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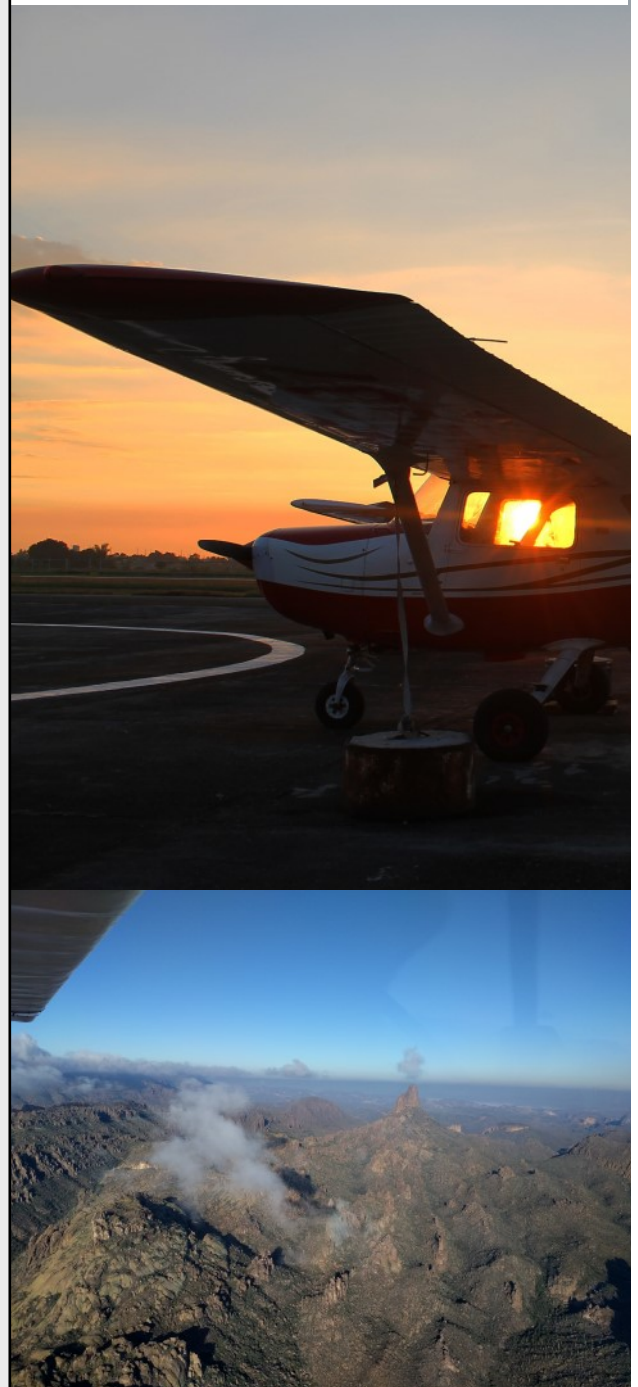
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President's Report

Greetings,

With the New Year upon us, everyone seems to have some sort of resolution. Lose weight? Nope. Sleep more? Not likely. For generations, these resolutions seem to die out after the first couple of weeks. How about, "I will aviate more safely?" I'm not talking about just the portion between takeoff and landing, but everything about the flight. How thorough was the weather briefing? Was "all available" information considered? How much sleep was obtained last

night? Go over the taxi route in your head on the way to the airport. Preflight like your life depends on it... because it does. During preflight, look at discrepancies like your passenger would.

Would they be willing to fly with the discrepancy if you told them about it? Is the iPad fully charged? How about the backup telephone? Have you told a friend or family member the planned flight route and time of return? On taxi, is the plane really on the center-



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line? Do you have room to turn around without crossing over an active runway if something isn't right? Are the radio skills up to snuff? These can be an early indicator of a brain that just doesn't want to process correctly for the day. Everything good so far? Of course, the flight will be non-eventful, and a great time will be had by all because it was planned well and executed perfectly. Upon that greaser of a landing, be sure to take the time and write down lessons learned. Don't just think about the lessons – write them down in a journal. Review them prior to your next flight so they truly become lessons. While 2017 was a modestly safe year, several aviators are no longer with us and many losses were entirely preventable. Take this opportunity to make a resolution worth keeping.

Blue Skies,

Brian



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

newsletter@azpilots.org

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Executive Director's Report

Jim Timm — January 2019

I hope everyone has enjoyed the holidays, and is enjoying the cool, dense and relatively stable flying weather. The increased aircraft performance is very noticeable and much appreciated. Now, if only the pilot performance had also improved an equal amount. As a side benefit, after returning from a recent relatively lower altitude breakfast flight, I was going to clean the canopy, and to my surprise, there were no bugs and the wings were also bug free. Another cool weather flying benefit! I think it's a great time of the year for flying, and I enjoy it immensely. Let's go flying!



Welcome to the 2019 new year, and all the great things it will have to offer us. I hate to think of it, but apparently many are going to be facing the ADS-B mandate due at the end of the year. Generally, if you want to fly anywhere a transponder has been required, you will need to be equipped with ADS-B out. While having ADS-B out avionics installed, it would only seem logical to acquire equipment also having ADS-B in. If anything else, the ability to electronically see other aircraft flying near you is a major benefit in avoiding those close encounters of the wrong kind. I found it rather surprising when I read it is estimated that only 22% of the general aviation fleet is ADS-B compliant. I also wonder how many GA airplanes may not really need to be compliant and will never be. A news article I saw indicated many airplanes going into shops for installation of ADS-B equipment are also having other significant avionics upgrades accomplished, resulting in a potentially lengthy shop time. With this happening, waiting until the last minute to get your ADS-B equipment installed may not be a good idea, as avionics shops may be booked solid, and come January 1, 2020, there could be a number of airplanes officially grounded. From what I've heard, the airlines compliance may be in much worse shape than general aviation. If that is the case, it will be interesting to see what the FAA does about non-compliant air carriers. I wish those that are currently non-compliant the best of luck in being able to meet the January 1, 2020, deadline.



