

# THE MOGOLLON FLYER



Volume 5, Issue 2

Summer/Fall 2019

## From the President



With the Arizona's monsoon season upon us and our unusually high temperatures somewhat on the decline, I suspect that Arizona's perfect flying weather may be around the corner. And, before looking forward to new flying adventures, now might be a good time to summarize our Board of Directors' activities and accomplishments during the past year. If the term "summarize" implies something brief, I've misled you. We've accomplished quite a bit over the past year, and this report will be longer than normal!

One of the challenges facing any HOA management is handling the daily needs while anticipating and planning for the future. And, our airpark, despite having existed for 30+ years, presents some unique challenges and opportunities. For years, Mogollon Airpark has utilized volunteers for airpark management and much of its maintenance. And, it has worked reasonably well. After all, we're still here in an era where other airparks have failed! That said, we've needed to consider some trade-offs:

- *The Upside* – Employing part-time office and maintenance staff – one inside and one outside – and relying on airpark volunteers for everything else tended to keep

costs low while providing a modicum of service to the residents. Let's face it, being able to afford an airpark home, hangar, and aircraft implies a significant amount of financial success when compared to the average US citizen. And, personal traits that often correlate with that type of success include intelligence, education, and an achievement-oriented work ethic. Thus, it was quite natural for some talented folks living at the airpark to take a commanding role in its management while the majority of the residents (and virtually all of the absentee property owners) were content with a much more passive role in the community.

- *The Downside* – Managing and maintaining the airpark ourselves wasn't all "sweetness & light", however. Virtually *everyone* at the airpark has the aforementioned personal traits that lead to financial success. And, those traits give rise to individual decision-making capability, strong opinions, and personal preferences ... regardless of who's elected to the Board of Directors. However, because of the volunteer nature of the airpark management, several conditions naturally existed:
  - The unpaid, volunteer time spent managing the airpark was minimized in comparison to a typical business environment with paid employees – both

management and staff. (That's not to say that individuals didn't voluntarily dedicate large amounts of personal time to the good of the airpark! However, a talented employee working 8 hrs./day, 5 days/wk. can produce a substantially larger work product.) This yielded at least a couple of nonproductive outcomes:

- A business relies on its written Policies and Procedures (P&Ps) to help ensure high-quality, ongoing decisions and outcomes irrespective of the current management and staff. However, comprehensive P&Ps are very time-consuming to write. And, rather than dedicate the necessary effort (or find the required skill set), our airpark has relied upon ad hoc motions passed by different Boards to provide guidance to future Boards. Frequently, that resulted in a new Board unknowingly remaking a previous decision or having to reinvent a forgotten solution.
- Running an airpark (or any HOA) requires a broad knowledge base and administrative abilities that span physical and financial asset management, conformance to city, county,

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## From the Editor

In this issue, we share some of the accomplishments of the past board year. We congratulate our four newly elected board members and say thanks to those whose terms ended.

Our outgoing and incoming President, Craig Albright (he was elected as President again this board year) shares some thoughts on the past year.

We continue our series on the Indians of the White Mountains, focusing on the Apache; and our regular Aviation News and History

sections.

We also have lots of information from Chief McCluskey of the Heber-Overgaard Fire District.

I hope you enjoy this issue. If you have any suggestions for future articles, or are interested in submitting one, please be sure to let me know at [az82editor@gmail.com](mailto:az82editor@gmail.com).

On a not so bright note, we lost some good airpark friends this year. We've said our goodbyes and try to comfort their loved ones. Many of us reflect on our friendship by sharing our memories. We cry, we

laugh and we hug. We describe our friend to others who aren't sure if they've met before. Some of us vow to spend more time doing what we love and less time worrying about things that don't matter in the grand scheme of life.

I'm going to do my best to adhere to that vow and not 'sweat' the small stuff. I hope you do too.

Enjoy the rest of the summer; pray for rain and make sure to tell your loved ones how much they mean to you.

*Ellen Randall*

Editor, The Mogollon Flyer



AZ82 Runway after crack seal and seal coating.



### From the President (Continued from page 1)

state and federal laws, handling disagreements with and between property owners, and CC&R enforcement. Sometimes, Boards are blessed with individuals having the requisite background(s); other times they are not. And, creating continuity in airpark management becomes a serious challenge.

- Acceptance of new ideas generally implies change to old ways of doing things. However, new concepts also require study and consideration before potential adoption and implementation. And, it's probably easier for a volunteer staff to simply maintain the status quo.
- Due in part to the aforementioned challenges and the fact that our terms of office were only one year with the entire Board being re-elected each year, often it was the same individuals with the best "tribal knowledge" that served on the Board year-after-year. For many reasons, that can lead to serious dissatisfaction amongst a population of talented, intelligent property owners.

OK! With the context provided above, what has the Board been doing this year? Well, we have been very busy! Here are the highlights from my perspective:

- About 1 ½ years ago, we hired a professional HOA management company – HOAMCO. Doing so provides management experience previously unavailable to the airpark ... and actually is less expensive than having a part-time person in the office! Besides the cost reduction, having professional management helps ensure compliance to AZ state laws relating to HOAs, reduces the "neighbor-to-neighbor" conflicts regarding property maintenance and architecture, and will eventually handle homeowner questions in a more expeditious manner than available with volunteer management. In addition, HOAMCO provides complete accounting services and financial record-keeping. Plus, they have other services available to us on a fee-for-use basis.

Our HOAMCO representative Sherry Watson is in the airpark office on Wednesday from 10a - 1p. Of course, she is always available by phone or email. Sherry's contact information is listed on the lower, left-hand corner of our <https://mogollonairpark.com> website home page. Their local office is in Show Low.

- One of the several things that HOAMCO brought to our attention was our lack of policies that would hinder their enforcement support. Of course, several Board members were already aware that we didn't have a

cohesive set of Policies and Procedures. What we did have was quite fractured and dispersed across years (and years) of meeting minutes – an untenable situation. Under the guidance and dedicated efforts of our Secretary Ellen Randall, we now have formal policies for a variety of topics as well as several revised documents that will provide consistent guidance to the airpark. All documents are posted on the airpark's website: <https://mogollonairpark.com>.

On the *public* side of our website:

- Mogollon Airpark Rules & Regulations, revised 7/20/2019
- Compliance Policy, adopted 4/28/2018
- Assessment Collection Policy, adopted 6/9/2018
- Architecture Design Requirements Guidelines for Homeowners, adopted 4/20/2019
- Architecture Review Policy, adopted 4/20/2019
- UAS (Drone) Policy, adopted 6/25/2018
- Facility Rules and Regulations, amended 2/16/2019
- Mogollon Airpark Operating Guidelines – Aviation, amended 2/16/2019

On the *member* side of our website:

- Adoption and Amending of Policies and Procedures, adopted 1/12/2019
- Document Retention and Filing, amended 1/12/2019
- Document Retention and Filing Schedule, amended 1/12/2019
- Board Appointed Committees, adopted 2/16/2019

Although we have made excellent progress on creating a comprehensive set of Policies and Procedures for the airpark and future Boards of Directors, we still have a few left to do! And, after they are completed, they will also be posted on the website, available to all HOA members.

