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President's Report

It's October in Arizona. As the rest of the country starts to buckle down and prep for winter, we're putting the final polish on our planes and planning weekend destinations. Arizona is unique in that we are blessed with so many amazing destinations. With 80+ public-use airports to choose from, a growing list of backcountry airstrips, and nearby states with airports close to the border, there just aren't enough weekends to explore them all! Your APA has been hard at work planning exciting destinations. The next destination flyout is to the Trinity Site on the White Sands Missile Range. This is a rare opportunity to visit a truly monumental historic site. Of course, we won't just stop there; visits to the Space Museum and quirky Pistachioland in nearby Alamogordo are also planned. If you're looking for something fun and on a budget, we're planning an amazing low-cost day trip with details soon to be released. The backcountry season is also back with monthly fly-ins to Grapevine and APA weekends at Pleasant Valley (Young) and Double Circle. Please check the calendar on our site under the Events tab, find something that interests you, and enjoy.



I was able to attend the AOPA fly-in at Santa Fe last month and met with folks from several regional flying organizations. They all had wonderful (and a bit flattering) things to say about APA. From our legislative efforts in support of Arizona airports, to the Forest Service and BLM relationships we've carefully fostered over the past few years, APA is actively advocating for General Aviation in Arizona. Our getaways are the envy of other states' aviation associations and are serving as a model for them. I couldn't be more proud. Your membership truly makes this possible. When you are out with friends, or visiting airports, help spread the word about APA and encourage others to join as well. At about the price of a single meal at a restaurant, APA membership is really one of the best bargains in aviation. Your dues fund service projects, supplies at our backcountry strips, the technology required to run the Association, and of course the legal things like insurance. APA has no paid positions – the work is done by a volunteer board and committees out of a true passion for aviation. Thank you for being a part of it!

Blue Skies,

Brian



Hangars for Sale

SkyRanch at Carefree — www.skyranchcarefree.com

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

Executive Director's Report

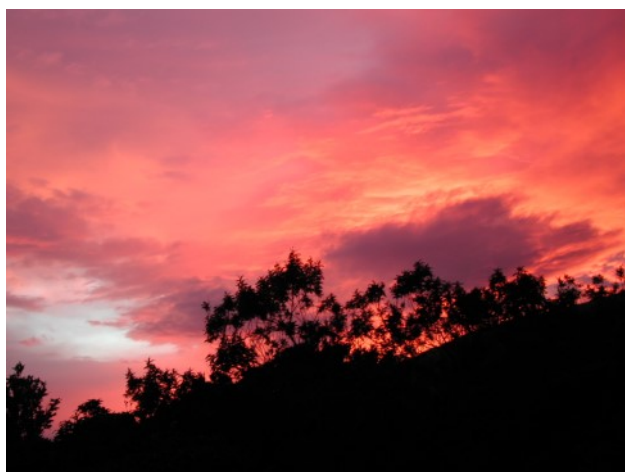
Jim Timm — October 2018



The mornings are cooler, and the days are slightly cooler, so it appears fall is finally arriving with the promise of great flying weather. At least for now, longer comfortable morning flights are possible. With the onset of the fall weather, our flying season activity is starting to pick up with the notices of upcoming aviation fly-in events. It's unfortunate that one of the major events, the Copperstate Fly In, will not be in October, but will be in the early spring, combined with the regularly scheduled Buckeye Air Fair on February 8-10. Check the APA calendar to see what current flying events are coming up.

As many are only too keenly aware, the general aviation pilot population is getting older, and there are things that seem to come along with that aging process. One of those things is Atrial Fibrillation, or AFib. It may not necessarily be part of the aging process, but in any case, the question that I am often asked is, will this affect my flight medical? AFib, is one of the most common heart problems that health care providers treat. AFib is an arrhythmia that results in unsynchronized electrical conduction that inhibits proper contraction of the upper chamber of the heart. So, the question is, for FAA medical certification or BasicMed qualification purposes, is AFib considered to be "coronary heart disease" requiring a special issuance authorization? Under BasicMed, there are four heart conditions that require a one-time special issuance: coronary heart disease that has required treatment; a myocardial infarction (heart attack); heart valve replacement; and heart transplant. AFib, like other arrhythmias, is more of an electrical conduction issue and is not considered to be heart disease in the regulatory sense but is considered under the "general medical condition" section of Part 67. The diagnosis still requires a special issuance medical authorization for operations that require a medical certificate. However, for operations under BasicMed, AFib that is well controlled, and followed by your treating physician, does not require a prior special issuance by the FAA.

Obviously, this looks like another example of a benefit of the new BasicMed program.



MISCELLANEOUS ITEMS

The latest good news is that legislation reauthorizing and funding the FAA for the next five years (H.R. 302) has been passed by a substantial margin in the House of Representatives and is heading to the Senate after a bipartisan agreement on the base language and amendments was reached by transportation committee leaders from both the House and the Senate. The legislation addresses industry workforce programs, avia-

tion safety, drone integration, and other issues, but to the relief of all general aviation, it makes no mention of air traffic control privatization or new user fees. The Senate is expected to approve the measure when it comes to the floor for a vote. If it also passes the Senate, which has to happen before it can be signed into law, it will be the first time that the FAA has received a five-year reauthorization since 1982!



The latest word on the Casa Grande RNAV (GPS) RWY 23 Instrument Approach Procedure is that the City of Casa Grande wants to retain the published approach to encourage/accommodate corporate aircraft use of the airport. The city is planning for and anticipating significant industrial development, so they believe the airport can and will have a positive influence on that future industrial growth. They want to have an air-

port that can accommodate safe all-weather use of the airport now and in the future. Because instrument approaches can be difficult and time consuming to implement, they decided it would be prudent to retain the published RNAV (GPS) approach procedure. Because of a safety concern of opposing traffic for the intensive instrument training occurring on runway 5, members of the Arizona Flight Training Workgroup (AFTW) decided, as a group, to publicize, that the RWY 23 GPS approach should be used only for instrument conditions, and should not be used for training approaches, but rather, use the GPS RWY 23 Instrument Approach at nearby Coolidge Airport (P08) for training approaches.

Chandler Municipal Airport (CHD) is anticipating having their construction projects completed by the end of the year. In the meantime, watch out for cranes, and check NOTAMS.

Falcon Field (FFZ) presently still has their AWOS system in test mode. Hopefully they will get it online soon. There may be small construction projects in process in the non-movement areas, so 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.

There are a number of other airports around the state that have significant projects under way that could impact your use of the airport. Therefore, before taking off, always be sure to check for NOTAMS at your destination airport so you don't have an unexpected surprise awaiting you. Always Fly Informed.

AVIATION SAFETY

Flight safety wasn't very good this last reporting period. The NTSB reported seven accidents with three of them resulting in a total of five fatalities. So far this year, the flight safety record is looking pretty grim. There are three more months left in the year, and we all need to do whatever we can to see that the number of serious accidents, and fatalities, stop for the rest of the year. Please be cau-



tious in your flying. See my October Aviation Accident Summary for details of this month's accidents. Inflight loss of control and flight into terrain still seems to be high on the accident list. Once again, 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 guidance, go to "[FAA Maneuvering Flight Safety](#)."

