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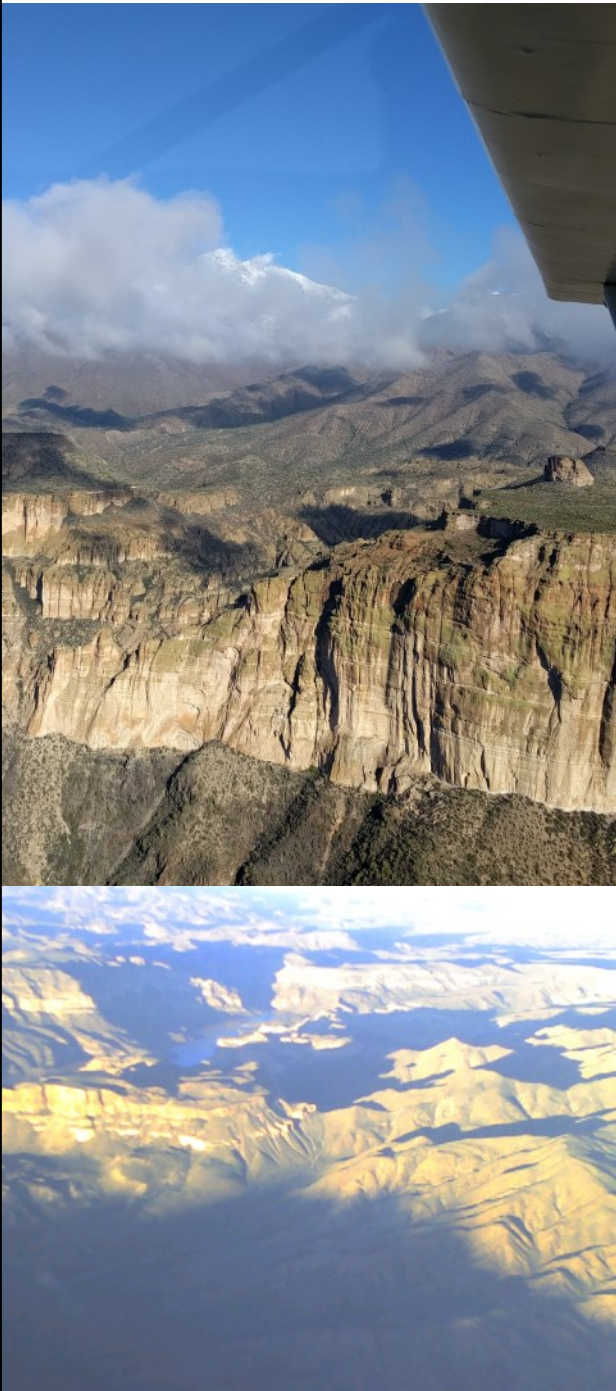
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President's Report

Hello Arizona Aviators and aviation enthusiasts,

This month you will find a number of interesting articles submitted by some of our members and directors. Can you believe the fantastic flying weather that we have had the last couple of months? Unfortunately, the Arizona flying safety record isn't going so well. I hope you all will be able to benefit by reading through Jim Timm's accident reviews.



Over the last couple of weeks, I have been notified by some of our members that they have received letters from an attorney which states they have been "measured" at altitudes which violate FAR 91.119, Minimum Safe Altitudes. The area specifically mentioned in these letters is in the northeast practice area where there is a variation in terrain elevations. It is important to make sure you are aware of the elevation you are flying over to avoid violating regulations. Residents on the ground are able to log onto a number of different websites to determine an airplane's tail number, owner, altitude, speed, etc. if the airplane is equipped with ADS-B, or even just mode S. The APA will continue to follow this situation.

Have Fun, Fly Safe,

Tommy



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Executive Director's Report

Jim Timm — December 2017

Thanksgiving is over and the temperatures still seem to be like warm, mid-fall while this report is being written. The early mornings are nice and cool, and the improved aircraft performance is really appreciated, making flying a lot more fun. I hope everyone is out enjoying it and doing it safely.

Locally, the next few months are going to be interesting and fun as our "flying season" unfolds with all the flying events taking place, while most pilots in the northern part of the country are securing their airplanes for the winter season as their aviation activity comes to a crawl, if at all. However, on the national level in Washington DC, things should really be heating up in the next few weeks. On January 1, 2018, FAA Administrator Michael Huerta leaves office. How the administration decides to replace him, with who, and how it goes about getting him or her nominated will be interesting. Their selection could shape U.S. aviation policy for decades to come. Specifically, it could have a significant impact on the ATC Privatization issue.

On the issue of privatization, the proposal to privatize ATC still hasn't make it to the floor of the House, and apparently the proponents are still trying to secure enough votes to assure passage of the bill. We must continue to contact our legislators in Washington and continue to tell them we are in opposition to the so-called ATC Privatization! Only persistence will pay off in the end!

MISCELLANEOUS ITEMS

In case you haven't noticed, Transpac Aviation Academy has changed management and it is now known as Aeroguard.

Changes that have occurred in the Earth's Magnetic Variation have forced the FAA to make revisions to instrument procedures for Flagstaff Airport. The changes involve four approaches, one SID, and one ODP. The changes are effective December 7, 2017. The Flagstaff runway numbers will remain the same. The Show Low runway numbers may change in the future due to the magnetic variation shift.



The FSDO Aviation Safety Office has advised that reports of pilot deviations are up significantly. A lot of effort is being placed on education, but pilot proficiency and preflight planning still seem to be an issue.

For the next several months, exercise caution at and around Gateway Airport (IWA), because Boeing is going to be conducting heavy lift test operations in the area with H-47 Chinook helicopters.