- In the past, the airpark has used a mix of HOA member experience and external "professional expertise" to manage runway maintenance and related drainage. Unfortunately, some of the contracted professionals haven't provided the guidance we need regarding pavement reserves and runway lifetime estimates. Neither have they helped us develop a long-term plan for our major assets – the runway and taxiways. Plus, our member experience has not resolved some longstanding drainage problems that adversely affect the life of our asphalt. To resolve these two issues, we contracted with Frank Civil Consulting, a civil engineering firm based in Mesa, AZ; they will supply the necessary expertise in both areas.

And, since there had never been an actual elevation survey of the runway and taxiway areas since they were constructed many years ago, we also paid to have one completed and provided the digital database to Frank Civil Consulting. Frank Civil Consulting will use that data to do a drainage design and will oversee the necessary earth moving and culvert work. Plus, they will work with our Pavement Committee to provide an overall plan (including cost projections) for continued pavement maintenance.

- To take advantage of the wealth of expertise within the Mogollon Airpark community, the Board expanded the number of its standing committees. You can look at any recent agenda (again, posted on the airpark website) to see the breadth of tasks and functions being addressed by our community teams. And, if you are looking for a way to become involved, serving on a committee would be an excellent way to contribute! While the Board's actions and decisions guide the airpark in a very visible manner, it's really the on-going, behind-the-scenes work of our committees that makes things tick.
- Property owners sometimes express concern that the airpark is growing too slowly. (And, of course, property values relate to growth rates...) While our growth rate may be strongly influenced by factors beyond our control (e.g., economy, IRS income tax policy, pilot population trends, lack of local amenities, etc.), our Marketing Committee has been industriously spreading the good word by representing us at regional events in Santa Fe, NM (AOPA Fly-In), Chino, CA (Planes of Fame), and Mesa, AZ (airport open-house & Warbirds Fly-In).
- Happily, this year has decidedly not been all work and no play! Our Marketing Committee outdid themselves with social events. Some of the year's highlights included: annual homeowners' dinner, Cinco de Mayo potluck, ice cream social, Easter dinner, Christmas hayride & caroling, Christmas Day dinner, chili cook-off, Thanksgiving Day dinner, Trunk or Treat at Tall Timbers, and custom crafted welcome baskets.
- A result of our revitalized relationship with our resident EAA Chapter 1044, more people are being introduced to the airpark and to general aviation. This year, Chapter 1044 hosted a well-attended pancake breakfast/fly-in, and they held a couple of Young Eagles events. Plus, they have an on-going Youth Education aviation construction project.

One of the less pleasant duties of the Board is to enforce our CC&Rs. And, of course, the Board has to look out for the financial welfare of the airpark. Plus, we have to defend the HOA against spurious legal claims. That resulted in the

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**From the President** (Continued from page 2)

following:

1. Last year, we wound up having to sue the McLeod family to force CC&R compliance. The lawsuit resulted in a “stipulated injunction” considered by the Board to be wholly favorable to the airpark. Details are on the member-side of our website under “Airpark Info→Legal”.
2. We responded to three homeowner complaints to the Arizona Department of Real Estate (AZDRE) relating to the \$209 Special Assessment. The three complaints have been dismissed (in the airpark’s favor).
3. We responded to a complaint to the AZ Attorney General. That complaint was withdrawn after our attorney’s response.

Here’s a breakdown of our major legal fees over

the last two years:

- Lawsuit against Pat McLeod, Louise McLeod, Cameron McLeod, and Magnus MacLeod (a.k.a., Gary McLeod) - \$46,255.
- AZDRE defenses:
  - Warren Brown –\$16,669.98; Mr. Brown has sold his property and no longer resides at the airpark.
  - Brad Stevens – \$10,576.84; Mr. Stevens continues to reside at the airpark.
  - Magnus MacLeod - \$2,317; Mr. MacLeod continues to reside at the airpark.
- Complaint to Arizona Attorney General:
  - Magnus MacLeod - \$1,646.50

Costs for the AZDRE defenses and resolution of the complaint to the Attorney General were paid

by our HOA liability insurance. (We have a \$10K deductible.) However, the lawsuit cost was born directly by the HOA. Given that all of the issues were resolved in a manner favorable to the airpark, you can draw your own conclusions regarding the validity of the claims.

Despite challenges posed by a few dissatisfied individuals, I look forward to another great year at Mogollon Airpark and hope you do, too! Come join your neighbors at any of the social events. Contribute your time and talent by serving on one of our committees. And, if you’re an absentee property owner, see if you can visit the airpark more frequently. The weather is cooling down, and the smell of rain painting needles on the pine trees is refreshing.

F. Craig Albright, President  
Mogollon Airpark HOA

**Board News  
Election Results**

On August 10th, member ballots were tabulated by our Election Official, Jane Holman. The results are as follows (those elected are bolded):

- Gregg Ashwill - 63**
- Patty Bennett - 34
- Mark Brown - 63**
- Larry Cranton - 82**
- Jeff Davis - 89**
- Neil Miller - 46
- William Palmer - 43
- James Wethington - 41
- Write in Candidates:
- Bob Greco - 1
- Roger Bender - 2

We thank all of the candidates and congratulate our four new board members. They will serve a two-year term and join these five board members whose terms end in August 2020.

- |                |               |
|----------------|---------------|
| Craig Albright | Ellen Randall |
| Mike Kelly     | Alan Roberts  |
| David Hagan    |               |

We thank those board members whose terms ended with this election for their service to the Airpark:

- |              |                |
|--------------|----------------|
| Karol Taylor | Dennis Collins |
| Norm Smith   | Pat Forbes     |

**Board Motions**

In the May board meeting, the board **rescinded the 2015 policy** that required airpark owner pilots to add the airpark as an additional insured on their aircraft insurance.

In the August board meeting, the board re-

scinded the **2018 easement approval** for a fuel farm to the Mogollon Airpark Fuel Group.

**Policies and Procedures - Update**

The **Mogollon Airpark Rules and Regulations** document has been updated. We’ve added items from the CC&Rs and resolutions made by the Board through the years. As we have stated previously, we are trying to incorporate all of the policies, procedures, rules and resolutions approved by past boards into written policy documents.

The Rules and Regulations document is intended to simplify, condense and clarify the CC&Rs, Bylaws and Resolutions of the Association. Please take a few minutes to review this document so you are aware of everything in it. It can be found on the public side of the [mogollonairpark.com](http://mogollonairpark.com) website under HOA Info/Governing Documents/Rules and Regulations.

**Here’s What Some of our Committees Have Been Doing:**

**Pavement Update**

As everyone has noticed, the crack sealing and seal coating of the runway and clubhouse parking lots have been completed. It’s beautiful and should serve us for years to come.



A drainage survey has been completed and is being reviewed by Frank Civil Consulting. They will determine what needs to be done and supervise the work, which will be done by another company.

Thanks to Edd Weninger, Jim Alfonso & Dave Hagan.

