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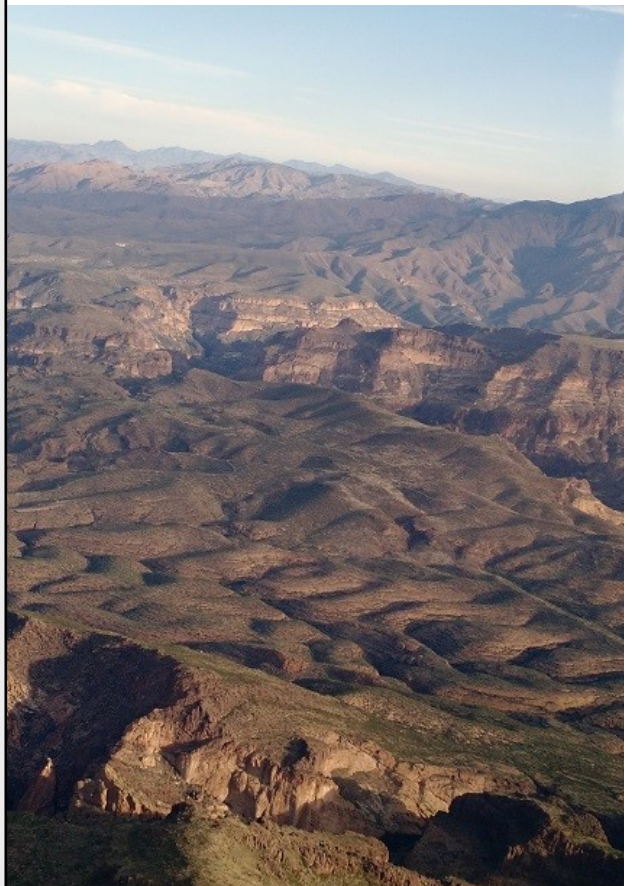
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President's Report

The mornings have become ever so slightly cooler, and the nights are noticeably longer. What a difference a month makes. That can only mean one thing: Flying season is almost here! Your APA has a whole host of fun, interesting, exciting, relaxing and challenging adventures planned for this year. We have long-distance getaways, local day trips, fly-ins, fly-outs, backcountry weekends and more planned. If you haven't joined us on one of our planned events yet, please do so this year. Our team does an amazing job planning these, and they are always a great time. Be sure to check out our website calendar for details, and we'll see you out there!

ADS-B

Like many Arizona pilots, I've been procrastinating installing ADS-B Out in our Comanche. I've researched for countless hours and read dozens of blog posts, articles, and manufacturers' technical documentation, as well as talked to many pilots, attempting to find the best solution for me. When my research started a couple of years ago, I was able to select from three solutions and was looking at about a \$12k installed price. As time has progressed, more vendors jumped in with some great products ranging from basic signal repeaters to new transponders. Now, there's even one that simply replaces a navigation light with a complete "Out" solution! After considering what seemed like a mountain of data, and comparing that against my planned missions, I settled on a 1090ES solution that included a new transponder. I upgraded to a digital encoder at the same time. Back in May of this year, I called the avionics shop planning to get our bird in when I got off work that week and was stunned to hear there was a 3-month waiting list for shop space. Three months? Seriously? Didn't they want my money? I'd heard there were waits at some shops, but assumed those were on the East Coast at some of the larger airports. I was wrong.

What I quickly learned is that as more folks realize there are only 14 months left to get ADS-B Out installed, they are biting the bullet and getting their birds in the shop. While there, owners are taking advantage of the shop time, with potential labor savings, and having additional avionics work completed. Whether removing 20 pounds of obsolete radios (anybody want a Loran C?) or upgrading to some of the amazing new electronic instruments available today, shops are reporting more new sales than in recorded history! Of course, this extra work takes time, so the shop begins to back up quickly. I also learned this is a nationwide phenomenon. While this is great for the avionics industry, and pilots are getting some great technology in their aircraft, reserving your time slot is quickly becoming more difficult.



If you haven't already installed ADS-B Out, and you plan to ever take your bird where Mode C is currently required, get your plane on your shop's schedule now. There are many excellent solutions available today at nearly every price point. Choose the one that best meets your needs. You may be waiting a few months, but you won't be grounded come January 1, 2020. There is no sign the FAA is backing down from this. An added benefit is the amazing increase in situational awareness it provides. Evident on my flight back from the shop, I would not have found the "Cessna on base" in front of me or the "Archer on 2 mile final" as I was being sequenced into Deer Valley for landing. The traffic display on my iPad made it simple to locate them. I confidently reported, "Traffic in sight."

Blue Skies,

Brian



2018 HIGH DESERT FLY-IN SATURDAY, OCTOBER 13 IN WINSLOW, ARIZONA



WINSLOW-LINDBERGH REGIONAL AIRPORT, 701 AIRPORT ROAD

HIGH DESERT FLY-IN ■ 8 AM TO 12 NOON

Free Admission, Pancake Breakfast, Special Aircraft on the Tarmac,
Special Pilot Perks, Vintage Car Show-and-Shine, Flying Fun Kids Area,
Flying Through History Area, Silent Auction

FLY BACK IN TIME GALA ■ 6 TO 9 PM

Ticket Prices TBD, Big Band Connection Performs,
Buffet Dinner, Vintage Threads Costume Contest

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Hangars for Sale

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480 488-3571 — [Hangars for Sale or Lease](#)

Executive Director's Report

Jim Timm — September 2018

I'll be glad when the monsoon season is over and the atmosphere dries out once again. The mornings seem to be getting a bit cooler, so I guess it shouldn't be too much longer. I know, be patient; it'll be cooling down again before too long. Unfortunately, patience just isn't one of my strong points. In the meantime, let's get out there early and enjoy the freedom of flight, being able to see some of the amazing sights in some of the intimate corners of our great state that many who don't fly will never be able to see. Let's go flying!



MISCELLANEOUS ITEMS

We recently received the word that Flight Service will eliminate the Telephone Information Briefing Service (TIBS) in the contiguous United States, effective September 13, 2018. Created in the early 1980s, TIBS is a continuous telephone recording of meteorological and aeronautical information that pilots can access, but does not satisfy the requirement to become familiar with all available information prior to a flight. See Title 14 Code of Federal Regulations (14 CFR) [section 91.103](#).

Effective September 13, 2018, the Controlling Facility for restricted area R 2302 near Flagstaff will change from Albuquerque Center to the Phoenix TRACON, P50. It was commented that the use of the area is estimated at 1% a year.

An RNAV (GPS) RWY 23 Instrument Approach Procedure, which was requested by a previous CGZ Airport Manager, is being published for Casa Grande Municipal Airport. The Arizona Pilots Association and several Phoenix area-based flight schools are advocating against the procedure because it would result in opposing traffic for the intensively used Stanfield VOR (TFD) "Stack" procedure, the CGZ ILS, and LOC RWY 5 instrument procedures. An FAA FSDO representative advised that while the IAP will be published, a NOTAM will also be issued stating that the GPS Procedure is NOT Authorized. "If the airport doesn't want it, it doesn't have to have it." Ultimately, the decision to keep or cancel the procedure will be determined by the CGZ Airport Authority. It should

be noted that nearby Coolidge Municipal Airport (P08) also has an RNAV (GPS) RWY 23 Instrument Approach Procedure available.

Chandler Municipal Airport has announced they anticipate having their construction projects completed by the end of the year. So, until then, watch out for cranes and check NOTAMS.

