



December 2019 Newsletter Volume 43, Number 11  
***The Static Line***

Leroy Castle Memorial EAA Chapter 538 Phoenix, AZ

Website: [www.538.eaachapter.org](http://www.538.eaachapter.org)

Email: [ea538board@gmail.com](mailto:ea538board@gmail.com)

Facebook: [www.facebook.com/ea538](http://www.facebook.com/ea538)



Monthly meeting are the second Tuesdays of every month starting 6:30 P.M. at Deer Valley airport restaurant.

**IN THIS ISSUE**

Calendar of Events & Index	pg. 1
Officers & Directors	pg. 1
Presidents Report	pg. 2
Secretary's Report	pg. 3
Notices, Sport Aviation, Wallpaper	pg. 4
More Notices	pg. 5
Webinars for December 2019	pg. 6
For Sale	pg. 7-12
Airport of the Month	pg. 13
San Carlos Airport	to pg. 20
Eric Moore Places 3 <sup>rd</sup> in I AC meet	pg. 21-6
EAA Scholarship, Child admission	pg. 27-8
Flying Magazine 8 Apps 4 Pilots	pg 28-30
Carlos RV-7 progress	pg 30



**2019 CALENDAR**

Monthly Meeting (MM)

December 13, 2019 6:00 P.M.

Christmas Party at -  
Dillon's KC BBQ Arrowhead  
20585 N 59th Ave.  
Glendale, AZ 85308

**2019 CHAPTER OFFICERS / DIRECTORS**

President – Carlos Hernandez  
Email: [pazmany.ch@gmail.com](mailto:pazmany.ch@gmail.com)  
Ph: (623) 810-5675

Vice President – Darren Henley  
Email: [p51bldr@yahoo.com](mailto:p51bldr@yahoo.com)

Treasurer – John Gregg  
Email: [jgregg.jr@gmail.com](mailto:jgregg.jr@gmail.com)

Secretary – Alexander Bodak III  
Email: [cpucoach@yahoo.com](mailto:cpucoach@yahoo.com)

1 year Director – Dave Biddle  
Email: [dbiddle3@cox.net](mailto:dbiddle3@cox.net)

2 year Director – Tom Velvick  
Email: [tomvelvick@cox.net](mailto:tomvelvick@cox.net)

3 year Director - Katie Velvick  
Email: [rv4chick@cox.net](mailto:rv4chick@cox.net)

Newsletter Editor – Alex Bodak  
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Webmaster – Alex Bodak  
Email: [ea538board@gmail.com](mailto:ea538board@gmail.com)

## **PRESIDENT'S REPORT**

**December 2019**

Happy Holidays to all EAA Chapter 538 members, families, friends and guests!

This is the last President's Report of 2019 and what a productive year it has been! I feel as though it was just last month we were flipping the calendar pages to the 2019 New Year. My how time escapes us sometimes.

To ALL EAA Chapter 538 members and visiting guests, I thank you for being a part of this Chapter. Thank you for the interest, input and time that you have invested into this chapter. YOU are what make this chapter better. We have had a banner year in project donations and sales to further excel the chapter in its goals. I have no doubt that next year's Officers and Director have the capability and will continue with the momentum.

Recapping last month's chapter elections for returning and newly elected Officers and Directors for 2020 are:

New President	- Vacant
Returning Vice President	- Darren Henley
Returning Secretary	- Alex Bodak
Returning Treasurer	- John Gregg
New 1 Year Director	- Tom Velvick
New 2 Year Director	- Katie Velvick
New 3 Year Director	- Stuart Snow
Returning Newsletter editor/webmaster	- Alex Bodak

As you can see above there is still a chance for you to be a part of this great chapter. President is still open and looking for that particular individual that can continue the progress we have had this year and carry it in into 2020.

Although this year is coming to an end there is once again a fresh new year ahead of us. Opportunities are out there for us to better this already fine chapter. I am looking forward to what the chapter will do in 2020.

**Reminder Notice:**

This month there **WILL BE NO MEETING** at the Deer Valley Restaurant as we usually do each month. Instead we will be having our annual Holiday Party at Dillon's BBQ at 59<sup>th</sup> Ave just north of Loop 101 in Glendale on Friday the 13th. Dillon's address is 20585 N 59th Ave, Glendale, AZ 85308. It starts around 6 PM (depending on traffic). As we have in the past few years we will have some raffle prizes and member recognition. You might be on that list so be sure to come on out for dinner and spirits with us.

Looking forward to seeing you at Dillon's! Merry Christmas and a very Happy New Year to you all!

Thank you for being a part of our Chapter 538!



Carlos Hernandez

## EAA Chapter 538 Monthly Meeting Minutes for November 12, 2019

Meeting was called to order at 6:30 P.M. Carlos welcomed our visitors and asked them to give us a brief self introduction. Our guests were Carlos Spillari, Rust Graves, Jim Cecil, and Donald Richter.

Due to unknown problems our scheduled speaker was unable to come. Instead we watched the Monthly EAA Chapter Video. Charley Becker noted that December is the month that all of the service pins etc are sent to the chapter. The EAA survey is for all members. EAA puts on a two day Leadership training camps in Oshkosh. They also will do one day Leadership boot camps beginning in February of next year. A reminder that every month, as shown in our newsletters, EAA puts on a Webinars, where you see and listen to presentation on various topics. The Ray Scholarship program has awarded between 16 and 19 people to date. Starting Nov 1 until January 31 is the application time period for the \$10,000 grants. They anticipate 96 awards in 2020. The Hints for Home-builders was presented by Paul's Aeroplane Factory. He presented two anti corrosion sprays/lubricants. ACF 50 and Corrosion X are good lubricants which work well for ground and other electrical connections as well as old Narco radios, engines, exhaust pipes, etc. The officers gave reports. Treasurer noted that we have \$30,728 in our checking account. Secretary/Newsletter editor thanks everyone for the pictures and articles from this past year.

Curt Wheeler gave a provisional offer of \$1600 for the Hyperbite depending on if all of the parts are with the kit when we pickup the rest of the parts.

### New Business

The chapter needs to schedule a time to pick up the rest of the HyperBite. The October Pancake Breakfast gave up a profit of \$168. Cheri M gave us the update on Young Eagles events. The young eagles event for the Deer valley ROTC was rescheduled for January 11. Calling all pilots to come and fly. The next Young Eagles is December 7<sup>th</sup> at Stellar air park where we cook breakfast. Also, those who are applying for scholarships need to do so between February 1 and the 15 for Copperstate Fly-In. Our Christmas party is again at Dillon's Barbecue but on Friday December 13 since other dates were already booked.

### Election of officers.

The presidents position is open with Carlos sending request to possible candidates.

VP is Darren Henley

Treasurer is John Gregg Jr.

Secretary is Alexander Bodak III

1 year director is Tom Velvick

2 year director is Katie Velvick

3 year director is Stuart Snow.

Meeting adjourned at 8:07 P.M.

**NEWS & EVENTS**

**ASK ATC**

Do you have an ATC question but can't reach one? You're in Luck. Our own member, Steven Stenstrom works ATC for the FAA at Sky Harbor Intl Airport. He set-up an email for that. It is: [ea538atc@gmail.com](mailto:ea538atc@gmail.com) He is also happy to arrange a tour of the Phoenix Sky Harbor Control tower. Please email him on which month you can come for a tour.