**Marketing Update**

In his President’s message, Craig listed some of the Marketing events over the past year. So rather than include it here, I’ll just thank the Marketing Committee for all their hard work:

- Mike and Diane Christensen
  - Kay Roberts
  - Marion Davis
  - Naomi Towner
- And, all of the wonderful volunteers who helped these coordinators at the various events over the year. Great job!

**Facilities Update**

The tennis and basketball courts were cleaned and repaired this summer; clubhouse skylights were replaced and roof repaired; two of the dumpsters were moved back to the west side of the airpark near the hex hangars (where they used to be).

Thanks to Mike Kelly, Alan Roberts & Kay Roberts. This group does an amazing job of keeping everything running around the airpark.

**Annual Meeting**

Our annual meeting was held on August 10th under the ramada. Some of the highlights of the meeting include:

**HOAMCO** - One homeowner read a letter with concerns about having 3 community managers in a one year period. The board recently appointed Jeff Davis as our liaison to HOAMCO.

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**Board News** (Continued from page 3)

He will review our contract and discuss performance metrics with our new HOAMCO Community Manager, Sherry Watson.

We also had one homeowner express concerns about money being stolen by the board. The Board requested more information, but the homeowner declined to attend the next board meeting. After the meeting, another homeowner requested various records for the past five years, which the board is gathering to send to him.

For more information on the annual meeting and

what all our committees have been doing this past year, the [homeowner information packet](#) is posted on the website (member page/Board Documents/Annual Meeting/2019 Annual Meeting Packet) for all to review.

**Homeowner Concerns**

In July, a letter was mailed to homeowners from five Airpark residents. The letter stated that the current board was working on several plans to improve the airpark, including:

- A proposal to tear up the taxiways and totally repave them, costing the airpark over \$1 million, with a special assessment of

approx. \$4k per lot.

- Building a new clubhouse and tennis court

This letter was refuted by board president, Craig Albright in an email to all our owners. If you are interested in reading the letter and Craig's response, please send an email to [az82editor@gmail.com](mailto:az82editor@gmail.com).

**Architecture Review Committee Reminder**

Please note that whenever you make any change to the exterior portion of your home, you must first submit an application for review and approval. Please access the Mogollon Airpark website ([www.mogollonairpark.com](http://www.mogollonairpark.com)) for the application, the ARC Guidelines, instructions for submitting and the process. If you do not submit for approval, it is considered a violation of the CC&R's and you may be required to 'cease and desist' and in the worst set of circumstances, begin again if the project does not adhere to the requirements of the Association.

**House Numbers**

The Heber-Overgaard Fire Department and the Navajo Sheriff's Department have suggested that all owners have highly visible reflective signs so that emergency vehicles can easily identify a location. This is especially important at night as emergency personnel are not familiar with the airpark.

The signs are \$23.00, which includes shipping. You may download the order form by clicking [HERE](#).

The Sheriff's Department has also requested that a form be filed with them as to specific directions to each house. The form will be attached to the signs when they are delivered. If you have any questions, please contact [Pat Forbes](#).



Mass Arrival at Oshkosh 2019 - Someone took photos from the same spot and put them all together.

**Broadband in Navajo County?**

Recently, APS officials unveiled plans to string a high-speed, high-capacity broadband fiber-optic cable from Phoenix to the Cholla Power Plant.

While this sounds great, it needs a provider (like

Cable One, Century Link, Verizon, T-Mobile or others) to pay a monthly fee for access.

APS describes it as building the freeway so providers can lease the excess capacity and use the dedicated lines.

A provider will connect the existing line in Heber (yes, we already have fiber-optic here) to Payson

by the end of next year. This higher-capacity APS line will provide plenty of bandwidth for growth without sacrificing speed.

There are no estimates yet on what APS will charge for access to providers.

To read the complete article in the White Mountain Independent, [click here](#).



### The White Mountain Apaches

In the last issue of this newsletter, we learned that the Mogollon People began abandoning our area in the late 12th century and that some stayed until the late 1400s/early 1500s.

Historians believe that the Apache people began gradually moving from western Canada to the American Southwest between the 13th and 16th centuries. However, the Apache themselves say that they originated in the Southwest and some moved north.

The White Mountain Apache belong to the tribal group Coyoteros and are descendants of the easternmost group of Western Apache. According to a genealogy site, there were over 30 bands/clans of the Tribe in 1881. The clan system is still practiced today. They are closely related to the people of San Carlos, Payson and Camp Verde. According to one article, they most likely learned agricultural techniques from the Navajo or Pueblo.

There were many different bands of Apache who spoke similar languages and shared similar customs. The White Mountain Apache differed from other Apache groups for two main reasons, 1) they farmed, and (2) they interacted more with other tribes, which led to significant changes in their culture. They served as scouts for the U.S. Army to help round up other Apache groups, including the group led by Geronimo.

Although most of the Apache have been hostile since they have been known to history, the most serious modern outbreaks have been attributed to mismanagement on the part of civil authorities.

The only hostilities involving the White Mountain Apaches that I was able to find were in 1881 when a tribal medicine man claimed to be able to revive the dead. When his incantations failed, he claimed it was due to the presence of whites. As Army troops were making camp, the scouts and

other Indians opened fire. The medicine man was killed and the Indians surrendered.

According to the White Mountain Apache website, in July 1869, Brevet Colonel (Major) John Green of the US Calvary led a scouting party seeking to capture or kill any Apache people they encountered. Col. Green was invited to visit their village by an Apache chief named Escapa. Green sent Captain John Barry, urging him to exterminate the entire village. But when he arrived he saw white flags flying from every hut and prominent point in the village. They were so welcomed that they couldn't kill anyone. It was later that year that Apache leaders met with Green to establish a military post and reservation at the confluence of the East and West Forks of the White River.

According to Green, the post would compel the Indians to live on the reservation or be driven from their beautiful country. It would keep them from trading with other hostile tribes and would do more to end the Apache War than anything else. The construction of Camp Ord (now known as Fort Apache) began on May 16, 1870.

In August 1871, General George Crook engaged about 50 men to serve as Apache Scouts. In part because of their service, the White Mountain Apaches were able to maintain a portion of their homeland as the White Mountain Apache Reservation. When Fort Apache was abandoned by the Army in 1922, the Scouts transferred to Fort Huachuca in southern Arizona, where they continued to serve until the last three Apache Scouts retired in 1947.

The White Mountain Apache Tribe now consists of approximately 16,000 Tribal members. Many live on tribal land, but others live and work all over the country and throughout the world. The majority of the population live in and around Whiteriver, the seat of the Tribal government, with others residing in the communities of

Cibecue, Carrizo, Cedar Creek, Forestdale, Hon-Dah, McNary, East Fork, and Seven Mile.

The reservation consists of 1.67 million acres and ranges in elevation from 2,600 feet in the Salt River Canyon on the southwest corner of the reservation to over 11,400 ft at the top of Mount Baldy. There are over 400 miles of streams, creeks and rivers and it is home to the Apache Trout, a species brought back from near extinction through the efforts of the Tribe and many partners.

Today, the People proudly retain their culture through language, songs and dance, and ceremonies.

