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# President's Report

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Another month has come and gone in the desert and the heat continues its gradual retreat from much of Arizona. October was wild, with a tropical depression and snow in the same month! While Arizona weather can sometimes be wild and amazing, most of the time it simply lends itself to great flying weather. Take advantage of it and get out flying. With our winter flying season now in full swing, make sure to visit our calendar and take notes of the multiple aviation happenings in November. Our getaway to White Sands and our local day trip to Grand Canyon National are great examples of events we've put together for you and there's more on tap. Some weekends have six and even seven different events taking place! We would love to see you out and about. Come on by and say hi to our team and sit for a chat at one of these events – we'd love to meet you!




During the month, your APA has been hard at work behind the scenes to add value to your membership. If you've visited our website at [azpilots.org](http://azpilots.org) in the past couple of weeks, you may have noticed a change. We've gone live with our new website aimed at providing a better online experience, accurate and timely information, and the flexibility for viewing on mobile devices. Stefanie Spencer has done an amazing job pulling this together for us and continues to improve it. The new platform also offers us more options for the type of content and media we're able to provide. Let us know what you think about it, email [Stef](mailto:Stef). Our leadership team continues to work closely with the Arizona Flight Training Workgroup, the FAA Safety Team, the Phoenix Airspace Users Working Group, local airport authorities, the Bureau of Land Management, and the US Forest Service on a regular basis to

An advertisement for Lufthansa Aviation Training. The background is a sunset over a mountain range. Two small aircraft are flying in the sky. The word "ELEVATE." is written in large, white, bold letters across the center. Below it, the tagline "Fly above the rest." is written in a smaller, white font. In the bottom left corner, the Lufthansa logo is shown next to the text "Lufthansa Aviation Training". In the bottom right corner, there is a blue button with the word "APPLY" in white capital letters.

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ensure the needs of General Aviation are not only heard, but understood. We've also just ended our annual scholarship application process and have received a record number of applications! This is perhaps one of our most important functions, and we cannot do it without the generosity of our membership and specific giving to this program!

If you are aware of a potential impact to aviation in your area, please let us know by either emailing a board member or sending us a note through our contact page so we can look into it.

See you out there!

Blue Skies,

*Brian*



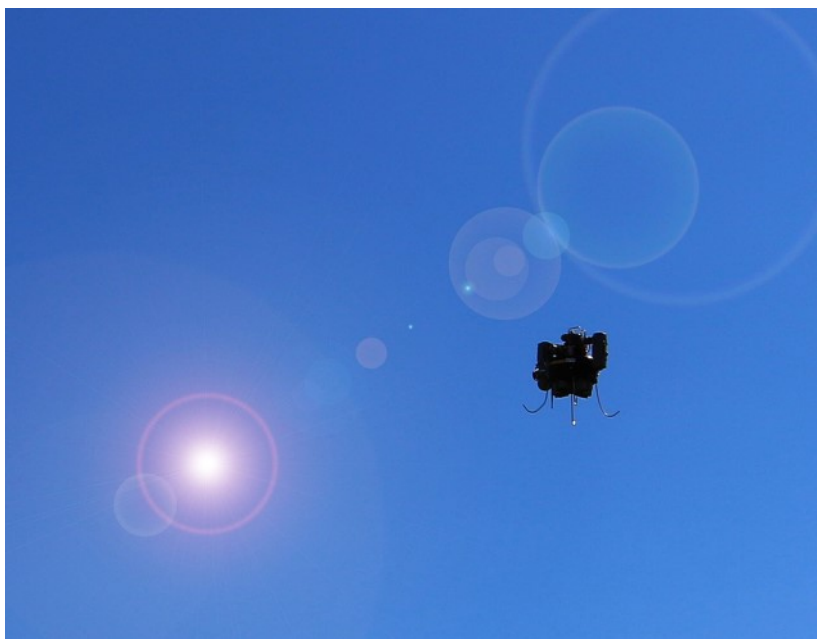
# Executive Director's Report

Jim Timm — November 2018

Winter is obviously approaching with its shorter days because I'm having to turn on the lights to preflight the airplane to make the early Saturday morning breakfast flights. The days are cooler and there is a lot of competition to decide which aviation event on the calendar to go to. Like a friend told me, this is why we put up with the super-hot summers. Some of the "snowbird" pilots are coming back, so let's get out there and go flying. I'll be seeing you at some of the airport breakfasts, and please fly safe.



There is a flight hazard that pilots are concerned about, but it seems that presently there is little that can be done to prevent them, and this is the potentially deadly risk of a collision with birds, or now also Unmanned Aerial Systems (UAS). In the last few years there have only been a couple of reported incidents of collisions with birds in Arizona that have resulted in injured pilots. The last serious bird collision accident that I am aware of occurred June, 2017, near Arlington, AZ. In this case it was a Vans RV7 that struck several pigeons at an altitude of approximately 7,600 feet MSL, and crashed killing both occupants. A synopsis of the NTSB findings report describing this accident is contained in this month's Aviation Accident Summary report. While encountering a flock of birds at this altitude may be unusual, encountering them lower altitudes is not. There are some airports that do have a bird problem, and warnings are given on the ATIS. Note these warnings, and if you note a bird or UAS problem, contact ATC immediately, or in some cases, airport management. A collision with a bird can be serious enough, but a collision with a UAS with its much higher mass density would be much worse. Avoiding birds can be accomplished by avoiding flying low near animal feed lots, dumps or land fills, or other bird feeding attractions. Avoiding a UAS is another problem that the FAA is going to be addressing based on a mandate in the FAA Reauthorization Act of 2018 that President Trump just signed into law. Key provisions are aimed at increasing safety and awareness within the recreational drone community, and gives law enforcement virtual carte blanche to react immediately to any perceived drone threat, and lays the foundations for mandatory drone registration and identification. How this plays out in reducing the risk of collision between a UAS and an airplane, we shall see. In the meantime, fly aware, and keep a very sharp look out.







## MISCELLANEOUS ITEMS

I hope everyone survived the recent presidential TFRs that essentially shut down all general aviation on a Friday and half of Saturday over the central part of Arizona around Phoenix. I hope no one was the recipient of a personal F16 or F35 escort. I'll probably find out if there were any in an upcoming meeting with the PHX TRACON.

In the way of good news, I'm sure you all have heard the President signed into law the reauthorization of the FAA for five years without the mention of privatization or user's fees, AND the FAA has reinstated its \$500 rebate program for the installation of ADS-B out equipment effective through October 11, 2019. This is applicable to certified aircraft only; somewhere I

think I heard a rumor that a rebate may be in consideration for experimental aircraft. In any case, I noted uAvionix is issuing various rebates on some of their ADS-B out equipment. We continue to be assured that the January 1, 2020, mandate is not going to change. I guess we shall see if it's really true, because I hear the airlines are running behind on ADS-B out installation.

A high-ranking FAA source has confirmed that the FAA plans to almost triple the maximum weight for most light sport aircraft to 3600 pounds in a notice of rulemaking that will be introduced in January, 2019. While announcing the possible gross weight increase from 1320 lbs to 3600 lbs, the FAA source declined to comment on how the rulemaking will alter performance limits, passenger loads, and weather requirements for LSA operations. It was also mentioned that there were plans to allow professional builders to assemble homebuilts. The final details in the proposed rulemaking will be very interesting. User comments will be taken and considered in the final rulemaking process.

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

Falcon Field (FFZ) has their AWOS system in operation. It is accessible on 118.25, the ATIS frequency, from 9:00 pm until 6:00 am when the ATC tower is closed, and by phone at any time on 480-641-4111. There may be small construction projects in process, so be alert, and check for FFZ NOTAMS.

Deer Valley Airport (DVT) continues to have run up area construction projects in process, so check DVT NOTAMS and use caution.

There are still 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.

Flight safety this reporting period has been relatively good in terms of numbers of accidents that had occurred, however in terms of the seriousness of these accidents, it was not good. Of the three accidents that occurred, two of them did result in a total of three fatalities. Flight Safety this year has not been very good in either the number of accidents or the number of fatalities. There are only two months left in this year, and we all need to do whatever we can to make sure these numbers don't increase. See my November accident report to see the details of these accidents. The last portion of this month's report also contains the findings of the Vans RV-7 fatal accident that occurred on June 27, 2017, near Arlington. The findings of this accident were just released late in this reporting period.

GPS interference testing is still happening, and last minute notices have been received from the FAA in this last 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. Recently Lake Havasu City Municipal Airport (HII) has started their master plan update process, and we will be participating. Falcon Field (FFZ), 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 on the first Saturday of the month.
- The Falcon Field EAA Warbirds Squadron fly in breakfast and car show is on the third Saturday of the month. 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.
- On the third Saturday, the fly in breakfast at Benson (E95) at Southwest Aviation is now on a quarterly basis and the last one was on 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, but the BBQ lunch hosted by APA is on the third Saturday of each month.



