ARIZONA Pilots Association

June 2018 *APA NEWSLETTER*

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President's Report

Aviators and aviation enthusiasts,

The temperature has definitely gone up recently and so has the density altitude. Please, please check your aircraft's performance as well as your own personal skills before heading out to or from some of our higher elevation airports. Also, if you have friends from other states coming in to visit, remind them that density altitude can ruin their whole vacation, as well as the lives of those around them. The FAASTeam conducts seminars every month all around the state on great topics related to safety that may interest you. Also, the GAJSC (General Aviation Joint Steering Committee) has produced a number of presentations of various topics that you can find on our website or on the AFTW (Arizona Flight Training Workgroup) website www.aftw.org. These presentations may be downloaded for your personal or public use. The APA held its annual general members meeting in May with presentations from our various officers, directors, and committee leaders. We had some great safety lectures by Fred Gibbs and our featured speaker, Chet Fuller. We had wonderful attendance again this year and welcome any feedback you may have to help us continue to improve your voice in general aviation in the State of Arizona.

Have Fun, Fly Safe,

Tommy

Executive Director's Report

Jim Timm — June 2018

It's become that time of the year when we give more consideration to flying out to some of the higher altitude airports for breakfast, just a short break to enjoy the cooler weather. So, it's also time to start giving much more serious attention to density altitude when you head out. Here's hoping you will be able to work in a flying summer vacation. Whatever you do, please fly safe.

How much better could a summer flying vacation be than to fly to Oshkosh and spending the week at the EAA AirVenture fly-in? If you think you may want to go, you should call the University of Wisconsin - Oshkosh NOW for a room reservation; phone number is 920-424-3226. With some luck you may still be able to get one. If this doesn't work, they usually will help in making other arrangements.

For those that are planning on flying to Oshkosh, I received a notice the FAA has just released the EAA AirVenture Oshkosh 2018 NOTAM, featuring arrival and departure procedures for EAA's 66th annual fly-in convention July 23-29 at Wittman Regional Airport. The NOTAM, which is in effect from 6 a.m. CDT on Friday, July 20, until noon CDT on July 30, outlines procedures for the many types of aircraft that fly to Oshkosh for the event, as well as aircraft that land at nearby airports. While the overall procedure is generally similar to past years, there are a number of changes compared to the 2017 version. Therefore, it's essential that pilots flying in thoroughly read the 2018 NOTAM for the most updated information. For example, some southern Wisconsin VOR's have been decommissioned and some ATC frequencies have changed.

Photo by Juergen Schiffmann

If you want to see <u>almost</u> everything there, you will need the entire week, believe me. It seems like every year there is an airplane on display that I thought had disappeared from the face of the earth long ago. Perhaps we may even cross paths, as I will be there for the entire week because this is my traditional "summer vacation." Even though there are thousands of people, here's hoping I see some of you!

MISCELLANEOUS ITEMS

Aircraft owners may soon receive, if you have not already, an invitation to take the FAA's confidential Annual General Aviation and Part 135 Activity Survey, which becomes the source of valuable statistical information about the GA fleet. It only takes a few minutes to complete and helps shape aviation policy. The survey should arrive by either mail or e-mail. However it arrives, please complete it and send it in so an accurate picture of general aviation activity can be achieved.

The FAA has recently revised the Advisory Circular, “Non-Towered Airport Flight Operations, Advisory Circular No: 90-66B.” The Advisory Circular this is replacing was 25 years old, and needed to be updated. This new Advisory Circular is definitely worth reading and noting new preferred methods for traffic pattern entry. View the PDF here.

I realize that not many of our members are hot air balloon pilots, but this flight activity has come under some unwanted scrutiny recently because of the number of fatal accidents involving a relatively large number of passengers. Unlike airplane pilots, hot air balloon pilots have not been required to have medical certificates. Because of a fairly recent balloon accident with numerous fatalities, legislation is being proposed to require hot air balloon pilots to undergo medical screening.

In case you haven’t heard, the Copperstate Fly In will not be held at Falcon Field this fall. Instead it will happen in conjunction with the Buckeye Air Fair to be held on February 8th-10th, 2019, at the Buckeye Municipal Airport, and it’s anticipated they will have an air show with the event. More info on copperstate.org and newsletter here.

Falcon Field (FFZ) has replaced their runway and taxiway lights with LED lights and are upgrading the associated wiring. Between now and the end of June, either the north or south runway may be closed one at a time to accomplish the task, and the work is in progress only at night to minimize the impact on flight operations. Normal daylight operations will not be impacted by the project. Check FFZ NOTAMS for hours of runway closures.

Deer Valley Airport (DVT) has run up area construction projects underway, so check DVT NOTAMS and use caution.

In other words, before taking off, always be sure to check for NOTAMS at your destination airport so you don’t have an unexpected surprise awaiting you. Many of the airports around the state have significant construction projects under way. Always fly informed.

GPS interference testing is still continuing, and there were six last minute notices received from the FAA in this last reporting period. Some of these tests could have very likely impacted flight operations in Arizona. Again, if you encounter an unexplained interruption in GPS navigation lasting several minutes, inform ATC with the time, date, and location of signal loss.

Flight safety the last reporting period has been terrible with the NTSB reporting eleven accidents occurring in Arizona. Unfortunately, only one of these eleven accident notices included a preliminary report describing the accident. This accident was a restored Grumman TBM Torpedo Bomber that went down near Fort Apache. There is much we can learn from this accident that we can apply to our own safety and survivability. See my Accident Summary for the details.

As you are aware, APA is working with several airports

around the state to update their Airport Master Plans. Currently the APA is assisting Falcon Field (FFZ), Superior Municipal Airport (E81), Sedona Airport (SEZ), Flagstaff (FLG), and Grand Canyon Airport (GCN) airports in their Master Plan update process, providing the pilot and aircraft owner's perspective.