In a recent meeting we were advised that the FAA reimbursable agreement to move the air traffic control ASR-8 RADAR antenna from Gateway Airport (IWA) to Rittenshouse has been canceled. This is a major setback to get the antenna relocated to a new location that would permit the establishment of tower to tower operations between Tucson and Phoenix like we now have between Flagstaff and Phoenix. In addition to the tower to tower operations, the antenna relocation could also possibly assist in easing the chaos at the Casa Grande ILS.

With the cooler weather, a lot of the airports around the state have numerous

construction projects going on, particularly in the Phoenix area where one airport is replacing their runway and taxiway lights with LEDs, and another is undertaking new run-up area construction, and another will be having taxiway construction. So, in other words, before taking off, be sure to check for NOTAMS at your destination airport so you don't have an unpleasant surprise awaiting you. Always fly informed, and please fly safely.

Flight safety this last reporting period has not really improved much with the NTSB reporting five accidents in Arizona; however, the really bad news is that one of the accidents resulted in a fatality. The other accidents resulted in either minor or no injuries. See my December Aviation Accident Summary for the accident details.

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. Adding to the list of airports that are updating their master plans, Mesa Falcon Field (FFZ) has just initiated their master plan update process. The Superior Municipal Airport (E81) master plan update phase 2 report is presently being reviewed. This phase covers a review of previous airport plans, and considers a variety of solutions to accommodate the projected facility needs. This element of the update process proposes various facility and site plan configurations which can meet the projected facility needs. An analysis is completed to identify the strengths and weaknesses of each proposed development alternative, with the intention of determining a singular direction for development. An update of the Sedona Airport (SEZ), Flagstaff (FLG), and Grand Canyon Airport (GCN) master plans are also 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 Falcon Field EAA Warbirds Squadron fly in breakfast and car show is on the third Saturday of the month.
- 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, a lunch is made available by APA at the USFS Grapevine Airstrip (AZ88) 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 through 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 are \$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 are trying to get this one added to the Saturday Morning Fly In breakfast list.

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

Jim




DYNAMIC PROPELLER BALANCING

SYMPTOMS OF IMBALANCE

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Arizona Legislature Holds Second GA Caucus at State Capitol!

By Stefanie Spencer

Thanks to committed aviators like Noel Campbell and Todd Clodfelter, Arizona has joined the grow-



Rep. Todd Clodfelter opened the meeting

ing number of state legislatures that are forming successful General Aviation Caucuses this year. This week marked the second meeting of the Arizona Caucus, which was held in the State House building and organized by Co-Chair Todd Clodfelter. Your Arizona Pilots Association provided lunch for the more than 50 attendees

and enjoyed an opportunity as a main presenter, along with NBAA's Ed Bolen. Mark Spencer represented us while Jeffrey Iorio represented our partners in the AZ backcountry, the RAF. With the latest round of the Tuweep struggle beginning the same day at the capitol, we chose backcountry partnerships as a primary subject, while also touching on APA's incredibly important scholarship program.

By all accounts the meeting was a huge success, AOPA's Melissa McCaffrey and NBAA's Stacy Howard were present, and one of our all time favorite APA members and early presidents, Arv Schultz, showed up with his

cheerful personality. It was almost like homecoming! Just as important, if not more important, multiple state legislators attended. Among their ranks, Representatives Becky Nutt, Drew John, and Travis Grantham. Majority Leader John Allen, majority whip Kelly Townsend, and senator Kavanaugh.



Rep. Todd Clodfelter, Arv Schultz, and Mark Spencer



State Reps Travis Grantham & Becky Nutt

After introductions, Mark was given the floor and started his presentation with a video, produced by member Mike Wilson, highlighting our partnerships at the Double Circle Ranch and Grapevine airstrip. While well known within the backcountry circles, our successes in reopening airstrips in Arizona is just not common knowledge across GA. The video left people excited and saying, "I didn't know anyone was opening airstrips these days." Mark emphasized that backcountry flying means front country revenue to the many municipal

airport folks in attendance. Relationships were struck between many at the meeting, and we are already beginning to receive emails and calls from folks like the state parks people.

Representative Clodfelter made a call for sub-committee members and chairpersons, and discussed the frequency of upcoming caucus meetings. Looks like they'll be quarterly, and by the way, please contact your state legislator and ask if they are a member of the caucus! If you'd ever like to attend yourself, these are not closed meetings, just give us a shout and we'll give you the details.

We are all fortunate to have a house member like Todd Clodfelter, an aviator with two experimental aircraft projects ongoing, but more importantly, a fire in his belly for GA and a natural statesman.

Todd ran 3 campaigns before getting elected, and you'll probably find Todd's photo beside the word tenacity in the dictionary. If you are a resident of District 10, eastern Tucson, you also have a representative that will not be sleeping on the job, quite the contrary, Todd is one of the busiest members of the house and making things happen!

From here Mark, Jeffrey, and I headed over to the Senate Majority Caucus room to meet and discuss the



Jeffrey Ioreo with NBAA President Ed Bolen

Tuweep situation. More to follow on this in Mark's article.

You can check out the presentation video at:

<https://youtu.be/BPpOcMnEscE>

Stef



Ed Bolen, NBAA President



Melisa McCaffrey, AOPA



Stacy Howard, NBAA



Rep Clodfelter working his magic!



Arv is still engaged and has Ed Bolen's attention!