- The last Saturday of the month there is a fly in breakfast at Casa Grande Municipal Airport (CGZ). The Airport's restaurant, Foxtrot Cafe, operating in the air 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](mailto:newsletter@azpilots.org)

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- 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

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**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!





# November Aviation Accident Summary

by Jim Timm

The following are NTSB reports of aviation accidents that have occurred in Arizona from September through late October. The Arizona Pilots Association will use this detailed accident information to develop safety programs and briefings that will help pilots learn from the mistakes being made by others, and hopefully they will take the action necessary to prevent similar accidents from happening to them.

This reporting period appears to have been relatively good given the number of accidents that have been reported. In the past month there have been three accidents, but unfortunately two of them were fatal accidents resulting in three fatalities. The flight safety record for this year is not all that great. With only two 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 fly safe.

Details of the three accidents reported in this period are detailed below. The last portion of this report contains the details of three accidents that occurred much earlier, but the accident details were only made available in the past reporting period. The cause of the last accident in this report, while a bit unusual, should be a concern of all who fly. Fly alert and fly safe.

## THE FOLLOWING ACCIDENTS OCCURRED IN THE PAST REPORTING PERIOD

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

Preliminary Report Dated: 10/15/18

Title 14 CFR Part 91 Operation

Location: Bullhead City

Aircraft Type: Cessna A185F

Injuries: 1 Serious, 1 Non Injured

### FLIGHT INTO TERRAIN

On September 15, 2018, about 1245 MST, a float-equipped Cessna A185F airplane collided with terrain shortly after takeoff at Laughlin/Bullhead International Airport (IFP). The private pilot was not injured, and the passenger was seriously injured. Visual meteorological conditions prevailed and no flight plan was filed for the personal cross-country flight to Glendale Municipal Airport (GEU).

The pilot departed from Reno/Tahoe International Airport, Reno, Nevada, in the accident airplane earlier that morning with a destination of IFP. After landing at IFP, the pilot refueled and was on the ground at IFP for about 30 minutes before departing. While departing from runway 16, the pilot was entering data into his fuel totalizer when he looked up and saw that he was flying towards rising terrain. He was unable to

maintain altitude and turned left to avoid terrain and power lines. The airplane subsequently impacted the ground near a ravine.

Initial examination of the accident by the Federal Aviation Administration inspector, revealed the accident site was about 5 miles southeast of IFP. Both wings and forward fuselage sustained substantial damage. The pilot held a private pilot certificate with an airplane single-engine land and sea, multiengine land and instrument rating. Flight time records indicated that the pilot had about 3,400 total hours of flight experience, and about 1,500 hours in this make and model.

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

Preliminary Report Dated: 10/11/18

Title 14 CFR Part 91 Operation

Location: Cottonwood

Aircraft Type: Beech F33A

Injuries: 1 Fatal

### LOSS OF POWER AND CONTROL ON APPROACH

On September 17, 2018, about 0945 MST, a

Beech F33A airplane impacted a home 1/4 mile southeast of the approach end of runway 32 at the Cottonwood Airport (P52). The airline transport pilot was the sole person on board and was fatally injured. The airplane sustained substantial damage and a post-accident fire ensued. The airplane was operated by the pilot as a cross-country flight. Visual meteorological conditions prevailed and no flight plan was filed for the flight that originated from North Las Vegas Airport (VGT), Nevada, about 0820, with a destination of P52.

According to the owner, the airplane was based at P52. The owner asked the pilot to fly him to VGT, where the owner would pick up a truck that he planned to drive back to the Cottonwood area, and the pilot would fly the airplane back to P52. Although the trip from P52 to VGT was the first time the pilot had flown in the accident airplane, the owner had previously flown with the pilot a few times in other airplanes. The pilot flew the entire leg uneventfully, and the owner stated that he felt confident in the pilot's flying abilities. After landing at VGT, the owner exited the airplane, and the pilot departed VGT in the airplane shortly thereafter.

Ground scars and wreckage distribution indicated that the airplane impacted the roof of the home; a landing gear wheel and strut were found in the home's attic. The airplane then impacted a tree and a bush before impacting the ground in the backyard of the home. The bush exhibited cut branches, which was consistent with propeller blade strikes. The right wing had leading edge impact damage, and the right wing inboard section, and cabin area was mostly consumed by post impact fire. The left wing was mostly intact, and trace amounts of fuel from the wing was collected during the recovery of the wreckage.

According to a first responder, the pilot had initially survived the accident, and he was found outside the airplane, about 15 feet from the airplane. The first responder recalled that the pilot stated that the engine had quit while the pilot was trying to land at P52. Other witnesses in the area did not remember hearing any engine sound prior to the airplane impacting the home.

The owner stated that upon landing at VGT, the airplane should have had enough fuel for 4 more hours of flight time. The accident occurred about 1 hour 25 minutes after the pilot's departure from VGT.

Accident Date: **Saturday, October 13, 2018**

Preliminary Report Dated: 10/23

Title 14 CFR Part 91 Operation

Location: Payson

Aircraft Type: Cessna T240

Injuries: 2 Fatal

### **IN FLIGHT LOSS OF CONTROL ON APPROACH**

On October 13, 2018, about 1845 MST, a Cessna T240 airplane was destroyed when it impacted a house while on approach to landing at Payson Airport (PAN). The private pilot and passenger sustained fatal injuries. Visual meteorological conditions prevailed and no flight plan was filed for the personal flight. The flight originated from Glendale Municipal Airport (GEU) about 1815, with an intended destination of PAN.

Review of preliminary radar data provided by the Federal Aviation Administration revealed a primary target, which correlated with the accident airplane, on a right downwind leg for runway 24, about 900 ft above ground level (AGL) at a groundspeed of 107 knots. About 0.75 miles from the approach end of the runway, the airplane started a right turn about 700 ft agl and continued the turn through the base leg while maintaining the altitude. The groundspeed decreased to 60 knots as the airplane continued to turn. The primary target continued to maneuver in what appeared to be an extended downwind before starting another right turn to the base leg about 650 ft agl and a groundspeed of 94 knots. The data indicated that the airplane made a final 180° near the approach path for the runway at 625 ft agl and 81 knots. The final turn was in the vicinity of the accident site and where the radar target was lost.

Review of the photos provided by first responders revealed that the airplane impacted the



house in a vertical attitude. The propeller, the engine and the instrument panel were embedded into subfloors of the residential structure.

The wreckage debris was contained within 25ft by 25ft area inside the house.

## **THE FOLLOWING ACCIDENTS OCCURRED AT AN EARLIER DATE WITHOUT DETAILED INFORMATION**

Accident Date: **Sunday June 10, 2018**  
Factual Report Report Dated: 10/12/2018  
Title 14 CFR Part 91 Operation  
Location: Benson  
Aircraft Type: Cessna 170  
Injuries: 1 Uninjured

### **LOSS OF CONTROL LANDING**

The pilot reported that, during the landing roll, the tailwheel-equipped airplane veered to the left and began to bounce. He applied right rudder correction, which quickly turned the airplane right towards centerline, and then applied left rudder to realign with runway heading. He increased the engine power setting to full to perform a go around, but the airplane, on its third bounce, ground looped to the left. The right wing impacted the ground and the airplane came to rest on its right side with the wing at a 90° angle. The airplane sustained substantial damage to the right 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 system located on the airport reported that, about 15 minutes before the accident, the wind was light and variable at 2 knots, gusting to 5 knots. The airplane landed on runway 28.

Accident Date: **Friday, June 22, 2018**  
Factual Report Report Dated: 10/4/2018  
Title 14 CFR Part 91 Operation  
Location: Goodyear  
Aircraft Type: Piper PA30  
Injuries: 2 Uninjured

### **LOSS OF CONTROL LANDING**

The flight instructor reported that, while landing at night, the pilot receiving instruction allowed the twin engine airplane to drift left of the centerline at touchdown. The pilot then overcorrected with right rudder, the airplane veered to the right, and the pilot then locked the brakes. The airplane continued to veer right and exited the runway.

The flight instructor further added that he did not request the flight controls but asked the pilot to release the brakes to no avail. After exiting the runway, the flight instructor had only right rudder and nose wheel steering and "fishtailed" the airplane further to the right before the left main landing gear collapsed. The airplane sustained substantial damage to the left wing.

The flight instructor 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 on the accident airport reported that, about the time of the accident, the wind was from 230° at 9 knots. The pilot landed on runway 21.