THINGS TO DO - PLACES TO GO FOR BREAKFAST:

- The fly in breakfast at Coolidge Municipal Airport (P08), which was on the first Saturday of the month is on hold for the summer and will restart in October.
- The Falcon Field EAA Warbirds Squadron fly in breakfast and car show which was on the third Saturday of the month is on summer hold and will resume in October.
- Benson (E95) fly in breakfast at Southwest Aviation is on hold until July. (There are special fuel prices for breakfast attendees.)
- Grapevine Airstrip (88AZ) next to Roosevelt Lake is open to fly to, but the BBQ lunch and hosted weekend each month is also on summer hold until September. (Portable toilet not available until September.)
- 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 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.
- At Tucson's Ryan Field Airport, Richie's Cafe is serving breakfast and lunch daily. The hours are 6:00 am to 2:00 pm

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

Jim

AFTW

ARIZONA FLIGHT TRAINING WORKGROUP

WE ARE A SAFETY-FOCUSED GROUP OF AVIATION TRAINING PROFESSIONALS WHO RECOMMEND BEST PRACTICES FOR UTILIZING AIRSPACE IN ARIZONA WITH THE ULTIMATE GOAL OF REDUCING ACCIDENTS, INCIDENTS AND PILOT DEVIATIONS.

We make an effort to:

- **Facilitate communication and address safety concerns between flight schools, flight instructors, the FAA and other airspace users**
- **Share training tools, concepts, and ideas**
- **Improve understanding among operators**

CHECK US OUT!

AFTW.ORG

On our website you can find:

- **Practice area charts and information**
- **Stanfield VOR procedures**
- **Safety Topics of the Month from the GAJSC**
- **Meeting minutes and events**
- **Flight training resources, news and more!**

June Aviation Accident Summary

by Jim Timm

The following are NTSB reports of aviation accidents that have occurred in Arizona from late April through late May. The Arizona Pilots Association uses 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 they will take the action necessary to prevent similar accidents from happening to them.

This reporting period has taken a turn from being bad to even worse from a flight safety standpoint given the number of accidents. There were eleven accidents reported by the NTSB in the past reporting period. The only good thing was that there were no reported fatalities this time, but what is happening with all these accidents? We need to stop this madness and think about what we are doing. We must be more diligent in thinking ahead and be more cautious about what we are doing. Please don't push your airplane's operational envelope, and more importantly, don't push your own personal ability envelope, and don't hurt any more airplanes or yourself.

Of the eleven reported accidents in this reporting period, it's very unfortunate that the NTSB only provided detailed information on one, the Grumman TBM accident at Fort Apache. There is usually something we can learn from each of these accidents, but there is much that we can take from this particular accident. They were carrying a lot of safety gear, Satellite phone, personal locater beacon, and lots of other survival gear, but it was all secured in the airplane, and they departed the airplane with only a partially charged cell phone. We should all carry a few of the essential safety/survival items on us. If you are forced to make an unscheduled landing that goes awry and there is a fire, you need to have these items on you so they won't be left in the airplane and consumed. Is there a safer route that can be flown, providing potential emergency landing sites along the way? Something to think about.

This report starts with the details of five accidents that occurred in earlier reporting periods and the details were just released in the past reporting period.

We all need to step back and take a look at how we are flying and see how we can do it more safely. We need to do all we can to make sure these accident numbers go down.

THE FOLLOWING FIVE ACCIDENTS OCCURRED IN EARLIER REPORTING PERIODS:

Accident Date: **Tuesday, January 16, 2018**
Factual Report Dated: 4/18/2018
Title 14 CFR Part 91
Location: Scottsdale
Aircraft Type: Beech 60
Injuries: 2 Uninjured

LOSS OF CONTROL ON LANDNG

The pilot reported that, during approach, he flew the airplane about 10 knots faster than normal due to other traffic's wake turbulence. He added that, while decelerating during the landing roll, the airplane veered to the left. He applied right rudder, but to no avail. The airplane veered off the runway to the left, struck a taxiway sign, and the nose landing gear collapsed, and the airplane sustained substantial damage to the pressure vessel.

During a post accident examination, the pilot observed that the left tire had blown out. The tire exhibited a flat, bald spot about the width of the tire. The tire fabric threads were visible around a hole in the tire, consistent with a skid.

In a follow up conversation with the National Transportation Safety Board (NTSB) Investigator - In-Charge (IIC), the pilot reported that, during approach, he verified brake hydraulic pressure.

He added that he checked that his heels were on the floor and that he was the sole manipulator of the controls during landing.

The airport Operations Manager reported that, during the recovery process there were no observed fluids around the main landing gear. He added that the airport surveillance video captured the landing sequence. He observed, from the video, that there was "quite a bit of smoke" from the left tire during touchdown.

The airplane's logbooks indicated that the most recent maintenance work was done a month prior to the accident. The mechanic who worked on the airplane reported that the pilot requested work on the oleo struts, but not to the brake system. He added that, during the oleo strut maintenance, the brakes were unbolted and set aside until reassembly. After the oleo strut work was completed, the mechanic ran up the airplane, taxied around, and tested the brake with no observed abnormalities.

An NTSB investigator and Federal Aviation Administration inspector examined the wreckage and the NTSB investigator reported that the left brake rotor was normal in color and had minimal wear; the right main landing gear was unremarkable. He added that the brake pedals were actuated, and pressure was heard at both main landing gear brake assemblies. The brake pedal foot pressure was also unremarkable.

Accident Date: **Wednesday, March 28, 2018**
Factual Report Dated: 5/21/2018
Title 14 CFR Part 91
Location: Cave Creek
Aircraft Type: Ultramagic SA N300
Injuries: 13 Uninjured

BALLOON ENVELOPE CAUGHT FIRE AFTER LANDNG

The pilot reported that, during landing, the balloon came to rest pressing against a small tree. He added that when he applied heat to the envelope to reposition the balloon for deflation, a small hole appeared in the fabric and a small tree branch protruded into the envelope. Upon adding the heat, the tree branch inside the envelope caught fire causing the envelope fabric to catch fire. The passengers exited the basket, two fire extinguishers were deployed in an attempt to extinguish the fire, but the basket and envelope were consumed by the fire.

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

Accident Date: **Friday, March 30, 2018**
Factual Report Dated: 5/21/2018
Title 14 CFR Part 91
Location: Gila Bend
Aircraft Type: Diamond DA 40
Injuries: 1 Uninjured

STRUCK OBSTRUCTION DURING PARKING

The pilot reported that, after taxiing to the ramp, he set the parking brake. He added that he released the foot brake, the airplane rolled forward, impacted a pole, and the airplane sustained substantial damage to the right wing.

The Flight Safety Officer reported that there were no pre accident mechanical failures or malfunctions with the airplane that would have precluded normal operation. He added that, after the accident, he verified proper operation of the parking brake.

