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# President's Report

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Greetings,

After a Thanksgiving meal that required an updated weight and balance for me and my passengers, we're looking forward to getting more flying in now that our weather has turned into amazing. Crisp cool mornings that allow for that coveted "standard day" performance are finally here! My Comanche seems to leap off the runway, even though it's only a 180 model. Whatever your destination may be, make it a safe one. The Arizona weather before and after Thanksgiving was spectacular, but the massive statewide storm that spawned tornadoes was more violent than predicted. Snow levels were lower than predicted, meaning icing levels were also lower. This time of year means our clouds are often filled with moisture. Couple that with the rugged mountains, and you have a recipe for potential disaster.



Spend a little extra time with your EFB and the briefing. If it isn't crystal clear, call a briefer and discuss over the phone. Make sure you fully understand what it is you will be flying not only through,

A large advertisement for the United Airlines Aviate program. It features a United Airlines aircraft (N37267) flying against a blue sky with a white silhouette of a plane flying upwards. The word "AVIATE" is written in large white letters across the sky, with a small "SM" trademark symbol. The United Airlines logo is on the aircraft's fuselage. Below the aircraft, there is text about the Aviate program, including the website LAT-US.com/Aviate. At the bottom, the United Airlines logo and the Lufthansa Aviation Training logo are displayed.

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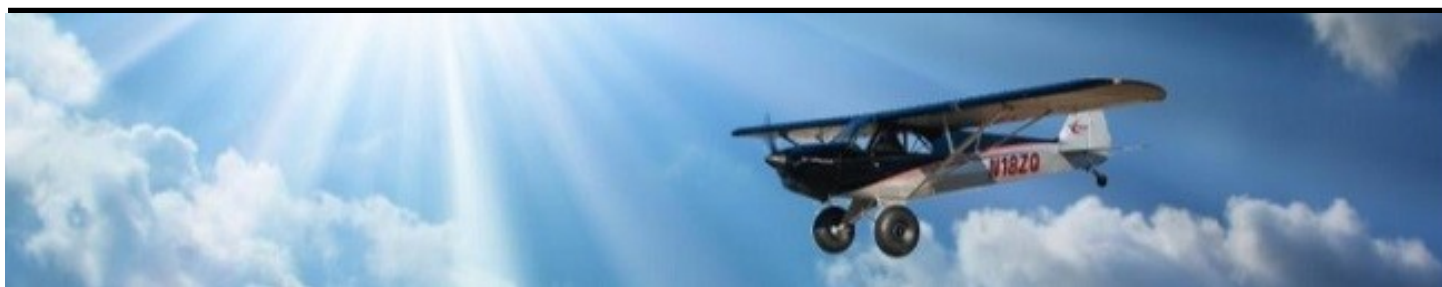


but flying near. A memorable flight this time last year took me near a SIGMET Tango. The boundary wasn't a straight a line as the graphic had indicated, though a briefer would have explained that the impacted area was growing. I learned that after making the PIREP. Fortunately, nobody got sick, though it was a close call.

Be sure to check our calendar out on the APA website. It's chock full of aviation destinations. As always, I look forward to meeting you while out and about. Stay flying and stay safe!

Blue Skies,

Brian



***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!!!***

# Executive Director's Report

Jim Timm — December 2019

I hope everyone has been enjoying the nice fall flying weather. We may have had a few days when it rained on our parade, but what the heck, generally it's been great. Now is the time to get together with a group of fellow pilots and fly somewhere for breakfast or lunch, and enjoy the conversation, solving the world's problems. Enjoy the flight, and fly safe!

I'm certain that we don't have to remind you that if you haven't installed your ADS-B Out yet, it's now almost too late. The FAA deadline has not changed from midnight December 31. If you don't plan on flying in airspace that requires a transponder, I guess you will be okay. Given the complexity of our airspace these days, I can't imagine flying in Arizona without wanting to, or needing to, fly in airspace requiring a transponder. Let's face it, flying in Arizona keeps getting more complex every day, and I don't see an end in sight. Based on comments I have heard, and based on the relatively low cost of the equipment, I think most privately owned airplanes will meet the new ADS-B Out requirements. However, what is a bit disturbing, is the prediction that approximately 5,400 business aircraft will miss the December 31 midnight deadline. According to a study released by a national aircraft sales and maintenance provider, nearly one quarter of bizjets, and approximately half of the business turboprops, are noncompliant. Installing ADS-B equipment on this type of aircraft will usually require going through the aircraft pressure vessel which greatly complicates the installation process and compounds the cost. I haven't seen any comments from the air carrier community, but I suspect they may be in a similar state of noncompliance as the business aviation community. So much for the December deadline, the last minute exceptions will be interesting. If you have questions concerning ADS-B go to the FAA *Equip ADS-B* website: <https://www.faa.gov/nextgen/equipadsb/>



## MISCELLANEOUS ITEMS



### FAA

With the cold and flu season well under way now may be a good time to take good look at the FAA list: [What Over-the-Counter \(OTC\) medications can I take and still be safe to fly?](#) The list can be broken down into go and no go categories. In addition to covering antihistamines, decongestants, the cough and pain medicines, the list also includes medications for a host of other issues you may encounter. The list highlights



sedating antihistamine found in several over-the-counter medications (Benadryl, ZzzQuil, and most “PM” medications), which continues to be the most common drug detected in fatal accident toxicology reports.

If you’re feeling a bit under the weather, don’t take a chance, it would be best to consult the FAA over-the-counter medicine list and see what’s safe before you launch on a flight. Re-

member, altitude can often amplify the side effects of medications.