GPS interference testing is still happening, and six last minute notices were received from the FAA in this reporting period. Some of these tests should 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.

As you are aware, APA is working with several airports around the state to update their Airport Master Plans, providing the pilot and aircraft owner's perspective in the process. Currently, APA is assisting Falcon Field (FFZ) and their update should be completed early next year. Superior Municipal Airport (E81), Sedona Airport (SEZ), Flagstaff (FLG), and Grand Canyon Airport (GCN) airports are currently in their Master Plan update process.



THINGS TO DO - PLACES TO GO FOR BREAKFAST:

- The fly in breakfast at Coolidge Municipal Airport (P08) is restarting and is on the first Saturday of the month beginning October 6.
- The Falcon Field EAA Warbirds Squadron fly in breakfast and car show is on the third Saturday of the month and will resume October 20. Starting this year they will also have a Fly Market during the breakfast. If you have an aviation item to sell, bring it and sell it, or come and see what's for sale that you must have.
- 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.)
- The Grapevine Airstrip (88AZ) next to Roosevelt Lake is open to fly into any time. The APA hosts a delicious BBQ lunch on the third Saturday of each month, and we hope to see you all out there.
- The Casa Grande Municipal Airport (CGZ)'s restaurant, Foxtrot Cafe, 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





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!



October Aviation Accident Summary

by Jim Timm

The following are NTSB reports of aviation accidents that have occurred in Arizona from August thru late September. 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.

This reporting period has not been good given the number of accidents and the number of fatalities that have occurred. In this past month there have been seven accidents reported by the NTSB, and of these accidents, three of them were fatal accidents resulting in five fatalities. The flight safety record for this year is not looking good. With three more months left of the year, let's do whatever we can to be more careful, and make sure both we, and our airplanes, are in proper condition for flight, and please be more aware and cautious in your flying.

Details of the seven accidents reported in this period are detailed below along with one that has not yet been reported by the NTSB. Also, the last portion of this report contains the details of four accidents that had occurred much earlier, and the accident details were made available in this past reporting period.

THE FOLLOWING ACCIDENTS HAD OCCURRED IN THIS PAST REPORTING PERIOD

Accident Date: **Saturday, August 18, 2018**

Report Dated: 9/11/18 Preliminary Report

Title 14 CFR Part 91

Location: Camp Verde

Aircraft Type: Pietenpol Aircamper

Injuries: 2 Fatal

FLIGHT INTO TERRAIN

On August 18, 2018, at an unknown time, an experimental Pietenpol Aircamper airplane impacted mountainous desert terrain about 2 miles east of the Montezuma Airport (19AZ), Camp Verde. The commercial pilot and a pilot-rated passenger were fatally injured. The airplane sustained substantial damage. Visual meteorological conditions prevailed for the personal flight, and no flight plan was filed. The flight originated from 19AZ, about 1400, with a stop at Cottonwood Airport (P52), Cottonwood, Arizona, then a return flight to 19AZ.

According to the pilot's wife, the purpose of the flight was to increase the pilot's confidence in a conventional-gear airplane (tailwheel). The wife added that the passenger was a non-current tail-

wheel airplane flight instructor.

National Transportation Safety Board (NTSB) investigators responded to the accident site. The first identified point of impact (FIPC) was a 12-inch by 4-inch depression, adjacent to the tail wheel. The debris field was contained within about a ten-foot radius of the main wreckage. The main wreckage was comprised of all major airframe components, oriented on a magnetic heading of 78°. Both wood propeller blade roots remained attached to the propeller hub, which remained attached to the engine. The engine remained attached to the airframe.

Accident Date: **Monday, August 20, 2018**

Report Dated: 8/30/18 Preliminary Report

Title 14 CFR Part 91

Location: Phoenix

Aircraft Type: Acroduster II

Injuries: 2 Fatal

INFLIGHT LOSS OF CONTROL

On August 20, 2018, about 0645 MST, an Acro-duster II experimental amateur-built airplane was substantially damaged following a loss of control, and impact with terrain about 650 ft east-southeast of the southeast boundary of Deer Valley Airport (DVT), Phoenix. Both the front and rear seat certified private pilots sustained fatal injuries. The airplane was registered to a private individual; however, it was reported that two days prior to the accident the rear seat pilot had purchased the airplane. Visual meteorological conditions prevailed for the local flight, which departed DVT about 0625.

It was reported that prior to the accident the pilot had performed 4 takeoffs and landings uneventfully. However, while in the traffic pattern for the fifth landing, and while turning from left downwind to left base leg for runway 25L, the airplane's left wing stalled, followed by a spin prior to impact with terrain. An initial onsite inspection of the wreckage revealed that all components necessary for flight were accounted for.

Accident Date: **Thursday August 27, 2018**

Report Dated: 9/20 Preliminary Report

Title 14 CFR Part 91

Location: Yuma

Aircraft Type: Glasair Super II

Injuries: 1 Uninjured

IN FLIGHT LOSS OF POWER

On August 27, 2018, at 1036 MST, an experimental amateur-built Glasair Super II lost engine power and landed in a parking lot just short of Yuma Marine Corps Air Station/Yuma International Airport (NYL). The private pilot was not injured, and the airplane sustained substantial damage to the aft fuselage during the forced landing. The cross-country flight departed Montgomery-Gibbs Executive Airport, San Diego, California, at 0942 Pacific daylight time with a planned destination of Marana Regional Airport, Marana, Arizona. Visual meteorological conditions prevailed, and no flight plan had been filed.

The pilot stated that he completed a preflight inspection prior to departure, and the airplane performed appropriately during the run up. The departure and climb were uneventful, and after reaching 9,500 ft mean sea level, he configured the airplane for cruise. About 35 minutes later the airplane's multifunction display indicated an "electrical problem, check voltage" alert. He noticed that the airplane's main battery was not charging, and that the alternator field toggle switch/circuit breaker had tripped off, but the alternator circuit breaker was still in. He reset the toggle switch, and the battery began to charge again, and all systems appeared normal. About 5 minutes later, the display indicated the same warning, and the toggle switch again tripped. He cycled the switch and the battery started to charge again.

About 2 minutes later he noticed that the engine manifold pressure was beginning to drop along with the airplane's airspeed. He stated that the fuel flow, fuel pressure, and oil pressure appeared normal, and he could not discern an appreciable reduction in cylinder head or exhaust gas temperatures. He selected an alternate fuel tank, turned on the auxiliary electrical fuel pump, and adjusted the throttle, with no change, and by now the multifunction display indicated the engine was producing 30% of its rated power.

He declared an emergency with Yuma Radar Approach Control and was provided a local control frequency for NYL. The pilot stated that the engine was still producing partial power when the local tower controller cleared him for an emergency landing on runway 17, and then changed the clearance to runway 21L, which was longer. The pilot stated that he was too high to land, so performed a 360° turn at the north end of the runway, but during the turn the engine lost all power, and the airplane landed short.