Falcon Field (FFZ) has completed upgrading the airfield electrical system and signage pro-





jects. They presently have an AWOS system in test mode. Be alert and check for FFZ NOTAMS.

Deer Valley Airport (DVT) still has run up area construction projects in process, 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 a surprise awaiting you. Many of the airports around the state have significant construction projects in progress. Always fly informed.

Flight safety wasn't great in the last reporting period. While the NTSB only reported two relatively minor accidents, we did have an additional two fatal accidents with two fatalities in each case that have not yet been acknowledged by the NTSB. Also, as of this writing, they have only reported one accident occurring in July and none for August. Based on past statistics, I find it hard to believe there have not been any accidents in this period of time. See my September Accident Summary for the details.

According to the FAA Safety Team, we need to "Get It Right in Maneuvering Flight." More than 25% of general aviation fatal accidents occur during the maneuvering phase of flight — turning, climbing, or descending close to the ground. The vast majority of these accidents involve buzzing attempts and stall/spin scenarios (half of which are while in the traffic pattern). For additional information, go to: <http://bit.ly/2M8lf1H>

GPS interference testing is still happening, and the notices were only received at the last minute from the FAA in this last reporting period. Some of these tests could have 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. With ADS-B and its GPS component being the law of the land in 2020, I would think this interference testing will have to cease.

As you are aware, APA is still working with several airports around the state to update their Airport Master Plans. Currently, 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.
- * On the third Saturday, the fly in breakfast at Benson (E95) at Southwest Aviation is now on a quarterly basis and the next one is scheduled for Oct 20, 2018. There are still special fuel prices for breakfast attendees. "Can't Pass Gas Saturday" is still every Saturday and APA members get a \$.10/gal. discount at any time as long as they show their membership card.
- * The Grapevine Airstrip (88AZ) next to Roosevelt Lake is always open to fly into and the BBQ lunch hosted by APA on the third weekend each returns on September 15th. You can arrive a day early and join others at the airstrip and camp out the entire weekend, beginning on Friday the 14th! The portable toilet will once again be available starting this month and continuing through May. Touch base with us if you are interested in hosting one of our monthly lunches at Grapevine! We've had some great hosts and delicious food over the years.
- * The last Saturday of the month there is still a fly in breakfast at Casa Grande Municipal Airport (CGZ). The Airport's restaurant, Foxtrot Cafe, operating in the air-cooled 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



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



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!





Fall 2018 Backcountry

By Mark Spencer

For all you backcountry adventurers, we'll have weekend fly-ins this fall with a purpose! We made such great strides over the last few years re-opening our backcountry to aviation, and had lots of fun and friendship in the process! Each of these airstrips needs a little TLC to keep them in safe condition for all, and with a little effort from all, this TLC is made light work. There are many unsung heroes out there that have taken on regular maintenance of some of our more remote airstrips, for example Red Creek, and our thanks go out to those folks who have unselfishly given of themselves to keep these strips groomed for all of us. So take a look at the schedule Tommy has put together for this fall, join us at one of the TLC weekends this fall.

October 12-14:

Pleasant Valley, Young 24AZ - We need to mount our new windsock pole, bring shovels and picks!

November 2-4:

Double Circle AZ66 - Runway work, brush clearing, and log preservation on the lodge.

December 14-16:

Grapevine AZ88 - New windsock pole, general clean up, etc.

Of course don't forget our monthly fly in camp and lunch on the third Saturday of each month at Grapevine, AZ88. ***We still need volunteers to host a couple of these Saturdays!*** It's a lot of fun and satisfaction seeing the smiles of fellow aviators! **Contact**

Mike Andresen to sign up:

azcloudflyer@earthlink.net

Grapevine dates this year:

Sept 14 to 16

Oct 19 to 21

Nov 16 to 18

Dec 14 to 16



September Aviation Accident Summary

by Jim Timm

The following are NTSB reports of aviation accidents that have occurred in Arizona from July through late August. 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 hopefully they will take the action necessary to prevent similar accidents from happening to them.

The September reporting period, in my opinion, is most likely not complete. Since the last (August) report, the NTSB has only issued reports on two accidents which are contained in this report. One occurred on June 26, and the other occurred on July 12. Based on past history, it is difficult to believe there have not been more reportable accidents occurring in this time frame. People have been flying, and I hope it's true that they have been doing it safely. Do you think it's been too hot, and the accident-prone pilots haven't been flying? Something to think about. Unfortunately, just recently things have really gone bad and we have had two fatal accidents with two lives lost in each. They have been covered in the media, but as of this writing, the NTSB has not yet issued a notice. I hope we can make it through the year without any more serious accidents like these. Please don't fly at the edge of your or your airplane's operating envelope.

Details of the two accidents reported in this period are detailed below, along with two that were as yet unreported. Also, the last part of this report contains the details of nine accidents that had occurred much earlier, but the accident details were released in the past reporting period.

THE FOLLOWING ACCIDENTS HAD OCCURRED IN THE PAST REPORTING PERIOD

Accident Date: **Tuesday, June 26, 2018**
Report Dated: 8/2/2018 Preliminary Report
Title 14 CFR Part 91
Location: Phoenix
Aircraft Type: Cessna 172SP
Injuries: 1 Minor, 2 Uninjured

INFLIGHT ENGINE POWER LOSS

On June 26, 2018, about 1020 MST, a Cessna 172SP airplane was substantially damaged during a forced landing following a loss of engine power near Phoenix. The commercial pilot received minor injuries and the two passengers were not injured. The local flight departed Phoenix Deer Valley Airport (DVT) about 0920. The pilot reported that while maneuvering at 4,500-5,000 ft mean sea level (MSL), the vacuum annunciator lights illuminated and the engine immediately experienced roughness. He decided to depart the practice area and head back to DVT. He did not report an emergency or the engine roughness to air traffic control (ATC), because

he didn't anticipate a loss of engine power. The pilot positioned the fuel mixture to full rich, and the boost pump switch to 'ON' however the engine continued to run rough during the return flight. About 8 miles northwest of DVT, as the pilot decreased altitude from 4,500 to 3,500 ft MSL, he was instructed by ATC to perform a left 360° turn. After completing the turn, the engine lost power and the propeller stopped rotating. The pilot configured the airplane for best glide, found a clearing in the desert terrain for the forced landing and updated ATC about his situation. During the landing roll, the airplane impacted rocks and nosed over. Examination of the airplane by a Federal Aviation Administration inspector revealed that the vertical stabilizer, rudder, right wing, and forward fuselage were substantially damaged.

Visual meteorological conditions prevailed, and no flight plan was filed.

Accident Date: **Thursday, July 12, 2018**
Report Dated: 8/23/2018 Preliminary Report
Title 14 CFR Part 91
Location: Tolani Lake
Aircraft Type: Beech 90 King Air
Injuries: 3 Uninjured

INFLIGHT UPSET

On July 12, 2018, about 0210 MST a Beech King Air C90A airplane experienced an inflight upset while in a climb near Tolani, Arizona. The pilot and passengers were not injured. The airplane sustained substantial damage to both wings. The airplane was on a positioning flight, instrument meteorological conditions were reported along the route of flight about the time of the accident, and an instrument flight rules flight plan was filed. The flight originated from Flagstaff Pulliam Airport (FLG) at 0255 mountain standard time and was destined for Gallup Municipal Airport (GUP), Gallup, New Mexico.

