ARIZONA

APA

Pilots Association

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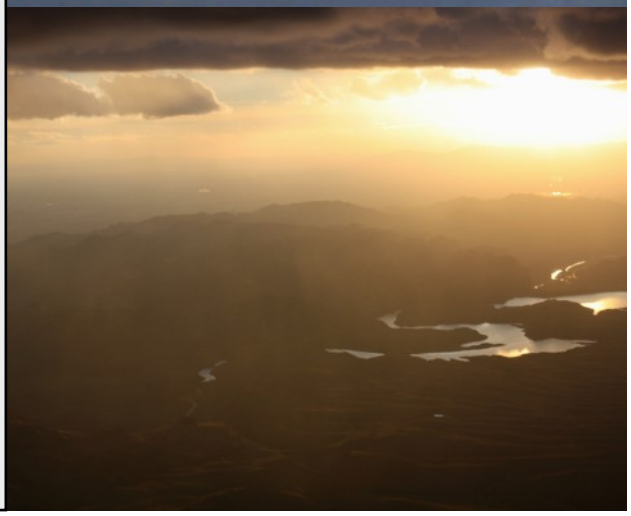

President's Report

Greetings,

Another month of glorious flying weather has passed us by. The holidays are behind us, a new year is in front of us with clear blue skies above us. We've featured several articles recently about the importance of getting ADS-B Out installed. Nearly every alphabet group related to aviation has been beating the same drum. Lead time to get equipment installed is several months at nearly every shop in the nation, and these shops do not have capacity to outfit the remaining fleet by the January 1, 2020 deadline. While I previously focused on getting it installed to remain compliant and prevent grounding, this time is different. On a recent sightseeing flight around the North Valley and out to the Grand Canyon, ADS-B allowed me to see and avoid three aircraft that would have otherwise been uncomfortably close. Had I not had ADS-B, I would have remained on course and likely passed within only a couple hundred feet without spotting the other aircraft. Though my scan was vigilant, I missed each of these aircraft as I transitioned near the training areas in the North Valley. Fortunately, the ADS-B In portion of my Appareo/Stratus solution pinpoint-

ed them on my iPad and Foreflight alerted me visually and audibly. I saw the symbols and alerts, but could not see the traffic. I modified my course and altitude while continuing my scan. Each time, the aircraft appeared right where the system told me it would be. Without the traffic reporting their position, and my ADSB-In displaying it, we would have been far too close for comfort. This technology is nothing short of incredible. The capability to see and avoid traffic is no longer only available to well-equipped aircraft or those on instrument flight plans or Flight Following. Similar to noise-cancelling headsets and the iPad, ADS-B Out and In has revolutionized safety in the air. As the remainder of the fleet gets updated, it will only get better. It's hard to imagine how you've flown so long without these technologies once you have them. I look back over the past 20+ years of flying all over this great nation and wonder how many others I missed. It's a frightening thought. If you haven't yet taken the plunge, please do so now. There are multiple solutions at just about every price point and several reputable shops and mechanics around the state to help out. Make your appointment, get the equipment installed and actually see what you've been missing all this time.

Blue Skies,

Brian

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

newsletter@azpilots.org

Executive Director's Report

Jim Timm — February 2019

I think the flying weather has been great so far this year, and the increased airplane performance resulting from the cooler air has been impressive from my vantage point in a small, light airplane. Now is the time to take someone interested in aviation for their first airplane ride. Without having to get an early morning start, the air is solid, and generally smooth as glass. Even the most apprehensive rider should return from a flight pleased and excited about the new experience. It's also a good time of the year to start learning to fly for the same reasons.

Everyone who owns an airplane knows that you must have an emergency locator transmitter (ELT) mounted on the airplane, and if it's an older airplane it most likely operates on the 121.5-MHz emergency frequency. Be aware the Federal Communications Commission has recently published a rule designed to speed up the switch from 121.5-MHz emergency locator transmitters to digital 406-MHz ELTs by prohibiting the certification, and eventually the manufacture, importation, or sale of 121.5-MHz ELTs. The new rule, which took effect on January 11, 2019, does not prohibit aircraft operators from continuing to use the 121.5-MHz ELTs now installed in aircraft, nor does it cut off the availability of batteries or other replacement parts. The FCC said it provided a six-month transition period before the manufacture, importation, or sale of 121.5-MHz ELTs is prohibited in part to help manufacturers avoid the burden of "stranded inventory."

The FCC said the rule was designed to enhance the ability of search-and-rescue personnel to locate and bring aid to the victims of airplane crashes by accelerating the switch to the newer 406-MHz technology ELTs that transmit a digital distress signal with a variety of information identifying the beacon and the nature of the emergency, and sending out a homing signal that provides far more accurate location via satellite technology. When combined with a GPS source in the aircraft, it can provide location information within a few feet.

By contrast, 121.5-MHz ELTs transmit only an analog signal containing an aural alert that can only lead search teams to the site using direction finding ground or airborne antenna and radio equipment. The agency noted that the satellite system that once monitored 121.5-MHz ceased doing so in 2009 "because of reliability and false alert concerns with the 121.5 MHz ELTs, and it urged 121.5 MHz ELT users to switch to 406 MHz ELTs."

With the proliferation of personal locator beacons (PLBs), Spot Trackers, ADS-B out, and cell phones with imbedded GPS chips, is an ELT really necessary anymore? The ELT rule was implemented at a time before any of these newer systems existed. From experience, a number of

catastrophic airplane accidents have been located by cell phone GPS information only, rather than the ELT, which was not able to transmit a signal, often times due to damage of the unit or its antenna during a crash. With all the latest technology, and items currently in general use, I guess I would pose the question, should ELTs still be required on all general aviation aircraft?

MISCELLANEOUS ITEMS

Despite the government shut down, the tower air traffic controllers I have encountered during the shutdown have been considerate and courteous. I haven't had the need for their services, but I would hope the TRACON controllers have been equally understanding. Thanks guys and gals for your patience.

A side benefit of the government shut down, - there have not been any GPS Interference Testing notices received during the shutdown. It would be good if it stayed that way.

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.

