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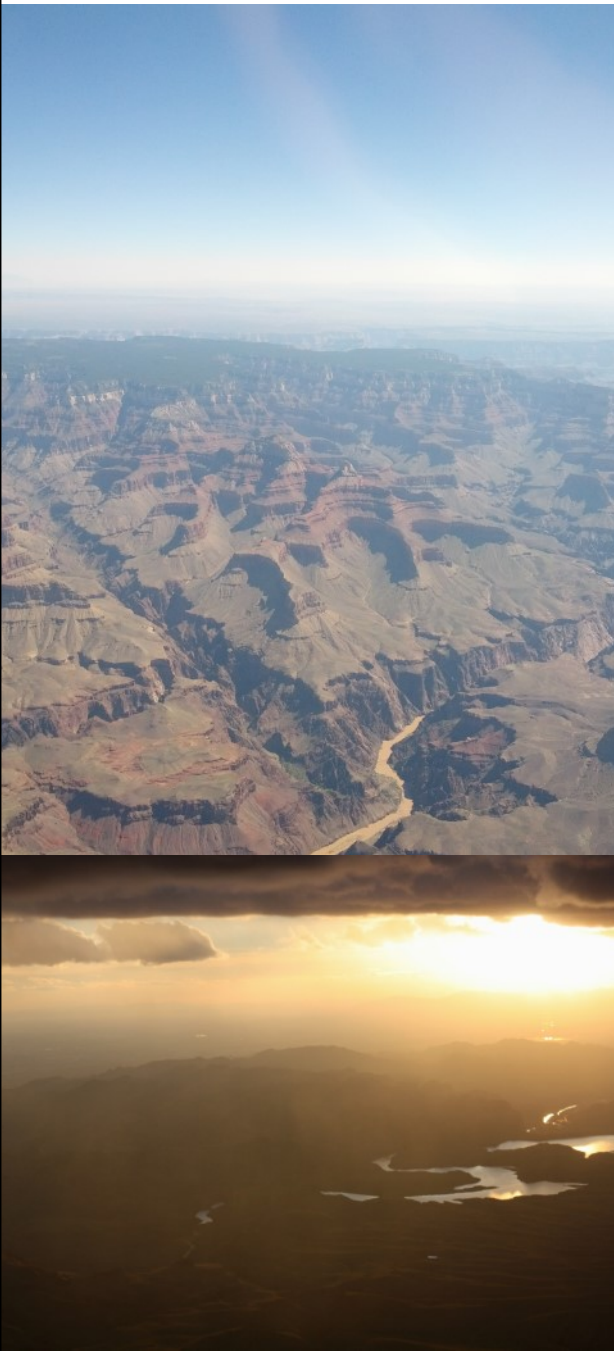
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President's Report

Greetings aviators and aviation enthusiasts.

Welcome to the February 2017 issue of the Arizona Pilots Association newsletter. Except for a few rainy days, January has been a great month for flying. Unfortunately, we have started the year with some very unfortunate aviation fatalities. We had a successful day at Aviation Day at the Capitol with Mark and Stef Spencer, along with Jim Timm . The Arizona Safety Advisory Group also held their 43rd awards banquet where a number of awards were presented to deserving candidates. The APA presented the Ruth Reinhold award to APA member and FAASTeam lead Cary Grant for his years of support of aviation safety programs. The annual Cactus Fly in is coming up the first week-end of March, and I hope to see many of you there. Don't forget to check our calendar frequently to see what events are coming up that may interest you. Also, if you are not registered on www.faasafety.gov, please do so to receive safety seminar notices.



Have Fun, Fly Safe,

Tommy



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Executive Director's Report

Jim Timm — February 2017

The month of January started off with bad weather for flying and it has seemed that almost every Saturday has not been the greatest for flying out for breakfast. The New Year started with a tragic weather related fatal accident that really never should have happened. While we are going through this period of questionable weather, please don't push your luck. Fly with extra caution, and get a good weather briefing before launching off on a flight.



MISCELLANEOUS ITEMS

Gateway Airport (IWA) suspended the general aviation services terminal parking fees last month, and the suspension will continue until March 1, 2017. At that time the fees are anticipated to be reinstated with the understanding that the parking fee will be waived with the purchase of 10 gallons or more of fuel. In this interim time period the ramp in front of the terminal is being rebuilt and the parking area is in a significant state of construction activity, parking is limited, and much caution is needed when operating in the area. If all goes well, the terminal ramp work should be finished the later part of February. A significant amount of ramp replacement will be ongoing for several months, so use caution if you are flying into Gateway.

Please be aware, there are still a lot of major and minor construction projects also ongoing at many airports around the state, and unfortunately, the activity will be continuing for a while. Before you take off, make sure you check for NOTAMS at your destination airport so you don't have a surprise awaiting you when you arrive.

The good news is that flight safety continued to improve in the last part of the year 2016 with only one relatively minor non-injury accident occurring in the month of December. Unfortunately, 2017 did not start off well at all. On January second we experienced a weather related accident that certainly should not have happened, and it resulted in four lives lost. Then later in January, there was a takeoff accident that resulted in two lives lost. A report on this last accident has not yet been issued. See my February Accident Summary for available details. A synopsis of all the 2016 aircraft accidents is also at the end of the February Accident Summary.



APA continues to work with various airports around the state, providing the pilot and aircraft owner's perspective in the process of updating their Airport Master Plans. An update of the Sedona Airport (SEZ), Flagstaff, and Grand Canyon Airport (GCN) master plans are currently in process.