**The following is a synopsis of a Vans RV-7 fatal accident that had occurred on June 27, 2017, near Arlington, AZ. The lengthy factual NTSB report was released very shortly before this report was prepared. The cause was a surprise to some of us, and should be of significant concern for all pilots.**

Accident Date: **Tuesday, June 27, 2017**  
Factual Report Dated: 10/18/18  
Title 14 CFR Part 91 Operation

Location: Arlington, AZ  
Aircraft Type: Vans RV7  
Injuries: 2 Fatal

## DEFINING EVENT: BIRD STRIKE

### HISTORY OF FLIGHT

On June 27, 2017, about 0849 MST, a Vans RV7 was destroyed when it impacted terrain about 10 miles southwest of Arlington. The airline transport pilot and the pilot-rated passenger sustained fatal injuries. Visual meteorological conditions prevailed at the time of the accident, and the local personal flight originated from Buckeye Municipal Airport (BVK) about 0835.

The wreckage was found by local law enforcement in the Gila Mountains at 1810.

Radar data revealed a primary target that correlated with the accident airplane about 2.5 miles southeast of BVK at 2,200 ft mean sea level (MSL) and climbing. At 0847 the target made a left 180° turn to the northeast at 7,600 ft MSL. The target continued along this heading before radar returns were lost at 0849; the last return was near the accident site.

### PERSONNEL INFORMATION

The pilot, age 78, held an airline transport pilot certificate with ratings for airplane single- and multiengine land and single-engine sea. The pilot reported 22,510 total hours of flight experience.

The passenger held a private pilot certificate with a rating for airplane single-engine land. He reported flight experience that included 3.2 hours total.

### AIRCRAFT INFORMATION

The airplane was issued an FAA Airworthiness Certificate in November of 2013. The maintenance records were not located during the investigation, and the airplane's maintenance history could not be determined.

### METEOROLOGICAL INFORMATION

At 0853, the automated weather observation for BVK, located about 18 miles northeast of the ac-

cident site, reported visibility 10 statute miles with no clouds.

### WRECKAGE AND IMPACT INFORMATION

The airplane impacted rocky, desert terrain and was destroyed by impact forces. The wreckage was dispersed in a triangular pattern and exhibited impact damage consistent with an inverted, left-wing-down, nose-down attitude at the time of impact. One of the propeller blades exhibited heavy gouging on the leading edge and chord wise scoring. The other blade displayed forward bending at the midsection, leading edge scoring and missing material at the tip. The main wreckage comprised the horizontal stabilizers and both elevators, cabin area structure, and both wings. The horizontal stabilizer and associated structure remained attached to the main wreckage by flight control cables and electrical wires.

The plexiglass canopy, vertical stabilizer, and rudder were not located during the examination of the accident site on that day. They were located several days later about 1 mile northwest of the main wreckage.

During the examination of the recovered wreckage, specimens of biological matter were observed on the underside of the right horizontal stabilizer and upper rear bulkhead behind the pilot's seat position. Bird feathers were found in the cockpit under the passenger seat. Bone matter was found between the engine cylinders and on the oil cooler. The specimens were collected and sent for further identification and classification.

Examination of the airframe, engine, and system components revealed no evidence of pre impact mechanical malfunction that would have precluded normal operation.

### MEDICAL AND PATHOLOGICAL INFORMATION

The Office of the Medical Examiner at Maricopa County concluded that the causes of death were multiple blunt force trauma and thermal injuries.

The FAA's Bioaeronautical Sciences Research

Laboratory, Oklahoma City, Oklahoma, performed toxicology testing on specimens from the pilot and passenger, and did not detect a presence of drugs. Tests for carbon monoxide and cyanide were not performed.

## TEST AND RESEARCH

The Feather Identification Lab, Smithsonian Institution, Washington, DC, determined that the biological matter, the whole feathers and some downy feather material all matched a single museum specimen of rock pigeon. Additionally, microscopic examination of the feather samples was consistent with rock pigeon.

Airframe components from the empennage were

examined at the NTSB Materials Lab, in Washington, DC, and additional samples of biological matter were collected. These samples were extracted from a dented section underneath the horizontal stabilizer, including a small whole feather found deep inside the empennage. This feather and the additional empennage samples were also identified as rock pigeon based on whole feather comparisons and microscopic analysis. Additionally, the impact dent was consistent with the typical size of this bird species.

There were no indications of any preexisting damage such as cracks or corrosion. All aircraft assemblies exhibited damage consistent with secondary fractures (such as ground impact).



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## A Few Words About Safety

**Denny Granquist**

“

*“Using ATC is better than avoiding ATC.”*

*“Nothing is more useless than the runway behind you, the airspeed you don't have, or the airspace above you.”*



# GAJSC



## General Aviation Joint Steering Committee

### Best Glide Speed and Distance



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: November 2018**

#### **Topic: Best Glide Speed and Distance**

The FAA and industry will conduct a public education campaign on the benefits of knowledge and training in determining and applying best glide speed in forced landings.

#### **Background:**

The GAJSC has determined that a significant number of general aviation fatalities could be avoided if pilots were better informed and trained in determining and flying their aircraft at the best glide speed while maneuvering to complete a forced landing.

#### **Teaching Points:**

- Discuss the scope and safety benefits of flying the airplane at best glide speed while maneuvering to a forced landing runway or off airport landing area.

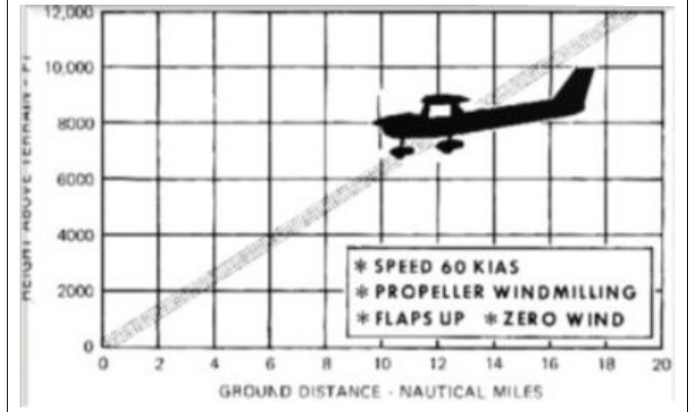


- Acquaint pilots with available resources.
- Encourage pilots to maintain proficiency through frequent forced landing practice.
- Encourage pilots to participate in the WINGS Pilot Proficiency Program.

### References:

- Best Glide Speed and Distance PowerPoint and Presentation Notes
- [A-H-8083-3A Airplane Flying Handbook](#)
- [FAASafety Team WINGS Pilot Proficiency Program](#)

### **How Far Can I Glide?**




### DOWNLOADS:

[PowerPoint Presentation Slides...](#)

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## AZ Airport Focus: Nogales

By Brian Schober

Summer has finally released her grip on Arizona and the planes are starting to make noise again. The thirst for avgas increases as our planes come to life for the winter flying season. Now that things have cooled down a bit, we'll focus on one of our southern-border airports – Nogales (KOLS). This gem of an airport has a ton of history and beauty to offer visiting pilots. Nogales is located just a couple of miles from our border with Mexico, which places it well within reach of not only world-class authentic Mexican cuisine, but smack dab in the middle of Arizona's rich heritage.

Nogales' history begins with the Apache and Hohokam tribes over 500 years ago. In the mid-1500's, Europeans began to arrive in the area in search of riches and to spread the Catholic faith. The Jesuit Priest known simply as "Father Kino" spent the majority of his time in the area for nearly 20 years teaching people this faith and how to farm. In 1853, the Gadsen Purchase made the southeastern corner of Arizona, then Mexico, part of the United States. Of course, the next 100+ years of settlement and development leave us with the Nogales of today.

Though relatively small at approximately 20,000 residents, the town is responsible for an estimated USD \$30 billion worth of international trade between the US and Mexico. The resulting infrastructure makes it easy for visitors to feel at home with a thriving service industry. This international port of entry is often bustling with foot and vehicle traffic, and it is common to see "X" registered aircraft at the Nogales International Airport.



Getting to Nogales from nearly anywhere in the state begins with flying south. Following Interstate 19 south from Tucson, just beyond the craggy peak of the nearly 10,000ft Mt. Wrightson, you'll find Nogales tucked into the hilly surrounding terrain. The contrast of tree-lined slopes and sheer rock faces makes for spectacular enroute scenery. The left-hand traffic pattern for Runway 3 and Runway 21 are standard, though take care not to deviate into Mexican airspace. The 7200 ft x 100 ft runway at an elevation of 3996' MSL is long enough for most aircraft and pilots to feel comfortable landing. If IFR, there are VOR and GPS ap-



proaches available. Give Unicom a call on 122.8 and announce intentions to land well in advance. Nogales' proximity to Tucson and a flight school on the field make it a popular training destination.