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Arizona Gold Seal CFII [Bob Littlefield](#) has just released his latest aviation book,

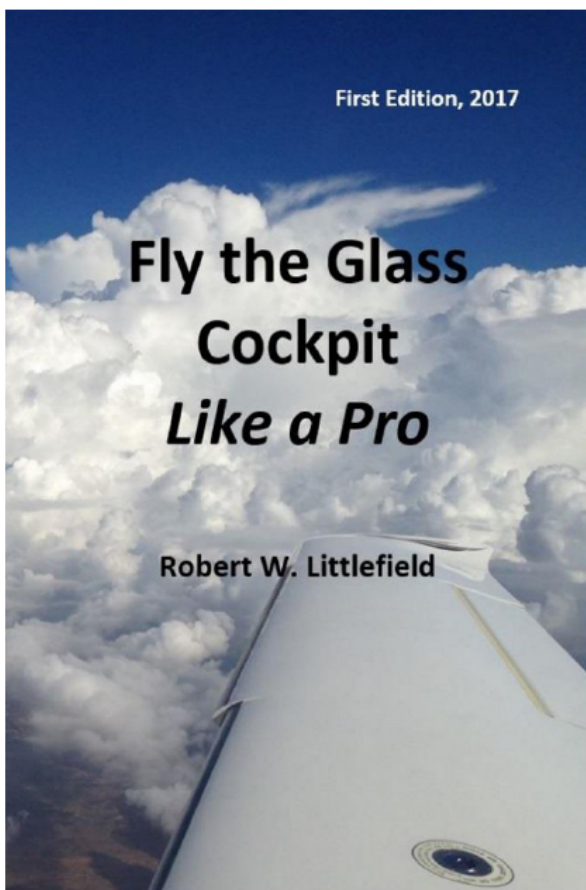
Fly the Glass Cockpit *Like a Pro*

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





Backcountry Update for Grapevine

By Mark Spencer

You might have heard that the APA bit the bullet, purchasing 40 tons of special aggregate for shoring up the asphalt edges at midfield for Grapevine. Paul Pitkin and Mike Andresen pulled off the order and delivery. It's a lot of material to move by shovel and wheelbarrow, but nothing our APA

and RAF volunteers are not up for. Some couples have even flown in during the week to move material. At last month's 3rd Saturday lunch, a bunch of folks jumped in to help. We've still got about half of it to move, so feel free to throw a shovel in and join us on the weekend of the 16th of December! You won't be sorry for joining the team in getting the much needed improvement done, but I'm not saying anything about your back!





Paul Pitkin is telling stories again! You can tell it's a real line by Charlie's expression!

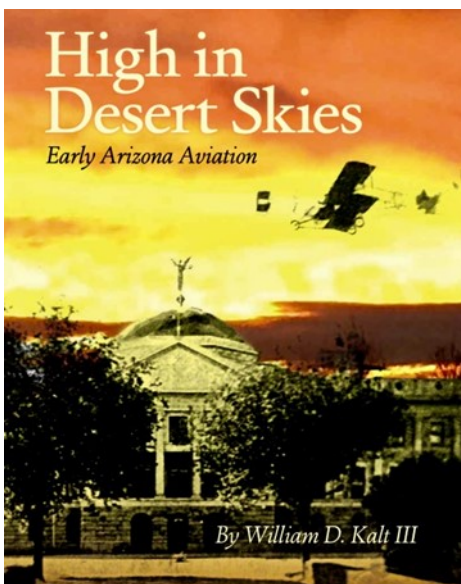


As always, good food, thanks to Diane and Jim Wisda, or maybe I should say in spite of Jim?



Our president, Tommy, always working for the backcountry!

Mark



Early aviators faced challenges unseen by today's pilots. Beginning in fragile, open cockpit machines of wire, cloth, and wood with less than powerful engines, pilots fought the elements and searched for landing spots without maps, radios, and other modern equipment. Join award-winning author William Kalt for a ride *High in Desert Skies!*

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(See book excerpt in this newsletter!)



Backcountry Update for Young PV

By Mark Spencer

Fall has been good to us in Arizona, and it is our best time of year for flying. We are, of course, still waiting for a little cooler temps as this fall has been unusually warm, but relatively calm. Our Pleasant Valley fly in and camp over Veteran's day was an incredible time for all, and the town really rolled out the red carpet for us as usual with the usual automobile access to and from town. Thank you Vern!! Saturday morning started out in downtown Young for most of us who attended the annual Veteran's Day



flag raising and breakfast. From there a small group went out to see our newest, truly backcountry, airstrip at Buzzard's Roost. The Gila County Public relations gal, Autumn, accompanied APA President Tommy Thomason in his 182. The aviation community's work at the Pleasant Valley airport is seen as a real positive by the community of nearby Young, and word has made it back to the county government.

Buzzard's Roost is simply spectacular if you don't mind remoteness and are skilled in more of an off airport setting. Landing is uphill towards the south for RNWY 17, or there about, and I've frankly never landed to the north, but it's similar. You really have to watch the density altitude here if the winds are from the south, since it is up hill to the south.



Tommy with Autumn from Gila County



Ken

Stella

Tommy

Jim

Autumn



Back at Pleasant Valley, Recreation staff Gary Lollman found Girl Scout Troop No 275 camped out a mile or two up the road and managed to get them and their leaders over to the airport for their very first airplane rides! Man, what a blessing it was to share aviation with these Girl Scouts and what a friendship we enjoy with the Tonto National Forest team!



These guys looked like they were looking for the Pleasant Valley wars!

MEMBERS' PHOTO CORNER

*Thank you to **Alexander Peña** for this month's photos!*

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



WANTED: Flying partner for weekend flights and get-away trips

I'm a recent member of the APA, and I would certainly like to join any fellow pilots that are interested in sharing the cost of aircraft rental/fuel for weekend flights in Arizona, or possibly out of state.

Thanks,

Michael Schratt

email: auroracad5@aol.com

Phone: 815-814-2145

December Aviation Accident Summary

by Jim Timm

The following are NTSB reports of aviation accidents that have occurred in Arizona from late October through late November, 2017. We 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 hopefully take the action necessary to prevent similar accidents from happening to them.