We want to bring to everyone's attention there are very noise sensitive residents in the northeast area of the valley that is bounded on the north by Stage Coach Pass Rd., (Approx. 1 mi. south of Carefree Airport), to Happy Valley Rd. on the south, and from 1/2 mi. east of Pima Rd on the west to 144th St. on the east. In an effort to discourage low flying aircraft in this area, available aviation apps., and ADS-B out information are being used to identify what they believe to be aircraft flying too low over them. This information is being passed to a law firm who send letters to the alleged offending pilots stating they were observed flying over a sensitive geographic area, disturbing the wildlife feeding and nesting areas, and should not fly over the area at altitudes of less than 2000ft AGL. I have been told that legal counsel has suggested pilots receiving the warning letter, it is without merit, and to ignore it. To help address the resident's concerns, instructors and area flight school members of the Arizona Flight Training Workgroup (AFTW) have stopped doing ground reference training and engine out procedures, or other potentially low altitude operations over the area, and would suggest others do likewise. Remaining above 2000 ft AGL may be a bit excessive, but please try to fly friendly over the area.

As part of an ongoing effort to raise pilots' awareness about avoiding landing on the wrong surface, which could be the wrong

runway, a taxiway or even the wrong airport, safety meetings addressing the problem are being presented by the FAA's Runway Safety Action Team. Per the FAA, wrong-surface landings occur at a rate of approximately one every other day, with about 86 percent of these events attributed to general aviation pilots. All pilots are encouraged to attend these seminars when available.

Once again, we want to remind you that many airports around the entire state, and most airports in the Phoenix area, are either planning or starting construction projects. So, as we keep telling you, always check for NOTAMS at your destination airport, and always fly informed.

It doesn't appear that aviation safety may have gotten off to a very stellar start for the new year, but it's difficult to know for sure with the NTSB caught in the government shutdown. This results in the lack of a comprehensive or reliable source of detailed information on what has been happening regarding general aviation accidents. I have been able to prepare a February report based on information that came from Aviation Safety Network reports. Unfortunately, with the current situation, it will be a while before we get a final year end look at what happened in 2018. See my February Aviation Accident Summary for the available details.

By the way, want to make a few bucks? If you recall, we reported on a WW II Grumman Avenger torpedo bomber that went down near White River on the Apache Indian Reservation on May 6, 2018. The owner hasn't been able to locate the airplane wreckage and is offering $20,000 to anyone who is able to tell him where it is so he can retrieve it. That's the good news, the bad news is, it's probably on the Apache Reservation, and all roads and trails are closed because of the snow, and when they do open, a permit from the tribe will be needed to access these trails. Start looking and be careful.

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. Falcon Field (FFZ) is entering the final stage of their master plan update program. Page Municipal Airport (PGA), Lake Havasu City Municipal Airport (HII), 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 FLY 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) weekend 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

AFTW

ARIZONA FLIGHT TRAINING WORKGROUP

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

We make an effort to:

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

CHECK US OUT!

AFTW.ORG

On our website you can find:

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

February Aviation Accident Summary

by Jim Timm

The following are supposed to be NTSB reports of aviation accidents that have occurred in Arizona from late December thru late January, 2019. The Arizona Pilots Association would have used this detailed accident information to develop safety programs and briefings to help pilots learn from the mistakes being made by others, and hopefully they would take the action necessary to prevent similar accidents from happening to them.

Because of the government shutdown, the NTSB has not been issuing accident reports, and as a result, this reporting period is not the best because there isn't a comprehensive or reliable source of information on what has been happening relative to general aviation accidents. The last NTSB report available was for November 28, 2018.

This month's accident summary is based on information obtained from the Aviation Safety Network (ASN), and reports from airport managers. I strongly suspect there may be additional accidents that we are not yet aware of.

Available information on the accidents occurring in this period are detailed below, and let's all continue to do whatever we can to be careful, and make sure that both we, and our airplanes, don't get hurt. Fly Safe.

THE FOLLOWING ARE KNOWN ACCIDENTS IN THIS PAST REPORTING PERIOD

Accident Date: January 3, 2019
Title 14 CFR Part 91
Location: Prescott
Aircraft Type: Zlin Savage Classic (A Piper Super Cub clone)
Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

"While practicing touch-and-go landings, the aircraft experienced a loss of directional control, and subsequent runway excursion upon landing at Ernest A. Love Field Airport (KPRC), Prescott. The tailwheel equipped airplane came to rest inverted, sustaining apparent minor damage, and the sole pilot onboard was not injured."

Accident Date: January 5, 2019
Title 14 CFR Part 91
Location: Casa Grande
Aircraft Type: Luscombe 8A
Injuries: 1 minor injury, 1 serious injury

LOSS OF CONTROL LANDING

Very little information was available other than the passenger was seriously injured, the pilot sustained minor injuries, and the airplane sustained serious damage, and was leaking fuel. No other details were available.

Accident Date: January 11, 2019
Title 14 CFR Part 137
Location: Yuma
Aircraft Type: Bell 206B JetRanger II
Injuries: 1 injured

COLLISION WITH GROUND (Agricultural Operation)

"The crop-duster helicopter crashed. The pilot survived the crash and was taken to the hospital."

Accident Date: January 13, 2019
Title 14 CFR Part 91

Location: Kingman
Aircraft Type: Piper PA22-160
Injuries: 1 serious injury, 1 fatality

COLLISION WITH GROUND

"The aircraft impacted mountainous timbered terrain in Mohave County south-southeast of Kingman Airport (KIGM), Kingman, Arizona. The airplane sustained substantial damage and one of the two occupants was fatally injured. One occupant onboard the aircraft received serious injuries."

The plane crashed in rugged terrain near the Hualapai Mountains at around 11:45 a.m. on Sunday, Jan. 13, 2019. *(Photo: Mohave County Sheriff's Office)*

A Few Words About Safety

Denny Granquist

"

"Briefings are better than after action reports."

"Memorizing the checklist is not as important as knowing the checklist."

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!!!

Spring 2018 Backcountry

By Mark Spencer

For all you backcountry adventurers, we've lined up a few weekend fly ins this fall where we can catch up with each other and enjoy the backcountry! We made such great strides over the last few years re-opening our back-country to aviation, and had lots of fun and friendship in the process! Each of these airstrips also needs a little TLC to keep them in safe condition for all, and with a little effort from all, this TLC is made light work! We'll also be introducing a new airstrip this fall, an opportunity to spend a few days at one of the finest dude ranches in AZ, south of Alpine.