Once on the ground, taxi onto the ramp and the FBO on the field will take care of you. Tiffin Aviation Services sells both 100LL and Jet A at \$5.71 and \$4.61 for full service, respectively, at the time of this writing. Tiffin also offers a pilot's lounge, restrooms, and coffee. The Airport Café is located in the terminal building and offers standard Café fare for both breakfast and lunch at reasonable prices. Tiffin will gladly arrange ground transportation for you, as many options exist. Enterprise Rental Car can either deliver a rental to the airport or will pick you up. Uber and Lyft are available for quick trips into and around town.

If you've decided to stick around and enjoy Nogales and Santa Cruz County for a few hours, or even the weekend, you'll find over 50 properties on the National Register of Historic Sites! This is a testament to the town and the county's historic importance. You can start at the Pimeria Alta Museum to get a feel for the rich history of the town. This small museum is packed with local memorabilia and knowledgeable docents. For something unique with a Southwestern feel, try out Paul Bond Boots. This bootmaker works magic on site making custom cowboy boots. It's more than just a store. After that, head out among the historic sites and see well-preserved examples of this town's history. If you're feeling more adventurous, get a ride to the many hiking trails in the area to take advantage of the amazing panoramic views.

When you're done with your visit and you've said goodbye to the folks at Tiffin, head on back home. On departure, keep in mind the effects of density altitude on your aircraft's performance relative to the surrounding terrain and keep a sharp eye out for training traffic. Use the ride home to reflect on what an incredible state we have to enjoy!

Brian





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# MEMBERS' PHOTO CORNER

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*Thank you to DJ Vegh for this month's photos!*

*Where will you go next? Send your photos to [newsletter@azpilots.org](mailto:newsletter@azpilots.org)!*

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# Barry M. Goldwater Range Tour Recap

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By Mary James and Susan Wearly

On Wednesday, October 10th, the APA hosted twenty members at the Barry M. Goldwater Bombing Range East just south of Gila Bend to a morning of A-10 bombing maneuvers and personalized fly-bys. Air Force Public Affairs Specialist, Susan Gladstein, escorted us onto the range as a party of F-16's was finishing its morning run. We were given a thorough introduction by Susan as well as additional range history by a second military expert. The BMG Range, with all of its 1+ million acres, is considered a Department of Defense site where not only do our country's military branches practice, but governments from all over the world send their military here to train. The terrain and size make this range an ideal geographic & geologic venue that is similar to regions in the world where important military bases are located. Despite its vast size, only about 6% of the range is used for bombing practice, with the rest of the area protected in its natural, pristine desert state. The Sonoran Pronghorn Antelope is thriving here along with many other native species - flora and fauna alike. The Air Force has an extensive knowledge of the Native American peoples' settlements & gravesites and has protected the ancient pictographs & petroglyphs that are dotted throughout the million acres.



Jets arrived from Davis-Monthan Air Force Base south of Tucson and we watched and listened to their bombing results that were broadcast from the near-by tower. A result such as 1-6-4 meant that jet number 1's bomb landed 6 meters from the target at the 4 o'clock position. We saw one bull's-eye as the red dust plumed into the air - job well done! There were two parties on the range - the first were reserve pilots and the second was a party of active fighters. The active fighters used the south side of the range for missile practice which was exciting to see. The strafing field was not used as our recent monsoons had altered the terrain; hopefully we'll see these maneuvers on our next visit. Each party of jets personally greeted us with incredible fly-bys just before they roared off to the southeast to head back to base. Very impressive!





We have so much to be grateful for knowing that these brave and skilled men & women are serving and protecting our country. Thank you to these good individuals.

After our morning on the range, we returned to the Gila Bend Airport for a picnic lunch of tacos & tamales from Sofia's Mexican Restaurant. The sun was out and there was plenty of time for socializing. Our youngest visitor, Elliott Walker, was a fifth grader at Foothills Academy in North Scottsdale (near Cave Creek & Carefree) and Elliott was lucky enough to take the day off from school and enjoy this ex-

perience with his father, Brandon. I think it is safe to say that Elliott has about 19 new friends and perhaps his best friend is now Susan Gladstein, our tour director. APA members from Yuma, Tucson, Buckeye, and various parts of the Valley attended the day. We had 3 parties fly in to the airport. The next time anyone of us talks to the airport manager, Cory, please thank him as he prepared our picnic site and was very helpful in our preparations. And thank you to everyone who submitted excellent photographs - enjoy looking at them below.

We raised \$300 after expenses and this entire amount was donated to the Air Force Charity Fund which will use our gift for a party for the families of deployed service men/women. This is the APA's way of saying Thank You.

*Mary & Susan*



### **VMC Club Meeting**

**Mastering the Art of Aviation**

**December 4, starting at 6:30 pm**

CHD Terminal Meeting Room

# Careers Flying for the Airlines

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**By Rick Bosshardt**

There is a "perfect storm" occurring in the airline industry, and for those high school students and their parents who are planning for their future in aviation, this "perfect storm" is an enormous opportunity!

It is well documented that in the next 15 years, there will be 124,000 new pilots needed just in the USA, and over 250,000 worldwide! Even more stunning, in the same period over 750,000 AP's and airplane technicians will be hired. At American Airlines alone, 75% of their pilots will have to retire in the next 15 years.

This is just a fabulous time for a young person to get into the commercial aviation world.

I recently spoke on behalf of the APA at EVIT, the East Valley Institute of Technology, to the aviation students, about the APA scholarship opportunities, their chosen career in commercial aviation, and how to get there. In addition, I have been speaking to involved parents trying to find a way through the maze of opportunity, helping them to make sure their investment in their child's education in aviation is well placed. Below are my thoughts to those students and parents, but also sound advice from my friend, a 33 year Captain at American Airlines, who is passionate about helping young people get into his profession, as he loves every minute of it!

According to my friend (and also known by all airline pilots), the NAME OF THE GAME is to get to the airline as soon as possible and get the all-important seniority number. That's what my buddy did, and now he is #40 at American out of 15,000 pilots. He still has 5 years left before retirement, and he is making both big money as well as working only 9 days a month. He gets to pick all of his destinations, like Australia and New Zealand, and is always first to choose! He is living the dream... and it was all because he got to the airlines early.....like at age 27, and put in a lot of work and effort to get there.

One of his key suggestions that I passed on to the EVIT students was to make sure that when they get their private license, commercial, and CFI, that they do it at a Part 141 school!

Many smaller schools are not Part 141. But it's worth finding one, as the FAA recognizes the curriculum and structure of Part 141, and allows an aspiring pilot to sit for the ATP (it's called a restricted ATP) at 1000 hours, instead of 1500 hours! That's huge! An extra 500 hours of work as a CFI after school can take another 2 years. With a Part 141 background, they can join a commuter or regional airline at only 1000 hours and be well on their way to their airline career!





His second key suggestion is to get the private license before going to the 4 year school or community college. It puts the student way ahead of most of the other kids, and allows them to finish their commercial and CFI during the first two years. Then, the school will normally be **more** than willing to **hire them** the second two years to teach the incoming kids! (Schools also have a shortage of CFI's!) So gain more time while in school AND get paid for it. Not a bad deal!

As a parent of an aspiring commercial aviator, they should be very confident of the career their child has chosen. There is going to be an ENORMOUS shortage of airline pilots over the next decades, and once he or she gets in, their seniority will climb quite rapidly, which is what it's all about! There is no way that a young person today, who works hard at school and at flying, and is reaching out and making connections in aviation, won't be super successful in the airlines. I wish I was young again! I didn't catch "the bug" till I was 30, so I PAY for flying as opposed to BEING paid for flying.

I also spoke at length at EVIT about "plotting" your course and following that path. What airline do you want to be working for? It's key to pick one that will not likely go bankrupt or be acquired. If that happens and you go to another airline, or are acquired and end up at the acquiring airline, you go to the bottom of the heap on seniority. This is a tough situation, so pick wisely.

I also talked about what "lifestyle" do you want? Some airlines utilize a single type of aircraft, allowing you to become proficient in flying that aircraft on mostly domestic trips, meaning shorter trips with many take-offs and landings. Or.... you take an airline like AA and my friend; he has over his career learned to fly 6 different types of airliners and loves to fly International (started domestic but since they fly international he was able to transition). Longer trips, but fewer of them, larger planes and cockpits with relief crews, etc, and gets to see cool places in the world. Works 9 days a month... not bad!

All these considerations have to happen BEFORE the aspiring pilot gets to a commuter, which is usually tied to an airline. Planning beforehand is key! Once you are in an airline, it's difficult to switch; again, you lose your seniority.

I would also suggest making the trek to Oshkosh to gain valuable information. There was a big tent there that had dozens and dozens of commuter airlines with booths, wooing both high school and college students to their programs. Some of them start at \$60K per year!!! No longer the \$15K they used to pay. And they have "feeder" programs to the big airlines, so it's a good place to have all of that in one tent, and you can spend days there gathering info and making contacts.

