



In this issue:

**AZ Airport Focus:
Deer Valley**

Grapevine March of 2019

ADS-B Questions Answered

Practice Makes Perfect

April 2019

APA NEWSLETTER

President's Report

Brian Schober, APA President 2-3

Executive Director's Report

Jim Timm, APA Executive Director 4-6

April Aviation Accident Summary

Jim Timm, APA Executive Director8-10

GAJSC Topic of the Month

Pilot Proficiency Flying.....11

Backcountry Calendar Updates

Mark Spencer, APA Vice President13-14

Grapevine March of 2019

Mike Andresen15

— FEATURED —

AZ Airport Focus: Deer Valley

Brian Schober, APA President.....16-18

Members' Photo Corner

Erik McCormick19

— SHORT FINAL —

Practice Makes Perfect

Howard Deevers.....21-22

GAARMS: Your ADS-B Questions Answered

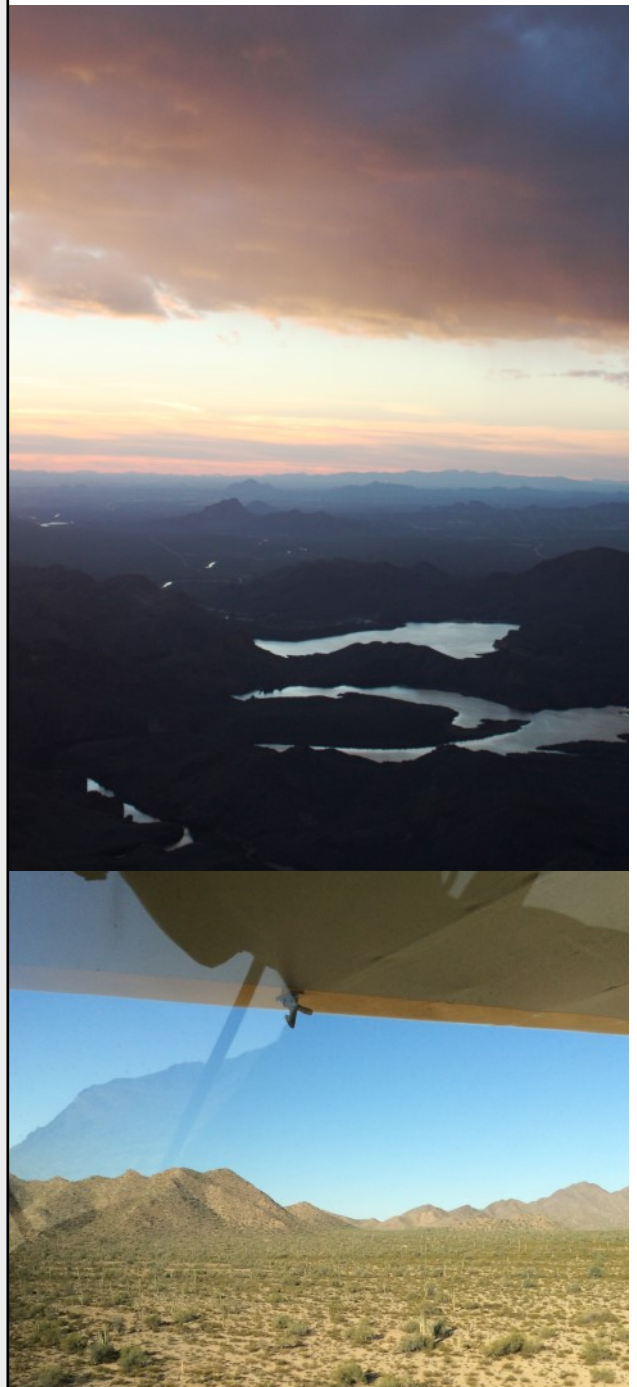
Fred Gibbs.....23-27

Upcoming Events 28--29

Arizona Airparks30

APA Website, Newsletter, & Merchandise

Stefanie Spencer, Webmaster31-32



President's Report

Greetings,

With the cool weather quickly fading behind us, the increased danger of carbon monoxide (CO) poisoning from a faulty muffler also begins to subside. This is a concern I think about every time I fly my 59-year-old aircraft during the cooler months. While I'm confident in the maintenance and condition, parts do fail. Recently, there have been three CO events that could have been catastrophic. In December, a Mooney pilot was overcome with CO poisoning and passed out in-flight. After the aircraft eventually ran out of fuel, it glided to a crash landing in a field. Miraculously, the pilot survived and stumbled out of the wreckage towards the rescue team. In this case, the muffler was found to be cracked and this likely led to the introduction of CO into the cockpit. The other two cases are far less dramatic but stayed that way because of recent awareness and monitoring. In these cases, both pilots carried CO monitors that had alarmed. One pilot saw the alarm and immediately diverted for a nearby airport while opening the windows and cowl flaps. This pilot had a faulty exhaust stack. The other had a monitor that was alarming but did