April 26-28th:
Pleasant Valley, Young 24AZ - Come enjoy camping the pine country with a BBQ Lunch on Saturday, put on by your APA. Bring your favorite Dutch Oven and recipe for dinner on Saturday night! Backup dates are May 3,4,5th. We've got the old Payson airport wind sock pole to get installed here, we'll see if we can get the slab installed in advance of this weekend.

May 24-26th:
Double Circle AZ66 - It's time to gather at the old Double Circle Ranch again! This place is simply incredible. Join us for three days of camping and Saturday night Potluck dinner in the old lodge! We'll be doing basic runway work, brush clearing, as well as log preservation on the lodge.

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

azcloudflyer@earthlink.net

Grapevine dates this year:

Feb 15 - 17
Mar 15 - 17
Apr 19 - 21
May 17- 19

GAJSC

General Aviation
Joint Steering Committee

Introduction to Safety Risk Management

This outreach guidance is for 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: February 2019

Topic: Introduction to Safety Risk Management (SRM) (SE 24 Output 3)

The FAA and industry will conduct a public education campaign emphasizing the best practices regarding single-pilot resource management operational techniques.

Background:

Civil aviation organizations, air carriers, and military aviation activities have embraced Safety Risk Management (SRM) - a foundational component of all safety management systems. Single-pilot operations can also enjoy the benefits of safer, more efficient flying through the application of SRM processes.

Teaching Points:

- Discuss the scope and safety benefits of Safety Risk Management.
- Acquaint pilots with available SRM resources.
- Discuss means of managing resources.
- Encourage pilots to adopt SRM processes.

References:

- *Introduction to Safety Risk Management (SRM) Power Point*
- Aviation Risk Management Handbook (FAA-H-8083-2) – Chapter Six
- Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25B) Chapter 2 – Aeronautical Decision Making
- Article – *Managing Yourself* – Flight Training Magazine December 2000

DOWNLOADS: PowerPoint Presentation Slides...

Ruth Reinhold Award Presented to Brent Crow

Jim Timm, Executive Director of APA awarded Brent Crow the Ruth Reinhold Award for his commitment to aviation safety at the Arizona Aviation Safety Advisory Group (ASAG) awards banquet held January 26th, 2019. Brent has worked across many agencies and organizations to improve traffic flow in the “Stack” in Casa Grande and the Northeast Practice Area, as well demonstrate leadership in the Arizona Flight Training Workgroup Brent was also recognized by the Scottsdale FSDO and was crowned the top FAA Safety Team (FAAST) member of the year in the region. He can add this to last year’s award of the Mac McClure FAA Safety Team representative of the year.

Congratulations, Brent!

VMC Club Meeting

Mastering the Art of Aviation

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

Chandler Municipal Airport Terminal Building Meeting Room 2380

Understanding Risk and the Go/No-Go Decision

By Paul Wiley

If you're like me, you are probably puzzled when reading about certain general aviation accidents. Sometimes we cannot begin to understand what the pilot was thinking when he or she decided it was OK to go fly on a day when the condition of the aircraft, the weather or the pilot should have dictated that it was clearly NOT safe to fly.

Arguably the most important decision a pilot routinely makes is the decision to either fly or not to fly (Go/No-Go). This decision is often easy to make if the pilot is fit for flying, the weather is good, the aircraft is airworthy and the "mission" is well within the pilot's comfort zone. However, a thorough understanding of risk is critical to the safe completion of every flight. Risks must be recognized and understood, thoughtfully considered and then dealt with before and continuously during every flight.

The classic definition of risk is the chance that something will go wrong and cause harm to persons or property. A common synonym for risk is danger. Here are 3 definitions (taken directly from FAA's FY 2017 4th Quarter CFI Forum Report) related to risk that must be understood:

1. **Hazard** – a condition or circumstance that could negatively affect the achievement of an objective, e.g. may lead to an accident.
2. **Risk** – The likelihood that a given hazard will affect the achievement of an objective. Also known as "probability", usually defined as low or high.
3. **Risk Management** – The elimination or mitigation of hazards to acceptable levels of risk. Proper management of the risks associated with any flight is a process. There are good processes and many tools (such as checklists) available to pilots to help them evaluate and manage risk.

   For example: the **PPP** risk management model (process) consists of

   - **P**erceive (hazards),
   - **P**rocess (assess the level of risk) and
   - **P**erform (Risk Management).

This model and many more valuable tools are widely available on-line.

Pilots who have been trained to the Airman Certification Standards (ACS) in the past few years should be very familiar with the aspects of risk as they relate to the tasks for which the pilot is being tested. The FAA has made it a requirement for the pilot applicant to demonstrate the "ability to identify, assess and mitigate risks" associated with each and every task the examiner is evaluating. Flight Instructors now teach how to effectively manage risk with emphasis upon good Aeronautical Decision Making (ADM) and proper situational awareness – there will be more on ADM later in this article.

Analysis of accidents makes it clear that oftentimes pilots involved in an accident either 1) did not understand the risks associated with a flight, 2) underestimated the risk or 3) their plans (if any) to mitigate that risk were inadequate. Take for example the accident in January 2017 here in Arizona involving a Cessna 210 on a flight from Scottsdale to Telluride, Colorado. The non-instrument rated pilot was low time (less than 200 hours) and departed VFR without a flight plan being filed with the FAA, into what can only be described as terrible winter flying weather: widespread low clouds with mountain obscuration and icing. Had he obtained a weather briefing it would have undoubtedly included the phrase: "VFR not recommended." The end result of this flight was a tragic accident with 4 fatalities. I presume this pilot did not purposely set out to kill himself, his wife and his 2 children. Had he fully understood the risk and hazards associated with this flight, I would hope that he would have opted not to fly that day.

How is it then that a relatively inexperienced pilot launches off on such a flight, presumably with the expectation that he can complete the flight safely? My belief is that this pilot suffered from one or more "hazardous attitudes." Hazardous attitudes, as defined by the FAA, can include the following five shown here with their "antidotes" (ways to counteract them):

1. **Antiauthority** – the rules don't apply to me. *Antidote*: The FARs (it is often said) are "written in blood," i.e. what we have learned from other pilots' mistakes in the past (and often their "blood,") are written into the current regulations to hopefully prevent similar accidents in the future. Learn from the mistakes of others. The rules are there first and foremost for a very good reason: Safety!