Accident Date: **Wednesday, August 29, 2018**

Report Dated: 9/11/18 Preliminary Report

Title 14 CFR Part 91

Location: Casa Grande

Aircraft Type: Piper PA28

Injuries: 2 Uninjured

INFLIGHT LOSS OF POWER

On August 29, 2018, about 1840 MST, a Piper PA-28-181 airplane was substantially damaged during a forced landing in Casa Grande. The private pilot and pilot-rated passenger were not injured. Visual meteorological conditions (VMC) prevailed, and no flight plan was filed for the personal cross-country flight. The flight originated from Nogales International Airport (OLS), Nogales, Arizona about 1710 and was destined for Van Nuys Airport (VNY), Van Nuys, California.

According to the pilot, they departed OLS with full fuel after completing an engine run-up that did not indicate any anomalies. Approximately 25 minutes into the flight, and about 100 nm northwest of OLS, the engine started shaking violently and sputtering. Neither pilot observed an illumination of any annunciator lights. The pilot turned the ignition to the OFF position and retarded the mixture control to the idle setting, but was unable to disengage the fuel using the shut-off valve for the remainder of the flight. The pilot and pilot-rated passenger selected a road and the airplane touched down uneventfully. During the landing roll, the right wing impacted a barbed wire fence before the airplane departed the right side of the road and came to rest.

Post accident photos furnished by local law enforcement revealed an approximately 3 ft long depression in the outboard right wing. Additionally, the top of the engine cowl was breached and displayed a streak of oil that terminated at the windshield.

Accident Date: **Wednesday, August 29, 2018**

Report Dated: 9/20/18 Preliminary Report

Title 14 CFR Part 91

Location: Prescott

Aircraft Type: Cessna 210

Injuries: 1 Fatal

INFLIGHT LOSS OF POWER

On August 29, 2018, about 2035 MST, a Cessna P210 impacted terrain short of the runway in Prescott, Arizona. The airline transport pilot, the sole occupant, sustained fatal injuries; the airplane sustained substantial damage. The personal local flight departed from Ernest A. Love Field Airport, Prescott, about five minutes prior to the accident. Visual meteorological conditions prevailed, and no flight plan had been filed.

The purpose of the flight was for the pilot to acquire night currency by performing three practice touch-and-go takeoffs and landings. He initially attempted to have air traffic controllers (ATC) clear him to perform the landings on runway 21L, but a controller relayed to the pilot that the traffic pattern was full. Thereafter, he accepted to stay in the traffic pattern for 21R.

A review of the preliminary radar track data indicated that after departure, the airplane adjoined a right traffic pattern for runway 21R. On the downwind leg, the track continued toward the runway and it appeared the airplane was close to being above the approach end. The track then progressed into a long teardrop-shaped 180° turn by first heading northeast. At 2.8 nautical miles (nm) from the approach end of runway 21R, the airplane's heading turned right toward the runway. The track continued toward the southwest making a few shifts consistent with the pilot correcting the airplane to become aligned with 21R. The last recorded plot was at 2034:17 and located 740 feet northeast of the accident site. At that time, the airplane was about 5,050 ft mean sea level (msl), equating to about 145 ft above ground level (agl), at a ground speed of 99 kts.

The accident site was located in the desert terrain about 1,890 ft from the approach end of runway 21R. In character, the terrain was composed of dry, soft dirt and prairie grass. The wreckage was found distributed over a 240 ft distance on a median magnetic bearing of about 222°.

The main wreckage consisted of a majority of the airframe and engine and was consumed by fire. The main wreckage came to rest on a heading of about 270°. The remaining wreckage was

found in the debris field and adjacent to the main wreckage and principally consisted of the outboard left wing, the nose landing gear doors, a propeller blade, and nose cowling pieces. From the start of the debris field about 80 ft toward the main wreckage an approximate 2 ft high soft, dirt berm stretched in a southwest-northeast orientation.

The first identified points of contact consisted of disrupted dirt and grass on the flat desert terrain making up the far northeastern end of the debris field. The markings started as two nearly parallel indentations in the vegetation and dirt spaced about 110 inches apart. The craters were in the same location in the debris path and continued southwest toward the main wreckage. A center indentation appeared about 96 inches down the debris field and was spaced equally between the right and left craters. The craters were consistent in size and orientation to that of the landing gear wheels.

Accident Date: **Tuesday, September 11, 2018**

Report Dated: 9/19/18 Preliminary Report

Title 14 CFR Part 91

Location: Page

Aircraft Type: Cessna 182

Injuries: UNK

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

Accident Date: **Saturday, September 15, 2018**

Report Dated: 9/20/18 Preliminary Report

Title 14 CFR Part 91

Location: St Johns

Aircraft Type: Cessna 172

Injuries: 3 Serious

INFLIGHT LOSS OF CONTROL ON TAKEOFF

On September 15, 2018, about 1540 MST, a

Cessna 172N was substantially damaged following a loss of control and impact with terrain during initial climb near St. Johns Industrial Airpark (SJN), St. Johns. The commercial pilot and two passengers were seriously injured. Visual meteorological conditions prevailed for the cross country flight, and a flight plan was not filed. The flight was originating at the time of the accident, with a reported destination as the Phoenix Good-year Airport (GYR).

In a telephone interview with the National Transportation Safety Board investigator-in-charge, the owner of the airplane, who was a rated pilot and seated in the right front cockpit seat, reported that during the initial climb out from runway 14, and at a low altitude, the stall warning horn sounded. At this time the left seat pilot-in-command said to the pilot/owner, "You better take it." This was followed almost immediately by the airplane colliding with a stand of cottonwood trees. The airplane subsequently came to rest inverted, with substantial damage to both wings, the forward fuselage, and empennage. The owner stated that they had just "topped off" both fuel tanks prior to departing, and that there were no anomalies with the airplane or engine prior to or during the takeoff that would have precluded normal operation.

At 1554, the automated weather observation system located at SLN reported wind 180° at 5 knots, sky clear, visibility 10 miles, temperature 31° Celsius (C), dew point 3° C, and an altimeter setting of 30.10 inches of mercury. The SJN airport elevation is 5,733. Calculated density altitude was about 8,600 ft at the time of the accident.

Accident Date: **Monday, September 17, 2018**

Location: Cottonwood

Aircraft Type: Beech F33A

Injuries: 1 Fatality

No NTSB report, media information only.

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

Accident Date: **May 10, 2018**

Report Dated: 9/17/2018 Factual Report

Title 14 CFR Part 91

Location: Mesa

Aircraft Type: Cub Crafters CC19

Injuries: 2 Uninjured

LOSS OF CONTROL ON GROUND

According to the pilot, he was seated in the front seat of the tandem seat, tailwheel equipped airplane, and made a three-point landing and applied full aft stick pressure once the tailwheel was on the ground. He could not recall the airspeed, but the airplane abruptly veered to the left. The right main landing gear collapsed and subsequently the right wing struck the ground.

The pilot asserted that the loss of control was the result of a mechanical failure of the right main landing gear wheel race and bearings.

