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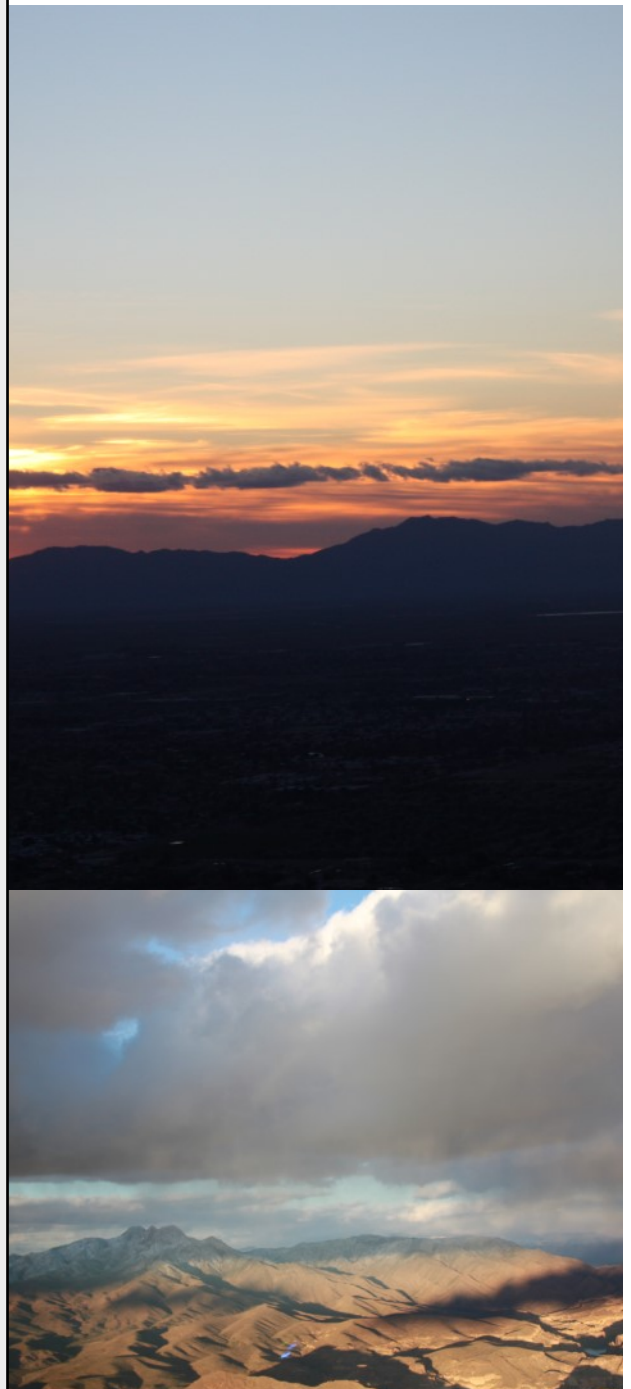
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President's Report

Aviators and aviation enthusiasts,

Welcome to the September issue of the Arizona Pilots Association monthly newsletter.

Although it is still pretty warm here in Arizona, September kicks off the season with several fly-in events. Some of us enjoyed Pleasant Valley Days at Young (AZ24) with lots of fun activities sponsored by the local town folk. Springerville is hosting a backcountry fly-in to their new dirt strip, Grapevine fly-ins will resume with BBQ lunches, and Double Circle will have it's fall fly-in. Jeff Ioreo was able to represent the APA in August at the Greenlee County Cattle Growers Association's 103rd annual meeting at Double Circle Ranch. The FAA Team is hosting a number of safety seminars, too. Make sure you visit our calendar at azpilots.org to see what other events you may be interested in. Many of us may want to check out the newly organized VMC Club introduction in early October. As always, we look forward to your comments, input, and suggestions. Read on for many great articles from some of our members. If you have an interesting or safety related article you would like posted in the newsletter, please let us know!



Have Fun, Fly Safe,

Tommy



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Executive Director's Report

Jim Timm — September 2017

Summer must be coming to an end, kids are going back to school, vacation travels are ending, and the EAA AirVenture in Oshkosh is over. This year's AirVenture had outstanding weather. The temperatures were comfortable, and it was unmarked by any severe wind and/or rain storms. This year's event did have some rather notable events such as an outstanding Blue Angles Airshow, seeing the only two B29s in the world flying at the same time, having a warbird show with 14 or 15 B25s flying at the same time recreating Doolittle's WWII bombing raid on Japan, and a celebration of the 50th anniversary of the Apollo manned space program with several of the astronauts present. A truly great event that I wouldn't have missed for all the world. Besides, I made some valuable contacts for the APA and saw some friends that I only get to see once a year. If you didn't get to go, there's always next year. It really is a must see event, even if only once.



The latest word out of Washington on the ATC Privatization issue, Rep. Sam Graves (R-Mo.), Chairman of the Transportation and Infrastructure Highways and Transit Subcommittee, said the House will need an extension of the FAA's funding instead of the controversial 21st Century AIRR Act (H.R. 2997), a bill that would remove air traffic control from the FAA. Without some sort of legislative action, the FAA will run out of spending authority on September 30. A funding extension or something needs to be in place by Sep. 30. It's reported that the push to privatize ATC would be shelved temporarily, to help the House and the Senate pass funding legislation, and because there is no consensus in the aviation community, the best course of action would be to remove the controversial privatization section. A funding extension is inevitable, but the fight over the so-called privatization of air traffic control is certainly not over. We all need to continue to push our legislators in Washington to support long term funding for the FAA without privatization of ATC.