The pilot reported that during the initial climb, with the auto pilot engaged, while climbing through 17,000 to 19,000 ft, the airplane entered

an uncommanded left bank and downward pitch. The pilot disconnected the auto pilot system and regained control of the airplane. The pilot continued to his destination without further incident.

The airplane was retained for further investigation.

Accident Date: **Saturday, August 18, 2018**
Location: Camp Verdi
Aircraft Type: Pietenpole Air Camper
Injuries: 2 Fatal

No NTSB report, media info only.

Accident Date: **Monday, August 20, 2018**
Location: Phoenix, DVT
Aircraft Type: Stolp Acroduster
Injuries: 2 Fatal

No NTSB report, media info only.

THE FOLLOWING ACCIDENTS HAD OCCURRED AT AN EARLIER DATE WITHOUT DETAILED INFORMATION

Accident Date: **March 26, 2018**
Report Dated: 7/5/2018 Factual Report
Title 14 CFR Part 91
Location: Tucson
Aircraft Type: Starduster Too
Injuries: 1 Minor

LANDING GEAR STRUCTURAL FAILURE

The pilot in the experimental amateur-built, tail-wheel-equipped airplane reported that this was his third test flight. During the landing roll, he heard a loud noise, and the left side of the airplane dropped. The airplane veered to the left and exited the left side of the runway. The left side of the airplane dug into the ground and the airplane nosed over.

The FAA Aviation Safety Inspector that examined the airplane reported that the left main landing gear axle weld had failed. The airplane sus-

tained substantial damage to the vertical stabilizer, the rudder and right upper wing spar.

Accident Date: **March 12, 2018**
Report Dated: 6/21/2018 Factual Report
Title 14 CFR Part 91
Location: Green Valley
Aircraft Type: Cessna 172
Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

The pilot reported that during the landing roll he felt as though the airplane was being pushed to the left side of the runway and he applied full right rudder and left aileron. The airplane exited the left side of the runway, and he added power to prevent the airplane's nose from colliding with

a drainage culvert, but the airplane accelerated and impacted a tree. The airplane sustained substantial damage to the leading edge of the left wing.

The pilot reported that the wind at the destination airport was 090 at 10 knots gusting to 15. The nearest weather reporting station, located 14 miles to the north at the departure airport, reported about the time of the accident the wind was from 040 at 3 knots. The pilot landed to runway 24 because of the 2.9 percent uphill gradient.

Accident Date: **April 8, 2018**

Report Dated: 7/5/2018 Final Report

Title 14 CFR Part 91

Location: Tucson

Aircraft Type: Piper PA 28

Injuries: 1 Uninjured

GROUND COLLISION

The student pilot reported that, while taxiing to park, he aligned the airplane with the parking spot, added power to make the turn, and then heard a "boom." He shut the engine down and examined the airplane and found that the left wing had hit a pole. The airplane sustained substantial damage to the left-wing rear spar.

The flight safety officer for the operator reported that there were no pre accident mechanical failures or malfunctions with the airplane that would have precluded normal operation. The safety officer further reported that the company policy was to shut down the airplane on the yellow taxiway centerline before pushing the airplane back into the parking spot. He added that, after interviewing other flight crews, he learned that flight instructors had been demonstrating incorrect parking methods to students, including the student who taxied into the pole.

Accident Date: **April 24, 2018**

Report Dated: 6/22/2018 Factual Report

Title 14 CFR Part 91

Location: Wickenburg

Aircraft Type: Piper PA 28

Injuries: 2 Uninjured

FLIGHT TRAINING PROBLEM

The flight instructor reported that, while abeam the intended touchdown point, he reduced power to idle for the student pilot to perform a simulated engine failure approach. The student pilot maneuvered for the runway and added full flaps (40°), decreasing airspeed to about 62 to 68 knots. The instructor asked the student if he believed he would be able to make the runway given his airspeed, and the student pilot retracted the flaps to 0° and then back to 25°. The airplane began to sink, the flight instructor added full flaps to "regain some lift," and he instructed the student pilot to recover. The student pilot put both hands on the yoke and pitched up. The flight instructor said, "my controls," applied full power and attempted to lower the nose, but the student pilot froze and continued to pitch up. The flight instructor repeated the exchange of flight controls command, the student pilot released control of the yoke and retracted the flaps to 0°. The flight instructor put the flaps back to 25° and pitched the nose down in an attempt to recover. The airplane struck the top of a tree, the flight instructor reduced power and landed short of the runway; the nose landing gear collapsed. The airplane sustained substantial damage to both wings and empennage.

The Federal Aviation Administration inspector reported that, after conducting interviews, it was revealed that the flight instructor took control of the airplane "well below 500 feet from the ground." He also added that there may have been a communication barrier between the flight instructor and the student pilot. He reported that the student pilot paused for 20 to 30 seconds to comprehend each question before answering.

Accident Date: **April 29, 2018**

Report Dated: 7/6/2018 Factual Report

Title 14 CFR Part 91

Location: Page

Aircraft Type: Cessna 182

Injuries: 4 Uninjured

ABNORMAL RUNWAY CONTACT

The pilot reported that, during takeoff, the airplane experienced a "loss of lift." He added that he rejected the takeoff, and while landing back on the runway, the airplane bounced and veered left. The airplane exited the runway and came to rest in a shallow ditch. The airplane sustained substantial damage to the left wing.

The pilot reported that the maximum gross weight of the airplane was 3,100 pounds and the weight at the time of the accident was 3,055 pounds.

The automated weather observation station located on the airport reported that, about 17 minutes before the accident, the wind was from 250° at 10 knots, gusting to 19 knots, visibility 10 statute miles, cloud condition clear, temperature 26°C (79°F), dew point -16°C (3°F), altimeter setting 29.71" Hg. The airplane was departing runway 15. The estimated density altitude was 6,816 ft.

Accident Date: **May 4, 2018**

Report Dated: 7/30/2018 Factual Report

Title 14 CFR Part 91

Location: Glendale

Aircraft Type: Cessna 172

Injuries: 1 Uninjured

LOSS OF CONTROL IN FLIGHT

The flight instructor reported that, during takeoff, the solo-student pilot realized he had a crosswind from the right and applied right aileron and right rudder. He added, that as the student rotated, the airplane drifted to the left, the student lost control, pulled the engine power to idle, and aborted the takeoff. Subsequently, during touchdown, the airplane veered hard to the left, exited the runway, and the nose landing gear collapsed. The airplane sustained substantial damage to the forward fuselage.

The automated weather observation system at the accident airport reported that, about the time of the accident, the wind was calm. The student pilot was departing on runway 1.

Accident Date: **May 5, 2018**

Report Dated: 7/30/2018 Factual Report

Title 14 CFR Part 91

Location: Chandler

Aircraft Type: Cessna A185F

Injuries: 2 Uninjured

LOSS OF CONTROL LANDING

The pilot of the tailwheel-equipped airplane reported that, during final approach, the airplane required about 10 degrees of crab to the right to maintain alignment with the runway. During the landing flare, he reduced power to idle, slowly applied rudder to align the fuselage with the runway centerline, and added right aileron to counter the crosswind. He added that, during the 3-point landing, the airplane bounced. During the landing roll, he had full right aileron countering the wind when a "perceived" gust lifted the right wing. He held full right aileron, full aft yoke, and used the rudder to maintain alignment. Subsequently, about 40 knots groundspeed, the left main landing gear collapsed, and the left wing impacted the runway. The airplane sustained substantial damage to the left wing and aileron. The pilot reported that the left main landing gear detached from the airplane.

