



APA Scholarship Awards

GAARMS Report

June 2015

APA NEWSLETTER

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Aviators and Aviation Enthusiasts,

Welcome once again to the Arizona Pilots Association monthly newsletter. May was a month out of the ordinary as for the great weather we had. June, on the other hand, is definitely showing us some summer heat...DENSITY ALTITUDE.

May was the last month of our fiscal year. Thanks to your membership dues, donations, and personal contributions, we ended financially strong with membership continuing to grow. We have been able to sponsor a scholarship program, several safety programs, including Fred Gibbs GAARMS program, a multitude of fly-ins, Aviation Day at the Capitol, and some restoration programs at some backcountry airstrips which had been closed for several years. Sometime this month the Board of Directors will meet to select officer positions and review our goals and objectives for the upcoming year. As always, we welcome your input on how we can improve and help the general aviation community and our newsletter.

Have Fun and Fly Safe,

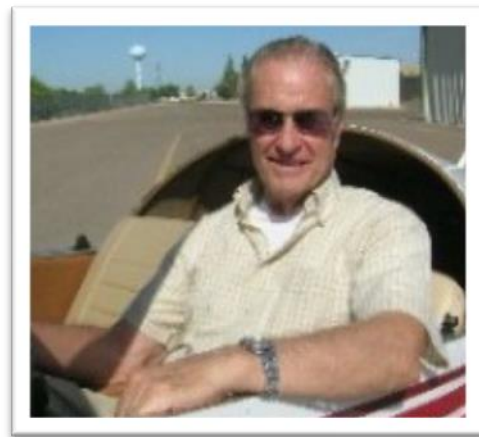
Tommy



Executive Director's Report

Jim Timm — June 2015

We had the Annual APA meeting on May 23 at the CAE flight school facility and it was good to see many of you that were able to attend. CAE was a very gracious host and provided excellent accommodations for which we want to thank them. Summer is officially here and the warm (hot) weather will soon be on us. When traveling this summer, watch the density altitude when flying and be safe.



Drone, UAV, UAS, RPA or whatever you want to call them, the unmanned aircraft are rapidly coming on the scene and we as pilots are going to have to safely deal with them, like it or not. In trying to safely integrate them into the National Airspace System, the FAA established six Remotely Piloted Aircraft (RPA) defined test sites around the nation to accomplish this goal. The FAA has recently made it simpler for the six test sites to conduct research by giving them “blanket” authorizations to fly aircraft operations throughout the National Airspace System at or below 200 feet at defined speeds and weight. The FAA said they expect this expanded access for the test sites will provide more opportunities for research that may help them to safely integrate RPAs into the nation's airspace more quickly and safely. All the sites will be operating under a single certificate of waiver or authorization (COA). The new authorizations will let the test sites fly various types of RPA under a single COA making it easier for them to conduct the research missions. Previously, the FAA required an authorization for each type of RPA the operators wanted to fly. Initially, the FAA also required an RPA operator to hold private pilot and third class medical certificates. Under the COA, the FAA will now permit people who hold a recreational or sport pilot certificate and valid drivers license as a medical certificate to conduct test site operations. Here's hoping everyone will play by the rules because GEU recently reported an airplane encountering an RPA at 400 feet close to the airport. We don't need to have any close encounters of the wrong kind.



MISCELLANEOUS ITEMS

We just recently learned that the June 1 thru June 13 annual Air Combat Command Exercise ANGEL THUNDER, with it's Roosevelt Lake Temporary Military Operations Area (TMOA) located over Roosevelt Lake and parts of the Tonto National Forest, including Grapevine Airstrip have been significantly revised. We have been advised that the Grapevine airstrip will not be used this year and it is possible the temporary MOA may not be activated. Check NOTAMS before flying in the area from June 1-13.

If you have an airplane or Ultra Light with a ballistic parachute system and you remove or replace the ballistic system, be sure to properly disarm it or make it safe to handle when setting it aside. We are beginning to hear of cases where people are becoming seriously injured when handling these systems and they are unaware of what they are or the risks of improper handling and accidentally setting one off.

Commercial operations for LSA ??? There are reports that the FAA may be exploring the possibility of allowing some fly-for-hire operations using Light Sport Aircraft. The FAA has approached the Light Aircraft Manufacturers Association, and the U.S. Ultralight Aircraft Association to explore the idea of using little airplanes for commercial uses where appropriate. There are plenty of things that LSAs and ultralights can do better and cheaper than other aircraft and the groups are now coming up with a list of them for the FAA. If and when the idea will move forward or what form it might take will be interesting, but the groups will provide the information on "aerial work" as it is known in Europe.