MISCELLANEOUS ITEMS

Falcon Field Mesa (FFZ) has confirmed they will again have the **Copperstate Fly-in**, scheduled for *October 27 & 28*. The arrival procedures this year should go much better than last year. This year the arrivals will be handled by the Falcon Field Control Tower rather than the Phoenix TRACON. Look for a NOTAM on the arrival procedures.



Embry Riddle Aeronautical University (ERAU) and the City of Prescott are planning a **Wings Out West Fly-In** and Airshow on *October 7, 2017*. An airshow with aerobatic performers is planned with a show time and TFR at 1000-1200 local time. There is planned to be an EAA Pancake breakfast available, and there will be fly-in and static displays. A schedule of events [will be available here](#).

With the proliferation of UAVs, or Drones, of all sizes, I wasn't too surprised that the Pentagon very recently issued guidance to the armed services outlining the military's authority to disable or shoot down any drone that is believed to be a security risk that violates the airspace restrictions over a U.S. base. Information was sent to mili-



Photo by Allef Vinicius on Unsplash

tary bases around the country so they can alert their nearby communities about the restrictions and the actions the military can take to stop any perceived threat, including destroying or seizing any UAV, including the smaller ones that the general public can buy, that is flown over a military base. It may sound a bit drastic, but will the U.S. Forest Service wildfire fighting services be given a similar authority to eliminate UAVs that violate a forest fire TFR and hamper firefighting efforts? An interesting possibility.

Luke AFB has advised us that their training schedule has been getting busier and they are increasing their use of

the Aux 1 ILS. Anyone using the Aux 1 ILS needs to be advised that civilian use of the ILS may be a bit more limited because of the increased military use.

In a recent airspace users meeting I was advised by the Goldwater range safety office that recently they have been encountering numerous GA intrusions into the Goldwater Range restricted areas. Not just on the edges, but well into the range airspace. These are the R2301, R2304 & R2305 ranges. Some of the intrusions have been at low altitudes and were detected and tracked intermittently.

The military aircraft operating in these ranges are conducting combat training and are firing live ordinance and dropping bombs. An intrusion results in the cancelation and rescheduling of a training mission at a very significant cost to all of us as taxpayers. What is even scarier is that some intrusions are occurring at very low altitudes, and may not get immediately detected by radar. The word needs to get out, *stay well clear of the Goldwater restricted areas!* You are risking your life, and possibly that of a military pilot, by flying into the R2301, R2304, and R2305 restricted range areas. The bottom line – when flying in the southwest part of the state, know where you are and don't accidentally wander into any of the restricted areas! Please pass the word around!



Flight safety this last reporting period has not really improved since the last report. This reporting period we had four accidents reported, with one of them resulting in serious injuries while fortunately, the other three did not have any reported injuries. See my September Aviation Summary for available accident details.

The summer heat is continuing and so are a lot of airport construction projects happening around the state, and in particular, the Phoenix area. Before taking off, be sure you check for NOTAMS at your destination airport so you don't have a surprise awaiting you upon arrival. Those of you flying into high altitude airports, be sure to check the density altitude, and review your aircraft performance data. Also, drink plenty of water, stay hydrated, plan ahead, and please fly safely. We've exceeded our quota of accidents so far this year, particularly fatal ones, so please fly with extra care!

APA is still continuing 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. We have just finished reviewing the first section of the Superior Municipal Airport (E81) master plan update. An update of the

Sedona Airport (SEZ), Flagstaff (FLG), 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), normally on the first Saturday of the month, is on hiatus until next month.
- The Falcon Field EAA Warbirds Squadron fly in breakfast and car show will resume next month when it is cooler again.
- The third Saturday of the month there is still 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, the lunch by APA at the USFS Grapevine Airstrip (AZ88) next to Roosevelt Lake resumes this month on the 16th.
- The last Saturday of the month there is still a fly in breakfast at Casa Grande Municipal Airport (CGZ). The Airport's restaurant, Foxtrot Cafe, operating in the air conditioned 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 \$8 and kids \$5.
- The Tucson Airport Authority has completed the renovation of the restaurant at Ryan Field, and it's now open under the name of Richie's Cafe. The hours are 6:00 am to 2:00 pm doing breakfast and lunch daily. We will have to try it out, and perhaps add this to the Saturday Morning fly in breakfast list.

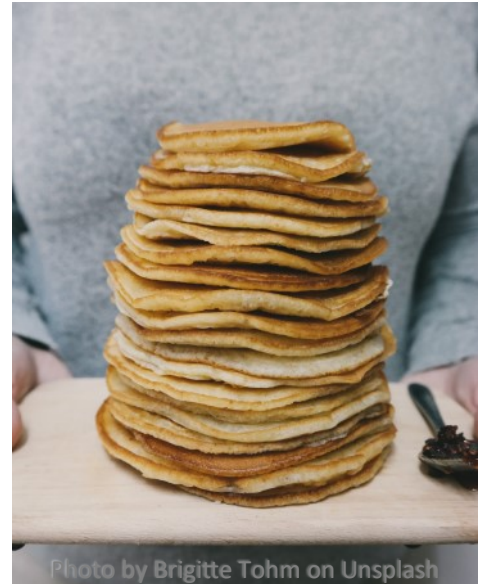


Photo by Brigitte Tohm on Unsplash

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

Jim



A Few Words About Safety

“

Denny Granquist

“A thorough post flight is the cheapest insurance you can buy.”

“GPS direct may be the most appealing but it maybe the most dangerous especially when high terrain is in play.”