MISCELLANEOUS ITEMS

If you use the Casa Grande ILS, be aware the ILS or LOC RWY 5 Holding Pattern has been lowered to 3800 to match the RNAV (GPS) RWY 5 approach. Be aware this results in other changes to the holding stack procedures. Check the AFTW website for the latest procedure information. (<http://aftw.org>)

Remember, the Phoenix Papago Park (P18) Army Air Field has increased their helicopter operations in and out of the area. Be extra



alert for helicopters when flying under the PHX Class Bravo on the east side.

Boeing has advised they still have CH-47 Chinook Heavy Lift Helicopter testing at Gateway (IWA) and Falcon Field, in addition to their usual Apache testing. Check your charts for the helicopter test areas and use caution.

Tucson International Airport (TUS) is undertaking a major runway safety program to bring the decades old airfield up to federal standards. If you are plan-

ning on flying in, be certain to check for NOTAMS. Always Fly Informed.

In addition to reporting and projecting increases in traffic, most airports in the Phoenix area are either planning or starting construction projects. So, as we keep saying, always check for NOTAMS at your destination airport.

It seems flight safety has hit a new low this past reporting period. There were ten aircraft accidents, that I'm aware of, in the past reporting period. Of the ten, one involved two fatalities, and two of the accidents involved two aircraft that collided on a taxi way. This seems to be the latest trend, in addition to hitting poles on the edges of taxiways or columns supporting sun shades. Pilots need to develop and maintain a situational awareness on the ground as well as in the air. At least, on the ground, no one has been hurt, but they can be costly. One of the latest ground collisions was pretty spectacular. A Pilatus PC 12 literally ate the outer half of the wing off a flight school Cessna 172 with a student pilot in it waiting to takeoff. Can you imagine the thoughts going through the student's mind when this happened? Anyway, flight lesson canceled. These ten accidents being reported occurred in the month of November only, and the NTSB has not reported on any accidents occurring in the month of December when this report was prepared. Knowing what happened in November, I can't believe there were no accidents occurring in December. With the government shut down, it may be a while before we get a final year end look at what has happened. See my January Aviation Accident Summary for the details.

GPS interference testing is still continuing and last minute notices are being received from the FAA. Some of these tests certainly 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, and also please advise APA.

As you may be 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. Most recently, Page Municipal Airport (PGA) and Lake Havasu City Municipal Airport (HII) have just started their master plan update process, and we will be participating in the process. Falcon Field (FFZ), Superior Municipal Airport (E81), Sedona Airport (SEZ), Flagstaff (FLG), and Grand Canyon Airport



(GCN) airports are also 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.
- The fly in breakfast at Benson (E95) at Southwest Aviation is now on a quarterly basis and the next one will be on Jan 19, 2019. (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 through Saturday. On the last Saturday of the month they have a "Fly in Breakfast Special" available on the menu; the price for adults is \$8 and kids \$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



Make sure you have the [Buckeye Air Fair and Copperstate Fly In](#) on your calendar for February 8-10th!

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

Jim



VMC Club Meeting

Mastering the Art of Aviation

Tuesday, February 5th, 2019, starting at 6:30 pm

CHD Terminal Meeting Room



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

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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!



January Aviation Accident Summary

by Jim Timm

The following are NTSB reports of aviation accidents that occurred in Arizona from November through late December. 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 has been terrible, no matter how you look at it. There were ten airplane accidents that occurred, that I am aware of, and one of the ten involved two fatalities. These ten accidents occurred in the month of November only, and the NTSB did not report on any more accidents occurring by the end of December when this report was prepared. Knowing what happened in November, I can't imagine that no accidents occurred in December, but am hopeful. Also, of these ten accidents, the NTSB has only released preliminary reports on two of them. Because of the government shut down, I suspect it may be a while before the NTSB will get all the accident reports released for the balance of November and December. As a result, a year-end report may be delayed.

Available information on the accidents reported in this period are detailed below. It appears that ground handling and taxi accidents are becoming rather prevalent. Be aware of where your wing tips are, and potential ground hazards. Even on the ground, maintain a situational awareness of other airplanes and ground obstructions.

Let's all do whatever we can to be more careful, and make sure both we and our airplanes have a safe new year.

THE FOLLOWING ACCIDENTS OCCURRED IN THE PAST REPORTING PERIOD

Accident Date: **October 27, 2018**
Preliminary Report Dated: 11/15/18
Title 14 CFR Part 91
Location: Bumble Bee
Aircraft Type: Aviat A1
Injuries: 2 Uninjured

GROUND IMPACT

The NTSB Preliminary Report has not been published, but based on pilot comments and APA information, the airplane landed with the brakes possibly applied, and nosed over onto its back. No injuries were involved, but there was significant aircraft damage.

Accident Date: **November 5, 2018**
Preliminary Report Dated: 12/11/18
Title 14 CFR Part 91
Location: Chandler

Aircraft Type: Piper PA 28-181 & Piper PA 28-181
Injuries: 3 Uninjured.

TAXI COLLISION

On November 5, 2018, about 1019 mountain standard time, two airplanes, a Piper PA28-181, N9299B, and a Piper PA28-181, N419PA, collided on the ground at Chandler Municipal Airport (CHD). The student pilot and airline transport pilot in N9299B, and the student pilot in N419PA were not injured. The left aileron on N9299B was substantially damaged, and the right wing on N419PA sustained minor damage. Visual meteorological conditions prevailed, and visual flight rules flight plans were filed. N9299B was an instructional flight that was originating at the time. N419PA departed Ryan Field Airport (RYN), Tucson, Arizona, at an unknown time, on a cross country flight with a destination of CHD.