The pilot-rated passenger, who was a flight instructor, reported that the purpose of the flight was to perform a pre-buy inspection for the pilot. He reported that there was a slight crosswind from the left about 3 knots during the three-point landing, and the stall warning horn activated. He described the landing as "perfect," but during the landing roll, the airplane veered hard to the left and ground looped.

The Federal Aviation Administration, Aviation Safety Inspector who examined the airplane after the accident determined that the right main landing gear wheel assembly "folded under the end of the gear leg and then separated."

The airplane manufacture examined the wheel assembly, and reported that, "an extreme side-load on the right tire caused the subsequent cascading failure of the right wheel and brake assembly."

The METAR at the accident airport reported that about the time of the accident, the wind was from 180° at 7 knots. The pilot landed on runway 22L.

Accident Date: **Wednesday May 23, 2018**

Report Dated: 9/4/2018 Factual Report

Title 14 CFR Part 91

Location: St Johns

Aircraft Type: Baby Ace D

Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

The pilot reported that, immediately after landing, the tailwheel-equipped airplane veered left and then right. Subsequently, he applied "heavy" brakes, the airplane exited the right side of the runway, and came to rest nosed over. The airplane sustained substantial damage to the right wing lift strut.

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

The automated weather observation system located at the accident airport reported that, about the time of the accident, the wind was from 280° at 10 knots, gusting to 19 knots. The pilot landed on runway 3.

Accident Date: **Wednesday May 30, 2018**

Report Dated: 9/4/2018 Factual Report

Title 14 CFR Part 91

Location: Payson

Aircraft Type: Cessna 172

Injuries: 3 Uninjured

LOSS OF CONTROL IN FLIGHT

The pilot reported that, during a short field take-off, around 100 ft above ground, he saw the primary flight display (PFD) airspeed indicator show 0. He added, the engine appeared to be functioning normal, but he decided to level the airplane and attempt to land on the remaining runway. The airplane then began to turn left and he added right rudder. Subsequently, the airplane touched down on an adjacent taxiway left

of the runway and the nose landing gear collapsed. The airplane sustained substantial damage to the left horizontal stabilizer.

Post accident examination videos were provided by a Federal Aviation Administration inspector. The videos showed both the PFD and backup airspeed indicators moving in sync with air applied to the pitot tube.

The automated weather observation system at the accident airport reported that, about the time of the accident, the wind was from 190° at 10 knots, gusting to 18 knots, and the calculated density altitude was 7883 ft. The pilot was departing on runway 24.

Accident Date: **Tuesday, June 12, 2018**

Report Dated: 8/27/2018 Factual Report

Title 14 CFR Part 91

Location: Phoenix

Aircraft Type: Luscombe 8A

Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

The pilot of the tailwheel-equipped airplane reported that, during landing, the airplane ballooned, he added power, and "lost control on the second touchdown". The airplane landed, exited the runway to the left, and came to rest inverted. 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 automated weather observation station located on the airport reported that, about the time of the accident, the wind was from 190° at 3 knots. The airplane landed on runway 25R.



A Few Words About Safety

Denny Granquist

“

“You can never configure too early.”

“Brief all passengers on the plan and what you expect from them to include survival.”

”

GAJSC



General Aviation Joint Steering Committee

Pilots and Medication

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: October 2018

Topic: Pilots and Medication

The FAA and industry will conduct a public education campaign emphasizing the best practices for determining whether medications prescribed for or acquired over-the-counter (OTC) by pilots are hazardous to flight operations.

Background:

Several studies published by the FAA Toxicology Laboratory on toxicology samples of deceased pilots indicated the presence of illicit drugs, and prescription or over-the-counter medications in 42% of subjects tested. While NTSB and FAA have not necessarily cited drug or medication use as a causal factor in these accidents; the magnitude of these findings poses two questions. Have the drugs found in recent investigations, diminished pilots ability to safely conduct flight operations? Have the medical conditions requiring use of those drugs compromised pilots ability to fly safely? It may be impossible to say after the fact to what extent a drug compromised a pilot's capability but it's safe to say that a consultation with one's Aviation Medical Examiner (AME) is a good idea before flying while using any drug.

Teaching Points:

- Discuss the magnitude of approach and landing mishaps
- 42% of pilots in fatal crashes had some sort of drug/medication in their systems during the flight.

- Some of these medications carry very specific warnings against operating machinery or motor vehicles or performing tasks requiring alertness. Flying certainly is included, even in a glider or hot-air balloon.
- Illicit drugs always impair human performance.
- Healthcare providers may prescribe drugs that could compromise pilots' abilities – especially if the doctor is not aware that the patient is a pilot.
- Combinations of prescription and OTC medications can be particularly dangerous. Pilots should consult their AME before taking a combination of medications.
- AMEs are trained to advise pilots on negative and positive effects of drugs with respect to aviation.
- Pilots must truthfully report all medical conditions and drug use on their medical application forms and should consult their AME with respect to all medical conditions and drug use before flight.

References:

-
- Pilots and Medication Power Point
- Guide for Aviation Medical Examiners
 - [**Pharmaceuticals \(Therapeutic Medications\) - Do Not Issue – Do Not Fly**](#)

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

Instrument Instruction • Glass Cockpit Training • Cirrus Standardized Instructor Pilot (CSIP), Avidyne Entegra and Garmin Perspective.



Author of the book *Fly the Glass Cockpit Like A Pro*

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Payson Pie Run!

By Connor Barrett & Armon Haghighat

Flight school, a part time job, and working towards earning a four-year college degree with the ultimate goal of flying for a major airline can be stressful and overwhelming at times. Countless hours of studying, running from class to class, and flying in work clothes is what it's going to take to become a commercial airline pilot that many dream about.

In spite of dealing with all of these stresses, it is important to never forget why we began flying; the simple joy of feeling the airplane gliding through the sky and forgetting the worries that await us on the ground.

Hours of studying for several final exams and then switching to focus on earning an instrument rating, calls for a stress reliever. The only way we could see to relieve this stress? A quick flight to Payson Airport (KPAN) for a slice of pie! After switching from coffee shop to coffee shop, hoping that a change in environment would help us regain focus to study, the only option was to drive to the airport and jump in the airplane.



We quickly put a small flight plan together, received a weather briefing, and completed the pre-flight inspection. With the plane ready to go, clear skies forecasted, and our flight plan loaded in the GPS, we eagerly taxied the airplane to runway 21 at Scottsdale Airport. Northbound departure approved by the tower and our mini adventure has begun. Climbing to 7,500 feet the stress of the day seemed to fade away as we climbed higher, and came closer to our destination. Ten miles out we began the descent checklist and started down into KPAN. A smooth landing on runway 24 and a quick taxi to the Crosswinds Restaurant ended the 40-minute flight to Payson Airport. We quickly tied down the airplane and walked into the restaurant for that slice of pie that we had been thinking about during the entire flight.