2. **Impulsivity** – The tendency to act on sudden urges without careful consideration of the consequences. *Antidote*: Think it through, use proven processes (like the aforementioned **PPP** model) and tools like checklists to prevent an impulsive action from becoming a problem or accident.

3. **Invulnerability** – The idea that one is immune to anything bad happening, like an accident. *Antidote*: Understand that you are not "bullet proof;" it can happen to you.

4. **Macho** – People with a macho attitude are often thought of as bold, fearless or stereotypically masculine. When I was at Luke AFB, there was a big sign in front of Base Operations that said: "There are old pilots and there are bold pilots. There are NO old bold pilots." One of the problems with a macho pilot is that he will attempt to do something because of his big ego and end up taking a risk that a more cautious pilot would not take. Warning to macho pilots: Buzzing or low level maneuvering continues to be a major cause of fatal accidents. *Antidote*: Understand that it's not worth the risk.

5. **Resignation** – This involves the attitude that you're helpless, i.e. what's the use in trying? *Antidote*: Know that you are not helpless. Use your knowledge and skills to make the aircraft do

what you want it to do. Put another way: You fly the plane, don't let it fly you.

Aeronautical Decision Making (ADM):

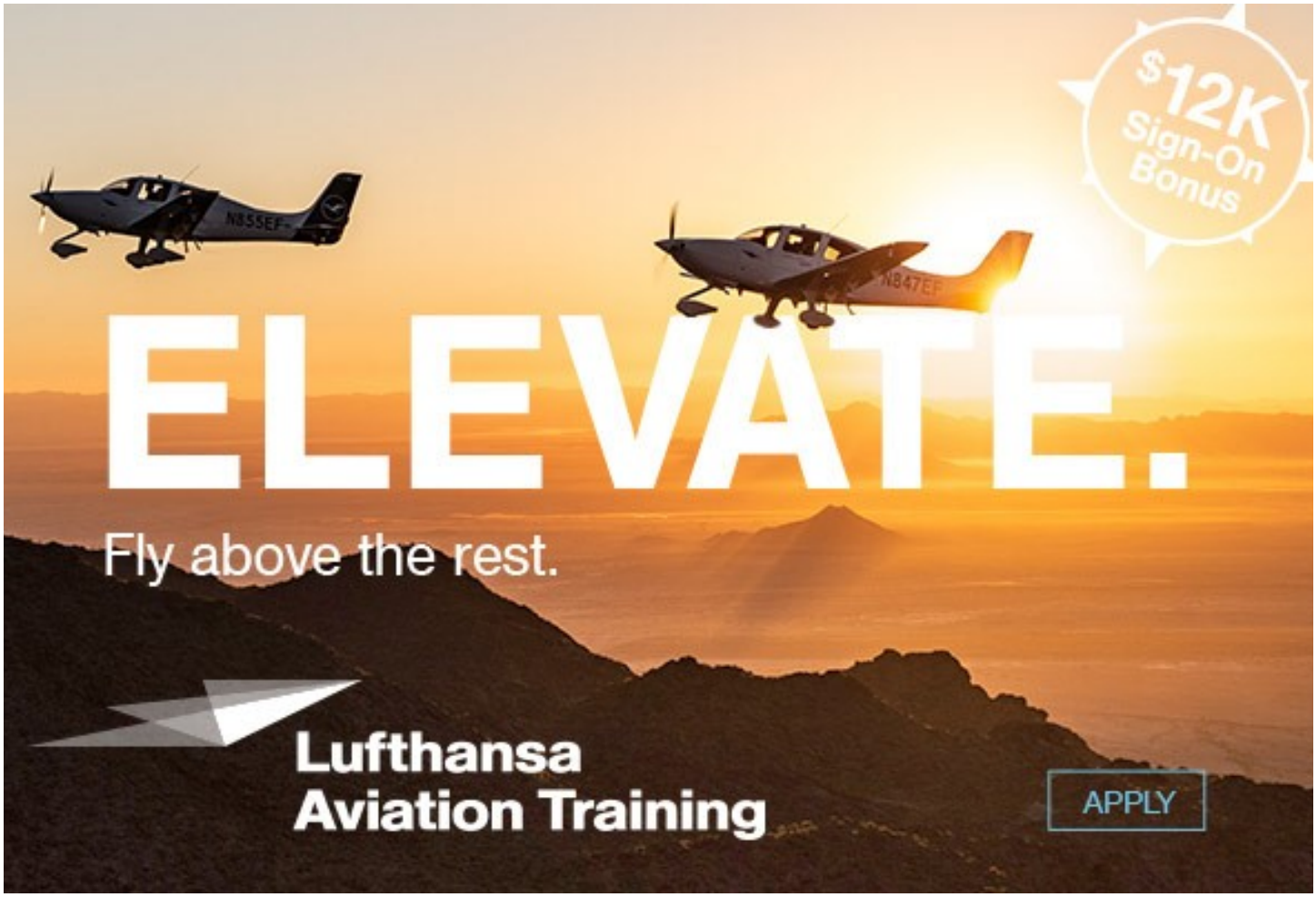
In teaching good Aeronautical Decision Making, we stress that attitude is primary and technique is secondary. We also say that ADM involves doing the right things at the right time. Good ADM involves situational awareness and is a way of acting safely. If you are not already familiar with ADM, I encourage you to get with your CFI and discuss this subject in depth so that you fully understand the concepts and how to apply ADM to your flying.

Good ADM will also help avoid errors of judgment. Some examples of errors in judgment: deciding to keep flying into deteriorating weather, deciding to "buzz" your friends house or to push on to your destination airport when your fuel is unacceptably low and you should stop and re-fuel at an intermediate airport.

Approximately 80% of all accidents can be attributed to "human error." However, human error is a complex subject and can take many forms. Some examples: poor decision making, complacency, distraction and lack of knowledge. By understanding risk and how to use proper ADM to make good decisions (including the Go/No-Go) before and during flight, you can and will be a better and safer pilot.

Paul

Lufthansa is looking for instructors in Goodyear, AZ!



AZ Airport Focus: Gila Bend

Arizona has a rich history with Aviation. From Charles Lindbergh and Amelia Earheart to being home to hundreds of military airfields during World War II. This month's focus airport served the latter. Many Phoenix-area pilots have heard of Gila Bend. Nearly all valley students have landed there. What isn't so well known is that the Gila Bend area was instrumental in training pilots during World War II and was home to several airfields supporting the effort.