The pilot of N419PA had just accomplished a full

stop taxi back landing and was taxiing back to the runway for takeoff. The pilot in N9299B was undergoing a check ride and was stopped in the run up area, completing pre-takeoff checks. N419PA arrived at the run up area after N9299B, and the pilot completed his pre-takeoff checks and attempted to taxi around the left side of N9299B, that was stopped in front of him. Subsequently, N419PA's right wing struck the left wing of N9299B.

Accident Date: **November 14, 2018**

Preliminary Report Dated: 11/27/18

Title 14 CFR Part 91

Location: Williams

Aircraft Type: Beech A36

Injuries: 2 Uninjured

GROUND IMPACT

The NTSB Preliminary Report has not been published, but based on other information the aircraft apparently clipped trees and impacted off airport terrain shortly after takeoff from H. A. Clark Memorial Field Airport (KCMR).



Accident Date: **November 16, 2018**

Preliminary Report Dated: 11/28/18

Title 14 CFR Part 91

Location: Overgaard

Aircraft Type: Zenith CH601XL

Injuries: 2 Fatal

GROUND IMPACT

On November 16, 2018, about 1530 mountain standard time, a Zenith Zodiac 601XL, experimental, amateur-built airplane, was substantially damaged after impacting a tree and a home, 1/4 mile from the approach end of runway 21 at the Mogollon Airpark (AZ82), Overgaard, Arizona. The pilot and pilot-rated passenger and were fatally injured. Visual meteorological conditions prevailed for the cross-country flight, and no flight plan was filed for the flight that originated from Lake Havasu City Airport (HII) about 1300, with a destination of AZ82.

There were several witnesses in the area that stated they heard a loud thud or felt a vibration about the time of the accident, and did not investigate. The wreckage was first identified by nearby home owners about one hour after the accident.

According to a family member, the pilot and his son had planned a multi-leg flight from Fullerton Municipal Airport (FUL), Fullerton, California, to Orange Port, Florida. The morning of the accident, they departed from FUL to HII. After landing at HII and taking on fuel, they departed and were planning to stop at AZ82 for the night, where the pilot owned a hangar.

AZ82 is uncontrolled and situated at an elevation of 6,657 ft above mean sea level. It is equipped with a single paved runway, designated 3/21, which measures 3,420 ft by 50 ft. The runway is peaked halfway down the length and there is no line of sight between the runway ends. The displaced threshold for runway 21 is 746 ft long and is down sloping from the runway. A taxiway extends from the displaced threshold another 500 ft in the same direction as the runway. A visual approach-slope indicator (VASI) is positioned left of the runway 21 threshold.

A post-accident examination of the site revealed the first identified point of contact (FIPC) was the top of an 80 ft tree on the direct centerline view of runway 21 and about 1,500 ft from the runway threshold. About 226 ft from the FIPC, a wing impact mark and cuts consistent with rotating propeller blades were found on the roof of an unoccupied home. The airplane then impacted a

2nd tree before impacting the ground in the taxi area between homes. A propeller blade was found in several sections about 170 ft from the home. The empennage separated from the main wreckage and remained lodged in the 2nd tree about 20 ft off the ground. The main wreckage was found inverted with leading edge impact damage to the right wing, and buckling to both wings. The fuselage was twisted, and the engine remained partially attached. Fuel drained from the right wing during the recovery of the wreckage.

The 1535 automated weather observation at Show Low Regional Airport (SOW), Show Low, Arizona, located about 27 miles to the east of the accident site, included wind from 210° at 10 knots, visibility 10 miles, and clear skies, temperature 13° C and dew point -18° C. The density altitude was calculated at 7,400 ft. A privately-owned weather station near the approach end of runway 21 recorded peak wind at 6 knots about the time of the accident.



Accident Date: **November 17, 2018**

Location: Lake Pleasant

Aircraft type: Scottish Aviation 101MDL Bulldog.

Injuries: 2 Injured

Media Information Only - Built in limited numbers, the Bulldog is a small 3 place trainer built for training European military pilots. This one experienced a power loss inflight and landed in Lake Pleasant, injuring the pilot and passenger. It is believed that the airplane was based at DVT.

Accident Date: **November 23, 2018**

Preliminary Report Dated: 12/3/2018

Title 14 CFR Part 91

Location: Benson

Aircraft Type: Champion 7GCBC

Injuries: Unknown

The NTSB Preliminary Report has not been published.

Accident Date: **November 27, 2018**

Preliminary Report Dated: 12/10/2018

Title 14 CFR Part 91

Location: Casa Grande

Aircraft Type: Piper PA 28-180

Injuries: 1 Serious

IMPACT WITH GROUND

The NTSB Preliminary Report has not been published, but other sources stated the aircraft landed short of the runway and impacted airport fencing at Casa Grande Municipal Airport (KCGZ). The airplane sustained unreported damage and the sole pilot onboard received serious injuries.



Accident Date: **November 28, 2018**

Preliminary Report Dated: 11/29/2018

Title 14 CFR Part 91

Location: Mesa (IWA Airport)

Aircraft Type: Cessna 172 & Pilatus PC12

TAXI COLLISION

The NTSB Preliminary Report has not been published. However, based on local media and other sources, apparently the Pilatus taxied into the left wing of the 172 which was setting at a taxiway entrance to the runway, “eating off” the outer half of the 172’s left wing. All that was left of the Pilatus prop were short stubs of the composite prop, the blades departed the area. No one was injured, but two airplanes and a very scary experience for a student pilot in the 172, and an expensive encounter for both airplanes.