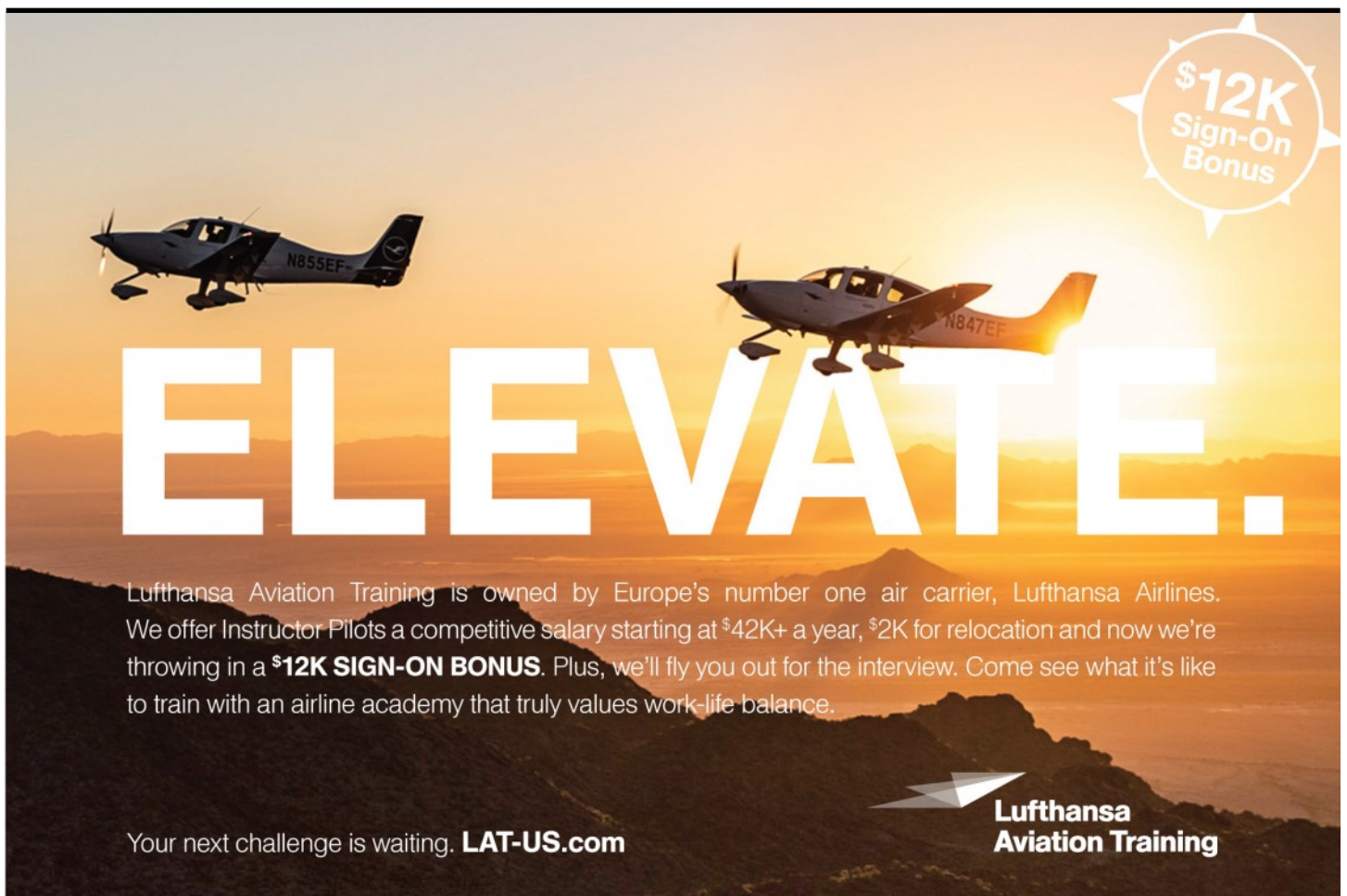
The background of the advertisement features two small, dark-colored aircraft flying over a mountain range at sunset. The aircraft on the left has the registration N855EF and the Lufthansa crane logo on its tail. The aircraft on the right has the registration N847EF. The sky is a warm orange and yellow, and the mountains in the foreground are dark and silhouetted.

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not hear it. Fortunately for him, he was aware of the Mooney pilot's story and recognized his symptoms. He also immediately diverted and increased the fresh air to his cockpit. This pilot had a worn EGT probe hole that allowed CO to build under the cowl.



We've all seen the stick-on CO monitors on panels. Some of us may still have them. They are more than likely expired, and they are certainly not precise. There are far better monitors available. For less than \$200, you can have an absolute understanding of the exact CO levels in your cockpit with audible, visible, and vibrating alerts. Since one of the worst parts of CO poisoning is not knowing it's happening, these monitors make sure you know it is. Even though our instructors caution against CO poisoning and we know a faulty muffler under the heat shroud can cause a leak, there are many other sources of CO leaks under the cowl. A good monitor is worth every penny. This equipment should be on every pilot's checklist next to the iPad/tablet and Personal Locator Beacon for mandatory equipment. For more information on CO monitors and interviews with the surviving pilots, check out instructor [Max Trescott's podcast Aviation Newstalk](#) episodes 90 and 102. These stories are amazing, and the solution is readily available. I'm looking forward to seeing you soon at one of our upcoming events, so stay safe!

Blue Skies,

Brian



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



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

Bob Littlefield, Gold Seal CFI, CFII, MEI, A&P
602-228-9145 • bob@flightskills.com • www.flightskills.com

Executive Director's Report

Jim Timm — April 2019



Springtime is definitely here, based on the number of bugs I've been hitting. Either that, or I've been flying too low lately, but I really think that actually it's that time of the year again, and it's warming up. Let's enjoy it while we still can, and let's go flying!

It's hard to believe, but come May, BasicMed will be two years old. More than 45,000 pilots have been flying under its provisions, and many are quickly approaching the mandatory two-year online course renewal, and some of us are asking, now what? Under BasicMed, we can fly aircraft with up to six seats, with a maximum certificated takeoff weight of no more than 6,000 pounds, fly up to 250 knots indicated airspeed, and up to 18,000 feet MSL.

While these aircraft restrictions are straightforward, the online education course renewal has created some confusion. Under 14 CFR Part 68, the regulations that govern BasicMed, the pilot in command must receive a comprehensive medical examination by a state-licensed physician every 48 months (calculated to the exact day), plus we must complete an online course every 24 calendar months (calculated to the last day of the month).

Since the examination and online course are valid for different lengths of time, remember to ensure that both our medical exam and online course are current before flying under BasicMed. For example, let's say we received the required medical exam on May 1, 2017, and completed the online course on May 15, 2017. We would be eligible to operate under BasicMed through May 31, 2019. After May 31, 2019, we'll need to complete the online course again, because it will be more than 24 calendar months since we last completed the online course.

Now, let's assume that we go ahead and take the course that day, May 31, 2019. Just like when we completed the course last time, we'll be required to enter information about ourselves. Because the medical exam we had on May 1, 2017, is valid for 48 months, and we're still within that period, it is this exam we'll refer to when the course requires us to provide details about our BasicMed exam (such as the date of examination, physician's name, etc.).

Once we have completed the online course and have a newly issued course completion certificate in hand, we are now eligible to continue flying under BasicMed until May 1, 2021, which is the end of the 48-month period since our physical exam on May 1, 2017. We'll need to go to any state-licensed physician to complete another exam by May 1, 2021 to



continue acting as pilot in command under BasicMed, and we'll need to keep our new completed exam checklist with our logbook, but we won't need to provide any information about the exam until the next time we are required to complete the online course.

MISCELLANEOUS ITEMS

The latest news out of Washington DC is that on March 19, President Trump announced the nomination of retired Delta Airlines Executive, Steve Dickson, as the White House's nominee to serve as the FAA administrator. Pending Senate confirmation, Dickson will succeed Dan Elwell, who has been serving as acting administrator for the past 14 months, since the retirement of Michael Huerta. Dickson was with Delta for 27 years, retiring in 2018 as senior vice president of global flight operations. He is a graduate of the U.S. Air Force Academy and flew F-15s during his military career. Fortunately, Dickson has been outspoken against ATC privatization, calling it "reckless" as it would disrupt the progress of NextGen implementation. If confirmed by the Senate, Dickson would serve a five-year term as administrator.

