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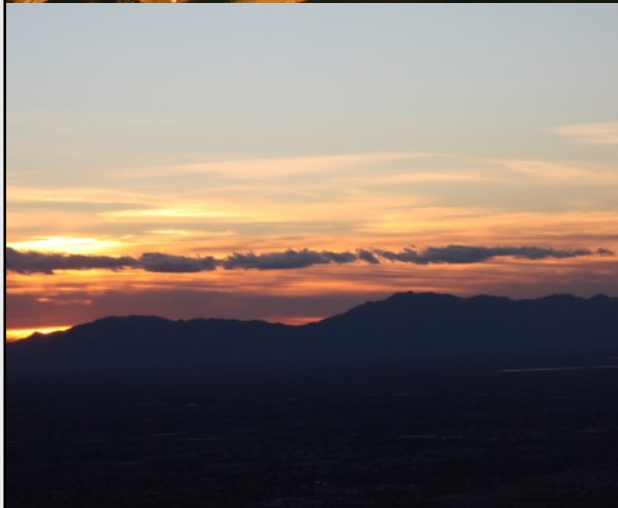
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President's Report

Greetings,

For Arizona pilots, the summer season means we're up a lot earlier than normal and we seem to be scraping less bugs off since we're flying higher than during the winter months. Whatever keeps us flying...

We had a great winter filled with several backcountry events, getaways, local flying and an amazing Copperstate Fly-In. Even with this all behind us, Summer doesn't mean APA is slowing down. The Annual Meeting is happening May 18th and we truly hope to see you there. We're excited about the changes and improvements to the meeting venue and format and look forward to hearing feedback from you. APA continues to sponsor safety initiatives through GAARMS and FFAST team seminars around the state to help you stay current and safe in the cockpit.

If you haven't visited our updated website lately, head on over to azpilots.org and check it out. We've

The background of the advertisement is a scenic sunset or sunrise over a mountain range. Two small, dark-colored aircraft are flying in the sky. The aircraft on the left has the registration 'N855EF' and the aircraft on the right has 'N847EF'. Both have Lufthansa logos on their tails. A large, white, stylized word 'ELEVATE.' is centered across the middle of the image. In the top right corner, there is a circular badge with a starburst effect containing the text '\$12K Sign-On Bonus'. At the bottom, there is a white arrow pointing right, followed by the text 'Lufthansa Aviation Training'. To the left of the arrow, the text 'Your next challenge is waiting. LAT-US.com' is displayed.

\$12K Sign-On Bonus

ELEVATE.

Lufthansa Aviation Training is owned by Europe's number one air carrier, Lufthansa Airlines. We offer Instructor Pilots a competitive salary starting at \$42K+ a year, \$2K for relocation and now we're throwing in a **\$12K SIGN-ON BONUS**. Plus, we'll fly you out for the interview. Come see what it's like to train with an airline academy that truly values work-life balance.

Your next challenge is waiting. **LAT-US.com**

Lufthansa Aviation Training

updated our website recently with some additional videos for our backcountry airstrips and added an interactive map that offers even more information for these strips.

I hope to meet you at our Annual Meeting and again at your airport!

Blue Skies,

Brian



A Few Words About Safety

Denny Granquist

“

“Assumptions can lead to unsafe operations.”

“I became a safer pilot the day after my first child arrived.”

Executive Director's Report

Jim Timm — May 2019

Spring is coming to an end, summer is knocking on our door, and I can hardly believe all the bugs that are still flying around. Last weekend when I returned from flying, the airplane looked like it may have been approaching an over gross condition with all the bugs on the canopy and leading edges. Keeping a separation between bugs on the windshield and the traffic out there was not good. Aside from the bugs, the morning flying conditions are still pretty good. So, let's get out there and have fun flying while we still can.



Be certain to mark your calendar and come to the APA Annual meeting on Saturday May 18th at the Arizona Casino, 524 N. 92nd St., Scottsdale. It's right off the east valley 101 freeway. The meeting will start at 10:00 am, and a lunch will be available after the meeting. Be sure to attend and learn what has been happening and what your organization has planned for the future. There will also be an election of three new directors to fill the three positions on the board of directors that come up for election this year. We will look forward to seeing you at the meeting.

At the beginning of the year we had a government shutdown, and some of the after effects are still being felt. To prevent a reoccurrence of this mess, a House bill (HR1108) that would provide funding to the FAA during a government shutdown was passed by the House Transportation and Infrastructure Committee in late March. The bill, known as the Aviation Funding and Stability Act of 2019, was introduced by Transportation and Infrastructure Committee Chairman Peter DeFazio, and Aviation Subcommittee Chairman Rick Larson. The bill proposed drawing funds from the Airport and Airway Trust Fund to keep the FAA operating. This trust fund generates revenue from the domestic passenger tax, aviation fuel taxes, and cargo tax. Per DeFazio, "Our nation's aviation

system should not be jeopardized by politics in Washington."

"The government shutdown hurt American families, the US aviation and aerospace economy, and jeopardized the safety of the National Airspace System. Congress must do what it can to ensure that the FAA, it's employees, and the U.S. aviation economy are protected from another government shutdown," said Rick Larson. We can only hope this bill, or a very similar one, will ultimately result in a law assuring continued funding for the FAA if another government shutdown occurs.