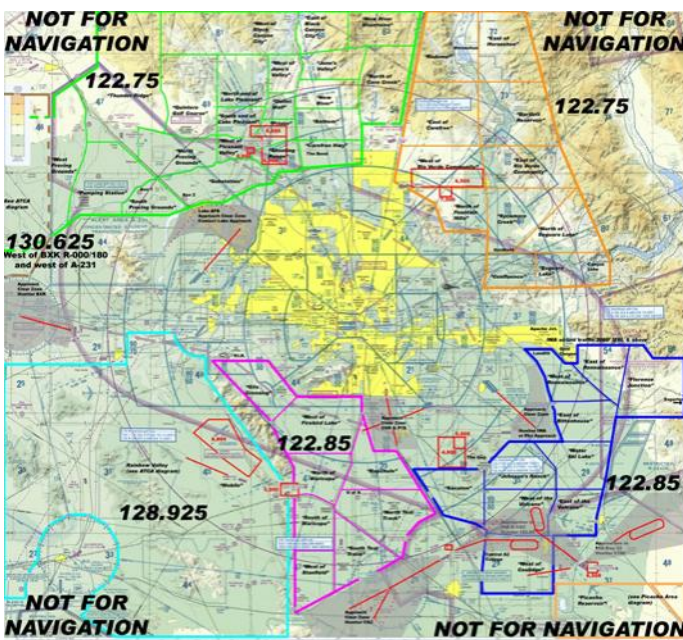
At the last FAA Airspace Users Work Group it was announced that the Cottonwood Municipal Airport (P52) is getting two GPS approaches.

The PHX TRACON has reported there are changes being made on the Phoenix Sectional chart in the Class E airspace in northern Arizona near Flagstaff, Prescott and a pending change for Cottonwood.

When the the state legislature came up with a new budget this year, and they swept \$15 million from our state aviation fund to help balance the budget, we were concerned what the impact might be. Well, the latest information from ADOT Aviation is that this has resulted in the dropping of nine projects at seven airports around the state. So, if a taxiway or runway at your airport needs repairs and it's not getting repaired, now you know why. Tell your legislator we need to have the funds returned to the aviation fund.

Regarding aviation safety and aviation accidents, the year 2015 started out on the right foot, took a momentary dip and the last reporting period there was only one accident, which, unfortunately, was fatal for the pilot. So far this year we have only recorded 12 general aviation accidents, and last year at this time, we had recorded 21 accidents. I hope we can keep this trend continuing. Please continue to fly safe and see my June accident report for more details.

Remember, there is still a lot of airport construction going on around the state, and in particular, the Phoenix area this summer, so be sure to check for NOTAMS before departing so you don't have a nasty surprise upon your arrival at your destination. And also, don't forget to check for TFRs!



APA is still working with various airports around the state, providing the pilot and aircraft owner perspective in the process of updating their Airport Master Plans. The Deer Valley Airport (DVT) master plan update is still in process.

Jim



THINGS TO DO - PLACES TO GO FOR BREAKFAST:

- The first Saturday of the month fly in breakfast at Coolidge Municipal Airport (P08) has stopped and will resume in October.
- The second Saturday of the month, Ryan Field (RYN) fly in buffet breakfast has also stopped for the summer. Breakfast is still available at the restaurant next door.
- The Falcon EAA Warbirds Squadron Breakfast on the third Saturday of the month at FFZ has ceased for the summer and is anticipated to resume in October.
- The third Saturday of the month there is a fly in breakfast at Benson (E95) at Southwest Aviation. (Often there have been very special fuel prices for breakfast attendees.)
- The last Saturday of the month there is still a fly in breakfast at Casa Grande Municipal Airport (CGZ). The Airport has a new restaurant, Foxtrot Cafe, operating in the Terminal Building. On the last Saturday of the month they will be having a “fly in breakfast special” on the menu. The rest of the week, Monday thru Saturday, the restaurant is open from 6:30 to 2:00 PM. I’ve heard some favorable pilot reviews, so give it a try.

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



2015 APA Scholarship Winners

On May 12, 2015 the APA awarded two \$1,000 scholarships and a \$2,500 scholarship to three outstanding EVIT students who will someday achieve their dreams to become aviation pilots.



Dave Fleming, APA Scholarship Chairman, awarded Tyler Myers of Perry HS in Gilbert (left), and Travis Bodine of Corona Del Sol HS in Tempe (center) each with a \$1,000 scholarship to be used for their continued aviation education. Dylan Kuchan (right) of Mountain View HS in Mesa received a \$2,500 scholarship for his aviation education, representing approximately 15% of the cost for his flight training.

All three young men are currently enrolled in the pilot program with the University of North Dakota through the Chandler-Gilbert Community College.

Mark Baker Visits EVIT Aviation Department

Dave Fleming was able to “work a deal” to get a few minutes of Mark Baker’s time while he was attending the APA Annual meeting on May 10th to visit the Aviation Department of the East Valley Institute of Technology (EVIT), where APA just recently gave out two \$1,000 scholarships.