**- NOTICE NOTICE -**

**CHAPTER MEMBERSHIP REMINDER:**

**2020 DUES ARE NOW DUE!  
PLEASE BRING YOUR \$20  
CASH/CHECK/PAYPAL YOUR  
DUES RUN FROM JAN 1 TO  
DEC 31 OF THE YEAR.**



**2019 DECEMBER WALLPAPER  
CLICK PHOTO FOR DECEMBER 2019  
WALLPAPER**



**DECEMBER 2019 SPORT AVIATION MAGAZINE**

**CLICK PHOTO FOR DECEMBER 2019 SA  
MAGAZINE**



***CALLING ALL EAA CHAPTER 538 MEMBERS & VISITORS.***

Along with my request for articles, pictures, info for this newsletter, Thirty-nine (39) people out of the 60 or so members have done the ten questions at survey monkey about our chapter and how we can improve it above the great job that Carlos and the rest of the officers/board member are doing. Please take six (6) minutes out of your day to help us make our chapter even better. You can copy and paste it into a web browser and go. You can hold CTRL and click on the link below.

<https://www.surveymonkey.com/r/9NYJZBV>

If you have any ideas for speakers for chapter meetings please forward

***MEMBERS INFORMATION***

John Gregg has us registered for amazon smile.

<https://smile.amazon.com/>

When you log into the Amazon Smile site, you must select the charity you are supporting. You will see this area in the black upper band middle of the screen. Note: Currently, Guide Star, the company that Amazon uses to verify qualified charities only utilizes the first line of our name: "EAA 538" is used. Once on the Amazon Smile site, you will order as usual. **Thanks John Gregg Jr.**



## WEBINARS FOR DECEMBER 2019

**[URL: HTTP://WWW.EAAVIDEO.ORG/CATEGORY/VIDEOS/WEBINARS](http://www.eaa-video.org/category/videos/webinars)**

### **EAA** Webinars Schedule

We've announced our [December and January webinars](#) that you can enjoy from the comfort of your home. EAA webinars are free to all aviation enthusiasts. Pre-registration is recommended since space is limited to the first 1,000 registrants.

[Register Now >>](#)

Upcoming webinars include the following topics and presenters:

#### December Webinars

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##### **Chapter Roster Management Application**

Tuesday, December 3 at 7 p.m. CST

Presenter: Charlie Becker

[Register Now >>](#)

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##### **Is Hangaring Worth It?**

Wednesday, December 4 at 7 p.m. CST

Presenter: Mike Busch | *Qualifies for FAA Wings and AMT credit.*

[Register Now >>](#)

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##### **Vans RV Maintenance Gotchas**

Wednesday, December 11 at 7 p.m. CST

Presenter: Vic Syracuse | *Qualifies for FAA WINGS and AMT credit.*

[Register Now >>](#)

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##### **IAC - Where We've Been and Where We're Going!**

Tuesday, December 17 at 7 p.m. CST

Presenter: Robert Armstrong

[Register Now >>](#)

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##### **What You Need to Know About Airframe Icing**

Wednesday, December 18 at 7 p.m. CST

Presenter: Scott Dennstaedt | *Qualifies for FAA WINGS credit.*

[Register Now >>](#)

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**FOR SALE PAGE**

*I have a new ray Allen grip all wired and ready to go. I got it when I built my rocket but decided to use something else. I can be reached at my cell phone. 602 228 9397. Joel Haglund*



**SHELVES FOR SALE -  
BEST OFFER OR \$40 EACH. - 4 SECTIONS**



Tom Parten quit flying and has his 180 hp LongEz for sale and a 6 Cylinder Sonex (Tail wheel) here on Thunder Ridge Airpark AZ 28. If you know anybody looking for a good deal contact Bertha Partin <bmpartin@gmail.com>



**FOR SALE PAGE 2**

From Jack Norris

1. Tucano-Replica

The 2nd Arizona Tucano Replica kit is now located at the Geronimo Experimental Build Center in Marana Arizona. The build center is owned and operated by Greg Hobbs. Greg is the current Exhibition Chairman for the COPPERSTATE Fly-In.

The Tucano Replica is a 3/4 scale design modeled after the Embraer Tucano military trainer and light air-to-ground attack support aircraft used by many of the world's militaries.

It is a great flying airplane and can be purchased as a kit, S-LSA or completed experimental with a variety of factory assist options. I've now flown 12+ hours in a 912 version with a supercharge (140 hp) and really enjoyed getting back into a complex aircraft...of course the engine out scenarios had me doing a lot more thinking about drag/glide ratios with the flying bricks extended and precious little airspace left to maneuver. The bubble canopy and Texas heat definitely helped me lose a couple of pounds.

The average delivery time for an S-LSA is 4 months. A retractable gear model with a 915is Rotax and constant speed prop will take about 6 months. You can still enjoy Oshkosh pricing. \$125,000 for a VFR basic panel (EFIS). A 915is version will be \$135,000 + your choice of avionics. Give me a call at 703-307-6775 for AZ Aeroservices.

Captions for Tucano Pictures A. Greg Hobbs checking out the Tucano-Replica nose for the Jabiru 3300A powered kit to be built. B. N202DN at COPPERSTATE. This is the plane Jack Norris has been doing his transition training in.

2. Savannah S.

AZ Aeroservices is becoming a dealer for I.C.P NA. At the outset, we will be selling the Savannah S. The Savannah S can be purchased as an S-LSA for \$74,950 with a basic VFR suite and a Rotax 912ULS powerplant. It exhibits excellent light sport STOL capabilities. I fly an Aerotrek A240 and the flight characteristics are very similar, although the very low speed characteristics of the Savannah are even better. The Savannah is a mere 16 pounds heavier and boasts a little wider cabin, easier entry (center stick & larger door), superb visibility forward, above and sides. The baggage area can be reached in flight without having to maneuver through the steel tubes on the Aerotrek. At \$20K less than an Aerotrek, the all aluminum Rotax powered Savannah is one of the best values for your dollar in the light sport arena.

If you would like pricing on an aircraft (Experimental or Light Sport), give me a call/text at 703-307-6775 or send an email to [azaerosvc@gmail.com](mailto:azaerosvc@gmail.com).



**FOR SALE PAGE 3**



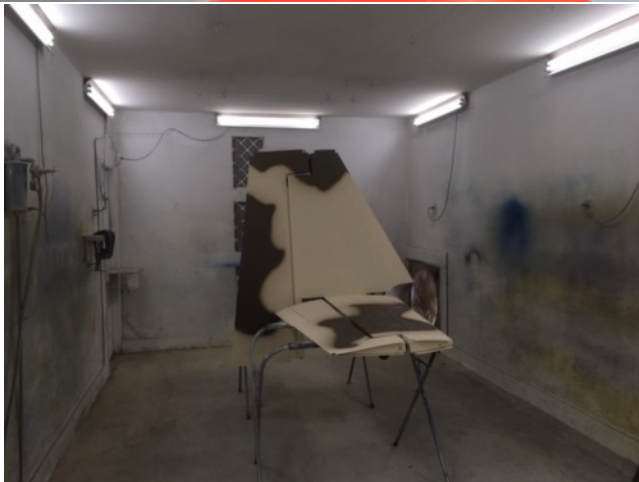
Savannah S. to left and Tucano below



Marc Halcomb completed his lightening.



Jack Norris continues work on his Lightning.  
Painting of the Tucano below left.