”



Backcountry Fall/Winter 2017

By Mark Spencer

As the 2017 summer gives way to cooler fall and winter weather, we have a lot to look forward to in the Arizona backcountry. At **Grapevine**, now a formally fully opened airstrip, 88AZ, we will resume hosting our monthly weekend fly in camp outs and our donation based lunch every third Saturday! These are incredible events as nearly anyone, and any type of aircraft, can land on Grapevine's 3800' x 40' wide asphalt airstrip. Weekends will be September 15th -17th, October 20th-22nd, November 17th-19th, and we'll announce December soon. We are thankful for the folks that have volunteered to help us in putting on the Saturday lunches for these weekends. If you'd like to be added to volunteer the list for spring, please let us know!



By the time this newsletter publishes, we'll have completed our second annual Labor Day weekend fly in at **Young, Pleasant Valley (24AZ)**, but put this on your calendar for next Labor Day weekend as the town of Young really comes alive on this holiday weekend!

The good folks at the **Springerville Airport** have decided that a dirt airstrip is perfect for the Springerville airport. Summer will be almost over in the deserts, but September will be nice and cool in Springerville at 7000' elevation. Again, Springerville has added a parallel dirt strip (for those that are fat tire equipped) on the east side of 03/21, and has an area where we can camp out away from the



active runways. The White Mountains are very scenic, and Springerville has fuel and is a great base for exploring Eastern Arizona and Western New Mexico. Come join us on our inaugural event *September 22-24*. If you would prefer to hotel it there are several hotel within a few miles and the airport has a courtesy car available for use. Questions or more info: Contact Nelson (aznelson@gmail.com) or Sean (Airport Manager) 928-333-5746.

Come *October 13th-15th* we'll be headed up to the pines again to the incredible **Payson Airport**, KPAN camping facilities. Warm showers, picnic tables, a Ramada and grills make this one of the finest facilities in Arizona's backcountry inventory. The onsite restaurant is among the best, and the loaner car is available for those wishing to stay in a nearby hotel. We'll have our annual Dutch oven and chili cook off on Saturday the 14th!



Take a step back in time and into the old west by joining us at the old **Double Circle Ranch** the weekend of *September 29th-31st*. One of Arizona's largest and earliest ranch empires, the Double Circle is ripe for hiking and exploring. APA's work on saving the lodge has helped make this incredible log structure a comfortable place to hang out with fellow aviators. Please bring your favorite side dish for the potluck BBQ on Saturday. Oh, and for the ladies, the lodge bathroom will be working for the weekend.

On *November 10th-12th* we'll be back in Young, at the **Pleasant Valley**, 24AZ airstrip. If you have a big tire plane, we're working on a



special fly over to our newest backcountry airstrip, **Buzzard's Roost**, that Saturday morning where the local Rancher has offered to provide a donation based ranch style breakfast for us! Buzzard's Roost is basically an open hill top suited only for the skilled backcountry pilot with appropriate air-



craft. Landing is up hill from either the north or south side of the hill, depending on winds, and density altitude, wildlife, rocks, and other debris are all possible. That being said, you can see from the photo below that it is a beautiful place! This view is from the southeast looking northwest towards Payson.

The old wind sock pole has been tied to this tree for about 50 years and your APA donated the new wind sock to the USFS who installed it for us last year.



[APA Calendar](#)

*Looking forward to seeing you all
in the AZ backcountry soon!*

Mark



As always, for the most up to date information on backcountry events, unexpected changes and such, visit the [APA Facebook](#) site. You do not need to be a Facebook user to benefit from this site. Also always read and understand our pilot briefs before visiting these airstrips. Lastly, you are responsible as pilot in command, under 91.3(a) for yours and the safety of your occupants.



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SYMPTOMS OF IMBALANCE

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ATC Giveaway

By Mark Spencer

URGENT!!! Representative Shuster is pushing for a vote on H.R. 2997 next week! This would only be the case if he believed that he has the votes to pass this bill.

We must encourage the GA community to reach out again, and fast!

The bottom line is that the so-called privatization of such an important part of our public transportation, our air traffic control system, is a solution looking for a problem that does not in fact exist. Our ATC works very well, and contrary to airline claims, there are almost never delays due to ATC. In fact the overwhelming majority of delays are due to weather, and the airlines' own mismanagement. The potential down side of this bill could be the most devastating blow GA has ever been dealt, period! You must take action by contacting your legislators now! NBAA has an incredibly easy site to help you do just that: [Click Here](#) or if you prefer, take action at AOPA's site [Click Here](#).

While "privatization" sounds good, our contention is that this is not in fact privatization at all, in the sense that most would understand the term. There is no competition and no profit motive for the non-profit corporation created under the bill. In other words, no free enterprise system of checks and balances would exist, only the motives of the majority of the 13 member board would drive the direction and customer service aspects of this so-called privatization. Make no mistake, any way you slice it, the airlines would easily have the majority position as it is spelled out in the current bill. What the bill creates is a monopoly, a new layer of administration by a board that does not answer to congress or any elected official, or any of its customers, the public! Airline bottom lines will rule this board. Supporters say GA will have a voice, but 1, or 2 seats if you count private business aviation, out of 13 leaves you in a tiny minority on this board! Perhaps as concerning is that there is also no way to reverse this train, should unintended consequences mount and our air transportation system and GA be seriously harmed by this scheme.

GA supports modernization, but not the handing over of our ATC system to the airlines. There are just too many potential unintended consequences, one of which I described to you in APA's [newsletter last month](#) as Foreflight founder Tyson Weihs told his story of their failed attempt to work with the Canadian privatized system to develop this now game changing technology. Foreflight has become one of the greatest modernization mechanisms in aviation history, allowing any pilot to have as much or more information in his or her cockpit as any airliner, a capability that was not able to come to fruition under the Canadian privatized system. It took the U.S. system, and its readily available public domain information to birth this technology. When asked who would own the currently public domain data under this bill, it's author and supporters stated that they had not thought of that. What else have they not thought of?