Want to know more? [Fort Apache Historic Park](#) is home to the White Mountain Apache Cultural Center and Museum and Kinishba Ruins. The Park is on Fort Apache Road (AZ-73) in Whiteriver.

Also, check out this [video](#) about Apache youth reclaiming their story through skateboarding.



### Aviation History

Did you know that the earliest known plans for an aircraft using a fixed-wing design with separate mechanisms for lift and thrust was done in 1799?

I found this information at History.com (makers of the History Channel), in an article by Evan Andrews, [6 Little-Known Pioneers of Aviation](#). Here's some more information from that article:

- Sir George Cayley was responsible for the aircraft design in 1799. Known as the "Father of Aviation", he also designed a small model glider in 1804 and actually built a full size glider that successfully flew near Scarborough, England in 1853. The Wright Brothers incorporated many of his innovations, including cambered wings and pilot-controlled rudders and elevators.
- Some 40 years later, Otto Lilienthal began building and flying gliders in Germany. While his designs resembled hang gliders, he spent

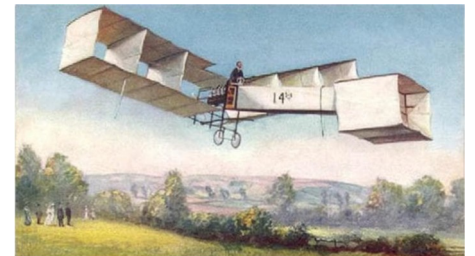
much of his time compiling data on bird flight, aerodynamics and airfoil design. Known as the "Glider King" he unfortunately was seriously injured during a flight in 1896 and died the next day.



Otto Lilienthal performing one of his gliding experiments. (Credit: Public Domain)

- Hot Air Ballooner, Alberto Santos-Dumont piloted a motor-powered dirigible around the Eiffel Tower in 1901. He created more than a dozen different airship designs. The 'ships' were so reliable that he was known to tie one

up outside his Paris apartment to be used to cruise to nearby shops and restaurants. In 1906 he completed the first public flight in Europe in a powered box-kite style biplane. In 1909 he introduced the "Dragonfly", a lightweight, front-propeller plane. Santos-Dumont struggled with mental illness and was horrified when planes were used in WWI. He committed suicide in 1932.



French postal card showing Santos Dumont flying the "14 bis." (Credit: Public Domain)

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## Aviation News

### Hazardous Inflight Weather Advisory Service

**Sunsets** - As part of the FAA's efforts to modernize and streamline service delivery, Flight Service will discontinue the Hazardous Inflight Weather Advisory Service (HIWAS) in the contiguous United States later this year. HIWAS is a continuous recording of in-flight weather advisories broadcast over a limited network of VORs that provide pilots with meteorological information related to hazardous weather.

HIWAS uses text-to-voice technology to record a broadcast tailored to fit the needs of a specific geographic location. Flight Service created HIWAS when there was a large demand for briefings to alleviate the workload of specialists and reduce wait times for pilots.

With the advent of the internet and other technology, the demand for information from Flight Service specialists has declined. From more than 3,000 specialists in more than 300 facilities during the early 1980s, staffing has decreased to fewer than 400 specialists in three facilities; radio contacts have dropped to less than 900 calls per day from an average of 10,000 per day.

Flight Service will discontinue the text-to-voice recordings of HIWAS with publication of a final policy notice in the Federal Register, which is expected by Sept. 30, 2019.

**ADS-B Rebates Have All Been Reserved** -The last few hundred \$500 ADS-B rebate reservations offered to general aviation aircraft owners by the FAA were gone as of May 2019. Since launching the program in September 2016, the FAA has offered 20,000 rebates to qualified applicants.

Should any of the reservations be returned, the agency will make them available each Wednesday at 1 p.m. Eastern Time on a first-come, first-

served basis. For more information, [click here](#).

**Medications** - Did you know that for a medication to be cleared for use by airmen it is usually required to have been approved by the FDA for a full year? A new medication is not evaluated by the FAA until they receive an application for a medical certificate on which an airman indicates he is stable, free from side effects and is benefiting from the medication. Then the request is screened by the FAA's Doctor of Pharmacy who reviews the available information. From there, it goes to an FAA Pharmacy and Therapeutics committee panel review. They may also ask for an opinion from a Federal Air Surgeon Clinical Consultant. The final clearance decision is made by the FAA's Director of the Medical Specialties Division.

**FAA Safety Initiatives reduce fatal accidents in the US** - Through continual safety initiatives put in effect, there has been a 76% decline in the number of fatalities, and a 65% decline in the number of fatal accidents since 1982. According to the FAA Safety Briefing magazine there were 1556 fatalities in 1982 compared to 379 in 2018 and 644 fatal accidents in 1982 compared to 223 in 2018.

For aircraft equipped with ADS-B Out and In, FAA funded safety analysis shows a significant reduction in the accident and fatal accident rates. The report focused on GA and small air taxi accidents in the continental US and small air taxi accidents in Alaska between 2013 and 2018.

The NASA Report uses more than 100,000 self-reported safety reports each year. **One area of concern is runway incursions.** The most common type of runway incursion is pilots crossing the hold short line. The majority were due to pilots who were involved with heads-down tasks (reviewing checklists/programming flight management computer). In addition to providing this information at runway safety conferences, the markings that lead up to the hold short lines

were enhanced on a national scale.

**Comments on ADs** - The FAA asks that if you have a comment, comment on the Notice of Proposed Rulemaking (NPRM), not on the Final Rule. Not only is it too late to have any effect on the ruling, but the FAA swears that if you comment on the NPRM, they'll get up and dance!

For more information on these stories and more, read the July/August Issue of the FAA Safety Briefing [here](#).

# ADS-B

## EQUIP NOW!

6

MONTHS

6 Months Left to make the ADS-B Out Deadline!

If you fly in this airspace, you must be equipped with ADS-B:

Airspace	Altitude
Class A	All
Class B	Generally, from surface to 10,000 feet mean sea level (MSL) including the airspace from portions of Class Bravo that extend beyond the Mode C Veil up to 10,000 feet MSL (e.g. SEA, CLE, PHX)
Class C	Generally, from surface up to 4,000 feet MSL including the airspace above the horizontal boundary up to 10,000 feet MSL
Class E	Above 10,000 feet MSL over the 48 states and DC, excluding airspace at and below 2,500 feet AGL  Over the Gulf of Mexico at and above 3,000 feet MSL within 12 nautical miles of the coastline of the United States
Mode C Veil	Airspace within a 30 NM radius of any airport listed in Appendix D, Section 1 of Part 91 (e.g. SEA, CLE, PHX) from the surface up to 10,000 feet MSL

Check out the airspace requirements map at [go.usa.gov/xm89q](http://go.usa.gov/xm89q)

## Aviation History (Continued from page 5)

- Everyone should know about Glenn Hammond Curtis. He owned a bicycle and engine manufacturing business in New York and reached 136 mph on a V8 motorcycle, breaking the land speed record. Then he turned his focus to airplanes, joining the Aerial Experiment Association (founded by Alexander Graham Bell), putting his engines on early airplanes. He was a rival of the Wright Brothers. In 1910 he piloted the "Hudson Flyer" 151 miles from Albany to Manhattan, which was a new distance record. He is credited with over 500 inventions while owner of the Curtiss Aeroplane and Motor Company. He designed the first practical seaplane and aircraft that could take off and land on the decks of aircraft carriers. In 1919, a Curtiss NC-4 flying boat be-

came the first plane to successfully cross the Atlantic (8 years prior to Lindbergh).