Gila Bend's history dates back to before the war. Even before the railroad in the 1870's. It dates back to early explorers and settlers looking for a place to rest their weary bodies. The area is steeped in history. Father Kino, Juan Batista de Anza and Kit Carson are just a few of the early figures who laid their heads down in Gila Bend. The lore of the Old West still lies in Gila Bend, complete with a railroad story and Apache Raids. These are the kinds of things movies are made about! Even the late Burt Reynolds was filmed in Gila Bend, though it actually had nothing to do with a Spaghetti Western.

Shifting attention back to aviation, World War II created a massive demand for trained pilots. Arizona's perpetually wonderful weather and desolate landscape allowed for nearly unlimited options for the military. All over the state, airfields popped up and were used to teach navigation, basic piloting and gunnery. While many of the Army Air Force fields were poorly documented for public consumption, there were no less than seven fields in the Gila Bend area. Most were multi-runway facilities optimized for the tailwheel aircraft of the time. Today, most of these airfields are mere aberrations on the landscape; barely visible. Some have succumbed to development and some have simply become overgrown.

The current Gila Bend Municipal Airport does not appear to be connected to any of the many wartime fields. AirNav indicates the airport was opened in 1966. The single asphalt runway is in good condition and is used by a variety of GA and military aircraft regularly. Runway 4/22 is 5200' x 75'.

While no instrument procedures are in place for this airport, a VORTAC is located on the field. The field is lighted and has a PAPI. Like many Arizona runways, E63 has shrubs and brush surrounding the runway, so deviations from the asphalt may be costly. Though FAA records show that E63 has only four based aircraft, the airport's importance to training valley-area pilots is evidenced by the massive 36,000 annual operations! Though rather remote and having a sleepy appearance, remaining vigilant on UNICOM 122.8 while in the

vicinity is a must.

Something else to remain cautious of is the nearby Gila Bend Air Force Aux Field, KGXF. This field and associated Class D airspace lies almost exactly five miles South. Plan to contact the tower on 127.75 and request an airspace transition prior to arrival. The many farms in the area also host low-level crop-dusting flights and vigilance is necessary to see and avoid these aircraft. Once safely on the ground and tied down on the transient ramp, call for an Uber, a Lyft or a taxi for a ride into town. City center is located approximately 3 miles Southwest of the airport if a stretch of the legs is called for.

Once in town, there are several noteworthy things to do. Gila Bend is home to approximately 1900 residents. According to the quirky welcome sign, there are also “5 old crabs” to watch out for. The Best Western Space Age Lodge is a favorite among travelers. Clean and modern rooms, as well as the Outer Limits restaurant await a weary pilot. Mexican and American fare is available at reasonable prices.

Another remarkable spot to visit is the Painted Rock Petroglyph Site. Admittedly, this isn’t within the town limits being approximately 12 miles West of town, but it can be accessed by Uber or Lyft and has some remarkably well-preserved petroglyphs carved into the large boulders. There is a $2 day use fee for the site.

Gila Bend has a visitor center and museum in the middle of town. The museum is home to over 2000 artifacts reaching back into the original Papago people (known today as the Tohono O'odham). There is also a somber reminder of the 9/11 attack with a memorial and remnant of the World Trade Center towers on display. In February, the Butterfield Stage Days and Rodeo sets the town into celebration mode with parties, games and fun for the whole family.

After experiencing what Gila Bend has to offer, head back to the airport. 100LL is available self-serve for $3.95 at the time of this writing. Listen for traffic in the pattern, head home and update your logbook with this unique Arizona airport.

Brian

~ Scholarship Corner ~

Scholarship Winner: Devin Starr

by Andrew Vogeney

Last month you met Austin Dunagan, one of the six young men and women you, our members, helped support in their aviation education. Thanks to your help he is closer today than he was yesterday!

And so is Devin Starr, this month's featured scholarship winner:

"I have wanted to fly since I was a little kid. I wasn't able to make that a reality until somewhat recently. It's been 3 years since I got my private pilot certificate, and now, with the APA's help, I am finally getting close to the end of my commercial training. Thank you for choosing me for this scholarship. It helps me immensely."

Devin is currently hard at work as an A&P while continuing to go to school to become an airline pilot. He's working on the airliners he aspires to fly in the near future! And his work ethic is no surprise – Devin enlisted in the Marine Corps straight out of high school as a Harrier avionics technician. His application for our scholarship came highly recommended by his teachers and peers as a skilled pilot, mechanic and leader among his peers.

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

MEMBERS' PHOTO CORNER

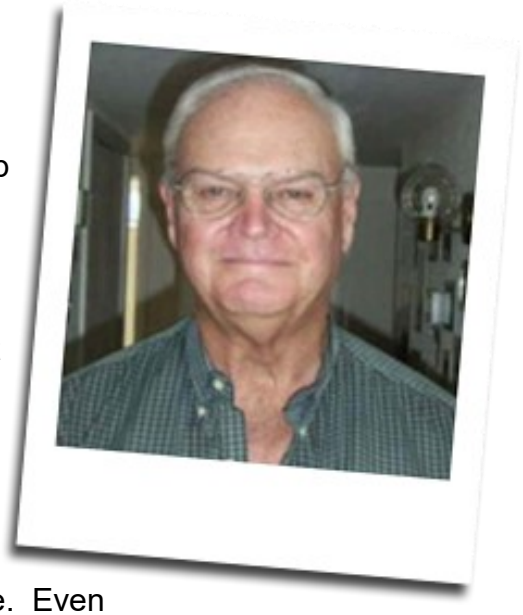
Thank you to ***Brian Schober*** *for this month's photos!*

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

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

SKY DIVING

By Howard Deevers



Pilots have a favorite expression: “There is no good reason to jump out of a perfectly good airplane.” I’m sure you have heard that before. But for some reason there are a lot of people that DO jump out of perfectly good airplanes, every day, in Southern Arizona.

Take a look at your Phoenix Sectional, or ForeFlight, if that is what you are using. You will see that little parachute symbol next to many airports in S. AZ. That doesn’t mean that sky diving is going on constantly at all of them, but some of them rank among the busiest sky diving locations in the U S. California and Florida rank high in sky diving locations also. In fact, there are only two states that do not have jump zones; Wyoming and New Hampshire. Even Alaska and Hawaii offer some adventure for those that want to log lots of jumps from lots of places.