A Few Words About Safety

“

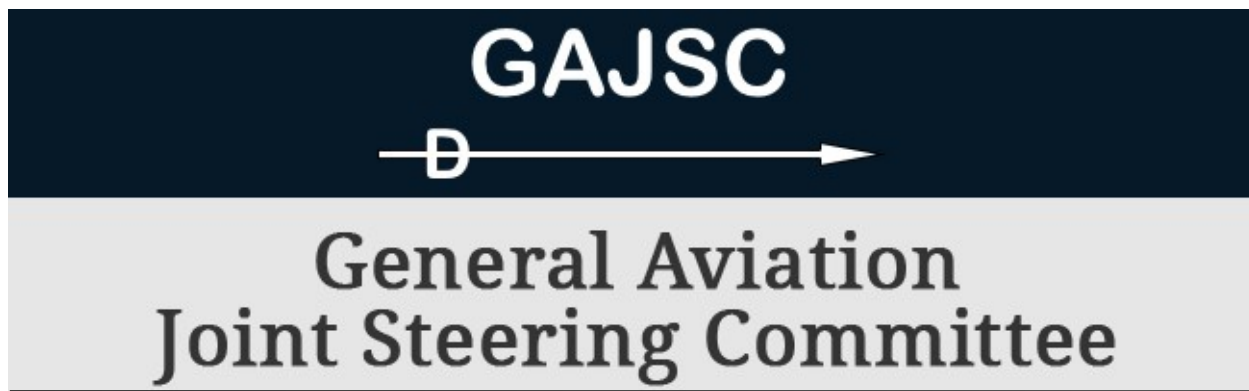
Denny Granquist

“Flashlights work well during the day, especially where the sun doesn't shine. Extra batteries always seem to come in handy.”

“When you feel rushed, don't go faster, slow down.”

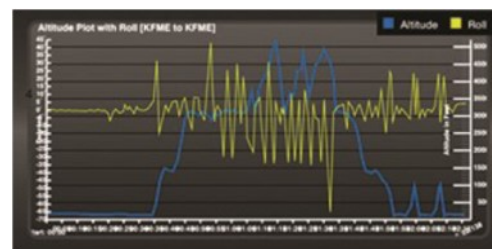
”





Aircraft Performance and Monitoring

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: January 2019

Topic: Aircraft Performance and Monitoring - SCF-SE-49

Background:

The General Aviation Steering Committee (GAJSC) System/Component Failure work group contends that unreasonable expectations with respect to aircraft performance have contributed to fatal GA accidents.. The GAJSC also feel that flight data monitoring can help to forecast system/ component problems before they reach the point of failure.

Airlines have long been required to equip their aircraft with flight data and voice recorders. These were, in the beginning, rudimentary devices to record basic flight information. But now they have evolved to a plethora of sensors throughout the aircraft. Data from these sensors are recorded onboard or streamed to the ground where they undergo manual or automated analysis. Information derived from the data is very useful in maintenance planning and invaluable in accident investigation.



While it's true that most GA aircraft don't have dedicated automatic flight data recording devices now; we will be able to enjoy the benefits of equipment in the future. In the meantime it's often surprising to see what we already have. Manufacturers are already offering self-

contained flight data and visual data recorders for GA airplanes and helicopters.

Regardless of how they monitor performance, pilots continue to hold unreasonable expectations for their aircraft and themselves. Reasonable performance expectations based on realistic data result in safer flight operations.

Teaching Points:

- Discuss the hazards associated with unreasonable performance expectations
- Discuss the safety benefits of Flight Data Monitoring (FDM).
- Acquaint pilots with the availability of FDM hardware and software.
- Encourage pilots to adopt FDM processes.

References:

- Aircraft Performance and Monitoring PowerPoint

DOWNLOADS:

[PowerPoint Presentation Slides...](#)

AZHomeandhangar.com

Arizona Aviation Real Estate

For Sale



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Recap: Grand Canyon Fly-In December 2018

By Connor Barrett & Armon Haghighat—AZ Pilot Life

A wonderful group of aviators and their guests joined us on December 9th at the Grand Canyon National Park Airport (KGCN) for a day filled with tours, history, and great conversation with fellow aviators.

The brisk morning started off with marshaling planes into the ramp, and transporting the fly-in guests to the KGCN fire station. At the KGCN firehouse, introductions, goals for the day, and an AZ Pilot Life gear giveaway took place. After the guests signed in, filled out safety forms, and snacked on a donut, we started our first tour of the day! Grand Canyon Airport Manager Matt Smith gave a very detailed tour of the Airport Fire Station. We learned about the amount of time and effort put forth by the fire station to help provide safety for the KGCN airport. Responding to incidents and clearing the runway and ramp of 60 plus inches of annual snowfall are some of the large tasks that the KGCN Airport fire crew are responsible for. The fire station team started up and demonstrated what their 1 million dollar fire-fighting vehicle can do. This advanced piece of machinery can be operated by one person and can shoot a precise stream or a broad-spectrum of water or foam to extinguish any type of fire.

Eager to reach the South rim of the Grand Canyon, the guests loaded into the vans and were driven to the historic El Tovar Lodge. A delicious lunch, inspired by Southwest flavors, was enjoyed as the aviators and guests discussed their favorite flying stories and aviation background. Having finished lunch, we had roughly 45 minutes to explore the Lodge and surrounding buildings before our next tour began.