MISCELLANEOUS ITEMS

I'm certain that everyone has heard the news that Piper just announced they are going to produce a new series of trainers to meet the growing demand for professionally trained pilots. They are the Pilot 100 and Pilot 100i, designed and equipped for VMC and IMC pilot training respectively. It will be interesting to see what they look like at AirVenture this summer and to see what the public reaction is. I only hope they don't end up like the Cessna 162 Skycatcher. We shall see what happens, and it should be interesting.

Gateway Airport in Mesa has celebrated the re-opening of the newly renovated general aviation terminal operated by Gateway Aviation Services. Gateway Aviation Services is the authority-run Fixed Base Operator (FBO) at the airport and provides a range of aviation services to corporate, military and general aviation travelers. The facility's renovation project made "significant" improvements and upgrades to the building's exterior, pilot lounges, and employee work areas. The Phoenix-Mesa Gateway Airport Authority (PMGAA) board approved investing more than \$700,000 to update the decades-old building that once served as general office space for Air Force pilots training at Williams Air Force Base. Parking fees at the terminal are still applicable. These and other service fees are currently being re-examined and revised.

GPS interference testing is still continuing in our southwestern part of the country. This past month there were again several last-minute notices of testing, and some of them were again from new locations. Apparently, this increased testing is being noted all over the country, it's not just a southwest area anomaly. 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.

I'm still a bit unsure about what has been happening on the NTSB aviation accident reporting scene. Starting last December there has been a noted drop in the number of accidents being reported by the NTSB each month. Because this decrease in reported accidents seemed to occur when we were experiencing the government shutdown, it was thought the shutdown was the reason for the drop off in reports. When everyone went back to work, and the reporting didn't change appreciably, I began to suspect that perhaps there may have been a change made in the NTSB's policy on what type of accidents were being reported or there was something going on within the investigator ranks. In contacting the NTSB, I was assured there were no changes made in accident reporting policy, nor were there any investigator issues they were aware of. Only accidents resulting in struc-



“

If you do note an unexpected loss of GPS signal lasting a few minutes, be sure to advise ATC.

”

tural damage to the airplane are being reported as before. The only comment made was that the decrease in reportable accidents was noted and a possible explanation was that there may have been a reduction in flying activity, for whatever reasons. My flight activity may not be sufficient enough to determine if this is true or not, but from my vantage point, I don't think flight activity had appreciable slowed down during the first part of the year. I would like to think pilots have been listening and are being more attentive, and cautious

about what they are doing, and finally flying safer. See my May safety report in this issue to see the details of accidents occurring this past reporting period.

Once again, we want to remind you that many airports around the entire state, and many airports in the Phoenix area, are planning, and starting construction projects. So, we keep reminding you, always check for NOTAMS for your destination airport, and always 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 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. This will be the last one until next October when they will resume once again.
- On the third Saturday, the fly in breakfast at Benson (E95) at Southwest Aviation is 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 the APA will resume on September 21st. May's weekend is open, but we'll not have our usual APA provided lunch as it is also the weekend of our annual meeting at the Casino Arizona! 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

The fly in breakfast at Coolidge Municipal Airport (P08) has been stopped until next fall.

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

Jim



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

newsletter@azpilots.org

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**



May Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of the aviation accidents that have occurred in Arizona from late March through late April. 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.

Because the number of accidents reported by the NTSB has been very noticeably reduced in number each month since last December, I contacted the NTSB to determine if there has been a change in reporting requirements or what could account for the significant reduction in reports. I was assured that there were no internal changes in the reporting system, but they have also noted that there has been a reduction in the number of accidents that have resulted in reportable structural damage to the airplane. An example of this might be something similar to a financially devastating gear up landing that didn't cause structural damage to the airplane, just skin, and formers, and an engine teardown. Based on the NTSB comments and their examination of the concerns, there was a comment that perhaps the amount of flying has been reduced or people are being more careful. I would like to think the latter is the case, because I really haven't noted a reduction at my home airport, Falcon Field, but at airports without a large flight school in operation, perhaps the numbers are down, and I would really like to think people are taking note and are flying more carefully.

In any event, in this past reporting period the NTSB indicated there were only three accidents that occurred. There were also three accidents from the previous period that had their reports issued in this reporting period. These six accidents are as follows:

THE FOLLOWING THREE ACCIDENTS OCCURRED IN THE PAST REPORTING PERIOD

Accident Date: **April 16, 2019**
Preliminary Report Dated: 4/23
Title 14 CFR Part 91
Location: Fort McDowell
Aircraft Type: Bell 206 Jetranger
Injuries: 2 Fatalities

INFLIGHT MECHANICAL FAILURE

On April 16, 2019, at 0706 MST, a Bell 206B experimental helicopter impacted an alfalfa field, about 1 mile south of Fort McDowell, Arizona. The commercial pilot and pilot-rated passenger were fatally injured, and the helicopter was destroyed. The helicopter was registered to TRE Aviation Corporation and operated by Van Horn Aviation, LLC for research and development flight testing. Visual meteorological conditions prevailed, a flight plan was not filed, and the second leg of the test flight originated from Falcon Field (FFZ), Mesa, at 0632.