### AIRSPACE

Be aware, the latest Phoenix Sectional Chart contains nine newly added VFR RNAV Waypoints in southern Arizona. Also, the latest Phoenix Terminal Area Chart (TAC) contains four newly added VFR RNAV Waypoints in the area of Deer Valley Airport (DVT). Elsewhere on the chart there are a few other waypoints that have been “adjusted” so that these waypoints being used are now correctly depicted on the chart.

As you may recall, we had cautioned you to note the location of the Picacho ARNG (PCA) Heliport approx. 4 nm west-northwest of Picacho Peak, and because they do have a staffed operating control tower, it is a controlled field, and they have been experiencing aircraft over flying the airport at low altitudes. It’s very easy to miss its existence because they do not have a Delta Airspace assigned to the field. We have been advised that the Department of Defense and the FAA Charting people have initiated activity to have a block of Class Delta airspace assigned to the heliport. Because only government agencies are involved, the process may only move forward at the speed of a glacier. We will attempt to push a bit if we can, but the process will take years to happen, so in the meantime, be aware, be safe, avoid the area at low altitude, and/or contact them on 126.2.

Be advised that Phoenix-Mesa Gateway Airport (IWA) has a new RNAV (GPS) RWY 30R Approach effective December 5, 2019.

As part of a nationwide movement to reduce costs, the FAA is in the process of eliminating underutilized instrument procedures around the country. Chandler Municipal Airport (CHD) has received a note that the FAA would like to cancel the VOR and NDB procedures for RWY 4R. APA has expressed opposition to the elimination of these procedures, because, while we may have good weather in our area, these procedures are highly valued by the aviation community for meeting training and currency needs. We have a number of large flight schools in the area training foreign students that will eventually be flying commercially in other areas of the world served only by NDB or VOR approaches. With this high density of aviation activity taking place, we cannot afford to lose any of the current resources we presently have.







Once again we have continued to get last minute notices of GPS interference testing that is happening in neighboring states that could have an impact on air navigation here in Arizona. We want to remind you that, If you encounter a loss of GPS signal lasting more than a couple of minutes, immediately contact ATC and advise them of the outage providing the time, altitude, and location when the

outage was encountered. I really hope this testing will come to an end when we have ADS-B mandated.

Be advised that starting December 10, 2019, pilots that are flying under BasicMed will be able to [travel to Mexico](#) in their aircraft per a policy letter signed by Mexico's Directorate General of Civil Aeronautics, on October 11, 2019. In recognizing BasicMed, Mexico joins the Bahamas as a Basic-Med-friendly destination.

I think this comes under the heading, *what next do we have to look out for that's falling out of the sky*. Now it may be space capsules. The Boeing company officials have briefed the Cochise County Board of Supervisors on its plan to land manned space capsules, being developed for NASA, on a site that's roughly in the center of the Willcox Playa, which is owned by the U.S. Army and the state. This may possibly be only one of several sites they may be considering. Perhaps we can only hope they find a better site.

## SAFETY

The Phoenix and Mesa Police Aviation Departments are concerned about the problem of tracing laser strikes on aircraft, and because we are rapidly approaching that time of the year when citizens will be putting up Christmas decorations and lights, in some cases, these light decorations may include lasers. Use caution, if your decorations include lasers; ensure they are pointed downward so they won't strike an aircraft in flight.

Be aware that there may be a new flight school starting operations at the Glendale Municipal Airport (GEU). As a result, expect to see additional traffic in the area and also in the training areas.

Luke Air Force Base has increased the number of F35 Training Squadrons, and as a result, you can expect to encounter more F35 fighters operating at the edges of the Luke SATR and in the associated MOAs.

Aviation safety in this past reporting period was not too bad in that there were only four accidents reported by the NTSB, and none of them involved fatalities. This month's report will also contain three reports of accidents that occurred at an earlier date, but the detailed accident reports were released in this reporting period. See my November Accident Summary for the details, and in the meantime, fly safe, and don't contribute to the report.



## CONSTRUCTION

Be aware that while Coolidge Municipal Airport (P08) has runway 5-23 closed for repairs, runway 17-35 will also be closed on December 12, 2019, and is scheduled to reopen on February 3, 2020. Be sure to check NOTAMS for changes.

We are also aware that many of the airports around the state are having construction projects in process or are being planned. Unfortunately, we don't have all the latest details of what projects are coming up at the various airports. At the moment, the best advice we can offer is to check for NOTAMS at your destination airport, and when you do get there, use an extra amount of caution. The last thing you want to have happen is to have your flight end with it being a contribution to the monthly NTSB accident summary. Always fly informed.

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. Chandler Municipal Airport (CHD), Kingman Municipal Airport (IGM), 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 currently in their Master Plan update process. Laughlin/Bullhead International Airport (IFP) 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), is normally on the first Saturday of the month. They may be on hold during both runway closures in January and February. Check NOTAMS for when and which runways are closed.
- The Falcon Field EAA Warbirds Squadron fly in breakfast and car show on the third Saturday of the month will be restarting on Saturday, December 21. Check the calendar to verify.
- On the third Saturday, the fly in breakfast at Benson (E95) at Southwest Aviation is now on a quarterly basis. Check the Calendar for the next fly-in date. (There will still be special fuel prices for breakfast attendees.)
- The Grapevine Airstrip (88AZ) next to Roosevelt Lake is open to fly into any time, but the BBQ lunch hosted by APA is on the third Saturday weekend of the month. 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, is operating in the 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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# December Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of aviation accidents that occurred in Arizona from late October through late November. 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.

Aviation safety in this past reporting period was not too bad in that there were only four accidents reported, and none of them involved fatalities. This report also includes three reports of accidents that occurred at an earlier date, but the detailed accident reports were released in this reporting period.