**FOR SALE PAGE 4**

**ONE DONATED AIRPLANE KITS FOR SALE**

**1. SORRELL SNS-8 HIPERLIGHT WHICH IS THE YOUNGER AND SMALLER SINGLE SEAT ULTRALIGHT BROTHER OF THE WELL KNOWN SNS-7 HIPERBIPE.**

**YOU CAN SEE THE PICTURES OF THIS PLANE KIT ON THE CHAPTER WEBSITE:**

***[HTTPS://WWW.538.EAACHAPTER.ORG/APPS/PHOTOS/](https://www.538.eaachapter.org/apps/photos/)***

Below are examples of *COMPLETED* airplanes. The above are *INCOMPLETED* kits.





**FOR SALE PAGE 5**

**FROM DEE GRIMM**

**NANCHANG CJ6A** • \$140,000 • **FOR SALE** • N620DM, Very nice CJ6A, maintained by A&P owner; cockpits detailed; TTAF 5030 hrs; TSMOH on Vedeneyev M14P 272 hrs-bottom end overhauled by M14P; TTS NEW Whirlwind 400C-M14 carbon fiber prop 272 hrs; dual nav-comms with glide slope, GPS, ADS-B out; current IFR certification; many modifications; based Deer Valley Airport Phoenix; offer includes set of custom hydraulic jacks, modified trailer to move CJ6, metric tools, 2 current parachutes, 2 headsets, system and flight checkout included. Contact Dee Grimm • Owner - located Phoenix, AZ, United States • Telephone: cell/text 602-312-7307 • 602-996-1296



06.18.2019 21:16

\*\*\*\*\* DISCLAIMER \*\*\*\*\*  
 The performance specification database contains performance and dimensional data for a large variety of production and homebuilt aircraft. The values portrayed here are from manufacturers' data and are not representative of any particular aircraft being advertised.

**NANCHANG CJ-6A**

<b># of Engines:</b> 1	<b>Range:</b> 425 mi   369 nmi   683 km
<b>Engine Make:</b> ZHOUSHOU HUOSAI	<b>Service Ceiling:</b> 20,500 ft   6,248 m
<b>Engine Model:</b> HS-6A	<b>Rate of Climb:</b> 2,700.00 ft/min   13.72 m/s
<b>Engine Power:</b> 285 hp   212 kW	<b>Wingspan:</b> 33.50 ft   10.21 m
<b>Recorded TBO:</b> N/A	<b>Length:</b> 27.90 ft   8.50 m
<b>Standard Fuel:</b> 60.00 gal   22712 L	<b>Height:</b> 10.80 ft   3.29 m
<b>Max Fuel:</b> 60.00 gal   22712 L	<b>Empty Weight:</b> 2,414 lbs   1,094 kg
<b>75% Cruise:</b> 185 mph   160 kts   297 km/h   0 Mach	<b>Gross Weight:</b> 3,086 lbs   1,399 kg
<b>Stall:</b> N/A mph   N/A kts   N/A km/h	

	Normal		Over 50 Foot Obstacle	
<b>Takeoff</b>	N/A ft   N/A m		N/A ft   N/A m	
<b>Landing</b>	N/A ft   N/A m		N/A ft   N/A m	

PRICE:  
**\$140,000 USD**

**Get Immediate Financing**  
 For simple and secure financing, [click here.](#)

**SALE STATUS:** For Sale  
**YEAR:** 1969  
**MAKE/MODEL:** NANCHANG CJ-6A  
**REGISTRATION #:** N620DM  
**SERIAL #:** Not Listed  
**LOCATION:** Phoenix DVT, AZ USA

**PERFORMANCE SPECS**

SAVE  COMPARE

**Dee Grimm**  
 (602) 312-7307

**FOR SALE PAGE 6**

1955 Cessna 310 Riley Rocket. IO 540 motors 290 hp.

Here's a video I made of the aircraft.

<https://www.youtube.com/watch?v=IOGsVa-g3uw&>

<https://www.youtube.com/watch?v=LhekFaCjU6k&t=1s>

The motors and props have 300 hours and the airframe has 3000 hours.

I would be interested in parting it out, or buying a lightly wrecked plane to put the motors into.



Specifications (1956 model 310) Data from 1956 Observers Book of Aircraft[74]

**General characteristics**

Crew: one      Capacity: four passengers

Length: 27 ft 0 in (8.23 m)      Wingspan: 35 ft 0 in (10.67 m)

Height: 10 ft 6 in (3.20 m)      Wing area: 175 sq ft (16.3 m<sup>2</sup>) [75]

Empty weight: 2,850 lb (1,293 kg)      Gross weight: 4,600 lb (2,087 kg)

**Performance**

Maximum speed: 220 mph (350 km/h, 190 kn)      Cruise speed: 205 mph (330 km/h, 178 kn)

Range: 1,000 mi (1,600 km, 870 nmi)      Service ceiling: 20,000 ft (6,100 m)

Rate of climb: 1,700 ft/min (8.6 m/s)

Contact Harold Anderson at      [haroldmranderson@gmail.com](mailto:haroldmranderson@gmail.com)

**AIRPORT OF THE MONTH - SAN CARLOS****San Carlos, Arizona**

From Wikipedia, the free encyclopedia

**San Carlos, Arizona****Census-designated place**

Location in [Gila County](#) and the state of [Arizona](#)

San Carlos, Arizona

Location in the United States

Coordinates: [33°21′4″N](#)

[110°27′8″W](#)[Coordinates: 33°21′4″N](#)

[110°27′8″W](#)

[Country](#) United States

[State](#) [Arizona](#)

[County](#) [Gila](#)

**Area****[1]**

- Total 8.58 sq mi (22.23 km<sup>2</sup>)
- Land 8.58 sq mi (22.21 km<sup>2</sup>)
- Water 0.01 sq mi (0.01 km<sup>2</sup>)

Elevation 2,650 ft (801 m)

**Population****(2010)**

- Total 5,288

• **Estimate** N/A

**(2016)[2]**

[Time zone](#) [UTC-7 \(MST \(no DST\)\)](#)

[ZIP code](#) 85550

[Area code\(s\)](#) [928](#)

[FIPS code](#) 04-62910

[GNIS feature ID](#) 0010812

**San Carlos** ([Western Apache: Sengaaḥ](#)<sup>[3]</sup>) is a [census-designated place](#) (CDP) in [Gila County, Arizona](#), United States. The population was 4,038 at the [2010 census](#),<sup>[4]</sup> up from 3,716 at the [2000 census](#).

San Carlos is the largest community in and the seat of government for the [San Carlos Apache Indian Reservation](#).

San Carlos' economy is underdeveloped and is based mainly on retail service industries, construction trades, and public administration.



## **AIRPORT OF THE MONTH - SAN CARLOS CONTINUED**

San Carlos' economy is underdeveloped and is based mainly on retail service industries, construction trades, and public administration.

### **Geography**

San Carlos is located in southeastern Gila County at [33°21'4"N 110°27'36"W](#) (33.351069, -110.459862).<sup>[5]</sup> Its eastern border is the [San Carlos River](#), which is also the [Graham County](#) line. The San Carlos River flows south 8 miles (13 km) to [San Carlos Lake](#), an impoundment on the [Gila River](#).

According to the [United States Census Bureau](#), the CDP has a total area of 8.6 square miles (22.2 km<sup>2</sup>), of which 0.004 square miles (0.01 km<sup>2</sup>), or 0.06%, is water.<sup>[4]</sup>

San Carlos is located within the [San Carlos Apache Indian Reservation](#).