I was hoping the GPS interference testing was wrapping up, but wow, was I ever wrong. This past month there were several last-minute notices of testing, and some were from unusual new locations. This increased testing is being noted all over the country, it's not just a southwest area issue. While flying, if you do note an unexpected loss of GPS signal lasting a few minutes, be sure to advise ATC, giving time and location of the loss of signal.

Aviation safety has been a bit difficult to understand recently in that it seems that the NTSB may have adopted a new policy defining what type or level of accident they will investigate and issue a report on. This current trend started in December of last year when only one accident was reported for the entire month of December. So far this year there have only been five accidents reported, with the last one occurring the very first part of February. In the past this would be approximately the number of accidents reported in a single month. We are going to be contacting the NTSB to determine what's happening. I haven't noticed any decrease in flight activity, and I can't believe everyone has been that careful in their flying that nothing has gotten bent in the process. See my April Aviation Summary for the details of what has happened to date.

Once again, we want to remind you that many airports around the entire state, and most airports in the Phoenix area, are still planning and starting construction projects. So, we will keep reminding you, always check for NOTAMS at your destination airport, and always fly informed. At least we have gotten to that time of the year



Superior Municipal Airport

that we don't have to wonder about airports being closed because of snow on the runways. Fly informed, be safe, and enjoy the flight.

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. 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. Check the Calendar for the next fly-in date. (There will still be 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 through May. We'll even be there Easter weekend! May's weekend is open, of course, but we'll not have our usual APA provided lunch as it is also the weekend of our [annual meeting](#) at the Talking Stick! Come join us! Watch the [APA Facebook page](#) for postings when there are special military practice days that you will want to avoid.
- 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-conditioned 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





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!



April Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of the aviation accidents that have occurred in Arizona from late February through late March. The APA will use this detailed accident information to develop safety programs, briefings, and posters/flyers that would help pilots learn from the mistakes being made by others and take the action necessary to prevent them from having similar accidents.

It's a bit un-nerving that the NTSB has not reported any accidents occurring since February 8. Past experience tells me that, for some reason, the NTSB is not reporting some of the accidents like they have in the past. We are going to have to make some inquiries into what has changed in the reporting system. While it's also true that I haven't heard the usual side comments of accidents happening, I find it hard to believe things are going along this well. Flying activity has not been slowing down from what I have been experiencing. I would really like to think that perhaps everyone is really being more careful in what they are doing.

A factual report was issued in this reporting period on an accident that had occurred in early February, and there were also three factual reports issued on accidents that had occurred late last year that just had their reports issued that are also covered in this report.

THE FOLLOWING ACCIDENT OCCURRED EARLIER THIS YEAR AND THE FINDINGS REPORT WAS RELEASED IN THIS PAST REPORTING PERIOD

Accident Date: **February 8, 2019**

Factual Report Dated: 3/19

Title 14 CFR Part 91

Location: Page

Aircraft Type: Kitfox IV Speedster

Injuries: 2 Uninjured

LOSS OF CONTROL LANDING

The pilot reported that, while en route, he observed that his passenger was becoming ill and he reached for the "sick bags," but he was unable to reach them due to his seat belt. He decided to make a precautionary landing on a dirt road. During the landing flare, a wind gust "pushed the right wing up," the airplane drifted left, and the left wing struck a tree. The airplane

rotated counterclockwise and impacted the ground. The airplane sustained substantial damage to the fuselage and wing.

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

The pilot reported that the wind was from an unknown direction at 8 to 14 knots, gusting to 14 to 16 knots. The automated weather observation station located about 12 miles from the accident site reported that, about 7 minutes before the accident, the wind was variable at 3 knots. The pilot was landing to the south.

THE FOLLOWING ACCIDENTS HAD OCCURRED LATE IN LAST YEAR'S REPORTING PERIOD. THE FACTUAL REPORTS WERE RELEASED IN THIS REPORTING PERIOD

Accident Date: **October 27, 2018**

Factual Report Dated: 2/27/19

Title 14 CFR Part 91

Location: Marana

Aircraft Type: Diamond DA40

Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

The solo student pilot reported that, while en route to the non-towered airport, she obtained

local weather and reported on the common traffic advisory frequency that she would be entering the downwind for runway 30. Another pilot in the traffic pattern reported that they were using runway 12, so the student performed a 180° turn to enter the downwind for runway 12. She added that during the landing roll, she applied brakes and attempted to turn right off the runway, but her "speed was still high." She realized she would not be able to make the turn, so she attempted to turn left back onto the runway. The airplane skidded off the runway to the right and impacted a taxiway sign. The airplane sustained substantial damage to the right wing.

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

The automated weather observation station located on the airport reported that, about 5 minutes before the accident, the wind was from 350° at 4 knots. The student pilot landed the airplane on runway 12.

Accident Date: **November 14, 2018**

Factual Report Dated: 3/14/19

Title 14 CFR Part 91

Location: Williams

Aircraft Type: Beech A36

Injuries: 1 Minor Injury, 1 Uninjured

COLLISION WITH TERRAIN ON TAKEOFF

The pilot reported that, during an uphill takeoff into ascending terrain, about 4,000 ft down the 6,000 ft runway and at 80 knots, he rotated the airplane and stayed in ground effect to gain air-speed. He began pulling back to establish a climb, but the stall warning horn chirped, so he reduced the pitch attitude. He "constantly attempted" to pitch up until he heard the stall horn. At the end of the runway, he retracted the landing gear, but it did not affect performance. He reported that he knew the airplane had attained a positive climb rate but did not know the specific value. He then saw that the airplane was going to strike a tree, so he pulled back hard, but

the airplane struck the tree and then impacted terrain. The airplane sustained substantial damage to the right wing.

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

The automated weather observation station located on the airport reported that, about 9 minutes after the accident, the wind was calm, temperature 10°C (50°F), dew point -6°C (3°F), and altimeter 30.41" Hg. The airplane departed on runway 18.

The airport elevation was about 6,691 ft mean sea level (MSL). Runway 18 was 6,000 ft by 100 ft with a 1.0% up gradient. The calculated density altitude was 7,128 ft. The calculated takeoff distance with flaps up was 2,442 ft and the take-off distance over a 50 ft obstacle was 4,440 ft. The calculated rate of climb was 670 ft/min.

The airplane was equipped with additional tip tanks per a supplemental type certificate, which increased the maximum gross weight to 3,833 pounds. The pilot reported that the weight at the time of the accident was 3,797 pounds with a center of gravity of 80.7" near the forward center of gravity limit.

The pilot added that the Federal Aviation Administration (FAA) inspector estimated that the tree was 35 to 40 ft tall. The FAA inspector provided an on-scene picture which included an elevation and latitude/longitude coordinates for the accident site. The elevation was 6,716 ft MSL and, based on the coordinates, about 0.4 miles from the end of the runway.