It's unfortunate that two of the accidents the past period didn't have detailed reports released, only the accident notification. The following are the details of what is presently available.

## ACCIDENTS IN THIS REPORTING PERIOD

Accident Date: **October 6, 2019**

Preliminary Report Dated: November 13, 2019

Title 14 CFR Part 91

Location: Marana

Aircraft Type: Glaser-Dirks DG500 (Experimental Glider)

Injuries: 1 Uninjured, 1 Minor

### INFLIGHT LOSS OF CONTROL

On October 6, 2019, about 1300 Mountain Standard Time, an experimental Glaser-Dirks DG- 500 Trainer collided with mountainous terrain near Marana. The commercial pilot sustained minor injuries and the pilot undergoing instruction (PUI) was not injured; the glider empennage was substantially damaged. Visual meteorological conditions prevailed, and no flight plan had been filed. The flight originated at El Tiro Glider port, near Tucson about 1230.

The commercial pilot stated that he planned to evaluate the PUI performance of maneuvers that were part of the Sportsman Glider aerobatic competition sequence. The PUI began the maneuvers three miles north of the El Tiro Glider port at 7,000 feet above ground level (AGL). After completing the Reverse Half Cuban, Lay Down Humpty, Loop, 90 Degree Turn and 1/4 clover, the next maneuver was planned to be the Sharks Tooth. At an altitude of approximately 5,000 feet AGL, with the glider configured in a

pitch-up attitude of 30°, the PUI rolled the glider inverted. The nose dropped to approximately 20° above the horizon but the commercial pilot elected to continue the maneuver. The glider slowed and stalled in the inverted position.

The PUI did not make an aggressive recovery and the commercial pilot pulled the control stick aft to establish a 4g recovery. The glider's airspeed increased from around 90 kts to the never - exceed speed (VNE) almost instantaneously. The airspeed increased past 155 kts and the glider experienced a high frequency elevator flutter with the nose still below the horizon. During the recovery, the right spoiler deployed and the pilots felt the elevator was not controllable. They opted to make an emergency landing to the runway with minimal directional control. During landing, the glider's descent was more than they had anticipated, and it touched down on a bush damaging the empennage.

Accident Date: **October 14, 2019**

Preliminary Report Dated: November 11, 2019

Location: Buckeye

Aircraft Type: AEROPRO CZ A220 (Light Sport Airplane)

Injuries: UNK

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

Accident Date: **October 19, 2019**

Preliminary Report Dated: November 7, 2019

Location: Safford

Aircraft Type: Zenith CH701

Injuries: UNK

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

Accident Date: **October 24, 2019**

Preliminary Report Dated: 11/19/19

Title 14 CFR Part 91 Operation

Location: Red Creek

Aircraft Type: Cessna 205A

Injuries: 3 Uninjured

### **CONTROLLED FLIGHT INTO TERRAIN**

On October 24, 2019, about 1600 Mountain Standard Time, a Cessna 205A collided with terrain during takeoff following an aborted landing at Red Creek Airstrip, near Payson, Arizona. The private pilot and two passengers were not injured, and the airplane sustained substantial damage to the tail and both wings after nosing over. The flight departed Payson Airport (PAN), Payson, Arizona, about 1545. Visual meteorological conditions prevailed, and no flight plan had been filed.

### **THE FOLLOWING REPORTS WERE ALSO RELEASED IN THE PAST REPORTING PERIOD**

Accident Date: **July 16, 2019**

Factual Report Dated: September 5, 2019

Title 14 CFR Part 91

Location: Grand Canyon

Aircraft Type: Cessna 172

Injuries: 4 Uninjured

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

The pilot reported that, during approach to land, he corrected for a left crosswind. After crossing the threshold, he reduced power and as he was about to touch down, the airplane "rolled" to the

The flight originally departed from Rocky Mountain Metropolitan Airport (BJC), Denver, Colorado earlier in the morning. The pilot serviced the airplane with the addition of 40 gallons of fuel at PAN, with the intention of then flying to Red Creek and camping overnight at the airstrip.

Red Creek is an unimproved airstrip located within the Tonto National Forest at an elevation of about 2,300 ft. It is composed of a single dirt runway (designation 6/24) that is about 1,200 ft long and 15 ft wide. The airstrip is surrounded by rising terrain, which according to the Arizona Pilots Association and the Recreational Aviation Foundation, necessitates landing on runway 24, and departing from runway 6.

The pilot reported that the flight to Red Creek lasted about 10 minutes, and upon arrival he overflew the airstrip and observed the windsock, which indicated a direct right crosswind for runway 24, with wind speeds that he estimated to be between 4 and 9 knots. He initiated a landing approach from the northeast to runway 24, and decided to perform a go-around after judging that the airplane was too high. He reported that the second approach was stabilized, and after touching down he applied the brakes; however, the airplane became airborne again. He applied full throttle, and continued to fly the airplane in ground effect until reaching the end of the runway. He then pulled back on the control yoke to initiate a climb, but the airplane was unable to climb out over the rising terrain and struck vegetation about 500 ft beyond the runway threshold.

left and the left wing struck the runway. The airplane immediately "righted itself" and he landed the airplane. He added that the runway strike caused a "minor misalignment" with the airplane. The airplane sustained substantial damage to the left wing.

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

The airport's automated weather observation

station reported that, about 36 minutes before the accident, the wind was from 210° at 11 knots, gusting to 19 knots. The same automated station reported that, about 24 minutes after the accident, the wind was from 210° at 17 knots, gusting to 25 knots, with a peak wind reported 3 minutes after the accident from 220° at 27 knots. The pilot landed the airplane on runway 21.