This past reporting period has not improved much from the last few reporting periods in that five accidents were reported by the NTSB. However, the really bad news is that one of these five accidents resulted in a fatality. The other accidents resulted in minor or no injuries. Unfortunately, three of the reported accidents did not have published reports available for review. At the beginning of this report are the details that have recently been released for two accidents that had occurred earlier this fall.

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

Accident Date: **Monday, August 14, 2017**
Accident Report Dated: 11/2/17 Factual Report
Title 14 CFR Part 91
Location: Chandler
Aircraft Type: Piper PA28
Injuries: 1 Uninjured

In closing the case, the NTSB Accident Data Summary report did not state a probable cause, but only stated that the flight event was an abnormal runway contact during landing.

LOSS OF CONTROL LANDING

The solo student pilot reported that, after completing three takeoffs and landings unassisted with his flight instructor, he took off for his first solo. He added that, during the first landing, the airplane "floated" in ground effect for about 4 to 5 seconds, and he added rudder to align the airplane with the runway centerline. He further added that the airplane's nose wheel was "not straight when it touched [down]" on the runway. Subsequently, the student pilot applied brake to maintain directional control, and then applied power to abort the landing, but the airplane veered off the runway to the right. He then reduced power to idle and stopped the airplane in the grass next to the runway and awaited instructions from air traffic control.

The left wing sustained substantial damage during the runway excursion.

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

Accident Date: **Saturday, September 2, 2017**
Accident Report Dated: 11/6/17 Factual Report
Title 14 CFR Part 91
Location: Goodyear
Aircraft Type: Diamond DA 40
Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

The solo student pilot reported that, during approach, he felt a "slight sink." He added that the main landing gears touched down and the airplane began to porpoise. The student pilot added power to initiate a go-around, but the airplane veered left. The porpoising continued, so the pilot reduced power to idle and attempted to use brakes to steer. The airplane exited the runway to the left and impacted a taxiway sign.

The airplane sustained substantial damage to the right wing.

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

Once again, in closing the case, the NTSB Accident Data Summary report did not state a probable cause, but only stated that the flight event was an abnormal runway contact during landing.

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



Accident Date: **Thursday, October 19, 2017**
Report Dated: 11/2/17 Preliminary Report
Title 14 CFR Part 91
Location: Bowie
Aircraft Type: Lancair Legacy 2000
Injuries: 1 Fatal

INFLIGHT LOSS OF CONTROL - IMPACT WITH TERRAIN

On October 19, 2017, about 0830 MST, a Peterson Lancair Legacy 2000 departed controlled flight and collided with desert terrain near Bowie, Arizona. The commercial pilot, the sole occupant, sustained fatal injuries; the airplane was substantially damaged. The personal cross-country flight departed from Eagle Roost Airpark, Aguila, Ariz-

Willcox Plane Crash Update

10-23-2017 1500 hours

The deceased pilot has been identified as 68 year old Michael Peterson with a last known address in Maricopa County.

Mr. Peterson was reportedly on his way to an event in Texas at the time of this incident.

NTSB had recovery crew remove the aircraft at approx. 4:00 pm on Friday. NTSB and FAA will continue the investigation.

na about 0710 with a planned destination of Garner Field, Uvalde, Texas. Visual meteorological conditions prevailed, and it is not known if the pilot had filed a flight plan.

The airplane was based in Aguila and the pilot had planned to attend a fly-in over the weekend in Uvalde, about 745 nm southeast. The pilot had registered for the event a few weeks before the accident and located in the wreckage was a flight plan outlining the intended flight to Uvalde. The flight plan showed that the pilot departed at 0710 and had reached his next planned checkpoint of Buckeye VORTAC at 0739; the next listed checkpoint was San Simon VORTAC.

A witness observed the airplane flying along the ridgeline of the Fisher Hills Mountains and begin a series of erratic maneuvers, subsequently diving toward the terrain. The wreckage was located about 17 nm northwest of San Simon VORTAC at an elevation of about 3,860 feet msl. The accident site was located in sparsely populated desert terrain, with the debris stretching over 120 feet with the energy path oriented on a heading of about 155°. In character, the terrain was comprised of dirt and rocks, populated by scattered brush and cactus typical of the southern Arizona region.

Accident Date: **Thursday, November 9, 2017**
Report Dated: 11/23/17 Preliminary Report
Title 14 CFR Part 91
Location: Prescott
Aircraft Type: Luscombe 8
Injuries: UNK

The preliminary report is not publicly available, only the above NTSB accident notice information.

Accident Date: **Sunday, November 12, 2017**
Report Dated: 11/23/17 Preliminary Report
Title 14 CFR Part 91
Location: Tucson
Aircraft Type: Cessna 182H
Injuries: UNK

The preliminary report is not publicly available, only the above NTSB accident notice information.

Accident Date: **Sunday, November 12, 2017**
Report Dated: 11/16/17 Preliminary Report
Title 14 CFR Part 91
Location: Sun Lakes
Aircraft Type: RV10
Injuries: 1 Uninjured

INFLIGHT LOSS OF POWER

On November 12, 2017, about 1025 MST, an experimental amateur built Vanderark RV-10 airplane impacted terrain and vegetation during a forced landing following a loss of engine power near Sun Lakes. The private pilot, sole occupant of the airplane, was not injured; the airplane was

substantially damaged. Visual meteorological conditions prevailed and no flight plan was filed for the local flight which originated from the Chandler Municipal Airport (CHD), about 1015.

The pilot reported that while about 15 miles south of CHD and ascending through 4,000 feet msl, he noticed a smell of antifreeze and realized the engine was overheating. The pilot reduced power to idle and executed a 180-degree turn toward CHD. As the airplane descended through about 1,500 feet agl, the pilot attempted to add power and noted no response from the engine. The pilot stated that he attempted to land at a nearby closed airport, however, realized he was unable to make it and subsequently initiated a forced landing to an area of open desert. During the landing roll, the airplane struck several scrub bushes and the nose wheel and left main landing gear collapsed.