After admiring the old architecture, the beautiful designs on the walls of the Lodge, and the well-stocked gift shop, we all met in the circle drive of the El Tovar Lodge. United States National Park Ranger Jillian Staurowsky gave us a very in-depth and knowledgeable tour of the Grand Canyon. She covered the history of the buildings on the South rim, the geological history of the Grand Canyon, different animals living in the Canyon, and the famous aviation history related to the Canyon. All of this in just over an hour!

With the afternoon upon us, and the return trip



home in the back of our minds, we took a group picture on the South rim. After thanking Jillian and loading the guests into the vans, we drove back to the KGCM airport with smiles on our faces! A day full of activities, meeting new aviators, and seeing so many wonderful things, the day just flew by! Once returning to the KGCM airport, we said our good-byes, completed the pre-flight inspection on our planes, and returned to our respective home airports.

A special thank you to our guests and everyone who helped make this fly-in possible! Thank you to the

Grand Canyon Airlines FBO Manager Charles Townsend, Jillian Staurowsky, Matt Smith, the Arizona Pilots Association Board Members and AZ Pilot Life. This event would not have been possible without the collaboration of these people! A flyer for the next fly-in will be released in the near future. For more photos, visit azpilotlife.com!

Connor & Armon



Lufthansa is looking for instructors in Goodyear, AZ!

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\$12K
Sign-On
Bonus

APPLY

MEMBERS' PHOTO CORNER

Thank you to Nic Cherches for this month's photos!

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



~ Scholarship Corner ~

Scholarship Winner: Austin Dunagan

by Andrew Vogeney

Thanks to the generosity of our members, the Arizona Pilots Association awards several scholarships each year. This money is given to deserving young men and women who aspire to have a career in aviation. This year proved incredibly difficult for the Scholarship Committee as we had 25 applications to sift through. They were all thoughtfully prepared and represented the smarts and skills that these young aspiring aviators have, so it was hard to choose just a few. Our Board of Directors approved a record \$13,500 this year to award, and we were able to give awards of \$2,250 to six Arizona youth.

Your low yearly membership dues and, in many cases, generous additional donations, fund this important program. So, we want to make sure you meet those whose futures you are helping shape!

This month we introduce you to one of our scholarship winners, Austin Dunagan:

"My name is Austin Dunagan, and I am a future aviator. I have had the dream of flying a plane for a living since I was very young. Saying you get spend time flying 35,000 feet in the air going across the country is not something you often hear people say, and that is just one of the reasons why I think being a pilot is incredible. The road to becoming a pilot has been long and difficult, but there has never been a moment where I have thought about giving up. This picture illustrates me coming one step closer to the dream I had as a child and motivates me to work hard every single day."

Help us reach our goal of helping even more students in 2019! [Donate today](#). Big or small, your generosity makes this program possible – and we thank you!



Andrew



New Life for Old Airplanes

By Howard Deevers

Pinal airpark is known for several things. It was a training airport during WWII and after the war it was given to Pinal County, AZ. It has gone through many changes since that time. At one time Evergreen used it for a repair base. It still is used for military parachute jump training by all services. It has been a storage base for surplus aircraft, and you will see many, still useable aircraft, waiting for their return to service. However, many older or timed out aircraft come there for final disassembly.

Some of the airplanes located there are notable. Since the late 1980's, there have been 7 Grumman Albatross amphibian airplanes sitting at various locations on the property. Most of the people that work there, or fly to Pinal often, noticed the planes because they don't look like the other planes that are normally seen in storage there. Most of us that fly there expected that these old airplanes would eventually leave the airport in trash containers after being cut up for scrap.

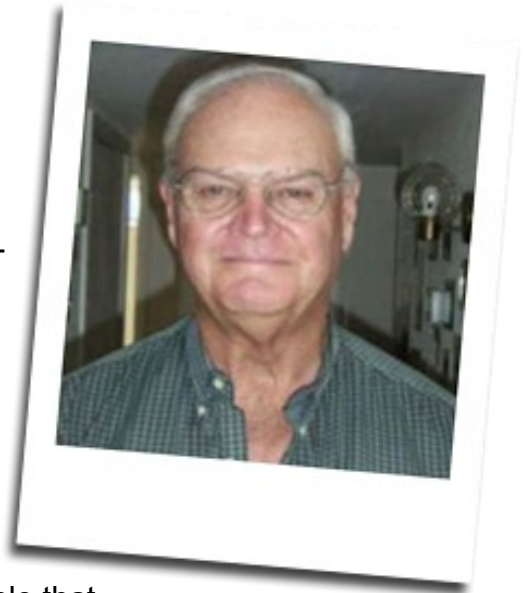
Somehow Mike Barron, from Hannibal, Missouri, learned about these planes in mid-2017, and that they were scheduled to be cut up. He won't say how, but he ended up owning all 7 of these "flying boats." Mike and his son, Dillon, worked hard to get them flying. The first one left Pinal Airpark in May 2018. Mike knew quite a lot of the history of these airplanes. Some of them had been refurbished by Grumman not long before they were brought to Arizona, so they are low time aircraft.

I asked Mike what he was planning to do with these "birds?" He does have plans. Some of them will be completely restored, modernized, and marketed, but he does intend to keep at least two for his adventures. A man interested in history, Mike intends to use the plane/boats to hunt for sunken

WWII ships. He won't say where he is going to look, but he will need an airplane like this for his work platform.

The Albatross (HU-16) was designed and built after the end of WWII. The U S Air Force, the Navy, and the Coast Guard all used the plane primarily for search and rescue missions. It was used during the Korean War and in Vietnam. In production from 1949 to 1961, Grumman produced 466 units. The planes stored at Pinal Airpark had been reconfigured for passenger service and given a new designation as G-111.

I actually got to fly on one from St. Thomas to St. Croix in the U S Virgin Islands. I was on a vacation at St.