The purpose of the flight was to evaluate developmental main rotor blades that had been installed on the helicopter. According to the operator, the helicopter was fueled for two test flight legs. The helicopter departed at 0545 for the first event and returned at about 0620, parked on the ramp with the engine at idle, and 100 lbs. of ballast was added to the helicopter. Preliminary radar data showed that the helicopter departed at 0632 to continue the second leg of the test flight. The test flight legs consisted of multiple autorotations at maximum gross weight involving a simulated loss of engine power. The accident flight was the last test flight of the main rotor blades before the certification process.

A witness who was walking to a bus stop, about 1/3-mile northwest of the accident site on Fort McDowell road, heard a loud bang southeast of her position. She saw the helicopter falling from the sky and used her phone to video record the

helicopter and several other objects descending to the ground before losing site of it behind trees along the road.

Initial examination of the main wreckage revealed post-crash fire and impact damage consistent with a right side-down, nose-level attitude during ground impact. The main rotor hub assembly, vertical tail, tail rotor assembly, tail rotor driveshaft, and forward induction cowl fairing separated from the main wreckage and were found in the debris field. The debris field was about 1 mile long and 1,000 ft wide, covering an area of wooded desert terrain and flood irrigated alfalfa fields.

The helicopter was manufactured in 1981 and was equipped with a Rolls-Royce 250-C20B engine and was registered to the owner in January 2019.

The 0654 automated weather observation at FFZ, located about 12 miles to the south of the accident site, included wind from 130° at 5

knots, visibility 10 miles, and clear skies.

Accident Date: **April 17, 2019**

Preliminary Report Dated: 4/22/19

Title 14 CFR Part 91

Location: Wickenburg

Aircraft Type: Piper PA28

Injuries: UNK

The NTSB has not yet made the preliminary report available.

Accident Date: **April 23, 2019**

Preliminary Report Dated: 4/24/19

Title 14 CFR Part 91

Location: Prescott

Aircraft Type: Cessna 172

Injuries: UNK

The NTSB has not yet made the preliminary report available.

THE FOLLOWING THREE ACCIDENTS HAD OCCURRED IN THE PREVIOUS REPORTING PERIOD. THE ACCIDENT REPORTS WERE RELEASED IN THIS REPORTING PERIOD

Accident Date: **February 28, 2019**

Preliminary Report Dated: 4/2/19

Title 14 CFR Part 91

Location: Cottonwood

Aircraft Type: Beech 35

Injuries: UNK

The NTSB has not yet made the preliminary report available.

Accident Date: **March 2, 2019**

Factual Report Dated: 4/16

Title 14 CFR Part 91

Location: Scottsdale

Aircraft Type: Cessna 172

Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

The solo student pilot reported that, during the landing roll of a touch and go landing, the airplane began to veer off the runway, so he added

power for a go around. He called the tower controller to inform them of the go around and he observed the left landing gear strut was bent and the tire was "missing." He told the controller that he must have hit something and was instructed to fly by the tower. After the flyby, the tower controller confirmed damage to the left landing gear and cleared him to land. The student landed, and, during the landing roll, the airplane skidded off the runway.

The airplane sustained substantial damage to the left horizontal stabilizer and left elevator.

The student 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 7 minutes before the accident, the wind was from 320° at 8 knots. The student pilot was landing the airplane on runway 21.

Examination of security videos revealed that, during the first landing and go around, the airplane drifted to the left and the left main landing gear struck a runway sign.

Accident Date: **March 9, 2019**

Factual Report Dated: 4/16

Title 14 CFR Part 91

Location: Chandler

Aircraft Type: Cessna T210

Injuries: 1 Uninjured

LANDED WITH GEAR RETRACTED

The pilot of the retractable landing gear equipped-airplane reported that, while in the traffic pattern, he was distracted looking for other aircraft and failed to continue the landing checklist, but assumed it was completed. During ap-

proach, he reduced power, but did not hear the landing gear warning horn. The pilot then landed the airplane with the landing gear retracted. The pilot added that, during the recovery process with a tow truck, they attempted to troubleshoot the landing gear warning system, but they did not hear the landing gear warning horn again.

The airplane sustained substantial damage to the left wing.

Post-accident examination by the Federal Aviation Administrator inspector revealed that the landing gear audible warning horn switch on the bulkhead (engine compartment) was improperly rigged and the horn did not sound when tested. He added that the airplane was equipped with a mirror on the right wing which the pilot could have used to visually check if the landing gear was extended.



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!!!



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!





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 26-28:

Pleasant Valley, Young (24AZ) - This fly in was another very special weekend for those attending. The weather was great, and many enjoyed meals in town at the new local restaurants, the Pleasant Palate and Bruzzi's Vineyard. Thanks again to the local folks who helped out with transportation, Vern and Kathy are just wonderful, and Barry Dille showed up with his entire band for entertainment!





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. You'll not want to miss this last of our spring fly ins!



