



In this issue:

**Pilots Comments: Perplexing
and Destructive**

**GAARMS: There I was ...
engine failure ...**

Multi-Tasking

March 2020

APA NEWSLETTER

President's Report

Brian Schober, APA President 2-3

Executive Director's Report

Jim Timm, APA Executive Director 4-8

March Aviation Accident Summary

Jim Timm, APA Executive Director10-11

GAJSC Topic of the Month

Mountain Flying11-12

— FEATURED —

Members' Photo Corner

Greg Brown.....13

— SHORT FINAL —

Multi-Tasking

Howard Deevers.....14-15

Pilots Comments: Perplexing & Destructive

Bob Glock.....16-17

GAARMS: There I was ... engine failure ...

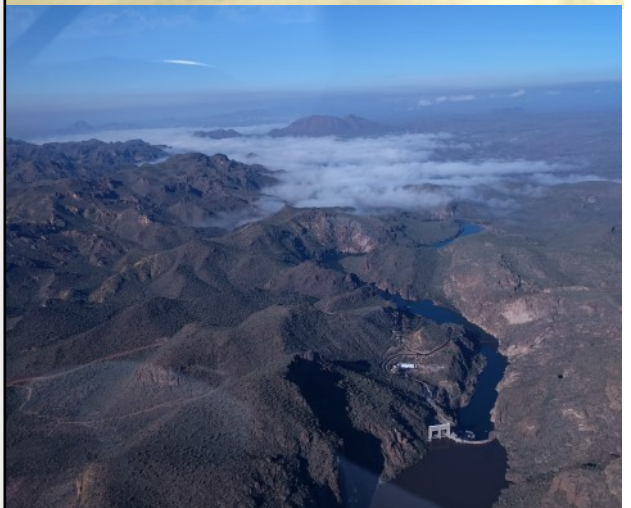
Fred Gibbs.....18-21

Upcoming Events22-27

Arizona Airparks28

APA Website, Newsletter, & Merchandise

Stefanie Spencer, Webmaster29-30



President's Report

Fellow Aviators,

February was chock full of local aviation fun. From a record-breaking Copperstate Fly-In held in Buckeye, to a record-breaking monthly Grapevine fly-in, to multiple breakfast club fly-outs, and folks just looking to camp in the backcountry, we had a great month!

Thank you to the hundreds of members who swung by the APA booth at Copperstate to chat with us. We love learning what you are looking for and what your concerns are. Our forums on backcountry and safety we held in packed tents. Unofficial attendance reports from Copperstate show that over 36,000 aviation enthusiasts came to the event. Many young folks stopped by to talk to us about our scholarships and are looking to get started in aviation. That's a very good thing, indeed.





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February's Grapevine event saw more than 30 aircraft arrive. Several more were unable to land due to traffic either in the pattern or still on the runway and soft parking areas due to recent rains. Our Grapevine lunch event has been very popular, and we love to see the success of this airstrip, reopened through APA and RAF volunteers. In order to reduce the workload on our dedicated volunteers, improve accessibility to more pilots, and maintain the unique backcountry aspect of Grapevine, we will be transitioning from lunch to overnight camping potlucks each third weekend beginning this month. This falls in line with the cadence of our Pleasant Valley and Double Circle hosted events. The airstrip is still open for your access, but please watch our Facebook page as we post important NOTAM information there as Grapevine is utilized by the USAF and the Forest Service for training.



To shift focus to the backcountry aspect of Grapevine, we'll still be out there every third Saturday of the month and will hold a pot-luck dinner. We encourage you to participate in an overnight camping experience at Grapevine with some of the most interesting people you'll likely ever meet. Bring your favorite dish, your camping gear, and sense of adventure. We believe this will enhance accessibility to all pilots and allow folks to truly enjoy the camaraderie of Grapevine. Thanks in advance for your support of this update.

Please mark your calendars for May 16th, 2020, for the Arizona Pilots Association annual meeting. This year it will be held in Scottsdale. More details to follow, but a great morning learning about what your association has done, is doing and plans to do, as well as a great guest speaker are in store. Stay tuned and check our website for final details over the next couple of weeks. I'd love to meet you there.

Blue Skies,

Brian



Executive Director's Report

Jim Timm — March 2020

I hope everyone has been enjoying the reasonably good flying weather we've been having, despite that one really rainy Saturday we had. Hopefully a lot of you were able to go to the recent Copperstate Fly In at Buckeye. There were many pilots that stopped by the APA display in the Vendor's Hangar. It was good to have a chance to visit with many of you, and we hope you enjoyed the show. The weather was good, and overall, I think the attendance was better this year than the previous year. It's been my observation that spring may not be too far off since lately I've noted that I've had to clean bugs off the airplane after flying. Here's to hoping the temps don't start ramping up too soon though. Let's go flying (but do it safely).