### **Demographics**

Historical  
population

Census	Pop.	%±
<a href="#">1970</a>	2,542	—
<a href="#">1980</a>	2,668	5.0%
<a href="#">1990</a>	2,918	9.4%
<a href="#">2000</a>	3,716	27.3%
<a href="#">2010</a>	5,288	42.3%

source:<sup>[6]</sup>

As of the [census](#)<sup>[7]</sup> of 2000, there were 3,716 people, 921 households, and 754 families residing in the CDP. The [population density](#) was 420.9 people per square mile (162.5/km<sup>2</sup>). There were 994 housing units at an average density of 112.6 per square mile (43.5/km<sup>2</sup>). The racial makeup of the CDP was 4.55% [White](#), 0.24% [Black](#) or [African American](#), 92.63% [Native American](#), 0.30% [Asian](#), 0.24% from [other races](#), and 2.05% from two or more races. 2.61% of the population were [Hispanic](#) or [Latino](#) of any race.

There were 921 households out of which 49.1% had children under the age of 18 living with them, 46.1% were [married couples](#) living together, 29.4% had a female householder with no husband present, and 18.1% were non-families. 14.4% of all households were made up of individuals and 2.7% had someone living alone who was 65 years of age or older. The average household size was 4.00 and the average family size was 4.42.

In the CDP, the population was spread out with 42.1% under the age of 18, 8.7% from 18 to 24, 28.0% from 25 to 44, 15.8% from 45 to 64, and 5.4% who were 65 years of age or older. The median age was 24 years. For every 100 females, there were 96.4 males. For every 100 females age 18 and over, there were 96.2 males.

\$4,615. About 57.5% of families and 58.8% of the population were below the [poverty line](#), including 62.4% of those under age 18 and 56.5% of those age 65 or over. The median income for a household in the CDP was \$13,412, and the median income for a family was \$14,219. Males had a median income of \$16,216 versus \$22,563 for females.

## AIRPORT OF THE MONTH - SAN CARLOS CONTINUED

### San Carlos Airport (4AZ7)

<b>General</b>
Type: <b>Airport</b> , Status: <b>Operational</b> , Activation Date: <b>12/01/1974</b> , Runways: <b>1</b> , Land Area Covered By Airport: <b>187 acres</b> , Ownership: <b>Publicly owned</b> , Facility Use: <b>Private</b> , Site Number: <b>00785.7*A</b> , Location ID: <b>4AZ7</b> , Region: <b>Western-Pacific</b> , District Office: <b>PHX</b> , Unicom Frequency: <b>122.800 MHz</b> , Aeronautical sectional chart: <b>Phoenix</b> , Tie-In FSS: <b>No</b> , Tie-In FSS ID: <b>PRC</b> , Tie-In FSS Name: <b>Prescott</b> , Tie-In FSS Toll-Free Number: <b>1-800-WX-BRIEF</b> , Elevation: <b>2896 ft</b> , Elevation determination method: <b>Surveyed</b> , Air traffic control tower: <b>No</b> , Boundary ARTCC (FAA) computer ID: <b>ZCA</b> , Boundary ARTCC ID: <b>ZAB</b> , Boundary ARTCC Name: <b>Albuquerque</b> , Airspace Determination: <b>No Objection</b> , NOTAM Service: <b>No</b> , Inspection Group: <b>Owner</b> , Inspection Method: <b>5010-2 Private use mail out program</b>
<b>Location</b>
State: <b>Arizona</b> , County: <b>Gila</b> , City: <b>San Carlos</b> , GPS (Degrees): Lat: <b>33° 22' 40.204"</b> , Lng: <b>-110° 27' 42.360"</b> , GPS (Seconds): Lat: <b>33.377834</b> , Lng: <b>-110.461767</b> , GPS determination method: <b>Estimated</b> , Distance from central business district: <b>2 mi (N)</b>
<a href="#">Find on map</a>
<b>Owner</b>
San Carlos Apache Tribe, Po Box 0, San Carlos, Az 85550, 520-475-2361
<b>Manager</b>
Wilbur J. Belvado, Po Box 209, San Carlos, Az 85550, 520-475-2329
<b>Aircraft</b>
Single Engine Aircraft: <b>1</b> , Multi Engine Aircraft: <b>1</b>
<b>Additional</b>
Magnetic Variation: <b>12E (Year 1985)</b> , Lighting Schedule: <b>See Rmk</b> , Non-Commercial Landing Fee: <b>No</b> , Wind direction indicator: <b>Y-L</b> , Segmented circle airport marker system: <b>No</b>

Coordinates:  **33°21'11"N 110°40'02"W**

**San Carlos Apache Airport** (IATA: **GLB**, FAA LID: **P13**) is a public use airport located 8 miles (7.0 nmi; 13 km), southeast of the central business district of **Globe**, a city in **Gila County**, **Arizona**, United States. The airport is owned by the **San Carlos Apache Tribe**.<sup>[1]</sup> It is included in the National Plan of Integrated Airport Systems for 2011–2015, which categorized it as a *general aviation* airport.<sup>[2]</sup>

### Facilities and aircraft [\[edit\]](#)

San Carlos Apache Airport covers an area of 185 acres (75 ha) at an elevation of 3,261 feet (994 m) above mean sea level. It has one runway designated 9/27 with an asphalt surface measuring 6,500 by 100 feet (1,981 x 30 m).<sup>[1]</sup>

For the 12-month period ending April 24, 2011, the airport had 1,900 general aviation aircraft operations, an average of 158 per month. At that time there were four single-engine aircraft based at this airport.<sup>[1]</sup>

### References [\[edit\]](#)

Effective August 25, 2011.

*ort Systems*. Federal Aviation Administration. October 4, 2010. External link in |work= (help)

**San Carlos Apache Airport**

IATA: **GLB** · ICAO: *none* · FAA LID: **P13**

**Summary**

<b>Airport type</b>	Public
<b>Owner</b>	San Carlos Apache Tribe
<b>Serves</b>	Globe, Arizona
<b>Elevation AMSL</b>	3,261 ft / 994 m
<b>Coordinates</b>	 <b>33°21'11"N 110°40'02"W</b>

**Map**



Location of airport in Arizona

**Runways**

Direction	Length		Surface
	ft	m	
9/27	6,500	1,981	Asphalt

## AIRPORT OF THE MONTH - SAN CARLOS CONTINUED

**AIRNAV.COM**

[Airports](#)

[Nav aids](#)

[Airspace Fixes](#)

[Aviation Fuel](#)

[Hotels](#)

[AIRBOSS](#)

[iPhone App](#)

### **P13** San Carlos Apache Airport Globe, Arizona, USA

**GOING TO GLOBE?**



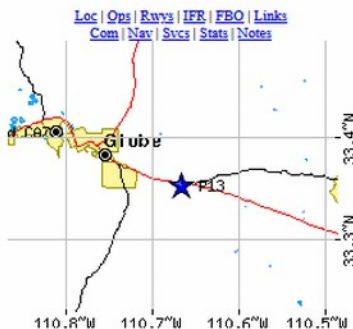
#### FAA INFORMATION EFFECTIVE 05 DECEMBER 2019

##### Location

**FAA Identifier:** P13  
**Lat/Long:** 33-21-11.3000N 110-40-02.5000W  
 33-21.188333N 110-40.041667W  
 33.3531389,-110.6673611  
 (estimated)  
**Elevation:** 3260.8 ft / 993.9 m (surveyed)  
**Variation:** 12E (2000)  
**From city:** 7 miles SE of GLOBE, AZ  
**Time zone:** UTC -7 (year round; does not observe DST)  
**Zip code:** 85542

##### Airport Operations

**Airport use:** Open to the public  
**Activation date:** 03/1941  
**Control tower:** no  
**ARTCC:** ALBUQUERQUE CENTER  
**FSS:** PRESCOTT FLIGHT SERVICE STATION  
**NOTAMs facility:** PRC (NOTAM-D service available)  
**Attendance:** UNATNDD  
**Wind indicator:** lighted, WIND SOCK LIGHTS OTS INDEF.  
**Segmented circle:** yes  
**SEGMENTED CIRCLE BY RY 27 LACKS 'R' HAND TRAFFIC ARMS.**  
**Lights:** ACTCT MIRL RY 09/27 - CTAF. PAPI RYS 09 & 27 OPERS CONTINUOUSLY.  
**Beacon:** white-green (lighted land airport)  
**Operates** sunset to sunrise.