In summary, it's a super great time as a young person to aspire to be a commercial pilot, and with a little planning and foresight, it will go a long way to set up a wonderful career!

Rick





# HopeKids Fly-in Recap

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By Nelson Garrison

On Saturday, October 27<sup>th</sup>, Pegasus Airpark held its 3rd HopeKids breakfast fly-in event. There were 18 HopeKids Families participating and Pegasus pilots gave 25 rides to families and children with life threatening conditions. We also helped raise over \$1700 for HopeKids at the event!



# Local Association Helps Kids “Fly”

**Queen Creek, ARIZONA – October 27, 2018** – More than 20 Arizona families will rediscover hope thanks to the generosity of the Arizona Pilot's Association and Pegasus Airpark in Queen Creek. On October 27, the pilots will provide a pancake breakfast and the opportunity to help “fly” a plane for families that are a part of HopeKids, a local nonprofit organization that provides ongoing events and activities for families who have a child with a life-threatening medical condition.

“We work to keep kids focused on the future, looking forward to the next fun event around the corner, rather than dwelling on what they are dealing with in the present,” said Angie Abfalter, HopeKids Program Manager. “We couldn’t do this without the help of local donors and volunteers like the Arizona Pilot’s Association and, for that, we are so grateful.”

Each month, HopeKids schedules a variety of sporting events, live performances, museum visits or other types of fun activities for the whole family. All events are focused on the whole family to prevent siblings from being unintentionally overlooked, bring families together that understand their journey, and are offered at no cost to families. For more information visit [www.hopekids.org](http://www.hopekids.org)

by Kimberly Trichel, HopeKids Arizona: 480.282.3011,  
[Kimberly@HopeKids.org](mailto:Kimberly@HopeKids.org)



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# Flying the Sky Harbor Transition

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By Andrew Vogeney

There's no doubt flying in or near Class Bravo airspace can be intimidating for someone new to an area or not used to flying in complex airspace. The Phoenix Class Bravo is often simpler than it looks, but it does require familiarization – and I would recommend taking a safety pilot along if you're just getting used to it! Having an app like ForeFlight with a GPS position REALLY helps, especially in those tight areas.

One part of the Bravo that's way easier than it looks is the East/West Route transition over Sky Harbor Airport. *Note: Don't confuse this one with the Biltmore Transition. You'll be dating yourself, and it no longer exists!* Not only is it a more efficient way to transition from north to south (or vice versa) it also provides for a nice little tour with a good view of the city for friends and family.

First time? Here's how it's done. Fly it at home with me before you get in the plane!

Let's say you fly out of Deer Valley (DVT) or Scottsdale (SDL), with the middle of the two sitting just north of Sky Harbor (PHX). Look at the TAC Chart (I mean, zoom in) and you'll see a magenta box to the north of PHX that says EAST/WEST ROUTE. Near that is a magenta arrow running north/south by Squaw Peak. Before departing DVT or SDL let ground know you are southbound, and from my experience, they will quickly give you a frequency change knowing you'll need to get on with approach. If they're busy and don't offer a frequency change, don't be afraid to ask. After tuning in tower, make sure to have Phoenix Approach 120.7 dialed in standby to reduce your workload in the air. If you're a GPS person, plug in VPSQP, head toward the easily recognizable mountain, or realistically the middle of Sky Harbor, and you are established.

So, what's with this East/West business when the transition is to the south? It all has to do with the flow at Sky Harbor and which way they're putting planes into and out of the air. If you've got a sharp eye, look for the big iron to see which direction they're going. Checking the PHX ATIS or monitoring PHX tower are also good options, but your workload has been busy and you're halfway there already, so my recommendation is to simply switch to Approach as soon as you're handed off. "Phoenix Approach, (callsign), (location), request transition to (destination, or just southbound)." A recent call for me sounded like this: "Phoenix Approach, Skylane 182VC off Deer Valley, request southbound transition to Casa Grande."

Do things always go as planned? No, but most often yes. First, be prepared for "Remain outside







Bravo Airspace.” Workload prohibiting, they retain the right to keep you out – so have an exit plan ready (like remaining under or outside Bravo airspace to get where you need to go – remember, it can be tight). Most often the response will be a friendly: “(callsign), Phoenix Approach, Squawk (code), Phoenix Altimeter (setting), cleared into bravo airspace via the (east or west) transition, climb maintain (somewhere between 4,000-6,000).” Bingo!

You’re now in Bravo airspace. It will only be for a few minutes, but remember you need to be on top of your game now. Closely watch your altitude and follow any other instructions given. What happens next? Easy! Turn east or west, as assigned, and aim for the numbers on that side of the runways – just like those magenta arrows show. You’ll be headed for the side of the runway where the big guys are touching down and starting their takeoff roll – just a few thousand feet under you. There’s a huge safety margin there – assuming you fly toward the correct end of the runway! Then just proceed straight south, and you’ll be back out of the bravo in no time. Note that you’ll be given a handoff to the next approach controller at some point around the time you cross the runways. Be prepared to switch to 123.7. Depending on your request/destination you’ll be offered flight following or cleared to resume own navigation (or maybe both) provided you’re under 5,000 feet. The arrows on the south side show the transition ending just south of South Mountain, but you’d be wise to clear up any intentions with the next controller should you want to maneuver somewhere quickly – like if you’re headed to Chandler for breakfast (and I recommend that trip over practice approaches at Casa Grande any day).

So, what if you’re coming from the south? As you might imagine it’s just as easy – simply switch everything around. There are several VFR reporting points near the southern start of the transition (Foothills Golf Course, Firebird Lake, Memorial, Stellar) so pick your favorite. Have 123.7 ready for the call to approach and be prepared to switch to 120.7 on the other side. Of course, you’ll be contending with the DVT/SDL/Everybody Else traffic once you pass over Sky Harbor, but that’s a different story. On the return trip northbound I’ve been assigned 6,000 and held there, at the controller’s request, until quite a bit north of where the 5,000 Class B shelf starts, so it was a bit of a dive into

Deer Valley. You're the pilot, so if you're given a control instruction you can't safely or comfortably handle, be up front with the approach controller (though I've never gotten to that point).

So how do we put this into practical use? The transition makes a nice addition to a southbound flight from DVT/Scottsdale/points north to Chandler for breakfast, Eloy for lunch and watching the skydivers (or going with them?), down to Tucson, practice approaches to Casa Grande, or any other southbound adventures. Flying right over Downtown Phoenix is quite nice, and so is flying right over Sky Harbor! Non-pilot friends (and pilots alike) might be impressed that you can do this. Northbound is just as convenient if you're doing the reverse of those trips, or if you're heading to points north. I've always found our approach controllers to be friendly – and forgiving – and I personally find taking the East/West transition (to the North/South – this is not confusing, just look for the arrows!) to be way less intimidating than skirting around the lower, more restrictive and congested airspace to the East and West of Sky Harbor.

Consider downloading the “Phoenix FLY” chart. This is for home study or old fashioned “figure it out” navigating in the aircraft only; it will not be geo-referenced like the charts you may be used to on your EFB. This chart is great for getting to know the Phoenix area. It has illustrations of runway layouts and control tower locations, reporting points, golf courses, mountains, airspace, common jet routes and even a brown representation of where to find the best smog in the valley (ok, maybe that means something else).

I've flown in the Phoenix metro airspace for over two years now, and I still don't know it all without reference to my handy EFB, so don't feel alone if you're uncomfortable. We have a LOT of airspace

around, and if you didn't learn to fly here or spend a lot of time flying around the valley, I'd be surprised if you knew it all, too. Study your charts when you have down time, and don't pass up the opportunity to fly with a buddy – in either seat! Many aspiring instrument pilots are looking for safety pilots and would be glad to bring you along, and sometimes you learn more from the right seat than the left.

Andrew



Need a safety pilot or just want an extra set of eyes next time you fly? Why not post on the AZ Pilots Association Facebook page!