Accident Date: **November 23, 2018**

Factual Report Dated: 3/11/2019

Title 14 CFR Part 91

Location: Benson

Aircraft Type: Bellanca Champion 7GCBC

Injuries: 2 Uninjured

LOSS OF CONTROL LANDING

The pilot of the tailwheel-equipped airplane re-

ported that, during the landing, the right wing lifted, and the airplane drifted left. He added that he over corrected and the airplane veered to the right off the runway. The left main landing gear caught in the dirt, collapsed, and the left wing impacted the ground. The airplane sustained substantial damage to the left wing.

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

The pilot reported that, at the accident airport, about 15 minutes before the accident, the wind was reported as variable, calm, and not gusting.

A Few Words About Safety

Denny Granquist

“

“Brief every flight especially when you fly alone.”

“Too much airspeed on final shortens most runways.”

”



GAJSC



General Aviation Joint Steering Committee

Pilot Proficiency Flying

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: April 2019

Topic: Pilot Proficiency Flying

The FAA and industry will conduct a public education campaign emphasizing the best practices for Proficiency Flying and Training.

Background:

NTSB and the General Aviation Joint Steering Committee are among the organizations that recommend Proficiency Training and Flying as a means to reduce the number of General Aviation Loss of Control Accidents.

Teaching Points:

- Loss of Control is the most lethal GA accident precursor.
- Proficiency Training and Flying can reduce the chances that control will be lost.
- Proficiency Training and Education are foundational to most professional endeavors.
- Good coaching can make it possible for pilots to fly at high levels of proficiency but regular training and practice are necessary to keep skill levels high.

References:

- *Pilot Proficiency Flying Power Point and Presentation Notes*
- [Risk Management Handbook-Appendix A Personal Assessment and Minimums](#)

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



ARIZONA PILOTS ASSOCIATION

ANNUAL MEETING

Saturday May 18, 2019 @ 10:00 am

Casino Arizona, East 101 at E. Mc Kellips Road



Please join the APA executive board as we recap our great year and stick around to learn what's in store next!

Keynote Speaker

CARY GRANT

A320 captain, active general aviation pilot, and recognized safety advocate in Arizona.

Lunch in the Eagle Buffet will be offered after our meeting. And anyone feeling lucky, is invited to stay and play the slots! Merchandise and Memberships will be available! **\$20 per person**





Backcountry Calendar Updates

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 backcountry 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 5-7:

What a time we had at this year's

Spring Camp Out at Payson (KPAN)

There was an average of roughly 24 aircraft on the ramp each day, and over 50 people in all in attendance! Look for a repeat of this event in the fall. By the way, if you like glamping, i.e. hot showers, and a bathroom, the Payson airport, with the Crosswinds restaurant, and above mentioned amenities, just cannot be beat!



April 26-28:

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! Friday night arrivals will be headed over to the new restaurant in town for dinner, departing airport at 5:00PM, as well as breakfast in the morning along with early Saturday arrivals, departing airport at 8:30AM.

Backup date is May 3-5. We've got the old Payson airport wind sock pole to install there, and we'll see if we can get the slab installed in advance of this weekend.

May 24-26:

Double Circle Ranch (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.





Grapevine (AZ88)

Don't forget our monthly fly in camp and lunch on the third Saturday of each month at Grapevine (AZ88). We'll even be there Easter weekend! However, while it will be open in May, there will be no lunch provided as this is the same date as our annual meeting at the Talking Stick Resort in Scottsdale. [Please join us at the meeting](#) if you can!

We always need volunteers to host these events at Grapevine. It's a lot of fun, and satisfying to see the smiles of fellow aviators!
Contact [Mike Andresen](#) for more info.

**Last group lunch at Grapevine for 2019:
Apr 19 - 21**

Mark



We have updated our backcountry airstrip safety briefings and [they are available on our website](#). Please review these prior to flying into our backcountry strips. The Backcountry Introduction video has great all-around information about our strips and should be watched first. Then, watch the videos on each of the strips to get a feel for them before you fly in. We'd love to hear what you think about them and get your ideas on ways we can improve. Please send an email to me or one of the other board members with your input.

Blue Skies,

Brian

Grapevine March of 2019

By Mike Andresen

Even in windy conditions, 9 airplanes made the trip to the APA Grapevine event in March. Three airplanes camped overnight.

Our hosts, Barb, Bob and Joe were visiting RAF members from Wyoming. They were very gracious and generous to cook for us at this event. Elk and beef burgers were the menu for lunch. They are real backcountry pros and sported RAF embroidered cooking aprons. We really enjoyed their company and hope they come this way again.

Paul and Charlie brought down another load of firewood, so we are well stocked to last us through the spring season.

Those of you that didn't come out missed a good one!



Mike



VMC Club Meeting

Mastering the Art of Aviation

Tuesday, May 7th, 2019, starting at 6:30 pm

Chandler Municipal Airport Terminal Building Meeting Room 2380

CLASSIFIEDS

Prescott Arizona Airstrip—14+ Acres

Price:\$ 195 000.00

Call: Daryl Austermiller at (928) 379-3080

Email: da737retired@gmail.com



AZ Airport Focus: Deer Valley

The Phoenix metro area is home to some of the busiest airports on the planet. Besides the obvious landmark of Phoenix Sky Harbor, the metro's multiple reliever airports absorb the bulk of the valley's general aviation needs. The busiest by a longshot is Phoenix Deer Valley Municipal Airport (KDVT). While several of our Airport Focus articles have centered on lesser-known airports, this month we tackle a valley favorite.

Deer Valley Airport is in North Phoenix, just north of the Loop 101 Freeway. Owned by the City of Phoenix, the airport sits on 914 acres of land and has a set of parallel runways that accommodated over 415,000 operations in 2018 alone! In fact, according to the latest FAA statistics, Deer Valley was the busiest GA airport in the nation and the 16th busiest overall, ranking just behind Miami International for overall operations. Is Deer Valley big? Yes. Busy? Yes. Like most airports, it didn't start this way.

Back in 1959, during the heyday buildup of the valley, television game show host Art Linkletter purchased the original site and built a single-runway private airport. One can only imagine the types of jet-set characters who would have been seen at DVT in those early days. Realizing the value of a reliever airport for the growing Phoenix Sky Harbor, the city of Phoenix purchased what was then a 482-acre airport in 1971 and immediately installed a control tower of sorts. A terminal was constructed in 1975. The terminal was completely renovated in 1998 and the tower was replaced with a brand-new one in 2007. The airport continues to be well-maintained and is adapting to the massive

flow of traffic seen year-round. An homage to the rich history of this airport can be seen today via an impressive collection of photos and articles in a museum of sorts in the terminal's hallway.