The Federal Aviation Administration inspector reported that the airplane had been in an accident in 1990 and repaired in 1995. He added that, the maintenance records show that the left gear and left wing (along with several other items) had been replaced during the 1995 repair. He also reported, the landing gear bolt was bent and the threads on the nut were stripped.

The automated weather observation system located at the accident airport reported that, about 20 minutes before the accident, the wind was from 110° at 8 knots, gusting to 19 knots. The same observation system reported that, about 10 minutes after the accident, the wind was from 150° at 13 knots, gusting to 21 knots. The pilot landed on runway 4R.

Accident Date: **Thursday, May 10, 2018**

Report Dated: 8/1/2018 Factual Report

Title 14 CFR Part 91
Location: Wickenburg
Aircraft Type: Piper PA 28
Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

The student pilot reported that the approach was stable, but during the landing roll, when applying the brakes, the airplane veered to the right. He released the brakes because he thought he needed to in order to maintain directional control, but he then reapplied the brakes. Subsequently, he added full power to go around, and after becoming airborne, the airplane turned left. The right wing struck a runway sign, the student reduced power, the airplane landed, and he applied the brakes to stop. The airplane sustained substantial damage to the stabilator.

The Safety Manager of the flight school reported that there were no pre-accident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The automated weather observation station located on the airport reported that, about 13 minutes after the accident, the wind was from 210° at 7 knots. The airplane landed on runway 05.

Accident Date: **Friday, May 18, 2018**
Report Dated: 8/1/2018 Factual Report
Title 14 CFR Part 91
Location: Wickenburg
Aircraft Type: Cessna 182
Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

The pilot of the tailwheel-equipped airplane reported that, during the landing roll of a touch-and-go landing, he reconfigured the flaps for takeoff. He added that the airplane veered sharply to the right and he attempted to recover with full left rudder and brake. The airplane ground looped to the right and exited the runway. The left main landing gear collapsed and the left wing impacted the ground. The airplane sustained substantial damage to the left wing. The pilot reported that there were no pre-accident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The pilot reported that the automated weather observation station located on the airport reported that, about 20 minutes before the accident, the wind was light and variable with no wind gusts. The airplane landed on runway 05.

A Few Words About Safety

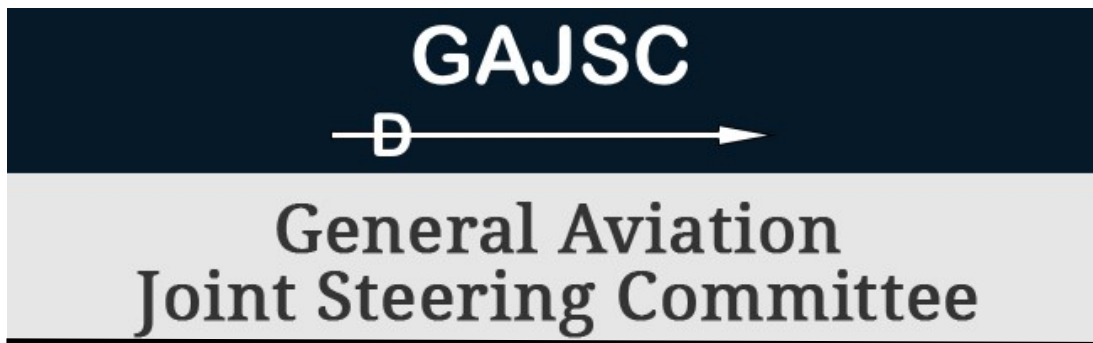
Denny Granquist

“

“Telling tower you don't have the traffic is very professional.”

“Stable approaches lead to nice landings.”

”



Stabilized Approach and Landing

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

Outreach Month: September 2018

Topic: Stabilized Approach and Landing (SE 10 Output 1)

The FAA and industry will conduct a public education campaign emphasizing the best practices regarding stabilized approach and go around techniques.

Background:

The air carrier industry has embraced stabilized approach concepts as a means to ensure safe operations during critical phases of flight. Airline flight crews are trained and tested on establishing and maintaining stabilized approaches and to immediately initiate a go around if stabilized approach criteria are not met. This has led to a dramatic decrease in approach and landing mishaps. General aviation pilots can also increase the safety of their approach and landing operations by adhering to stabilized approach criteria.

Teaching Points:

- Discuss the magnitude of approach and landing mishaps
- Acquaint pilots with the benefits of stabilized approach and landing operations.
- Discuss best practices for exercising the go around option.
- Encourage pilots to make stabilized approaches and to go around if stabilized approach criteria are not met.

References:

- Stabilized Approach and Go Around Power Point
- [Airplane Flying Handbook \(FAA-H-8083-3B-Chapter Eight\)](#)

DOWNLOADS:

[PowerPoint Presentation Slides...](#)



Made it to Mexico ... Almost! (The \$1 Lunch)

By Connor Barrett

With the extreme desert heat and summer cumulus clouds forming almost every day in August, our options were limited for exploring what Arizona's airports have to offer. These Arizona "normal" weather conditions didn't stop us from planning and executing a flight. Where are we going this time you ask? Some may say this destination is *the* place to go, and others may disagree. We chose this location for one specific reason: the one-dollar lunch at the Million Air FBO located on the west side of Yuma International Airport (KNYL).

Once again we started our journey early, departing from Scottsdale (KSDL) and transitioning the Phoenix bravo airspace to the south at 4500'. We entered the southwest practice area and made our turn to the southwest. With a highly concentrated amount of restricted areas along our route to Yuma we used flight following religiously. The plane we were flying on this day is equipment with a G1000 system, and the use of this advanced system made our flight slightly less difficult to complete.

Following the pink line on the PFD can lead to navigation complacency, and a good pilot is always learning and improving on their piloting and navigation skills. With our instrument check rides coming around the corner, we use every possible opportunity to tune in VORs and fly radials to and from VORs along our routes. Today was no exception, first intercepting and then flying southwest on the



Looking out over southern Arizona toward the US Mexico Border

030 radial to the Gila Bend VOR (GBN). Once reaching GBN, we turned west and then flew the 247 outbound radial toward Bard VOR (BZA). We flew on our current radial with reference to the GPS until we intercepted the BZA 075 radial. The point where these two radials meet is identified on aeronautical charts as MOHAK.

The southwest region of Arizona has received many rain showers this season. The amount of greenery and natural growth in these parts of the desert is unbound compared to other parts our southern deserts. Be ready to enjoy scenic mountains and vast floodplain areas, all teaming with life.

Flight following handed us over to KNYL tower for our clearance into the delta airspace. KNYL is a multi use airport, being shared between public use and military use. The public shares this airfield with the United States Marines Corps. If you plan on flying here, get ready to see and share the airspace with some amazing flying machines. Cleared to



G1000 PFD



Sunrise on the ramp, KSDL

land 21R, we established ourselves for the approach and made a straight-in landing. "We have touchdown." At this exact moment a flight of two marine jets were taking off runway 21L. If hearing, feeling, and watching those two take off doesn't make you want to fly those jets, it's time to get a new medical!

We taxied to the FBO and anticipated what we were going to encounter. Was it really true that pilots get lunch here for only one dollar? The trusty 172 we flew to KNYL was parked, secured, and Hobbs recorded; now it's time for lunch. In our past articles we have talked about all these great exciting adventures we completed at our destination.