When we go flying, the question has come up from time to time, "If I don't really want everyone to know where I've been, what if I turn off my ADS-B?" Believe me, it's a bad idea. A better choice would be reprogramming your unit to transmit in the anonymous mode, thus deleting personal information to the casual observer. If you don't have your airplane based under Class Bravo, Charlie airspace, or under a 30-mile Class B Veil, you do have the choice to install or not install ADS-B Out equipment in your airplane. If you have it installed, could you ever turn it off while in flight? If you turn it or your transponder off in flight, the FAA could hit you with a *suspension of six months*. Is it worth it? I doubt it. There are exceptions when the Transponder and ADS-B could be turned off, such as in a formation flight when you are not the lead airplane, otherwise, both must be on.

ADS-B does help in collision avoidance. If you are flying in the backcountry, the risk of collision might be slim, but it could still happen. Collision avoidance isn't the only thing though. ADS-B permits tremendous access to free weather. Having a transponder and ADS-B up and running permits you access to the entire airspace system, and greatly increases the utility of your airplane. It also increases flight safety by being able to be seen by others flying near you. If you are equipped, keep it turned on to avoid the potential grief, and have a bit more peace of mind that you will be

less likely to unexpectedly meet someone you may not know is out there.



MISCELLANEOUS ITEMS

FAA

Notice Number: NOTC9957

Runway expectations: sometimes our expectations as pilots don't always match those of Air Traffic Control. Here's a quick



review of expectations for operations on or near runways to keep you safe.

After landing, you are expected to clear the runway without delay, taxiing until the entire aircraft has cleared the hold short marking. [AIM 4-3-20](#)

When you obtain an air traffic clearance, you are expected to execute its provisions upon receipt. For example, do not unnecessarily delay takeoff. [AIM 4-4-10](#)

Your prompt compliance with air traffic clearances is expected. [AIM 5-5-2](#)

Sometimes a clearance will include the word “IMMEDIATE” to impress urgency, and your expeditious compliance is expected. [AIM 4-4-10](#)

If you cannot accept or comply with an air traffic clearance, simply tell the controller “UNABLE,” and work with them to find an alternative solution. This includes times when you may not be able to comply promptly upon receipt of a clearance. [Pilot/Controller Glossary](#)

While the FAA does not define “prompt,” it is important to know that clearances to take off and land are predicated on known traffic and airport conditions. For example, a clearance to takeoff may turn into a clearance for IMMEDIATE takeoff after a delay of as little as ten (10) seconds at a busy airport. So, don’t delay without first communicating your intentions with Air Traffic Control. The time you spend on runways should be minimized.

AIRSPACE

On January 1, 2020, airspace that required the use of a Mode-C Transponder will now require aircraft to be equipped with a Version 2 ADS-B Out system. If you would like to request a deviation from the requirement, an ADAPT Tool for requesting deviation from the ADS-B requirement is available at: <https://sapt.faa.gov/default.php>

For additional information, go to the Equip ADS-B website: <https://www.faa.gov/nextgen/equipadsb/>. To determine if your ADS-B equipment is operating correctly, go to this same website, and in the center of the page are a bunch of questions. One asks; ADS-B Out Equipped? [Find out if your equipment is working properly](#). Click on this item and fill out the request form and submit it after making a flight longer than 30 minutes while remaining in ATC RADAR contact. It’s very simple and fast. Keep the resulting reply of conformance in your aircraft logbook.

Over the years, a very large number of flight procedures have been developed that require regular review and maintenance.

If you turn your ADS-B or transponder off in flight, the FAA could hit you with a suspension of six months.



nance. To ease the workload maintaining these procedures, a National Procedures Assessment (NPA) program was implemented to identify the underused procedures that the FAA may consider as candidates for cancellation. As a result, the NPA will be eliminating several NDB and VOR instrument procedures around the state, and many of the circling approach procedures. While the VOR approaches being eliminated were deemed

to be underused, they are also part of a plan to eventually eliminate many of the VOR sites. As of February 10, 2020, the following procedures are scheduled to be canceled later in 2020:

CHD NDB RWY 4R & CHD VOR RWY 4R

IWA VOR or TACAN RWY 30C

P08 VOR DME RWY 5

SDL VOR DME-A & SDL VOR-C

P19 VOR or GPS-A

Marana has advised that the design of their proposed new tower is 100% complete and they are presently securing the city's share of the funding. Estimated completion cost is being quoted at \$30 million. Groundbreaking is hoped to be at the end of the year, and they are still planning on a two-year construction and activation. The FAA funding offer is only valid for five years.

The Stagecoach AAF Heliport is getting Class D airspace assigned to it, and it was announced that it will be 4 NM radius and 2500 ft AGL. If they are still having unannounced over flights, I would hope they expedite the implementation, but with the government involved in the implementation, they may not beat the Marana airspace assignment.

Williams Airport (CMR), in northern Arizona, is getting an RNAV Instrument Approach and Departure Procedure.