Accident Date: **Saturday, March 31, 2018**
Factual Report Dated: 5/22/2018
Title 14 CFR Part 91
Location: Prescott
Aircraft Type: Cub Crafters CC18-180
Injuries: 2 Uninjured

LOSS OF CONTROL LANDING

The flight instructor reported that, during a training flight, upon landing, the tailwheel-equipped airplane bounced slightly. Subsequently, when the airplane touched back down it veered to the left. He added that, the student did not react immediately, so he added power and right rudder to correct. The airplane exited the left side of the runway, he added full right brake to avoid a visual approach slope indicator (VASI) light, and the

airplane ground looped to the right. The airplane sustained substantial damage to the left wing and aileron.

The flight instructor added that the student had apparently touched down after the first bounce with the left brake engaged.

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

Accident Date: **Sunday, April 1, 2018**
Factual Report Dated: 5/22/2018
Title 14 CFR Part 91
Location: Phoenix
Aircraft Type: Piper PA28
Injuries: 2 Uninjured

LOSS OF CONTROL INFLIGHT

The flight instructor reported that he was conducting a lesson in takeoffs and landings, and go-around procedures with the student pilot at the controls. During one particular go-around, the student retracted the flaps too far and the instructor stressed the importance of using the proper flap settings. On the subsequent downwind, the tower advised a crosswind from the south gusting to 18 knots. During the approach, the airplane drifted left of the runway centerline, so he called for the student to execute a go around. The student pilot applied full power and reduced flaps from 40° to 10° (25º prescribed in the go-around procedure). When the flight instructor noticed that the airplane was not climbing, and the student was not correcting the course, the flight instructor took the flight controls. The flight instructor attempted to recover, but the airplane was in a nose-high attitude and struck the ground. The airplane then lifted off the ground, flying slowly toward a sign, the instructor "pulled up to avoid the sign'" but the airplane struck the sign, aerodynamically stalled, and impacted the ground to the right of the runway, and sustained substantial damage to the left wing.

The automated weather observation station located on the accident airport reported that, at the time of the accident, the wind was from 110° at 8 knots. The airplane was landing on runway 7L.

Federal Aviation Administration's Airplane Flying Handbook, FAA-H-8083-3B, contains a section titled "Go-Arounds (Rejected Landings)" which states:

After establishing the proper climb attitude and power settings, be concerned first with flaps and secondly with the landing gear (if retractable). When the decision is made to perform a go-around, takeoff power is applied immediately and the pitch attitude changed so as to slow or stop the descent. After the descent has been stopped, the landing flaps are partially retracted or placed in the takeoff position as recommended by the manufacturer. Caution must be used in retracting the flaps. Depending on the airplane's altitude and airspeed, it is wise to retract the flaps intermittently in small increments to allow time for the airplane to accelerate progressively as they are being raised. A sudden and complete retraction of the flaps could cause a loss of lift resulting in the airplane settling into the ground.

THE FOLLOWING ACCIDENTS HAD OCCURRED IN THE PAST REPORTING PERIOD

Accident Date: **Tuesday, April 24, 2018**
Report Dated: 4/30/18 Preliminary Report
Title 14 CFR Part 91
Location: Wickenburg
Aircraft Type: Piper PA28
Injuries: UNK

The NTSB did not release any details other than the above information.

Accident Date: **Sunday, April 29, 2018**
Report Dated: 5/7/18 Preliminary Report
Title 14 CFR Part 91
Location: Page
Aircraft Type: Cessna 182
Injuries: UNK

LOSS OF CONTROL ON TAKEOFF

The NTSB did not release any details other than the above information.

Accident Date: **Friday, May 4, 2018**
Report Dated: 5/7/18 Preliminary Report
Title 14 CFR Part 91
Location: Glendale
Aircraft Type: Cessna 172
Injuries: UNK

The NTSB did not release any details other than the above information.

Accident Date: **Saturday, May 5, 2018**
Report Dated: 5/7/18 Preliminary Report
Title 14 CFR Part 91
Location: Chandler
Aircraft Type: Cessna A185F
Injuries: UNK

The NTSB did not release any details other than the above information.

Accident Date: **Sunday, May 6, 2018**
Report Dated: 5/16/18 Preliminary Report
Title 14 CFR Part 91
Location: Fort Apache
Aircraft Type: Grumman TBM-3E
Injuries: 2 Serious

INFLIGHT ENGINE FAILURE

On May 6, 2018, about 1338 MST, a Grumman TBM-3E airplane is presumed to have impacted terrain following the bailout of the pilot and passenger due to a partial loss of engine power about 8 miles southwest of Mount Baldy, on the Fort Apache Reservation, Arizona. The private pilot and the pilot-rated passenger sustained serious injuries. The airplane is presumed to be destroyed. Visual meteorological conditions existed and no flight plan was filed. The flight departed the Ak-Chin Regional Airport (A39), Maricopa, at 1251 destined for the Albuquerque International Sunport Airport (ABQ), Albuquerque, New Mexico.

According to the pilot, the purpose of the flight was to relocate the newly purchased airplane from a maintenance facility in Stockton, California, to an airport near the pilot's home in Illinois. The airplane had undergone refurbishment as well as condition inspections during the previous 6 months. Prior to the repositioning flights, the airplane was loaded with substantial emergency and survival gear. Also, in preparation for the trip, the pilot and passenger watched the parachute manufacturer's safety video and the pilot provided an emergency brief and had the passenger practice opening the canopy and prepare for egress.

On the morning of the accident, the airplane flew from the Zamperini Field Airport (TOA) in Torrance, California, to A39. After the pilot refueled the airplane, it departed A39 to the east and climbed to an altitude between 11,500 ft and 12,000 ft. About 45 minutes into the flight, as the airplane approached the route over the highest elevation of the trip, the pilot and passenger heard a loud bang with vibrations and witnessed thick smoke entering the cockpit. The pilot stated that following the event, the engine was operating but not producing enough power to maintain altitude. The passenger stated that he observed sheets of oil exiting the right side of the engine cowling. As the airplane descended, the pilot determined there were no safe landing areas due to trees and terrain, so he decided to bailout about 2,500 ft above ground level (AGL).

The passenger bailed out first followed by the pilot; both parachutes deployed successfully, however the pilot and passenger received serious injuries after landing in trees and falling to the ground. They were unable to call for rescue due to the lack of cell phone coverage in the area, however on the following morning about 1100, a Fort Apache fire service truck that was passing through the area, found the survivors and they were subsequently transported to a nearby medical facility via ambulance.