Road maps at: [MapQuest](#) [Bing](#) [Google](#)

##### Aerial photo

WARNING: Photo may not be current or correct



Photo by Benjamin Lee  
Photo taken 17-Apr-2010

Do you have a better or more recent aerial photo of San Carlos Apache Airport that you would like to share? If so, please [send us your photo](#).

##### Airport Communications

**CTAF/UNICOM:** 122.8  
**WX AWOS-3:** 120.075 (928-475-5560)  
 • AFCHOP SVCS PROVIDED BY ALBUQUERQUE ARTCC ON FREQS 121.428.3 (GLOBE 13CAG)  
 • GLOBE RCO 121.3 (PRESCOTT RADIO)

##### Airport Services

**Parking:** tie-downs  
**Airframe service:** NONE  
**Powerplant service:** NONE  
**Bottled oxygen:** NONE  
**Bulk oxygen:** NONE

##### Runway Information

###### Runway 9/27

**Dimensions:** 6500 x 100 ft. / 1981 x 30 m  
**Surface:** asphalt/porous friction courses, in good condition  
**Weight bearing capacity:** Single wheel: 60.0  
**Runway edge lights:** medium intensity  
**RUNWAY 9**  
**Latitude:** 33-21.280958N  
**Longitude:** 110-40.666428W  
**Elevation:** 3260.8 ft.  
**Traffic pattern:** left  
**Runway heading:** 090 magnetic, 102 true  
**Markings:** nonprecision, in good condition  
**Visual slope indicator:** 2-light PAPI on left (3.00 degree glide path)  
**Runway end identifier lights:** yes  
**Touchdown point:** yes, no lights  
**Obstructions:** 8 ft. brush, 257 ft. from runway, 150 ft. left of centerline, 7.1 slope to clear  
**RY 09 1-2 FT BRUSH 50-200 FT FM THR. ACROSS APPROACH, +6 FT. BRUSH 110 FT. FROM THRESHOLD, 90 FT. LEFT OF CENTERLINE.**

###### RUNWAY 27

**33-21.078927N**  
**110-39.416735W**  
**3181.1 ft.**  
**right**  
**270 magnetic, 282 true**  
**nonprecision, in good condition**  
**2-light PAPI on left (3.00 degree glide path)**  
**yes**  
**yes, no lights**  
**none**  
**+6-10 FT. 15 FT BRUSH 0-200 FT. FROM THRESHOLD 150-250 FT. LEFT OF CENTERLINE.**



## AIRPORT OF THE MONTH - SAN CARLOS CONTINUED

### Sectional chart



### Airport distance calculator

Flying to San Carlos Apache Airport? Find the distance to fly.

From  to P13

**CALCULATE DISTANCE**

### Sunrise and sunset

Times for 09-Dec-2019

	Local (UTC-7)	Zulu (UTC)
Morning civil twilight	06:49	13:49
Sunrise	07:16	14:16
Sunset	17:14	00:14
Evening civil twilight	17:42	00:42

### Current date and time

Zulu (UTC) 09-Dec-2019 17:29:03  
Local (UTC-7) 09-Dec-2019 10:29:03

### METAR

**KP08** 091715Z AUTO RMK AO2 PNO  
46nm SW PWINO TSNO  
**KIWA** 091653Z 34007KT 3 1/2SM BR  
49nm W OVC009 14/13 A2995 RMK BR  
OVC009 LTG DSNT NE-S

### TAF

**KIWA** 091450Z 0915/1012 VRB03KT  
49nm W 2SM BR VCTS OVC009CB  
FM091700 30008KT 6SM SHRA  
FEW010 BKN050 OVC070  
FM091900 23007KT P6SM VCSH  
SCT050 BKN080 FM092300  
16008KT P6SM SCT060 BKN200  
FM100300 12005KT P6SM  
FEW070 SCT200

### Airport Ownership and Management from official FAA records

Ownership: Publicly-owned

Owner: SAN CARLOS APACHE TRIBE

PO BOX 0

SAN CARLOS, AZ 85550

Phone 928-475-2361

Manager: MARVIN MULL JR.

C/O SAN CARLOS APACHE TRIBE, P.O. BOX 0

SAN CARLOS, AZ 85550

Phone 928-475-3222

ALTERNATE CTC HANSON MULI - 928-475-5563

### Airport Operational Statistics

Aircraft based on the field: 3

Single engine airplanes: 3

Aircraft operations: avg 36/week \*

79% transient general aviation

21% local general aviation

\* for 12-month period ending 23 April 2017

### Additional Remarks

- TWO HILLS SOUTH.
- ALL RY HOLD & TWY EXIT SIGNS OTS INDEFLY.
- PRIMARY SURFACE TO RWY. 9-27 HAS +5-12 FT. BRUSH 150-250 FT. ALONG SOUTH SIDE OF RWY.
- 2 - 4 INCH WIDE CRACKS IN PARALLEL TAXIWAY PAVEMENT.

### Instrument Procedures

NOTE: All procedures below are presented as PDF files. If you need a reader for these files, you should [download](#) the free Adobe Reader.

NOT FOR NAVIGATION. Please procure official charts for flight.

FAA instrument procedures published for use from 05 December 2019 at 0900Z to 02 January 2020 at 0900Z.

### IAPs - Instrument Approach Procedures

GPS RWY 27

[download](#) (275KB)

IZTIR TWO (OBSTACLE) (RNAV)

[download](#) (171KB)

NOTE: Special Take-Off Minimums/Departure Procedures apply [download](#) (113KB)

Other nearby airports with instrument procedures:

[P08](#) - Coolidge Municipal Airport (46 nm SW)

[KIWA](#) - Phoenix-Mesa Gateway Airport (50 nm W)

[KFFZ](#) - Falcon Field Airport (54 nm W)

[KCHD](#) - Chandler Municipal Airport (58 nm W)

[KSAD](#) - Safford Regional Airport (60 nm SE)





# AIRPORT OF THE MONTH - SAN CARLOS CONTINUED

## Nature & Parks in San Carlos

When are you traveling?

Start Date

End Date

[Search](#)

Sorted by: Best Reviewed



We found great results, but some are outside San Carlos. Showing results in neighboring cities.

[Limit search to San Carlos.](#)



**Aravaipa Canyon** Winkelman 36.6 mi away

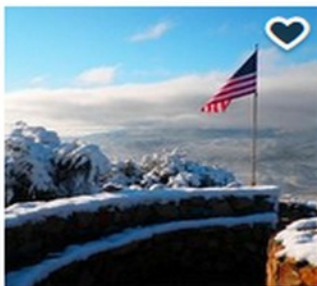
26 reviews

#1 of 1 Nature & Parks in Winkelman

"We didn't hike this canyon, but drove to the end of the road & trailhead with our tongues out wishing we had time and equipment to 'wet hike' the canyon."

"Gorgeous, lush vegetation, birds, and great views of the canyon going in about 3 miles from the west entrance."