Our airspace is public, and it needs to remain in close control of our our elected government. Is our system messy at times? Certainly, but it has produced the safest, busiest and most accessible air transport system in the world! This is not a system to experiment with.

The APA, EAA, AOPA, NBAA, RAF, and GAMA are only a few of the 170 aviation organizations that stand against privatization language in this bill. Meanwhile, a cursory look at the supporters of privatization will reveal that the majority of supporters have no direct understanding of aviation and especially ATC. [You can view the full list here](#). Tell me, what do these sort of organization know about ATC? We believe they are being duped by the buzz word "privatization" with little to no knowledge of the real issues.

[Take Action Now!](#)

September Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of the aviation accidents that have occurred in Arizona from late July, 2017, through late August, 2017. We will 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.

The past reporting period has not really improved, as four accidents had been reported. One of this month's four accidents resulted in serious injuries, while the other three did not have any reported injuries. This report will cover seven accident reports. The first three are accidents that occurred in earlier reporting periods, but the NTSB did not have accident details available at the time. Details have since been released and are now being made available in this reporting period.

THE FOLLOWING ARE THE THREE ACCIDENTS THAT WERE REPORTED EARLIER WITHOUT DETAILS.

Accident Date: **Thursday, May 25, 2017**

Accident Report Dated: 8/3/17

Title 14 CFR Part 91

Location: Peach Springs

Aircraft Type: Eurocopter EC130

Injuries: 1 Uninjured

Aircraft; Passenger/crew doors - Capability exceeded

Personnel issues; Lack of action - Ground crew (Cause)

GROUND OPERATIONAL ERROR

The pilot of the helicopter reported that, after fueling the helicopter, with the engine running, the ground crewman opened the front passenger door on the opposite side from the pilot. Upon unlatching the door, the ground crewman released the door, and it was blown open. The door separated from the door strut, and struck the main rotor damaging the blades. The helicopter sustained substantial damage to the main rotor blades. The pilot reported that there were no pre accident mechanical failures or malfunctions with the helicopter that would have precluded normal operation.

Probable Cause and Findings:

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The ground crewman's failure to hold onto the passenger door while the main rotor was still rotating, which resulted in the door separating from the helicopter and damaging the main rotor.

Findings:

Accident Date: **Sunday, July 2, 2017**

Accident Report Dated: 8/15/17

Title 14 CFR Part 91

Location: Tucson

Aircraft Type: Cessna 172

Injuries: 1 Uninjured

LOSS OF CONTROL ON GROUND

The pilot reported that, during the landing roll, the airplane pitched up and yawed to the right because of a "dust devil." He added that he applied full power, but was unable to maintain level flight, and the right wing then the left wing struck the runway. The airplane touched down, collapsing the nose landing gear, and the airplane slid about 60 to 70 ft. The airplane sustained substantial damage to the left wing.

The pilot reported that there were no pre accident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

A review of recorded data from the automated weather observation station, located on the airport, reported that about 40 minutes before the

accident the wind was from 300° at 9 knots, gusting 16 knots. The same automated weather observation station reported that about 15 minutes after the accident the wind was from 220° at 9 knots. The airplane landed on runway 24R.

Accident Date: **Monday, July 17, 2017**

Accident Report Dated: 7/27

Title 14 CFR Part 91

Location: Mesa

Aircraft Type: Lancair Evolution

Injuries: 2 Fatal

LOSS OF CONTROL ON APPROACH TO LANDING

On July 17, 2017, at about 1650 MST, a single-engine experimental Lancair Evolution impacted terrain following a loss of control while on approach to Falcon Field, Mesa, Arizona. The private pilot and passenger were fatally injured and the airplane was substantially damaged. The cross-country business flight departed from Phoenix Deer Valley Airport, Phoenix, Arizona, about 1555 with a planned destination of John Wayne-Orange County Airport, Santa Ana, California. Visual meteorological conditions prevailed and an instrument flight rules (IFR) flight plan had been filed and activated.

Phoenix Approach and Falcon Field Air Traffic Control (ATC) controllers were in contact with the pilot. The pilot transmitted that he needed to di-

vert to Falcon Field airport about 1617 "just in case, my system is not charging," explaining that he had an incident "the other day" where his primary and multifunction displays "just died on me and I don't think it's going to happen before we get to Falcon, but if you could keep me on a direct heading to Falcon that would be great." The pilot was cleared to land runway 22L and he transmitted to the controllers that "an electrical failure is probably imminent here," and then requested to cross mid-field to enter the downwind. He then explained that he was "still having an electrical issue," and that he "had one on Friday" and his electrical system was about to go dead.

Numerous witnesses that were located in the vicinity of the accident site reported seeing the airplane maneuvering very low and making a steep left turn. They stated that the airplane then went into a nose-low, near-vertical decent. The airplane impacted a golf course and erupted in flames.



THE FOLLOWING ARE THE FOUR ACCIDENTS THAT OCCURRED IN THE LAST REPORTING PERIOD

Accident Date: **Monday, July 31, 2017**

Accident Report Dated: 8/8/17

Title 14 CFR Part 91

Location: Chandler

Aircraft Type: Columbia LC41 550FG

Injuries: 4 Uninjured

UNSCHEDULED OFF AIRPORT LANDING

On July 31, 2017, about 1745 MST, a Columbia LC41-550FG experienced a total loss of engine power during flight, 6 miles south of the Chandler Municipal Airport (CHD). The pilot subsequently made an off-airport forced landing in a field. The private pilot and three passengers were unin-

jured, and the airplane sustained minor damage. The aircraft was operated by the pilot as a business flight, visual meteorological conditions prevailed, and a flight plan was not filed. The flight originated from Yuma Marine Corps Air Station/ Yuma International Airport (NYL) about 1700 and was destined for Pegasus Airpark (5AZ3), Queen Creek, Arizona.