Accident Date: **Saturday, November 18, 2017**
Report Dated: 11/20/17 Preliminary Report
Title 14 CFR Part 91
Location: Casa Grande
Aircraft Type: Autogyro Cavalon
Injuries: UNK

The preliminary report is not publicly available, only the above NTSB accident notice information.

A Few Words About Safety

“

Denny Granquist

“Flying with other pilots is always a check ride.”

“Asking ATC to repeat the transmission when needed is your job. ”

GAJSC



General Aviation Joint Steering Committee

Full Authority Digital Engine Control for General Aviation

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: December 2017

Topic: FADEC (SCF SE 48)

The FAA and industry will conduct a public education campaign emphasizing the benefits of FADEC (Full Authority Digital Engine Control) for General Aviation Aircraft.

Background:

The GAJSC has determined that a significant number of general aviation fatalities could be avoided if aircraft were equipped with FADEC. Decreased pilot workload and engine monitoring capability that can alert operators of engine problems are cited as advantages of FADEC. Full authority control also precludes operating engines beyond established limits.

Teaching Points:

- Discuss the advantages and disadvantages of FADEC, EEC (Electronic Engine Control) and electronic ignition systems
- Encourage aircraft owners and operators to consider electronic engine control options.

References:

- [FADEC Power Point](#)
- Advisory Circular (AC) No: 33.28-1 Compliance Criteria for 14CFR§33.28 Aircraft Engines, Electrical and Electronic Engine Control Systems
- [Wikipedia FADEC article](#)

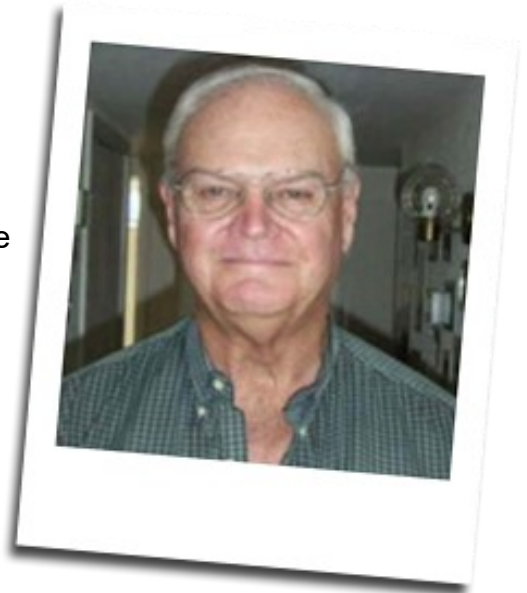
DOWNLOADS: [PowerPoint Presentation Slides...](#)

Understanding Airports

By Howard Deevers

Airports are as important to pilots as highways are to drivers. We need places to land, to keep our airplanes, and to get services. Preferably the airport would be near a city or a location that we would like to visit, just as roads and highways will lead to places we need, or want, to go. The bigger the city, the bigger the airport that serves it. Airports serve rural towns and cities as well, and that is what makes aviation pay us back in travel time.

Bigger cities like Los Angeles, Chicago, New York, Dallas, and others will need more than one airport to handle the aviation traffic. Midway, in Chicago, was the busiest airport in the country until O'Hare opened in 1955, and the airlines moved quickly to the larger facility. Midway almost disappeared, but later became an important reliever airport for Chicago. Mayor Richard M. Daley tried to close Midway to make it into an industrial park, because he favored building a new airport south of the city with rail transportation to downtown. When that effort failed, he supported revitalizing Midway. Later, his attention turned to Meigs Field, right on the lakefront of Chicago. After a long battle with AOPA, and the FAA, the mayor ordered the airport to be destroyed in 2003, and it never reopened. The mayor said that he would turn it into a park.



The proximity of Meigs to downtown Chicago made it an ideal airport for small business jets, light twins, and single engine airplanes to fly into for any business or vacations in Chicago. Also, Meigs was an ideal airport for the large exhibit halls of McCormack Place. The City of Chicago gained many millions of dollars from the airport, but the "Park" that never appeared has not contributed one dollar to the economy. Pilots that used that airport—including me several times—are still wondering about the logic behind that destruction, if logic had anything to do with it.

Bader Field, in Atlantic City, NJ, had a history going back to 1910. One great distinction for the airport is that it was the founding location of the Civil Air Patrol in 1941. Bader was so close to the Atlantic City boardwalk that you could fly into the airport and walk the short distance to the casinos, and entertainment. The Atlantic City International Airport 10 miles away offered longer runways and Bader started to fade in the 1990's. Some of the Atlantic City Casinos closed also, and it makes us pilots wonder if there is a connection there? Yes, I flew into Bader too, for a day of adventure, and made a night flight back to Pittsburgh.



Santa Monica airport in the Los Angeles area will close in the next 10 years. The local folks want it closed *yesterday*. That is another airport with an impressive history. It was a very important airport during WW II. Production of planes for the war effort brought in residents for the jobs available. At the beginning of the war, there were no homes near the airport, but the neighborhood grew quickly with the need for housing for workers. Now there are many airports in the LA Basin, and the people that want Santa Monica closed don't fly or use that airport. If they need to fly somewhere, they just go to LAX, only a few miles from SMO.



The pilot population is just a small percentage of the overall population and can get outvoted on every issue. Non-pilots outnumber us greatly. If there is nothing in it for them, why keep an airport at all? They are unable to see the value of an airport that brings in revenue to the community, provides jobs at the airport, and enhances the community in general. Their position is that airplanes make too much noise and are polluting the environment. With that kind of thinking we could end up with only one airport in a large community, and GA will not be a part of that. Yes, I have flown into SMO also. I'm sure that pilots that have found that airport to be close to where they need to be will miss it when it is gone.