Relaxing at the Crosswinds Restaurant, looking out the window watching other inbound aircraft land, and talking about the pleasures of aviation is exactly what we needed to clear

our minds and regain focus on studying. We thanked the friendly staff at the restaurant and walked out to the ramp with our bellies filled of homemade pie. Our mini adventure was coming to an end, but we were ready to tackle the books once again!

We did a quick walk around of the airplane and departed runway 24 back to our home airport, Scottsdale. This mini adventure is exactly what we needed to relax and let our minds recover from all of the studying. The simple pleasure of soaring through the sky and feeling limitless left us ready to conquer any exam with confidence! Payson Airport (KPAN) is on AZPilotLife's list of quick getaways to refresh and relax!

Safe Flying!

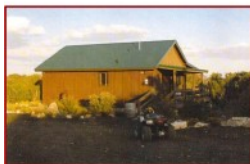
-AZPILOTLIFE

Connor



Wisky Ranch - Arizona

6A22



Main Cabin Exterior



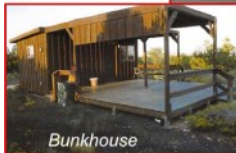
Main Cabin Deck



Main Cabin

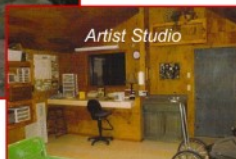


Workshop



Bunkhouse

5,000' Airstrip
FAA Registered



Artist Studio

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.

For Sale

Erik McCormick
Choice One Properties
480 888 6380
Erik@pilotexpeditions.com
www.AZhomeandhangar.com



Find us on
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Information believed to be correct but should be verified prior to purchase.

VMC Club Meeting

Mastering the Art of Aviation

November 6, starting at 6:30 pm

CHD Terminal Meeting Room

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5.1 Acres of Bare Land at

Fly-In Community

Price:\$ 50 000.00

Call: John Minieri at (602) 354-2161

Contact: Chris Felton at cfelton@dphx.org

For Sale

For Sale by Owner
\$50,000
North-West Corner of N. 520th Ave
Payson, Arizona
Call: (602) 354-2161

5.1 acres of bare land. Fly-In Community with airstrip, airport, shop, property for horses and cattle. Mobile homes permitted.

Item	Value
Land	5.1 acres
Airstrip	5,000'
Shop	1,000 sq ft
Mobile Home	1,000 sq ft
Art Studio	1,000 sq ft
Bunkhouse	1,000 sq ft
Generator	120/240v
Solar	120/240v
Turbine	120/240v
Water Well	120/240v

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

JOIN US FOR THE **KGCN FLY-IN**

Grand Canyon National Park Airport

Saturday December 1st, 2018

- Tour of the KGCN Airport and Fire Station -
- Lunch at the El Tovar lodge, South Rim of the Grand Canyon -
Lunch costs vary (\$15-\$20)
- Pictures and Tour of the South rim of the Grand Canyon -

Location: Grand Canyon National Park Airport

Date: Saturday December 1st, 2018

Arrival no later than 9 AM Local Time (1600Z)

Pilot/Guest meeting starts 9 AM

Transportation Provided

Registration: \$45

BROUGHT TO YOU BY:



MEMBERS' PHOTO CORNER

Thank you to Rob Turchick of yipDog Studios for this month's photos!

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



Incredibly rare Adams A-500 at Coolidge airport



Face to Face with an Airbus A320 at Sky Harbor

White Sands Missile Range, NM—Getaway Results

Perfect Weather, Perfect Tours, Perfect Food! - Kit Murphy, Oct 5-6, '18

Kit Murphy organized another Getaway winner. Based around the White Sands Missile Range and Trinity tours that are only open 2 days per year, she put together a winery tour, pistachio orchard tour, the Trinity and McDonald House tour plus rental cars at the Alamogordo airport KALM, with great food and accommodations.



Frants & Nanette Madsen—Glendale, AZ



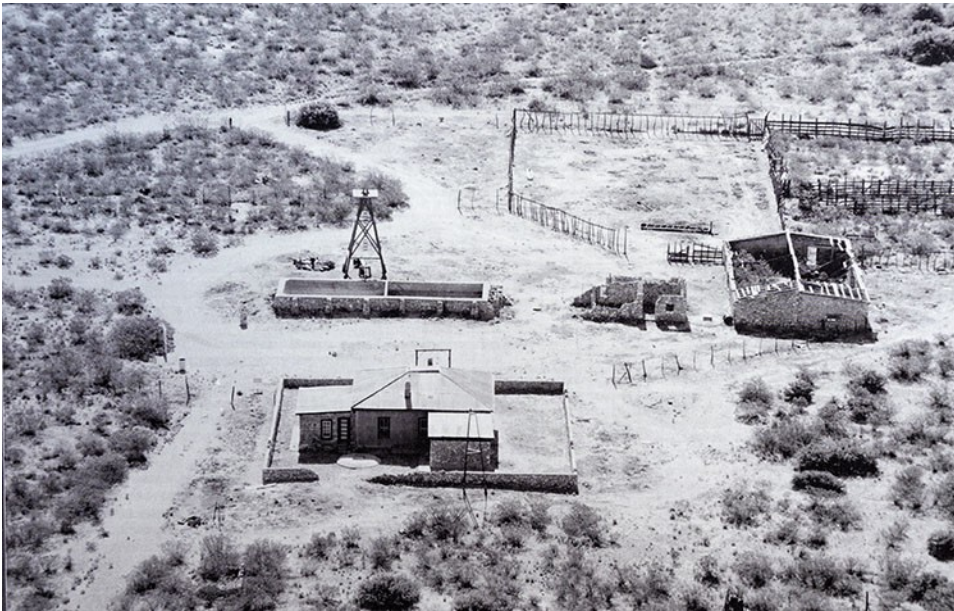
Pistachioland Tour bus—Tour of the orchards



World's Largest Pistachio



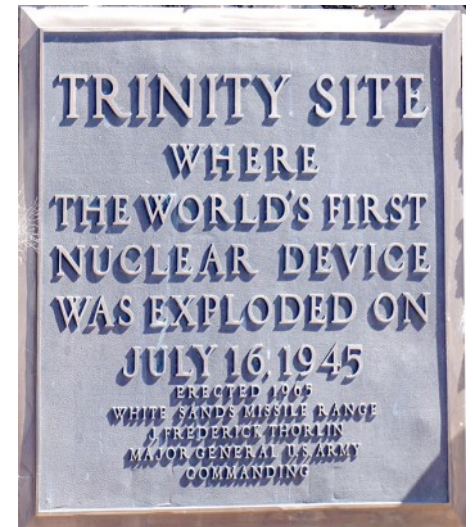
Wine Tasting—Tularosa Winery



After clearance and a coach ride into the White Sands Missile Range the APA group stopped and toured the **McDonald House**. This is the ranch house the government took over to assemble the plutonium bomb for testing at the Trinity Site in 1945. They actually assembled a plutonium bomb in the living room.



Mock up of the Fatman atomic bomb dropped on Nagasaki



The US Scientists weren't sure if the Plutonium bomb would work, so they tested one at the Trinity Site.