The pilot reported that during the descent from 9,500 ft mean sea level, the oil pressure indication dropped rapidly, followed by a drop in manifold pressure. He subsequently made contact with the CHD tower declaring an emergency and

requested landing clearance. Smoke was seen coming from the engine, and shortly after the engine began to run extremely rough and then quit. The pilot activated the emergency locator transmitter (ELT) and performed a forced landing to a cropped field.

A Federal Aviation Administration inspector conducted a post-accident examination of the airplane. The lower side of the airplane was covered in oil. The upper engine cowling was removed and a hole was visible on the top side of the engine crankcase.



Accident Date: **Tuesday, August 1, 2017**
Accident Report Dated: 8/8/17
Title 14 CFR Part 91
Location: Phoenix
Aircraft Type: Grumman AA1B
Injuries: 2 Serious Injuries

LOSS OF CONTROL RETURNING TO LAND AFTER TAKEOFF

On August 1, 2017, about 1300 MST, a Grumman AA-1B was substantially damaged following impact with terrain shortly after takeoff at the Deer Valley Airport (DVT), Phoenix. The airplane was registered to a private individual and operated by the pilot as an instructional flight. Both the flight instructor and student pilot sustained serious injuries.

According to a Federal Aviation Administration aviation safety inspector who responded to the accident site, several witnesses reported that after the airplane lifted off and was in its initial climb

to the west, the wings started to rock back and forth. The airplane subsequently began to descend, struck the airport's western perimeter fence, and collided with terrain before coming to rest on a road that borders the airport on the west. Both wings and the engine had separated from the airplane due to impact forces. Visual meteorological conditions prevailed for the local flight. No flight plan was filed.

<http://www.kathrynsreport.com/2017/08/accident-occurred-august-01-2017-near.html?m=1>



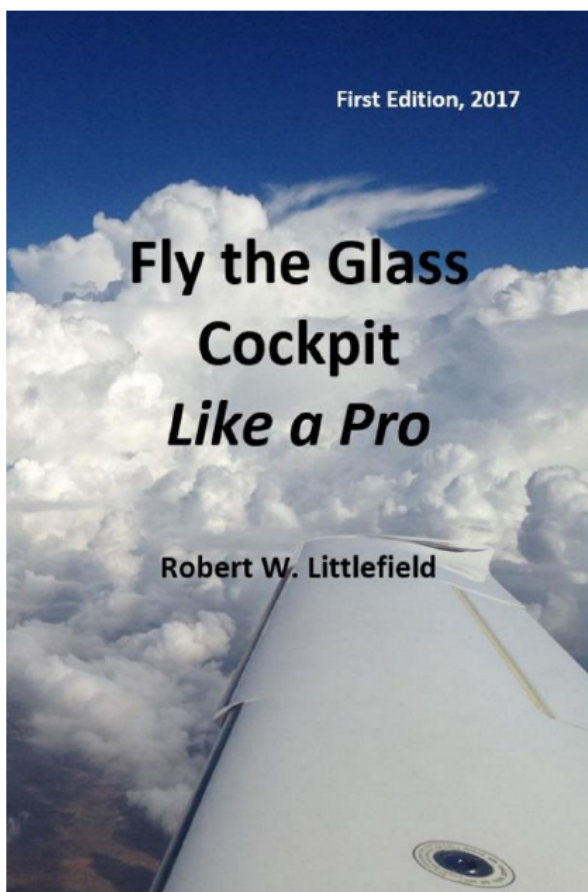
Accident Date: **Monday, August 14, 2017**
Title 14 CFR Part 91
Location: Chandler
Aircraft Type: Piper PA28
Injuries: UNK, Nonfatal

Preliminary report is not publicly available, only the above NTSB notice.

Accident Date: **Saturday, August 19, 2017**
Title 14 CFR Part 91
Location: Mohave
Aircraft Type: Piper PA28
Injuries: UNK, Nonfatal

Preliminary report is not publicly available, only the above NTSB notice.

Arizona Gold Seal CFII [Bob Littlefield](#) has just released his latest aviation book,
Fly the Glass Cockpit *Like a Pro*



This book examines how advancing technology is changing aviation, and gives pilots the tools and knowledge they need to fly safely in this new environment. **Fly the Glass Cockpit *Like a Pro*** explains these changes in plain English, from the pilot's perspective, and shows how they are creating a ***new way of flying*** in the Digital Age.

Fly the Glass Cockpit *Like a Pro* first examines several technologies which have really "taken off" in the last seven years - NextGen, personal devices such as tablet computers and smartphones, drones, and cybersecurity. Next, **Fly the Glass Cockpit *Like a Pro*** examines "The Glass Cockpit Revolution" - how it happened, what it means for pilots and how to use glass cockpit technology to fly safely and efficiently. The book includes chapters on "Mastering the Glass Cockpit" and "Flight Planning In the Digital Age."

Fly the Glass Cockpit *Like a Pro* is available on [Amazon](#) as a paperback (\$14.95) or as a Kindle e-book (\$9.99).

www.flightskills.com

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



General Aviation Joint Steering Committee

Pilot Deviation Avoidance

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: September 2017

Topic: Flight After a Period of Inactivity (SE 8 Output 1)

The industry and FAA will develop a public awareness campaign on the benefits of training with a flight instructor when returning to flying after a period of inactivity.