I am not one to believe that all airports should stay open forever. Some airports have closed simply because there was not enough income to keep them open. Some rural airports have closed for that reason, and that is too bad, because those are the places that need an airport where there are no other airports close by to fill the need. Have you ever landed at an airport out in a rural area, and there is no one around? You just wonder, how can this place exist? Maybe in 10 years it won't exist. My crystal ball broke a long time ago, so I'm not very good at predicting the future (actually I never was good at that). Let's hope that there will be airports for us in the future, so we need to do what we can now to keep them open.

Do you need a flying adventure? Check the ARIZONA PILOTS ASSOCIATION website and you will find many places to fly in to and be part of the action, maybe just for lunch or breakfast, or maybe to help restore an airport to keep it open for future fliers. I have been to many airports in Arizona, but there are still places I have not seen, and I hope there will be an airport there when I do go. Check the website for the next safety seminar and "Bring your wingman."

Howard



Got great aviation photos that you'd like to share?

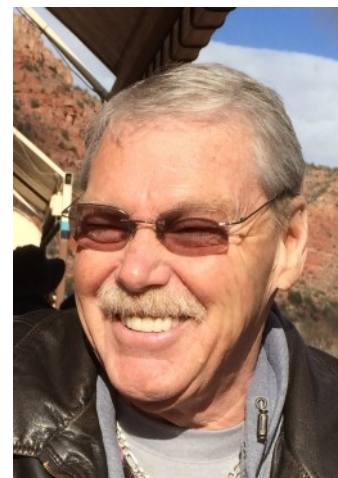
We are always on the lookout for photos to add and enhance our monthly newsletter. If you'd like to contribute your photos please email them to us at:

newsletter@azpilots.org

GAARMS REPORT

DECEMBER 2017

By *Fred Gibbs*



As we wind down 2017 (but still with one more month to go), this year's fatal accident rate appears to mirror last year, but unfortunately the total number of fatalities to date jumped to 13. The total number of fatal accidents (6) stayed the same as 2016, but only included 9 fatalities. Hopefully we can continue to hold right here for the rest of the year, so think safe, fly safe. Below is a short summary of the NTSB 2017 record (as of 11/15/2017) for Arizona.

10/19/2017	Bowie	Peterson Lancair	N259L	Fatal (1)	<i>SYNOPSIS: Controlled flight into terrain? – No witnesses</i>
9/22/2017	Perkinsville	C172	N7070Q	Fatal (2)	<i>SYNOPSIS: Controlled flight into terrain? – No witnesses</i>
7/17/2017	Mesa	Lancair Evolution	N571JM	Fatal (2)	<i>SYNOPSIS: Loss of control returning to airport with electrical issue</i>
6/27/2017	Arlington	RV-7	N731RV	Fatal (2)	<i>SYNOPSIS: Controlled flight into terrain? – no witnesses</i>
1/23/2017	Tucson	BE-300	N385KA	Fatal (2)	<i>SYNOPSIS: Engine failure causing loss of control on takeoff...</i>
1/2/2017	Payson	T210K	N272EF	Fatal (4)	<i>SYNOPSIS: Loss of control; VFR flight into IMC conditions</i>

All of these accidents will be reviewed and discussed at the 2018 General Aviation Accident and Reduction mitigation symposium planned for March of 2018, location to be announced in January of 2018.

Did you know that most general aviation fatal accidents are caused by in-flight loss of control? Many of these loss of control accidents are due to engine failure-related factors. Between 2001 and 2010, 35 of 70 randomly selected accidents had engine maintenance errors identified as a contributing factor. Proper engine maintenance, post maintenance, advanced pre-flight, and performance monitoring can go a long way toward eliminating this type of mishap.

The following is an excerpt from the December issue of the FAA's safety magazine:

Ideally, pilots and mechanics should work together to make sure the aircraft is operated and maintained properly. As a pilot, you are encouraged to take an active role in maintenance by reviewing inspection results and discussing Airworthiness Directives and Service Bulletins with your mechanic.

Get to know your airplane and your mechanic!

Assist with inspections. It's a great way to get to know your mechanic and your aircraft. Every service interval is an opportunity to see what's going on with your engine. Give your aircraft a once-over while the oil is draining. Look for leaks and stains in the engine compartment and wherever fuel or hydraulic fluid flows.

Look for missing, broken, or loose hardware. Check the condition of hoses, belts, and baffles. Tires, brakes, and oleo struts deserve your attention as well. It's a lot easier to identify and correct deficiencies while your bird is in the shop than to make another service appointment.

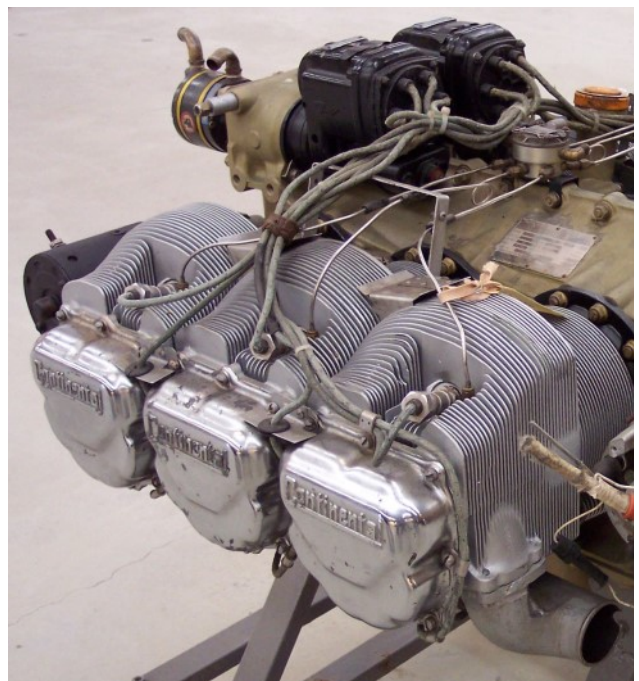
How we operate our engines has a lot to do with how long our engines will last. Fly often. It's actually harder on an engine if the airplane is just parked in a hangar – or worse – a ramp queen. Regular operation keeps your engine components lubricated, markedly reducing corrosion potential.