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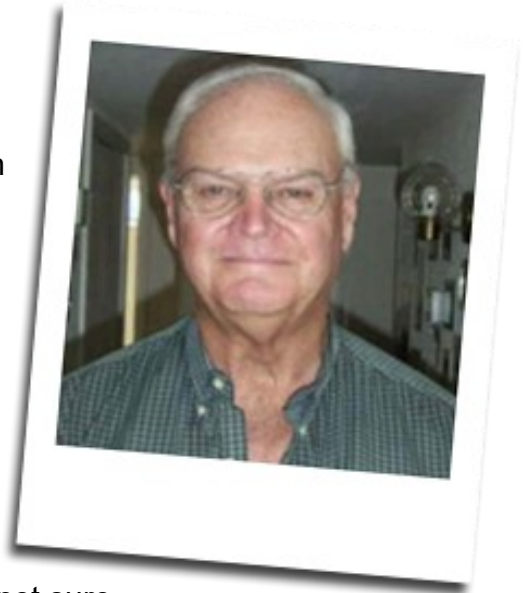
## THE TIME MACHINE

**By Howard Deevers**

Time travel is a favorite subject of science fiction movies, and even some humorous films as well. They always show the actors, either going back in time or going forward in time, getting into some adventures, and then ending up where they started. Some people actually believe that time travel is possible. The easiest way to explain that Time Travel is not possible is: "You can't change history."

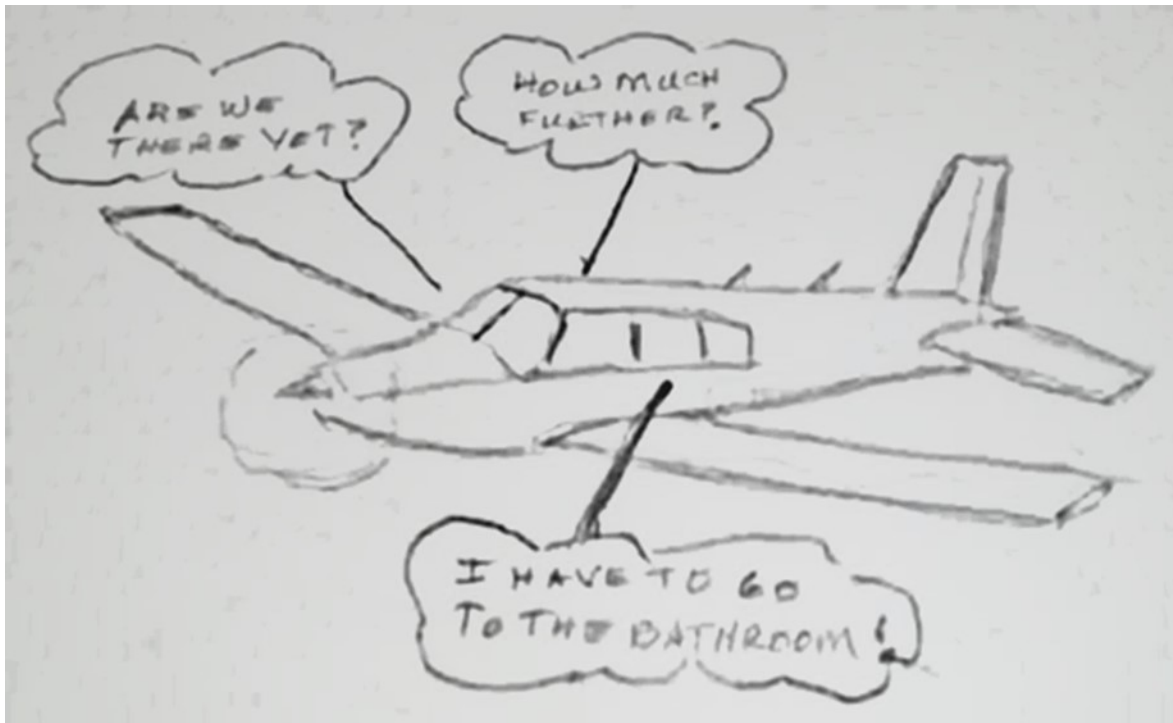
On the way to Greater Pittsburgh International Airport from downtown Pittsburgh there was a large billboard, with a picture of a Lear Jet. Large letters said: The Time Machine, and a phone number to charter that plane. Of course, that got *my* attention. I'm not sure how well it worked for other travelers. The advertising point was that you could save a lot of time by chartering that Lear for your next business trip. I do know companies that regularly chartered planes for their executives, and many of the big name companies headquartered in Pittsburgh owned their own fleet of jets, or even King Airs.

General Motors had a stamping plant not far from Allegheny County Airport in Pittsburgh. I was working with one of the plant engineers. He had just finished a meeting with some engineers from Corporate in Detroit. I asked him how that had gone. He said that those engineers had a tough life; this was their 3<sup>rd</sup> meeting in that day. Their day started at 5 AM and they used a corporate plane to make visits to 3 plants in one day, in several states and many miles away from Detroit. I told him that I used a Cessna or Piper to visit some of my customers in Western Pennsylvania and West Virginia. Certainly not as glamorous as a Lear, but the Cessna 172 or Piper Archer cut a 4 hour drive down to a 1 hour flight, and I could still be home for dinner that night.



One of the reasons I learned to fly was to cut my travel time down. I had a project in northern Pennsylvania that was going to take most of a year to complete. Driving was a near 4 hour trip each way, several times a week. Even staying over in that remote area wasn't much of an option. It didn't take long for me to start thinking about other modes of transportation. The wear and tear on my car, and on me, was enough to justify flying lessons. By the time the project was ended, I was well on my way to earning my private pilot license. Things just got better from there.





I took a friend to Harrisburg, PA, for a meeting that he had scheduled. While in the pilots' lounge at the FBO we met a couple of other pilots. There was a Lear 35 on the ramp, and I guessed that they were the crew. We visited with them for a while. They were waiting for their company to contact them at that FBO with a need to transport a critical machine part to somewhere on the East Coast of the U S. They said that this was their job. They would be stationed at an FBO somewhere in the center of that Eastern area. A critical need would be phoned to them; they could fly from Harrisburg to Detroit, pick up a part, and deliver it to Florida in a matter of just a few hours. For assembly line down time, that was costing the company thousands of dollars per hour, this truly was time travel for those corporations. I don't know if that kind of business still exists, given the number of next day air delivery services there are today.

I have friends and family in Casper, Wyoming. I have driven from Tucson to Casper, and I have flown from Tucson to Casper. Driving there is a long 2 days of travel; three days would be easier. Flying single engine Pipers will get me there in about 7 hours, depending on winds and fuel stops. A Beech King Air can make the same trip in about 2 ½ hours. I'm sure that a Lear, or any other similar jet, could make it in just over an hour. *That is time travel.*

The Concorde, when it was flying, could cross the Atlantic from New York to London in just over 3 hours. To those people that had to cross the Atlantic on wooden sailing ships which took months to make the voyage, that would be time travel.

Sure, I have encountered delays, like bad weather, that kept me on the ground looking at





the sky and wondering if I should have driven, but even those delays have not dampened my enthusiasm for aviation. In Arizona there are fewer days with weather delays than there were in Pennsylvania, and a one day delay in Arizona is quickly forgotten when looking down and flying across this beautiful country in any airplane.

Does it really matter? Aviation has advanced so much in the last 100 years, that mankind has been able to do things that were never possible

before airplanes allowed us to travel across the whole continent in 4 hours. Now aviation is so common and so reliable, that we complain when a flight is delayed, or even late by only a few minutes. When I fly to visit family or friends, I have to remind them that this single engine Piper *is not* a scheduled air carrier, and I could be delayed by strong winds, or weather, or even an unforeseen vacuum pump failure. More often than not, I am right on time, but don't expect that to be the case every time.

Time travel may be science fiction, but that does not stop people from the study of the idea. It does not matter what airplane you fly, a Cessna 150 or a Boeing 787, or anything in between. They will get us to places faster than we could go before, and in some cases to places that you can only reach by airplanes. Our airplanes truly are our "time machines."

Howard



***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.***

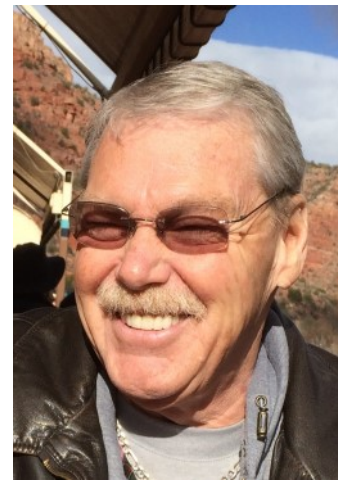
***We never complain when a program runs out of chairs!!!***

# GAARMS REPORT

## NOVEMBER 2018

By Fred Gibbs

*(Your guy in Flagstaff)*



### ***Our safety record this year is trending to be a bad year.***

Dateline – Oct. 26: The year is not over yet, and the last two months of most years have traditionally added negatively to the accident count. Hopefully, we will break with tradition and end the year with no more fatal accidents.

September added a 6th fatal accident to the count. It saddens me to report that the pilot of the Bonanza that crashed shortly after takeoff out of Cottonwood on September 17<sup>th</sup> died.