Accident Date: **August 4, 2019**  
Preliminary Report Dated: October 17, 2019  
Title 14 CFR Part 91  
Location: Paulden  
Aircraft Type: Schleicher ASW 24 (Glider)  
Injuries: 1 Serious

### **LOSS OF CONTROL ON GROUND**

The glider pilot reported that, due to the unimproved airport blending in with the surrounding environment, he was unable to identify the runway and decided to land on a dirt road. While concentrating on landing, he failed to extend the landing gear. On short final, he noticed that the landing gear was not extended and while changing hands to extend the landing gear, the glider drifted right of the dirt road. Upon landing on the dirt road, the glider veered right and impacted a utility box.

The glider sustained substantial damage to the fuselage and canopy.

Accident Date: **September 20, 2019**  
Factual Report Dated: 11/20/19  
Title 14 CFR Part 91 Operation  
Location: Sedona  
Aircraft Type: Piper PA60  
Injuries: 4 Uninjured

### **INFLIGHT LOSS OF CONTROL DURING LANDING APPROACH**

The pilot of the retractable-landing gear, multi-engine airplane reported that, while on approach to land, he felt the airplane was a little slow and below glide path. He corrected by adding power, reestablishing on the visual approach slope indicator (VASI) glide path and continued the landing. However, when the airplane reached the approach end of the runway, the airplane aerodynamically stalled. He lowered the nose and the airplane landed about 15 ft before the threshold of the runway. The airplane bounced onto the runway, veered right, exited the runway onto the adjacent field, and the landing gear collapsed. The airplane sustained substantial damage to the fuselage and both wings.

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 the time of the accident, the wind was from 180° at 15 knots and gusting to 24 knots. The pilot reported that the wind was from 210 at 15 to 25 knots, gusting 15 to 25 knots. The pilot was landing the airplane on runway 21.

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## **A Few Words About Safety**

**Denny Granquist**

“

*“Always land on a VFR flight plan with IFR reserves.”*

*“Flying around the weather will get you there quicker.”*

”





**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:**

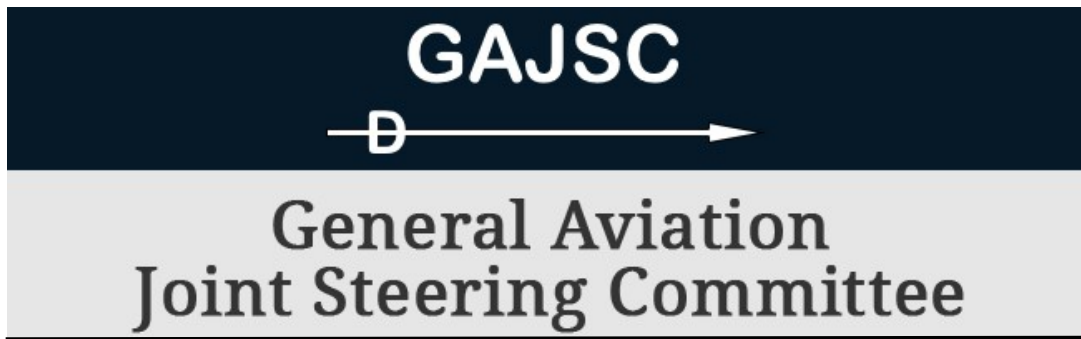
- Facilitate communication and address safety concerns between flight schools, flight instructors, the FAA and other airspace users
- Share training tools, concepts, and ideas
- Improve understanding among operators

**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!





## **CFIT & Overreliance on Automation**

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:** November 2019

**Topic:** CFIT & Overreliance on automation

The FAA and industry will conduct a public education campaign emphasizing the hazards of overreliance on automation and resultant Controlled Flight Into Terrain.

**Background:**

GAJSC study of General Aviation CFIT Accidents revealed overreliance on automation as a precursor to some mishap events. They found that automation use contributed to VMC and IMC accidents in day and night flight conditions. Awareness of automation limitations and pilot proficiency in flying with and without automation are key to safe flight operations.

**Teaching Points:**

- CFIT accidents occur in all weather and light conditions.
- At least one third of pilots involved in CFIT accidents held instrument ratings
- All of the Continued VFR into IMC accidents in the GAJSC study were fatal.
- Some CFIT accidents result from unrealistic or uninformed aircraft performance expectations..
- Other CFIT accidents result from misunderstanding of automation normal and failure mode operations.
- Overreliance on automation can lead to pilot complacency, degraded hand-flying competence and confidence.

**References:**

- *Pilots and Medication Power Point and Presentation Notes*
- *FAA-H-8083-2 Risk Management Handbook*



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

# Featured

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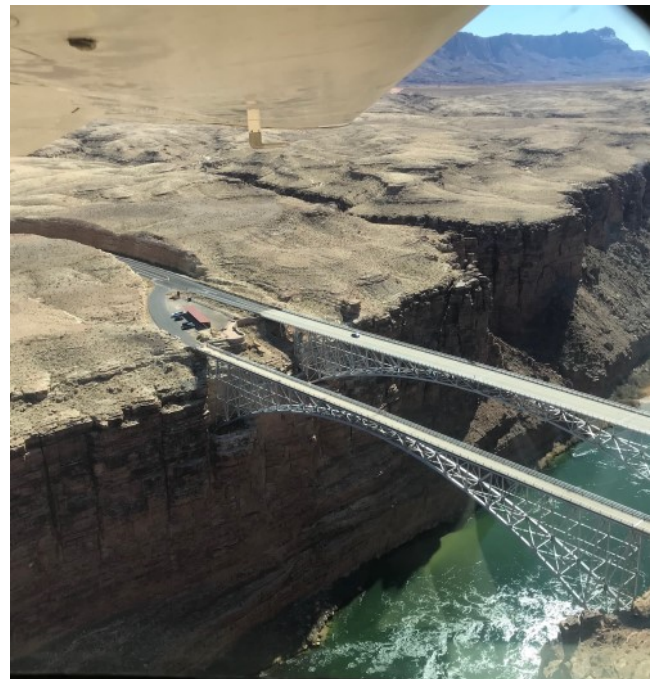
## Some Other Notable Airports in Arizona

by **Peter N. Steinmetz**

Amongst my flights to the paved public use airports, quite a few were notable, though perhaps not the most notable or extreme in any particular aspect. Here are a few of those airports which are less frequently visited:

