Commercial/CFI Pilot  
Mesa Falcon Field (FFZ)

The pilot deviation was reported by FFZ when the aircraft crossed the RWY 4R Hold Short Line without ATC authorization.

7/10 Entering a runway without ATC authorization.

Unknown Pilot Certification  
Mesa Falcon Field (FFZ)

The pilot deviation was reported by FFZ when

the aircraft crossed the RWY 4R Hold Short Line without ATC authorization.

The aircraft was cleared for a visual approach to Flagstaff. The aircraft was observed, descending out of 10,800 feet, violating the Pipeline/Haywire TFR, which was active from the surface to 15,500 feet MSL. A **Brasher** was issued by FLG. When the pilot called the facility, he stated that he showed that he was clear of the TFR on his display.

### TFR INCURSION

6/13 Entering a TFR Without Authorization.

ATP Pilot  
From Canada  
Flagstaff (FLG)

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## A Few Words About Safety

Denny Granquist

“

*“You can never cross check engines and fuel too many times.”*

*“Every flight teaches me something because I need to get better.”*



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AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
<b>Big Springs Airpark</b> Mgr: Peter Hartman (928) 626-7207	Prescott	12	
<b>Castle Well</b> Mgr: Gerald DaFoe (810) 516-9122	Morristown	8/11	
<b>Eagle Roost Airpark</b> Mgr: John Greissing (928) 685-3433	Aguila	85 / 115 (5 acre lots)	
<b>Flying Diamond Airpark</b> Mgr: Lou Cook (520) 399-3879	Tucson	20/97	
<b>Flying J Ranch</b> Mgr: Howard Jenkins (928) 485-9201	Pima	2/ 28	
<b>Hangar Haciendas</b> Mgr: Scott Johnson (602) 320-2382	Laveen	39 lots w/sep taxi ways	
<b>High Mesa Air Park</b> Mgr: Phil DiBartola 928-428-6811	Safford	/19 (2.5 acre lots)	
<b>Inde Motorsports Ranch Airport</b> Mgr: Britney Kirk (520) 384-0796	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	
<b>Indian Hills Airpark</b> Mgr: Gerry Breeyear (928) 916-0608	Salome	75	
<b>La Cholla Airpark</b> Mgr: Larry Newman (520) 297-8096	Oro Valley	122	
<b>Mogollon Airpark</b> Mgr: Sherry admin@mogollonairpark.com	Overgaard	60	
<b>Montezuma Heights Airpark</b> Dr. Dana Myatt (602) 888-1287	Camp Verde	43/44	
<b>Moreton Airpark</b> Mgr: Daniel Kropp (602) 315-0323	Wickenburg	2	
<b>Pegasus Airpark</b> Mgr: Jack @ 1st Svc Res (480) 987-9348	Queen Creek	15/40	<b>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
<b>Pilot's Rest Airpark</b> Resident: Dave Mansker 818-237-0008	Paulden	4/25	
<b>Ruby Star Airpark</b> Mgr: Wendy Magras (520) 477-1534	Green Valley	13 / 74	
<b>Valley of the Eagle (Sampley's) Airpark</b> Mgr: Jerry Witsken (928) 685-4859	Aguila	30	
<b>Skyranch at Carefree</b> Mgr: Tommy Thomason (480) 488-3571	Carefree	20	<b>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
<b>Stellar Air Park</b> Mgr: SRUA, Inc. (480) 295-2683	Chandler	95/105	<b>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
<b>Sun Valley Airpark</b> Mgr: Jim Lambert (928) 768-5096	Fort Mohave	55/107	
<b>Thunder Ridge Airpark</b> John Anderson janderson72j@gmail.com	Morristown	9/14 (on 160 acres)	
<b>Triangle Airpark</b> Mgr: Walt Stout (702) 202-9851	White Hills	115 acres	
<b>Twin Hawks</b> Mgr: Tim Blowers (520) 349-7677	Marana	2/40 (4 acre lots) on 155 acres	
<b>Western Sky</b> Mgr: Mr. Hauer (877) 285-0662	Salome	all 200 acres for sale	
<b>Whetstone Airpark</b> Mgr: Brian Ulmer (520) 456-0483	Whetstone	5 / 12	

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## Newsletter Contributors

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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!*



## APA Clothing

The online store is currently on the [Square Market, click here](#).

## Advertisements

As a benefit to current members, you may advertise aviation related items in the APA Newsletter and online. Classified ads for items that you own are completely free, just send those requests to our webmaster [Stefanie](#). Photographic ads range from business card size to full page. Please contact our sponsorship and advertising chairman [Rick](#) for more information on advertising.

## APA Membership

If you are not a member of APA you are encouraged to join and help us keep General Aviation available, safe and fun for all. Your support is very much appreciated. Please visit our website for details and where you can [join APA](#). If you have questions, please go to our website's contacts web page where you can send an email, see our mailing address or contact us by telephone. You can also help APA by purchasing some of our logo items, Caps & T-Shirts.

## Volunteer 501 (c) (3) Organization

The Arizona Pilots Association (APA) is an all volunteer 501 (c) (3) organization. The articles you find in our newsletter are written by volunteers and do not necessarily reflect the opinions or position of the APA, nor have they been vetted for technical accuracy.