Background:

Returning to flight operations after a period of inactivity has resulted in LOC accidents. In partnership with industry organizations, the FAA should lead the promotion and dissemination of information on the adverse effects of flight inactivity and a discussion of best practices for returning to flying safely.

Teaching Points:

- Discuss the safety benefits of CFI participation in returning to flying after a period of inactivity.
- Acquaint pilots with available resources.
 - Aircraft Type Clubs
 - EAA Chapters
 - Type-specific CFIs
- Discuss best practices for returning to flight after a period of inactivity.
- Encourage pilots to seek training when returning to flight operations after a period of inactivity.

References:

- [Pilot Deviation Avoidance Power Point](#)
- [Getting Back in the Game – FAA Safety Briefing article March 2014 issue](#)

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

MEMBERS' PHOTO CORNER

Thank you to Carl Geisert for this month's photos!

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



Early morning at campsite at the Oshkosh AirVenture, 2017.



33rd Annual Navajo Christmas Airlift

The **33rd Annual Navajo Christmas Airlift** is planned for **Saturday, November 11th**. We will be flying into the **Navajo Indian Nation at Gallup, New Mexico (KGUP)**, approximately 196 nm from DVT on a 055 degree true course. We will synchronize for an arrival with another core group departing Sierra Vista Libby Field (KFHU) that morning, although *we have pilots participating from across the Valley and the State*.

Each plane would typically have a pilot and one passenger, with all remaining space filled with clothing, toys, or non-perishable food. The Airlift has always been a fun and rewarding occasion, one the regular participants look forward to each year. **Anyone who has collected a plane load of material is welcome to join us!**

It is hard to understand how poor most of the reservation is only a few hours from us here in Phoenix. Many of the Navajo live in virtual third world conditions in homes without even running water or electricity. The donations might be gently used clothing for children or adults, blankets, good condition toys, toiletries or non-perishable food to fill the planes for the trip. Clothing and soft pack are ideal, as may be packed in garbage bags, which then works very well for packing in the planes. The food stuffs, cans, and toiletries may be put in small cardboard boxes as the weight tends to accumulate.



Another option would be to help create and coordinate care packages for special purpose kids. As an example, in earlier special efforts have created care baskets for young girls at a school, with shampoo, soap, toothbrushes, toothpaste, lotion, some special candy, etc. These simple articles mean so very much to children who have so little.



All participating pilots are responsible for collecting clothing, toys, and food to fill their planes for the trip. The donations collected usually come from family and friends, schools, churches, business associates, or other groups or individuals who would like to contribute - the donations are tax deductible as is the flight. This does require each pilot to plan proactively and collect a load of donations. We strive to ensure that all planes are filled to capacity. If you have something you would like to contribute, but will not be able to join in the flight, you may contact myself or any participating flight member to help make arrangements.

If you plan to join in the Airlift or simply need more information, please do feel free to contact **Greg McColley** at 602-978-1663, or E-Mail at GMPSN930@Cox.Net. Thank You for any assistance or consideration in supporting this tremendous 33rd Annual event!

Greetings From Chicago Center

By Howard Deevers

My road trip (not flying) took me to the Quad Cities last month (Moline, Davenport, Rock Island, Bettendorf). My grandson, Nathan, is an air traffic controller at Chicago Center. He heard that I was coming to Illinois and said that he could arrange a tour of Chicago Center, if I would like. How could I pass that up? So, he made the arrangements, and I set aside a day just for that.

Many people believe that the ATC Center is at the main airport within that Center, such as O'Hare Airport in Chicago, or Los Angeles Airport for LA Center. Not the case. The Center is located away from the airport in what looks like an industrial building. Chicago Center is actually located in Aurora, Illinois, about 40 miles from Chicago O'Hare Airport. The only indication that this building is different from other industrial buildings in the area is the number of antennas on and around the building, and there are NO radar antennas to be found. Aurora is about a 2 ½ hour drive from the Quad Cities.

Approach Control is located at the airport, or shared with another airport, such as the case with Tucson, where the approach control is actually located on Davis Monthan Air Force Base, only 4 miles away. Chicago Approach is located at O'Hare Airport.

The tour of the center begins with signing in at a security gate with a photo ID and going through a security check, similar to that at an airport before boarding a flight. Then my grandson took us into the building showing us the usual routine that the controllers follow before coming on duty. According to Nathan, about 400 people work in the facility, but only 256 of them are controllers. Security is everywhere. You need an ID badge, with code, to get into the building and then several other areas inside the building.

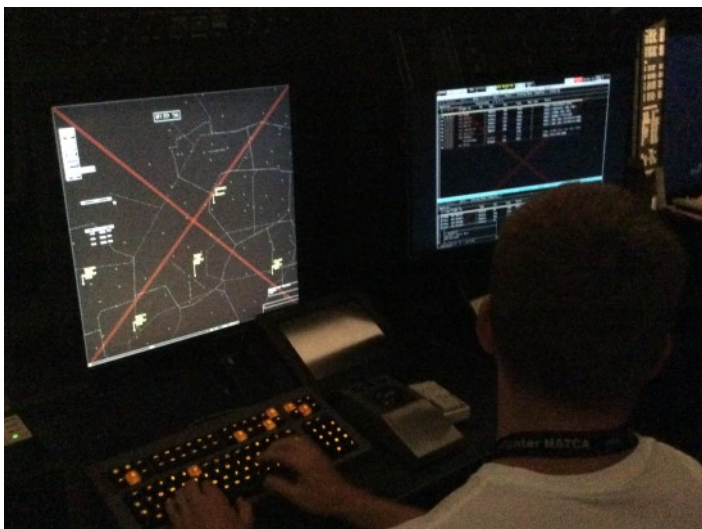


One of the first things that controllers do after signing in is to check a computer in what looks like a library full of computers. This will bring them up to date on any special events, NOTAMS, TFR's, or other information they may need to know for their upcoming shift. The computer will also alert them to upcoming training events that they may need to attend.