### **Marble Canyon (L41)**

This fairly narrow 35' x 3715' runway near the Navajo Bridge was built by the owners of the Marble Canyon Lodge to accommodate their personal interest in flying as well as lodge guests. A flight from near the Grand Canyon to land there has spectacular scenery as does the flight over the Echo Cliffs to the southeast.



### **Tuba City (T03)**

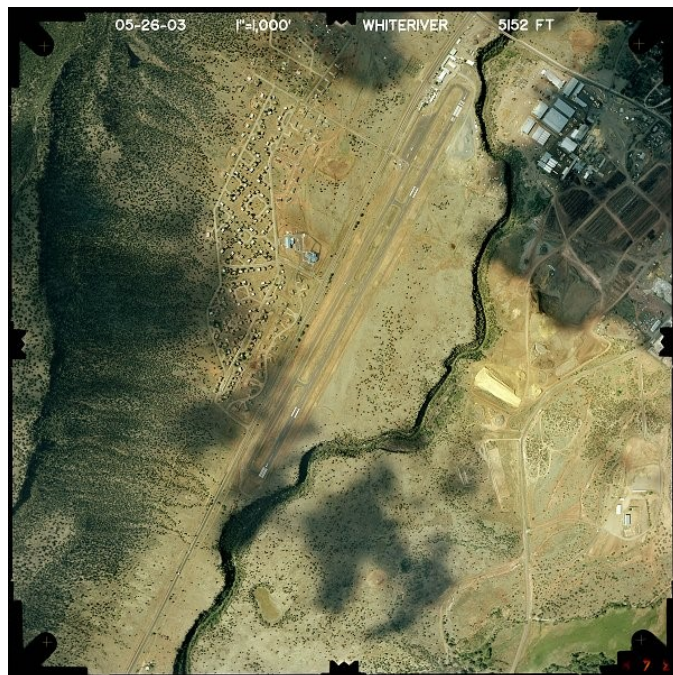
This airport is another used primarily for medical air evacuation to/from the nearby Tuba City Regional hospital. One of its distinctions is a large bump in the runway near the north end. I taxied over this and used the southern part for landing and takeoff; I think it would be an unpleasant surprise at higher speeds. (This bump may have been recently repaired.)



## White River (E24)

On the flight back from Springerville in the evening I noted an illuminated runway far below in a valley and decided to return during the day to land on it. Not only is the flight over the Apache-Sitgreaves National Forest to the White River airport beautiful in its own right, the short final to runway 19 takes one directly over a deep canyon just before the threshold.

These cross country flights around Arizona were very beautiful, and in that sense, their own reward. However, another reward awaits those who choose to pursue this quest, particularly if using sectional charts for navigation. As noted by my flight instructor, after visiting all parts of the state at 3000 - 4000' AGL, one is able to figure out location nearly anywhere in Arizona in a small plane just by looking around at the landmarks. The whole state becomes ones' playground!



Peter



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# MEMBERS' PHOTO CORNER

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*Thank you to Jim Van Namee for this month's photos*

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

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*the PB4Y kept and maintained by GossHawk at KCGZ*

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# ~ Scholarship Corner ~

by Chris Nugent

We recently wrapped up the 2019 scholarship application cycle, and I'm happy to report that we received a total of 22 applications from aspiring aviation professionals. This is on par with the number received last year, although we did update the application process to require professional letters of recommendation from employers, teachers, etc. instead of being optional as in past years. This may seem like a minor change, but the committee felt it was important for the applicants to show that they had someone that was personally invested in them and their success in aviation.

After doing a first pass review of the applications, I can tell you that I'm impressed by the passion for pursuing a career in aviation that all the applicants have shown. Some are well on their way with several ratings under their belts and a solid plan for achieving their long-term career goals. From a demographics perspective, most of the applications came from students at two Phoenix area schools – East Valley Institute of Technology (EVIT) and Chandler Gilbert Community College (CGCC). Both have strong aviation-oriented programs and the APA has enjoyed a long association with these schools. However, we also received applications from students in northern Arizona, Yuma, and Douglas. Hopefully we can continue to build awareness of our program in other areas of the state for the 2020 application cycle.

The Board of Directors and Scholarship Committee have had a lot of discussion recently about the future of our program and the need to build in provisions for younger students (read high school freshmen) to provide them an opportunity to get started in aviation. Our current program is structured for high school seniors preparing for their transition to college and/or professional training programs. These older students have already developed some “credibility” by attending an aviation-oriented school such as EVIT or have started flight training. Several organizations, such as the EAA, have well established youth programs. Those of you that participate in EAA Young Eagle flights are familiar with the program and the head start it offers kids in this age group. While we still have a lot of work to do in this area, a potential option would be for APA to offer scholarships towards a glider PPL after some pre-requisites are completed such as the Sporty's Learn to Fly Course offered with

Young Eagles participation. All TBD at this point, but it does help APA build the pipeline of future Arizona aviators.