THINGS TO DO - PLACES TO GO FOR BREAKFAST:

- The fly in breakfast at Coolidge Municipal Airport (P08) is on the first Saturday of the month.
- The second Saturday of the month is now open for a new fly in breakfast location because the Tucson Airport Authority, which operates Ryan Field (RYN), refused to renew the lease for the restaurant and it closed down as of January 1, 2017. We have not heard of any plans for the future.
- The Mesa Falcon Field EAA Warbirds Squadron fly in breakfast and car show is on the third Saturday.
- The third Saturday of the month there is a fly in breakfast at Benson (E95) at Southwest Aviation. (There are special fuel prices for breakfast attendees.)
- Also on the third Saturday, around noon, a donation lunch is served by APA at the USFS Grapevine Airstrip next to Roosevelt Lake.
- The last Saturday of the month there is a fly in breakfast at Casa Grande Municipal Airport (CGZ). The Airport's restaurant, Foxtrot Cafe, operating in the Terminal Building, is open 6:30am to 2:00pm Monday thru Saturday. On the last Saturday of the month they have a "Fly in Breakfast Special" available on the menu; the price for adults is \$7 and kids \$5.

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

Jim



Finish Your Instrument Rating!

Are you one of the many pilots who started instrument training, only to quit out of frustration with the quality or pace of your training?

I will design a **personalized** program for you to **minimize the time and cost to finish your rating** and **insure you get the training you need!** I specialize in instrument training (I have given over 2500 hours of instrument flight instruction) and have helped many pilots complete their instrument rating.

- | | |
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| ➤ 5438 hours of flight instruction given | ➤ Cessna FITS Instructor Plus (CFAI+) |
| ➤ 6787 total hours flight time | ➤ Columbia Factory Flight Instructor, Avidyne & Garmin 1000 |
| ➤ Cirrus Standardized Instructor, Avidyne & Garmin 1000 | ➤ Author of the book <i>Glass Cockpit Flying</i> |
| ➤ Cirrus Pilot Proficiency Program (CPPP) Instructor | ➤ FAA Master WINGS Holder |
| | ➤ Advanced and Instrument Ground Instructor |

Bob Littlefield, Gold Seal CFI, CFII, MEI
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February Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of the aviation accidents that have occurred in Arizona from late December 2016 thru late January, 2017. We should use this detailed accident information to develop safety programs and briefings that will help pilots learn from the mistakes being made by others and then take the action necessary to prevent similar accidents from happening to them. Fortunately, 2016 ended rather well in that only one non-injury accident was reported thus far in December. However, 2017 started out very badly with an accident involving four fatalities at the very beginning of the year.

From a flight safety standpoint, this reporting period has not really been the greatest. On the positive side, we ended 2016 in good shape with two non-injury accidents, and with only one accident occurring in the entire month of December. The really sad news is that we started the New Year with a weather related accident that should not have happened, and ending in four fatalities. When this report was being written, there was also an accident that had just happened that involved two fatalities. An NTSB report has not yet been issued.

Based on NTSB and other information available when this summary was prepared, the six accidents this period are as follows.

Accident Date: **Thursday, November 24, 2016**
Report Dated: 12/22/16
Title 14 CFR Part 91
Location: Safford
Aircraft Type: Cessna 182A
Injuries: 4 Uninjured

LOSS OF POWER FORCED LANDING

On November 24, 2016, about 0850 MST, a Cessna 182A was substantially damaged during a forced landing following a loss of engine power near Safford. The commercial pilot and the three passengers were not injured. The cross-country flight originated from the Safford Regional Airport (SAD) at 0815 with an intended destination of Holbrook.

The pilot reported that during the cruise flight at 8,500 feet msl, he noticed that the oil pressure began to fluctuate and decided to return to the airport. When the airplane was about 4 miles north of SAD, the engine lost power and the pilot initiated a forced landing to an area of open desert. During the landing roll, the airplane struck two dirt berms and the nose wheel collapsed.

Post accident examination of the airplane by a Federal Aviation Administration inspector revealed that the forward portion of the fuselage structure and engine firewall was structurally

damaged.

Visual meteorological conditions prevailed and no flight plan was filed for the personal flight.

Accident Date: **Thursday December 29, 2016**
Report Dated: 1/12/17
Title 14 CFR Part 91
Location: Kingman
Aircraft Type: Diamond Aircraft GMBH DA 40 NG
Injuries: 1 Uninjured

LOSS OF POWER FORCED LANDING

On December 29, 2016, about 1120 MST, a Diamond Aircraft DA40 NG experienced a partial loss of engine power near Kingman. The private pilot was not injured, and the airplane sustained substantial damage to both wings during the subsequent forced landing. The flight departed Kingman Airport about 1100 with a planned destination of Lake Havasu City Airport, Lake Havasu City, Arizona. The pilot was flying with the intention of gaining flight time experience in preparation for his commercial pilot's license test.

He reported that during level cruise at an elevation of about 9,500 ft msl, he felt the airframe shaking, and a few minutes later, he received an

ECU (Engine Control Unit) A and B failure annunciation. He began to follow the emergency checklist, and while doing so he noticed that the engine oil temperature was rising. He reduced engine power and initiated a descent, and the oil temperature began to drop, however a short time later, the oil pressure dropped to zero. Having now descended to 3,500 ft, he decided to perform a forced landing into a field. During the landing roll, both wings struck vegetation, resulting in delamination of the upper and lower skins at the leading edge.

Subsequent examination revealed that the belly of the airplane was soaked in black-colored oil from the engine cowling through to the tail skid, with the source appearing to be from the engine oil breather hose.

The airplane was equipped with a four-cylinder, turbocharged, Austro AE300 (E4-series) diesel-fuel engine.

Visual meteorological conditions prevailed, and a company flight plan was filed.

Accident Date: **Monday, January 2, 2017**
Report Dated: 1/10/17
Title 14 CFR Part 91
Location: Scottsdale
Aircraft Type: Hawker 800XP
Injuries: 2 Uninjured

NOSE GEAR COLLAPSE ON LANDING

On January 2, 2017, about 1643 MST, a Hawker 800XP sustained substantial damage when the nose landing gear collapsed during the landing roll at Scottsdale Airport (SDL). The two pilots, both airline transport pilots, were not injured. The personal flight originated from Tucson International Airport at 1532.

The pilot reported that, during the approach to SDL, the nose landing gear (NLG) light was red, which indicated that the NLG was not down and locked. In order to assess the situation, the pilot exited the traffic pattern, and referred to the emergency checklist. After using the hand pump to lower the landing gear manually, the red light still indicated that the NGL was up. The pilot asked the tower for a landing gear check and the tower replied that it appeared the NLG was down and straight. The pilot executed a normal landing,

and as the airplane started to slow down, about 35-40 knots, the nose gear collapsed. The airplane came to rest about 50 yards down the runway from the location where the NLG collapsed.