Today, the parallel 7/25 runways are long enough to serve large and small aircraft year-round, even in the extreme summer heat with density altitude off the charts. The airport sits at 1475' MSL. 7R/25L is 8196' x 100' with overrun areas at both ends. 7L/25R is 4500' x 75'. Both are well lighted and include 2-light PAPIs and REILs. Both also have high-speed taxiway exits, and a trio of parallel taxiways handle the traffic on both the north and south sides, as well as transi-



Chris J [CC BY-SA 2.0 (<https://creativecommons.org/licenses/by-sa/2.0/>)]

tioning traffic between the runways.

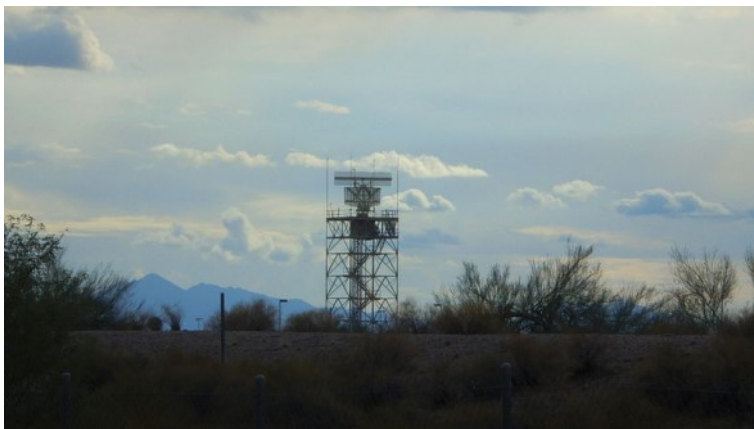
Back to the traffic... As mentioned previously, DVT is consistently the busiest general aviation airport in the world. This can be incredibly intimidating to low-time pilots or those who normally operate from uncontrolled fields. With an ATIS, separate north and south tower frequencies, and a ground frequency, it can seem overwhelming. Fortunately, the incredible air traffic controllers are well-accustomed to novice communicators as the airport is home to two large international flight schools. ATC consistently coordinates with the flight schools to minimize confusion and the time spent on the radio, and they are forgiving of minor mistakes. Despite the traffic, many pilots choose DVT over other local airports. DVT is a short 10nm from the Scottsdale Airport, yet with far more parking, lower fees, and lower fuel costs, it is very welcoming to general aviation aircraft.

As can be expected with the amount of traffic DVT experiences, tune into ATIS to find airport conditions and then tune to the appropriate tower frequency to monitor traffic density. When nearing one of the standard reporting points indicated on the sectional chart, call the tower and let them know your intentions. Per the Deer Valley Airport Communication Guide, the controllers prefer your initial callup include tail number, location, ATIS information, and intentions. Using a single call for all of this frees up time for other traffic. It's really that simple. Pay attention, remain vigilant for other traffic, and fly the plane. There are small hills just to the East of the airport, so pay attention to altitude on descent and departure.

Once you're on the ground and parked (for free!) on the ramp at the terminal, the Deer Valley Airport Café is right inside to fill you with some great food. A large menu awaits, and the friendly staff is quick to serve. In the cooler months, the outdoor patio truly offers the best seat in the house with a clear view of the runway. An observation deck upstairs, complete with ATC audio, is a great place to watch the action and grade landings. The terminal boasts a comfortable briefing room and waiting room as well.

The airport is located just a few blocks away from Loop 101 Freeway, AZ-51, and I-17, so transportation is easy via Uber, Lyft, or taxi. Onsite and nearby rental car agencies will drop a car off at the airport or will take you to their nearby office to pick up a car. Valley attractions are a short ride to and from the airport and its central location makes DVT a convenient place to meet clients or pick up passengers.

Cutter Aviation serves DVT as a full-service FBO offering fuel, maintenance, turbine and



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jet servicing, catering, and general logistics. Cutter's pilot's lounge is well-appointed and a welcome respite from the cockpit. At the time of this writing, Cutter's full-service fuel prices are \$5.89 for 100LL and \$5.49 for Jet A. Self-service 100LL is available from Sibran on the north side of the field. At the time of this writing, fuel was priced at \$4.53, and pilots who frequent DVT or call it home can receive a \$0.20/gallon discount using a pre-paid card.

If you haven't been into Deer Valley, or if it's been a while, perhaps it's time to give it a try. With nearly 1,000 aircraft based at DVT, there's a good chance you'll meet your fellow APA members there and they'll be more than happy to show you around. Say hi to the staff in the café and enjoy the iced tea.

Brian



Lufthansa is looking for instructors in Goodyear, AZ!

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Fly above the rest.

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Aviation Training

\$12K
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Bonus

APPLY

MEMBERS' PHOTO CORNER

*Thank you to **Erik McCormick** for this month's photos!*

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



Pegasus Airpark - 5AZ3

Large Hangar - 60' x 16' Door



2018 ARMLS



More Information

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Practice Makes Perfect

By Howard Deevers

If you ever took any kind of music lessons, you hear that expression many times. Of course, it would apply to almost any endeavor that you undertake. Let's apply that to aviation.

The Military and the Airlines learned that *practice makes perfect* many years ago. Everyone has seen the movie "TOP GUN" almost 30 years ago. The "Top Gun" school was started in 1969 to train pilots in combat roles with realistic scenarios, and it paid off. After the school started, the aviation combat losses in Vietnam dropped dramatically. The airlines heeded the demands from the public to improve airline safety by requiring recurrent training in simulators for all of their pilots.

Would you want to go see a play where the actors had rehearsed their lines only one time? I doubt that you would enjoy that play very much. In one of my speech classes in college, we were instructed to give a 3-minute speech on a subject that we pulled out of a box. That was hard, and most of the speeches made little sense to most of us. Then the instructor gave each of us a prepared speech to take home, study, and then stand in front of the class and deliver, up to 7 minutes long. Those classmates that did their homework gave the best speeches. Others were not so good.

Would you ask a friend that owns an airplane to take your kids for a ride? Sure. It happens all the time. Then ask that friend when did he fly last? He says it has been 3 months, and that he needs to make 3 take offs and 3 landings before he takes your kids for a ride. Really? Is that all? Yep. To be "legal" that is all that is required. Also, the only legal requirement is a flight review every 24 months.

