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*September 2019*

*APA NEWSLETTER*

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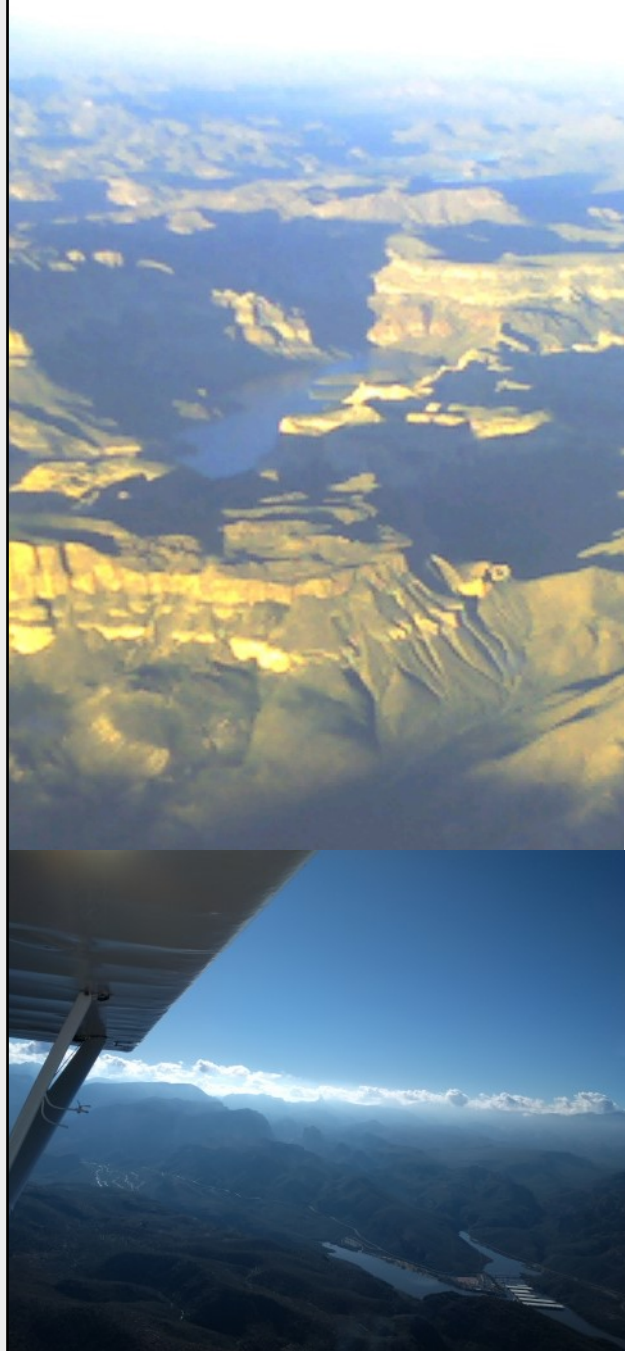
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# President's Report

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Greetings,

With Labor Day now behind us, we know there are only a few short weeks of triple-digit temps here in the Southwest. As the rest of the country begins to wind down their flying season with “one last blast” and the “final summer hangar cleanout,” that I often see described in aviation forums, we’re just the opposite. It’s finally getting cool enough to spend a little time in the hangar in the mornings, the aviation event calendar is filling up quickly, and we’re getting ready to take to the skies as often as our budgets and schedules allow.

Hopefully, you’ve been able to stay not only legally current, but have remained proficient. A few hot months back, I wrote about practicing procedures and dry running flights and procedures to help stay mentally current. Almost immediately after writing that, my work took me overseas for much of the summer and away from aviation. I followed my own advice and dry-ran my takeoffs, gear failure procedures, engine-outs, and emergency checklist items in my mind often. When I returned home, I regained currency via a

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 one on the right has N847EF. The word "ELEVATE." is written in large, white, sans-serif capital letters across the middle of the image.

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beautifully uneventful flight with the obligatory number of landings.

As winter approaches, I'm hopeful that you'll not only fly often, but that you'll fly intentionally. Intentionally focusing on a stabilized approach. Intentionally make accurate 30 degree turns and roll out on your intended heading at the starting altitude. Intentionally make accurate and timely calls to ATC. Intentionally walk through your checklists from preflight through shutdown on each flight. All of these can be done on any breakfast flight or cross-country mission with the goal of making you a better pilot. Go out and enjoy the amazing weather we're blessed with each winter!

Blue Skies,

*Brian*



**From the APA team,  
"We're glad to have you  
home, Brian!"**



# Executive Director's Report

Jim Timm — September 2019

It's summer time and the flying isn't easy. It's hot and bumpy, and I don't care what anyone has to say, but there is a ray of hope on the horizon that fall, and good flying weather, can't be too far away. I'll keep that in mind and try to not get too crabby while waiting for the cooler weather.

Trying to fly between Phoenix and Tucson and passing generally through the Eloy area with its multitude of parachute jump zones can be a bit problematic and worrisome. Nobody wants to hit an airborne pedestrian, because nobody will win. I've been told that flying down the center of the Interstate highway is the safest way to do it, but even that doesn't seem like the safest way. I would like to share the following thoughts to make your transition as safe as possible.

In preparation for your flight, carefully look over the Phoenix Sectional chart, and identify all the skydive operations along your planned path of flight, taking note of the airports associated with the skydive operations, and their associated CTAF frequencies. In flight, when approaching the area of possible skydive operations, monitor the CTAF frequency of the airport associated with the operations and listen for an announcement of impending skydive operations and specifically a call of Jumpers Away when they have discharged a load of jumpers. Noting wind conditions, and the possible landing zone, use judgement in avoiding what could be an area of possible conflict.



Also, after discharging their load of skydivers, the jump plane will normally make a very rapid direct decent to the airport to pick up another load of skydivers, so also be aware and wary of the returning jump plane as this also could be a potential hazard. Flight Service, and ATC can also advise you of skydive activity if they are in contact with the jump plane, and they should be. Be particularly careful during weekends and holidays when skydive operations are at their peak. Please use caution, be vigilant and be safe!