Visual meteorological conditions prevailed for the flight, which operated on an instrument rules flight plan.

Accident Date: **Monday, January 2, 2017**
Report Dated: 1/9/17
Title 14 CFR Part 91
Location: Payson
Aircraft Type: Cessna T210K
Injuries: 4 Fatal

CONTROLLED FLIGHT INTO TERRAIN / VFR FLIGHT INTO IMC CONDITIONS

On January 2, 2017, about 0937 MST, a Cessna T210K was destroyed after it collided with mountainous terrain near Payson, Arizona. The private pilot and three passengers were fatally injured. Instrument meteorological conditions prevailed and no flight plan was filed for the cross-country flight that departed Scottsdale Airport (SDL) at 0912 and was destined for Telluride, Colorado.

According to the pilot's friend, he planned a flight to Colorado with his family for their annual vacation. Preliminary Federal Aviation Administration (FAA) Air Traffic Control (ATC) radar data showed an airplane that had departed SDL with a VFR transponder code on a direct course for the pilot's destination airport. After approximately 12 minutes of flight, the airplane reached a final cruising altitude of about 7,950 feet mean sea level. The airplane subsequently descended about 1,300 feet in one minute before it entered a momentary climb, followed by a shallow descent. In the remaining two and a half minutes, the airplane maintained a 300 foot per minute descent rate with some intermittent climbs. The final two radar targets showed the airplane ascend about 425 feet in 12 seconds. The airplane maintained a straight track from SDL to the last radar target, which was within a tenth of a nautical mile of the accident site and indicated a field elevation of 6,670 feet.

The last radar target was recorded at 0937:39. Between 0938 and 0942, an ATC facility received reports from three separate aircraft that had received ELT signals near the accident site.

The airplane came to rest on the south face of a mountain rim approximately 11 nautical miles north of Payson Airport at an elevation of about 6,601 feet. The initial impact point (IIP) was identified by an aluminum fragment embedded in a 50 foot tall tree about mid-span and several broken tree branches beyond the IIP. An initial ground scar was marked by airplane fragments, tree branches, and loose dirt approximately 40 feet forward of the IIP. Portions of the wings and elevators were found along the wreckage path. The main wreckage was found approximately 80 feet from the IIP and was comprised of the engine, fuselage, and tail section, which had been displaced approximately 30 degrees upward from the ground. The vertical stabilizer and rudder had separated from the fuselage and were hanging by the airplane's rudder cables. An odor of fuel was detected near each wing fuel tank, which were both separated and breached.

NTSB report stated instrument conditions prevailed at the accident site.

Temperature/Dew Point: 2°C/1°C

Accident Date: **Saturday, January 14, 2017**

Report Dated: 1/23/17

Title 14 CFR Part 91

Location: Buckeye

Aircraft Type: Cessna T210M

Injuries: 1 Serious

LOSS OF CONTROL LANDING

On January 14, 2017 about 1400 MST, a Cessna T210 sustained substantial damage during a runway excursion and subsequent nose over, after landing on runway 17 at the Buckeye Municipal

Airport (BXK). The private pilot was the sole person on board and was seriously injured. Visual meteorological conditions prevailed for the flight; no flight plan was filed for the local flight. The flight originated from BXK at an unknown time.

According to a family member, the pilot stated that the airplane veered to the left during landing roll, and he used right controls to compensate. He further stated that he collided with an object that resulted in the nose over.

A witness located at the airport heard the airplane performing touch-and-goes prior to the accident, but did not see the accident sequence. The witness stated there were tire marks veering left from the runway centerline, about 1,400 feet from the approach end. The tire marks continued about 500 feet before entering the runway safety area, crossing over taxiway D, and reentering the runway safety area on the other side where the airplane came to rest inverted.

Accident Date: **Monday, January 23, 2017**

Report Dated: Report Not Yet Issued

Title 14 CFR Part 91

Location: Tucson

Aircraft Type: Beechcraft 300

Injuries: 2 Fatal

LOSS OF CONTROL ON TAKEOFF

A Beechcraft 300 Super King Air was destroyed after impacting a concrete blast fence near the main terminal building of Tucson International Airport (TUS). Both occupants were killed. The accident occurred during an attempted takeoff from runway 11L.



Tug For Sale

\$ 200.00

Contact: Tommy
(602) 708-2040

ARIZONA 2016 AVIATION ACCIDENT SYNOPSIS

The year 2016 ended with 41 accidents reported in the state of Arizona by the NTSB when this report was prepared in late January. There were no incomplete reports, and I hope there are no accident reports outstanding that have not yet been published. From a flight safety standpoint, the year wasn't too bad, but it certainly could have been better. To get these accident and injury numbers down, we need to attend - and encourage our fellow pilots to attend - the safety seminars that are put on by the FAASTeams. Statistics indicate that pilots who attend these seminars don't have accidents. We all need to be vigilant when flying and make 2017 a safe year.

The accidents that occurred in 2016 are broken down as follows, and the corresponding numbers for the previous two years are also included for comparison.

	2016	2015	2014
Certified Powered Fixed Wing Aircraft	24	20	37
Experimental Fixed Wing Aircraft	7	10	10
Rotor Wing Aircraft	9	5	9
Gliders	1	1	2
Balloons	0	2	3
TOTAL ACCIDENTS	41	38	67

Of the people that were involved in the 2016 accidents, there were:

- 9 Fatalities
- 12 Serious Injuries
- 9 Minor Injuries
- 39 Non Injuries

In 2015, there were three fatalities, and in 2014 there were 16 fatalities.

A Few Words About Safety

“

Denny Granquist

“Not briefing the flight can lead to lots of writing and phone calls.”

“Sometimes its what you don't do that has the most impact.”

”

MEMBERS' PHOTO CORNER

Thank you to Hunter Nedin for this month's photo!