The only time I ever had a parachute on was during my check out in a T34 Mentor at Centennial Airport, south of Denver. Since we would be doing aerobatic maneuvers, such as rolls and loops, regulations require that you wear a parachute. I remember the instructor, a retired Air Force Fighter pilot, telling me “if it is necessary to bail out, just open the canopy, step out on to the wing, drop backward, and pull this lever.” That sounded easy enough while sitting on the ground in calm winds. This was all assuming that the airplane would still be flying straight and level, which, of course, it probably would not be. Well, we never did need those parachutes, but we did comply with regulations.

Here in Southern Arizona, the weather is a big factor for bringing those ‘crazy people’ that want to actually jump out of an airplane. Who would want to do parachute jumping in Chicago in February? OK, don’t answer that.

Some of the jumping is military training. Because of the good weather, military or sport jumpers can get as many as 10 jumps in one day. Sometimes, when the weather is not so good, we still see military jumping, because they may need to jump in any kind of weather should our national defense require it.

Eloy, Arizona probably ranks as the King of jumping (sky diving) locations in Arizona. They operate year-round with very few days of weather that they will not jump in. Located about half way between Phoenix and Tucson near Interstate 10, they stay busy. They also

host competition events. And, if you have ever seen a TV commercial that features sky diving (yes there are some), it was probably filmed at Eloy. When on 122.8 in AZ, you will, sooner or later, hear the words, "Please do not fly over Eloy, jumpers away."

If jumping out of a perfectly good airplane is not really your 'thing' there is SkyVenture at Eloy that offers an indoor skydiving wind tunnel. You get to experience the feeling of skydiving without actually jumping out of an airplane. There is another kind of sky diving called "base jumping" where the jumper goes off of a bridge, or a cliff that is high enough to get a chute open before hitting the ground below. I have watched some of this. There is a very high bridge over a river in West Virginia that allows jumping one day a year and draws a good-sized spectator crowd. Watching that did not inspire me to want to try it in any case. There is parachute jumping done from hot air balloons also, although I have never seen that. Hot air balloons operate North West of Tucson. Since balloons go with the wind, there would be no designated landing place, so if you did jump from the basket of a balloon you might have a long walk carrying all your gear before being picked up.

There is also a sport called Para Sailing. I watched that on the coast of California north of San Diego. The elevation is high above the Ocean level. The adventurous 'pilot' must face into the wind, get their sport parachute to rise up, then with a running start, jump off of the cliff. If the winds are just right, they can float back and forth along the coast line for quite a long time. That looked interesting, and like the participants were having fun, but still a NO for me.

We, as pilots, have an obligation to avoid the parachute jumping areas we see depicted on our Sectionals if active parachute jumping is taking place at that airport. Be sure to monitor the local frequency for that airport and stay well clear of the area. Some jumpers may not be as skillful as we would like and can stray away from the landing zone. I have seen a lot of sky diving here in S. Arizona, but none of it inspires me to want to try that. I think it may be just fine for a lot of people to do that but I am one of those pilots that say: "There is no reason to jump out of a perfectly good airplane."

The Arizona Pilots Association will host several safety seminars at the Copper State fly in at Buckeye this year. Be sure to attend a seminar there or at your area, and don't forget to 'bring your wingman.'

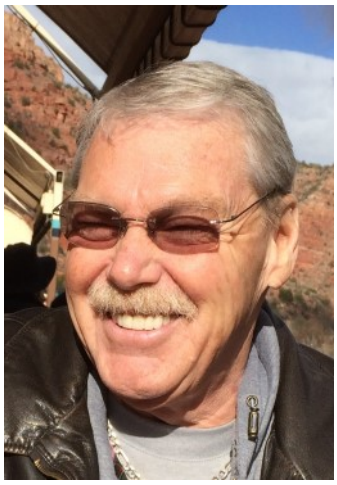
Howard

GAARMS REPORT

FEBRUARY 2019

By *Fred Gibbs*

(A REAL SWEETHEART!!)



Well, we are 1 month into 2019, and have already had our first fatal accident. The news reported a small plane crashed out near Kingman in the Haulapai mountains, cause unknown. The NTSB will be investigating. No report available yet.

The aircraft was occupied by two people, a man and a woman. The woman, a Prescott resident, was pronounced dead at the scene. The male occupant is in the hospital in serious to critical condition. I believe the woman was the pilot, but that is not confirmed as I write this.

GAARMS VIII: March 23rd, 2019

All the 2018 fatal accidents will be covered at GAARMS VIII coming up on March 23rd, 2019, at the Aeroguard Training Facility on the Deer Valley Airport starting at 0900. Watch for updates in our newsletter. You will be able to register on FAASAFETY.GOV in early March. We hope to see you all there. Don't forget to bring a wingman or wingwoman…