## MISCELLANEOUS ITEMS

### FAA

The FAA has a new leader. The Senate has voted to confirm former Delta Air Lines executive Steve Dickson to be the next head of the Federal Aviation Administration. Dickson is a graduate of the





Air Force Academy and served as an F-15 fighter pilot. He has a law degree from Georgia State University, and recently retired as Delta's vice president for flight operations. Fortunately, the new administrator has also taken a position in opposition to privatization of the nation's air traffic control system. He understands safety first from an industry perspective, and also from the pilot perspective.

For those that wish to, or already do, formation flying, you should be aware that the FAA has published a new rule that allows air traffic control to authorize some aircraft to turn off their Automatic Dependent Surveillance-Broadcast (ADS-B) Out equipment. The rule ([available online here](#)), that authorizes the non-lead aircraft in formations to turn off their transponders or ADS-B, was published and took effect July 18th.

The ADS-B Rebate program has run out of money; all the rebates have been claimed. However, some of the rebates that have been requested may not get taken for various reasons, and it's being suggested to still request a rebate to get your name added to the list in case of cancellations. To answer questions go to: <https://www.faa.gov/nextgen/equipadsb/rebate/> or E-Mail for help at: [ADSBRebateHelp@faa.gov](mailto:ADSBRebateHelp@faa.gov)

Two years after the FAA placed a hold on plans to require all domestic and international flight plan filers to use the international flight plan form, the policy has been revived with a started Aug. 27 of this year for using the International Civil Aviation Organization (ICAO) flight plan format. Guidance on using the flight plan form eventually will be published in the Aeronautical Information Manual.

## **AIRSPACE**

Last month we advised that the Picacho Army National Guard Heliport (PCA), also known as "Stagecoach AAF," northwest of Picacho Peak, was experiencing a problem with aircraft passing through their airspace unannounced. The problem is aggravated by the fact that the heliport doesn't have an associated Class Delta Airspace assigned to it to assist in recognizing its location. The Department of Defense (DOD) finally recognized the problem, and the process is underway between the FAA and DOD to establish Class D Airspace for the heliport. Unfortunately, this process will take between 12 to 18 months to accomplish, so in the meantime, stay aware in that area and be safe.

This summer the FAA VOR Minimum Operation Network (VOR MON) group was in the process of eliminating a number of what were thought to be un-necessary VORs in the U.S. Fortunately, none of those eliminated were or will be in Arizona because most are being used for instrument approaches.

As the National Airspace System (NAS) has transitioned to NextGen, the number of flight procedures in the NAS has quadrupled. The complexity and cost to the FAA of maintaining



these procedures is not sustainable, and a National Procedure Assessment (NPA) Program was initiated to eliminate underutilized instrument procedures. In reviewing local procedures, the NPA identified the following instrument procedures for elimination. *Both of Glendale's IAPs, one Falcon Field IAP circling procedure, and the Deer Valley RNAV(GPS)C IAP are being eliminated.*

The FAA Charting group is in the process of reviewing the Phoenix Sectional and the PHX TAC charts, reviewing all VFR Waypoints, and is going to be making corrections or additions as necessary. When you buy or download your latest VFR Charts, be aware that there may be some subtle changes in waypoints or new ones.

The Phoenix TRACON recently offered a program called Operation Rain Check (a Tour of Phoenix TRACON) and the 24 slots available were filled within fifteen minutes of the initial announcement. As a result, the TRACON is going to plan on making the program available on a quarterly basis to meet the demand.

For many years APA has been attempting to encourage the PHX TRACON to obtain control of the airspace between Flagstaff and Tucson to permit seamless tower to tower instrument and flight following operations between the two points. They have secured the northern half of the objective between Flagstaff and Phoenix, but the southern half between Phoenix and Tucson has been elusive. For a time there was hope that the repositioning of the ATC RADAR antenna at IWA would permit this to happen; however, no one will come up with the money necessary to relocate the tower. Recently, the Albuquerque Center has advised the PHX TRACON that they would like to relinquish control of the airspace up to 15,000 feet between Tucson and Phoenix to the PHX TRACON. With the use of ADS-B, the IWA RADAR antenna relocation may not be needed, and a study is under way to see how this transition can be accomplished. Those of us in APA that have been working on this can't believe it may finally happen! Time will tell if we will finally have tower to tower operations between Phoenix and Tucson.



## **CONSTRUCTION**

Prescott Airport is undertaking the task of building a new terminal, and the ground breaking is planned for September 26, 2019, with the construction planned for one year, with a grand opening in October of 2020. In the meantime, there will be a lot of disruption. During construction, transient parking will no longer be available on the West Ramp but will be available on the ramp north of the existing terminal, or at the FBO, Legend Aviation. Use care and check NOTAMS.





Prescott has removed some trees and other obstacles preventing Instrument Landings on PRC RWY3R at night. Night landing “NA” remarks for RWY3R have been deleted from all PRC IAPs. However, Runways 3L, 12, and 30 are still NA at night.

To meet demand, Falcon Field (FFZ) has just approved a 23-acre development of large aircraft hangars with office and manufacturing space. Hangars will range from 5,000 to 60,000 square feet floor space with high ceilings and wide doors. The development will be in the

northwest corner of the airport property bounded by McDowell Road and Greenfield Roads. Access to the development will be off Greenfield Road.

We are aware that many of the airports around the state, and especially in the Phoenix area, are planning and starting various construction projects. So, we want to remind you to always check for NOTAMS for your destination airport, fly informed, and have a safe flight.