- *Don't shock the system. Thermal shock can be very hard on engines so be sure yours has reached operating temperature before taking off.*
- *Perform smooth and steady power changes. This is especially true for turbo-charged power plants.*
- *Strictly follow manufacturer recommendations when operating on the lean side of peak exhaust gas temperature. Saving a gallon or two is not worth it if your engine overheats in the process.*
- Plan your descents with some power to keep the engine warm, especially for turbos.
- Monitor engine performance from flight to flight. small changes over time can forecast developing engine problems.

Don't ignore regular maintenance!

Be sure to comply with all manufacturer-recommended service intervals.

- Fifty-hour oil changes are recommended for most



normally-aspirated piston engines.

- Turbo-charged engines should undergo oil changes more frequently. An oil filter inspection with each oil change will yield immediate feedback.
- Investigate further if you find metal particulate in the filter.
- Oil analysis can reveal a lot about engine health, but it works best when several samples create a trend.
- Perform compression and magneto timing checks, check spark plugs and the exhaust system every other oil change.



Engine Performance Monitoring

Basic instrumentation such as **airspeed indicators, attitude indicators, angle of attack indicators, manifold pressure gauges, RPM gauges, and G-force meters** all give immediate feedback as to whether design limitations have or are about to be exceeded. This information is available real-time on every flight.

Engine diagnostic equipment can come in many different forms. One version is the external, hand-held test kit that attaches to ignition plugs and determines system functionality. A good test kit can check engine compression, magnetos, ignition leads, and engine timing.

Engine data management (EDM) systems come in a variety of forms and are offered by a host of different companies. These devices watch over your engine while you concentrate on flying the aircraft and, combined with a controller, can meter your mixture and exhaust gas temperature (EGT) to optimize lean-of-peak operations. Some brands even offer the interpretive software and/or provide professional analysis as to what your data might indicate. In most cases, you can upload your information directly to a website and request a report when anomalies present themselves.

Digital/electronic engine controls (D/EEC) regulates the functions of the injection system to ensure the engine provides the power that is required of it. An engine control unit reads a multitude of sensors and manipulates the engine by adjusting a series of actuators. Sensors include ones for airflow, engine cooling, throttle position, and fuel flow.

Are VFR flight plans still useful?



With today's movement by the FAA to have everyone using ADS-B "Out" by January of 2020, and with the emphasis on having VFR pilots participating in the use of "Flight Following", do you still think you need to file a VFR flight plan to fly somewhere?

In the old days (and yes, I was certainly there), there was a definite need for VFR flight plans. Back then,

“

**If you do file a VFR flight plan,
and you do activate it, *Please,*
Please, remember to close it.**

”

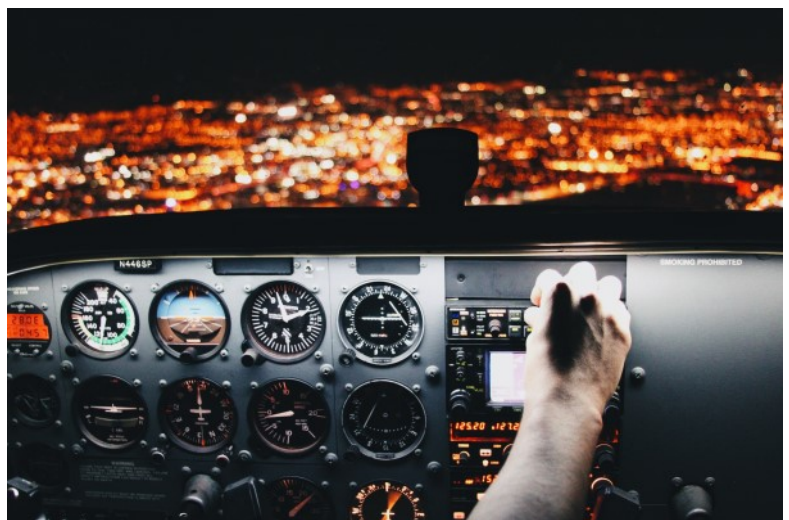
ATC did **NOT** want to talk to VFR traffic, all VFR traffic was on 1200 code, and ATC's major responsibility was the separation of IFR traffic – period!! Mode C came about to help ATC get a better picture on where traffic actually was to ensure altitude separation. Back then it was a battle to get the pilot community to install Mode C. Sound kind of familiar to today's requirement to install ADS-B “out,” does it not??? Well, I can say, having installed ADS-B “In” and “Out,” it is a great tool, and introduces new

technology to track aircraft and even to pinpoint where a VFR aircraft's track stopped – think search and rescue. That, combined with Flight following, really does improve the search and rescue effort of both the ATC and the flight Service system.

The purpose of a VFR flight plan was a short term life insurance policy so that someone would come looking for you if you failed to show up at your destination. The ETA was calculated by Flight Service using your filed enroute time added to your actual departure time (opening your flight plan time) plus 30 minutes. We called the 30 minutes “slop time,” i.e. giving you time to tie down the airplane, hit the bathrooms, then find a phone to call the local flight service station. Because you never had any contact with ATC, this was the only way to initiate search and rescue if you failed to show up at the appropriate time. We had to search the entire route unless you were wise enough to provide check-point times or at least a position report. That search area could be anywhere from 300 to 600 miles long, 100 miles wide, or roughly 30 to 60,000 square miles! Many, many hours of searching airports was involved, many law enforcement hours were involved along with many, many hours of civil Air Patrol missions expended to search for you! And sometimes you were not found for years!!!