SAFETY

Aviation safety in this past reporting period was both good and bad. We did have four accidents reported by the NTSB in the reporting period. They didn't release a detailed accident report on any of the accidents, only the accident notice. All of them were apparently minor with no fatalities, and the injuries, if any, were most likely also minor in nature. Unfortunately, on January 24th we did have a fatal accident that we mentioned in our last report. This was the Piper PA28 that crashed near Payson fatally injuring the





pilot and seriously injuring the two passengers. For some strange reason the NTSB still has not recognized or reported the accident.

See my March Accident Summary for this month's details.

CONSTRUCTION

Coolidge Municipal Airport (P08) still has runway 5-23 closed for rebuilding, and it is still scheduled to reopen May 22. Apparently, runway 17-35 is now open. Use extreme caution in using runway 17- 35 because of skydive operations on the south side of the

airport. Keep the approach leg of the RWY 35 pattern short! This could be a challenge for some pilots but be safe. Be sure to check NOTAM's for changes.

There are many airports around the state having construction projects in process or planned to start. Unfortunately, we don't have the latest details of what projects are coming up, but at the moment, the best advice we can offer is to check for NOTAMs at your destination airport, and when you get there use extra caution. We don't want to have your flight end up in the monthly Aviation Accident Summary report. Do Fly safe!

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), Laughlin/Bullhead International Airport (IFP), and Grand Canyon Airport (GCN) are currently in their Master Plan update process.

THINGS TO DO - PLACES TO FLY FOR BREAKFAST:

- The fly in breakfast at Coolidge Municipal Airport (P08), is normally on the first Saturday of the month. Check NOTAMS for which runways are open or closed.
- The Falcon Field EAA Warbirds Squadron fly in breakfast and car show is resuming on the third Saturday of the month. The City of Mesa repainted the warbird hangar inside, and the contractor FINALLY finished. The breakfast date is Saturday, March 21.
- On the third Saturday, the fly in breakfast at Benson (E95) at Southwest Aviation is now on a quarterly basis. Check the Cal-



endar for the next fly-in date. (There will still be special fuel prices for breakfast attendees.)

- The third weekend of each month, Saturday, at Grapevine is transitioning to a camping potluck, so no lunch will be served on these weekends moving forward.
- 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 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 a good stop, 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



A Few Words About Safety

Denny Granquist

“

“Emergency gear should be preflighted for every flight.”

“Sounds and feel are more important than numbers.”

”





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!



March Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of aviation accidents that occurred in Arizona from late January through late February. APA will use this detailed accident information to develop safety programs, briefings, and posters/flyers that 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 both good and bad. We did have four accidents reported by the NTSB in the reporting period, and they didn't release a detailed accident report on any of the accidents, only an accident notice. All of them were minor, and apparently there were no fatalities. The injuries, if any, were most likely minor in nature. Unfortunately, on January 24th we did have a fatal accident that we mentioned in our last report. This was the Piper PA28 that crashed near Payson and fatally injured the pilot and seriously injured two passengers. For some strange reason the NTSB still has not recognized and reported this accident.

To review how we have been doing:

In a review the of the Arizona aviation accidents that were reported by the NTSB in year 2019, there were 47 reported accidents involving 97 people. Of the 97, there were six (6) fatalities, six (6) serious injuries, seven (7) minor injuries, and seventy-eight (78) persons uninjured. Of the six fatalities reported, two of them were the result of a helicopter flight test accident that was being conducted as an FAR Part 91 operation and not a commercial flight.

To see how we have been doing accident-wise, let's take a look at the two previous years. In the year 2018, we had 60 accidents with 106 people involved, 17 fatalities, and 9 serious injuries.

The year 2017 also had 47 accidents reported, 83 people involved, resulting in 13 fatalities and 6 serious injuries. Based on these numbers, it would appear that we might be making some inroads in the pilot population with our safety seminars, thanks to our diligent FAAST team members. In any event, please keep flying safely.

The following are the details of what is presently available.

ACCIDENTS IN THIS REPORTING PERIOD

Accident Date: **January 18, 2020**
Preliminary Report Dated: February 10, 2020
Title 14 CFR Part 91
Location: Gold Canyon
Aircraft Type: Powrachute Airwolf
Injuries: Unknown

Preliminary Report information was not released.

Accident Date: **January 24, 2020**
Location: Payson
Aircraft Type: Piper PA 28
Injuries: 1 Fatal 2 Serious

The NTSB has not issued an accident notice. Only media information is available.

Accident Date: **January 25, 2020**
Preliminary Report Dated: February 12, 2020
Title 14 CFR Part 91
Location: Prescott
Aircraft Type: Cessna 150
Injuries: Unknown

Preliminary Report information was not released.

Accident Date: **January 27, 2020**
Preliminary Report Dated: January 30, 2020
Title 14 CFR Part 91
Location: Eloy
Aircraft Type: Cessna 180
Injuries: Unknown
Preliminary Report information was not released.

Accident Date: **February 4, 2020**
Preliminary Report Dated: February 11, 2020
Title 14 CFR Part 91
Location: Mesa
Aircraft Type: Piper PA 28-181
Injuries: Unknown
Preliminary Report information was not released.