Thomas and saw these planes making daily trips between the islands. I couldn't resist and took a flight from one island to the other, and then back. Not a long flight, but fun just the same.

According to Mike Barron, the planes had the same engines as were used on the DC-3, but the Albatross could carry more weight and fly faster than a DC-3. The cavernous interior of the plane, and the ability to fly long distances, in addition to landing on water or runways, made it famous as a search and rescue plane. The Navy even used some of them as Sub hunters until they were replaced by the P-3, helicopters, and other technology.

Not all of the seven planes at Pinal had engines. Mike and his son are both A & P Mechanics. They got the first plane flyable and took it to their home base in Hannibal, MO, then took off the engines and returned to Arizona to mount them on the next plane to fly out. A total of 5 of the 7 planes have now left Pinal, and the last

two will be leaving as soon as Mike and Dillon can get them to fly. We wish Mike all the best in his adventures, and I hope to be at Pinal to see the last Albatross depart for Hannibal.

Don't forget to check the ARIZONA PILOTS ASSOCIATION website for a safety seminar near you, and remember to "Bring Your Wingman!"

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.



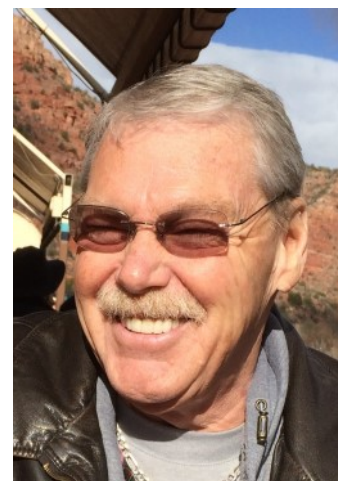
We never complain when a program runs out of chairs!!!



GAARMS REPORT

JANUARY 2019

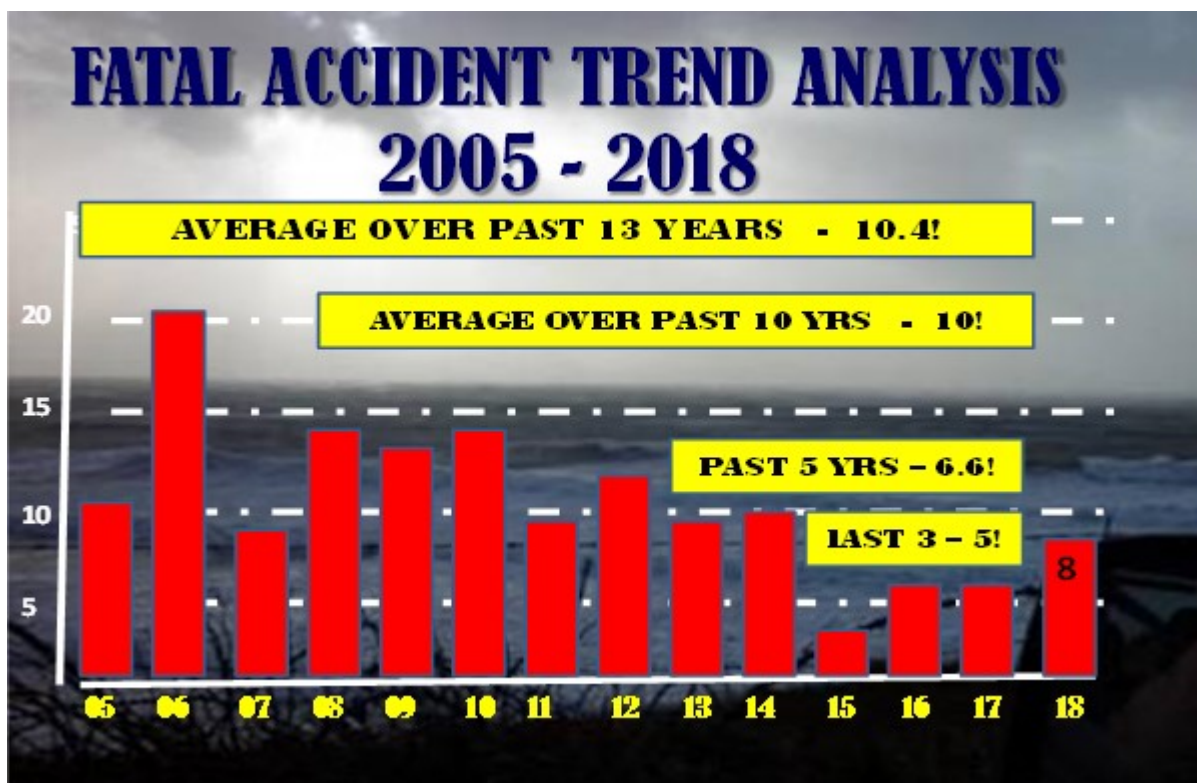
By Fred Gibbs



Happy New Year to one and all! I trust you all had a great holiday season! Apparently, Santa and the reindeer did a great job of landing on everyone's roof since I did not see any Santa accident reports or any reports of roof damage. May this coming year be your best yet, and as the Arizona aviation community, let's try to make 2019 the safest year on record.