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



Hunter, Austin and Angel playing around in the J3 and Super Cub in what seemed to be the closest thing they could find to grass in the desert.



4 Person Life Raft For Sale

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Contact: Tommy
(602) 708-2040

GAJSC



General Aviation Joint Steering Committee

Personal Minimums and Weather Cameras

This outreach guidance is provided to all FAA and aviation industry groups that are participating in outreach efforts sponsored by the General Aviation Joint Steering Committee (GAJSC). It is important that all outreach on a given topic is coordinated and is free of conflicts. Therefore, all outreach products should be in alignment with the outline and concepts listed below for this topic.

Outreach Month: February 2017

Topic: Personal Minimums and Weather Cameras (SE 03 and SE 12)

The FAA and industry will conduct a public education campaign emphasizing best practices in developing and adhering to Personal Minimums. The FAA's Weather Camera program will be discussed and weather camera information will be integrated into personal minimum-based decision making.

Background:

Personal environmental condition minimums have long been endorsed as effective go/no-go decision making tools. This program will discuss Personal Minimums development and implementation. It will also acquaint the audience with FAA's Weather Camera system in Alaska and its' planned expansion to the continental United States and Hawaii.

Teaching Points:

- Discuss the scope and safety benefits of Personal Minimums
- Strongly suggest that Personal Minimums be developed with a CFI.
- Acquaint the audience with The FAA's Weather Camera program.
- Encourage incorporation of Weather Camera information into pre-flight planning and Personal Minimum Checklists.

References:

- [*Personal Minimums and Weather Cameras Power Point*](#)
- [*Aviation Risk Management Handbook \(FAA-H-8083-2\) – Chapter Three and Appendix A*](#)
- [*Pilot's Handbook of Aeronautical Knowledge \(FAA-H-8083-25B\) Chapter 2 – Aeronautical Decision Making*](#)

DOWNLOADS: [PowerPoint Presentation Slides...](#)

Short Final

The following articles contain content that is not necessarily the opinion of the APA.

OWNER ASSISTED ANNUALS

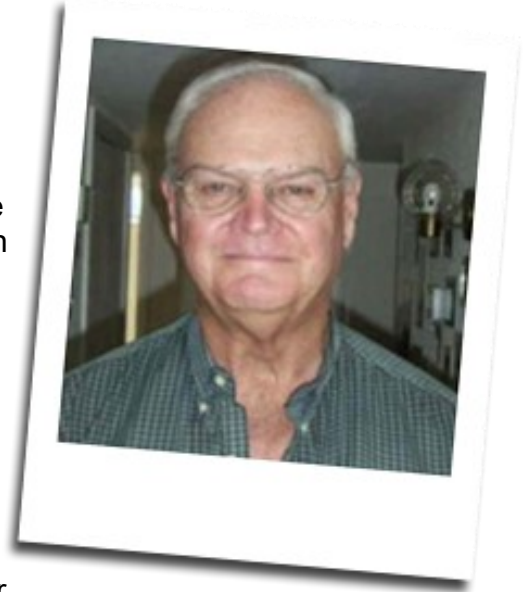
By Howard Deevers

Disclaimer: I am not an A&P. These opinions may not reflect those of Arizona Pilots Association.

Most of us want to keep the cost of flying as low as possible, so we can keep on flying. One way to do that is to assist in the Annual on your airplane. 91.409 requires an annual inspection of every certified aircraft.

Of course, you are going to need to find an FAA designated Inspector of Aircraft, (IA) that is willing to let you assist in the annual. There are many freelance mechanics that will do this, and you may have to look around and ask around to find the right one.

Most of the larger repair/inspection/maintenance shops will not allow owners to assist in the annual. There are several reasons for this. One is possible liability issues where in you could blame them should you be injured in any way as you perform service under their supervision. They just don't want the exposure. Another reason might be financial as well. After all, they may have a large facility and employees on a payroll. They do need to pay the rent, too.



To do your owner assisted annual, you will need a place to work. If you already have a hangar, you can use that. If not, you may be able to rent a space for the work. Factor that into the cost as well. There are mechanics/inspectors that will come to your hangar. They may or may not travel with their own tools, and make sure your airport management allows such work in non-commercial hangars.

You should have a well-equipped tool chest with appropriate tools. Some aircraft work may require tools not commonly found in the average garage tool box. Be prepared to purchase other tools if needed.

Know what you can do, and what you can't do. The list of things in Appendix A to Part 43 that you *can* do is extensive. The list is probably longer than you want, and you may not want to do all of the things that you are actually allowed to do. These items do not need a mechanic sign off, only a log book endorsement by the pilot/owner that did the work.

There are many talented home auto mechanics in this country. They have built or restored beautiful cars. If you

can work on your car, you should be able to work on your airplane. However, remember that an airplane is not a car. Actually, I think that airplanes are easier to work on than cars, but you can be the judge of that. Remember, you'll need a willing IA if it is an annual.

If you do your own annual, you will be responsible for finding replacement parts and purchasing of them. If you take your plane to a larger shop, they will likely have many of the commonly used parts on hand. You may pay a little more, but time is money also. Ordering your own parts may take you some time to get them, so add that to the time and cost of doing your own annual.

Financial considerations aside, the one thing about owner assisted annuals that you cannot put a price on is learning about your airplane. You cannot over inspect your airplane. You may not spot things that a trained mechanic will, but you will learn from every experience. Many pilots routinely change their own oil and filter, and that is a good place to start. Changing the brakes or tires, and greasing wheel bearings is another place to go. The hands on experience will make you a smarter owner, and, we hope, a better pilot.

Not all owners will want to do their own annuals, and some just can't. That is why we have good shops for maintenance, and some owners should go to those. Just remember the phrase, you cannot over inspect your airplane. Learn as much as you can about your plane!

Come to an ARIZONA PILOTS ASSOCIATION safety seminar near you. Check the web site for locations and times. And, don't forget to 'Bring your Wingman.'