In the interim, the committee will be hard at work reviewing applications with the objective of wrapping up the selection process this month. We'll provide an update on the scholarship awards in the January newsletter.



Chris





## Gyroplane Flying

**By Howard Deevers**

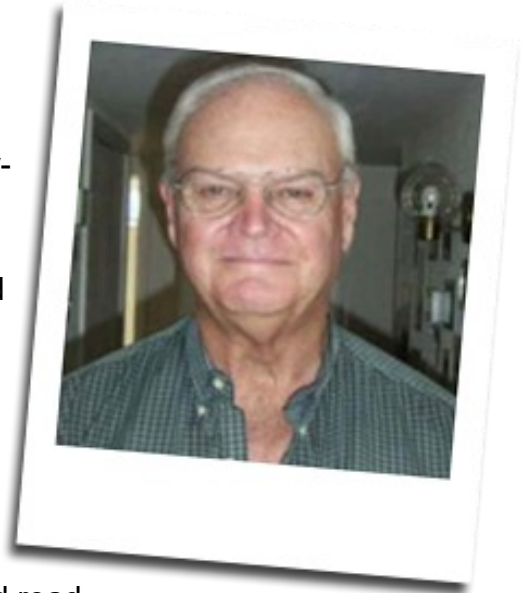
A training symposium for gyroplane flying called “Mastering the Gyroplane” was held October 26 and 27 at the Biosphere 2 here in Arizona. The Biosphere 2 is a large research facility located north of Tucson, near the town of Oracle. My first thought when I learned about this event was why is an aviation event being held at the Biosphere 2? San Manuel airport is just over the hill to the east, and they have the largest gyrocopter training site in the state of AZ. There are not many meeting spaces available that far away from the population center of Tucson, but the Biosphere 2 has very good meeting rooms and facilities, and wi-fi service as well.

My first interest in gyrocopters came when I was in high school and read an article in Popular Mechanics about the Benson Gyrocopter. Almost every pilot has heard of the Benson Gyrocopter. There were plans showing how to build one in the magazine. I wanted to build one, but never did. First of all, I had no idea where to buy that large propeller that looks like a helicopter blade. I don't remember the issue or the date, but nowhere in the article did it talk about how to fly the thing after you had built it. Since it was a single seat, there was no place for an instructor to sit. It is probably a good thing that I never did build one.

The presenter at the symposium was Dr. Phil Harwood, PHD. He has written the book on gyroplane flying. A native of Scotland in the UK, he does have that Scot accent, but made a joke about it: “If you need me to repeat anything, I will try to do it in English.” He started the program with the basics. Some talk, and illustrations, about gyroplanes in general. He even did mention the Benson Gyrocopter and had a picture of one.

Gyroplanes have come a long way since the Benson Gyrocopter. They are now two seats, some side by side, others tandem. The exteriors are very modern looking and actually invite you to “take a look.” The pusher engines are modern, too, mostly using the Rotax engines that are also used in many home built airplanes. And, let us not forget the electronic panels, modern avionics and flat screen displays. The only thing I did not hear about was an autopilot.

Next up was a presentation on what makes a gyroplane fly and the differences between them and fixed-wing airplanes. This was a real eye opener for me. Anyone that has a pilot's license and thinks that





they could easily fly a gyroplane is crazy. There are big differences, and those differences could kill you if you don't know about them. I can't stress enough how important it would be to get thorough instruction in a gyroplane before attempting any flight in one.

The next session was even more interesting. Dr Harwood said that gyroplanes are more stable while flying than fixed-wing airplanes, but while on the ground you must exercise even more caution. The landing gear are closer together than on fixed wing planes, and you have that big overhead rotor that could strike objects. Crosswinds can cause the plane to tip slightly, and even slightly could cause a

rotor strike. NEVER approach a Gyro plane when the rotor is turning even slightly. If that rotor hits you..... it's gonna hurt!

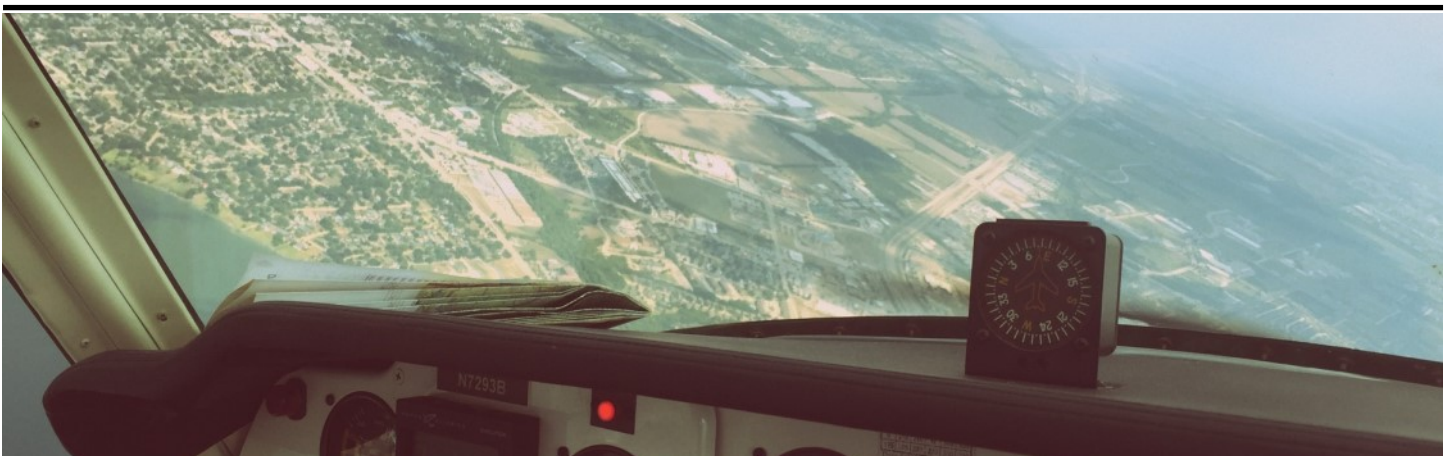
A gyroplane is not a helicopter. You cannot hover in it. You must have forward motion to keep the rotor turning and to supply lift. However, if you have enough headwind, it can look like you are making a landing just like a helicopter; at least a very short takeoff and landing. If your engine quits, the plane will auto rotate and you can land very easily in a small space.