[Mountain Flying](#)

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

Outreach Month: March 2020

Topic: Mountain Flying

The FAA and industry will conduct a public education campaign emphasizing the need for training and currency when flying in mountainous areas.

Background:

Flying in mountainous areas is challenging, not only because operational altitudes and winds are higher, but also because weather reporting and off airport landing opportunities are fewer than in

other flight environments. Thus, while there are fewer accidents in mountainous areas than in the flat lands, mountain flying accidents are more likely to result in fatalities.

Obviously experience in the mountain environment and knowledge of best mountain flying practices improves flight safety. Environment- specific training and recent experience are essential to success.

Teaching Points:

- Mountain flying training from qualified, experienced instructors is essential before attempting flight in mountain environments.
- Training in one mountain environment does not guarantee success in a different environment. Pilots are well advised to seek training and advice from local mountain flying experts.
- Weather conditions can change rapidly in the mountains and escape opportunities are not as plentiful as they are in the flat lands.
- The Mountain Flying Power Point – provided by the Colorado Pilots' Association – acquaints pilots with the challenges of mountain flying and offers suggestions for training and additional information. **It in no way prepares inexperienced pilots for flying in mountainous environments.**

References:

- *Mountain Flying Power Point and Presentation Notes*
- [Pilot's Handbook of Aeronautical Knowledge \(FAA-H-8083-25A\) – Chapter 10 - Aircraft Performance.](#)
- [Aeronautical Information Manual Chapter 7- Safety of Flight, Section 5 – Potential Flight Hazards, 7-5-6 - Mountain Flying](#)

DOWNLOADS:

[PowerPoint Presentation Slides...](#)



MEMBERS' PHOTO CORNER

*Thank you to **Greg Brown** for this month's photos*

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



GregBrownFlyingCarpet.com

Multi-Tasking

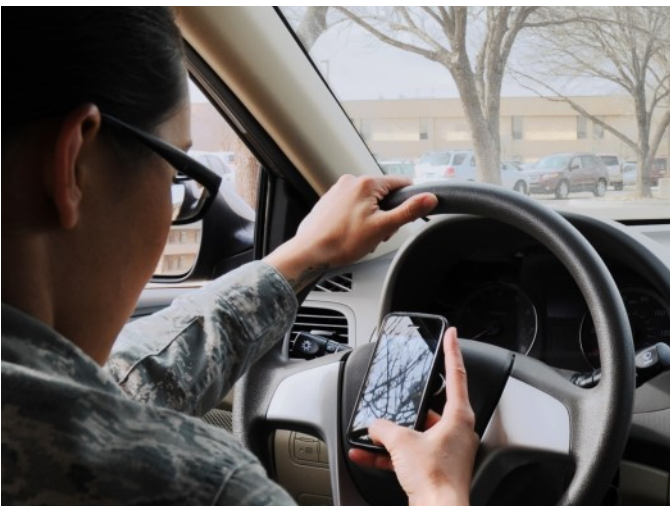
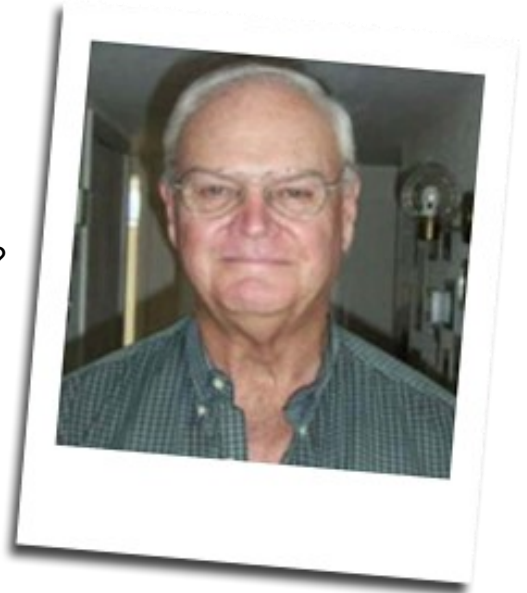
By Howard Deevers

"Multi-tasking" sounded like such an important word the first time I heard that term. It sounds like you must really be smart, or on top of your game, to be able to do more than one thing at a time, right? Our computers are designed to do more than one thing at a time, but are humans really able to do more than one thing at a time?

We would like to believe that we can, and many try to do it. The worst example that I can think of is "texting while driving." I doubt that I will get much argument about that. The human brain can switch from one thing to another very fast, but that doesn't compensate for the muscular skills required to keep your vehicle in the proper lane and not run into the car in front of you. Those are called reaction times.

What does this have to do with aviation? Quite a bit. Think back to your original training in learning how to fly an airplane. On your first lesson, your instructor showed you a checklist, or should have showed you a checklist. It might have been the first time you had used a checklist for anything, unless you had military training. I like to think of checklists as 'organized multi-tasking.' The checklist usually follows a step by step procedure, so that we don't miss an important task.