Next, the controller will check the weather terminal. The NWS has a trained weather person on duty and will brief the controller on all weather anywhere in the country that may affect air traffic, so the controllers know what to expect. Flights that normally might be going through Indianapolis Center and Kansas City Center, may be requesting to go through Chicago Center to avoid weather along their usual route.



The big X is because it is a simulator training desk.



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Chicago Center is divided into 8 sectors that are laid out, for the most part, in a North/South, East/West geography. The area that a Center will serve is not actually a square. You can find where the boundary lines are on your IFR Enroute charts. The actual control room is a very large, dimly lit room with 8 smaller sections, plus other functions and positions as well. There are no radar screens, since everything is displayed on a computer terminal.

A controller will usually work in only one sector, since it takes up to 6 months to be qualified in that sector. Coming on duty, a controller will sit or stand behind the controller working to get a view of the “big picture” before sitting down to relieve that controller. A controller should get a break about every 2 hours on duty, but due to the shortage of controllers, that does not always happen.

The process of becoming a controller is quite involved. You don't need a college degree or a pilot's license, although many controllers do have both. You will have to pass many tests after applying and there will be a lot of training, up to 4 years. The initial test will be on a computer and can take from 5 to 8 hours on a range of subjects such as math, analogies, computer “games,” and ATC scenarios. This test challenges one's memory, reasoning, decision making, prioritizing, and ability to read, understand, and apply a list of rules. Once accepted, you will spend up to 6 months at the Air Traffic Control Academy in Oklahoma City doing classroom training, computer based training, map (sectionals and IFR) training, and simulation training. The Center has a training facility that has simulators that are actually like the real positions the controllers will work. To work a sector, the controller has to know every airport, every intersection, and route and frequency used within that sector, and pass a test on that information.

If you remember, Chicago Center suffered a fire 3 years ago. The fire was caused by a contract employee, not a controller, that was unhappy about something. The fire shut down all communications and the building was evacuated. The NATCA produced a video about the fire and here is [a link to view it](#). Some of the noise you hear at the beginning is the radios going off line. The voice you hear is the last controller to leave the building still handling traffic until he was forced to leave. As bad as that was, the Center was back up and running in just 17 days. The damage was confined to mostly communications cables, not to computers, and repairs were made in record time.



If you ever have the opportunity to go on a tour of any Air Traffic Control Center or Approach Control, I strongly recommend that you do. It will make flying more interesting to us as pilots to learn what is going on around that voice we hear coming into our airplanes. Be sure to check your Arizona Pilots Association website for seminars in your area. And, don't forget to “Bring Your Wingman.”

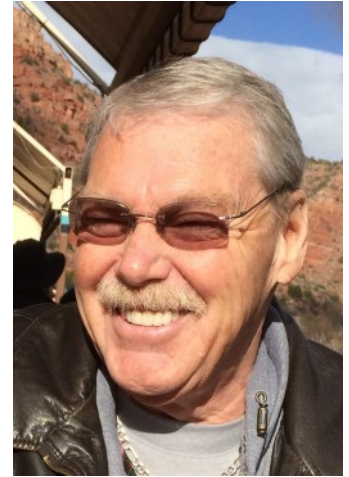
Howard



GAARMS REPORT

SEPTEMBER 2017

By *Fred Gibbs*



HIP HIP HOORAY!! We have made it through another month without a fatal accident, As I reported in last month's article, our Luck-meter has moved from "Doing Really Good" with only 2 accidents and 6 fatalities, to "Back to an average Year" moving up the scale to 4 accidents with 10 fatalities. Hopefully we can hold right here, so think safe, fly safe.

A cursory look at the causal factors in the 4 fatal accidents so far this year shows no specific pattern or patterns.

- The C210 over Payson was "Continued VFR flight into IMC conditions" by a non-instrument-rated pilot
- The King-Air BE-300, a highly sophisticated turbine-powered aircraft, was a Loss of control during the takeoff phase of flight down in Tucson
- The RV-7 out of Buckeye causal factors are completely unknown at this time
- The Lancair Evolution on departure out of DVT elected to divert to FFZ as a result of events starting with an electrical issue the previous day that seemed to be repeating itself during the departure out of DVT during the takeoff phase of flight. The aircraft crashed on the approach to FFZ.

Learning to fly up in Flagstaff is 84% great, and 16% a Bummer. Why would I say that? Well, in that 84% you learn how to deal with density altitude (DA), you learn how to deal with winds (250 degrees @ 24G33kts), you learn all about thunderstorms throughout the monsoon season, you learn all about the joy and demands of winter flying, but you rarely ever get to fly single-engine IMC because the weather is so darn nice. Except when it isn't nice, it really isn't nice, but closer to deadly!! The



only ice I like is the ice cubes in my B&B at the bar Friday nights!!

The other day I had the occasion to park my 1973 Bellanca Super Viking next to a brand new Cirrus SR-22T. Talk about a comparison in time! That super slick SR-22T, gleaming in its brand new paint job was a beauty, a brand new Ferrari, while my Super Viking, "gleaming" in its continuously polished 22 year old Imron paint job, looked like a 1957 Chevy Nomad next to that Ferrari! Each had its merits – My Super Viking cost me \$28,000.00 back in 1988, and I

can only guess about \$500,000.00 for the SR-22T! I think my Viking has twice the wing area of the Cirrus, the wing is twice as thick as the Cirrus wing, is as smooth as the Cirrus (it is laminar flow) but much more draggy than the Cirrus, and thus is probably about 30 – 40 knots slower than the Cirrus, but only burning about two thirds as much gas. Am I jealous?