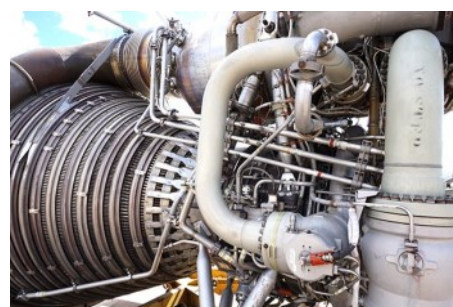


The obelisk in the center is the actual site where a 100' tower held the plutonium nuclear bomb when detonated in 1945.



Standing by the Trinity Site obelisk L to R is Brad Lawrence, Peter Steinmetz, Kit Murphy, Diana Andresen and Mike Andresen. APA

International Space Hall of Fame



Outside of the Hall of Fame were several static displays of rockets, engines, and missiles.



During the APA visit to the Hall, Diana and Mike Andresen were photographed after landing on the moon. (Honeymoon)



The APA Group's dinner on Saturday evening at the #6 rated Mexican restaurant in New Mexico. Excelente!! L to R Peter Steinmetz, Frants & Nanette Madsen, Gary and Linda DeHoff, Christian and Betty Hansen, Brad Lawrence & Kit Murphy, Mike and Diana Andresen. Some couples stayed another day through Monday.



The Space HoF had many fascinating displays which included the chronology of space control and communications. There were several of these "comic book" throwback sketches.

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....](#)

Let's Go Around

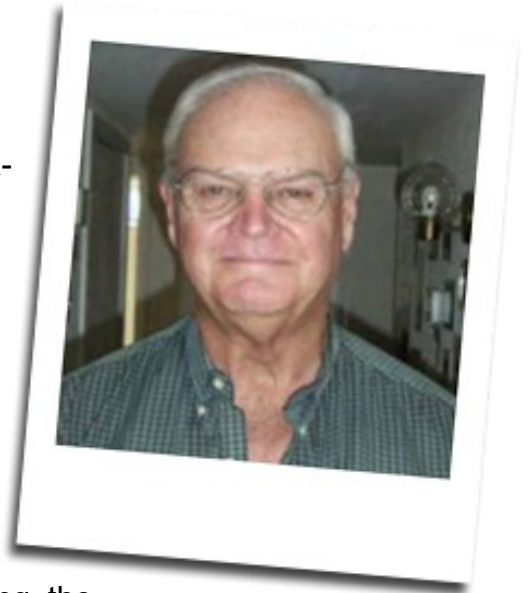
By Howard Deevers

During our pilot training we are taught this simple but important maneuver, the "Go Around." Remember the first time your instructor told you to go around? Huh, What? The instructor might have said to add power, pitch the nose up, start climbing, gradually reduce the flaps, and get back into the traffic pattern.

At a non-towered airport, that would have been about all, but at a towered airport, there is a bit more to it. You have to let the tower know that you are going to go around also, and listen for instructions from the tower. For our first "go around" the instructor usually tells us in advance that we are going to do this maneuver, explaining how it is done and what he expects from us. Later in training, the instructor may just surprise us with "Go Around!" Why? Well, it is part of the training.

When we get into the traffic pattern, we usually expect to complete a landing, and most of the time we will. However, there are times when things are not set up correctly and your instructor may tell you to go out and do it again. Also, things can happen at an airport that you were not expecting, such as the airplane landing ahead of you forgetting to put his landing gear down; now you are on final behind an airplane sitting way too close to the concrete on the same runway that you were planning to land on. Go Around!

For most of us this is no big deal. Just add power, pitch up, climb, reduce flaps, and go to another runway (if one is available; otherwise, it might be to a different airport). I was at the FBO at Tucson airport waiting for a friend to show up. While waiting, I was watching incoming traffic. A Boeing 737 flown by an airline that flies nothing but 737's was on short final. Suddenly I heard the engines power up and the airplane start climbing. The gear came back up and the flaps started retracting. I watched the plane make right traffic for the same runway and come back in for a perfect landing. This took a about 20 minutes total time for the plane to climb to the correct altitude, go back to the approach fix, and configure for landing again. I never found out why that 737 had to do a "Go Around." It





could have been something on the runway that I could not see, or an instruction from the tower for some reason, or even that the crew was not comfortable with the set up or speed for the landing. The important thing is that they made a safe landing, even if a few minutes later than planned. Even a Cessna 172 would have taken close to 15 minutes to go around, and make a safe

landing.

I was doing some training with a student about 20 NM north of Pittsburgh at an airport with a single runway. The pattern was fine, and the student had the Cessna all set up for a perfect landing. As he put the wheels on the pavement, I noticed something in the middle of the runway, about half way down the 4900 foot runway. It would have been too hard to stop before reaching that so I said "Go Around!" As the student added power, a fox that had been resting on the warm cement, decided to get out of our way and ran into the bushes to the west of the runway. We were able to abort the go around and make a safe stop.

At another airport, here in Arizona, while set up for landing, and on short final, a Piper Cub taxied onto the runway for takeoff. We were less than a quarter of a mile from touchdown. I told the student to go around and make a left turn away from the runway as soon as practical. The Cub did not see us on final and we watched him take off and fly away, not sure if he ever knew we were there. You can't be too careful!

Instructors get surprises, too. While training with a student that was not doing well in getting set up for landing, I had to assist in every landing. After several of these patterns, I decided to just let him alone to see what he would do.

He was high and fast on downwind, base, and then on final. I knew that he could not make this landing, but said nothing. He drifted high over the runway, and at about half way down the runway announced that he was going to "go around." Good decision, I said. We were in a Piper Warrior. The first thing he did was raise the flaps! Since we were already low and slow, the Warrior started to drop like a rock. I reacted quickly, added



power and recovered before the wheels could hit the ground. We had already done enough “Go Arouns” that I expected him to add power first, pitch up, start climbing, then reduce the flaps. I told him that I would land the airplane, and we would have to talk about the “Go Around” again.

Doing a “Go Around” can be a surprise, but doing things in the right order is critical. You MUST add power first. The airplane is already low and slow and configured for landing with landing gear extended (if retractable), flaps set for landing, and power set to keep you at the correct landing speed. Landing check list complete. We expect to make a landing. Then that surprise comes at us in whatever form it may take. If we continue and try to complete that landing we may land long, and go off the end of the runway, or skid to the side of the runway. Add power and Go Around! There is no shame in that. There is shame in bending up an airplane. The passengers in that Boeing 737 were probably upset that they landed a few minutes late, but they should have been happy that the crew did the right thing and made a safe landing even if it was a little later than scheduled!

Why are there so many accidents in the landing phase of flight? There is a lot going on, and we need to train and practice for that. Train with your instructor in “Go Around” maneuvers, and even practice them yourself when solo. Your ARIZONA PILOTS ASSOCIATION presents a safety seminar somewhere in the state every month. Look at the website for locations and time, and don’t forget to “Bring your Wingman.”