Our last monthly weekend event at Grapevine, AZ88 will be on your own, with no lunch provided as this is the same date as our annual meeting at Casino Arizona 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 on fall opportunities to help out!**

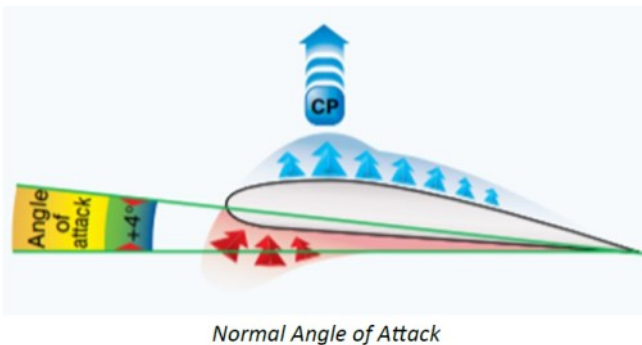
GAJSC



General Aviation Joint Steering Committee

Angle of Attack Awareness

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: May 2019

Topic: Angle of Attack Awareness

Background:

The General Aviation Steering Committee (GAJSC) work group contends that a lack of awareness with respect to Angle of Attack (AoA) has resulted in the loss of aircraft control and contributed to fatal GA accidents. The GAJSC also feel that increasing a pilot's awareness of the aerodynamic effects of AoA will reduce the likelihood of inadvertent loss of control. Also, that the use of advisory aircraft systems known as AoA Indicators can greatly increase the pilots awareness and attention to the airplane's flight characteristics near or at Critical AoA.

While it's true that most GA aircraft don't have AoA indicators installed, the best resource for identifying the Critical AoA is the pilot manipulating the controls. The resources in this Topic of the Month highlight a review of the aerodynamic considerations of AoA in various flight maneuvers and phases of flight.

- A PowerPoint (PPT) presentation can be used as a standalone resource for a review of the aerodynamic principles involved. If the presentation is made with the PPT only it will take approximately 30 minutes.
- A video that can be downloaded as an MP4 or use via a link to YouTube. The video alone takes just over 19 minutes to present.



- The video is embedded in the PPT if you want to use both resources together for a presentation that will last about 45 minutes.

We want to use this resource to promote good training exercises that highlight Critical AoA in various flight maneuvers and configurations of the airplane. We also want to emphasize that it is **exceeding Critical AoA** that causes the airplane to stall.

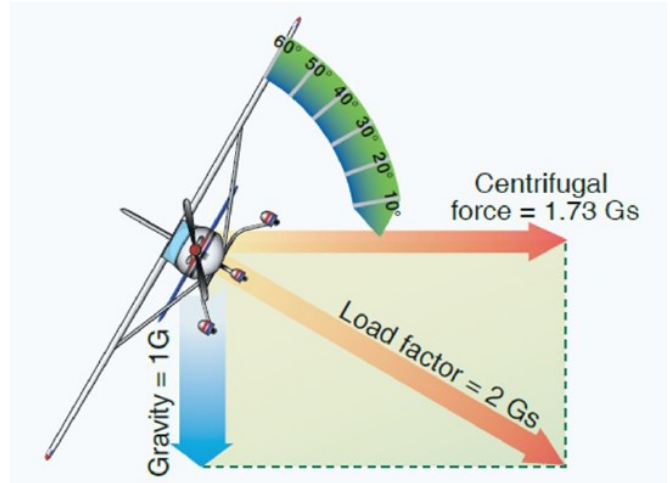
Teaching Points:

- Discuss the hazards associated with not understanding AoA
- Discuss the hazards of continuing an approach to landing by skidding the airplane to try to get on course.
- Encourage pilots be aware of AoA and its effects during practice and training so they will always be aware in real life flying.
- Acquaint pilots with the availability AoA indicator devices that may be installed in their aircraft.

References:

- *Angle of Attack Awareness Power Point and Presentation Notes*
- *Angle of Attack Awareness Video*

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



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Featured

Grapevine April of 2019

By Mike Andresen

We had quite the crowd at Grapevine this past month! Thirteen airplanes of all types were there. Piper and Cessna were well represented along with the experimentals. Of course, the Carbon Cub and other backcountry-outfitted tailwheels were there too. The winds were pretty calm up until the afternoon and then they picked up a bit.

Our hosts, Diana and Leanne, did a great job cooking the main course. This was generously supplemented with side dishes by those attending. It was quite the BBQ spread which included Dutch oven recipes. Those not inclined to bring food were generous to our donation jar and those funds will go right back to providing the supplies for maintaining the backcountry airstrips.

This was our last hosted event at Grapevine for the season. We would normally be there in May, but this year we are holding our annual meeting on the third weekend of the month. ***Put September 21st on your calendar*** and we will see you there at the start of next season!