The symposium was a two day event with about 50 pilots, student pilots, and instructors attending. Some people traveled here from other states just for this event. I was not able to stay for the full two days, but the reports were that this was a very good event.

San Manuel is northeast of Tucson, and just east of Oracle. San Manuel Airport (E77) is easy to get to and well-maintained, with self-service fuel. If you are interested in learning more about gyroplanes, fly or drive into San Manuel. You will probably find gyros flying almost any day.

For more information you can look at [www.gyropedia.com](http://www.gyropedia.com) and see gyroplanes flying and many tutorials.

Howard

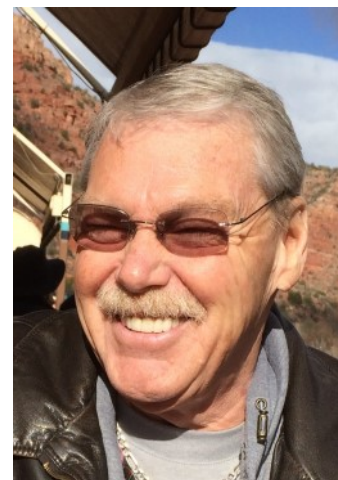


# ***GAARMS REPORT***

***DECEMBER 2019***

**By Fred Gibbs**

*(Your guy in Flagstaff)*



**WE HAVE SET A MILESTONE THAT IS  
WORTH YELLING FROM EVERY MOUNTAIN  
TOP ACROSS THE STATE OF ARIZONA!**

***There have been NO general aviation (GA) accidents involving a pilot fatality over the past 12 months, that is, since November of 2018. Let me say that again! NO Arizona-based GA pilot has been fatally injured in an accident -***

***FOR THE PAST YEAR!!!***

***That is absolutely outstanding, but we still have ONE MORE month left to go this year. Is it possible we could go the entire year (2019) without a GA pilot fatality?***

## ***Fred's Perspective...***

Last month I talked about the number of gear-up/gear failure landings and highlighted a few. Well, guess what, again, in November, we had another one over in Winslow. A very nice Mooney put it down right on center line, but, OOPS, forgot the gear. How can this happen, you say? What happened to the checklist? Did the pilot not follow the checklist? Did he forget it? Was he distracted? Did he lose the checklist? Did he NOT hear the gear horn?





Well, looking at the instrument panel tells a tale of woe!

Me thinks, and I am fairly certain, the pilot did have access to the landing checklist. And a good look at the gear handle sort of says it all.

Could this happen to you? I am certain the pilot of this airplane would say “NO, that will never happen to me!” And yet...

Fortunately, the only injury was to the pilot's ego. It would be most interesting to sit down with this pilot at a safety program and go through the whole sequence of events to try and determine just how this could have happened. Fascinating, eh??



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### ***True confessions:***

Reminiscing back to the old days – which a lot of old guys tend to do - I often wonder how I learned what to do in my many, many roles as a manager, starting way back pre-FAA days. I guess dad had a lot to do with it, living a busy life as a 30-year factory worker, a drum teacher and a fabulous musician, out playing in a band somewhere until all hours of the night, always meeting all those show times, a stickler for punctuality and a man of his word. I am still amazed by how he managed to fit all that stuff into one day and still have time for the family. My oldest sister followed in his footsteps as a musician, but made her name in the world of teaching women sports, and even has a sports complex named after her. I tried drums, but sitting in the front room of my house practicing, looking out the window at the guys playing football, my heart just wasn't in it! I wanted to play football, dad recognized it, and into midget football I went. To this day I remember my dad, Red and Junie – my coaches – and their work ethics. That was almost 65 years ago, and I guess those were the building blocks. After high school, the U.S. Air Force gave me discipline and my first taste of leadership –



they recognized something that I sure didn't at that time. Then 2 years at Northrop Institute of Technology. Yup, that's right, Northrop Aircraft's sponsored aeronautical engineering school, where I planned to put my Air Force training to good use. That was where I was introduced to Dr. John Wells, Chemistry and Physics chair, an absolutely super – and demanding- professor who, for whatever reason, saw that leadership skill in me that I still hadn't. To this day, he too, is responsible for who I became. And then fate intervened again (a lack of tuition money), and engineering school ended, so into general in-



dusty I went, starting as a lowly machine tender in a paper factory. But again, fate intervened, and I moved into supervision, changed careers, and then moved into a “grunt” job at the nearby chemical plant. I really wanted a grunt job because I was disgusted with some of the management personnel I had to work under at the paper mill, and wanted no further part in it. As a side story, I got the job interview through my girl friend at the time who worked for the personnel department. She set it up. They hired me reluctantly for the “grunt” position after I told them I did not want to