As a flight instructor, I have given many flight reviews, but one stands out in my memory above all others. In Pittsburgh we did a "Wings Weekend" every year sponsored by the FSDO, and all of the instructors were volunteers for this weekend, so there was no charge to those that came to the event. All you had to do is present an airworthy aircraft, attend one safety seminar, and fly with an instructor. I was assigned a young man who



Flight Simulator FlightGear

seemed anxious to get his “Wings.” He had rented a Piper Warrior from the local FBO. We sat down to review his logbook. He had passed his Private Pilot check ride 22 months ago. Since that time, he had logged only 5 hours, and he knew that he needed a BFR soon. This was a chance to get the BFR without paying an instructor.

I was not sure what to expect from this young man, but we took off to do the needed landings at a nearby airport. After an hour of flying and landings, the young man could not make an un-assisted landing. I told him that I could not endorse his log book as a BFR but could log the time as instruction given. I told him that he really needed more instruction and should get an instructor to work with him for a while. And, please, don’t offer to take any friends for an airplane ride, even if they offer to pay for the rental of the plane.

Fred Gibbs presents his annual program on aircraft accidents in Arizona called GAARMS. In the summary of accidents in Arizona for 2018, 3 of the accidents happened while the pilot was practicing to remain current. Some of these happened in high performance aircraft like the Cessna 210. None of the accidents had an instructor on board. There are accidents that happen even with an instructor on board, but far less often.

Aviation is not like playing a musical instrument, where you can just pick up the instrument, or sit at a piano, and practice. In aviation, it is a bit more complicated. We must travel to the airport, pre-flight the aircraft, make sure there is fuel on board, taxi to the runway, and then practice our take offs and landings, or go to a practice area for maneuvers. You can easily use up a half of a day just to get one hour of time in your log book. Of course, there are always those breakfast or lunch runs that can

make the time more fun than just being in the pattern doing landings. Do what you can to make the practice more enjoyable, but the point is to do the practice!

The ARIZONA PILOTS ASSOCIATION sponsors Safety Seminars all over the State every month. Check the web site for a seminar near you or fly to one a bit further away. And, don’t forget to “Bring your wingman!”

Howard



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

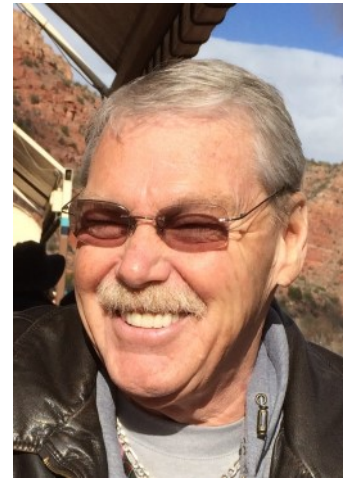
newsletter@azpilots.org

GAARMS REPORT

APRIL 2019

By Fred Gibbs

(Your guy in Falgstaff)



As of April 1st, our 2019 safety record is holding steady with just the one fatal accident out in the Kingman area in January.

The following is the NTSB official report:

On January 13, 2019, about 1045 mountain standard time, a Piper PA22-160 airplane, N9227D, was substantially damaged when it impacted mountainous terrain in the Hualapai County Park, Hualapai, Arizona under unknown circumstances. The student pilot received serious injuries, and the owner/non-pilot rated passenger received fatal injuries. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight. Unknown daylight meteorological conditions existed at the accident site about the time of the accident. No flight plan was filed for the flight, and no records of any pilot pre-flight briefing were discovered. The flight had reportedly originated from Kingman Airport (IGM), Kingman Arizona about 44 minutes prior to the accident.

The accident site was located about 9.5 miles south-southeast of IGM. According to first responders, the pilot reported that the engine had lost power. No additional details were provided, and the pilot has refused to communicate with either NTSB or Federal Aviation Administration (FAA) investigators.

According to the passenger's sister, the passenger had purchased the airplane for the pilot, and the airplane was kept in a rented hangar at Earnest A. Love Field (PRC), Prescott, Arizona. The pilot and passenger flew from PRC to Meadview, Arizona the day before the accident in order to attend a party. The next morning they flew from Meadview to IGM. The sister reported that the airplane was refueled at IGM, and that at 1001 she received a text from the passenger



reporting that the two had taken off from IGM. The fueling records at IGM neither confirmed nor contradicted the sister's refueling account.

FAA records indicated that the pilot had been issued a student pilot certificate in January 2014, and was never issued any other certificates. Despite multiple attempts, no pilot training records, flight experience logs, or airplane maintenance records were able to be located by investigators.

***The next GAARMS VIII presentation
Will be held Saturday morning, April 13th at
the FLAGSTAFF Airport– 0900 at the Wiseman Aviation hangar***

The **GAARMS VIII** presentation will be presented at several locations across Arizona in the coming months. Watch FAASAFETY.GOV for future SPANS announcements as well as this column as locations and dates are established. If your organization or airport community would like to also have a presentation, just contact me through the APA website.

PROJECTED SAFETY PROGRAMS THROUGH JUNE:

APRIL 13TH – FLAGSTAFF – 0900 at the Wiseman Aviation hangar

MAY 4th - PAYSON - 0900 location to be announced

MAY 11th - Yuma - 0900 in the Airport conference room

MAY 18TH - APA Annual meeting 10:00 am Casino Arizona, East 101 at E. Mc Kellips

MAY 25th - ASU facility at IWA, time and location to be announced

JUNE 8TH - SW Aviation Weather Symposium, Tempe, location TBD

JUNE 15TH - PRESCOTT @ ERAU 0900, Davis Learning Center

Watch for announcements on FAASAFETY.GOV to register, or you can always just walk in and join in the fun.

Fred's Perspective...

Your ADS-B Questions Answered: (Facts here copied from the FAA “BLAST” article dated 3/21/2019)

So how do I obtain initial approval for my ADS-B Out system?

Initial ADS-B Out system pairings (transmitter/GPS) must be approved for installation using

the Type Certificate (TC), Amended TC (ATC), or Supplemental Type Certificate (STC) process. Aircraft and equipment manufacturers, and others seeking initial pairing approval should consult their Aircraft Certification Office to determine the appropriate approval process for these initial installations. Once the performance of the initial pairing has been established, the FAA considers follow-on installations of the same pairing to be approved.

Organization Designation Authorization (ODA) holders can issue an ATC and an STC when authorized by their FAA Organization Management Team (OMT). Equipment manufacturers are the best source for previously approved pairing information. The FAA also maintains a list of approved pairings at the following link: https://www.faa.gov/nextgen/equipadsb/installation/equipment/adsb_ready/

After initial approval, can applicable ADS-B Out systems be installed on aircraft not covered by that approval?