Mike



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~ Scholarship Corner ~

Scholarship Winner: Theresa Olivares

by Andrew Vogeney

I'm writing this one from Chicago. The fog is so thick I can't see the apartment building across the street. Easter was beautiful – we had brunch outside on our patio. The following Saturday – snow! Rain, snow, and some other meteorological phenomenon that could have been sleet or hail or graupel or who knows... but how do we go from pure sunshine to... that? It blows my mind, and it makes me think... I really wish I could be flying today, but with consistently inconsistent weather, and a bent prop on the rental 172 I had just become accustomed to (NOT my doing), it has put a hard stop on my skyward ambitions for the time being. It might be time to book a seat on a big plane back to the Grand Canyon State.

You get it, right? The intense desire to fly on those days you just can't? And how nice it feels when you finally can? Well, thanks to our generous members, I get to tell you about another great kid who finally can.



Her name is Theresa Olivares, and she's one of our six scholarship winners this year.

"I've loved airplanes since I was 6 and grew up flying non-rev from AZ to El Paso, TX. I am the only person in my family aspiring to become a pilot and had found out about the EVIT aviation program in 8th grade. I quickly decided that I had to become a pilot when I saw the aviation classroom, so I mapped out my high school career in order to have enough credits to go. When I finally got to EVIT we were encouraged to get out into the aviation community, so I signed up for any aviation activity I could find. I accumulated over 30 service hours helping build our Sonex aircraft, volunteered at the Copperstate Fly-in with my class, then over that weekend without them as well. This past summer I was granted the opportunity to go to the EAA Air Academy via a scholarship from the Copperstate Committee and got to meet all kinds of aviation specialists. I took the chance to expand my understanding of aviation by asking a billion questions all throughout the Oshkosh fly-in. After that experience, I decided that I want to inspire others with my actions and drive in the same way others have inspired me. At the moment, I've been volunteering for various aviation related activities, such as the Girls in Aviation Day, and the Sky Kid's event last November. I'd love to become a CFI and eventually fly commercial airlines, but I also realize that there are a lot of ways to reach out to the community through aviation. I've witnessed the joy airplanes can give to disabled children through the Sky Kids organization and I'd love to dedicate a big part of my future career to things like that. I want to fly more than anything in the world and won't stop until I'm in the cockpit!"



Theresa is one of our rockstars, and you might have even met her out at Grapevine recently.

Would you like to meet more of our scholarship winners? In person? If so, we hope to see you at our **annual member's meeting on May 18**. After all, your membership dues and donations are the reason we're able to send these kids skyward! You can also [donate 24/7](#). Big or small, your generosity makes this program possible – and we thank you!

Andrew



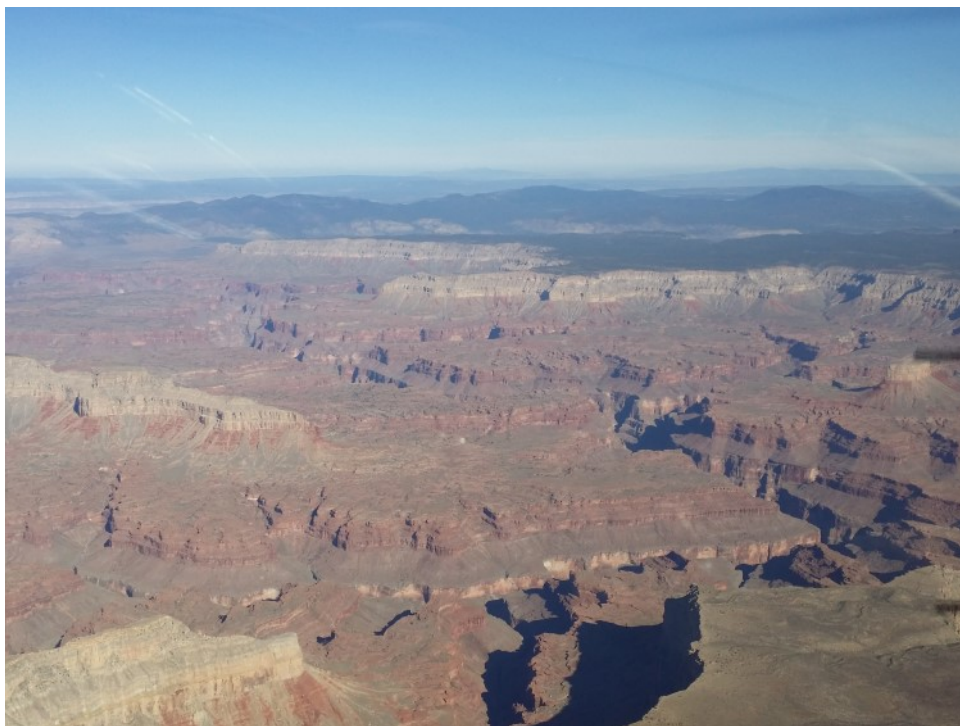
Lufthansa is looking for instructors in Goodyear, AZ!

The advertisement features a scenic background of a mountain range at sunset. Two small, dark-colored aircraft are flying in the sky. The aircraft on the left has the registration 'N855EF' and the Lufthansa logo on its tail. The aircraft on the right has the registration 'N847EF'. The word 'ELEVATE.' is written in large, white, bold letters across the center. Below it, the tagline 'Fly above the rest.' is written in a smaller font. In the bottom left corner, the Lufthansa logo is displayed above the text 'Lufthansa Aviation Training'. In the bottom right corner, there is a blue button with the word 'APPLY' in white. In the top right corner, a circular badge with a starburst border contains the text '\$12K Sign-On Bonus'.