Howard



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CRUISE SPEEDS

By Mike Andresen



Now that you have reached your cruise altitude, you can switch off the fasten seatbelt sign and take a moment to relax. If you are in a technologically advanced airplane, or carrying a tablet, you are probably looking at multi-colored LCDs throwing all sorts of information at you. My Electronic Flight Information System has readouts of fuel flow, range, miles-per-gallon and indicated/true/ground speeds. Is there a way to minimize fuel flow, maximize MPG, and maximize airspeed all at once? Probably not, but we will explore the factors effecting each and some other performance metrics that we may not normally think about.

Maximum Time Aloft

The airplane's time aloft or endurance is its fuel on board (gal) divided by fuel flow (gph). To maximize time aloft, one must maximize fuel capacity and minimize fuel flow. Fuel flow is minimized by using the least amount of power to sustain flight. This is the bottom of the power required for level flight curve. On an endurance flight, as fuel is consumed and the airplane weight decreases the minimum power required will decrease and the throttle can be reduced. To fly for maximum endurance, you will be flying really slow, at or near your V_x speed, so this is rarely done in general aviation. An example of when this would be useful is on an observation mission where the airplane needs to remain on station for the longest possible time.

Best Miles per Gallon, Best Range Speed

This probably gets your attention because now we are talking about saving money. The best miles per gallon will result in the maximum range of the airplane. Another way to express it is that this cruise speed will use the least amount of fuel for a given trip distance. The fuel used on a trip depends on fuel flow and the time it takes to make the trip. So now we need to minimize fuel flow (keep power low) but make the trip fast enough to use as little fuel as possible (keep power high!). The middle ground is found at the bottom of the L/D curve of the airplane and is close to, if not the same as, the V_y speed. In the interest of saving fuel, we get to fly a little faster but still at a relatively slow airspeed.

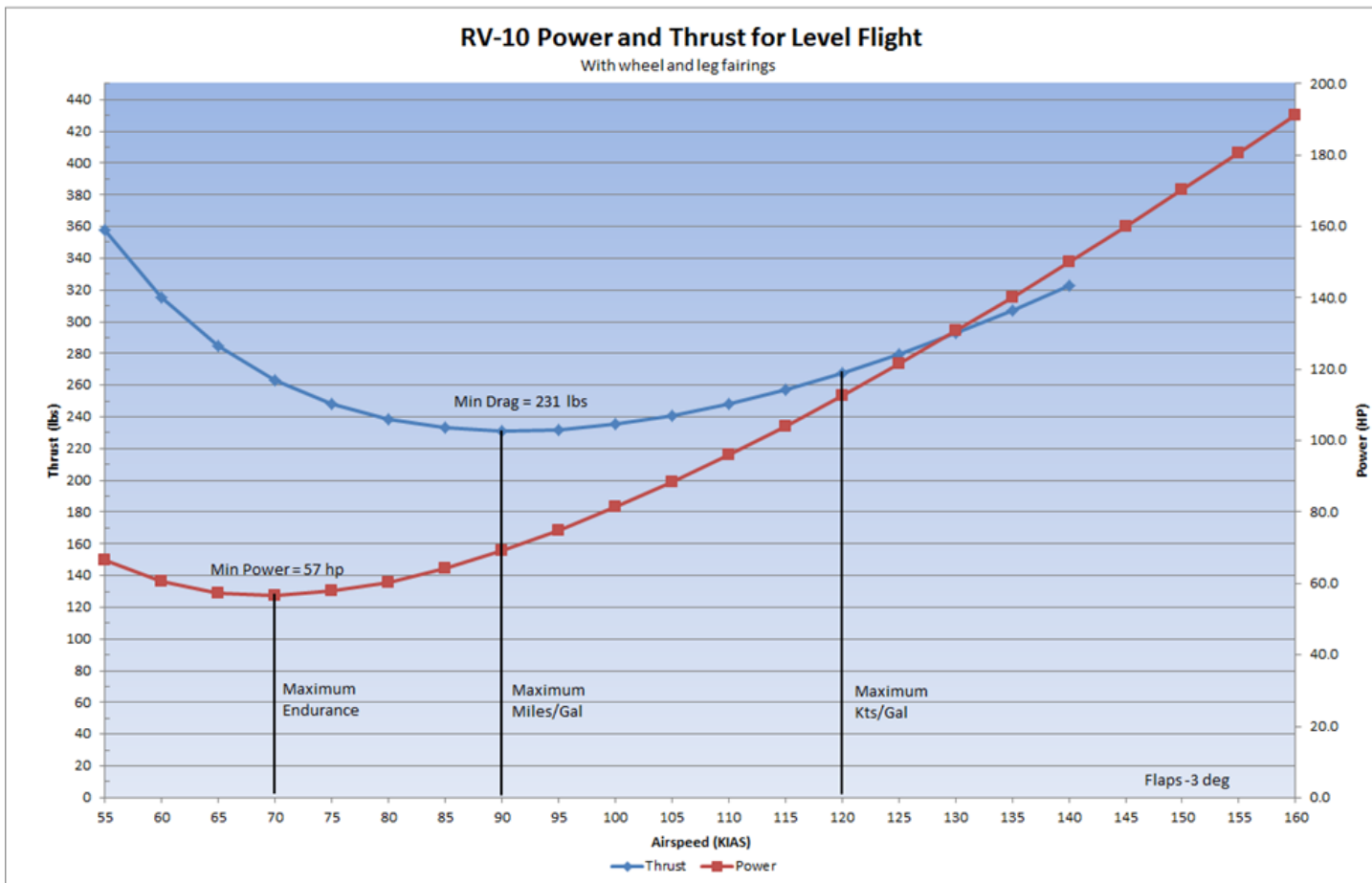
Best Speed per Gallon

Optimum cruise speed was derived by B.H. Carson of the U.S. Naval Academy in 1980. For those of you that can remember back that far, this was after the oil embargo. Suddenly the country was focused on the fuel efficiency of cars and airplanes. Carson addressed the question of using miles-per-gallon as the optimizing metric for airplanes. He noted that for airplanes the speed for optimum fuel efficiency was quite slow and utilized only a small percentage of the airplane's available horse power. Instead he derived a new metric, the optimum cruise speed which maximizes the speed of the airplane relative to fuel flow. It is the best speed per gallon-per-hour ratio that can be achieved. The optimum cruise speed that he derived is 1.32 times the best miles-per gallon speed. It is a bit more practical than flying at best range speed.