Mark Baker is pictured with Ephinee Zaragoza of Mountain Pointe HS, who was recently awarded a \$1,000 scholarship from APA and Al Mittelstaedt, EVIT Aviation Program Director in front of their campus building

Mark enjoyed seeing the students working on their Sonex LSA fabrication project.

Mark commented that EVIT is one of only 5 aviation vocational education programs in the US. EVIT is the only aviation vocational education program in Arizona and currently has over 120 students enrolled in aviation program.

GAARMS Report:

June 2015



Already it is June 2015 – where has does the time go?

In last month's article I said, "The first four months of 2015 have come and gone, and I am pleased to say there have been NO fatal accidents in the state of Arizona – OUTSTANDING!!" Well May happened, and the count is now up to TWO!!! There was a sailplane accident (see picture – right) up by Prescott Valley with one fatality. It looks like a classic stall accident, but jumping to a conclusion is not always the best, or correct, assessment.

There was also a terrible accident out in the Bullhead – Laughlin area involving a Rockwell Aero Commander AC-114, (see picture of type – below left). It crashed shortly after takeoff out of the Bullhead port. There were 3 fatalities, the pilot and two passengers, with the 4th passenger still in critical condition in the hospital. The cause is still unknown, and the accident scene was terrible, with lots of fire (see picture below).



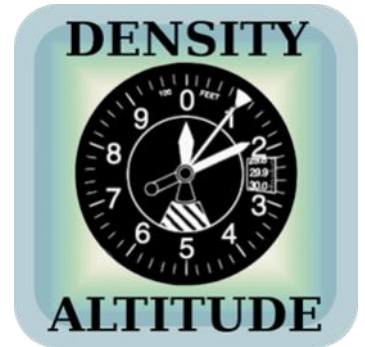
The NTSB is investigating, but as of this article date, there is no idea what happened.

Back in 2013 there was a fatal C152 apparent stall/spin accident down at the Ryan-Tucson airport. Like I said above, things are not always what they look like, and jumping to conclusions can be embarrassing. While this accident looked like/felt like a classic stall/spin accident, NTSB came to the following conclusion –

Examination of the airframe and engine did not reveal any pre-impact anomalies that would have precluded continued engine operation or flight. The pilot had obtained his first Federal Aviation Administration (FAA) medical certificate about 10 years before the accident, received annual recertification, and his most recent medical certificate was issued about 13 months before the accident. Review of the pilot's FAA medical records indicated that, for the intervening 9 years, the pilot was being treated for multiple cardiac issues and was subject to repetitive specialized medical testing. Further review indicated that the pilot had slow, essentially asymptomatic, progression of at least two components of his cardiac disease that are both independently associated with a significantly increased risk of sudden cardiac death as a result of a sudden arrhythmia. Although autopsy results indicated that the cause of death was blunt trauma, it is likely that a complication of the pilot's cardiac disease caused him to become incapacitated, which resulted in his loss of control of the airplane and the subsequent crash. The 0707 code found on the transponder was likely an artifact of the pilot's attempt to switch to the 7700 emergency code to indicate a problem to the controllers, but neither the timing nor the underlying reason for that action could be determined.

With regard to a different crash, and considering the above accident and coming to early conclusions without full investigation, as I mentioned in last months' article, I met an individual with some insight into the fatal accident that occurred up here, involving a Bonanza on departure out of Flagstaff that crashed only a few moments after take-off. It was one of the accidents discussed at GAARMS back in 2013. Several of the causal factors we considered were:

1. Density altitude issues at Flagstaff;
2. NOT leaning properly for max power for takeoff;
3. Pilot decision-making to abort the takeoff if not the right airspeed by a certain distance down the runway; and
4. turning away from a possible safe landing area on departure (i.e., I-17 south bound).



Well, it seems that all of the above came into play, plus one we had NOT thought of. It is believed that the pilot leaned TOO MUCH, preventing the engine from making sufficient power to climb out, so the plane, without sufficient power struggled to climb, bleeding off airspeed as it struggled to stay in the air, settled into the trees. It is believed that, had the pilot just pushed in the mixture, we would NOT be talking about this! When you come to a high altitude airport, and get ready to depart –

- Do you even consider, or know, the Density altitude?
- Do you do a max power run-up to ensure you are pulling max power for the Density Altitude?
- Do you know what the manifold pressure at full throttle should be at the airport elevation?
- Do you know what the fuel flow should be at that manifold pressure at that field elevation?
- Do you do a final check on the runway before releasing the brakes?
- Do you set an “Abort Point” down the runway, where you determine if not sufficient airspeed by that point, you will abort the takeoff?



- Have you really convinced yourself that you WILL NOT turn back to the airport if you have an issue on departure?