MEMBERS' PHOTO CORNER

Thank you to Tommy Thomason for this month's photos!

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



What Are Your Intentions?

By Howard Deevers

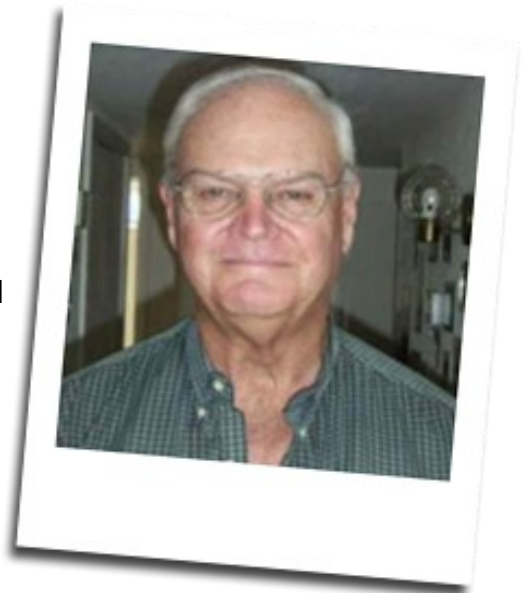
Flying back to Tucson from San Diego a couple of years ago, I got a weather briefing, filed an IFR flight plan, and headed east on a nice Sunday afternoon. With full fuel tanks in the Piper Arrow, I could easily make it to Marana (KAVQ), but decided to make a fuel stop in Casa Grande (KCGZ). The weather had been very good all the way across Southern California, and into Arizona, but I could see some building clouds to the east as I approached the area south of Phoenix.

Casa Grande is a busy training airport, but on this Sunday afternoon, I was the only airplane in the area. Albuquerque Center cleared me for the ILS approach into CGZ, "Cancel IFR on this frequency or with Flight Service on the ground." From the Stanfield VOR, I looked ahead and could see a very large cloud of dust from the ground up to about 6000 feet coming right at the Casa Grande airport a few miles East of the airport. My first thought was, "Can I beat this thing to the airport?" My second thought was, "If I do, I will still be *in it!*" I called ABQ back and told the controller that I was abandoning the approach and that there was a huge dust storm heading right for the airport.

The controller's response was, "What are your intentions?" Not an unreasonable question at all. After all, controllers can do a lot of things for us, like offering headings, vectors, weather, emergency services and more, but they cannot fly the airplane for us. I had to think quickly to decide what to do. I responded with, "I can continue to Marana." It looked to me like I could make it to Marana out of the weather. The controller gave me a heading and altitude, and I turned southeast. As I leveled at 7000 feet I could see a line of thunder storms about 20 miles ahead, right in my flight path. I told the controller that I would not try to penetrate that line of storms.

Again, the response was, "What are your intentions?" (You might also hear "say intentions" from some controllers). Looking at options I asked for vectors to Eloy since I was close to that airport. She

gave me a heading. As I turned to Eloy, I could see that the dust storm had already covered that airport, and I reported that I would not land there. Another time, "What are your intentions?" This time I had to think about options. I could turn around and head back to Gila Bend, but the dust storm would likely just follow me to that airport. Other airports south of Phoenix



“

If “Plan A” does not work out, be sure to have a “Plan B” in mind.

”

would likely be “in the dust” also. I remembered that Coolidge was near and asked for vectors to that airport. The weather was looking “unfriendly” at that point, and I was happy to make a landing at Coolidge. When I was sure that I could land, I cancelled IFR and thanked the controller for the service.

Although I felt safer on the ground, there was no one else at the airport. It was beginning to

rain. I got out and secured the airplane and found a place to be out of the rain. Very shortly after that, another airplane landed and tied down right next to me. Two occupants got out and joined me under cover and out of the rain. It was a training flight from one of the schools around Phoenix, and they had decided that landing there was the best option, also. We had an enjoyable visit and talked about weather, weather avoidance, and flight training while watching it rain. At least the dust storm was moving west away from us as the rain increased. After about 50 minutes, the weather started to clear a bit, and the training flight left to get back to Phoenix. I waited a little longer, since I could see that the weather was still a factor to the south. When I was sure that I could continue the flight from there to Marana VFR, I took off and contacted Albuquerque Center again, and gave them an updated pilot report on conditions. Since I had stated that I was going direct to Marana, I did not get a “What are your intentions?” question, but I got a code for the transponder.

After landing at Marana and putting the plane away, I started reflecting on the flight, the ATC service, the weather, and the need to always have an out. Even though I had received a weather briefing, there was no mention of possible dust storms. A summer storm had appeared to the southeast of Phoenix, and that had kicked up the dust storm ahead of the rain and wind.