Here are the V speeds discussed in this article derived from the performance charts I measured dur-

ing the flight test period of my RV-10. The blue line is the thrust required for level flight and is read from the axis on the left in pounds. The red line is the power required for level flight and is read from the vertical axis on the right in horsepower. The maximum endurance speed is a very slow 70 KIAS and only requires 57 horsepower from the 260 horsepower engine. The maximum range speed is 90 KIAS and requires about 100 horsepower. The optimum cruise speed is 120 KIAS, still somewhat slow, but better, and requires around 120 horse power - still only 46% power.

Next month we will discuss how to determine these performance curves for an airplane through flight testing.



Mike



Got great aviation photos that you're willing to share?

We are always on the lookout for photos to add and enhance our monthly newsletter.

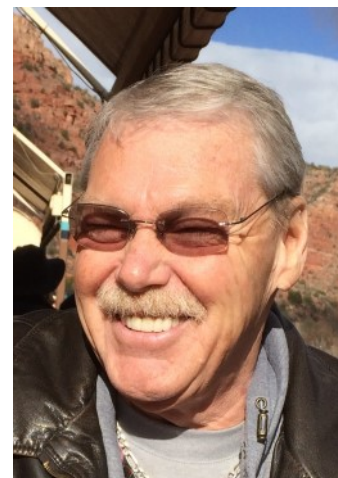
If you'd like to contribute your photos to this effort please email them to us at:

newsletter@azpilots.org

GAARMS REPORT

FEBRUARY 2017

By Fred Gibbs



2017 IS OFF TO A BAD START !

2 FATAL ACCIDENTS WITH 6 FATALITIES IN JUST THE FIRST 3 WEEKS OF THE NEW YEAR!

The first crash occurred on January 2nd when a C210 was destroyed when it collided with mountainous terrain about 11 miles north of Payson at an elevation of only 6601 feet. The aircraft departed the valley VFR enroute to Telluride. The NTSB report stated:

Preliminary Federal Aviation Administration (FAA) Air Traffic control (ATC) radar data showed an airplane that had departed SDL with a VFR transponder code on a direct course for the pilot's destination airport. After approximately 12 minutes of flight, the airplane reached a final cruising altitude of about 7,950 feet mean sea level. The airplane subsequently descended about 1,300 feet in one minute before it entered a momentary climb, followed by a shallow descent. In the remaining two and a half minutes, the airplane maintained a 300 foot per minute descent rate with some intermittent climbs. The final two radar targets showed the airplane ascend about 425 feet in 12 seconds. The airplane maintained a straight track from SDL to the last radar target, which was within a tenth of a nautical mile of the accident site and indicated a field elevation of 6,670 feet. The private pilot and three passengers were fatally injured. The personal flight was operated under the provisions of Title 14 Code of Federal Regulations Part 91. Instrument meteorological conditions prevailed and no flight plan was filed for the cross-country flight...

I will be very interested to find out if the pilot was using, or intended to use, flight following. According to the data in the NTSB report, the weather at Payson was only 300 feet overcast, thus one could speculate that the pilot intended to fly on top of the clouds, and perhaps he inadvertently encountered clouds.



The second accident occurred on January 23rd when a Super King Air was destroyed upon impacting a concrete blast fence near the main terminal building of the Tucson International Airport during an attempted takeoff on runway 11 left. The weather at the time was good VFR, 6000 overcast with 10 miles visibility, but interestingly enough, the surface winds were reported as 240 degrees at 12 knots

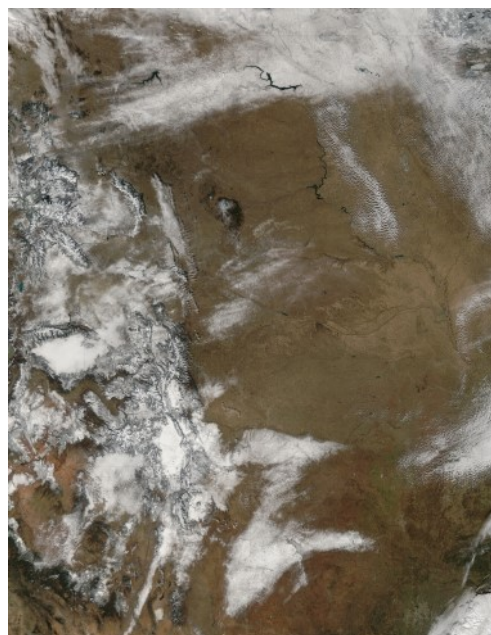
gusting to 22 knots, a right quartering tailwind. Without pointing any fingers or trying to assess any blame, I pose the question – “Would you take off with a gusting quartering tailwind of 22kts?” I wonder why they chose to? As of the writing of this article, there was no NTSB report available for any further information.

The **2017 GAARMS Safety Symposium** will be held on **March 18th** of this year at the **TRANSPAC** facility at Deer Valley – seating for up to 150 folks. The FAASAFETY SPANS notice will be coming out in late February so stay tuned. We will be reviewing the 6 fatal accidents that occurred in 2016 and discussing “BasicMed” requirements.

NO MORE 3RD CLASS MEDICALS:

As I am sure of by now you have all heard that the FAA has agreed to eliminate the 3rd class medical requirements for private pilots and flight instructors, **EFFECTIVE May 1st, 2017**. However, there is still a requirement associated with private pilots and CFI’s to meet the initial BasicMed requirement and then the “every 4 years” requirement, as well as complete an online BasicMed course every two years and record such actions in your logbook. You will need to become very familiar with the requirements and ensure you meet them. For an in-depth understanding of those requirements, download [FAA Advisory Circular AC-86-1](#).

[Alternate Pilot Physical Examination and Education Requirements](#), dated 1/19/2017. One very important note though is that you CANNOT operate for hire or compensation under the BasicMed concept – that would still require a 3rd class medical. Flight Instruction is exempt from that requirement – FAA has ruled that instructing is a private pilot operation.