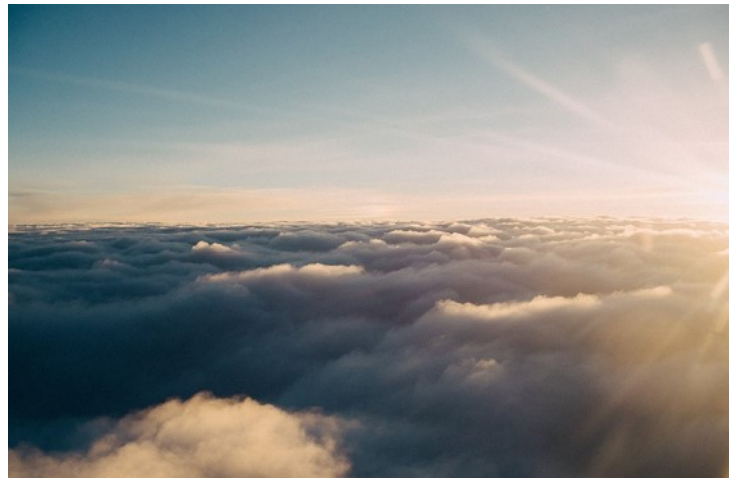
## **SAFETY**

The last month has again been very good from a flight safety standpoint. In the past reporting period, there were only three accidents reported by the NTSB, and none of them involved fatalities. I hope this current trend continues for the rest of the year. Pilots apparently are being more careful in what they are doing and are keeping their airplanes airworthy. See my September Accident Summary for details.

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. Lake Havasu City Municipal Airport (HII) currently has a phase report out for re-view and comment by the PAC Committee. Page Municipal Airport (PGA), Lake Havasu City Municipal Airport (HII), Superior Municipal Airport (E81), Sedona Airport (SEZ), Flagstaff (FLG), and Grand Canyon Airport (GCN) are also currently in their Master Plan update process. Chandler Municipal Airport has recently joined the list and is starting the planning process also.

## **THINGS TO DO - PLACES TO FLY FOR BREAKFAST:**

- The fly in breakfast at Coolidge Municipal Airport (P08), normally on the first Saturday of the month, is on summer hiatus. They will resume in October.
- The Falcon Field EAA Warbirds Squadron fly in breakfast, and car show on the third Saturday of the month is also on summer hiatus. They are planning on restarting on



Saturday October 19.

- 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, and the BBQ lunch hosted by APA on the third Saturday of each month resumes this month, September 20-22.
- The last Saturday of the month there is still a fly in breakfast at Casa Grande Municipal Airport (CGZ). The Airport's restaurant, Foxtrot Cafe, is operating in the cool air conditioned Terminal Building. It's open 6:30am to 2:00pm Monday through Saturday. On the last Saturday of the month they have a "Fly in Breakfast Special" available on the menu; the price for adults is \$8 and kids \$5.
- At Tucson's Ryan Field Airport, Richie's Cafe, is serving breakfast and lunch daily. The hours are 6:00 am to 2:00 pm

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

Jim



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# Temporary Flight Restrictions

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The news has been referring to our recent weather pattern as the **non-soon** due to the lack of seasonal rain storms, and this lack of rain has created unusually dry vegetation around the state. As a result, there have been a number of both human and lightning caused fires, several of which have been very close to cities and towns. When this occurs, a Temporary Flight Restriction (TFR) may be instituted to allow for safe aerial firefighting operations to take place.

When an airplane or drone flies into one of these TFRs, all aerial operations have to be suspended to ensure safety of both pilots and ground crews, which may cause any progress being made to control a fire to be lost.

## How do you find out about TFR's?

If you are a Foreflight user, TFR's are right there on your iPad or iPhone. If you are still using paper charts, a call to flight service will do the trick. Also, a simple Google search on FAA TFR's will produce lists and maps of current TFR's.

14 CFR 91.103 requires a pilot to conduct a pre-flight check of all available information before a flight. Likewise, the remote pilot of a drone would be required by 107.49 to be familiar with the air-space prior to flight.

## What Type of Criminal Punishment (Prison Time) or Fines can Result for a TFR Violation?

Depending on the type of TFR, you can get punished in three different ways:

- (1) you can be criminally punished up to a maximum of 1 year in federal prison and a \$100,000 fine
- (2) you can have your pilot license suspended or revoked, and/or
- (3) receive a civil penalty by itself or on-top of the \$100,000 fine.

A Part 61 pilot could be charged with a violation of **91.103 & 91.137** for the same flight by the FAA. Why? There were only two options: either he did NOT check for TFRs (a violation of the FARs) or he did check and intentionally went into the TFR (a violation of federal criminal code).

There are other reasons TFR's pop up, and other reasons you should avoid them as well. So, make sure to check for TFR's before your next flight. It's quick and easy to do, and those who live near or work to fight these fires will be very grateful you did!



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# September Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of aviation accidents that have occurred in Arizona from late July, thru late August. 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.

Fortunately, this month's safety summary is again going to be a relatively short one, and I think this is great. Apparently, pilots are being more careful of what they are doing and are staying on top of the maintenance issues. In the last reporting period, there were only three accidents that were reported by the NTSB, and unfortunately they didn't release the preliminary reports on the accidents. Also, there are three accidents that were reported at an earlier date, but the factual reports of the accidents were just released in the last reporting period, and those results are included in this report.

## ACCIDENTS THAT OCCURRED IN THE PAST REPORTING PERIOD:

Accident Date: **July 16, 2019**

Preliminary Report Dated: 8/1/19

Location: Grand Canyon

Aircraft Type: Cessna 172

Injuries: UNK

**The NTSB has not yet made the preliminary report available.**

Accident Date: **July 19, 2019**

Preliminary Report Dated: 7/23/19

Location: Phoenix

Aircraft Type: Cessna 170

Injuries: UNK

**The NTSB has not yet made the preliminary report available.**

Accident Date: **August 4, 2019**

Preliminary Report Dated: 8/7/19

Location: Paulden

Aircraft Type: Schleicher ASW 24 Glider

Injuries: UNK

**The NTSB has not yet made the preliminary report available.**

Per information unofficially received from the FAA, the pilot was unable to find sufficient lift to permit landing at an airport and was attempting to make an "off airport" landing. While landing, the glider collided with an obstacle, and the pilot was seriously injured.