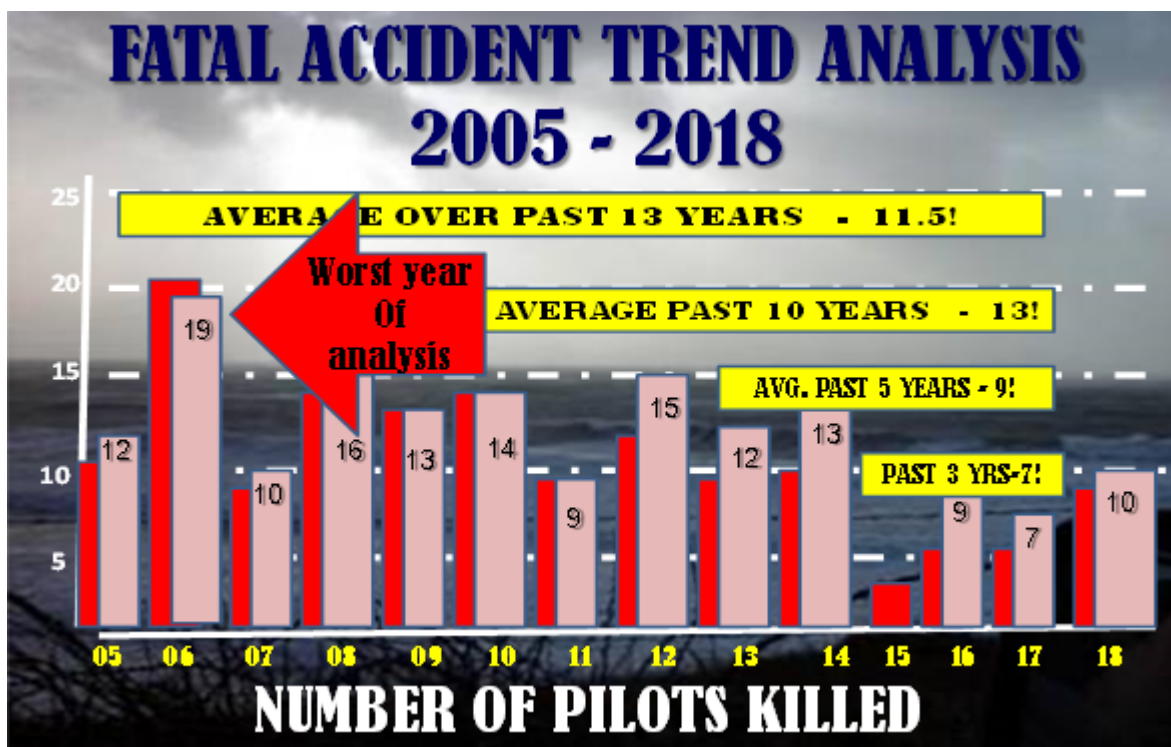
GAARMS in review:

It appears as of the date I finished this article (December 26th), there were no fatal accidents in December to add to our totals. That is the good news. Unfortunately, our fatal accident record for 2018 went the wrong way, surpassing both 2016 and 2017, with the total number of fatal accidents climbing to 8 and the total number of fatalities climbing to 15. As you can see in the chart below, the acci-



dent rate over the past 10 years (when GAARMS first started) reflected a significant improving trend, 6 or less for the past 3 years. I optimistically hope 2018 was just a blip on the radar, an anomaly that we need to fix in this coming year. Hopefully, we can re-establish the positive trend we have been on for the previous three years.

As I stated in last month's article, about 50% of the 2018 fatal accidents occurred with pilots trying to maintain or improve that record. They were out practicing takeoffs and landings, working on maintaining and improving their proficiency and safety! Two were stall/spin loss of control accidents, and two appear to be CFIT, but those categorical classifications were the end result, not the cause. It is the actual causal factors that we learn from...



All of this will be discussed at **GAARMS VIII** coming up on **March 23rd, 2019**, at the AeroGuard Flight Facility on the Deer Valley Airport. My thanks to Aeroguard for their support and to Tina and Ernie at the SDL FSDO for their coordination effort in reserving the facility for me. Watch for an announcement in our newsletter and on FAASAFETY.GOV, and we hope to see many of you there!



Fred's Perspective...

2019 FOUR 9's PROGRAM

We are all human – so I'm told – and we all make mistakes in life. If we choose to fly, those mistakes can be serious and sometimes deadly. I have never met a pilot who woke up in the morning and said, "I think I will go out and kill myself in my airplane today." All that I have ever heard was, "I am going out to fly my airplane today and have a great time." However, occasionally **FATE**, the consummate hunter, rears its ugly head and the accident is just the final result of a health

issue. Even with a current medical, continuous yearly check-ups and cardio exams, our bodies can fail us! Sometimes the 3rd class, 2nd class, or even the 1st class medical means nothing! Fate is a deadly hunter: It doesn't care who you are, what class medical you have, where you are, or what you are doing! So, I leave you with these 2 questions–

“How do you know when your number is up?”

How do you know when you run out of invisible Ink?”

As the Safety Program Director for many a year here at APA, and currently the Safety Program Director-at-Large, I have long supported and pursued a Four 9's Safety Program, that is, A 99.99% safety record, or put another way, only a 00.01% pilot fatality rate per year. That equates out to a 1-in-10,000 safety record, or again, in plain English, only 1 fatality per 10,000 pilots. In 2018, we had 8 Arizona-based pilot fatalities per our roughly 26,000 pilots, a safety record of 99.97%, or a fatality rate of 00.03%. So that should to be our goal for 2019 – A 99.99% year, a 1 in 10,000 safety record, only 2.6 pilots being killed. However, like I said last month, there is still a problem with that –

I still have not found any volunteers for those 2.6 positions!