“

I have always taught that discretion is the better part of valor – live to fight (or fly) another day.

”

Speaking of flight instructing, as I am writing this article, I am very pleased to report that one of my students executed very good aeronautical decision making this morning by deciding **NOT** to fly down to Prescott for his private pilot checkride, based on the weather and runway conditions here at Flagstaff. Surface winds of 20 gusting to 30 knots, whipping the snow all around the place, and of course, a cross wind scenario, with icy ramp and taxiways, not to mention the patchy snow and ice on the runway, and an outside temperature of 16 degrees with a wind chill of 5!! The urge to complete the flight test was strong, and the fact that getting a date for a checkride is



a tough road to hoe, good decision making should always win out in this situation. He got a big "Pass" in aeronautical decision making. I have always taught that discretion is the better part of valor – live to fight (or fly) another day.

I am now airplane-less, but I will survive! It is annual time as of January 31st, and with the weather up here in Flag really throwing a crimp into flying, I decided to just keep the airplane snug as a bug in the hangar and wait until the middle of February to put the airplane into inspection, getting it out the first week of March. I certainly get enough flying time instructing,

so my airplane can just rest! Hopefully winter will have run its course by March and the weather will start cooperating. We shall see...

SAFETY PROGRAMS:

Should you desire a safety or educational program at your local airport, simply contact me directly at fredgibbs@npgcable.com, or call me at 410-206-3753. The Arizona Pilots Association provides the safety programs at no charge. We can also help you organize a program of your choice, and we can recommend programs that your pilot community might really like.

Fred



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

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

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

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



Flying Companion Seminar



Phoenix 99s

This event is geared towards the Non-flyer, your "right seater". Cost \$50.00 for the day prepaid, \$60.00 at the door.

Saturday, Feb. 11, 2017

702 West Deer Valley Road
Phoenix, AZ 85027

(Deer Valley Airport terminal upstairs)

9 - 4 with Lunch included

All materials provided

Reservations required

For more info and to register go to

www.phx99s.org

or call 623-486-7255 or

or beenflying1979@gmail.com





APA WINTER SOCIAL

Thursday February 9, 2017

5 - 7 pm

Complimentary Hors d'oeuvres

Cash Bar

\$15 per person



Desert Rose Pizza & Gastropub

6729 N. 57th Drive

Olde Towne Glendale

(One block south of Glendale Avenue)

RSVP by February 6th:

Susan Wearly - 480-415-6480

susanwearly@aol.com

Mary James - 515-321-3022

mgjames8@gmail.com

Come enjoy food & fun
and support the APA
Scholarship Fund with
friends & fellow aviation
enthusiasts!!

STOL Tips Seminar



STOL Tips seminar is coming to Arizona February 11 and 12 and will meet at AK-CHIN regional airport (A39) Saturday morning at 8 AM sharp at the East end of the terminal building in the kitchen area. We have secured a block of rooms Friday night at the Holiday Inn Casa Grande, book your room under the STOL Tips Seminar name and you will get a group discount of \$109 plus tax. Call Johanne Simms at 520-426-3500 and book your room for Friday night. Saturday night we will be staying at the fantastic Francisco Grande hotel and we also have a discounted rate. Call Michelle at 520-381-8101 to book your special group rate. A normal room is \$109 plus tax, while an executive suite is \$129 plus tax. There is an option to spend both nights at Francisco Grande, but we would like to discuss the approach and landing if you choose to come in Friday. We will have an informal meet and greet Saturday evening after flying at Dukes Lounge at the resort. Sunday morning breakfast at the restaurant will be followed by more flying. The goal of this seminar is to teach you more about the limits of your aircraft and to be able to nail a spot landing.

To hear what other seminar participants learned at past STOL Tips seminars visit [Testimonials](#)

To see a video of Patricks' discussion of the approach visit this: [The Approach](#)

For sign ups go to [SignupLink](#) Last here is a video of one approach at [Francisco Grande](#)