Bessie Coleman and her plane in 1922. (Credit: Public Domain)

- Bessie Coleman had to move to France to learn to fly as she was denied entry to flight schools in America because she was female and black. She returned to America in 1922 as a stunt pilot and daredevil. She only performed at shows where the audience was not

segregated by race. She planned to start an aviation school for African Americans, but her career was cut short in when an equipment malfunction threw her from a plane piloted by her mechanic and she was killed in 1926.

- Most know Wiley Post as the pilot of the plane carrying Will Rogers that crashed on takeoff in Alaska in 1935. But Wiley was a stunt pilot and won the Los Angeles to Chicago air race in 1930. Then in 1931, he and navigator Harold Gatty shattered the record for the fastest around-the-world flight. He was the first man in history to fly solo around the globe, completing the trip in 7 days, 18 hours and 49 minutes. He also helped develop an early pressure suit. All of this after he was blinded in his left eye in 1926 in an oil rig accident!



### Helping the Cause

In this section we highlight what some of our residents and neighbors are doing to help a cause or support one of our many non-profit community organizations.

If you've helped or know about an event and want to share with other residents of the airpark; or you want to know more about a cause we've highlighted, [please let us know.](#)

#### UPCOMING COMMUNITY EVENTS

- Saturday, Sept. 7 10a-1p Silent Auction @ Faith Lutheran Church, plus bake sale and brats on the grill
- Saturday, Sept. 14 11a-1p Women's Enrichment Ministry Annual Women's Community Luncheon @ First Southern Baptist Church RSVP 535-5178 or 535-3380
- Saturday, Sept. 14 14th Annual Nature Center Benefit @ Hon-Dah Convention Center
- Friday, Sept. 20 - Apache Harvest Festival @ Canyon Day Farm (Gila County)
- Saturday, Sept. 21 11a-10p Crawtoberfest@ Mountain Meadows Park
- Sat/Sun 9/28-9/29 11a-5p; 11a-3p Oktoberfest @ Tall Timber Park



- Saturday, 10/26 5-7p - Trunk or Treat @ Tall Timber Park
- Saturday, 11/30 5-7p - Winterfest @ Tall Timber Park - free hot dogs, hot chocolate, roasted marshmallows and SANTA

#### RECURRING ACTIVITIES

##### Rim Community Center

- Gentlemen's Coffee - Thursdays @ 8:00 am
- Walking - M/W/F @ 9:00 am & 10:00 am
- Art Class - Wednesdays @ 1:00 pm
- Exercise Class - M/W/F 9:00 am
- Bridge - Friday @ 1:00 pm
- Dominos/Mexican Train, Mah Jongg, Cards - M/T/Th 1:00 pm
- Line Dancing - M/W - 4:30 pm
- Tuesday Talks - 1st Tues 9:30 am - 10:30 am

##### Rim Community Library

- 1000 Books before Kindergarten
- Plus, lots of events at other libraries

##### Fall/Winter Activities Around the Mountain

- 1st & 3rd Fridays through mid-Sept. Free music w/the Rim Country Band @ Pinecrest Lake RV Resort - BYOB
- Every Tuesday 1p-3:30p live music @ Zane Grey Clubhouse
- Saturdays in Sept. 9a-1p Show Low Main St. Market & Art Walk
- White Mountain Country-Western Dance - Friday's through December 7p-10p Show Low
- 9/9 and 9/14 Pinetop-Lakeside Library - 3p-4:30p - Adult Coloring

For more information on these events and others, please check out these websites:

- [Rim Community Center website](#)
- [Heber-Overgaard Chamber of Commerce website](#)
- [Show Low Chamber of Commerce website](#)
- [White Mountain Nature Center](#)
- [Navajo County Libraries Events Calendar](#)

### Welcome to the Neighborhood

Be sure to stop by and introduce yourself to our newest neighbors and welcome them to the neighborhood!

- Peter & Debra May - Lot 181
- Derek & Lanece Arnson - Lot 44
- Eric & Karen Scruggs - Lot 227
- David & Mar Goodrich - Lot 129
- Stanley Korzeniowski - Lot 023



### Marketing Update

#### Weekly Activities

- Cards/Games: Tuesday & Thursday @ 9am
- Tennis: Monday/Wednesday/Friday @ 7am
- Pickle ball: Friday @ 7am
- Pot Luck: Friday @ 5:30pm

For more information, check our website, [mogollonairpark.com](http://mogollonairpark.com)

Check out the Airpark's Facebook page [www.facebook.com/MogollonAirparkAZ82](https://www.facebook.com/MogollonAirparkAZ82)



### Goings On

The summer has found EAA Chapter very busy. We had a successful Pancake Breakfast and Fly-In again this year, serving over 400 breakfasts with 28 planes flying in from around Arizona and California. The net proceeds of this event go to our Youth Aviation Education Fund. This fund is used for our various youth programs including our Aviation Scholarship and Youth Build Programs. A big thank you goes out to all of our volunteers for making this a very successful and fun event.

All of our Chapter Members were very excited to learn that our aviation scholarship recipient, Julia Reidhead, has been accepted into the Aviation Flight Program at Southern Utah University. Julia attended EAA's Air Academy in Oshkosh, WI in 2018. Learning that she is focusing her

college on aviation because of this experience reminds us why we do what we do. Julia will be starting college after she returns from her church mission.



2019 Planes in the Pines Pancake Breakfast/Fly In

We had a Young Eagles Rally in June and flew 20 youths. It was the first Young Eagles flight for 16 of them. EAA has come out with some brand new software, which made it much easier to keep track of the paperwork. Thanks to our YE Coordinator, Paul Taylor for organizing the event and learning the new software!

Our chapter continues to grow. We've added 7 new families to our roster so far this year. Many of them are new airpark residents as well!

We clean the highway in front of the Airpark several times a year. In June, we had 17 volunteers pick up 12 bags of trash. We'll do it again in the fall. If you'd like to help, be sure to let us know when the call for volunteers email is sent out.

Craig Albright has been busy again this year set-

(Continued on page 8)





## Irrational Beliefs - Dispute and Replace

According to an article in *Ladders* by Eric Barker, getting over these four commonly held beliefs will make you surprisingly happy.

**No. 1: "This shouldn't be happening!"** Psychologist Albert Ellis says, "We know the world isn't fair, yet we still get overly upset when it's unfair to us...The 'upsetness' doesn't make the problem go away or solve anything (as a matter of fact, you probably make poorer decisions, and deal with others less effectively), but you don't question your reaction because it seems so natural."