## THE FOLLOWING ACCIDENTS WERE REPORTED AT AN EARLIER DATE WITHOUT HAVING THESE REPORTS AVAILABLE:

Accident Date: **June 2, 2019**

Factual Report Dated: 6/4

Title 14 CFR Part 91

Operation Location: Sedona

Aircraft Type: Taylorcraft

Injuries: 1 Minor Injury

### LOSS OF CONTROL LANDING

The pilot of the tailwheel-equipped airplane reported that, while landing, the airplane encoun-

tered a gust of wind and the tail started to rise. The pilot corrected by pulling the yoke "fully back", but, subsequently, the airplane nosed over. The airplane sustained substantial damage to the left wing lift strut. The pilot reported that there were no pre-accident mechanical failures or malfunctions with the airplane that would have precluded normal operation. The airport's automated weather observation station reported that, about 30 minutes after the accident, the wind



was from 160° at 14 knots, gusting to 23 knots and variable from 130° to 200°. The airplane was landing on runway 21.

Accident Date: **June 5, 2019**

Factual Report Dated: 6/19/19

Title 14 CFR Part 91

Location: Sedona

Aircraft Type: Cameron A-275 (Balloon)

Injuries: 17 Uninjured, 1 Serious Injury

### **LANDING UPSET**

The balloon pilot reported that, as the balloon touched down, one of the ground crew personnel jumped into the basket to add his weight. As the balloon was coming to a stop, it encountered some rough terrain hidden by tall grass. The balloon bounced and the ground crew member was ejected from the basket and landed on the ground. The balloon "came up off the ground again and over the crew member." The crew member suffered serious injuries. The pilot reported that there were no pre-accident mechanical failures or malfunctions with the balloon that would have precluded normal operation.

Accident Date: **June 28, 2019**

Factual Report Dated: 6/28/19

Title 14 CFR Part 91

Location: Phoenix

Aircraft Type: Cessna 172

Injuries: 2 Uninjured

### **IN FLIGHT LOSS OF CONTROL**

The flight instructor reported that the student pilot was making a soft field landing, the airplane's nose was high, and the student chose to go-around prior to touch down. The airplane did not climb and drifted to the left. The instructor assumed control of the airplane, attempted to correct by pitching the nose down, added full power, and decreased flaps to 20°. The airplane did not climb or accelerate and continued to drift left. Subsequently, the airplane touched down and bounced in the gravel infield, entered the ramp area and impacted a light pole. The airplane sustained substantial damage to the right and left wing. The flight instructor reported that there were no pre accident mechanical failures or malfunctions with the airplane that would have precluded normal operation. The airport's automated weather observation station reported that, about 20 minutes after the accident, the wind was from 180° at 4 knots. The airplane was landing runway 7L.





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

**We make an effort to:**

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

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**On our website you can find:**

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





# GAJSC



## General Aviation Joint Steering Committee

### Use of Weather Information

This outreach guidance is for all FAA and aviation industry groups that are participating in outreach efforts sponsored by the General Aviation Joint Steering Committee (GAJSC). It is important that all outreach on a given topic is coordinated and is free of conflicts. Therefore, all outreach products should be in alignment with the outline and concepts listed below for this topic.

**Outreach Month:** September 2019

**Topic:** Use of Weather Information (SE 13 Output 1)

**Background:**

Pilots of today enjoy a wealth of weather information sources but having weather information available is only part of the weather decision-making equation. Knowing how to acquire, interpret, and make operational decisions based on weather information is essential to safe flying. This program acquaints General Aviation Pilots with available weather information sources and offers guidance on making well-informed weather decisions.

**Teaching Points:**

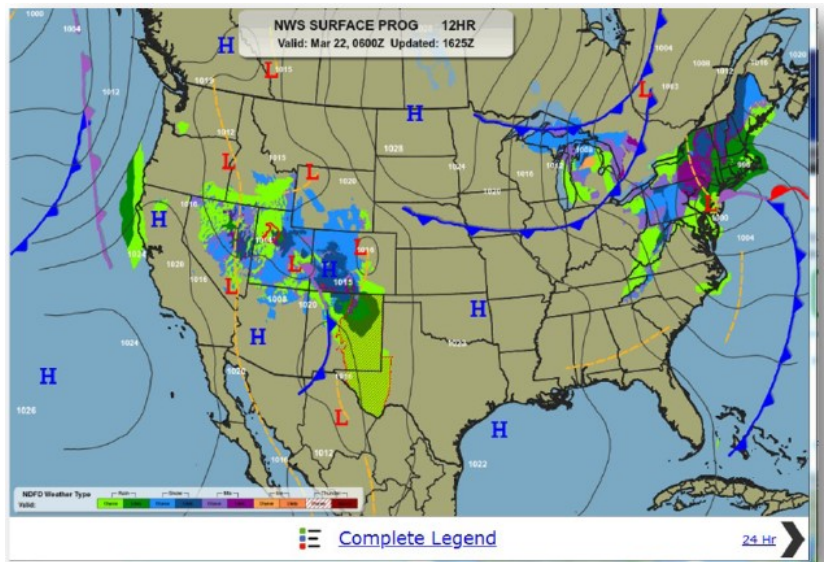
- Discuss available weather information resources and the products they provide.
- Show pilots how to make sound weather decisions based on comprehensive weather information.
- Encourage pilots to acquire updated weather information periodically; and to revise weather decisions if required.

**References:**

- *General Aviation Power Point and Presentation Notes*
- [Aviation Risk Management Handbook \(FAA-H-8083-25B\) – Chapter 13](#)

**DOWNLOADS:**

[PowerPoint Presentation Slides...](#)