ANNUAL FLYIN/CAR SHOW

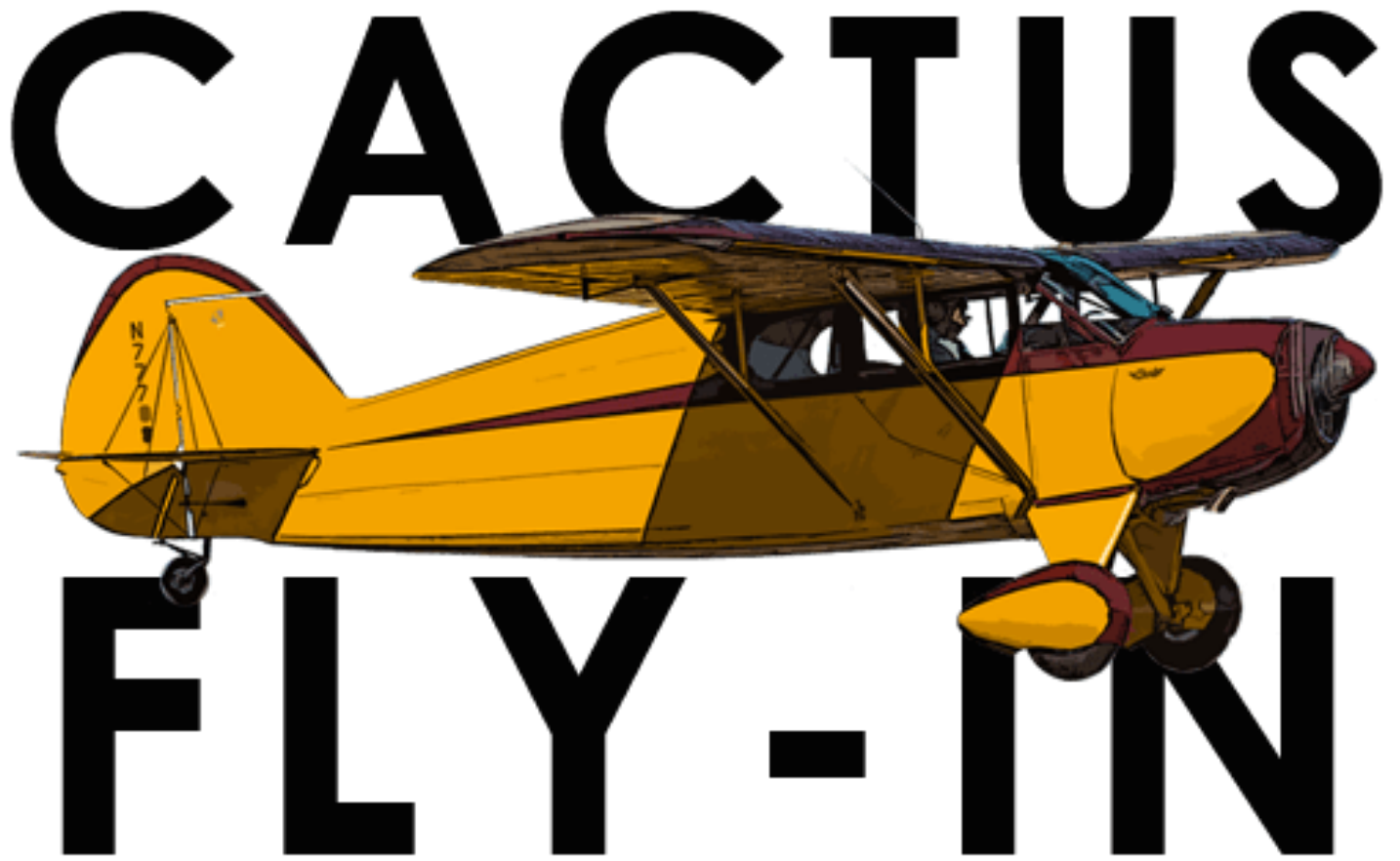
MILLAR AIRPORT
53510 W. McDavid Rd

2AZ4
602 571 1059

March 18, 2017

Annual Flyin/Car/Military Show at Millar Airport. Events and activities throughout the day. Free full breakfast starts at 0800. 18 piece BIG BAND cool music. Aircraft traffic use 122.9, traffic remain east of Hidden Valley Road, use right hand pattern for 34. Caution-power line on north end. Park aircraft on the northwest lag of runway. Ground traffic try to prevent dust. All activities are free. Awards for cars and planes with give away drawing. Lots of fun for all.





59th Cactus Fly-In

March 3-4, 2017

Casa Grande Municipal Airport (CGZ)
3225 N. Lear Ave. Casa Grande, AZ 85122

<http://www.cactusflyin.org/>

Admissions

Gates open: 8:00 am

Modern Aircraft: A donation of \$10 per person or \$20 per plane load is asked.

Guests: A donation of \$10 per person is asked. 18 and under are free!

Motor Homes, Campers & Recreational Vehicles: A donation of \$20 per vehicle is asked.
Your donation is good for admission throughout the entire Cactus Fly-In Event!

AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
Big Springs Airpark	Prescott	12	
Mgr: Peter Hartman (928) 626-7207			
Castle Wells	Morristown	5/10	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Mgr: Gerald DaFoe (810) 516-9122			
Eagle Roost Airpark	Aguila	85 / 115 (5 acre lots)	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Mgr: John Greissing (928) 685-3433			
Flying Diamond Airpark	Tucson	20/97	
Mgr: Lou Cook (520) 399-3879			
Flying J Ranch	Pima	2/ 28	
Mgr: Howard Jenkins (928) 485-9201			
Hangar Haciendas	Laveen	39 lots w/sep taxi ways	
Mgr: Scott Johnson (602) 320-2382			
High Mesa Air Park	Safford	/19 (2.5 acre lots)	
Mgr: Phil DiBartola 928-428-6811			
Inde Motorsports Ranch Airport	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	
Mgr: John Mabry (520) 384-0796			
Indian Hills Airpark	Salome	75	
Mgr: Gerry Breeyear (928) 916-0608			
La Cholla Airpark	Oro Valley	122	
Mgr: Larry Newman (520) 297-8096			
Mogollon Airpark	Overgaard	60	
Admin: Cheri Thomas (928) 535-3071			
Montezuma Heights Airpark	Camp Verde	43/44	
Mgr: Glen Tenniswood (928) 274-1233			
Moreton Airpark	Wickenburg	2	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Mgr: Daniel Kropp (602) 315-0323			
Pegasus Airpark	Queen Creek	15/40	
Mgr: Jack @ 1st Svc Res (480) 987-9348			
Pilot's Rest Airpark	Paulden	4/25	
Resident: Dave Mansker 818-237-0008			
Ruby Star Airpark	Green Valley	13 / 74	
Mgr: Wendy Magras (520) 477-1534			
Valley of the Eagle (Sampley's) Airpark	Aguila	30	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Mgr: Jerry Witsken (928) 685-4859			
Skyranch at Carefree	Carefree	20	
Mgr: Tommy Thomason (602) 708-2040			
Stellar Air Park	Chandler	95/105	
Mgr: SRUA, Inc. (480) 295-2683			
Sun Valley Airpark	Fort Mohave	55/107	
Mgr: Jim Lambert (928) 768-5096			
Thunder Ridge Airpark	Morristown	9/14 (on 160 acres)	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
John Anderson janderson72j@gmail.com			
Triangle Airpark	White Hills	115 acres	
Mgr: Walt Stout (702) 202-9851			
Twin Hawks	Marana	2/40 (4 acre lots) on 155 acres	
Mgr: Tim Blowers (520) 349-7677			
Western Sky	Salome	all 200 acres for sale	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Mgr: Mr. Hauer (877) 285-0662			
Whetstone Airpark	Whetstone	5 / 12	
Mgr: Brian Ulmer (520) 456-0483			

APA Website

Please visit our website for the latest information.

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

APA is a 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!



APA Clothing

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

Advertisements

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

APA Membership

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

Volunteer 501 (c) (3) Organization

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