How do you fix this? **Identify the underlying belief:** "I'm believing that this unfair life must treat me fairly, aren't I?" **Dispute the belief:** Is this belief rational?" **Replace the belief:** "I would prefer to be treated fairly, but I know things aren't always going to be to my liking. I'm not going to be surprised and I'm not going to lose my cool."

**No. 2: "I must be perfect."** Again Mr. Ellis says, "I must not fail at important tasks and if I do it's terrible and I can't stand it." Are you human and prone to error? I'm sure we all would say,

yes, but then why do you freak out when you make a mistake? If you really believed that you were prone to error, you might get a little disappointed. We always prefer to get an A+ on everything we do. Eliminating unreasonable demands for perfect solutions in no way reduces your commitment to doing or being the very best you can do or be. And remember, you can't control other people's reactions to what you do.

**No. 3: "I should worry about this."** Once again, Albert Ellis says, "If I worry obsessively about some up-coming event or how someone really feels about me things will actually turn out better." We all know how that works out. If we stop worrying, we beat ourselves up for not worrying enough. Worrying is your brain's way of reminding you that something is a threat and needs to be dealt with. **Schedule your worrying.** Sounds crazy, right? But, for some people planning a certain time every day to worry may stop the stress-out cycle. But don't just worry during this time - dispute and replace (see #1).

**No. 4: "It's because of my past."** Many people are willing to accept minor past problems as part of their identity and don't really try to correct them. "It was my past and all the awful things that happened to me when I was a child or

in my last relationship or in my last job that causes me to feel and act this way now." Albert says, "There is no question that our past experiences have the potential to influence greatly our present behavior, if we let them...Past events won't become any less real or valid; we can't change the tapes of those events. We can, however, vigorously change how we think about them." In most cases, it's not the past event, it's the irrational belief about yourself that you hold. "I was bullied in school because I was weaker than the other kids." You may have had moments of weakness in 4th grade - it doesn't mean you are a weak person at 32. This is the hardest one to fix. It's still dispute and replace, but you might need some help, since we only notice and remember the times when the irrational belief seems to be true.

Write down all the times that prove your irrational belief is true, "I am weak because..." When you're done, list all the events that contradict that belief, "I am not weak because..." Then, have a friend add to the list - you don't get to veto anything. If there is anything on the second list you are not cursed by your past belief. Dispute and replace.

To read the entire article, [click here](#).

## EAA Goings On (Continued from page 7)

ting up Getaways. We traveled to Cortez, CO and visited Mesa Verde National Park to see the beautiful views and Indian ruins in June. In August, we headed west to California and wine tasting in Paso Robles. We had a great time and many are already talking about doing it again. Craig continues to outdo himself each year. Our next trip - Halloween in New Orleans. If you are interested, please be sure to let [Craig](#) know. You don't have to be a member of the Chapter to participate.



Several of our members flew to Oshkosh, Wisconsin to attend EAA's AirVenture in July. They all had a great time and shared their experience in our August meeting. This year, those of us who didn't go got to play "Where's Waldo". The Warbirds live webcam captured a few of our attendees watching the airshow under their airplane wings!

Our Vice President, Jeff Davis has enrolled us in EAA's VMC Club. Non-instrument rated pilots



who want to improve their proficiency now have an excellent new resource through the Club. It offers monthly meetings in which pilots can network and share knowledge and experience. The meetings use real-world scenarios to engage members, and allow a free exchange of information that improves awareness and skills.

Our Youth Build Project is still moving along. We are starting to recover the ailerons and finishing up the new fuel tanks. If you know of any youths or adults who would like to help with the project, contact our coordinator, [Curt Randoll](#).

If any of what we do sounds interesting to you, please think about coming to one of our chapter gatherings. We meet the third Saturday of the month at 3:30 pm, with social time beginning at 3:00.

Want to know more about us or any of our programs? Send an email to [eaal044@gmail.com](mailto:eaal044@gmail.com). We'll add you to our mailings—newsletters and fly outs. You don't have to be a member to come to our gatherings or join us for fly out events.



**And, don't forget all your donations are tax-deductible. We'll even send you a receipt.**

**You can also help by selecting us as your charity when you purchase products from Amazon at [smile.amazon.com](https://www.amazon.com). Click on the icon below to go directly to Amazon Smile with EAA Chapter 1044 as your selected charity. Every time you make a purchase, Amazon sends us a donation! Since November 2016, Amazon has donated over \$350 to the Chapter.**







### In the Kitchen

History attributes the Caesar Salad to Caesar Cardini, an Italian immigrant who operated restaurants in Mexico and the United States. He lived in San Diego, but also worked in Tijuana to avoid the restrictions of prohibition.

The salad was invented in 1924 in Tijuana when a rush of customers on the 4th of July depleted Cardini's supplies. He used what he had and assembled them with a flourish table-side.

Some sources indicate that the original Caesar's salad did not contain anchovies. We've kept the recipe exactly as Caesar's serves it today, with anchovies. They still make it table-side, and still with a flourish!

The next time you travel to San Diego, make a side trip to Tijuana and explore. Plan a stop at Caesar's for lunch or dinner.

### The Original Caesar's Salad

- 1 head romaine lettuce
- 3/4 cup extra virgin olive oil
- 1 tsp Worcestershire sauce
- 1/4 Tbsp Dijon mustard
- 1 clove garlic, crushed
- 1 coddled egg\*
- 1 lime, juiced
- Fresh ground black pepper
- Salt to taste
- 1/4 cup grated Parmesan cheese
- 4 slices baguette oven baked garlic croutons
- 6 Anchovy filets

Clean the lettuce thoroughly and refrigerate until crisp, at least one hour or more.

In a wooden bowl combine olive oil, Worcestershire sauce, mustard, anchovies, garlic, lime and part of the grated cheese. Whisk with a wooden paddle until it forms a paste.

Once cooled, crack the egg and whisk yolk into dressing until thoroughly blended.

Add whole romaine lettuce leaves and gently roll them into the dressing.

Serve on a platter and add the rest of the grated cheese, croutons, fresh ground pepper and salt to taste

*\*to coddle an egg - bring a pot of water to boil. Gently submerge egg for 1 minute and then cool quickly in an ice water bath.*



### Navajo Airlift

It's once again time for the Navajo Christmas Airlift. Organized by Greg McColley (who took over from his parents several years ago), the event is in its 35th year.

Last year, over 5 tons of donations were given to the Navajo Indians through this event. The Thoreau Navajo Outreach and Southwest Indian Foundation distribute the donations to the Navajo families.

Many of the Navajo Indians still live in virtual third world conditions in homes without running water or electricity.

Recommendations for donations are:

- Gently used clothing for children, youth, or adults including coats and jackets

- Stockings or shoes in very good condition
- Blankets, linens, pillows & towels
- Toys in good condition & working order
- Toiletries - soap, shampoo, Kleenex, toothpaste, toothbrushes, lotions
- Non-perishable foods such as canned goods, cereals, paper goods (towels, plates, cups), and trash bags (all sizes)

It is suggested that clothes and soft pack items be packed in garbage bags, no heavier than 20 lbs. Food stuffs, cans and toiletries may be put in smaller cardboard boxes. Also, consider creating small care packs for kids to include shampoo, soap, toothbrush/paste, lotion and some special candy. It means so much to these kids.