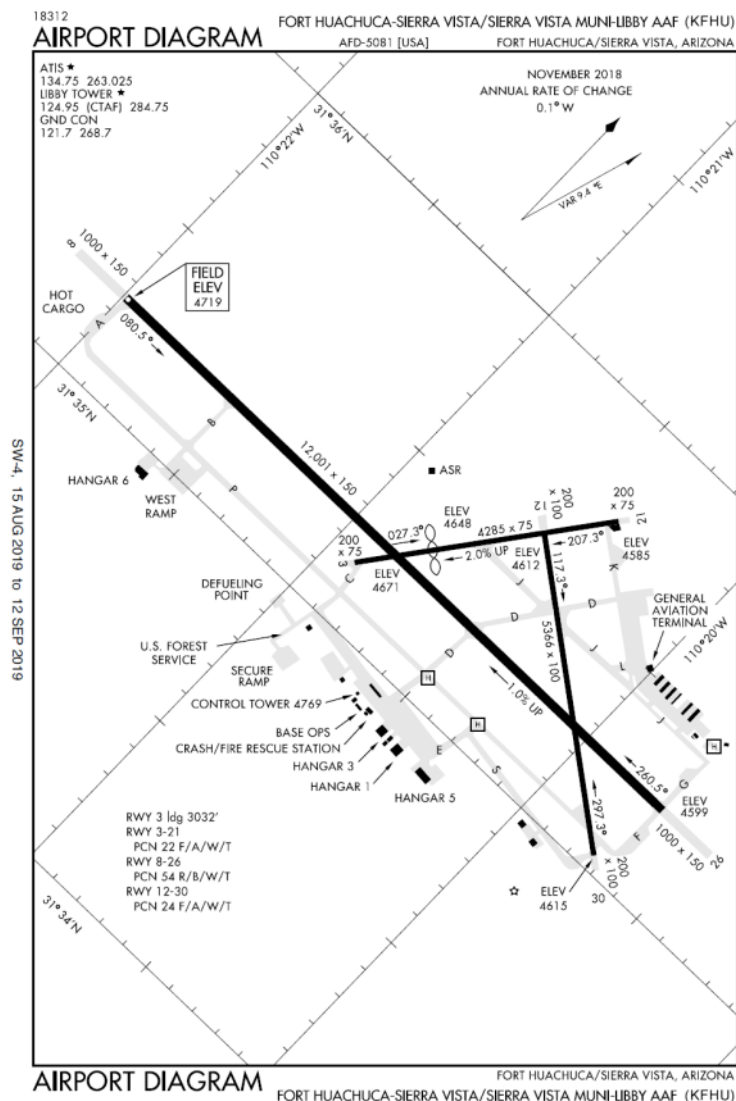
Located approximately 75 miles southeast of Tucson, just south of the rugged Whetstone Mountains, the Restricted Areas R-2303A, R-2303B, R-2303C and R-2312 surround the Sierra Vista airport



(KFHU).

This can be intimidating because, as students, we're taught to avoid Restricted Areas. When the tower is open, the R-2303 areas are active and ATC will provide instructions to enter them for landing. Please keep in mind that the R-2312 airspace is for a tethered balloon and should always be considered active, even when the tower is closed.

Let's take a hypothetical flight to KFHU together and walk through the communications steps. Assuming you've already cleared Tucson's Class C and frequency change has been approved, tune in KFHU ATIS on 134.75. After hearing that the tower is open and UAS activity is to be expected, we're directed to contact Libby Approach on 127.05 for further instructions. We quickly tune Approach and report our position and what version of ATIS we have. Approach responds, indicating they have us on radar 15 miles North of KFHU at 6,500ft. They give us vectors to put us on an extended right base for Runway 26. After just a couple of minutes, Approach asks us to contact Tower on 124.95 and we oblige. After reporting in to







Tower, Tower confirms there is a drone on final approach and clears us number 2 for landing Runway 26. The final approach leg is smooth, and the landing is smoother. It's hypothetical, right? The civilian terminal and parking areas are on the north side of the runway, so we make sure to turn north on Taxiway D and stop to contact Ground on 121.7. After reporting our intention to park at the GA terminal, we're cleared across Runway 30 and to the ramp for parking. It really is that easy.

For IFR folks, KFHU offers many approaches in a less-congested environment than most of the Valley airports can provide. VOR, GPS, ILS and a PAR. Yes, the Libby Army Airfield tower controllers offer Precision Approach Radar approaches. If you've not flown a PAR, you're missing out. Think of it as an audible ILS approach with your glideslope and course corrections read to you by a controller using very precise equipment. Simply follow the verbal instructions and you'll be on the ground quickly.

Even though the communications and approach are simple enough to understand, our goal is to ensure you do not break airspace rules unintentionally. Please study the sectional on your favorite EFB app. Study the A/FD and become familiar with the nuances of this joint-use airfield. Study the taxi diagrams to ensure you know where you're headed once on the ground. Honestly, these are the same steps you should perform before any flight, so this one is no more difficult.

As for the fee structure, there are no landing fees. The Sierra Vista airport website lists a \$5/day parking fee for singles, \$6 for twins, and \$10 for jets and helicopters. 100LL is available full or self-serve at \$5.36 and 4.95, respectively. Jet A is \$4.91 and is full-serve only.

Ground transportation is available via rental car with Dollar, Hertz, and Enterprise serving the airport. Uber and Lyft also provide service, as do a few shuttle/taxi companies.

Please visit our Facebook page or our website for details on the upcoming barbeque and ATC briefings at KFHU we're planning for October. Details are being finalized and we'll announce them soon. I hope to see you there.

Brian





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# MEMBERS' PHOTO CORNER

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*Thank you to **Ken Reed** for this month's photo!*

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

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*My S35 Bonanza on the ramp at KAVQ*

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# Navajo Christmas Airlift 2019: 35th Annual

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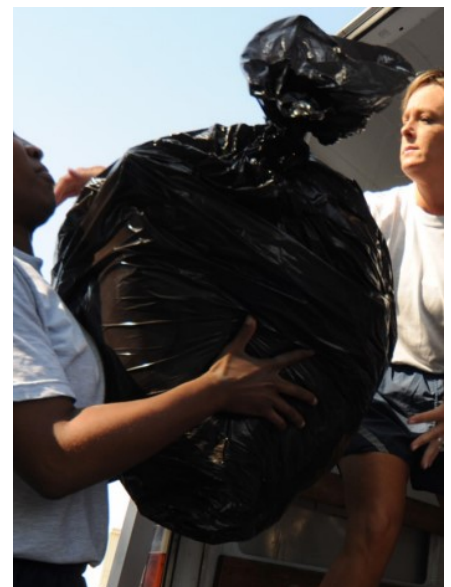


The **35th Annual Christmas Airlift** is now being planned for Saturday, November 9th. We will be flying into the Navajo Indian Nation at Gallup, New Mexico (KGUP), approximately 196 nm from DVT on a 055 degree true course. We will synchronize for an arrival with another core group departing Sierra Vista Libby Field (KFHU) that morning, although we are blessed to have pilots participating from across the State.