Yes, ADS-B Out systems that have previously received FAA approval and meet all of the conditions listed in the FAA's policy memo on Installation Approval for ADS-B OUT Systems ([http://rgl.faa.gov/Regulatory and Guidance Library/rgPolicy.nsf/0/1fdea629cd029a7c86257f7900601653/\\$FILE/AFS-360_2016-03-02.pdf](http://rgl.faa.gov/Regulatory%20and%20Guidance%20Library/rgPolicy.nsf/0/1fdea629cd029a7c86257f7900601653/$FILE/AFS-360_2016-03-02.pdf)), may be installed and returned to service on other aircraft without further data approval.

Please note that if an Approved Model List (AML) STC is available that provides for the installation of specific ADS-B transmitter and GPS pairings on listed aircraft, consider using the data from that AML STC for the ADS-B Out system installation.



What is the single most common ADS-B Out installation problem?

The single most common ADS-B Out installation problem is incorrect configuration of the flight identification code. Currently, more than 600 ADS-B Out equipped aircraft are operating with a misconfigured flight identification code with no other equipment issues. For general aviation, the flight identification code is configured in ADS-B equipment to transmit the aircraft's assigned N-number (e.g., N1234). However, many misconfigured aircraft are transmitting flight identification codes with missing alphanumeric characters (1234 vs N1234, N123 vs N1234), no flight identification code (no data entered during installation), improper characters (???????), all zeros (000000), and others simply have a single character transposed (N1235 vs N1234).

You can verify that your aircraft is transmitting the correct flight identification code by requesting a Public ADS-B Performance Report at the following web address:

<https://adsbperformance.faa.gov/PAPRRequest.aspx>. Ensure the Tail Number and Last Flight ID on the cover page of the report match.

For more information on what to consider before and after installation of your ADS-B Out system, go to: <https://www.faa.gov/nextgen/equipadsb/installation>.

The Installation Approval for ADS-B Out Systems (http://rql.faa.gov/Regulatory_and_Guidance_Library/rgPolicy.nsf/0/1FDEA629CD029A7C86257F7900601653?OpenDocument) memo explains the FAA's policy regarding installation of ADS-B Out systems into civil aircraft.

You can also read several ADS-B related articles in the January/February 2019 issue of FAA Safety Briefing available at https://www.faa.gov/news/safety_briefing, including Is My ADS-B Broadcasting Me: A Look at Non-Performing Emitters (<http://bit.ly/adsbemitter>) and Clearing the Crypto-Fog: Tips for Decoding and Deciding Among ADS-B Equipment options (<http://bit.ly/adsbequip>).

There's less than 10 months remaining before the January 1, 2020 ADS-B Out equipage deadline. For more information, please visit the Equip ADS-B website at www.faa.gov/nextgen/equipadsb/.

Don't get left in the hangar. Equip now!

NTSB fatal accident final determination:

Back in 2017, GAARMS discussed the fatal crash of an RV-7 that departed the Buckeye airport on a pleasure flight and then crashed down by Arlington, AZ. At the time, it was a mysterious crash, with no eye witnesses or logical explanation. The following is the final determination by the NTSB, and it is most interesting; you need to read this. Flying has its potential risks, but sometimes fate really is the hunter!

The airline transport pilot and private pilot-rated passenger were in cruise flight when radar contact was lost. Wreckage and impact signatures revealed that the airplane impacted the ground in an inverted, left-wing-down, nose-down attitude. The cockpit canopy, vertical stabilizer, and rudder were found about 1 mile from the main wreckage. Examination of the engine found no abnormalities that would have precluded normal operation. Examination of the airframe revealed biological matter in a dented section underneath the horizontal stabilizer, as well



as bird feathers in the cockpit under the passenger seat. DNA and microscopic examination of the specimens were consistent with a rock pigeon. All fracture surfaces examined were consistent with overstress failure; there were no indications of any preexisting damage such as cracks or corrosion. The fracture surfaces of the spars, skins, stabilizers, and other components from the horizontal stabilizer, vertical stabilizer, and rudder assemblies exhibited features consistent with secondary fractures (such as from ground impact or after the bird strike). There were no clear indications that any of the components that fractured in overstress did so prior to ground impact or independently of the bird strike.

It is possible that the pilot made an evasive maneuver before or during impact with the bird, that in combination, resulted in an overstress structural failure of the, vertical stabilizer and rudder, which in turn resulted in the pilot's inability to maintain control of the airplane.

Probable Cause and Findings

The NTSB determines the probable cause(s) of this accident to be:

The inflight overstress separation of the vertical stabilizer and rudder during flight which resulted in the pilot's inability to maintain airplane control. Contributing to the accident was an inflight collision with a bird.

Fred



Don't come to a safety program by yourself, but don't just bring your old buddy who always comes with you. Bring someone new, and get your BFF to also bring someone new.

We need you to help us expand our audience, to expand our reach, and to expand that ocean of faces.

Statistics show that the folks having accidents are the ones who don't participate in the WINGS or safety programs, so help us reach out to those folks and pull them in.

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

Falcon Field Monthly Fly-In,



Cruise-In Breakfast & Fly Market



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Information:**

Falcon Warbirds Hangar
4626 E Fighter Aces Drive
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FalconWarbirds.com
602-705-4413

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4753 E Falcon Drive
Mesa, AZ 85215
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Fly in, or bring your classic car, family, and friends for a hot and hearty breakfast of steaming pancakes, fluffy scrambled eggs, sizzling sausage, coffee and orange juice served up by the EAA Warbirds Squadron 50 and the Civil Air Patrol at Falcon Field. Starting October 20, 2018 and on every third Saturday through May 19, 2019 at the Falcon Warbirds Hangar at Falcon Field.