To us, this was just as exciting. Being full-time students at universities and filling the rest of our time with flight school, our budgets are tight.

A full lunch for one dollar! And being able to fly to lunch is up there on the list for excitement. Listen closely: to get the dollar lunch the pilot and crew must check in with the front desk first. Here they will give you a coupon, which you must take down the hall to the cafeteria for your dollar lunch. After scouring the lunch menu I settled on a juicy chicken sandwich; hold the fries. Picking a table close to a window where we could watch the military aircraft land and take off, our stomachs were eager to be tamed. Within minutes our lunch was served and only two dollars out of our pockets... for lunch at least. Lunch devoured and the fuel billed paid, it was time to start our flight back to KSDL.

Taking off runway 17 you head southbound toward the US Mexico border. With the proximity to Mexico, an expedited right turn out became very clear once airborne. Below our left wing was the fence that separates our two countries; below our right wing, KNYL. We almost made it to Mexico! Our right turn out set us up perfectly for a northbound departure toward BLH VOR, frequency entered and radial tuned in, it was time to say our goodbyes to KNYL and focus on the flight ahead.

For aviation students on a college budget, this is up there on the list of exciting places to visit. A tasty lunch for one dollar should get anyone excited. Pilots who would like to explore what Arizona's airports have to offer must add KNYL to their airport bucket list!

Connor



AZHomeandhangar.com

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MEMBERS' PHOTO CORNER

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

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



Sedona for our 40th anniversary



Oshkosh 2018 camping (64C won a lindy award at the show)

Getaway to White Sands Missile Range—Oct 5-7

The main tour of this site is only open to the public twice a year.

FRIDAY – October 5th:

RSVP Today! Email Brad & Kit

You need to arrive at the Alamogordo Regional Municipal Airport (KALM) in New Mexico around noon. There are no landing or tie-down fees, provided you buy fuel. It has been arranged with Enterprise Car Rental to drop off a couple of rental cars for us to caravan around for the weekend.

Once everyone's arrived, we'll be off to **Pistachio Land** which is home of the World's Largest Pistachio, McGinn's Pistachio Tree Ranch, McGinn's Country Store, and the **Arena Blanca Winery**. The McGinn family grows the best selection of award winning pistachio nuts on their family's 111 acre farm. They also make fabulous wines from their vineyards. They KNOW they're the best because they grow them, package them, make candy with them... everything from the ground to the final packaged product and they guarantee you will find these Pistachios and Wines to be the best anywhere!

The vineyard wine is produced by Tim McGinn, their winemaker. The APA has been offered a private motorized tour of their orchards and vineyards where they will tell us about their family farm history, pistachio and grape growing, harvesting and the story behind the World's Largest Pistachio.

After our tour, let's go get a bite to eat at the famous **Rockin' BZ Burgers**. Rockin BZ Burgers serves a never frozen, hand-made, high quality ground chuck angus patty on a made fresh daily potato bun. They offer special toppings such as fried egg, pineapple, sautéed mushrooms, green chili, sauerkraut, and much more including all the usual condiments. You can build your own burger and they'll make it custom, just how you like it.

Saturday will start early, so off we go to the **White Sands Motel**. This motel is Alamogordo's only AAA approved, independent motel. Even with their recent renovations, this immaculate facility still has low rates, friendly staff, and is within walking distance of major restaurants. They've even booked us on the "mountain view" side of the motel. This is a convenient motel for our fly-in as it is only 4 miles from the Space Museum and 12 miles from the White Sands National Monument.

SATURDAY – October 6th:

Today starts early. We need to get ourselves to the Space Museum for a quick breakfast and to the chartered bus for a guided tour at the popular **Trinity Site**. It's the site of the first detonation of an atomic bomb in 1945 and is located within the White Sands Missile Range. The scenery is wonderful, as the area has not been grazed since 1945. There are great views of the low Oscura Mountains to the east. The Little Burro Mountains are visible to the southeast of the tour route and the Mockingbird Mountains are south. The southern-most road is the northern perimeter of the White Sands Missile Range which starts and ends in Tularosa, where our chartered bus and guided tour begins.



Trinity Site Marker—Site of first A-Bomb Test 1945

For those of you not familiar with the missile range, the **White Sands Missile Range (WSMR)** is a United States Army military testing area of almost 3,200 square miles, in parts of five counties in southern New Mexico. The largest military installation in the United States, WSMR and the 600,000 acre McGregor Range Complex at Fort Bliss to the south (southeast Tularosa Basin) and on Otero Mesa are contiguous areas for military testing. On 9 July 1945, the White Sands Proving Ground was established for testing German and American long range rockets. Just seven days later, the first atomic bomb test, code named Trinity, was exploded at Trinity Site, near the north boundary of the range.

SATURDAY – October 6th: (Continued)

The tour includes making a side trip to the McDonald ranch, where the first A-bomb was assembled.

After our tour of the White Sands Missile Range and Trinity Site we will receive another guided tour at **The Museum of Space History**. Which contains exhibitions ranging from Robert Goddard's early rocket experiments near Roswell to a mock-up of the International Space Station.

- **The International Space Hall of Fame.** Commemorates the achievements of men and women who have furthered humanity's exploration of space.
- **The John P. Stapp Air & Space Park.** Displays larger exhibits, such as the Apollo program's Little Joe II rocket and the rocket sled that "Fastest Man Alive" Stapp rode to 632 mph.
- **Daisy Track.** Commemorates aeromedical and space related tests which were crucial in developing components for NASA's Project Mercury orbital flights and the Project Apollo moon landings.
- **The Clyde W. Tombaugh Education Center.** Home to the museum's Education programs, the Center includes classrooms for on-site group and summer camp programs, the education and marketing offices, and the New Horizons Theater. The extra wide hallways at the Center showcase the Smithsonian exhibit *Earth from Space* and, in the lobby, the interactive exhibit Magic Planet.
- **The New Horizons Dome Theater and Planetarium.** Named for the spacecraft that flew by Pluto in 2015, it is the first dome theater in the world to feature the Spitz SciDome 4k Laser fulldome planetarium system. The theater offers giant screen films, full dome digital planetarium shows and live star talks.
- **Astronaut Memorial Garden.** A tribute to the Apollo 1 and Space Shuttle Challenger & Columbia astronauts.
- **The Hubbard Space Science Research Building.** Home to the Museum's new archives and library and Curatorial Department. Researchers and students will find an academic-based collection of New Mexico space history, Holloman Air Force Base and White Sands Missile Range information and photos, as well as NASA publications, photos, and collections. In addition, the building houses the museum's small artifacts and collections.



A Missile Park at the White Sands Missile Range

The Museum Support Center. The facility where Museum employees and volunteers conserve and restore the many large artifacts exhibited at the Museum.

After the long day, how about a relaxing meal and some conversation at **Rizo's Authentic Mexican Food**? Rizo's has been touted as the best Mexican restaurant in town. The menu includes Street tacos, Sopas, Huraches, Enchiladas, Tortas, Flautas, Fajitas, Chimichangas, Nachos.... All reasonably priced and served up by friendly staff. There's even menudo on Saturday & Sunday, for those who can handle it!

SUNDAY – October 7th:

Hate to say it, but we have to go back to the present... The motel has coffee makers, microwaves, and fridges. We can stock up on anything you might want to munch on at the nearby market.

The cars don't have to be back until noon... Maybe later, as no one picks them up on Sunday. We could just do a wander around town.