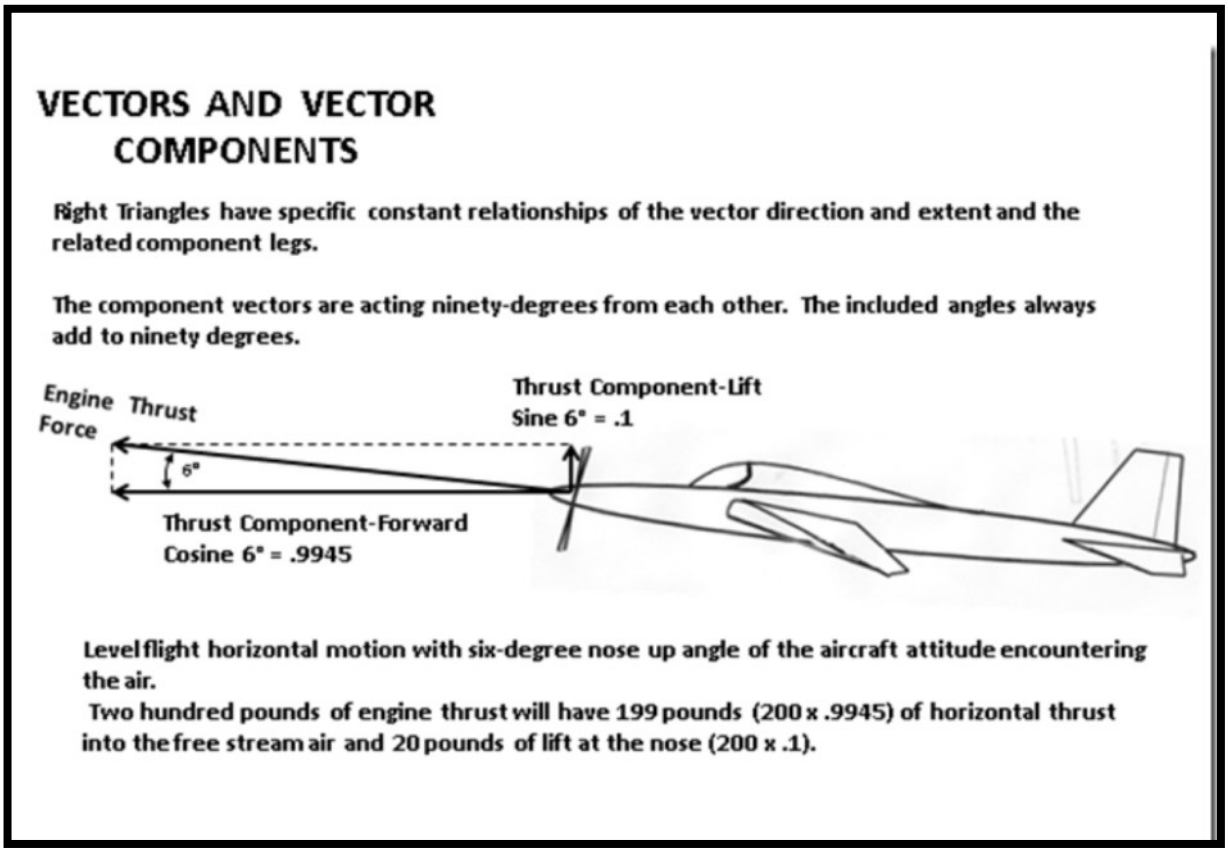
Fred's Perspective…

The following ***article was sent to me by a fellow pilot also very interested in safety. (Per his permission, it has been further expanded and editorialized by me.)***

May The Fifth Force be with you.

A very basic fifth force, rarely ever mentioned in any text, comes from the engine acting as a source of lift. The engine creates a thrust component lift-pitching force resulting from the slight angle-of-attack caused by the actual mounting of the engine (a slight upward angle) creating thrust to act at

that small angle above the direction of motion, creating an additional, albeit a slight, lifting force. When the thrust force is acting at some small angle above the direction of motion, there will be a small thrust component lift-pitching moment outward and upward and acting as a small thrust source. Change in thrust will then always make a small change of pitch and the related total lift.



The basics:

1. Basic flight control as taught is missing this important fifth control, the thrust component lift. This information is rarely mentioned in any text or publication regarding flight control. Yet you see it happen every time you increase power: the nose pitches up. For example:
   - You see it during steep turns. Recommended procedure for doing steep turns is to add power. Why? Because adding power results in a slight increase in angle-of-attack by diminishing the pull required to hold the nose up. The fifth element…
   - You see it during slow flight when you enter the area of reverse command. The addition of power alone causes the nose to pitch up and you actually slow down even though you've increased power…
2. Stalling an aircraft has been the cause of loss of control and accidents forever. However, when we question most pilots about what causes a stall, they always respond, "exceeding the critical angle of attack." Technically, that is not correct: that is <u>when</u> a stall occurs! The <u>cause</u> is the pilot holding the control wheel aft, causing the aircraft to exceed the critical angle of attack!
3. Engine failure is many times called the cause of the accident when making emergency off-field landings. Yet an accident doesn't occur until landing and only then if there is damage or injury. An accident is often an unintended consequence of a lack of training in not emphasiz-

ing power off approaches. Accuracy spot landings and survival of the landing roll are seldom emphasized. Initial and recurring flight training should include power off approaches to a designated touchdown point on the runway, utilizing all your tools in your toolbox, i.e., when and if to deploy flaps, altitude and glide path judgments, when and how to use slips, and the potential danger of slips with full flaps. Speed control is also critical: One of the tools I teach, in an engine out situation, is to simply slow down the airplane by trimming the airplane full nose up. Most single-engine aircraft will simply trim out, power off, at best-angle-of-glide speed, or very close. It will glide as far as possible: the pilot's workload is significantly lightened, only needing to determine a safe landing area and then execute the power off accuracy landing technique.

4. Loss of control as a result of inadvertent flight into IMC is usually a result of improper use of the flight controls because of spatial disorientation. A simple method of control is listed in some early model Cessna 150 and 172's, but for some reason is seldom taught. Turn loose of the control wheel, and using rudder only, referencing the turn and bank indicator, ease into a standard rate turn for one minute then level the wings and fly out of the conditions. To descend through a cloud layer (a last resort) simply keep the wings level and use the best angle-of-glide technique mentioned above.
5. Loss of control during crosswind landings is often a lack of understanding of the necessity of maintaining sufficient prop-blast to maintain rudder authority. This will also help to reduce the crosswind weather vane effect on the large aft fuselage area when slowing down. This technique is rarely discussed in any publications. Learning good cross wind landing technique takes practice, practice, practice followed by recency of practice!!
6. Maneuvering problems at high density altitudes is often attributed to a lack of understanding of much reduced thrust available. In a reciprocating engine;
   - At least one-third of the rated thrust is gone at 8-10 thousand foot density altitudes;
   - It takes approximately one-third of the thrust to sustain level flight; thus
   - This only leaves about one-third of the engines rated horsepower for maneuvering.

So, in plain English, look at the cruise performance chart of a typical C172: at 10,000 feet and 2400RPM, the chart shows percent HP available at about 60%, or about 96 HORSEPOWER! Think about that: Up here in Flagstaff, on a high density altitude day with the DA

at 10,000 feet, you are taking off with only 96 horsepower. Maybe now you understand why it takes so much runway to accelerate to takeoff speed, why your climb out is so anemic, and why weight is such an issue! Hello turbos…

I hope you find this instructive. All comments welcome…

Kudo's Section –

FBO LINE PERSONNEL –

Remember the other day you stopped in to a restaurant for lunch, like at the Deer Valley Airport, or the restaurant at Payson, or at Chandler, etc, etc, and had a $25.00 lunch? And you tipped the waitress $4 or 5 bucks? You are a nice person! Now the question… You pulled up to the FBO and requested fuel. Out comes not the waitress, but the line person, in the middle of a cold, blustery, maybe even rainy, day, takes your fuel order for your $100,000.00 airplane, carefully grounds it, puts the fuel mat down around the fuel filler opening, carefully pulls the hose down from the truck and carefully places in so as to not drag or scratch your wing, carefully fills up the tank with $250.00 worth of fuel, taking great care not to splash fuel all over your wing, carefully put on the fuel cap, closes up the fuel door, might even wipe down the wing, secures the fuel hose and the ground wire, says "have a nice day", jumps in the truck and off they go.