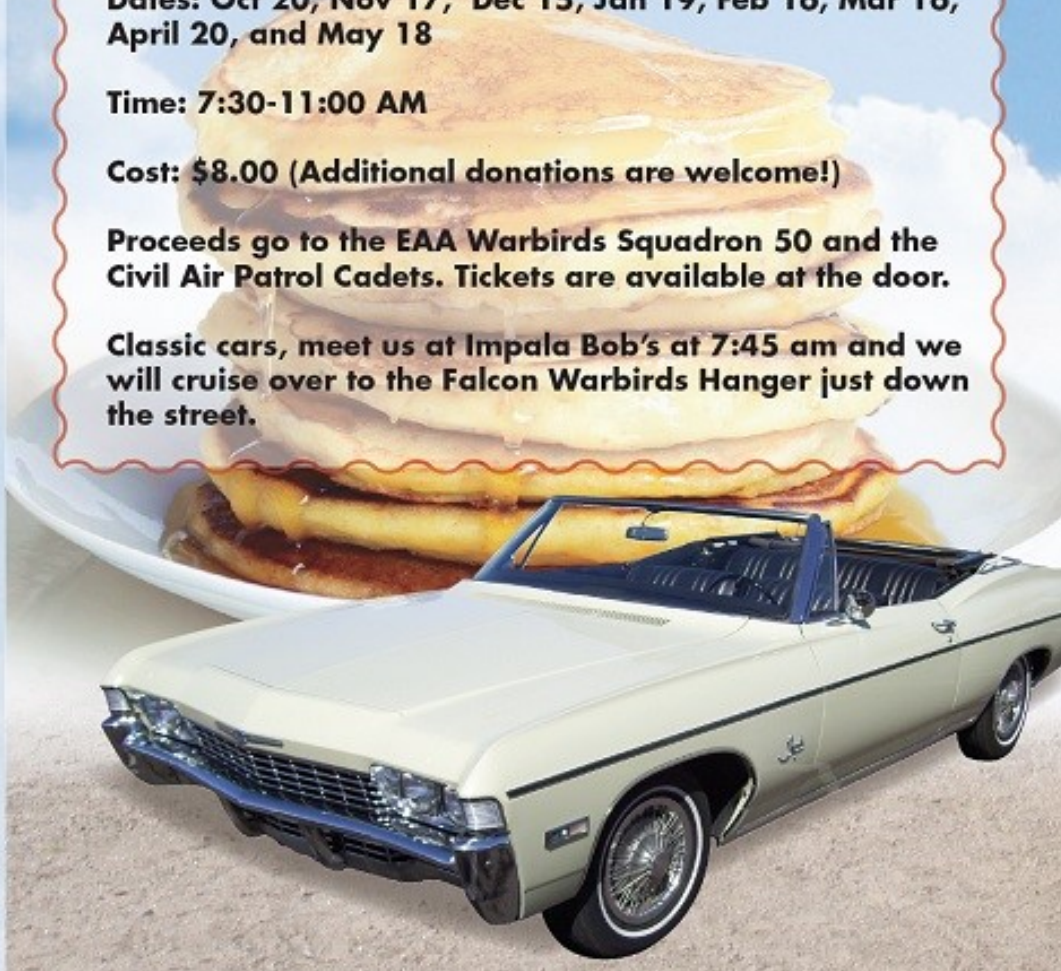
Dates: Oct 20, Nov 17, Dec 15, Jan 19, Feb 16, Mar 16, April 20, and May 18

Time: 7:30-11:00 AM

Cost: \$8.00 (Additional donations are welcome!)

Proceeds go to the EAA Warbirds Squadron 50 and the Civil Air Patrol Cadets. Tickets are available at the door.

Classic cars, meet us at Impala Bob's at 7:45 am and we will cruise over to the Falcon Warbirds Hangar just down the street.





EAA CHAPTER 538

FLY-IN / DRIVE-IN

PANCAKE BREAKFAST

APRIL 27 7:30 AM - 10:30 AM
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MENU

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SCRAMBLED EGGS,
COFFEE, JUICE
AND MILK**

**ADULTS \$7
(12 AND UP)**

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(11 AND UNDER)**



**EVERYONE
WELCOME!**

**FLY-IN, DRIVE-IN
OR WALK-IN
AS LONG AS YOU
MAKE IT BY
10:30 AM OR
BEFORE WE RUN
OUT WE'RE
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AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
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Castle Wells Mgr: Gerald DaFoe (810) 516-9122	Morristown	5/10	
Eagle Roost Airpark Mgr: John Greissing (928) 685-3433	Aguila	85 / 115 (5 acre lots)	Pat Mindrup - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
Flying Diamond Airpark Mgr: Lou Cook (520) 399-3879	Tucson	20/97	
Flying J Ranch Mgr: Howard Jenkins (928) 485-9201	Pima	2/ 28	
Hangar Haciendas Mgr: Scott Johnson (602) 320-2382	Laveen	39 lots w/sep taxi ways	
High Mesa Air Park Mgr: Phil DiBartola 928-428-6811	Safford	86 /19 (2.5 acre lots)	
Inde Motorsports Ranch Airport Mgr: John Mabry (520) 384-0796	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	
Indian Hills Airpark Mgr: Gerry Breeyear (928) 916-0608	Salome	75	
La Cholla Airpark Mgr: Larry Newman (520) 297-8096	Oro Valley	122	
Mogollon Airpark Mgr: Brian 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	
Pegasus Airpark Mgr: Jack @ 1st Svc Res (480) 987-9348	Queen Creek	15/40	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Pilot's Rest Airpark Resident: Dave Mansker 818-237-0008	Paulden	4/25	
Ruby Star Airpark Mgr: Wendy Magras (520) 477-1534	Green Valley	13 / 74	
Valley of the Eagle (Sampley's) Airpark Mgr: Jerry Witsken (928) 685-4859	Aguila	30	Pat Mindrup - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
Skyranch at Carefree Mgr: Tommy Thomason (480) 488-3571	Carefree	20	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Stellar Air Park Mgr: SRUA, Inc. (480) 295-2683	Chandler	95/105	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Sun Valley Airpark Mgr: Jim Lambert (928) 768-5096	Fort Mohave	55/107	
Thunder Ridge Airpark John Anderson janderson72j@gmail.com	Morristown	9/14 (on 160 acres)	
Triangle Airpark Mgr: Walt Stout (702) 202-9851	White Hills	115 acres	
Twin Hawks Mgr: Tim Blowers (520) 349-7677	Marana	2/40 (4 acre lots) on 155 acres	
Western Sky Mgr: Mr. Hauer (877) 285-0662	Salome	all 200 acres for sale	
Whetstone Airpark Mgr: Brian Ulmer (520) 456-0483	Whetstone	5 / 12	

APA Website

Please visit our website for the latest information.

www.azpilots.org A great resource for APA's work in the state, archived newsletters, current events, APA's continuous work with legislators, a calendar of activities, and more.

APA is a volunteer run organization. It survives on membership dues and sponsor revenue. Stefanie Spencer manages the website on a continuous basis.

Email Stefanie at:

Webmaster@AZPilots.org

Newsletter Contributors

Article Deadline

20th Editor reminds the Team to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

newsletter@AZPilots.org

For anyone wanting to contribute to this newsletter please submit your writing in an email file along with photos and captions (separate files). The APA would like to publish information about what's happening in your area of Arizona. Subject matter could range from regulatory issues to new places to eat (or old places) to airport management to safety. Of course, the APA would like to know about any political activities that could potentially compromise Arizona's pilots or its airports.



Stefanie Spencer— Webmaster



New pilots welcomed!



Writers welcomed!



APA Clothing

The online store is currently on the [Square Market, click here](#).

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Volunteer 501 (c) (3) Organization

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