The B-17 is credited as the first airplane to come with a checklist. That is because of an early crash where it was determined that the crew had missed an important item and took off with an elevator lock still in place. The Boeing Company quickly came up with a checklist, because there were too many things that needed to be done before flight, and they could not trust that memory alone was enough.



Multi-tasking quickly became a part of your early aviation training. Remember learning how to land that "mighty" Cessna 172 you were training in: slow the plane to approach speed, get into the correct traffic pattern, add flaps, line up with the runway, slow to final approach speed, descend, flare at the proper speed and place. That may sound very routine to us now, but it was definitely multi-tasking at the time of our early training.

I received a tour of a C-17 that was used for parachute jumping training at Pinal Airpark. The Captain



took us up (yes, up) to the flight deck for a look around. The POH was the size of a phone book for a medium sized city. Naturally, you can't memorize everything in there. The pre-take off checklist takes almost 20 minutes after engine start.

The smaller checklists that most of us use to fly a Cessna, Piper, Mooney, or Bonanza can be memorized. Some acronyms help us remember items in a sequence. Memory is a much faster way to run a checklist than the read it, then do it, then back to the checklist way. However, the checklist is a great way to Verify that you didn't forget anything. In the famous Hawaiian Air B-737 incident that happened many years ago, a top piece of the fuselage separated shortly after departure from Maui. The crew used memory checklists from training to declare an emergency and get the plane back to the airport. The Captain told the First Officer to get out the emergency checklist. She said that they would not be able to do half of the things on that checklist.

He said, I know, but let's see if we missed anything. I consider that serious multi-tasking.

Just as texting and driving are not a good idea, the same can be said about entering your flight plan in your GPS while taxiing to the runway for departure. Yes, it does happen. Why not just enter it before you taxi, then keep your eyes on the road while you taxi to the runway? Aircraft repairs are way too expensive to risk any damage due to multi-tasking.

Emergencies are another matter. In an emergency, use that memorized checklist to address the emergency, then get out the emergency checklist, if you have time, to make sure that you didn't forget an important item. This is especially true in fuel-related emergencies. There is a fuel-related incident (or crash) every week in the U.S. In many cases there was fuel in the other tank, and the pilot just had not switched tanks. A quick look at an emergency checklist would likely have saved the day for that pilot.

You don't have to multi-task to make it to a *free* safety seminar sponsored by your ARIZONA PILOTS ASSOCIATION. There are seminars in locations all over the state. Check the website for locations and times, and don't forget to "Bring Your Wingman."



Howard



Pilot Comments: Perplexing and Destructive

By Bob Glock

I flew from 1964 until a couple of years ago when health issues simply said it is time to admit that skills are diminishing. My recent concern is destructive failures near the airport. We fly thousands of miles and worry about engine failures, unexpected weather, and the other person's mistakes. It really feels good to have an airport "in your back pocket."

So, where do most problems occur lately? Near the airport. Low and slow seems to be sneaking up on some of us. I've taken an unusual amount of instruction over my lifetime, and most good instructors hammer home the importance of controlling altitude and airspeed during approaches. We see more articles lately on the importance of practicing and utilizing the "go-around" if everything isn't perfect. Hey folks, we need to listen to those who demand precision or the second try. This becomes especially important when the aircraft is higher performance or may not be of the most forgiving design.

Not all of us are super pilots. Let's be honest, very few of us are. I've flown with a couple of pilots over the last fifty years or so that seem to be "part of the airplane." It seemed they didn't even need the gauges (one of them writes a column). The key is for those who are not super pilots, and I repeat, that's most of us including instructors, is to recognize that they may need to use a bit more intelligence and bit less confidence. If we aren't lined up right, resist the urge to make that steep turn at approach speeds or worse yet, at a speed that has drifted below ideal.

I'm sure that the relatively excessive instruction I've had has helped me avoid problems, not because of better skills, but because of better decision making. Now, are all instructors created equally perfect? Maybe not. While training for a Commercial Rating, many years ago, I had a young (building time) instructor pull the power on a night departure in a Cessna 150. My response was to fly straight ahead into what I knew to be a farm field. He, instead, said we were returning to the airport. He said, "I'll show you. He also scared me, but we made it. The choice therefore was okay. What was not okay was that we never discussed, nor had any other evaluations of the parameters



that would support that choice to return. We didn't discuss rate of climb, altitude, glide expectations, wind corrections or turn techniques. I fired that instructor.

I also saw a very competent and experienced instructor allow a student to make a steep turn to recover the centerline after a way-too-long right crosswind. That was undoubtedly a safe maneuver for a person of his skill level but not a very good message to give to a student.



So, let's keep out of the headlines by using our heads and being good pilots rather than "cool" pilots. It's not a competition, so let's leave a margin for error and safety. Get your trusted instructor to re-view approaches and go-arounds, no matter how good you are, or think you are. Several years ago, I had an instructor while on short final say, "There are deer on the runway." Practicing the proper sequence for the procedure made it much more likely that I would react properly in the real situation. It's no fun seeing crumpled planes on the front page.