A review of Federal Aviation Administration Air Traffic Control radar data revealed that after the bailout the airplane continued eastbound on a stable descending flight path. The last radar return was at 10,000 ft mean sea level (msl), or about 1,900 ft agl. The airplane has not been located and is presumed to have impacted terrain in the area.

Accident Date: **Thursday, May 10, 2018**
Report Dated: 5/14/18 Preliminary Report

Title 14 CFR Part 91
Location: Mesa
Aircraft Type: Cub Crafters CC
Injuries: UNK

The NTSB did not release any details other than the above information.

Accident Date: **Thursday, May 10, 2018**
Report Dated: 5/17/2018 Preliminary Report
Title 14 CFR Part 91
Location: Wickenburg
Aircraft Type: Piper PA28
Injuries: UNK

The NTSB did not release any details other than the above information.

Accident Date: **Friday, May 11, 2018**
Report Dated: 5/15/18 Preliminary Report
Title 14 CFR Part 91
Location: Chandler
Aircraft Type: AEROPRO CZ A240
Injuries: UNK

The NTSB did not release any details other than the above information.

Accident Date: **Friday, May 11, 2018**
Report Dated: 5/15/2018 Preliminary Report
Title 14 CFR Part 91
Location: Chandler
Aircraft Type: Piper PA28-161
Injuries: UNK

The NTSB did not release any details other than the above information.

Accident Date: **Friday, May 18, 2018**
Report Dated: 5/23/2018 Preliminary Report
Title 14 CFR Part 91
Location: Wickenburg
Aircraft Type: Cessna 182
Injuries: UNK

The NTSB did not release any details other than the above information.

Accident Date: **Wednesday, May 23, 2018**
Report Dated: 5/24/2018 Preliminary Report
Title 14 CFR Part 91
Location: St. Johns
Aircraft Type: Baby Ace D
Injuries: UNK

The NTSB did not release any details other than the above information.

A Few Words About Safety

Denny Granquist

“Sometimes refusing to do what others expect maybe the best choice.”

“Survival success starts with preflight planning and goes beyond charts or IPads.”

GAJSC

General Aviation
Joint Steering Committee

Transition Training

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: June 2018

Topic: Transition Training (SE 5.3)

The FAA and industry will conduct a public education campaign emphasizing the benefits of transition training.

Background:

NTSB accident data suggest that pilots with low time in type are more likely to crash. Although some transition training such as high performance, high altitude, complex airplane and tail wheel instruction and endorsement is required by regulation, the case can be made for other types and variations of aircraft as well.

Teaching Points:

- Discuss the benefits of transition training
- Note the higher rate of fatal accidents in amateur-built and light sport aircraft
- Emphasize that pilots need transition when transitioning from low to high & high to low performance aircraft.
  - ◊ Not only for stick & rudder skill development but also for systems knowledge.
    - * Misunderstanding of fuel systems has led to many fuel starvation accidents.
- Provide information on getting the most benefit from transition training.

References:

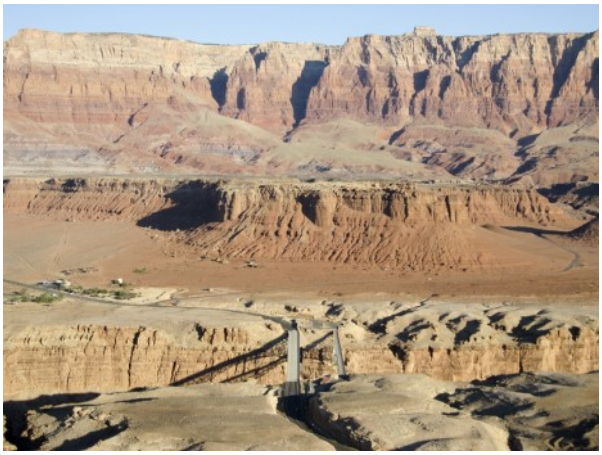
- ***GAJSC Loss of Control Work Group Report***
- ***Airplane Flying Handbook Chapters 11- 15 Transition Training***
- **AC 90-109A Transition to Unfamiliar Aircraft**

DOWNLOADS: PowerPoint Presentation Slides...

Arizona Airport Focus: Marble Canyon

By Brian Schober

Arizona is marked by incredibly rugged terrain, rustic beauty and insanely brilliant landscape. In fact, there are three National Parks in Arizona: The Grand Canyon, Petrified Forest and Saguaro. Arizona typifies the Old West seen in movies over the last 75 years. Fortunately, that rustic Old West look and feel is still very much alive today throughout the state. The remote location and vast expanse of the Grand Canyon warrants five general aviation airports within sight of the rim and several others close by. This is an incredible opportunity for pilots. This month, the focus is on Marble Canyon (L41) in the Canyon's northeastern corner.



Marble Canyon is an incredibly unique location, smack dab in the Grand Canyon. While the majority of the Grand Canyon is off-limits to lower-level flight without a tour operator permit, approach and departure from the Canyon's few airports is exempted from the Special Flight Rules Area (SFRA). The airport is strategically located within walking distance of the Navajo Bridge in the Glen Canyon National Monument and just down river from Lees Ferry.

Marble Canyon was placed on the map back in the 1870's. Settlers from Utah began to cross into Arizona and found the Colorado River nearly impassable. The Glen Canyon area provided relatively easy access by wagon and a ferry service opened in 1873 that would shuttle settlers across the river on what became Lee's Ferry. In the 1920's, the ferry began to shuttle cars across the river, and while this worked well for several years, it became inefficient as the traffic increased. In 1927, construction of what is now known as Navajo Bridge was begun. Ironically, the ferry was used to transport bridge building materials across the 800 foot wide stretch of the Colorado River. Unfortunately, the ferry sank on one such trip and killed three people in the process. The ferry service was discontinued immediately. With the bridge under construction, and

the ferry service canceled, the only remaining option was an 800-mile trip around the Grand Canyon to get to the other side. In 1929, the bridge was opened as the highest steel arch bridge in the world and was a welcomed with a festive celebration.

As vehicles became larger and the bridge aged over the following 60+ years, planning for a larger bridge began. In 1993, construction started on a new and wider bridge only feet away from the existing bridge with nearly the same style. In 1995, the new bridge opened and is now the primary means of crossing the Colorado River on AZ 89a. The original bridge is still open, but only to pedestrian traffic. These bridges offer breathtaking views of the river 500 feet below with sheer cliffs opposing each bank.