[Learn More](#)



**Round Mountain Park** Globe 17.2 mi away

32 reviews

#1 of 1 Nature & Parks in Globe

"Beautiful park with nice addition of informational signs about local flora and fauna."

[Learn More](#)



**Salt River** Claypool 29.6 mi away

5 reviews

#1 of 1 Nature & Parks in Claypool

"The rapids were a mix of class 2 and 3. Our guide, Cam, was an excellent, highly experienced rafting guide along with being very knowledgeable about the canyon and history of the area."

"We did a Salt River Raft trip with Salt River Rafting company."

[Learn More](#)

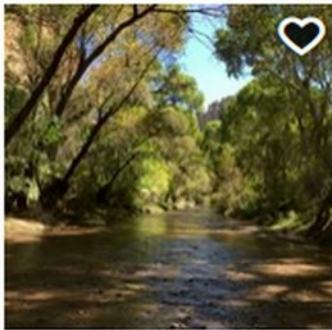


### Coolidge Dam

3 reviews

#1 of 1 Nature & Parks in San Carlos

[Learn More](#)



### Aravaipa Canyon Wilderness San Manuel 36.5 mi away

4 reviews

#1 of 1 Nature & Parks in San Manuel

[Learn More](#)



### Boyce Thompson Arboretum Superior 41.7 mi away

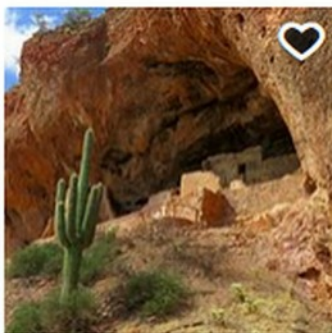
528 reviews

#1 of 2 Nature & Parks in Superior

"We packed a picnic lunch and made a leisurely day of our visit. This place is such a treasure trove of natural diversity and environments: a lake, a cool cave/grotto, hummingbird garden, rose garden, very tall tree..."

"There are nice trails to walk featuring some amazing desert plants, Hike along a stream, and see palms, cactus, and herb garden, huge eucalyptus trees, a greenhouse, and more."

[Learn More](#)



### Tonto National Monument Roosevelt 43.1 mi away

222 reviews

#1 of 2 Nature & Parks in Roosevelt

"Brian and Jeanette did a fantastic job of making everyone feel welcome and sharing lots of great information on flora, fauna, and even geological information."

"Gorgeous, amazing classic Arizona Sonora-type desert scape (saguaro, Ocotillo, palo verde, cholla, ) GO AS EARLY AS POSSIBLE, the desert plants an unexpected trip highlight."

**Eric Moore Places third in IAC Contest in first event.**

IAC Contest Report – Tequila Cup, KAVQ, Marana, AZ 11/14-16/2019

I had been planning on competing in the 2019 IAC Contest at Marana since I attended last year as a spectator. Since rediscovering my love of flight over a year and half ago I knew I wanted to compete in aerobatics. It appealed to my competitive side and it fit seamlessly with my racing background. In the 2 months leading up to the contest I was practicing hard. I was planning on competing in the sportsman category at my first contest, by-passing the primary category. In the run up to the contest I was flying nearly every morning. I flew each figure over and over until it became muscle memory. I recorded every practice session on go-pro camera and critiqued myself on each figure and corrected my mistakes on the next flight. I made a point of practicing exactly like the contest would be flown. I climbed out of DVT to the box, cleared the area and hit my sequence cold, knowing that come contest time I would not have time to warm up beforehand. My first sequence of the day at the contest would be in front on the judges. I could never be perfect, but I knew I was flying well, I was feeling sharp.

Thursday morning 11/14 I made the short cross-country flight down to Marana Regional Airport just north of Tucson. Shortly thereafter I had completed registration and was through tech inspection. I signed up for a 10:30 practice slot. The USAF Academy Glider Aerobatic Team was down from Colorado Springs and had been practicing all morning. I would be the first powered competitor to see the box. Howard Kirker briefed me on the box location and in short order I was strapped in and soon climbing out to the box in my Pitts S-1E. I located the box easily and flew the perimeter, noting the winds, the box markers and notable reference points that would help me to determine my position in the box. Lining up from the north I dove into the box and knocked out the first of 2 sequences I would fly that morning. I flew smooth, had no issues seeing the box and my reference points. I was confident, calm and relaxed. I returned to the airport and helped the rest of the day.

Friday morning dawned cool and breezy. I was in the second order of flight, so the first part of my day was spent on the judging line recording scores for Jim Bourke. Returning to the airport I checked the order of flight and saw that I would be the third powered competitor to fly. I had about forty minutes to relax before I had to strap in which I spent hanging out at the starter tent. I heard stories from competitors about how nervous they were at their first contest. Having spent many years road racing 250GP motorbikes across the country I had a different perspective. Yes, I was competing, yes, I was being judged, but all I had to do was go out and fly my airplane just like I had been practicing. I have been known to put quite a bit of pressure on myself to do well, especially back when I was racing, but this was different. I fly for fun, and I enjoy the precision of competition aerobatics immensely, knowing that I was only flying against myself took the pressure off.

One the Judging Line

Contest Sunrise Over my Pitts S-1E

Soon I was cleared direct to the box and instructed to climb in the box. I took the opportunity to note the winds. The official wind direction was from the south, but the wind had shifted and was blowing almost directly along the y axis, blowing me out of the box toward the judging line. Turning base to the box I rolled in on the box centerline, diving for airspeed I leveled out at my target altitude, banged 3 aggressive wing wags, noted my position as I entered the box and gave a slight pause as I waited until the right moment to pull up into the first figure. The sequence was smooth, not the cleanest I had flown, but I did not make any large errors and thought it came out well. I managed to place most of the figures square in front of the judges giving them a good view of my diminutive Pitts and I came out on altitude, hopeful I did not record any outs. I returned to the airport and waited for the scores to be posted. I was rewarded with 2<sup>nd</sup> place out of 7 for the first flight with a score of 80%. Not too bad for my first ever contest flight. I knew me could fly better. I would have to wait until Saturday for my 2<sup>nd</sup> and 3<sup>rd</sup> flights.



IAC Contest Report – Tequila Cup, KAVQ, Marana, AZ 11/14-16/2019



With Hank Canterbury and Howard Kirker and the Tequila Cup



**IAC Contest Report – Tequila Cup, KAVQ, Marana, AZ 11/14-16/2019**

After a dinner at Texas Road House that couldn't be beat, I got a good night's sleep in the deluxe accommodations of the north Tucson Motel 6. My ride arrived at 6:00 A.M. to ferry me back to the airport. There were a few flights from the first order of flight that still had to fly so I spent the coldest part of the morning on the judging line. Returning to the airport, I checked the order of flight to see that I would be the second to last competitor to fly. I killed the time helping and going through the items I would improve upon in my next flight. The second flight of the Sportsman category is a "Free" program. Meaning, it is up to the competitor to design a sequence that conforms to the category total "k" k factor. It is an opportunity to show case one's ability and play to the strengths of the airplane. I had developed a free sequence, but it was a bit aspirational for my current skill level and I was not ready to fly it in front of the judges. In the sportsman category, you can elect to re-fly the known sequence in lieu of a free sequence, which is what I decided to do.