WOW, what service, yet did you thank them or even think of saying "Thanks" or offering a tip? Not a stock market tip, but one just like you did for the $25 lunch you got at the restaurant! You gave the waitress almost a 20% tip for bringing you a plate of food in a nice warm setting, you tipped the shuttle bus driver a couple of bucks for bringing your bag 10 feet off the bus, but you practically ignored the line person providing you quality service on $250.00 (and often a lot more) of service in sometimes brutal weather conditions. Just saying…

SAFETY PROGRAMS:

There are a lot of FAASTeam safety programs on the schedule over the next couple of months all around the state, so go to WWW.FAASAFETY.GOV and click on "Seminars" and check them out. You might find one that interests you. Should you desire a particular safety or educational program at your local airport or pilot meeting, like the BasicMed program or our "Winter Wonderland" snow season special, simply contact me directly at fredg-ibbs@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

you're invited

Please join us for an exclusive tour of the
MD-10 FLYING EYE HOSPITAL

QUESTIONS?

Nate Morrissey
nate.morrissey@orbis.org
or 714-308-4892
RSVP Today!

GUIDED TOUR DATES

Saturday, February 16, 10a-4p
Sunday, February 17, 10a-4p

APA Private Tour Saturday, 9a
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LOCATION

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Saturday, 23 FEB 2019

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9 – 4 with Lunch included

All materials provided

Reservations required

Go to www.phx99s.org for more information and to register, or call or text 480-703-2625.

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This event is geared toward the non-pilot, your "right seater". Cost $50.00 for the day prepaid, $60.00 at the door.


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ANNUAL SPRING FLYIN/CAR AND MILITARY VEHICLE SHOW. VEHICLE TRAFFIC USE WEST GATE. VEHICLES DO NOT CROSS RUNWAY. AIRCRAFT TRAFFIC USE RUNWAY 34 ONLY. NO LANDINGS ON 16 DUE TO POWER LINES. AIRCRAFT STAY EAST OF HIDDEN VALLEY ROAD. USE 122.9 FOR RADIO TRAFFIC. NO HIGH SPEED PASSES. AIRCRAFT PARKING PARALLEL TO NORTHWEST END OF RUNWAY. KEEP THE DUST DOWN. USE CAUTION FOR HIGH TRAFFIC VOLUME.


THUNDER AND LIGHTNING
OVER ARIZONA
MARCH 23-24, 2019
DAVIS-MONTHAN AFB

AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
Big Springs Airpark Mgr: Peter Hartman (928) 626-7207	Prescott	12	
Castle Wells Mgr: Gerald DaFoe (810) 516-9122	Morristown	5/10	**Pat Mindrup** - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
Eagle Roost Airpark Mgr: John Greissing (928) 685-3433	Aguila	85 / 115 (5 acre lots)	**Pat Mindrup** - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
Flying Diamond Airpark Mgr: Lou Cook (520) 399-3879	Tucson	20/97	
Flying J Ranch Mgr: Howard Jenkins (928) 485-9201	Pima	2/ 28	
Hangar Haciendas Mgr: Scott Johnson (602) 320-2382	Laveen	39 lots w/sep taxi ways	
High Mesa Air Park Mgr: Phil DiBartola 928-428-6811	Safford	/19 (2.5 acre lots)	
Inde Motorsports Ranch Airport Mgr: John Mabry (520) 384-0796	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	
Indian Hills Airpark Mgr: Gerry Breeyear (928) 916-0608	Salome	75	**Pat Mindrup** - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
La Cholla Airpark Mgr: Larry Newman (520) 297-8096	Oro Valley	122	
Mogollon Airpark Mgr: Brian admin@mogollonairpark.com	Overgaard	60	
Montezuma Heights Airpark Dr. Dana Myatt (602) 888-1287	Camp Verde	43/44	
Moreton Airpark Mgr: Daniel Kropp (602) 315-0323	Wickenburg	2	**Pat Mindrup** - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
Pegasus Airpark Mgr: Jack @ 1st Svc Res (480) 987-9348	Queen Creek	15/40	**Erik McCormick** - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Pilot's Rest Airpark Resident: Dave Mansker 818-237-0008	Paulden	4/25	
Ruby Star Airpark Mgr: Wendy Magras (520) 477-1534	Green Valley	13 / 74	
Valley of the Eagle (Sampley's) Airpark Mgr: Jerry Witsken (928) 685-4859	Aguila	30	**Pat Mindrup** - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
Skyranch at Carefree Mgr: Tommy Thomason (480) 488-3571	Carefree	20	**Erik McCormick** - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Stellar Air Park Mgr: SRUA, Inc. (480) 295-2683	Chandler	95/105	**Erik McCormick** - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Sun Valley Airpark Mgr: Jim Lambert (928) 768-5096	Fort Mohave	55/107	
Thunder Ridge Airpark John Anderson janderson72j@gmail.com	Morristown	9/14 (on 160 acres)	**Pat Mindrup** - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
Triangle Airpark Mgr: Walt Stout (702) 202-9851	White Hills	115 acres	
Twin Hawks Mgr: Tim Blowers (520) 349-7677	Marana	2/40 (4 acre lots) on 155 acres	
Western Sky Mgr: Mr. Hauer (877) 285-0662	Salome	all 200 acres for sale	
Whetstone Airpark Mgr: Brian Ulmer (520) 456-0483	Whetstone	5 / 12	

APA Website

Stefanie Spencer— Webmaster

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.


New pilots welcomed!


Writers welcomed!

APA Clothing

The online store is currently on the Square Market, click here.

Advertisements

As a benefit to current members, you may advertise aviation related items in the APA Newsletter and online. Classified ads for items that you own are completely free, just send those requests to our webmaster Stefanie. Photographic ads range from business card size to full page. Please contact our sponsorship and advertising chairman Rick for more information on advertising.

APA Membership

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

Volunteer 501 (c) (3) Organization

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