While the Navajo Bridge alone is worth the visit, the Marble Canyon Lodge is a great hub for activities and food. It doubles as a resting point on AZ 89a with a gas station, trading post, hotel and restaurant. The lodge boasts efficiency-style apartments or motel-style rooms with a rustic flair. Though the airstrip records date prior to 1959, the history of the airstrip is not clear.

Local river rafting and kayaking outfits service the lodge and most include free shuttle service to the river. Multiple spectacular hiking trails are nearby for the able-bodied. While the Lodge makes for a great breakfast trip, plan to stay at least the full day, and if time allows, stay overnight to get the full experience and take in the beauty of the Grand Canyon through the local tours and excursions. Arrange for a rafting trip.

Navigating to L41 is straightforward, though there are some airspace considerations. It lies approximately 190NM North of Phoenix. The Sunny MOA lies between Flagstaff and Marble Canyon, so it is imperative to remain vigilant for low-level military flights. Additionally, the southeastern boundary of the Grand Canyon SFRA comes within 3 1/2 miles of the Sunny MOA, leaving a relatively narrow corridor to transit North. Again, vigilance for traffic is vital.

Though the SFRA generally prohibits operations within 3000’ AGL, exceptions are made for takeoffs and landings to the Canyon airports. Specifically noted on the Grand Canyon VFR Aeronautical Chart, “Landings/Take-off operations below 3000’ above airport elevation within 3NM of the airport are authorized by the 14 CFR section 93”. L41 is included.

Arriving from the South, the terrain gently slopes upwards to about 6700’ MSL before abruptly dropping near vertically to form the South Rim of the Grand Canyon. L41 sits at 3600’ MSL, and because of its location within the SFRA and the above-stated 3NM rule for altitude, the descent will be brisk. Because of the canyon wall, there may be significant updrafts or downdrafts in the vicinity of the wall. Runway 3/21 is on a 1.3° gradient with the approach end of Runway 21 being the high point. The runway is 3715’ x 35’ and has been recently resurfaced. While the pavement is in good condition, the underlying surface is bumpy. Approaches are typically made on Runway 03 due to the upslope. The terrain before and after the runway is not suitable for over or underruns, so pilots should become proficient in go-around procedures. Also, the elevation of the airport combined with Arizona summers leads to significant density altitude considerations.

Once on the field, taxi to the far end of Runway 3 for tie downs. There is room for several aircraft both on the ramp, or pushed back onto the surrounding dirt. Keep in mind, this area is used as a turnaround for charter and tour aircraft, so push back as far as possible. There is no FBO and no fuel available on the field. Page (PGA) is only 13NM Northeast and has fuel available. A short walk across the street brings you to the Marble Canyon Lodge for food and supplies. There are $5 and $10 landing/tie-down fees for singles and twins, respectively. $5 allows for a helicopter. Some pilots report the fee is waived with a food purchase, but others report having paid the fee.

After breakfast or tours are complete, departure is typically down Runway 21. This allows for a downhill departure. Of course, best judgement is needed for prevalent winds and traffic. Keep in mind, the SFRA altitude restrictions on departure. Depending on aircraft performance, a gentle climbing spiral over the airport may be necessary to clear the canyon walls without exceeding the 3NM distance from the airport. Again, use best judgement.

After departure, there are multiple nearby sights best seen from the air. The Vermillion Cliffs, the Goosenecks and Monument Valley are a few. If time, weather and fuel permit, these should not be missed. Marble Canyon should be on every Arizona pilot’s bucket list. Get out and fly!

Brian

MEMBERS' PHOTO CORNER

Thank you to ***Peter N. Steinmetz*** *for this month's photos!*

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

Canyon de Chelly (taken from a 1969 Cardinal)

Porsche Aircraft Engines

by Hal Tretbar

Reprinted by permission from the Zuffenhausen News, Spring 2018 Issue (pcasar.com)

I really appreciate the Porsche 3.2 liter motor in my 1987 Carrera. This air-cooled, 6 cylinder boxer engine is powerful, dependable, and efficient.

Ferry Porsche (company: Porsche AG) must have liked these attributes also. In 1980 he decided to adapt it for use in General Aviation (GA). The **P**orsche-**F**lug**m**otor division began development of the PFM 3200 in 1981.

The PFM 3200 ran at a higher speed than most aircraft engines so a reduction gear allowed the use of common propellers. Dual ignition was added. The camshaft drive train was changed from chain to spur gears. A single-lever controlled throttle, prop and fuel mixture. Other modifications produced an engine that was quiet, reliable and fuel efficient. However, it was heavier and wider that similar competitors.

The PFM 3200 was first test flown in Ulm, Bavaria in August 1982. Two Cessna 182 Skylanes were used as test beds. In 1984 it received approval from the German Aviation authorities and from the American FAA in 1985. Regular production stated in 1987.

Porsche's interest in aviation began in 1908. But let's go back to the beginning.

Ferdinand Porsche was a mechanical engineering genius. He was born September 3, 1875 in Maffersdorf, Austria (now known as Vratislavice nad Nisou, Czech Republic) His family had a successful sheet metal and plumbing business. In 1893 at the age of 18 his interest in electricity led to a job with the Viennese electrical company Bella Egger. Soon he was promoted to a management position. By 1897 he had developed a wheel hub electric motor and joined the carriage building company Hofwagenfabrik Jacob Lohner of Vienna.

At the Lohner Company Porsche designed and built a series of vehicles with both two and four electrical wheel motors. The first was the Egger-Lohner Phaeton. Unveiled in Vienna on 26 June 1898, Porsche had stamped P1 on important parts signifying his first car design.

Further success came with the development of the Lohner-Porsche-Mixie Hybrid in 1901. Instead of massive lead-acid batteries he powered the wheels with a Daimler internal combustion engine driving a generator. With record breaking speed of 35 miles per hour Porsche drove a two wheel model to victory in the Exelberg Ralley. Over 330 Lohner -Porsche chassis were sold by 1906 to be used as trucks, busses, and fire engines.

According to Wikipedia, Porsche was awarded the Potting Prize in 1905 as Austria's most outstanding automobile engineer.

In 1906 Porsche joined Austro Daimler-Motoren-Gesellshaft in Wierner Neustadt as technical direc-

tor. By 1908 he had designed the first Austrian aircraft: a semi-rigid airship powered by a four cylinder air cooled engine. On 26 November 1909, a silver grey airship took flight with Porsche in the gondola. It was powered by a 100 hp, six cylinder engine that he designed.