work in their quality control lab. I wanted to work on the bull gang, straight 40 hour week, doing manual labor and building my muscles and my tan. Well, that did not last very long! I was hired initially under a 30 day trial period, but on day 25 was “promoted” into the quality control lab. Within 6 months, I was the quality control lab supervisor, which to me was very ironic. All the lab technicians were college graduated chemists, while I was practically ignorant when it came to chemistry, but I learned quickly enough to be conversant on our lab requirements and processes. Managing the people became my primary function and, from somewhere inside, I seemed to be good at that. Another short side story... In 1970, this new government agency called the EPA made a surprise visit to the chemical plant to review our processes and procedures for water cleanliness. You see, a chemical plant takes a lot of water out of the river, uses it to makes chemicals, and then puts it back into the river. The water treatment plant manager and I worked out processes and procedures for testing water samples every morning and night. We saw the EPA coming. Plant management did not, so when EPA showed up, they were in a panic, and here they came, to my in-plant quality control processing lab, looking to place blame for not having processes and procedures. Well, the plant manager and I blew them away with our year long analysis of waste water samples and documentation. I got the plant manager of the year award, earned a big promotion to manager of all acid packaging production for the plant, then got a second award for production efficiency implementation. Shortly thereafter I resigned to go to work for the FAA at a big pay cut!!!

I brought all that on-the-job management training into the FAA with me, and was able to work my way up the ladder, albeit with many, many thanks to other management folks within the FAA who recognized my potential and gave me the opportunities to excel. I was instrumental in the re-staffing and re-building of the Eastern Region Air Traffic controller workforce right after President Reagan fired all of the controllers during the strike of 1981. I actually still remain in touch with several of them, and still continue to work with them off and on in my consulting work. Which brings me to now...

Running the flight school here in Flag gives me the opportunity to meet and teach a lot of folks, all with their own personalities, learning skills and foibles. No two people learn in the same way; each needs specialized attention; each needs to have techniques applied to them in a manner they can relate to; each needs to be treated with respect; and each needs to know what is expected of them in return.

**FYI, IT DOES HAVE ITS MOMENTS!!** I know it is



sometimes frustrating for the student, and sometimes it is frustrating for me as the instructor. But instead of getting frustrated, the challenge (to any Flight Instructor) is adjusting the process into something the student can relate to in the hope(s) that the ol' light bulb will suddenly come on, and the student says "Oh, now I get it!" And seeing them pass the checkride gives me as much satisfaction as I hope it gives them.



In closing this, I want to pass on a couple of rules I learned a long time ago:

- **PEOPLE ARE YOUR GREATEST ASSET IN ACCOMPLISHING ANYTHING... AND**
- **PEOPLE ARE YOUR GREATEST PROBLEM IN ACCOMPLISHING ANYTHING!**
- **DON'T BE IRREPLACEABLE. IF YOU CAN'T BE REPLACED, YOU CAN'T BE PROMOTED.**
- **EXPERIENCE IS SOMETHING YOU DON'T GET UNTIL JUST AFTER YOU NEED IT.**
- **GENERALLY SPEAKING, YOU AREN'T LEARNING MUCH OR LISTENING WELL WHEN YOUR OWN LIPS ARE MOVING.**

As a manager, you can accomplish almost anything you set out to do as long as your team believes in the task and trusts you to lead them in the right direction. If you surround yourself with the right people (and NOT just YES people, but strong, knowledgeable people) and leave them alone to do their work (read **DO NOT micro-manage**), an organization can be very successful. I always liked to say, as the organization manager, I was like the Admiral of the fleet – I gave the overall direction and goals (go here and accomplish this), gathered up the other ship commanders (employees) to get, listen to and consider their inputs, sent them back to their ships (desks) with clear directions and



deadlines and then stay out of their way, occasionally checking in with them to see what need they may have and how things are going. I made the really big decisions, like where we were going for lunch that day, where we needed to be to ensure we were meeting our deadlines and goals, and holding everyone up to standards. Always compliant in public, criticize in private, hype the organization, and reward the individuals. Upper management was responsible for any rewards coming my way, not me touting my own horn. Just remember, professionalism is always better than bullshit!

Fred







Please Join Us for a  
**Barry M. Goldwater Bombing Range Tour**

Gila Bend, AZ

**Thursday, February 6, 2020**

Time to be determined

Lunch will be served

\$20 per person

**Reservations are Required—APA Members Only**

**Maximum of 50 persons - reserve ASAP!**

***RSVP by January 28, 2020***

Sign and return the attached

“Acknowledgement of Danger:

Release and Hold Harmless Agreement” form

to reserve your spot

Email your Signed

Agreement to: [socials@azpilots.org](mailto:socials@azpilots.org)

Or mail to: Mary James PO Box 5355 Carefree, AZ 85377

Mary James 515-321-3022 Susan Wearly 480-415-6480

Driving directions to Goldwater Air Force Range along with arrival & departure instructions  
will accompany your reservation confirmation.

Car-pooling is recommended. No exceptions will be made for late arrivals.

AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
<b>Big Springs Airpark</b> Mgr: Peter Hartman (928) 626-7207	Prescott	12	
<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>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: Sherry admin@mogollonairpark.com	Overgaard	60	
<b>Montezuma Heights Airpark</b> Dr. Dana Myatt (602) 888-1287	Camp Verde	43/44	
<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>Valley of the Eagle (Sampley's) Airpark</b> Mgr: Jerry Witsken (928) 685-4859	Aguila	30	<b>Pat Mindrup</b> - Tinzie Realty 928-671-1597 <a href="mailto:pat@wickenburgpat.com">pat@wickenburgpat.com</a>
<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>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
<b>Sun Valley Airpark</b> Mgr: Jim Lambert (928) 768-5096	Fort Mohave	55/107	
<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>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>Whetstone Airpark</b> Mgr: Brian Ulmer (520) 456-0483	Whetstone	5 / 12	



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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!*





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