Hope to see you there! Let me know A.S.A.P. if you're interested. This is a pretty reasonable weekend. ALL of the above will run less than \$500 for TWO people for the weekend! Contact me for the breakdown etc.

[Kit Murphy](#) pattkmurphy@yahoo.com

AZ Airport Focus: Springerville

By Brian Schober

Last month's focus on Show Low offered pilots a great entry point to the White Mountains for everything the mountains and the town has to offer. This month we'll move a little further to the east and take a look at the smaller town of Springerville (KJTC). Not only does the location of this airport offer another entry point to the White Mountains, there are fantastic historical sites nearby worth taking the time to see.

Springerville is located about 140NM nearly due east from Phoenix and about 5 miles from the New Mexico border, nestled right in the heart of the White Mountains. Mountains immediately to the west and south of the airport are over 10,000 ft and 11,000 ft MSL! The airport sits at a lofty 7,055 ft MSL in the evening shadow of these mountains. Density altitude calculations are a must any time of year, and the nearby mountains can complicate arrivals and departures with blustery winds and local weather patterns.

If departing to the east from Phoenix, you'll climb over the Mazatzal range with the majestic Four Peaks off your wing. As you leave the low desert behind, the terrain quickly rises and remains rocky and high for the duration of the flight. Approaching the White Mountains, the hills quickly rise to jagged peaks. Detouring north towards Show Low offers a path around without the high climb needed otherwise. Arrivals from Tucson or Flagstaff can use the same method of detouring to the northwest of the larger peaks to get in to the airport.

Pilots understand that mountains can sometimes create their own micro-weather, and the White Mountains are no exception. Give AWOS-3PT a call on your way in to get a feel for the weather on the ground, or call them prior to takeoff at 928-333-5716. There are often many military aircraft operating in the nearby Jackal, Reserve, Cato and Smitty MOAs, so keep your scan active until you're parked on the ramp. Springerville is also an active airport during the firefighting season. Runway 3/21 is the longer of the available pair at 8422' x 75'. The crosswind runway 11/29 is 4603'x60'. Both

are paved, lighted, and in excellent condition. Note that Runway 21 is right traffic for noise abatement. Once on the ground, transient parking and the terminal building area are near the intersection of the runways.

The airport is staffed Friday through Tuesday from 0800 – 1600 local time. 100LL and Jet-A is available from the town of Springerville. At the time of this writing, self-service was priced at a modest \$4.75 and \$3.62, respectively. Full service is available during operational hours, or on callout with an additional fee. With the significant military operations in the area, you're likely to see some



Springerville (KJTC) Airport Terminal

amazing military hardware taking on fuel. The airport offers a gorgeous and modern terminal building with a pilot's lounge and restrooms. Tie down fees of \$5/night for a single-engine, \$10/night for a multi-engine are waived for the first three nights if purchasing fuel. Other rates apply for helicopters and turbine aircraft. The fee structure is listed on the airport website at www.springervilleair.com. The airport offers a courtesy car to visiting pilots for local use, so transportation to and from town is not typically a problem. If you feel like stretching out a bit and taking a walk, the town is just a little over a mile to the east.



Kaman helicopter on ramp in Springerville

There are several great restaurants to choose from. Booga Reds Restaurant and Cantina offers a decidedly Southwestern menu with a mix of classic café food. Avery's serves award-winning classic American barbeque. There are also a handful of Chinese restaurants, all within the town limits. There are also a handful of hotels if you are planning to stay the night; Best Western and Reed's Lodge are the best rated on TripAdvisor.com.

In addition to the dramatic views of the White Mountains, Springerville is home to several historic and scenic attractions. Highest on the list is the Casa Malpais Archaeological Park. Settled somewhere around 1200 - 1300 AD and occupied for between 100-200 years, the settlement by the Mogollon people is fairly well preserved. Distinctive ruins, artifacts, and stunning rock formations are in plain view during the guided tours provided by the Hopi and Zuni elders of the area. Tours are offered several times daily, Tuesday through Saturday, from March through November.

The Springerville Heritage Center offers a unique glimpse into the rich history of the area. Housed in an 1880's era schoolhouse, this trio of museums and an art gallery truly capture life in this rugged volcanic area. The Casa Malpais museum is housed here and contains many well-preserved artifacts discovered in the digs. The Renee Cushman Museum and the Becker Family History Museum are also housed here and contain many local artifacts depicting early life in this rugged area. Each of the museums are in the schoolhouse and joined by an art gallery featuring the work of the talented local artists. Ranking a 5 of 5 on Trip Advisor, the museum alone would be worth the flight. Expect to spend a couple of hours touring this attraction.

The Little Bear Archaeological Site is just outside of



Casa Malpais Archaeological Park

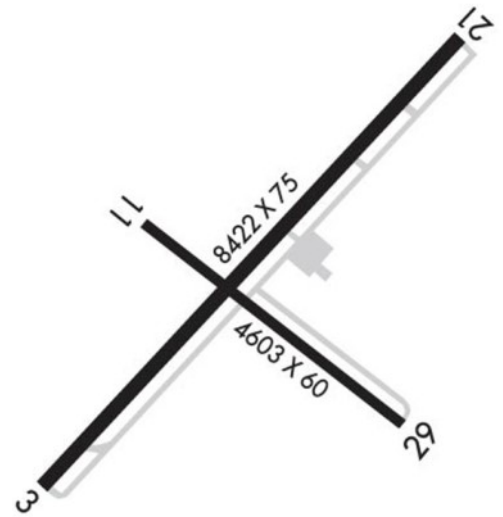


Casa Malpais Archaeological Park

town, hidden in a small cabin community. Several petroglyphs are in the area, and the site is an active dig. Nothing has been reconstructed, and it is not a museum. It is a work in progress and offers a rare glimpse into active archaeology.

Though the White Mountains are home to the Apache-Sitgreaves National Forest and all of the outdoor activities the forest can offer, ground transportation is limited in Springerville. With only about 2000 residents, there are no local car rental companies offering service in the area. Uber/Lyft were not able to provide service at the time of this writing, though drivers do join the networks often. Enterprise in Show Low can arrange for a rental vehicle to be delivered to the airport in advance, if desired.

Springerville is a small town with a rich history on display. The town makes for a great weekend getaway or even a long day trip. With a friendly and welcoming airport to a small town offering attractions and sights often reserved for larger towns, plan to arrive early and stay late to take it all in.



**Springerville (KJTC)
Airport Diagram**

Brian



Wisky Ranch - Arizona

6A22



Main Cabin Exterior



Main Cabin Deck



Main Cabin



Workshop



Bunkhouse



Artist Studio



5,000' Airstrip
FAA Registered

Wisky Ranch is a private retreat located in the high desert, southwest of Winslow, AZ. It can be reached via BLM roads or via air on its hard packed aircraft runway. Wisky is off the grid, self contained, and includes solar, turbine, and a generator for both its 120/240v inverter and its water well. If you have ever dreamed of a cabin in a truly secluded and quiet northern Arizona location, then Wisky is a must to consider. Containing a modern cabin, an artist studio, a bunkhouse, and a shop, it is situated at a cool 5,800+ foot elevation and is comfortable year around. Wisky Ranch is the ideal place for a private retreat with airstrip. Email or call for pricing.

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Information believed to be correct but should be verified prior to purchase.

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CHD Terminal Meeting Room

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5.1 Acres of Bare Land 5.1 Acres of Bare Land only includes airport. Other property is for homes and other. Mobile homes permitted.