Howard



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

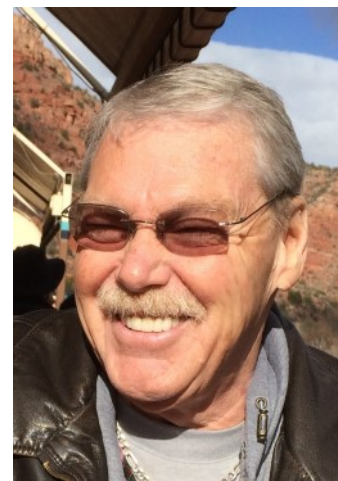
GO TO WWW.HIGHDESERTFLYIN.ORG AND FACEBOOK FOR UPDATES!

GAARMS REPORT

OCTOBER 2018

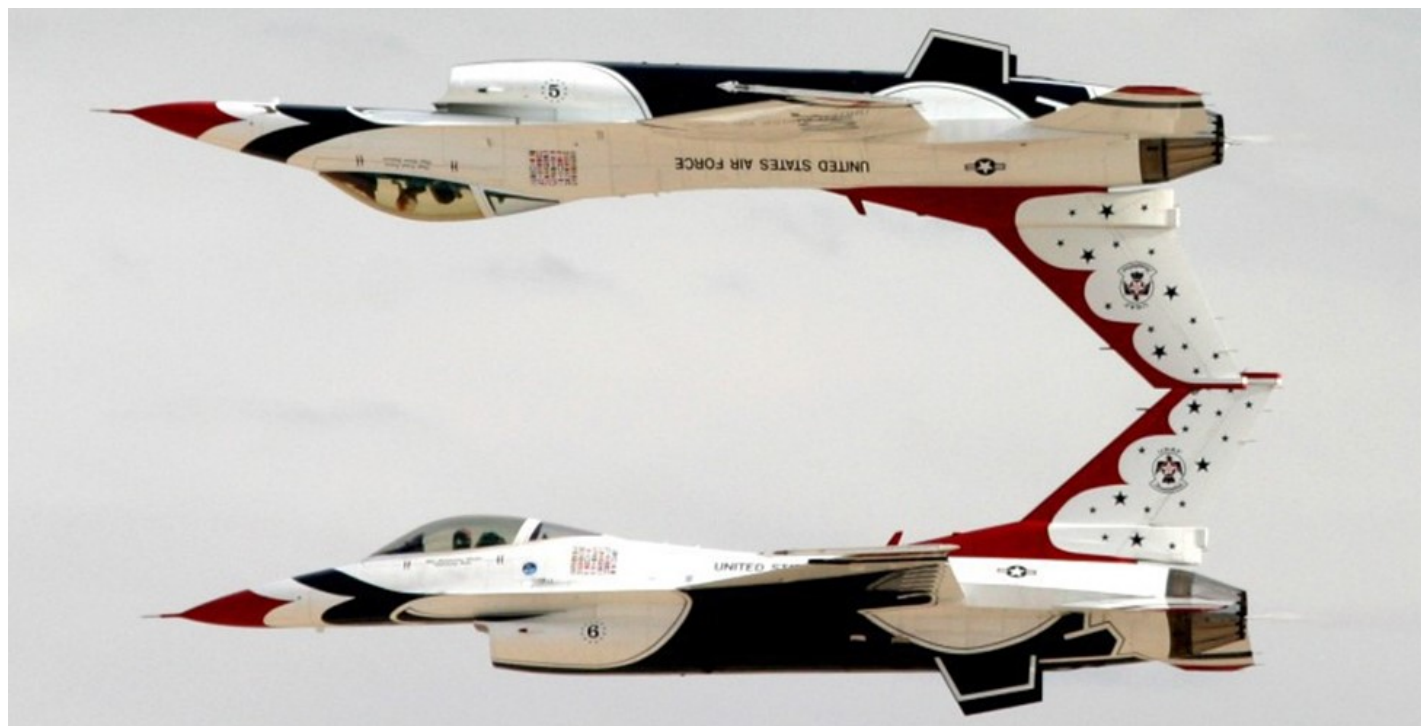
By Fred Gibbs

(Your guy in Flagstaff)



Well, August unfortunately turned out to be a bad month for maintaining our good safety record, while September had no fatal accidents (as of the 25th, as I write this). In a 2-week period between Aug. 18 and Aug. 29th, there were 3 fatal accidents with 5 fatalities. The total count so far this year stands at 5 fatal GA accidents and 12 fatalities. This does not include the Papillion Helicopter crash up in the Grand Canyon back in February; that was a commercial operation.

Fortunately, as far as I can determine at the moment, none of the pilots involved were APA members; only 4 were Arizona-based pilots (*those pilots we are capable of reaching with our safety programs*); and none (*as far as I can determine at the moment*) were registered in the WINGS program. Let's hope that the rest of 2018 remains accident free. Please fly safe!!



Ummmm..... Two, one of us is wrong!!!

Fred's Perspective...

GARMIN 700 SERIES AUTOPILOT HEADS UP...

The following is a heads up alert as a result of several incidents concerning the new Garmin GFC700 autopilot as recently reported to me (and the FAA). Comments below are in chronological order. Italics are my input/response to the reporting party...



Initial report –

Yesterday was an eventful day. Supposed to give IFR approaches to applicant but did not work out. At cruise flight the 700 Garmin autopilot failed. Using the emergency checklist, turning off the disconnect, circuit breaker and master switch did not accomplish disengaging the autopilot. It went into a dive and took two of us to recover. I declared an emergency and it took two of us to land because it was still engaged. Filed an NTSB report and the FAA is supposed to come on Monday. All the info online says to disconnect but it does not work. How do we let others know about this anomaly in the system?

My questions back –

Do you know for sure it was the autopilot??? Could something in the flight control system have failed or stuck, like a jammed/stuck elevator cable or trim cable, or something like that? What mode was the autopilot in when it “failed,” i.e., HDG, NAV, APCH, and was the Altitude hold on or off, etc... When it “dived,” did it stay in that mode? Did it just nose over, or did it spiral down? Did you have rudder control? Elevator control heavy or almost immovable? How about roll control?



Follow up -

We were in straight and level flight and I regret saying this, "let's try the autopilot." Next thing it dived 20 degrees down, similar to a runaway but not exactly. The heading mode we could use but unable to change attitude mode. Used power to control descent. It took two of us to recover and flew it level for 15 miles for a landing. And it took two of us to land because the extreme nose down motion. The manual trim worked somewhat and the rudders were mushy. We tried everything to disengage and nothing worked, circuit breaker, disconnect button, master switch, electric trim etc. It was frozen. I believe the AP computer is bad. It is a Garmin GFC 700. The CAP is looking into it but right now is unable to duplicate the issue. They will be flying it to Falcon so they can download the Garmin. Apparently, that is the only place where it can be done. The mechanic checked everything and could find nothing to duplicate.

My response back –

WOW!!! That sounds like really one of those days you live right. What type aircraft was this??? Is it one of the new Garmin 700 autopilots? Installed by whom?? And when? And flight checked by whom? Was it a runaway trim issue? Did the autopilot put you into the dive by rolling the trim?