In flight training we always tell the student to have an alternate plan if they cannot complete their cross-country flight. When I am flying long cross-country flights, I am always looking at airports along the way in case I would have to divert for some reason. If “Plan A” does not work out, be sure to have a “Plan B” in mind. There are times when we need to go further down the alphabet to “C” or even “D.” But where are those plans written down? Usually not at all. We always expect to complete our flight and land at our intended airport. Unexpected weather, traffic, or mechanical issues may force us to switch to “Plan B” or even other plans. If we have thought about that in advance, then it is not a big issue, but if we have not even thought about it, we must make up a “Plan B” very quickly, and that adds stress to our flight. Keep the stress low, always be thinking ahead and have your alternative plans laid out well in advance.

Your ARIZONA PILOTS ASSOCIATION holds safety seminars at various locations in the State every month. Check the web site for times and locations. Work on your next phase of the WINGS. Don’t forget to “bring your wingman.”

Howard

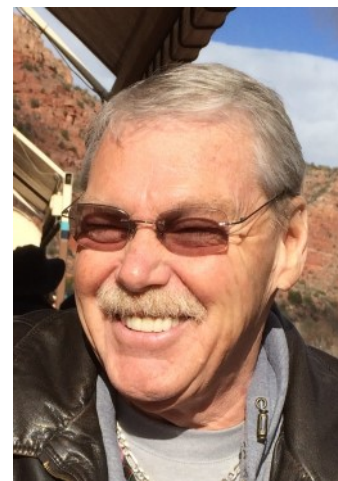


GAARMS REPORT

MAY 2019

By *Fred Gibbs*

(Your guy in Falgstaff)



As of May 1st, our fatal accident count now stands at two, with 3 fatalities. On April 16th, a Bell 206 experimental helicopter crashed about a mile south of Fort McDowell while on the last test flight of the main rotor blades before beginning the certification process.

The following is the NTSB official report:

Location:	Fort McDowell, AZ	Accident Number:	WPR19FA109
Date & Time:	04/16/2019, 0706 MST	Registration:	N61PH
Aircraft:	Bell 206	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Flight Test		

On April 16, 2019, at 0706 mountain standard time, a Bell 206B experimental helicopter, (*similar to the one pictured here*), impacted an alfalfa field, about 1 mile south of Fort McDowell, Arizona. The commercial pilot and pilot-rated passenger were fatally injured. The helicopter was destroyed. The helicopter was registered to TRE Aviation Corporation and operated by Van Horn Aviation, LLC for research and development flight testing under the provisions of Title 14 *Code of Federal Regulations* Part 91. Visual meteorological conditions prevailed and a flight plan was not filed. The second leg of the test flight originated from Falcon Field (FFZ), Mesa, Arizona at 0632.



The purpose of the flight was to evaluate developmental main rotor blades that had been installed on the helicopter. According to the operator, the helicopter was fueled for two test flight legs. The helicopter departed at 0545 for the first event and returned at about 0620, parked on the ramp with

the engine at idle, and 100 lbs. of ballast was added to the helicopter. Preliminary radar data showed that the helicopter departed at 0632 to continue the second leg of the test flight. The test flight legs consisted of multiple autorotations at maximum gross weight involving a simulated loss of engine power. The accident flight was the last test flight of the main rotor blades before the certification process.

A witness who was walking to a bus stop, about 1/3 mile northwest of the accident site on Fort McDowell road heard a loud bang southeast of her position. She saw the helicopter falling from the sky and used her phone to video record the helicopter and several other objects descending to the ground before losing site of it behind trees along the road.

Initial examination of the main wreckage revealed postcrash fire and impact damage consistent with a right side-down, nose-level attitude during ground impact. The main rotor hub assembly, vertical tail, tail rotor assembly, tail rotor driveshaft, and forward induction cowl fairing separated from the main wreckage and was found in the debris field. The debris field was about 1 mile long and 1,000 ft wide, covering an area of wooded desert terrain and flood irrigated alfalfa fields. The wreckage was recovered to a secure location for further examination.

The helicopter was manufactured in 1981 and was equipped with a Rolls-Royce 250-C20B engine. The helicopter was registered to the owner in January 2019.

The 0654 automated weather observation at FFZ, located about 12 miles to the south of the accident site, included wind from 130° at 5 knots, visibility 10 miles, and clear skies.

***During the month of May, safety programs presenting
GAARMS VIII Will be held –
Saturday morning, May 4th at Payson
Saturday morning, May 11th at Yuma
Saturday morning, May 18th at the APA Annual meeting at Casino Arizona, and
Saturday morning, May 25th at ASU/IWA,***

Projected safety programs for the month of June:

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. If your organization or airport community would like to also have a presentation, just contact me through the APA website.

Fred's Perspective...

Does work interfere with your life? Do you have a hard time finding time for yourself? Having to go to work is often the curse of mankind, the albatross around our neck. We all need an escape, something to allow us to forget the trials and tribulations of the everyday drudgery.

For the past 47-48 years, my escape was to go fly, go jump into my trusty 'ol Super Viking and go soar up on top of the clouds, up where the eagles fly, and just "slip the surly bonds of earth," leaving all my worries

back on the ground. Put my wife in the right seat and off we'd go to, to Oshkosh, Sun 'N Fun, Myrtle Beach, or after moving out to Flagstaff, Salt Lake City, Vegas, Santa Catalina, Santa Fe, or wherever. Even fly off to Denver or Seattle for some consulting work. What a way to go...