By late morning I was cleared to the hold and waited for the chief judge to clear me into the box. The morning was bright and calm. Once cleared into the box I rolled in on centerline, wagged-in and flew what I thought was an improvement on Friday's flight. The wind was calm, with no cross-wind correction needed. I knew I hit my marks because I was flying through my own wake on numerous figures. I was rewarded with 3<sup>rd</sup> place in the second flight, with an improved score of 82.3% I was happy that I had improved my score, but dismayed to see that I had been relegated to 3<sup>rd</sup> place overall, and displaced me from 2<sup>nd</sup> to 3<sup>rd</sup> in the first flight by a late arriving competitor that had been allowed to fly the first flight on Saturday. It was about this time that I was approached by a few of the other sportsman competitors that sought to protest the late arriving competitor. Per the rule book, a late arriving competitor who misses the first flight, shall forfeit their scores, except in situations beyond their control. Well, as it turned out, the competitor who was late had a last-minute work assignment that resulted in her missing the first day. She had contacted the contest director and had made prior arrangements. On reviewing the protest, and the facts of matter, the contest jury did not sustain the protest and allowed her scores to stand, much to the chagrin of the other competitors. She had gotten to fly the known program on Saturday in conditions that were slightly more favorable than on Friday, but the facts are that she still flew extremely well. This did not bother me. When asked if I wanted to be party to the protest, I declined, stating that 1) I am new, 2) I have not read the rule book in its entirety. Based on my lack of knowledge of the situation I elected to not be a party to the protest even though it was in my own best interest to do so. I was a magnanimous decision that I was happy to have made.

It was getting late in the day when I was getting ready to fly my 3<sup>rd</sup> and final flight. The wind had picked up and was reversed from the official contest wind direction. I flew a decent third flight, but I was off my marks due to not compensating for the reversed wind direction. It was a passable sequence, but I made a few errors that I knew the judges would see. On landing I had that moment where I realized that my first contest was complete. I was not surprised to see that I scored a 78%. The lowest score I'd gotten all weekend. At the end of the 3<sup>rd</sup> flight I was securely in third place overall, having missed 2<sup>nd</sup> by only a few points. In fact, the top 3 in sportsman were very tight. All that was left to do was secure my airplane, clean up and head to the banquet.

**Post Script:**

I enjoyed my first IAC contest immensely. I was unsure if I was good enough, or ready enough, or if I would be respected by my fellow competitors. That feeling turned out to be false. I proved to myself that I was good enough to compete and even placed in my first contest among some very talented competitors. I made many new friends and enjoyed the company of some great people. Aside from my 3<sup>rd</sup> place overall, Hank, Howard and myself, representing IAC chapter 62 won the Tequila Cup which is awarded to the Chapter with the combined highest score. That was certainly a highlight for me to share an award with Hank (my coach) and Howard (1<sup>st</sup> place intermediate and a fantastic pilot). I am grateful for Hanks coaching, my friend Pike's mentorship, and Anitta, my other half, for coming down to support me. This first contest has only made me more hungry to compete and to keep working hard.



IAC Contest Report – Tequila Cup, KAVQ, Marana, AZ 11/14-16/201

Pilot's Photo



Sportsman Category top finishers. L to R: Myself, Britanee Lincoln, Bryan Jones, Dan (forget his last name)



IAC Contest Report – Tequila Cup, KAVQ, Marana, AZ 11/14-16/201



At the banquet. L to R: Anitta, Myself, Pike and Caroline





## EAA' Ray Aviation Scholarship Fund

[December 5, 2019](#)

by [EAA](#)

In [Chapters](#), [Learning to Fly](#).

Through the generous support of the Ray Foundation, EAA provided up to \$10,000 to 100 deserving youths for their flight training expenses in 2019, with the support of EAA' chapter network. To date, 18 youths have become private pilots and 55 have completed their first solo. Because of this success, the Ray Foundation has committed \$1.2 million to this program in 2020. Thank you to the Ray Foundation and EAA chapters for inspiring the next generation of aviators! Learn more at [EAA.org/rayscholars](http://EAA.org/rayscholars).

## EAA Offers Young People Free AirVenture Admission With Boeing Support

*December 5, 2019* – Young people age 18 and under will be admitted free to EAA AirVenture Oshkosh 2020 as a way to introduce more youth to the possibilities in the world of flight. The Boeing Company is financially supporting this effort for the next two years to encourage more aviation-minded families and their children to attend the event that brings more than 10,000 aircraft from around the world to Oshkosh each year.

“EAA's mission is growing participation in aviation, and in 2019, after EAA reduced admission costs for students, we saw an increased number of families coming to AirVenture,” said Jack J. Pelton, EAA's CEO and chairman of the board. “Inspiring young people and giving them a first look at what's possible in aviation is only achievable if they can get in the gate. This effort will build on the more than 60 years where AirVenture has earned a reputation as a wonderful family event. We're incredibly appreciative of Boeing's support and like EAA, Boeing is committed to inspiring the next generation of aeronautical innovators. Because of Boeing's belief in our mission, we can invite youth from around the world to experience AirVenture at no cost.”

The free youth admission is available throughout AirVenture week. Along with Boeing's financial support, a small fee on AirVenture advanced-purchase adult admissions and value-added opportunities such as the Aviators Club will support this free admission opportunity for young people.

"At Boeing, we aim to inspire and prepare the next generation of innovators, and EAA AirVenture provides a unique opportunity to encourage the natural curiosity of young people," said William Ampofo, vice president of business aviation, general aviation, and OEM services, Boeing Global Services. "We are proud to provide an opportunity for thousands of youth to experience this world-class event, and be inspired to use their talents, creativity, and vision for the future of aviation."

Longstanding youth activities and programs at AirVenture include such popular offerings as the hands-on KidVenture display and program area; technology, innovation, and education options at Aviation Gateway Park; and extraordinary events such as daily air shows and more than 1,500 forums, workshops, and seminars.

Complete admission pricing and advance online purchase is [currently available on EAA's website](#).

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### From Flying Magazine

8 Great Aviation Apps | Flying Magazine <https://www.flyingmag.com/avionics-gear/pilot-supplies/8-great-aviation>. 5/7/2019, 7:16 P.M.

### 8 Great Aviation Apps

By STEPHEN POPE JULY 16, 2012

Here are some must-download cockpit tools you'll need to get the most out of your iPad, iPhone or Android tablet.

You've torn open the packaging and pulled out your shiny new **Apple iPad** (or maybe it is an Android tablet). Powering the unit on for the first time, the image on the screen is just as stunningly rendered as you imagined. You stare into the glow of the capacitive LCD touchscreen and eagerly navigate to the App Store, where you type in the word "aviation." At your fingertips, quite literally, results for more than 1,500 apps materialize.

Now what? You haven't a clue of where to begin.

Except that you do: The whole reason you bought an iPad or Android tablet, after all, was for the digital charts, which will free you at last from the burden of lugging all those paper sectional charts, IFR low en route charts and thick approach plate binders into the cockpit. And, of course, everybody knows that the best digital chart applications (in no particular order) are **ForeFlight Mobile**, **Garmin Pilot**, **Jeppesen Mobile FlightDeck**, **Flight Guide iEFB** and **WingX Pro7**. Purchase an annual subscription to any of these electronic chart services and you really can't go wrong — plus, you'll get a whole lot more than just charts because additional features are being added and improved all the time.

But that's a different article altogether. Let's get back to the App Store. Say you've successfully

## 8 Great Aviation Apps Continued

downloaded one of the EFB applications listed above and now you're ready to add some additional cockpit resources to your digital toolbox. Maybe you've heard other pilots talk about some of their favorite apps or you've read about some intriguing choices online. Should you just download them all and try to figure out on your own which ones you'll like the best? Or should you refer to the online user ratings and trust that a four- or five-star-rated app will be worth the asking price because, well, others liked it?