The NTSB reports remind us that VFR into IMC, and lack of respect for adverse weather, can lead to loss of control for even experienced pilots. Stay safe, and I'll see you at a WINGS program.

Bob



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!!!

CLASSIFIEDS

Wanted: Cessna 177/182—First time Owner!

Price:\$ 75 000.00

Email: Jason Lewis at jason@ecospace.com

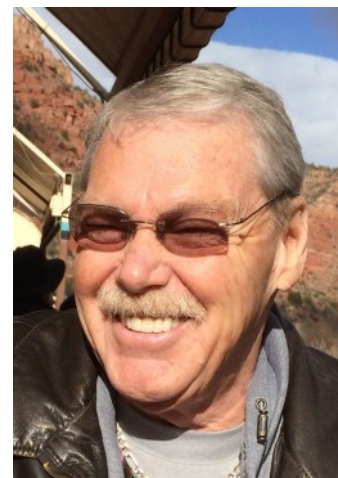




GAARMS REPORT

MARCH 2020

By Fred Gibbs



2020 To Date:

As you know, our safety record for 2019 was the best it has been in the 10 years I have been tracking it.

So far, as of the last week of February, as I write this, our safety record stands at perfect as per the NTSB reporting system. We are off to a good start, and the hope is we can match, or beat, last year's record.

Because of the (*Best Year Ever*) minimal number of accidents last year, there will NOT be an individual GAARMS safety program this year. The 2019 accident review will just be included in any safety program I do this year in conjunction with a review of any 2020 fatal accident that occur during the year.

So, what did I do in place of the lack of research time into fatal accidents? Well, for 2020, I turned my attention to my airplane. I decided it needed some TLC. I located a paint and graphics expert about removing some of the old well-worn graphics from the nose cowling and repainting the cowling, and off it went to his shop. He determined the graphics could be removed without hurting the paint using his magic "stuff," and a week later he called me to say the cowling was finished and looked like new – and it did!! And his price was more than reasonable for his labor. I also used his magic "stuff" to remove some other well-worn graphics from other locations on the airplane.

While the cowling was off, I had the mufflers and exhaust stacks removed and inspected by the mechanics here at Wiseman Aviation and then coordinated with the chrome shop down in Deer Valley to have the exhaust stacks re-



chromed. We agreed on the price (\$350.00,) and I hand delivered the stacks shortly thereafter. On inspection, the chrome shop determined they were stainless steel, not chromed, and thus only needed polishing. They only charged me \$120.00 to polish them, saving me over \$230.00 vs. chroming, and they were done within a week. FYI, they are a very reputable shop, and if you are interested in their work, just contact me. While the cowling was off, I checked over, and cleaned, as many things as possible. I like my engine to look as nice under the hood as the outside. The mechanics re-installed my exhaust pipes with all new hardware, re-installed the nose cowl, checked everything out, and returned my airplane to service



Since my airplane sits out under a shade, I begged and borrowed the Tundra cowling cover from a friend's Piper Cherokee. His full wrap Alaska-style cowl cover, a great big down-filled blanket, completely enveloped the entire nose of my airplane snugly protecting my engine from the elements. I am very grateful to him for swapping cowl covers.

Then, to top off the list of upgrades, I pulled the seats and sent them off to the upholstery shop for repair/restyling. The seats were last done back in 1995 when I took my airplane back to the Bellanca factory in Alexandria, Minnesota for a complete airframe/fabric overhaul and update to 95 specs. The seats were silver leather sides with a ribbed medium grey cloth center piece, were showing signs of wear, and by now looked really out of date. I had the upholstery shop remove the cloth sections and replace them with new very classy perforated black faux leather. They also stitched in the Bellanca logo, in red, for a touch of color to match the red paint on the airplane. They came out looking terrific! They really upgrade the interior, and the price was very reasonable.



I also pulled the floor rugs, vacuumed the whole interior, taped over any holes I found, checked the heating vents and hoses, and put it all back together like new. Then, not trying to be too anal about it, I got out my small cans of flat and gloss black paint and went to work on all the black surfaces on the yokes and instrument panel. I also removed, re-worked, painted and re-installed my iPad mount and re-routed the wiring from the cigarette lighter dual-port charger for the USB multi-port to under my instrument panel to support the iPad for my ADS-B "In" display.

As you can see in the pictures, a little TLC can go a long way towards keeping your airplane in pristine shape. Now, if I could just chrome or highly polish my mag wheels.....





Fred's Perspective...

There I was... engine failure...