Pilots are responsible for collecting items and filling their planes for the trip. All donations are

tax-deductible, as is the flight.

The airlift will be **Saturday, November 9th**. Planes will fly to Gallup, New Mexico. The tentative schedule is:

- 7:30 am Final loading of aircraft
- 8:15 am Coordinated Departure **from Valley**
- 10:00 am Arrive @ Gallup & unload
- 10:30 am Greet the Navajo Team
- 11:00 am Brunch in Gallup at El Charrito?
- Shopping at Trading Post?

Planes leaving from the Airpark, you just need to coordinate your arrival time. If you are interested in participating, either by flying or just donating items, contact Greg McColley @ 602-978-1663 or email at [GMPSN930@cox.net](mailto:GMPSN930@cox.net).

### It's Back, Sort Of

Things happen for a reason. It was just a few days ago that we had a conversation over dinner about cars. Not being a car buff, someone was talking about a McLaren and I was thinking DeLorean. Lo and behold, today I was going through some old saved articles looking for content for this issue, and what did I find? An article on the resurrection of the DeLorean.

John Z. DeLorean started the company in 1981 with a \$200 million investment and production in Belfast. By February 1982 the company declared bankruptcy.

Fast forward to the mid-1990's. Stephen Wynne started acquiring trademarks and IP for a new company, DeLorean Motor Company (DMC). Mr. Wynne had been repairing DeLoreans for ten years. He put a deal together to acquire all the

parts inventory and built a warehouse in Houston, Texas. On average, restorations cost between \$20,000 and \$50,000. In addition to parts, Wynne got the original specs, supplier drawings and blueprints for all 2,650 DeLorean parts.

In December 2015, Congress passed the FAST Act, which included a provision for low-volume manufacturers to produce up to 325 turnkey replicas a year. They wouldn't be subjected to today's safety and production standards and could be built conforming to the production years requirements. For the DeLorean, that meant no airbags.

Wynne had enough parts to build 350 to 400 cars. For any missing parts, they had all the plans to build new ones. The reservation list for these cars is up to 5,000 buyers.

Except there is one problem. The National Highway Traffic Safety Administration (NHTSA) has 12 months to issue specific regulations and processes around how the low-volume manufacturers go about making these replicas. Three years have passed and this still hasn't happened.

They can build the cars now, but they can't be sold in the US. So, for now they are selling used DeLoreans both on consignment and directly through DMC.



HERITAGE IMAGES / GETTY IMAGES



## NASA - Update

### 50th Anniversary of Moon Landing

On July 16, 1969, astronauts Neil Armstrong, Buzz Aldrin and Michael Collins lifted off from Launch Pad 39A at NASA's Kennedy Space Center in Florida on a journey to the Moon and into history. Four days later, while Collins orbited the Moon in the command module, Armstrong and Aldrin landed Apollo 11's lunar module, Eagle, on the Moon's Sea of Tranquility, becoming the first humans to set foot on the lunar surface.

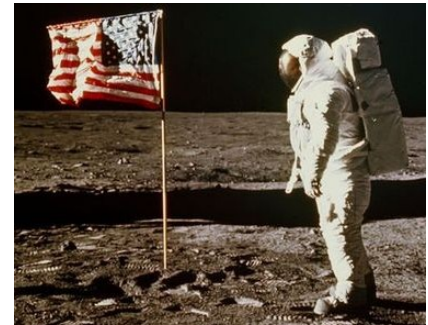
The Apollo program sent the first U.S. astronauts



into orbit around the Moon in 1968, and landed a dozen astronauts on the lunar surface between 1969 and 1972.

Now, a return to the Moon and landing humans

on the surface is planned to happen by 2024. For more information, [click here](#).

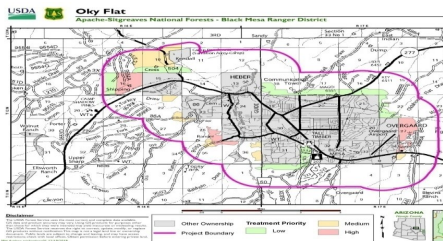


## Fire Department Update

At the August Annual Membership Meeting, Fire Chief McCluskey presented information to our attendees:

**Western Bark Beetle Initiative Grant Program (WBBI)** – This program will provide a grant of 50% of the cost (up to \$50,000) to remove infested pine trees from private property in our area. A representative of the County will come out and do a survey and let the property owner know what trees should be removed. *We're still in process of getting all the information, but from what we know, in order for Mogollon Airpark to qualify for this grant we need to identify 10 acres of property with infected trees.*

**Okly Flat Project** – this project, through the Black Mesa Ranger District of the Apache-Sitgreaves National Forests is to mechanically thin trees within a 3,000 acre project area. The purposes of this project are to reduce insect and disease occurrence and spread in the project area and protect the nearby infrastructure in Heber-Overgaard. The map below shows the area and the priorities for treatment. One of the highest priorities is immediately to the east of the airpark.



**Firewise Assessment** – this assessment is done free of charge by the Fire Department. Call the office @ (928) 535-4346 to schedule an appointment. **It's a great document to have for your insurance company**, showing that you are protecting your home.

**Ready, Set, Go** – There are many ways you can prepare for emergencies. Here are some from the Ready, Set, Go [pamphlet](#):

### BE READY:

- [Register NOW](#) for emergency alerts (fires,

severe weather, unexpected road closures, missing persons or evacuations) from Ready Navajo County. Alerts will only be sent to you when you are in the area using geo tracking on your phone.

- Build a kit – have supplies, food and water for 48 hours, medication and important documents ready to go. Don't forget to plan for your pets needs as well with extra food, water, medications and toys or equipment they may need.
- Make a plan – have several evacuation routes planned.

### GET SET:

- Be Alert!! This level indicates there is significant danger to your area, and residents should consider relocating to a shelter or with family/friends outside of the affected area.
- Pack your emergency items in your vehicle or place them near your door. Make sure your vehicle is fueled.
- Make sure you and your family has reviewed your emergency plans, contact information and meeting places.

### EVACUATE:

- By leaving early, you give your family the best chance of surviving a disaster. Evacuation orders are given by the Sheriff when an evacuation is necessary.

**Burn Permits** – a permit is required if you are going to burn. Permit requests can be filled out [on-line](#), (look for the "Find It Fast" tab) or call (928) 535-6709. You must call the burn line (above) before you burn anything. For more information on what you can burn and when, [click here](#). If you do burn, here are some rules:

- Piled (Not to exceed 7'X7' in opening cleared to bare earth)
- Collected in a pit (Not to exceed 7'X7' and 2' deep)
- Approved Waste Burner (10' clearance from combustibles)
- Campfires (permit only required if over 3'X3')

**CPR & First Aid** – Classes are available through the Fire Department on the first Saturday of the month. The course is \$35 per person, which needs to be paid in advance, so instructors can be scheduled. For more information, contact the Fire Department at (928) 535-4346.