October further added a 7<sup>th</sup> to the count with the fatal accident of the Cessna TTx in Payson, with 2 fatalities, both Phoenix residents. Federal Aviation Administration officials say the Cessna TTx T240 went down under unknown circumstances around 6:40 p.m. Saturday evening. ***(By pure coincidence, the TTx just happened to be equipped with the Garmin GFC700 autopilot as highlighted in my alert in last month's newsletter...)***



To date our total count now stands at 7 fatal GA accidents and 15 fatalities, 10 pilots and 5 passengers. As far as I could ascertain, none of the pilots involved were APA members; 8 were Arizona-based pilots (*those pilots we are capable of reaching with our safety programs*), and none (*as far as I have been able to determine*) were registered or participated in the WINGS program. Having been an FAA Safety Counselor and a FAASTeam Rep for over 42 years (15 of them right here in Arizona and with APA), I cannot prove that any of the FAA and APA's safety programs prevented any accidents, but I certainly believe so, and my humble (and biased) opinion appears to be



supported by the statistics. According to the latest Nall report put out by AOPA, the GA fatal accident rate is trending downward, but not nearly as fast as we would like. Unfortunately, this year the Arizona numbers are reflecting a spike in accidents, with over twice as many fatal accidents this year versus the average for the last 3 years! Let's hope that the rest of 2018 remain accident free. Please fly safe!

***NOTE: The total accident rate numbers do not include the Papillion Helicopter crash up in the Grand Canyon back in February; that was a commercial operation.***

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### ***Fred's Perspective...***

A quick look at the NTSB's accident reports does not reflect any particular pattern. The following is a down & dirty attempt to categorize the accidents in accordance with the NTSB's view of the accidents and to give you all a summarized picture of the causal factors.

Two of the accidents were on the departure leg:

1. A Piper Commanche, possibly overweight and/or out of CG, stalled shortly after departing out of Scottsdale (SDL). Both pilots and 4 occupants perished.
2. A Beechcraft Bonanza out of Cottonwood (P52) presumably lost power and crashed shortly after liftoff. The pilot survived the crash but died a few days later from his injuries while in the hospital.



Categorically, four of the accidents were on the approach-to-landing leg: (*This includes the Payson TTx accident reported above*)

1. The Hirth glider had just completed two 360 degree turns to line up for landing at the Samplly Airport (28AZ) when it abruptly pitched down, spun twice and impacted the ground. The pilot was fatally injured.
2. An Acroduster II apparently stalled during the left base-to-final turn to runway 25L and spun in at Deer Valley (DVT). The 2 pilots on board were fatally injured.
3. A Cessna P210 crashed approximately 1800 feet short of runway 21R at PRC while the pilot was performing night landings to maintain his currency. The ATP-rated pilot was fatally injured.



The sixth accident was an experimental Olsson Pietenpol Aircamper that departed out of, and crashed 2 miles east of, the Montezuma airport in Camp Verde, cause unknown. The 2 occupants, a commercial-rated pilot and a pilot-rated passenger were both fatally injured.



Approach to landings appears to be the leading category this year, although various versions and circumstances are also in play here. For example, during the pilot's second flight of the day in the Hirth glider, while spiraling down to position himself for final approach, the glider suddenly stalled. An aerobatic AcroDuster II, in the hands of a new owner who just purchased the aircraft a few days prior and was out practicing landing his new airplane, accidentally stalled on the pilot's 5<sup>th</sup> landing of the day during the left base-to-final turn to runway 25L at Deer Valley. The Cessna P210 accident at Prescott/Love Field occurred when an ATP-rated pilot was out practicing night landings on runway 21R and crashed short of the runway. NTSB says all were "**Loss of Control**" accidents, but this is just a huge bureaucratic lumping of accidents. What really happened to cause these accidents? Poor piloting skills? A simple misjudgment? A lack of proficiency? Aircraft familiarity/unfamiliarity? Night vision/depth perception issues? Hopefully, the final report from NTSB will divulge the real cause, but those reports often take a year or more to complete.

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All of these accidents will be discussed at **GAARMS VIII** coming up in March of 2019, exact date and location TBD. Stay tuned. Watch for an announcement in our newsletter and on FAASAFETY.GOV, and we hope to see a lot of you there.

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## There I was...

It was the best of days; it was about to become almost the worst of days!

It was a beautiful Sunday morning, clear as a bell, calm winds, and with a forecast to get even nicer. Like most Sunday mornings at most airports, it was a great day to go fly off somewhere with the gang for breakfast. But this was not just anywhere; this was back east, on the eastern shore of Maryland, right by the Chesapeake Bay. Freeway Airport was home base at the time, located just 7 miles east of Andrews Air Force Base, just south of Tipton Army Airfield (which just happens to be adjacent to the National Security Agency [NSA] headquarters) and just west of the Naval Academy at Annapolis. The only down side of that location was the fact that it was a 45-minute drive from home to the airport; but one sacrifices for the good life when required. Plus, I was the assistant Chief Pilot for the flight school there, a great place to work and fly out of. And the following story took place **PRIOR** to 9/11, because it could not have occurred **AFTER** that infamous day.

As I said, it was a great day to go fly off somewhere with the gang for breakfast, and the plan was to fly across the Chesapeake Bay to Easton, MD, a trip of 34 miles. Easton Airport is the home of a great airport restaurant, and the airport manager is a long time friend and fellow FAA'er. I had coordinated with my best friend – whom I will call "Billy-Bob" to protect his innocence and reputa-

tion – to meet up at the restaurant at 0930. “Absolutely,” he replied, and said he would bring his son along (who eventually became one of my students). Billy–Bob was still based out of the famous College Park, MD airport, where the Wright Brothers had their hangar when they demonstrated their “new fangled flying machine” to the military. I was based there for a few years, tied down next to Billy-Bob’s C172, until I moved over to Freeway. But I digress. The die had been cast...

**0800.** My wife and I arrived at Freeway to the usual throng of Saturday morning pilots and students. Freeway Airport was not just any airport. It was a happening place, a social scene, a back country airport, complete with trees, a picnic area, a great patio deck alongside the flight school, NO fences, NO security gates, and a plethora of airplanes, all kinds and all shapes, tied out in the fields, some on paved surfaces, others in the grass. A 30-foot wide, 3000-foot long runway with NO over runs awaited the unwary pilot. The approach to runway 18 first brought you over the high tension power lines, then about 50 feet above the interstate highway and over the 8-foot chain link fence at the airport boundary between the airport and the interstate highway. Just to add to the fun, runway 18 had a significant downhill slope to it. The runway had a parallel taxiway that took you over hill and dale – airplanes disappeared from view from the deck as they descended down the 20-foot wide curved taxiway and disappeared over the very obvious hill down at the end of runway 18! Freeway was, and still is, a great feel-good, laid-back country friendly airport. But, again I digress...

**0830.** Time to depart. Billy-Bob advised he was running late and would not be departing College Park until 0930 and would meet us at the restaurant about 1000. No problem... My trusty Bellanca Super Viking – The Speed Monster – (YES, the same one I currently own and fly today) was all preflighted, polished up and a’rarin’ to go. It was the best of days; it was about to become almost the worst of days!

**0840.** Airborne and heading eastbound, over beautiful Annapolis, Maryland at 3500 feet, looking down at the U.S. Naval Academy, the spectacular view of the Chesapeake Bay Bridge, and out across the morning sun-sparkled Chesapeake Bay on our way to Easton, Maryland and a great breakfast with friends.

**0845.** I turned to Kelly and said, “Kel, I think there is something wrong with the Monster.” She responded right back to me, “I don’t feel or hear anything wrong. What do you feel?” I answered, “I don’t know, but I just think the Monster is trying to tell me something.” “So,” she said, “What do you want to do?” “Well, for sure,” I said, “until I feel more confident about what is going on, I DO NOT want to start across the Chesapeake Bay, 30 miles of water.” “OK,” said my





great co-pilot, “where do you want to go?” “Let’s make a 180,” I replied, “and go to Frederick and have Malcolm look at the Monster.” (Malcolm just happened to be a great friend who coincidentally owned a maintenance repair station there and who often joined us for breakfast at that airport’s restaurant.) It is about a 47-mile 20-minute trip, but totally over land. “OK,” she said, “and we can call Billy-Bob and let him know.” What a great co-pilot!! So I turned the Monster around at the shoreline and headed



out to the northwest. That route took us about 6 miles north of the Freeway Airport from which we had departed and about 12 miles north of the College Park Airport where Billy-Bob would be departing shortly.