A year later Porsche was using a four cylinder 85 hp engine of his design to win auto races. The streamlined car, known as The Prince Henry, had a top speed of 160 km/hr. It was so successful he adapted the engine for the *Taube* monoplane conceived by the Austrian aviation pioneer Igo Etrich

In 1916 Ferdinand Porsche received an honorary degree from the Vienna University of Technology with title the “Dr. Ing. h.c.” an abbreviation for “Doctor Ingenieur Honoris Causa.” The degree was recognition for his contributions to aviation, not automobiles.

While he was with Austro Daimler he designed other aircraft engines with up to 12 cylinders and 400 hp. His real enthusiasm was for race cars, many of which he drove himself. A 1922 race car design was so successful it won 43 of 53 races.

In 1923 Porsche transferred to Daimler Motoren Gesellschaft in Stuttgart, Germany as Technical Director. The next year he received another honorary doctorate from the Stuttgart Technical University and later was given the honorary title of Professor.

Daimler merged with Benz & Cie in 1926 to form Daimler-Benz. The products were to be called Mercedes Benz. Porsche continued to develop world class racing cars such as the supercharged Mercedes Benz SSK. After a dispute with management about developing a small lightweight car he left for Steyr Automobile in 1929. The great depression prevented any further development.

Ferdinand Porsche returned to Stuttgart in 1931 to found Dr. Ing. h.c. F. Porsche GmbH, Konstruktionen und Bertungen fur Motoren and Fahrzeugbau (designs and consulting services for engines and vehicles.) He successfully recruited former co-workers and employed his son Ferry Porsche.

True Porsche automobile fans know the rest of the car story but let’s finish the saga of Porsche airplane engines.

After WWII, Germans citizens were allowed to fly only non powered aircraft (gliders). In 1955 these restrictions were lifted by the Paris Agreements. Porsche AG soon recognized that their air cooled, four cylinder engine from the 356 sports car could be adapted for aircraft use. With necessary changes, the 1,580 cc Porsche 678 aircraft engine became available. It came in four stages with power outputs from 52 to 75 hp.

In 1958 a Porsche 678/4 engine powered the first German small aircraft to go into production post WWII. The Rheinflug RW3 was based on a sailplane design with retractable landing gear. The engine was located behind the cockpit with a pusher propeller placed in the vertical tail section. A total of 22 were built.

At this same time in 1959 a more practical and popular plane was produced by Alfons Putzer K.G. of Bonn. The Elster A airframe, named the Magpie, was powered by the Porsche 52 hp 678/3. The Elster B version used the 75 hp 678/4 engine. The C version had other engines such as a Lycoming. A total of 45 A, B, and C versions were built between 1957 and 1967. The Porsche museum now has an Elster B painted in Porsche colors.

The new Porsche PFM 3200 was certified as air worthy in 1985. Two years later Porsche began active promotion to various plane manufactures. By the end of production in 1991, 80 units had been sold.

In 1987 German manufacturer Ruschmeyer Luftfahrttechnik started production of the Ruschmeyer R 80 featuring the PFM 3200. Of the 33 built only the first three were Porsche powered because of a shortage of engines.

Starting in 1972 the French company Avions Pierre Robin produced 1300 Robin airplanes. A small number of the 1980s DA400-180 RP Remo model were powered by the PFM 3200.They were used as glider tow planes.

Limited numbers of PFM 3200s were sold to smaller companies for use in the Siebelwerken-ATG, Extra 330, and Scata TB-16.

The Mooney Aircraft Company of Kerrville Texas used the PFM 3200 as its standard engine in the Mooney M20L. The M20 is a low wing four passenger plane known for its forward angled rudder. The company showed off the M20's efficiency and dependability by flying around the world in 1986. After six months, 100,000 kilometers, 600 flying hours, 300 take-offs and landings, the PFM 3200 ran without a hitch. Mooney constructed 40 M20s in 1988 and one in 1989.

GA, general aviation, went into a tailspin in the 1990s. The high cost of aviation gas combined with worldwide depression stymied aircraft sales. When production of the PFM 3200 ceased in 1991. Porsche continued to supply parts for a decade. But after struggling with valve spring assembly failures, they announced they would discontinue production of parts.

Porsche offered airplane owners a conversion plan to replace their PFM 3220 engines with one that was comparable. Porsche contracted with Mod Works Corporation in Florida to make the changes. A few planes were converted before Hurricane Charley destroyed the plant in 2004. In September 2007, Porsche informed the Federal Aviation Administration that is was giving up its type certificate for the PFM 3200 and would withdraw any support for it.

Disgruntled Mooney Porsche PFM 3200 owners sued Porsche for lack of support. On January 26, 2011 a Florida Federal Judge ruled that aircraft owners could sue Porsche for allegedly endangering their lives by not providing a feasible replacement for their discontinued aircraft engines. The judge dismissed plaintiffs' claim for product liability because no one had suffered a personal injury.

I don't know if other lawsuits were ever filed, but what an inglorious ending for a chapter of Porsche's involvement with aviation.

en.wikipedia.org/wiki/Ferdinand_Porsche

en.wikipedia.org/wiki/Porsche_PFM_3200

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courthousenews.com/porsche

By Hal Tretbar and reprinted by permission from the Zuffenhausen News, Spring 2018 Issue (pcasar.com)

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

Flying the KC 135 Simulator

By Howard Deevers

My daughter, Barb, moved back to Western Pennsylvania a few months ago. I assisted her in exploring this option last year. We stayed with her best friend, Cindy, who lives in Murrysville, just East of Pittsburgh. Cindy is married to a Lt Col in the Air National Guard at Pittsburgh International Airport, the 171st AIR REFUELING WING. During our visit, Chuck Perrott told me about the unit getting a new simulator for training pilots and keeping them current in the KC 135.

The 171st Air Refueling Wing has 16 KC 135 tankers and flies missions all over the world. They have 80 pilots attached to the Wing, and fly an impressive 10,000 hours per year in total with those airplanes. Chuck said that he could arrange some simulator flight time for me on my next visit to Pittsburgh.

My next visit was in May, 2018, and Chuck did arrange some time for me to "fly" the simulator on May 19. I asked if I could bring a friend. He said, "You are going to need a co-pilot, so sure, bring another pilot. My friend, Marty, flew from San Diego to Pittsburgh on May 18. On the 19th we checked into the ANG base about 10:15 and Chuck was waiting for us at the gate. He took us to the Operations Office.