Each plane might typically have a pilot and one passenger, with all remaining space filled with clothing, toys, or non-perishable food. The Airlift has always been a fun and rewarding occasion, one our returning participating pilots look forward to each year. And this is a community service effort, with the flight and donations being tax deductible (I distribute the forms upon completion of the Airlift). **Anyone who has collected a plane load of material is welcome to join us.**

It is hard to understand how poor most of reservation is only a few hours from us. Many of the Navajo live in virtual third world conditions in homes without even running water or electricity. As some recommendations, the donations might be;

- gently used clothing for children, youth, or adults, coats / jackets of all sizes, stockings, shoes in very good condition
- blankets, linens, pillows, towels
- good condition toys in working order
- toiletries such as soap, shampoo, Kleenex, tooth paste / brushes, lotions
- non-perishable foods such as canned goods, cereals, paper goods (towels, plates, cups), trash bags large / small



Our key objective is to assure we can best fill each plane for the trip. Clothing and soft pack are ideal, as may be packed in garbage bags, which then works very well for comfortably packing and filling the planes. We try to use 12-18 gallon bags and limit the weight to no more than 20 pounds per bag – larger weights complicate the coordination on the reservation. The food stuffs, cans, and toiletries may be put in smaller cardboard boxes as the weight tends to accumulate and are easier to pack. As another option some donors create small care packages for kids. As an example, in earlier special efforts had created care baskets for young girls at a school, with Shampoo, Soap, Toothbrushes, Toothpaste, Lotion, some special candy, etc., understanding these simple articles can mean so very much for children who have so little.



All participating pilots are responsible for collecting clothing, toys, and food donations to fill their planes for the trip. The donations collected usually come from family and friends, schools, churches, business associates, or other groups or individuals who would like to contribute - the donations are tax deductible as is the flight. This does require each pilot to plan proactively and collect a load of donations. We strive to ensure

that all planes are filled to capacity. If you have something you would like to contribute, but will not be able to join in the flight, you may contact myself or any participating flight member to help make arrangements.

We are fortunate this annual Airlift has touched the hearts of so many pilots from across the state. The past several years we have flown into Gallup, which provides greater opportunity for more pilots to participate. We strive to coordinate the departures to synchronize arrivals for the Navajo community service teams, Thoreau Navajo Outreach and Southwest Indian Foundation. We also frequently manage any final packing and balancing of extra materials in the days prior or early that Saturday morning and provide any needed final briefing for the flight and meeting at Gallup.

We will provide more details on the plans as we close in on the November date. We know that many want to The projected scheduling:

- DATE: Saturday, November 9, 2019
- TIME: ~7:30 AM Final Loading for participating Aircraft
- ~8:15 AM Approximate Coordinated Departure from Valley
- ~10:00 AM Arrive at Gallup and Unload the Planes
- 10:30 AM Greet the Navajo Team
- ~11:00 AM Brunch in Gallup at El Charrito ?
- Shopping at Trading Post ?
- Return at your leisure . . . . .

If you plan to join in the Airlift or simply need more information, please do feel free to contact **Greg McColley** at 602-978-1663, or E-Mail at [GMPSN930@Cox.Net](mailto:GMPSN930@Cox.Net). Thank You for any assistance or consideration in supporting this tremendous 35th Annual event.

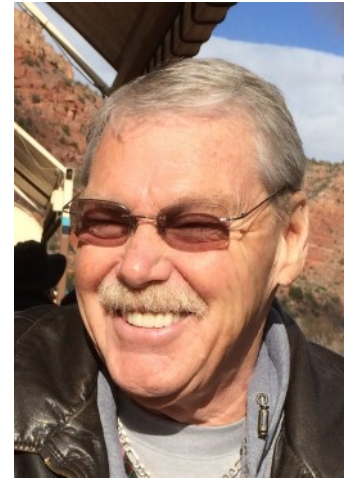


## **GAARMS REPORT**

**SEPTEMBER 2019**

*By Fred Gibbs*

*(Your guy in Flagstaff)*



***What a difference a year makes!! As of August 26<sup>th</sup> (the day I wrote this), there has only been one general aviation fatal accident in the state of Arizona since January 1st, that being the crash of a Piper PA-22-160 south-southeast of Kingman, back in January. The pilot survived, but the one passenger on board died.***

GAARMS maintains the auspicious goal of trying to reduce the fatal accident rate through education to zero, or said a different way, to remind you to operate every flight safely, with a 100% success rate. That rate means NO fatal accidents with NO fatalities, including passengers. You have often heard me tout “The Four 9’s Program”, where we try to operate at a safety rate at or above 99.99% for any given year versus the pilot population here in Arizona, currently at approximately 26,000 pilots. As of August 26th, we actually stand at a pilot safety rate of **100%**. That is really outstanding, but the real challenge facing us is to stay at, or greater than, the 99.99 percentile for the rest of 2019!

### ***True confessions***

When is the last time – or ever – you actually aborted a takeoff for real? No, not practicing, but a real reason that required you to make that quick decision to either continue and go around or really abort the takeoff and land – IMMEDIATELY!!!

Does a door coming unlocked need a snap decision to land immediately? Me thinks not. Just grin and bear it, make a nice, but noisy takeoff, calm down your passenger or blame your instructor for not closing the door properly, and just go around and come back in and land. Forget about trying to close and lock it in flight, especially if it is a non-pilot in the right seat. In some airplanes you can open the vent window to relieve the inside cabin pressure a bit to pull the door closed, or, if you are lucky enough to be in a Cessna with a window that opens on the door, you can slow down, pop the

window open and reclose the door. Piper, Mooney, Bonanza and Bellanca doors are especially hard to reclose in flight. And YES, blame the dumb pilot (and NOT your instructor) for not making sure the door is latched properly. Me thinks it is part of the PILOT's takeoff checklist, is it not??