In the end, of course, not every pilot will need — or even want — every app that's available. But for a great many of us, there are certain aviation applications that just beg for presentation on a touchscreen tablet computer. To help you get started, we've selected eight great aviation apps that are absolutely worth checking out. You've probably heard of at least a few of these, and maybe you're even a regular user of more than one. We downloaded and tested each of them on an iPad, so if you're an Android tablet user your experience may differ — also, sorry, some of these apps aren't yet offered for Android devices.

8 Great Aviation Apps | Flying Magazine <https://www.flyingmag.com/avionics-gear/pilot-supplies/8-great-aviation...>

1 of 4 5/7/2019, 7:16 P.M.

At any rate, here's what you should know about each app and why we picked it. If you think there are better apps that didn't make our list, by all means drop us a note and tell us about them. We'll update [flyingmag.com](http://flyingmag.com) with your favorites.

**CloudAhoy** is a seriously cool aviation app that lets you track each and every flight you make and then retrieve the captured data later from the CloudAhoy server for review on your home computer. The app uses Google Earth to let you play back your flight in a Web browser, either from a top-down view or a great 3-D mode superimposed on Google's high-resolution satellite imagery.

CloudAhoy uses an iPhone or iPad internal GPS receiver (or an external GPS such as the popular Bad Elf unit) to record your flights. To get started, download the app from the Apple App Store, create your free account at [cloudahoy.com](http://cloudahoy.com), and, finally, register your device. To use CloudAhoy in your airplane, simply press the app's start button just before engine start and forget about it until after your flight is over.

The data is stored locally on the device until you're back on the ground and your iPhone or iPad is receiving a data signal. You can then log into your password-protected account and view your flight on any Windows or Mac computer. The service includes options for individual users as well as flight schools, making it a great learning aid. Best of all, the app and CloudAhoy data storage services are free.

There's really nothing special about this iPad PDF and image viewer. The magic behind the app is in the customization, which is wonderfully tailored for the cockpit. The app lets you load aircraft manuals, e-charts and anything else you want to convert from paper to digital format. There are night and day viewing modes, a whiteboard for writing notes and a chronostat page for storing times and calculations. Probably the best feature is the ability to load thousands of pages and find the one you want quickly and easily. Really, anybody could have made an app like this; it's just that nobody else did — at least not this well executed.

We almost hesitate to put the **AeroWeather** app on our list because it's tough for us to believe there are pilots out there who don't already know about it. But I was talking with a CFI recently who fell into the group of the uninformed, and so maybe many others fit this category as well.

Like most aviation apps, the beauty of this one is its simplicity. Rather than being a full-featured weather app including Nexrad radar mosaics, satellite views, airmets, sigmets and the five-day forecast for your hometown, AeroWeather includes just metars and TAFs listed in a format that's easy to review. You can load multiple stations to get an idea of the weather picture for your route of flight, and the app can output in raw or plain English formats, so you don't even need to know how to read a metar.



## 8 Great Aviation Apps Continued

There's also a free "Lite" version that works great, but the additional features in the paid Pro upgrade are worth the \$4 asking price. These include a built-in "nearby" list of stations, improved search functionality, the ability to e-mail weather reports and more. While it's true other weather apps can do more, there are few you'll click on more often.

Simple. Simple. Simple. That's the common denominator in all of the apps that made our must download list, and Sporty's wonderful electronic **E6B app** hits the bull's eye in this regard. This handy app includes all the classic utilities any pilot could want, plus a number of features that pros will appreciate, including Mach speed, top of climb, specific range, required rate of descent and more, all presented on an easy-to-use app interface. The electronic E6B also includes a clock/timer that always shows local, home and Zulu time, and which can count up or down, making it useful for timing approaches or knowing when to switch fuel tanks. Best of all, the app works with all versions of the Apple iPad, iPhone and iPod Touch.

Developed by the same folks who brought us the **ForeFlight Mobile** digital chart app, **ForeFlight's Checklist Pro** is a dirt-simple electronic checklist that makes running through cockpit flows a breeze. Again, with this one there's a free "Lite" version, but the \$20 cost for the Pro version is worth it once you realize what you get for your money.

The first thing, obviously, is the ability to tailor your checklists not only for your specific airplane, but also exactly how you like to do your flow. (The Lite version also lets you move items around but isn't as customizable.) Even better, you can create and edit checklists online at the ForeFlight website and then synch them to your iPhone or iPad. There's even a feature that lets you share checklists among multiple users, which is perfect for large flying clubs and schools.

Pilots love the app because of how easy it is to use in the airplane. To run through the checklist, simply tap an item and a green check mark appears. This also automatically moves you along to the next item on the list. You can hit the "skip" button to move past any item without checking it, or tap the emergency button to take you to the emergency checklist procedures. Bottom line, if you want fast and easy, this is the checklist app to get.

**Spin-a-Wind** presents you with a screen that shows selectable values for the runway number, wind direction and wind speed. You simply spin each wheel to the appropriate value and the app reads out your headwind and crosswind component in large, easy-to-see type.

Additional screens let you calculate pressure and density altitudes as well as set caution and warning parameters for those times when the wind is blowing perhaps a bit too strong for comfort. The default setting warns you when your crosswind component exceeds 30 knots, so you might want to dial back the values if your airplane doesn't say Boeing on the data plate.

**WnB Pro** is a simple yet powerful app that is designed to quickly and accurately calculate weight and balance for nearly any GA aircraft. A couple dozen of the most common airplanes are preconfigured, but the real benefit is the ability to set up custom aircraft by entering your specific data.

The template airplanes are good for learning how to use the app, but you'll want to take the time to enter the correct data for the aircraft you fly. To use the weight and balance calculator, you simply manipulate a number of sliders on the screen to input weights for passengers, baggage and fuel. If the weights you have input place the airplane outside its CG envelope, all the values will turn red to warn you. Once you've entered the values, the weight and balance is plotted on a graphic envelope for easy reference.

You can also set up the app with your airplane's tail number and share its weight and balance data with other app users, making WnB Pro another app that's perfect for flight schools and flying clubs. For under five bucks, this one's hard to beat.

**FltPlan.com Mobile** is the companion tool to the highly regarded fltplan.com website. With this app, you can download free routes, approach charts, navigation logs and FAA-certified QICP (qualified Internet communications provider) weather from FltPlan.com and bring it all along in the cockpit, with no Internet connection required once what you need is downloaded to your device. You can also

## 8 Great Aviation Apps Continued

plan and file flight plans using the app, download approved weather briefings for offline viewing, track a flight and view FltPlan's FltDeck Guide with detailed information on more than 6,000 airports in 17 countries.

The FltPlan.com Mobile app is completely free to download and use. So why wouldn't you just use this one app and be done? There are a couple of reasons, one being that the resolution in the paid 8 Great Aviation Apps | Flying Magazine <https://www.flyingmag.com/avionics-gear/pilot-supplies/8-great-aviation...apps> is better, as well as the fact that the paid apps include a ton of additional features besides charts and maps. But for a basic EFB app, FltPlan.com Mobile is one of the best we've seen.

### **CARLOS MAKES SOME PROGRESS ON HIS RV-7**

**Carlos Alberto Hernandez** ▸ Van's Aircraft Builders

December 1 at 2:36 PM · 🌐

**Carlos Alberto Hernandez**

December 1 at 2:27 PM

Finished installing the electric aileron trim in the cabin center tunnel. What a pain in the ass. Hard? No. Just no room to move with little space, small parts and gorilla sized hands. No pictures of that. I did move onto routing the spark plug, CHT and EGT wires. Things are looking good so far.