After signing in, we had a sit down briefing about what to expect in the sim. It turns out that Cindy's brother, Bill, is a retired ANG pilot and now works at the base as an instructor in the simulator. It is possible to simulate any kind of weather and any flight emergency in this full motion simulator. I told Bill that neither of us are rated in an aircraft of this size, so please just basic flights will be fine. We moved into the simulator building and into the sim.

After discussing operation of the throttles, landing gear, flaps, trim, and systems, it was time for a take off on runway 28 L at PIT. We had already talked about rotate speed and climb out. Take off was routine and we climbed to about 9000 feet to do a series of turns, climbs and descents to get the feel of the plane.

Built by CAE, this is a full motion exact replica of the real airplane. Every lever, knob, gauge, switch, instrument, light, controls and displays are actual parts from KC 135 aircraft. You even hear the en-

gine sounds and feel the landing gear and flaps. Even when you look outside the visuals are very realistic.

After a short flight Bill asked if I would like to do a landing at Nellis AFB near Las Vegas. With a few clicks on his computer behind us he had us set up on a long final for Nellis from the south west. Gear down, flaps set, final approach speed is 140 K. Trim is your friend for keeping the approach speed where you want it. On short final I was not pleased with my approach and announced that I was going to do a go around, added power and pitched up. Bill put a hold on everything and reset the approach. My second approach was much more stable, and I did a touch and go. After climb out it was time to turn the controls over to Marty in the right seat.

Bill asked "Where do you want to go?" Marty responded "Diego Garcia." That is a military base on an island in the Indian Ocean. With a few more clicks of the computer we were set up on a long final. Marty made a good landing to a full stop. Bill backed us up, and Marty did the take off. Next Bill set us up for a landing at Kandahar, Afghanistan. I did the landing to a full stop. Bill backed us up again, and explained a special take off procedure used there: rotate climb 500 feet, level off and fly straight ahead to the edge of the desert. It was easy to see the desert only a few miles from the airport.

At the desert line, I added full power, pitched the nose up 20 degrees and climbed at 13,000 feet per minute to 28,000 feet and leveled off and set power to 380 knots. Then Bill said to look to my left. Another KC 135 was pass passing 500 feet above and about 1/4 mile to the left. Bill wanted me to fly formation withe that other KC 135. Then my next job was to get in trail into the refueling position. If you have never flown that close to another plane you will find this to be uncomfortable. I don't think I was ever able to get into a position where refueling would have been possible.

After formation flying we were running out of time as the simulator is scheduled for training almost all day, most days. Bill asked what I would like to do. I said that I wanted to do a landing on runway 28 L at Pittsburgh. He set us up for a long final, and by this time I was a bit more comfortable and made a good landing to a full stop.

After a little post flight session with lots of questions and answers, we got to go out on the ramp and climb up into an actual KC 135. Some maintenance

was going on and we were able to visit with some of the ANG members that take care of these airplanes.

Even if you have a pilots license and multi engine, instrument ratings when you join this unit, you will take about a year to be fully qualified to fly the KC 135. All of the pilots get recurrent training in simulated emergencies every year. They have an excellent safety record.

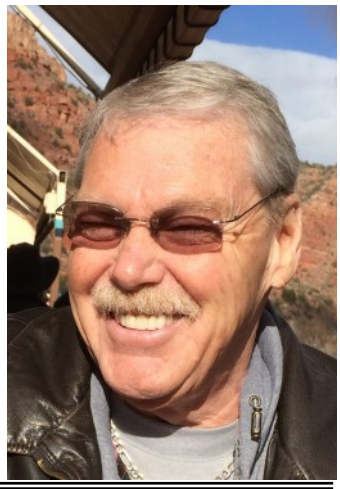
Howard

GAARMS REPORT

JUNE 2018

By *Fred Gibbs*

(Your guy in Flagstaff)



So far this year we have had only one fatal GA accident here in Arizona, the PA-24 Piper Comanche out of Scottsdale last month. That is already one too many, but only one in the past 5 months is an improvement over last year. Let's keep that trend going and make 2018 the safest year ever.

Controlled Flight Into Terrain (CFIT) accidents continue to occur in general aviation despite enhanced technologies available in the cockpit. Watch this video (courtesy of the Anchorage, Alaska ACO and the FAA Safety Magazine) to learn more about the causes and potential mitigation strategies for addressing these accidents and improving safety in the national airspace system. The picture below is in the simulator from the video… click on the video and it should play.

If you have any feedback, please email 9-aal-anchorage-aco@faa.gov

The following picture is real life.

This was in a Cessna Caravan on approach to the small village airport of Ilaga, Papua, Indonesia while there last year doing consulting with Boeing on a safety audit on the abysmal safety record in the Papua, Indonesia Flight Information Region.

Look closely at the terrain warning on the displays in front of both the pilot and the co-pilot. Now check out the terrain in front of the aircraft. See that little white area right on top of the mag compass just to the left of the center post of the windshield? That is the airport – all 600 meters with a 15% upslope! What really makes it fun is once you pass the Final Approach Fix (FAF), you are committed - there is NO go-around. So, as you come up on the Final Approach Fix on the company designed, flight tested and approved visual-ONLY approach procedure, you have to have the aircraft all set up, in the landing configuration, on speed, on altitude, on a pre-determined rate of descent, with all your ducks in a row. Oh, did I mention, there is NO weather reporting, so it is a guess on what the winds are doing? Approaching the FAF, you compare indicated airspeeds on both the pilot-side and copilot -side to ground speed (Thank you GPS's!), and if your ground speed is faster than indicated air-speed, but still within a certain (company determined) limit, you can continue the approach. However, if beyond the limit, you need to initiate the missed approach procedure right there, at the FAF. Any closer in to the airport, and there simply is not enough room, terrain-wise or aircraft performance -wise, to safely go-around. Pilot training, crew coordination, strict adherence to company policy and a large dose of common sense are absolute necessities. The only approved aircraft to fly these approaches are Cessna Caravans, Pilatus Porters and twin Otters, and only with a trained crew of two. Special training, certifications and log book endorsements are required for each airport.

And just in case you were wondering why I was there in Papua, Indonesia, I was working for Boeing Air Traffic Services. They were contracted to conduct an audit of the safety procedures and processes of the ATC system, the pseudo-FSS/AIS operations, weather observing operations, and the safety programs employed by the operators in that area. Why? Because the safety record in Papua is awful – they smash up a Caravan or a Porter every 2 months at these small airports and even damage or destroy larger aircraft, like 737's, DH-6's, ATR-42 and -72's at the larger airports a couple of times a year!! It is a very challenging environment to operate in, airspace–wise, ATC-wise, terrain-wise and weather-wise….