We are all human – so I’m told – and we all make mistakes in life. If we choose to fly, those mistakes can be serious and sometimes deadly. And like the pilot down at Ryan, sometimes **FATE** is the hunter and the accident is only the final result of a health issue. Even with a current medical and constant yearly cardio requirements, our body can fail us, and the 3rd class, 2nd class or even the 1st class medical means nothing! Fate is a deadly hunter, and doesn’t care who you are, where you are or what you are doing!

So, I leave you with this one question –

“How do you know when you run out of invisible Ink?”

Should you desire a safety program at your local airport, simply contact APA via our website. You can connect with me through the Safety Program Director, or you can contact me, Fred Gibbs, at 410-206-3753 or email me at fredgibbs@npgcable.com. The Arizona Pilots Association provides the safety programs at no charge. We can also help you organize a program of your choice, and we can recommend programs that your pilot community might really like.



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

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

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

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

JUNE AVIATION ACCIDENT SUMMARY

by Jim Timm

The following are the preliminary NTSB reports of the aviation accidents that have occurred in Arizona from mid April thru late May. When detailed accident information becomes available, perhaps it can be used to develop safety programs and briefings that will help pilots learn from the mistakes being made by others and hopefully take the action needed to prevent similar accidents from happening to them.

From a flight safety standpoint, this reporting period has been good in that only one accident had been reported by the NTSB. Unfortunately it was also the only fatal accident reported in Arizona so far this year. The accident had occurred on April 11, but did not have the preliminary report issued until April 23, which was after our last accident report had been prepared. By this time the in last two years we had experienced four fatal accidents. Also, at this time last year we had recorded 21 accidents and so far this year we have only recorded 12 general aviation accidents. I only hope we can keep this trend continuing. I'm not sure what we could attribute this trend to, but I would like to think it's the result of the relentless efforts our our top notch safety teams reaching out to the pilots who are finally listening to them and reacting.

Based on information available when this summary was prepared, the reported accident this reporting period is as follows;

Accident Date: Saturday, April 11, 2015
Report Dated (4/23/15)
Title 14 CFR Part 91
Location: Prescott Valley
Aircraft Type: Schempp-Hirth Standard Cirrus (Glider)
Injuries: 1 Fatal

LOSS OF CONTROL DURING WINCH LAUNCH

About 1525 MST, a Schempp-Hirth, Standard Cirrus glider, sustained substantial damage after impact with terrain following a winch-tow-launch and initial climb at the A.C. Goodwin Memorial Field Gliderport (AZ86), Prescott Valley. The certified private pilot, the sole occupant, sustained fatal injuries. Visual meteorological conditions prevailed at the time of the accident, and a flight plan was not filed for the proposed local flight.

Witnesses reported that they observed the glider being launched from a winch tow line to the southwest. During the initial climb at an altitude of about 500 feet above ground level, the left wing dropped, followed by the glider descending in a steep nose-down attitude prior to impact with terrain. A post accident examination of the glider revealed that all components necessary for flight were accounted for at the accident site. It was also reported that the glider had been winch-tow launched three times that day prior to the accident.

No pilot information was available.

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GOING OUT OF BUSINESS SALE

Long time Pilot Shop – “Gateway Pilot Shop”, at the Phoenix Mesa Gateway Airport (IWA), will close its doors at the end of June 2015. In order to sell off our remaining inventory and fixtures, we will be having a ‘Going Out of Business Sale’!

Starting at the beginning of June, we will have huge discounts on **ALL** in-stock products. We can also order any additional products for you at our regular prices.

Time is running out, stock up on any books, products, uniforms, or aircraft supplies that you might need in the near future for additional ratings or licenses, or for that future job interview.

We are also selling our shelving units and fixtures. So if you need shelving, a desk or cabinets for your home, office or business, now is the time for some great deals.

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www.azpilots.org A great resource for APA's work in the state, archived newsletters, current events, APA's continuous work with legislators, a calendar of activities, and more.

APA is a completely voluntary organization. It survives on membership dues and sponsor revenue. One of the highlights of the organization is the Website. Stefanie Spencer manages the complete Website on a continuous basis. Leave email for Stefanie:

Webmaster@AZPilots.org



Stefanie Spencer— Webmaster

Newsletter Contributors

Article Deadline

20th Editor reminds "The Team" to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor:

Newsletter_Editor@AZPilots.org

For anyone wanting to contribute to this newsletter please submit your writing in an email file along with photos and captions (separate files). The APA would like to publish information about what's happening in your area of Arizona. Subject matter could range from regulatory issues to new places to eat (or old places) to airport management to safety. Of course the APA would like to know about any political activities that could potentially compromise Arizona's pilots or its airports.



New pilots welcomed!



Writers welcomed!



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