**Air Ambulance** – A ground ambulance to Summit Hospital costs around \$1800, and with proof of residency, the Fire Department will accept whatever your insurance pays as payment in full. When an accident exceeds the capability of our local facilities (Show Low and Payson), an air ambulance is called, which will take you to Phoenix or Flagstaff. There are four air ambulance companies in the area, having a total of 19 helicopters available – when calling, the first responders do not have a choice in the agency to respond. An air ambulance bill to Scottsdale Osborn is about \$54,000. Most of the services have insurance plans, however, they only cover their own services. There's a new provider in town, called MASA. *The Fire Department is getting more information and will update the community with information as they receive it.*

**Premier Provider Ambulance or Emergency Medical Service** – Our Heber-Overgaard Fire District has attained Premier Provider status. They are the 4<sup>th</sup> Fire District in AZ to attain this status! They do about 1100 calls annually, with about 82% being emergency medical.

**ISO (Insurance Service Organization) Fire Protection Rating** - From 2014 until last year our fire district ISO rating was a 4, which is great. The department took steps to improve this rating by using a new reporting system, among other things. As of October of this year, they will be a 3. They are one of 26 districts in the state to carry a 3. **This is significant as our homeowners insurance and business insurance is gauged upon fire protection. When you renew your insurance, be sure to tell your broker this information.**

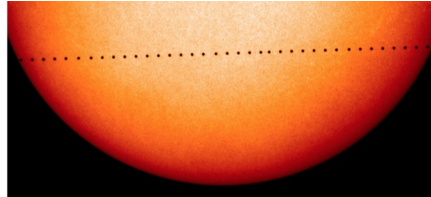
**Fire Danger** – we are currently under no fire restrictions at all and we are not anticipating any through the end of the year. However, it seems that our monsoon season will be weak this year, so please follow the rules and recommendations to help keep our community safe!





## Sky Watching Events

Sky-watchers will get a truly rare treat on November 11th, when the planet Mercury will glide across the face of the sun. The tiny silhouette of the innermost planet in our solar system will take about 5-1/2 hours to make its trek across the solar disk, starting at 7:35 am ET and lasting until 1:04 pm ET.



A composite picture shows the black dot of Mercury crossing the sun, as seen from Earth during a transit. PHOTOGRAPH BY NASA

Safe viewing of the transit will require a small telescope equipped with a proper solar filter. Don't miss it, because it won't happen again until 2032.

On November 24, Venus and Jupiter are very low in the sky. For the second time this year these two bright luminaries have a rendezvous; the last was just over ten months ago in the morning sky. Back then they were separated by 2.5 degrees. This evening they're even closer;

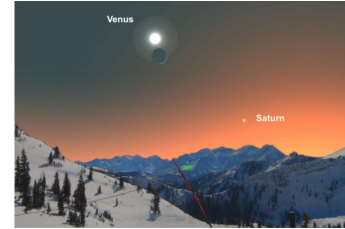
Venus sits 1.4 degrees to Jupiter's lower left.



Jeff Dai

On December 28th, the year closes with an eye-catching close pairing between the waxing crescent moon and the planet known as the evening star, Venus. Even urban-sky watchers under light-polluted skies will be able to see the pretty pair hanging low in the southwestern sky at dusk.

For more information, just Google "Sky Watching Events in 2019" - there are several sites that will give you lots and lots of information.



Catch Venus perched near the crescent moon on December 28. ILLUSTRATION BY A. FAZEKAS

## AIRPARK INFORMATION

### Need to TALK TO SOMEONE?

**HOAMCO is your first contact.**

HOAMCO Property Management  
Sherry Watson, Community Manager

**Email:** [SWatson@hoamco.com](mailto:SWatson@hoamco.com)

**Direct:** (928) 778-2293 ext. 1404

**Main:** (928) 537-1067

**Fax:** (928) 537-1068

**Website:** [www.hoamco.com](http://www.hoamco.com)

**If she can't help you, she'll put you in contact with someone who can.**

### Need a NOTARY?

Contact Barb if you need something notarized. This service is FREE for all airpark residents.

**Barb Hagan:** (602) 793-3600  
[behagan77@gmail.com](mailto:behagan77@gmail.com)

### Airpark Information

**Email:** [admin@mogollonairpark.com](mailto:admin@mogollonairpark.com)

**Phone:** (928) 535-3071

**Emergency:** (602) 885-2014

**Address:** 2768 Airpark Drive  
Overgaard, AZ 85933



Welcome to Mogollon Airpark



Mogollon Airpark (AZ82), Arizona's premier fly-in aviation community, is located in the majestic White Mountains of Eastern Arizona. At an elevation of approximately 6600', summers are pleasant and the winters mild. Recreation

#### Latest News...

- December Board Meeting
- December Holiday Activities
- Streets Number Signs
- Trunk or Treat
- Board to Meet with HOAMCO

To gain access to the member section you'll need to create a password. Just click on the Member tab, select Login/Register, enter your email address and a password, and then press Register. Once your information is verified you will receive an email and you are good to go.

The board meeting agendas, approved minutes and financial reports can be found there, along with a calendar that holds all the meeting dates and social activities going on at the airpark.

Check us out at [www.mogollonairpark.com](http://www.mogollonairpark.com).



Check out our facebook page, [@MogollonAirparkAZ82](https://www.facebook.com/MogollonAirparkAZ82) to see posts from residents. You can find videos and photos and reminders about upcoming events.

### Board Information

**Craig Albright, President** (480) 776-9358  
[fcabrightAZ@gmail.com](mailto:fcabrightAZ@gmail.com)

**Jeff Davis, Vice President** (480) 286-0660  
[tiger28760@gmail.com](mailto:tiger28760@gmail.com)

**Ellen Randoll, Secretary** (928) 322-8681  
[ellen.randoll@gmail.com](mailto:ellen.randoll@gmail.com)

**Gregg Ashwill, Treasurer** (520) 840-9112  
[alaskaairman@gmail.com](mailto:alaskaairman@gmail.com)

**Mark Brown, Architectural** (480) 220-0209  
[markbrownaz@live.com](mailto:markbrownaz@live.com)

**Larry Cranton** (480) 239-1007  
[cranton.az@netzero.net](mailto:cranton.az@netzero.net)

**David Hagan** (602) 793-3700  
[busdvr2@gmail.com](mailto:busdvr2@gmail.com)

**Mike Kelly** (928) 535-5325  
[mjkelly737@gmail.com](mailto:mjkelly737@gmail.com)

**Alan Roberts** (602) 885-2014  
[az82alanroberts@gmail.com](mailto:az82alanroberts@gmail.com)

Residents are encouraged to submit letters to our editor on any topic or issue. Please include your full name and phone number or email address. Send an email to [az82editor@gmail.com](mailto:az82editor@gmail.com). The editor reserves the right to edit letters for publication.

Just have a suggestion, compliment or complaint? We still want to hear from you, so send us an email! PLEASE be sure to send email changes to [az82editor@gmail.com](mailto:az82editor@gmail.com).