2009 Bronze Lindy Award Winner "Blondie" N748RV is For Sale!



2009 Bronze Lindy Award Winner, "Blondie" N748RV is for sale! She's one of the finest built RV-8 aircraft flying. Fit and finish near perfection, and designed with a hint of nostalgia. Nose art was replicated with permission from the original artist, Don Allen. Original nose art is of pilot Lieutenant Marvin Arthur's wife Blondie on his P51D in 1942. Part of the 334th Fighter Squadron, 4th Fighter Group, the first group to escort bombers over Berlin. Blondie, N748RV has won additional shows since Oshkosh.

Blondie sports a Mattituck TMXO-360, Dynon D-10, EMS-10, True Trak auto pilot, Constant Speed Hartzel, customer fabricated extra width side control panels. Custom leather seating, tinted Todd canopy, new embroidered cover. While low hours, Blondie is flown regularly, has great compression, and is in great mechanical order. TT ~ 400



hours. Located at P33 Cochise County, AZ. Contact Mark mspencer@azpilots.org 602-708-1599

[More photos available click here....](#)

Aviation Buttonology

By Howard Deevers

Only about a week after Southwest Airlines made an emergency landing in Philadelphia after an engine failure, the TV news services were competing to get the crew of the plane on their program. CBS "This Morning" was the winner, and the entire crew appeared on their morning show. I was in Pittsburgh at the time, so I was on the same time zone as the show. What made this more newsworthy was that the Captain of the plane was Tammie Jo Schults, and her voice on the recordings was so calm and business like.

The crew, appearing in full dress uniforms, was interviewed by the usual staff of the morning news show. All of them were very professional and fielded questions from the morning show people very well. The news folks were poking around trying to get them to say that they were scared or feared for their lives, but the crew was not about to fall into that trap. At one point, Tammie said that her first officer, Darrel Ellison, did all of the "buttonology" while she flew the plane for landing. That went right over the heads of the news people, and they didn't even respond to that statement.

So, what is "buttonology?" No such word appears in my dictionaries. In aviation, it is a made up word meaning that we have to "push a lot of buttons" while flying. Another term that I have heard is "switchology," which is the same thing. It also refers to "twisting of knobs" that we have to do in aviation. Even in small simple airplanes, like the Cessna 150, there is a lot of "buttonology:"

- We have to get the ATIS or AWOS
- Then change to ground frequency, or contact clearance delivery, depending on the airport
- You may need to put in a squawk code in the transponder
- Then you go to the tower frequency for take off
- Depending on where you are, there may be a departure frequency after take off
- Then maybe you will be talking to a Center controller



President Donald Trump and the crew members and passengers of Southwest Airlines Flight 1380

- If you have a GPS, you may have had to enter a route into it. If you have ever done that, you know that there is a lot of “buttonology” involved for it!

If you are flying a more complex airplane, you may have landing gear to retract, flaps and trim, and prop to control. This is just the short list. As you fly more advance or larger airplanes, there are even more buttons to push and knobs to twist. All of those things combined make up what we have termed:

“buttonology.” The bigger and more complex the plane, the more “buttonology” will be required. For some bigger airplanes, there was a Flight Engineer in addition to the pilots flying.

In an emergency like Southwest experienced, there is a lot happening, and happening fast. The crew has to declare an emergency and fly the plane. Having two pilots sharing duties makes the job a little easier. If you have an emergency in your Cessna 172 and you are the only one on board, it can be a very busy time. The airlines started teaching Crew Resource Management about 40 years ago. General Aviation adopted that idea as well, and now we are required to train new pilots and include this on Flight Reviews. Think about single pilot Crew Resource Management. If you are the only one on board, how do you have CRM? Of course, you use all tools available to you to meet the emergency. You may be alone in the plane, but there is still help at the other end of the frequency... do not be afraid to “declare an emergency.”

One of the biggest causes of general aviation accidents is loss of control. We constantly talk about this. The most important thing in any aviation situation is “Fly the Airplane.” First, Fly the Airplane! Everything else comes after that, but the “everything else” is often what gets us into trouble. Task overload when in an emergency could cause a pilot to lose control of the plane.

Now we have a new companion in the cockpit with us called an iPad. As wonderful as they are, they *can*, and sometimes do, add to our workload. I know that there are other types of tablets, but the iPad has become the one we use the most. What do you do IF your iPad goes blank? They run on internal batteries, and if not charged while you are flying, can become useless, and it will take a

while to recharge them. I do use ForeFlight on my iPads. I have two; the one I am using and one as a backup. I know pilots that will use an iPad and have paper charts as a backup. There are many types of mounting systems available to hold the iPad, but I have dropped mine, and it slid away and was very difficult to retrieve. The lesson here is to secure yours and keep it handy for use, and also be ready and able to fly your aircraft without it.

I have flown with many pilots that have panel mounted GPS systems in their planes. The most intrusive problem is the pilot trying to enter



a flight plan into the GPS *while* taxiing toward the runway; it's like texting and driving! That's a bad idea! Driving the airplane while on the ground is just as important as driving your car in traffic. Enter your flight plan before you taxi, or at the run-up area; not while moving.

Technically advanced airplanes offer many advantages to us that we did not have years ago. They also present challenges in learning how to use all of that neat stuff. Many of us learned to fly in simple airplanes, with maybe only one nav-com. The plane I learned in did not even have a transponder. I remember getting checked out in more advanced airplanes that had two nav-com radios, ADF, DME, transponder, retractable gear, fuel that needed to be managed, and more. It took a while to know where everything was and what it did. I had a friend that would ferry airplanes all over the world. I asked how he handled all of the different layouts in different planes. He said, "By the time we get the plane delivered, we know what all of the switches do." I think I'd want to know what they do before I leave the ground in that airplane!

The new flight simulators are great training devices for us to learn how to use most of the "buttonology" in planes that we will be flying. I highly recommend that you get training in how to use that technology before you need it. Emergencies are terrible classrooms.

Your Arizona Pilots Association and the FAASteam present safety seminars somewhere in the state every month. Be sure to take advantage of those free learning opportunities. Don't forget to "Bring your Wingman!"

Howard



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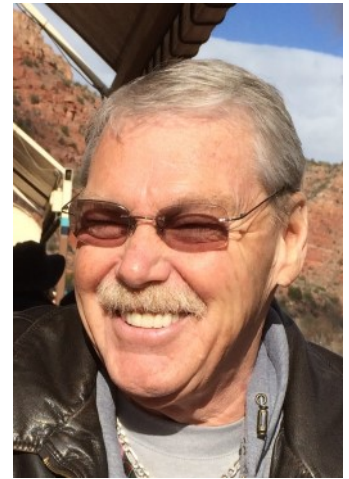
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GAARMS REPORT

SEPTEMBER 2018

By *Fred Gibbs*

(Your guy in Flagstaff)



We are now 8 months into 2018, and that 8th month was not a good month. We had two fatal accidents, both experimental category aircraft, with 4 fatalities. Thus, as of August 31, the count stands at 4 fatal accidents with a total of 11 fatalities for the year.



The Acroduster at Deer Valley



The AirCamper in Camp Verde

Unfortunately, as of the day I wrote this, there were no NTSB preliminary reports available.

Fred's Perspective...

True confessions; The great potato chip affair...