But what if it is the baggage door? Same as above, but now the procedure may become a little more complex. Case in point... We were out in a Cessna Cardinal RG doing training when on the 2nd takeoff the baggage door popped open. (No, I do not know why it did not open on the 1st takeoff!) Fortunately, the baggage compartment was essentially empty, so all that happened was it got noisy. But in a Cardinal, the baggage door opens upward and is held there – wide open – aerodynamically. (see picture.) We left the gear down and 10 flaps, slow flighted (is that really a word?) around the pattern, went to 20 flaps on base and when we went to full flaps on short final, the aerodynamics of the airflow over the wing and off of the flaps – at the full flap setting - actually blew the door back closed! Amazing! Who Knew!! As a side note, with the baggage door fully up, like in the picture, the flap will actually hit the door, or vice versa. In a 172 or a 182, the door just trails slightly open in the airstream like a cabin door, with minimal effect on the airplane. It will have a much larger effect on unsuspecting rear seat passengers!



For you Piper drivers with Cherokee Six's and Saratoga's, with that baggage area between the windshield and the engine, you have a much bigger concern. If that baggage door pops open in flight, you got a problem. Not so much with control, but with possible structural damage to the door and the hinge mount area. The door may well bend up near the hinge, and almost anything in that baggage area will vacate the airplane. If you can safely abort the take off, do so to minimize any damage. If at cruise, slow down – a lot. I remember old timers telling me if that happens, try flying the airplane in a gentle slip to get the aerodynamics to work for you by pushing the door down. However, having never experienced that, I do not know if it actually works!!



***As an old timer myself now, I got lots of those little tricks of the trade, so fly safe and keep the shiny side up....***

Fred



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# A Few Words About Safety

Denny Granquist

“

*“Exiting the runway where and when you want is your responsibility.”*

*“You can never cross check engines and fuel too many times.”*

”



***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!!!***





## Colorado Pilots Association Fly-in

### Pagosa Springs, Colorado - September 13<sup>th</sup>, 14<sup>th</sup> & 15<sup>th</sup>

Sitting at 7,126 feet on the Western Slope of the Continental Divide, Pagosa Springs was named for the sulfur springs located there, including the world's deepest geothermal hot spring. The Ute Indians called the sulfur-rich mineral water *Pah gosah*, or "healing waters." More loosely translated as "water (pah) that has a bad smell (gosah)." --Wikipedia



It is not just the stinky pools that draw us to Pagosa Springs. CPA flyers will enjoy lodging in a hot springs resort, local dining, taking in the Fall foliage via horseback in the San Juan National Forest, *AND* a performance by the local professional theater company. Come for the fun, stick around for the rustic charm that is - Pagosa Springs.

Fly to Stevens Field Airport (KPSO), approximately 182 miles from BJC; take note of the steep drop in altitude as you clear the mountain passes.

Schedule: Friday, September 13 – Arrive in PSO by 11 a.m. to attend lunch at the Malt Shoppe where burgers, fries and soft serve ice cream are a-plenty (read: greasy). If you wish to arrive a little later in the day, skipping the Malt Shoppe, arrive at PSO by 2 p.m. We'll check into the Healing Waters Resort & Spa, then relax and settle in, maybe even take a dip in the hot spring pools, before a combined Happy Hour/dinner. You may wish to culminate your day with an evening soak, but sleep well, Saturday is a full day.

Saturday, September 14 – Following breakfast on your own at one of many local cafes, restaurants or bakeries, we'll saddle-up for Diamond Hitch Stables for a 2-hour horseback ride through the beautiful Colorado Fall colors. We are hoping to arrange for a BBQ lunch at the stables following the trail ride. For those wishing not to horse-around, other activities can be coordinated using one or more of the rental cars. Possible activities are hiking, fishing, shopping, Farmers Market, local museums, or visit the nearby wild animal sanctuary. Saturday afternoon you'll have time to meander the streets and trails of Pagosa Springs, or soak-away any saddle soreness. Saturday evening festivities begins at Alley House Grille where an early, private dinner is planned. Alley House Grille is touted as "the" nicest restaurant in town. We then make our way to the Pagosa Springs Center for the Arts and the Thingamajig Theater <https://pagosacenter.org> to attend a performance of "Ring of Fire" which celebrates the music of "The Man in Black," – Johnny Cash.



Sunday, September 15 – Following breakfast on your own we'll coordinate rides to the airport to head back home.

Call the Healing Waters Resort & Spa [www.pshotsprings.com](http://www.pshotsprings.com) at 800-832-5523 to book a room. Tell them you are with Colorado Pilots Association for a special rate.

More important information is to come, including pricing. Continue to watch the CPA website.





# 2019 HIGH DESERT FLY-IN SATURDAY, SEPTEMBER 21 8 AM TO NOON ■ FREE!

WINSLOW-LINDBERGH REGIONAL AIRPORT  
701 AIRPORT ROAD, WINSLOW, ARIZONA

**ACTIVITIES:** Pancake Breakfast (8 to 10 am; \$6), Aircraft on the Tarmac, Car Club Show-and-Shine, Flying Through History Area, High Desert Silent Auction, E&O Kitchen (10 am to noon; \$)

**FOR KIDS:** First Flights: free plane rides (8 to 11 am; first come/first served); Flying Fun Kids Area: hands-on activities by Winslow Public Library

**FLY-IN ANGELS:** Donate dog food, treats, and toys to Winslow Animal Control; Angels receive Adoption Coupon, photo at Standin' on the Corner Park

**FOR PILOTS:** Free Breakfast & Gift Bags, Fuel Sale, Pet Adoption Incentives



GO TO [WWW.HIGHDESERTFLYIN.ORG](http://WWW.HIGHDESERTFLYIN.ORG) AND FACEBOOK FOR DETAILS!