It was a perfect day for flight training, but I need to digress. It was a perfect day for flight training, the actual date lost to memory, but somewhere between 1988 and 1992, back in Pennsylvania, at the airport where I had my Aviation Explorer post. The Explorer Post was sponsored by the airport owner, supported by the mechanics who worked there, the local aviation community, and the parents of the young boys and girls who belonged to the post, who were learning to fly in our own Explorer Post airplane. Now, this airplane, a 1950's Piper PA-12, has been donated to the Explorer Post. It was retrieved, in pieces, from the barn it sat in for over 20 years. It took us 2 years

(1982 – 1984) under the tutelage of the mechanics to re-build the airplane, with everyone pitching in to learn all about the airplane, how it went together, the fabric work, installing a new engine, rigging, care and required maintenance. It truly was a labor of love, and it was a pristine PA-12 with the original paint scheme from when it rolled off the factory floor, except for the aviation exploring logo on the tail.

When completed, it became the training aircraft for the Explorer Post members at \$20.00/Hr. My instruction time was free during the next 8 years that we flew that airplane. As a side note, to instill a sense of responsibility, every member had hangar cleaning duties one month a year, and the stars on the tail were added for each young man or woman who went on to earn his or her private pilot's license. And, yes, that is me in the blue sweater in my younger years; no kidding!!!



OK, so, there we were, out in the wild blue yonder, on this perfect day for flight training, with a student on his 3rd lesson doing basic air work. After a short hop out to the practice area and a couple of medium bank turns trying to figure out how to keep the turns coordinated, he promptly told me he felt a little airsick – again! A repeat of the first two flights! Well, we were out over the farm fields, and the PA-12 has a sliding side window that opens pretty wide. We opened that big window to get the cool fresh air blowing on him and just flew straight and level for a couple of minutes. Now, most of us know throwing up in the airplane is NOT cool; it makes a real mess and can sometimes make the other occupants queasy, or worse, join in on the experience!! And, well, the smell tends to linger and can make the airplane unusable for a day or two! To avoid that, we decided it was best to “barf” out the window. We slowed

down and put the airplane in a slip while he proceeded to "barf" out the window, and he was really sick. I turned for home. That should have been the end of the story, but...

In a PA-12, the fuel selector valve is located on the side wall of the pilot's side of the airplane, within reach of your left hand, and close to your feet if you are not careful.

WELL, HE WASN'T CAREFUL! When he turned to his left to face the open window, he kicked the fuel valve out of position, and the engine promptly quit. His sickness progressed to panic, he was semi-catatonic, moaning, and dry heaving, but I could not see that he had, in fact, kicked the fuel selector to an intermediate position, effectively shutting off the fuel to the engine. Now, a PA-12 is NOT side-by-side seating, but front and back instead, and from the back seat one cannot reach, or see, the fuel selector valve. So, there we were, in a real engine out situation, with a sick student who would not/could not follow instructions, and not really knowing why the engine had quit.

The only decision was to land. Fortunately, there were a lot of fields below us, and a very nice one was presenting itself to me, nice and green, not too far from a road should we need rescuing. I circled down over the field, set it up, and just made a nice soft field landing in that field just like we land on the grass at our home airport. It went off without a hitch. When we stopped, I climbed out of the back seat, secured the airplane and reached into the front to turn off the mags and master. The student just sat in the front seat, quite green! I walked around the airplane inspecting for any damage, found none, and then I went in search of why the engine had quit. Everything outside the cockpit looked A-OK: still had lots of fuel in the tanks and nothing leaking out of the engine compartment. So, I went back inside the airplane, ran through the check list, discovered the fuel valve was not in the "ON" position, ascertained what happened, and corrected the problem. After a while the student was slowly recovering, so I climbed back into the back seat, reached over the student and started the engine. I checked it out, taxied back to the end of the field, turned around and off we went, back home. A totally successful off field landing and takeoff had been accomplished, a sick student returned home, and all in all, it had been a great learning experience from several perspectives. And, oh yeah, the student decided flying was not for him. But he still loved airplanes, and he went on later in life to become an A&P mechanic!

As a follow up to that story, none of my students in the Aviation Explorer Post ever damaged the airplane, although some came close. Taildraggers can be very unforgiving! But ironically, one of the post member's father, a licensed pilot, demolished it on a bungled landing!!!

Fred





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Map and Classes on Back →

Designed By Owen

****CANCELLED****

Spring Ding Fly-In Breakfast

Due to widespread concerns about the Coronavirus outbreak, Lee and I have decided to cancel our breakfast tomorrow (March 14th) Which means no need to help set up this afternoon.

Stay home and stay safe!

Lee and Carolyn



CAR SHOW/FLYIN

MILLAR AIRFIELD

53511 W. MCDAVID ROAD MARICOPA, AZ

14 MARCH 2020

CONTACT: COLONEL CHUCK MILLAR 602 571 1059

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



Barry M. Goldwater Bombing Range Tour
has been RE-SCHEDULED

New Date: Tuesday, March 17, 2020

Time to be determined

Lunch will be served

\$20 per person

Reservations are Required—APA Members Only

We have 20 more spaces available - reserve ASAP!