While I cannot find a direct correlation between GAARMS and the improvement of the accident rate, I would like to think that the awareness of the accident rate, our continuous attention to the accident rate, and our continuous stream of information to you, in the aviation community, raised your awareness of the importance of aviation safety. APA's commitment is to all of you, our membership and the entire pilot community. Improving aviation safety is an ongoing and relentless effort, and we are proud to be a significant part of the FAA's FAASTeam program. We continue to present WINGS safety programs state-wide in concert with the Scottsdale FSDO and to present our yearly GAARMS symposium covering the previous year's fatal accidents. Ironically, statistics indicate that the overwhelming majority – in fact almost all – of the pilots involved in a fatal accident over the past 13 years did NOT participate in the WINGS safety programs, and that trend continues to hold true for 2018 as well. One of our primary efforts is to increase the participation of the pilot community in those programs. Those of you who attend regularly are always urged to bring another pilot with you, to help us spread the word and get more folks involved.



Kudo's Section -

Back on Saturday morning, December 1st, I held my annual “Winter Wonderland” safety program up here in beautiful Flagstaff, although that day was not quite up to that standard. It had just snowed the day before and was downright cold. “Winter wonderland” is all about winter flying, care of your airplane in those conditions, and the potential hazards of winter conditions. Along with that, the airport manager discussed airport operations and the ongoing effort of re-writing and updating airport rules and regulations, and one of our outstanding tower controllers led a super discussion on airport operations and the need for GOOD radio procedures and phraseology. It was a great program, well received and well attended.



But the kudo's really go out to all the folks behind the scenes who made it work. Orville Wiseman, FBO owner, always supports the programs, participates in the programs, AND is a WINGS participant. Without his support, these programs would not be nearly as successful. Barney Helmick, Airport Manager, always supports the programs, participates in the programs, AND is a WINGS participant as well. Without his support, these programs would not be nearly as successful. The Tower Manager and/or the controllers always participate in the programs – on their own time I might add – and are

a great contributor to the safety culture here at Flag.

There are also three other groups responsible for the great safety culture here at Flag:

- * The local EAA chapter is always ready to support safety programs. They provide logistical support, they provide set up help, they provide donuts and coffee, they encourage their members to participate and they actively participate in the programs with inputs, discussion points, and great questions.*
- * Wiseman Aviation actively supports all of our safety programs, providing facilities, logistical support, kitchen facilities, sound systems, and a clean neat facility to hold the meetings.*
- * And then there is the pilot community. We normally get between 30 and 40 folks show up at our meetings, a good crowd for a small aviation community. Our community takes aviation safety seriously, and because our aviation community is very diverse, ranging from low-time student pilots, corporate pilots, current and former airline pilots, air ambulance and DPS helicopter pilots, the discussions are always educational. The quality of feedback significantly enhances the presentations.*

The safety culture is not successful because I put on a safety program: It is successful because the pilot community sees the value in participating in the process. That is what makes a safety culture successful!

My kudos go out to all those folks behind the scenes who make the safety program work...

SAFETY PROGRAMS:

There are a lot of FAASafety programs on the schedule over the next couple of months all around the state, so go to WWW.FAASAFETY.GOV and click on "Seminars" and check them out. You might find one that interests you. Should you desire a particular safety or educational program at your local airport or pilot meeting, like the BasicMed program or our "Winter Wonderland" snow season special, simply contact me directly at fredgibbs@azpilots.org, or call me at 410-206-3753. The Arizona Pilots Association provides the safety programs at no charge. We can also help you organize a program of your choice, and we can recommend programs that your pilot community might really like.

Fred



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Sunday, February 17, 10a-4p

APA Private Tour Saturday, 9a
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Castle Wells	Morristown	5/10	Pat Mindrup - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
Mgr: Gerald DaFoe (810) 516-9122			
Eagle Roost Airpark	Aguila	85 / 115 (5 acre lots)	Pat Mindrup - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
Mgr: John Greissing (928) 685-3433			
Flying Diamond Airpark	Tucson	20/97	
Mgr: Lou Cook (520) 399-3879			
Flying J Ranch	Pima	2/ 28	
Mgr: Howard Jenkins (928) 485-9201			
Hangar Haciendas	Laveen	39 lots w/sep taxi ways	
Mgr: Scott Johnson (602) 320-2382			
High Mesa Air Park	Safford	/19 (2.5 acre lots)	
Mgr: Phil DiBartola 928-428-6811			
Inde Motorsports Ranch Airport	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	
Mgr: John Mabry (520) 384-0796			
Indian Hills Airpark	Salome	75	Pat Mindrup - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
Mgr: Gerry Breeyear (928) 916-0608			
La Cholla Airpark	Oro Valley	122	
Mgr: Larry Newman (520) 297-8096			
Mogollon Airpark	Overgaard	60	
Mgr: Brian az82mopa@gmail.com			
Montezuma Heights Airpark	Camp Verde	43/44	
Dr. Dana Myatt (602) 888-1287			
Moreton Airpark	Wickenburg	2	Pat Mindrup - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
Mgr: Daniel Kropp (602) 315-0323			
Pegasus Airpark	Queen Creek	15/40	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Mgr: Jack @ 1st Svc Res (480) 987-9348			
Pilot's Rest Airpark	Paulden	4/25	
Resident: Dave Mansker 818-237-0008			
Ruby Star Airpark	Green Valley	13 / 74	
Mgr: Wendy Magras (520) 477-1534			
Valley of the Eagle (Sampley's) Airpark	Aguila	30	Pat Mindrup - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
Mgr: Jerry Witsken (928) 685-4859			
Skyranch at Carefree	Carefree	20	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Mgr: Tommy Thomason (480) 488-3571			
Stellar Air Park	Chandler	95/105	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Mgr: SRUA, Inc. (480) 295-2683			
Sun Valley Airpark	Fort Mohave	55/107	
Mgr: Jim Lambert (928) 768-5096			
Thunder Ridge Airpark	Morristown	9/14 (on 160 acres)	Pat Mindrup - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
John Anderson janderson72j@gmail.com			
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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!



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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.

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