Ok, back to Arizona. Summer is fast approaching, bringing high temperatures and creating density altitude (DA) concerns in the valley. In fact, DA may have played a part in the fatal crash at Scottsdale last month. If you plan to fly in northern Arizona, DA is, and will be, of significant concern. It is only late May as I write this, and we are already experiencing DA's of 9000 feet and greater, and you can anticipate this summer to have days with DA's in excess of 10,000 feet! And one more associated problem: Those high temperatures can, and will, have an impact on any iPad you have in the cockpit – they do NOT like heat!!

On top of that, monsoon season is approaching, and the associated thunderstorms can make for some interesting – and dangerous – flying conditions. A good preflight briefing and weather in the cockpit (Got ADS-B "In"?) can be a life saver.

Fred's Perspective –

The other day I had a very interesting conversation with another pilot about learning how to fly and the actual art of flying. We were 180 degrees out of perspective. He is of the opinion all new aircraft should be as simple as possible to fly, i.e., almost totally automated. A single throttle, no mixture control, no prop control, push the button to start the motor, program the GPS and the flight director and just sit back and let the airplane take you. Let it navigate for you through the highway-in-the-sky, take you to the VNAV fix, auto-throttle back to start down the GPS-derived descent and arrival path to a landing. WOW, I thought, he really doesn't want to be a pilot, just a passenger along for the ride in his magic airplane. Well, many of the new aircraft on the market today can do a lot of that, but the pilot needs to be a participant in the process for at least some of the functions. Don't get me wrong, I

like most of the automation capability in today's airplanes, but I do not believe in abdicating my pilot responsibilities to the automation. Remember HAL in 2001: A Space Odyssey?? ***"I'm sorry Dave, I can't do that!"*** Heck, I even installed some of that technology into my 45-year old wood and fabric 1973 Bellanca Viking – ***and I really like it!*** But sometimes I hear myself say, ***"Hal, what are you doing now?***", and I have to take charge, disconnect the autopilot, the GPS steering or both, and manually fly the airplane (OMG!) and figure out what's going on....

But I **DO NOT** like automation in the flight school primary training aircraft. Maybe I am a dinosaur, but I believe that initial pilot training, whether Sport, Recreational or Private, should be based on stick and rudder skills. If I were king (which in itself is a scary thought), all primary training would be in tail wheel aircraft with a stick between your legs and a tiny wheel on the back of the airplane (with a mind of its own) so you really understand just what that thing that sticks up off the back of your airplane (the rudder) does. You would learn the art of flying, of coordination, and when and how to fly uncoordinated, the absolute basics of aerodynamics. Student pilots would learn the art of navigation, of pilotage and VOR navigation, of map reading, not just punching in the destination on the GPS and following the magenta line. They would know how and why to calculate weight and balance, understand the ramifications of not doing it, and not just punch numbers into an electronic E6B. And speaking of E6B's, does anybody care about them anymore? Most millennials do not even know what a slide rule is, let alone having ever seen one, nor do they care. Their electronic calculator just says enter a number in these boxes and it spits out a number to them. An App on their iPad does all their flight planning for them. An App on their iPad shows them where they are; they do not have to know where they are; they just rely on the iPad to show them! And I can go on and on, but I digress…

Yes, I get some great students who really want to learn the art of flying; I get some students who are not really cut out to be a pilot; and I get some who want to be a pilot, but don't want/need to learn all that basic "crap" cause, ***"I'm gonna buy a Cirrus with all the automation in it!"*** and if I get into trouble, ***"all I gotta do is pop the chute!"***

I must be a dinosaur: I believe in taxiing, landing, and rolling out on the center line; I believe in being able to maintain Vx or Vy on departure and an accurate approach speed and glide path to a landing; I believe in touching down when the stall warning horn starts to chirp; I believe in being able to execute a short field landing onto a selected spot on the runway and turning off at a particular taxiway (like onto Hotel 3 right into Cutter when landing on runway 25R at Sky Harbor); I believe in professionalism at the controls of my airplane; I believe in correct and standardized radio phraseology and

techniques; I believe I can always be and need to be a better pilot; and I believe I still have a lot to learn. Instilling all that into new students is the challenge of flight instructing, and flight instructing is certainly not for everyone. Luckily, even after 42 years, I still enjoy it (most of the time). Some of my students even say I have the patience of Job. Don't I wish!!

SAFETY PROGRAMS:

There are a lot of FAASTeam safety 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 these 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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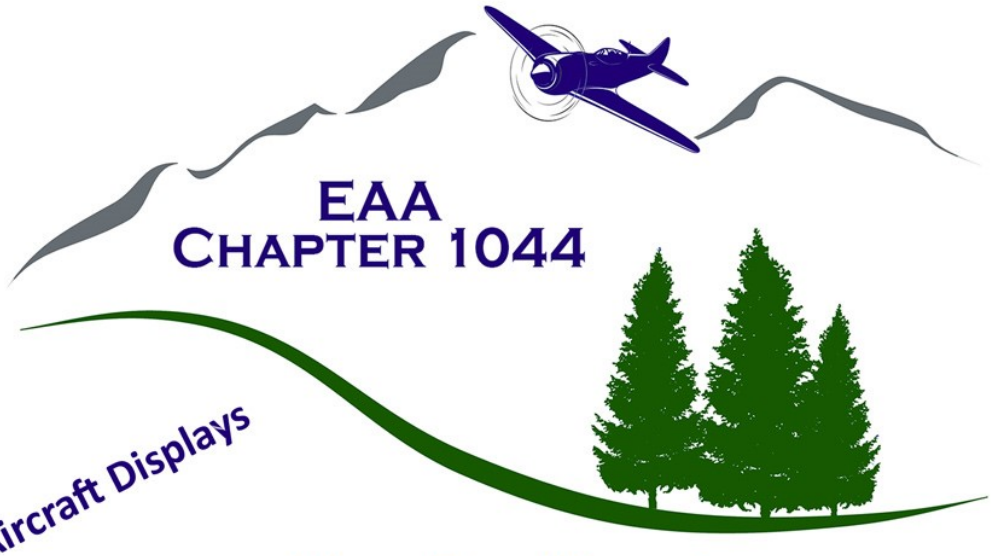

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Stefanie Spencer— Webmaster

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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.


New pilots welcomed!


Writers welcomed!

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