When I retired and moved out here to beautiful Flagstaff, I continued my consulting efforts with FAA and industry, and was fortunate to land a part-time instructing job with Wiseman Aviation. Well, here I am 19 years later, still consulting and working, for all practical purposes, full time. Seems I have created a monster work load here in Flagstaff with a following of great friends in the local pilot community and, it seems, a continual influx of new students. I love flying, love teaching new students, and I especially love seeing new students pass their check rides and become full-fledged private pilots, as well as newly minted instrument rated pilots and an occasional commercial or even a CFI rating. IT IS VERY SATISFYING, AND I STAY QUITE BUSY.

But, OK, yes, there is a downside. Nowadays I seldom – very seldom - get to "slip the surly bonds of earth" in my trusty ol' Super Viking and just go fly with the eagles. I logged over 600 hours last year, but only about 20 hours in my own airplane, and I miss flying my trusty 'ol airplane. I also do about 6 to 10 safety programs a year for APA, and I like doing them, and I especially like working with Tina and Ernie from the SDL FSDO FAAS team program. Since joining APA back in '03 or '04, I have probably done over a hundred safety programs as either the Safety Program Director or as the Safety Program Director-at-Large I really do enjoy doing the safety programs!!!

But me thinks I am wearing out. I find it harder to keep coming up with new programs, and find it harder to go to work every day. Me thinks I need to slow down a bit and start thinking about smelling the roses (actually all the flowers and lilacs that I found the time to plant around the house on bad weather days!)

However, I am not done yet, just need to slow down a bit, stay a little less involved, a little less busy, a little less on call at the drop of a hat, etc... I need time for myself. All of us do. So, if you see a future newsletter without the GAARMS section, just ask yourself "***Hmmm, wonder where Fred and Kelly flew off to now?***" And yes, sometimes we do actually **DRIVE** off to places unknown. We do like road trips, and the Corvette is a great traveling machine for road trips. However, it is getting harder and harder to climb in and out of (unless the roof is off, which it is, a LOT!!).

So, happy trails, and remember, take time to smell the roses, or Av gas, if you like.



Fred





KPGA FLY-IN

HORSHOE BEND - ANTELOPE CANYON



SATURDAY, MAY 11TH, 2019

- TOURS OF HORSHOE BEND & ANTELOPE CANYON -

- LUNCH AT STATE 48 TAVERN -
(NOT INCLUDED)

- CUSTOM KPGA FLY-IN T-SHIRT -

- TRANSPORTATION -

- PARK ENTRANCE FEES -

FEE: \$115 PER PERSON

REGISTER AT: AZPILOTLIFE.COM

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Cruise-In Breakfast & Fly Market



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**For More
Information:**

Falcon Warbirds Hangar
4626 E Fighter Aces Drive
Mesa, AZ 85215
FalconWarbirds.com
602-705-4413

Impala Bob's
4753 E Falcon Drive
Mesa, AZ 85215
Impalas.com
480-981-1600



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.



AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
Big Springs Airpark Mgr: Peter Hartman (928) 626-7207	Prescott	12	Pat Mindrup - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
Castle Wells Mgr: Gerald DaFoe (810) 516-9122	Morristown	5/10	
Eagle Roost Airpark Mgr: John Greissing (928) 685-3433	Aguila	85 / 115 (5 acre lots)	Pat Mindrup - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
Flying Diamond Airpark Mgr: Lou Cook (520) 399-3879	Tucson	20/97	
Flying J Ranch Mgr: Howard Jenkins (928) 485-9201	Pima	2/ 28	
Hangar Haciendas Mgr: Scott Johnson (602) 320-2382	Laveen	39 lots w/sep taxi ways	
High Mesa Air Park Mgr: Phil DiBartola 928-428-6811	Safford	/19 (2.5 acre lots)	
Inde Motorsports Ranch Airport Mgr: John Mabry (520) 384-0796	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	Pat Mindrup - Tinzie Realty 928-671-1597 pat@wickenburgpat.com
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	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)	
Triangle Airpark Mgr: Walt Stout (702) 202-9851	White Hills	115 acres	
Twin Hawks Mgr: Tim Blowers (520) 349-7677	Marana	2/40 (4 acre lots) on 155 acres	
Western Sky Mgr: Mr. Hauer (877) 285-0662	Salome	all 200 acres for sale	
Whetstone Airpark Mgr: Brian Ulmer (520) 456-0483	Whetstone	5 / 12	

APA Website

Please visit our website for the latest information.

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

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

Email Stefanie at:

Webmaster@AZPilots.org

Newsletter Contributors

Article Deadline

20th Editor reminds the Team to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

newsletter@AZPilots.org

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



Stefanie Spencer— Webmaster



New pilots welcomed!



Writers welcomed!



APA Clothing

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

Advertisements

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

The Arizona Pilots Association (APA) is an all volunteer 501 (c) (3) organization. The articles you find in our newsletter are written by volunteers and do not necessarily reflect the opinions or position of the APA, nor have they been vetted for technical accuracy.