# ROCKY MOUNTAIN FALL FLY-IN

SEPTEMBER 28, 2019 • 7AM TO 7PM

**RIFLE (RIL)**

**FREE BBQ LUNCH** From



*11am - 3pm for all registered participants*

**AERIAL PHOTOGRAPHY \$25**

*provided by Airshow Productions*

SCHEDULE: 916-871-0476 or [AIRSHOWPRODUCTIONS.COM](http://AIRSHOWPRODUCTIONS.COM)

**MORE INFO:**

**970-625-1091 • [rifleairport.com](http://rifleairport.com)**

**AVGAS \$2.50/GAL\***



\*September 28, 2019, 7am - 7pm, aircraft only - no fuel cans, other restrictions apply. | For a complete set of rules, visit [rifleairport.com](http://rifleairport.com) or call 970-625-1091.





2019

# WINGS OUT WEST

## AIRSHOW

PRESENTED BY:






**D-DAY DOLL AND OUR GUEST OF HONOR LTC DAVID HAMILTON**  
A REENACTMENT OF A COMBAT PARACHUTE DROP BY THE LIBERTY JUMP TEAM

# 75TH ANNIV.

\*\*\*\*\*

OF THE D-DAY INVASION,  
HONORING WWII VETERANS



**BILL STEIN**



**MATT CHAPMAN**



**ROB HOLLAND**

**ALSO FEATURING:**

CINDY IRISH  
THE GOLDEN EAGLES FLIGHT TEAM

- STATIC DISPLAYS
- ATTRACTIONS FOR KIDS
- EAA PANCAKE BREAKFAST - 9AM
- FOOD VENDORS
- PARACHUTE FOLDING DEMO

**VAMPIRE AIRSHOWS**



**KENT PIETSCH**



**B-17 SENTIMENTAL JOURNEY**



WARBIRD RIDES  
FRIDAY, SATURDAY & SUNDAY



**DATE: OCTOBER 5, 2019**

**TIME: 9AM - 2PM | AERIAL DEMO: 10AM**

**LOCATION: PRESCOTT REGIONAL AIRPORT**

**FOR MORE DETAILS VISIT: [PRCAIRPORT.COM](http://PRCAIRPORT.COM)**



**Kay A. Nehring**  
Nehring Law Office





AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
<b>Big Springs Airpark</b> Mgr: Peter Hartman (928) 626-7207	Prescott	12	<b>Pat Mindrup</b> - Tinzie Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
<b>Castle Wells</b> Mgr: Gerald DaFoe (810) 516-9122	Morristown	5/10	
<b>Eagle Roost Airpark</b> Mgr: John Greissing (928) 685-3433	Aguila	85 / 115 (5 acre lots)	<b>Pat Mindrup</b> - Tinzie Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
<b>Flying Diamond Airpark</b> Mgr: Lou Cook (520) 399-3879	Tucson	20/97	
<b>Flying J Ranch</b> Mgr: Howard Jenkins (928) 485-9201	Pima	2/ 28	
<b>Hangar Haciendas</b> Mgr: Scott Johnson (602) 320-2382	Laveen	39 lots w/sep taxi ways	
<b>High Mesa Air Park</b> Mgr: Phil DiBartola 928-428-6811	Safford	8 / 19 (2.5 acre lots)	
<b>Inde Motorsports Ranch Airport</b> Mgr: John Mabry (520) 384-0796	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	<b>Pat Mindrup</b> - Tinzie Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
<b>Indian Hills Airpark</b> Mgr: Gerry Breeyear (928) 916-0608	Salome	75	
<b>La Cholla Airpark</b> Mgr: Larry Newman (520) 297-8096	Oro Valley	122	
<b>Mogollon Airpark</b> Mgr: Brian admin@mogollonairpark.com	Overgaard	60	
<b>Montezuma Heights Airpark</b> Dr. Dana Myatt (602) 888-1287	Camp Verde	43/44	<b>Pat Mindrup</b> - Tinzie Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
<b>Moreton Airpark</b> Mgr: Daniel Kropp (602) 315-0323	Wickenburg	2	
<b>Pegasus Airpark</b> Mgr: Jack @ 1st Svc Res (480) 987-9348	Queen Creek	15/40	<b>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
<b>Pilot's Rest Airpark</b> Resident: Dave Mansker 818-237-0008	Paulden	4/25	
<b>Ruby Star Airpark</b> Mgr: Wendy Magras (520) 477-1534	Green Valley	13 / 74	<b>Pat Mindrup</b> - Tinzie Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
<b>Valley of the Eagle (Sampley's) Airpark</b> Mgr: Jerry Witsken (928) 685-4859	Aguila	30	
<b>Skyranch at Carefree</b> Mgr: Tommy Thomason (480) 488-3571	Carefree	20	<b>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
<b>Stellar Air Park</b> Mgr: SRUA, Inc. (480) 295-2683	Chandler	95/105	
<b>Sun Valley Airpark</b> Mgr: Jim Lambert (928) 768-5096	Fort Mohave	55/107	<b>Pat Mindrup</b> - Tinzie Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
<b>Thunder Ridge Airpark</b> John Anderson janderson72j@gmail.com	Morristown	9/14 (on 160 acres)	
<b>Triangle Airpark</b> Mgr: Walt Stout (702) 202-9851	White Hills	115 acres	<b>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
<b>Twin Hawks</b> Mgr: Tim Blowers (520) 349-7677	Marana	2/40 (4 acre lots) on 155 acres	
<b>Western Sky</b> Mgr: Mr. Hauer (877) 285-0662	Salome	all 200 acres for sale	<b>Pat Mindrup</b> - Tinzie Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
<b>Whetstone Airpark</b> Mgr: Brian Ulmer (520) 456-0483	Whetstone	5 / 12	



## APA Website

Please visit our website for the latest information.

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

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

Email Stefanie at:

[Webmaster@AZPilots.org](mailto:Webmaster@AZPilots.org)

## Newsletter Contributors

Article Deadline

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

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

Contact the newsletter editor, Cathy Paradee:

[newsletter@AZPilots.org](mailto:newsletter@AZPilots.org)

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



Stefanie Spencer— Webmaster



*New pilots welcomed!*



*Writers welcomed!*





## 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.