But that was then, and this is now. ATC wants to talk to everybody, to ensure safety and separation, because ADS-B “Out” gives ATC the ability to see everyone, and if you opt for ADS-B “In,” so do you. And by working flight following, you get the benefit of improved safety of flight, as well as a safety net should you have a problem. Flight service could only do so much (or so little) whereas ATC can do a lot for you in an emergency, like vectors to the nearest airport, or pin-point your last know location on the radar, should you “fall off” the radar, to get help to you as soon as possible. If you had to make an off-airport landing, with ATC just a “Key the mic” away, help will be there far in advance of your ETA plus 30 minutes that a VFR flight plan can give you. Flight following gives you that “First Golden Hour” of life-saving security that a VFR flight plan cannot! Yes, in Alaska, VFR flight plans are still necessary due to the size of the state and the lack of total radar coverage, but even there, ADS-B has made a significant improvement in the overall safety of flight, response times for search and rescue, and the timeliness of rescue efforts during that first hour.

Thousands of VFR flight plans continue to be filed across the lower 48 states, and many, many hours of flight service time and efforts are expended in the “tracking down” of overdue aircraft because the pilot forgot to close their flight plan. This creates thousands of false alarms, with each requiring flight service to initiate the first step(s) of search and rescue. If you do file a VFR flight plan, and you do activate it, *Please, Please,* remember to close it. Do not become part of



the problem.

However, there is one benefit of actually filing a flight plan, but not activating it. The filing process is the basis for the standard preflight weather briefing, i.e., it provides the computer system all the data and waypoints required to generate the complete briefing for you without playing 20 questions with a briefer.

It also does not hurt to do both, i.e., file and activate a VFR flight plan AND request flight following from ATC. Should something happen and you do go down, flight service can immediately provide all pertinent data to assist in the search, such as pilot name, home base, color of the aircraft, number of folks on board, etc...

SAFETY PROGRAMS:

There are many FAASafety programs on the schedule over the next couple of months all around the state, so go to WWW.FAASAFETY.GOV and click on "Seminars" and check them out. You might find one that interests you. Should you desire a particular safety or educational program at your local airport or pilot meeting, like the BasicMed program or our "Winter Wonderland" snow season special, simply contact me directly at fredgibbs@azpilots.org, 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



Saturday, Feb. 3, 2018

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 623-551-6899 or

or beenflying1979@gmail.com

This event is geared towards the Non-flyer, your "right seater". Cost \$50.00 for the day prepaid by Feb. 1, \$60.00 at the door.



AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
Big Springs Airpark Mgr: Peter Hartman (928) 626-7207	Prescott	12	 Pat Mindrup , REALTOR
Castle Wells Mgr: Gerald DaFoe (810) 516-9122	Morristown	5/10	
Eagle Roost Airpark Mgr: John Greissing (928) 685-3433	Aguila	85 / 115 (5 acre lots)	
Flying Diamond Airpark Mgr: Lou Cook (520) 399-3879	Tucson	20/97	
Flying J Ranch Mgr: Howard Jenkins (928) 485-9201	Pima	2/ 28	
Hangar Haciendas Mgr: Scott Johnson (602) 320-2382	Laveen	39 lots w/sep taxi ways	
High Mesa Air Park Mgr: Phil DiBartola 928-428-6811	Safford	/19 (2.5 acre lots)	
Inde Motorsports Ranch Airport Mgr: John Mabry (520) 384-0796	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	
Indian Hills Airpark Mgr: Gerry Breeyear (928) 916-0608	Salome	75	
La Cholla Airpark Mgr: Larry Newman (520) 297-8096	Oro Valley	122	
Mogollon Airpark Admin: Cheri Thomas (928) 535-3071	Overgaard	60	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Montezuma Heights Airpark Mgr: Glen Tenniswood (928) 274-1233	Camp Verde	43/44	
Moreton Airpark Mgr: Daniel Kropp (602) 315-0323	Wickenburg	2	
Pegasus Airpark Mgr: Jack @ 1st Svc Res (480) 987-9348	Queen Creek	15/40	
Pilot's Rest Airpark Resident: Dave Mansker 818-237-0008	Paulden	4/25	
Ruby Star Airpark Mgr: Wendy Magras (520) 477-1534	Green Valley	13 / 74	
Valley of the Eagle (Sampley's) Airpark Mgr: Jerry Witsken (928) 685-4859	Aguila	30	
Skyranch at Carefree Mgr: Tommy Thomason (480) 488-3571	Carefree	20	
Stellar Air Park Mgr: SRUA, Inc. (480) 295-2683	Chandler	95/105	
Sun Valley Airpark Mgr: Jim Lambert (928) 768-5096	Fort Mohave	55/107	
Thunder Ridge Airpark John Anderson janderson72j@gmail.com	Morristown	9/14 (on 160 acres)	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Triangle Airpark Mgr: Walt Stout (702) 202-9851	White Hills	115 acres	Pat Mindrup - WEST USA Realty 928-671-1597 pat@wickenburgpat.com
Twin Hawks Mgr: Tim Blowers (520) 349-7677	Marana	2/40 (4 acre lots) on 155 acres	
Western Sky Mgr: Mr. Hauer (877) 285-0662	Salome	all 200 acres for sale	
Whetstone Airpark Mgr: Brian Ulmer (520) 456-0483	Whetstone	5 / 12	

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 volunteer run organization. It survives on membership dues and sponsor revenue. Stefanie Spencer manages the website on a continuous basis.

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



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.

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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

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