Well, maybe a little, but I like my classic airplane, with all of its warts and quirks. It could use a pilot's side door to make my life a lot easier. It is my personal machine, my personal hot-rod, modified, souped up, painted to my liking, and can do everything the Cirrus can except go as fast or as far.

But now, at my age, my airplane has more range than I do... and it remains a conversation piece at airports.



Photo by Ronnie Robertson

LIFE'S CHALLENGES:

When you are out just flying around, or maybe in the pattern just doing takeoffs and landings, do you challenge yourself to be GOOD? Do you set a standard for your landings? Do you practice short field landings seriously? Do you practice short field takeoffs and a maximum performance climb out at V_x? Do you shy away, or perhaps avoid like the plague, any airport with a runway 3000 feet or less in length? Can you put your aircraft onto the runway within 100 feet, plus or minus, of a particular point on the runway? Practiced a power off/simulated engine failure to the same standard as above?

I believe every student pilot, and probably every pilot, should experience, obviously with an instructor on board, just what it is like to lose an engine on takeoff, say out of 500-600 feet about to turn crosswind. But it must be done carefully, and at an isolated airport, not over down town Deer Valley or Scottsdale!!! The airport neighbors might really not like that! You will learn very quickly and effectively that you cannot turn back to the runway – the deadly 180 degree turn back is just that – deadly! And once you experience it, you will know that forever.

NTSB Cites Fuel-Management Hazard

The NTSB says better fuel management by aviators could prevent an average of 50 general aviation accidents a year. "The idea of running out of fuel in an aircraft is unthinkable, and yet, it causes more accidents than anyone might imagine." They stated, "Fuel management is the sixth leading cause of general aviation accidents in the U.S." Pilot error contributed to 95 percent of the fuel-management-related accidents; equipment issues contributed to just 5 percent.

“

Fuel management is the sixth leading cause of general aviation accidents in the U.S.

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The safety board suggested several strategies that would help to reduce the number of fuel-starvation accidents. Don't rely exclusively on fuel gauges; visually confirm the quantity of fuel in the tanks before takeoff. Know the aircraft's fuel system and how it works. Have a fuel reserve for each flight. Don't try to stretch the fuel supply — stop and get gas.

Fuel Exhaustion flat running yourself out of gas!

Fuel Starvation is having fuel onboard, but it doesn't reach the engine for reasons such as a blockage, improperly set fuel selector, or water contamination.



- More than 66% of fuel management accidents occurred on flights when the intended destination airport was different than the departure airport. About 80% of all fuel management accidents occurred during the day in visual meteorological conditions, and only 15% occurred at night.
- Almost half of pilots involved in fuel management accidents held either a commercial or air transport pilot certificate (48%); pilots holding private or sport pilot certificates make up 50%. Only 2% of accidents involved student pilots.
- Pilot complacency and overestimation of flying ability can play a role in fuel management accidents.

Running out of fuel or starving an engine of fuel is highly preventable.

• An overwhelming majority of the NTSB investigations of fuel management accidents—95%— cited personnel issues (such as use of equipment, planning, or experience in the type of aircraft being flown) as causal or contributing to fuel exhaustion or starvation accidents. Prudent pilot action can eliminate these issues. Less than 5% of investigations cited a failure or malfunction of the fuel system.

What can/should you do?

- ***Know how much fuel you have onboard AT ALL TIMES.***
- ***During your preflight inspection, measure and/or visually confirm the fuel quantity in your tanks. Do not rely exclusively on fuel gauges.***
- ***Know how much fuel you will need for a given flight.***
- ***Make sure you have a fuel reserve for each flight.***
- ***Know your engine's fuel burn rate and actively monitor the fuel burn rate for the entire time the engine is operating.***
- ***Know your aircraft's fuel system and how it works.***
- ***Review your aircraft's POH and use the appropriate checklists.***
- ***Don't stretch your available fuel supply. Stop and get gas!***

Concerning fuel-related accidents, fuel exhaustion and fuel starvation continue to be leading causes. From 2011 to 2015, an average of more than 50 accidents per year occurred due to fuel management issues. Fuel exhaustion accounted for 56% of fuel-related accidents while fuel starvation was responsible for 35% of these accidents. Fortunately, we rarely see this type of accident here in Arizona, and these types of accidents are rarely fatal, but they can be.

OK, to close out this article, I leave you with these final 2 questions –

Could you fly your airplane if I covered up ALL of your instruments??

If you have a glass cockpit and encounter a complete electrical failure, ending up with 2 blank screens in front of you, could you still safely fly and land your airplane?

I am NOT talking about IMC conditions or even at night, just plain ol' VFR, but with NO instruments, no tachometer, no airspeed, no artificial horizon, no turn and bank indicator, no stall warning horn, no angle of attack indicator, just your brain and your Mark 12 eyeballs... Could you survive that??

SAFETY PROGRAMS:

There are a lot of FAASTeam safety programs on the schedule over the next couple of months all around the state, [check out the calendar](#). You might find one that interests you. Should you desire a particular safety or educational program, like the BasicMed program, at your local airport or pilot meeting, simply contact me 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.

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Email Stefanie at:

Webmaster@AZPilots.org

Newsletter Contributors

Article Deadline

20th Editor reminds the Team to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

newsletter@AZPilots.org

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



Stefanie Spencer— Webmaster



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