- 0850.** Suddenly, without warning, the gauntlet was thrown down. My coolness under fire, my piloting skills and survival instincts, were being challenged. The Monster began surging like a wild animal, full power followed by no power, then surging and loss of power, growing worse each cycle. We definitely had a problem...and I was pretty sure I knew what it was. It was NOT fixable in the air and could only end up badly if the engine failed completely over the towns below me. The engine surged, the nose pitched up, the power dropped and the nose dropped, and it went on and on that way for the next several minutes. Kelly just sat there, not saying a word, trusting that I had it totally under control – GEEZ, what faith!
- 0855.** Immediate decision made – turn left and head directly to the Freeway Airport. Radio call made on Freeway CTAF – “Freeway traffic, Freeway traffic, anybody in the pattern at Freeway?” I got an answer right away – “Cessna XXX is left downwind for 36 at Freeway.” Kelly was my co-pilot, but Fate was also riding along. I recognized the voice as the flight school’s chief pilot and a long time friend. “Harry (not his real name), Freddie here, I am 5 miles north with an engine problem, heading straight in for 18.” Harry came back immediately, “The runway is yours, I will keep everybody else out. Do you think you will need any assistance?” “Nope,” I replied, “I trust the Monster will get us there.” The monster had never let me down, and I didn’t believe she would let me down that time either.
- 0900.** 3-mile final straight in to runway 18 at Freeway, with an erratic surging engine, threatening to quit at any moment, and Kelly was just sitting there, cool as a cucumber. Like Goldilocks, the three bears and the “just right” porridge, this approach had to be just right. Too high, and you run off the runway into the trees; too low and you have power lines 1 mile out on the final approach leg, Interstate 50 with lots of traffic maybe 100 feet from the end of the runway, and no clear area if you land short. (Think navy carrier landing with engine issues and NO go-around possible!!) The gauntlet had been thrown down and I had no choice but to play.

**0902.** Meanwhile, over at the College Park Airport, Billy-Bob had just gotten off the phone with Flight Service after getting an updated preflight briefing. He learned there was a NOTAM about to go into effect creating an aerobatic box over the bay that would cause him to delay his flight to breakfast. The Blue Angels were about to launch out of Andrews Air Force Base and go out over the Chesapeake Bay to practice their flight show routine for an upcoming event at the Naval Academy. The NOTAM would be in effect about the time he would get to the bay; thus he made the decision to delay his departure until the NOTAM was about to expire. He would just be late for breakfast, or early for lunch! He then attempted to call me to let me know the plan. Needless to say, I did NOT answer his call. I was a little busy at the time.

**0903.** The die had been cast, all the players were in place, and the day's events were about to play out...

**TO BE CONTINUED NEXT MONTH...**

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## **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](http://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](mailto: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





# ARIZONA PILOTS ASSOCIATION

*In concert with the FAA's FFAST Program,  
presents a WINGs Safety Program in the*

**Yuma Int'l Airport Board Room (2<sup>nd</sup> floor)**

**2191 E. 32<sup>nd</sup> St, YUMA, AZ 85365**

**Saturday, NOV. 17th, 2018 9:30AM-NOON**

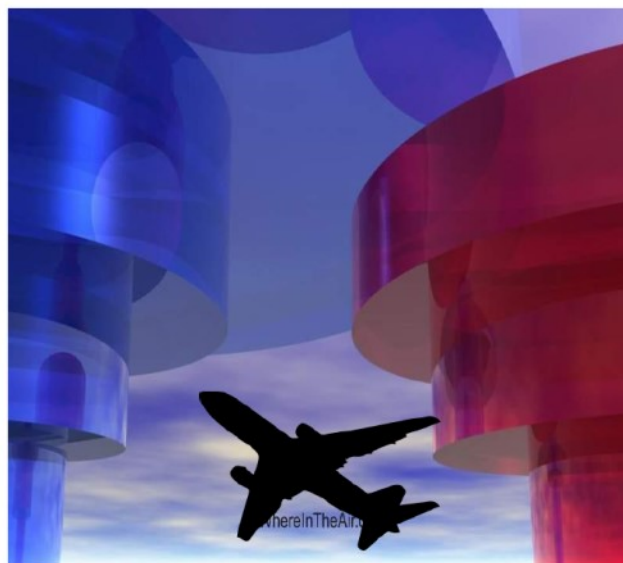


## RISK MANAGEMENT



## CREATING A SAFETY CULTURE

## AIRSPACE 101



## Back to basics

**Presented by *Fred Gibbs*, ATP, CFII-SMEL  
FAAS Team Lead Representative, Northern ARIZONA**

Register on **FAASAFETY.GOV**



For further information, contact Fred @ (410) 206-3753 or email @ [fredgibbs@npgcable.com](mailto:fredgibbs@npgcable.com)

**Sponsored and hosted by the Yuma International Airport**



# ARIZONA PILOTS ASSOCIATION

In concert with the FAA's FAAST Program,  
presents a WINGS Program at the

## WISEMAN AVIATION HANGAR FLAGSTAFF-PULLIAM AIRPORT (KFLG)

Saturday morning, DEC. 1st 2018 9:30AM – NOON



### GAARMS UPDATE



FLAGSTAFF AIRPORT &  
TOWER ON LOCAL  
OPERATIONS –

**HOW WE  
DOING?**



Register at [FAASAFETY.GOV](http://FAASAFETY.GOV)

For further information, contact Fred Gibbs,  
Director, N. AZ (928) 266-0112 or (410) 206-3753  
email: [fredgibbs@npgcable.com](mailto:fredgibbs@npgcable.com)



**SPONSORED BY WISEMAN AVIATION & EAA CHAPTER 856**



# 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:**





AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
<b>Big Springs Airpark</b> Mgr: Peter Hartman (928) 626-7207	Prescott	12	<b>Pat Mindrup</b> - Tinzie Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
<b>Castle Wells</b> Mgr: Gerald DaFoe (810) 516-9122	Morristown	5/10	
<b>Eagle Roost Airpark</b> Mgr: John Greissing (928) 685-3433	Aguila	85 / 115 (5 acre lots)	<b>Pat Mindrup</b> - Tinzie Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
<b>Flying Diamond Airpark</b> Mgr: Lou Cook (520) 399-3879	Tucson	20/97	
<b>Flying J Ranch</b> Mgr: Howard Jenkins (928) 485-9201	Pima	2/ 28	
<b>Hangar Haciendas</b> Mgr: Scott Johnson (602) 320-2382	Laveen	39 lots w/sep taxi ways	
<b>High Mesa Air Park</b> Mgr: Phil DiBartola 928-428-6811	Safford	/19 (2.5 acre lots)	
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<b>La Cholla Airpark</b> Mgr: Larry Newman (520) 297-8096	Oro Valley	122	
<b>Mogollon Airpark</b> Mgr: Brian az82mopa@gmail.com	Overgaard	60	
<b>Montezuma Heights Airpark</b> Dr. Dana Myatt (602) 888-1287	Camp Verde	43/44	<b>Pat Mindrup</b> - Tinzie Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
<b>Moreton Airpark</b> Mgr: Daniel Kropp (602) 315-0323	Wickenburg	2	
<b>Pegasus Airpark</b> Mgr: Jack @ 1st Svc Res (480) 987-9348	Queen Creek	15/40	<b>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
<b>Pilot's Rest Airpark</b> Resident: Dave Mansker 818-237-0008	Paulden	4/25	
<b>Ruby Star Airpark</b> Mgr: Wendy Magras (520) 477-1534	Green Valley	13 / 74	
<b>Valley of the Eagle (Sampley's) Airpark</b> Mgr: Jerry Witsken (928) 685-4859	Aguila	30	<b>Pat Mindrup</b> - Tinzie Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
<b>Skyranch at Carefree</b> Mgr: Tommy Thomason (480) 488-3571	Carefree	20	<b>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
<b>Stellar Air Park</b> Mgr: SRUA, Inc. (480) 295-2683	Chandler	95/105	<b>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
<b>Sun Valley Airpark</b> Mgr: Jim Lambert (928) 768-5096	Fort Mohave	55/107	<b>Pat Mindrup</b> - Tinzie Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
<b>Thunder Ridge Airpark</b> John Anderson janderson72j@gmail.com	Morristown	9/14 (on 160 acres)	
<b>Triangle Airpark</b> Mgr: Walt Stout (702) 202-9851	White Hills	115 acres	
<b>Twin Hawks</b> Mgr: Tim Blowers (520) 349-7677	Marana	2/40 (4 acre lots) on 155 acres	
<b>Western Sky</b> Mgr: Mr. Hauer (877) 285-0662	Salome	all 200 acres for sale	
<b>Whetstone Airpark</b> Mgr: Brian Ulmer (520) 456-0483	Whetstone	5 / 12	



## APA Website

Please visit our website for the latest information.

[www.azpilots.org](http://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](mailto:Webmaster@AZPilots.org)

## Newsletter Contributors

Article Deadline

20<sup>th</sup> Editor reminds the Team to submit articles

25<sup>th</sup> Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

[newsletter@AZPilots.org](mailto: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!*



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