Question - was this your first flight in this aircraft, or had you flown it before (apparently with no issues then...)

I would sure like to hear much more about this, and I am sure Garmin will too (or maybe not, eh?) I am also pretty sure the FAA will want to take a hard look at the install and circuitry, as should Garmin.

Follow up -

Hi Freddie, just another update for you -

There have been two more incidents like mine in NY and SC. Except the NY plane was unable to control altitude and hit the prop/engine on an emergency landing.

Do you think that some disgruntled employee of Garmin/Cessna did something to the software update that could trigger this dangerous situation? Will keep you up to date.

I am still on the quest to get the government to recognize a flaw in the Garmin GFC 700 autopilot. So far the SDL FSDO has said that Garmin and Cessna have found no solution. But there are still incidents and accidents occurring.

The Air Safety Institute of AOPA said 'they are closely monitoring it to assess what course of action would be appropriate and when.' I guess they are waiting to have a substantial number of deaths and injuries before they decide to pursue.

The Steering Committee recently formed by the FAA to reduce 'loss of control' accidents wrote an article. I challenged the article because nowhere do they have equipment failure in their thoughts of reducing the risk of an accident. Everything is 'pilot error.' Are there any other organizations who are interested in safety that I should contact about this derelict instrument? Thank you...

A message to our members - I would sure like to hear much more about this, and ask all of you to forward anything you hear, encounter or experience in reference to the Garmin GFC700 autopilot to me via the APA web site or directly at fredgibbs@npgcable.com.

True Confessions : Was that a UFO???

On another one of my many trips over the years to Oshkosh, back somewhere around 1976 when I was working at the Poughkeepsie Flight Service Station and flight instructing out of the Sky Acres and Stormville airport (which no longer exists), there I was, PIC (and instructing) in the right seat of a Cessna P210 Centurion the local FBO had rented to us at a great price as a favor to put some time on the seldom used (meaning expensive to rent) airplane. In the left seat there was a newly minted instrument-rated pilot, one of my students (Let's call him Bob). In the 2nd row were two of my fellow FSS friends, both pilots (let's call them Dave and Tom), and way back in the 3rd row was another non-pilot friend (George), in charge of the food and drinks packed in the back.

Picture this – there we are, cruising along, IFR at 15,000 feet up over western New York at 3 o'clock in the morning (that's right, 0300 EST) in beautiful crystal-clear conditions, very dark skies with no moon but lots of stars, on a direct line from Oshkosh to Poughkeepsie, NY. Like most of my long

cross country flights, it was a smooth, almost boring flight. The autopilot was dead on and holding altitude like a champ. We were working Cleveland center, but there was not a lot of chatter on the frequency at that time of the morning. It was all quiet in the cockpit as we cruised along, just enjoying the view of all the stars in the sky over western New York.

And then I spotted it! There, a bright star in the sky, at our 12 o'clock high position. "WOW," I thought, that is really a bright star. I pointed it out to Bob and Dave as a point of interest. And then we noticed it appeared to be moving. "What," we said, "stars don't move," and we must be imagining it. So, the 3 of us watched that star intently, trying to make sense of what we were seeing. YUP, it definitely appeared to be moving as it came towards us very high in the sky. Consensus was that it must be an airliner up at flight level 350 or higher with its lights on. Yup, sure, that made perfect sense to us at the moment.

And then that theory was shattered in an instant! That light – or whatever it was –suddenly made a 90 degree turn to the south, and, for lack of a better definition – at what appeared to be WARP TWO – sped across the sky, across our windshield , across our field of view and out of sight in less than a minute! The 3 of us looked at each other in amazement. HOLY COW, what was that?? It was NOT a falling, or shooting, star or a meteorite: it did not leave a tell-tale trail. It certainly WAS NOT an airliner. We decided it must have been a high altitude military aircraft. We were now convinced we just saw an SR-71 way up there. But, did we really?? Well I said, let's ask, and I checked in with Cleveland center.



Cessna42P (*fictitious*): **"Cleveland, Centurion 42Papa with a Question"...**

CLE Center: **"42Papa, go ahead"**

Cessna42P: **Are you working anything up high and fast that just turned south bound?"**

CLE Center: **"Negative"**

Cessna42P: **"Um, OK, well, we just saw a high altitude light that made a turn south and accelerated away pretty fast".**

CLE Center: **"Really? Let me check with another sector"**

Cessna42P: **: "OK"**

CLE Center: **"42Papa, The other sector says they are not working anything up high" (*chuckle* *chuckle...*) Did you guys see a UFO?"**

Cessna42P: **"NOPE, not us, but it was certainly interesting, whatever it was"**

CLE Center: **OK, (and with another *chuckle*) Roger, contact New York, 132.6 (Not the real frequency)"**

Cessna42P: **New York 32 six, see ya, 42Papa"**

Cessna42P: New York, Centurion 42Papa with you at fifteen thousand”

New York Center: 42Papa, radar contact, cleared direct Poughkeepsie”

Cessna42P: 42Papa, direct Poughkeepsie, thanks”

After a couple of minutes, with curiosity still rampant in the cockpit, I decided to ask New York the same question –

Cessna42P: “New York, Centurion 42Papa with a Question”...

New York Center: “42Papa, go ahead”

Cessna42P: Were you working anything up high and fast that just turned south bound a couple of minutes ago?”

New York Center: “Negative. Did you see something?”

Cessna42P: “Well, we just saw a high altitude light that made a pretty sharp turn south and accelerated away pretty fast”.

New York Center: “(Chuckle) Did you guys see a UFO? “(Chuckle chuckle) You want to report a UFO?”

So now both Cleveland and New York Centers are getting a big chuckle out of all this – another wacky GA pilot reporting seeing a UFO, so I decided to up the ante!

Cessna42P: “Well, three of us saw it. How about asking Giant Killer?”

The frequency went quiet. I now had their attention. They now knew I was not a wacky pilot. I had said some magic words that only a few people within the air Traffic control system at that time knew – And he knew I was one of them! The response came back shortly.

New York Center: “42Papa, Giant Killer says don’t ask!”

Cessna42P: “Roger that, thanks”

And not another word was said about the whole thing all the way to Poughkeepsie, but the 3 of us on that flight still reminisce about that flight to this day. It was a great flight and one that lives on in our memories!!! So, I guess it had to be a UFO, because in 1976, SR-71’s did not officially exist!

SAFETY PROGRAMS:

There are a lot of FAA Team 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, simply contact me directly at fredg-ibbs@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



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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.

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Free Admission

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

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

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T-SHIRTS**



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NO SMOKING

MILLAR FALL FLY-IN

October 20, 2018



MILLAR FIELD 2AZ4

53510 W. McDavida Road Maricopa, AZ

Annual Fall Fly-in at Millar Field on 20 October 2018,
Start time 0730. Free breakfast. All are welcome.
Aircraft use runway 34 and 122.9. Do not use 16 on
landings due to overhead wires. Aircraft park well off
the runway on the northwest leg of the field.

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	
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	
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	
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	
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

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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

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