RSVP by March 4, 2020

Sign and return the

“Acknowledgement of Danger:

Release and Hold Harmless Agreement” form

to reserve your spot

Email your Signed

Agreement to: 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.

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March 28, 2020

THE MAIN EVENT

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Sponsored by Boeing, The Commemorative Airforce (CAF) and Mesa Falcon Field Airport

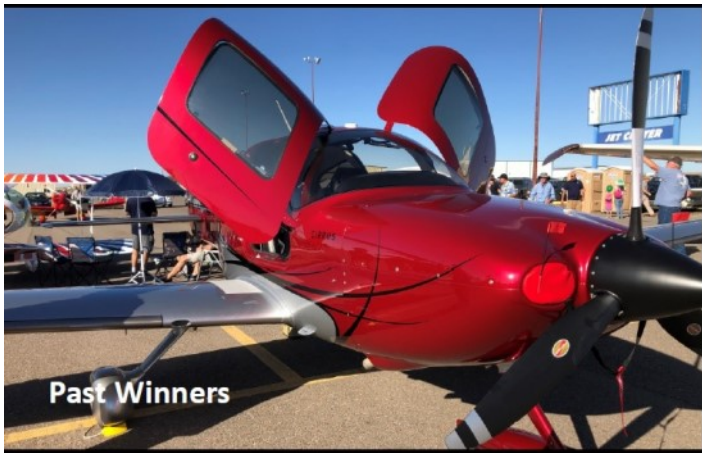
WHERE: Falcon Field Airport (NE corner of McKellips & Greenfield)
Commemorative Air Force (CAF), Airbase Arizona.
NO transportation provided to/from camp

WHEN: June 1st - 11th 2020 (Monday - Thursday)
8:00am to noon (Flight event Saturday June 6)

APPLY: On-line at www.azcaf.org/aviation-camp-registration-form

QUESTIONS: Contact Diana Andresen aviationcamp@azcaf.org

Registration opens **1 March 2020** **COST:** \$275



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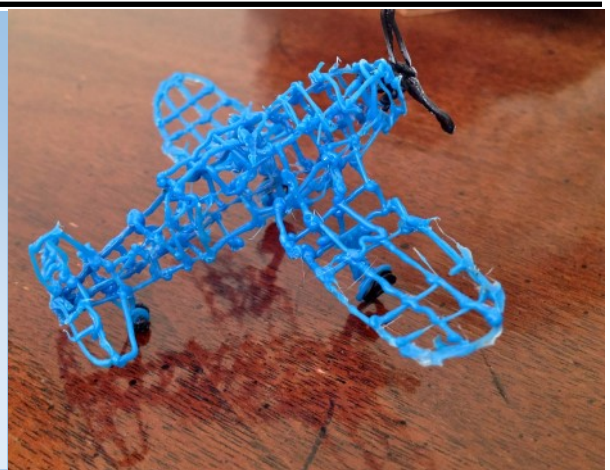
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AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
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Castle Wells Mgr: Gerald DaFoe (810) 516-9122	Morristown	5/10	
Eagle Roost Airpark Mgr: John Greissing (928) 685-3433	Aguila	85 / 115 (5 acre lots)	
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Mogollon Airpark Mgr: Sherry admin@mogollonairpark.com	Overgaard	60	
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Pilot's Rest Airpark Resident: Dave Mansker 818-237-0008	Paulden	4/25	
Ruby Star Airpark Mgr: Wendy Magras (520) 477-1534	Green Valley	13 / 74	
Valley of the Eagle (Sampley's) Airpark Mgr: Jerry Witsken (928) 685-4859	Aguila	30	Pat Mindrup - Tinzie Realty 928-671-1597 pat@wickenburgpat.com 
Skyranch at Carefree Mgr: Tommy Thomason (480) 488-3571	Carefree	20	
Stellar Air Park Mgr: SRUA, Inc. (480) 295-2683	Chandler	95/105	
Sun Valley Airpark Mgr: Jim Lambert (928) 768-5096	Fort Mohave	55/107	
Thunder Ridge Airpark John Anderson janderson72j@gmail.com	Morristown	9/14 (on 160 acres)	Pat Mindrup - Tinzie Realty 928-671-1597 pat@wickenburgpat.com 
Triangle Airpark Mgr: Walt Stout (702) 202-9851	White Hills	115 acres	
Twin Hawks Mgr: Tim Blowers (520) 349-7677	Marana	2/40 (4 acre lots) on 155 acres	
Western Sky Mgr: Mr. Hauer (877) 285-0662	Salome	all 200 acres for sale	
Whetstone Airpark Mgr: Brian Ulmer (520) 456-0483	Whetstone	5 / 12	Pat Mindrup - Tinzie Realty 928-671-1597 pat@wickenburgpat.com 

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

Email Stefanie at:

Webmaster@AZPilots.org

Newsletter Contributors

Article Deadline

20th Editor reminds the Team to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

newsletter@AZPilots.org

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



Stefanie Spencer— Webmaster



New pilots welcomed!



Writers welcomed!



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