On one of my many trips over the years to Oshkosh, long before ever moving out here to Arizona, there I was, right seat in my friends' Mooney, cruising along at 12,500 feet in beautiful clear skies, on a direct line from south Jersey to Oshkosh. It was me, my friend, who I'll call JP (*who I promised to never reveal his true identity to avoid the embarrassment!!*), and his son in the back seat. Like most of my long cross country flights, it was a smooth, almost boring flight. There was



no autopilot, but the wing leveler was working great, altitude was easy to hold, not a lot of chatter on the frequency although we were getting flight following. Both of us were ATC's at the time, and we, and our airplanes (by N number), were fairly well known at the time by a lot of the controllers we worked with or actually hired during the controller strike, and it gave us the opportunity to actually evaluate the system from the pilot perspective. (We were working like dogs back then!) Anyway, it was all quiet in the cockpit as we cruised along, just enjoying the view over western Pennsylvania. Our route of flight took us right across Lake Erie, the long way on an east-west line, heading for Lake Huron and into Michigan for our planned fuel stop. Both JP and I were enjoying the fabulous scenery, but being creatures of habit, we were paying very close attention to all the gauges, especially the engine gauges, because we all know engines go into automatic rough and develop strange, mysterious sounds any time you go over open water! JP's son, a young teenager at the time, was restlessly - and uncomfortably - dozing off in the back seat. FYI, back seats in a Mooney are not the same plush seats you get in a Cadillac!! On top of that, he had to share (or was stuffed into) the back seat with all of our gear and baggage we were hauling to sustain us for a week at Oshkosh!! Actually, it was almost stacked to the roof in the other seat and the baggage compartment. It was, by design, all carefully loaded; all the snacks and the cooler, full of ice for the water, and of course, my diet Pepsi, all had to be reachable by all. The planned fuel stop in Michigan was driven by the weight and balance calculation for the 3 of us and all of our stuff.

Now, JP and I had been friends for several years by now. We met in 1981 during the air traffic controller strike when we ended up working in the Air Traffic Operations Branch for the Eastern region. We were operations specialists responsible for the oversight of the ATC facilities spread across the Eastern region and the re-building of the ATC workforce in those facilities. Those were exciting days, and friendships made during that period of our ATC careers remain steadfast to this day.

Anyway, there we were, in our element, cruising along up where the eagles soar, right over the middle of Lake Erie (of course), when suddenly, there was this very loud

KA -whump!

***AND THE COCKPIT SUDDENLY FILLED WITH THOUSANDS OF TINY PIECES OF –
POTATO CHIPS!!!***

It sounded like someone had just popped a gigantic blown-up paper bag right there in the cockpit. It was startling, really weird and surreal! It was snowing potato chip pieces throughout the cabin; it was everywhere. The cockpit – the inside of the airplane – suddenly became IMC due to restricted visibility as a result of floating potato chip dust! And, in an instant, it had everyone's attention. Were we all going to die due to potato chips????

Well, needless to say, we did not die, although we could have died from the subsequent laughter! Lesson Learned: Taking a sealed giant-size bag of potato chips from sea level to 12,500 feet



in an unpressurized airplane is not a good idea! That bag expanded like a giant balloon right up to when the seal finally gave out, and, well, it snowed potato chips. However, I can honestly say that potato chips have no effect on the flying capabilities of a Mooney. Oh yeah, it did wake up JP's son in the back seat. Being seated right next to the offending bag, he was coated in "Tater chip dust" like nobody's business. It certainly was an auspicious start to our week in Oshkosh, and a memory we still laugh about to this day.

PS – it took months to get all of the potato chip pieces out of the airplane...

SAFETY PROGRAMS:

There are a lot of 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, 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.

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



ARIZONA PILOTS ASSOCIATION

Presents

BOMBING RANGE TOUR

**Barry M. Goldwater Range East
Gila Bend, AZ**



Wednesday, October 10, 2018

Time to be determined

Lunch will be served

\$20 per person

Reservations are Required—APA Members Only

Maximum of 50 persons - reserve ASAP!

RSVP by October 1st

You will receive your confirmed reservation
upon receipt of your signed

**“Acknowledgement of Danger:
Release and Hold Harmless Agreement.”**

(Agreement is attached)

RSVP & Email your Signed

Agreement to: socials@azpilots.org

Or mail to: Mary James PO Box 5355 Carefree, AZ 85377

Mary James 515-321-3022 Susan Wearly 480-415-6480

Driving directions to Goldwater Air Force Range along with arrival & departure instructions will accompany your reservation confirmation. Car-pooling is recommended. No exceptions will be made for late arrivals.

24th ANNUAL WICKENBURG FLY-IN & CLASSIC CAR SHOW SATURDAY, OCTOBER 13, 2018 WELLIK FIELD

Free Admission

WICKENBURG MUNICIPAL AIRPORT

3-1/2 MILES WEST ON HIGHWAY 60 (3420 W. WICKENBURG WAY)

SPONSORED BY: WICKENBURG CHAMBER OF COMMERCE

SUPPORTED BY: TOWN OF WICKENBURG AIRPORT ADVISORY COMMISSION



ACTIVITIES FROM 7:00 A.M. to 11:00 a.m.

Food Available

Come celebrate “**DISCOVER AVIATION IN ARIZONA**” month. . . “**OUT WICKENBURG WAY!**”

For more information contact the WICKENBURG CHAMBER OF COMMERCE

www.wickenburgchamber.com (928) 684-5479 events@wickenburgchamber.com

**CLASSIC CAR CLUB • INFORMATIONAL EXHIBITS • RADIO CONTROLLED PLANES FUN & COLLECTIBLE
T-SHIRTS**



NO PETS

NO SMOKING

Pegasus Breakfast Fly-In

Supporting HopeKids <http://www.hopekids.org/>

All proceeds go to support HopeKids Saturday October 27 2018 6:30 — 10 am



HopeKids PROVIDES
ONGOING EVENTS, ACTIVITIES...

...and a powerful, unique support community for families who have a child with cancer or some other life-threatening medical condition.

When: - Saturday 10/27/18 6:30—10:00 am.

Pancake breakfast on site (Donations Appreciated)

Where: - Pegasus Airpark — 5AZ3 (Queen Creek Az.)

Bring your plane for the families from HopeKids to see.

**Sponsored by: Hangars at the Pegasus,
& The Arizona Pilots Association**

AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
Big Springs Airpark Mgr: Peter Hartman (928) 626-7207	Prescott	12	Pat Mindrup - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
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)	Pat Mindrup - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
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	Pat Mindrup - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
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 Mgr: Brian az82mopa@gmail.com	Overgaard	60	
Montezuma Heights Airpark Dr. Dana Myatt (602) 888-1287	Camp Verde	43/44	Pat Mindrup - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
Moreton Airpark Mgr: Daniel Kropp (602) 315-0323	Wickenburg	2	
Pegasus Airpark Mgr: Jack @ 1st Svc Res (480) 987-9348	Queen Creek	15/40	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
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	Pat Mindrup - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
Skyranch at Carefree Mgr: Tommy Thomason (480) 488-3571	Carefree	20	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Stellar Air Park Mgr: SRUA, Inc. (480) 295-2683	Chandler	95/105	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Sun Valley Airpark Mgr: Jim Lambert (928) 768-5096	Fort Mohave	55/107	Pat Mindrup - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
Thunder Ridge Airpark John Anderson janderson72j@gmail.com	Morristown	9/14 (on 160 acres)	
Triangle Airpark Mgr: Walt Stout (702) 202-9851	White Hills	115 acres	
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.

APA Membership

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

Volunteer 501 (c) (3) Organization

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

