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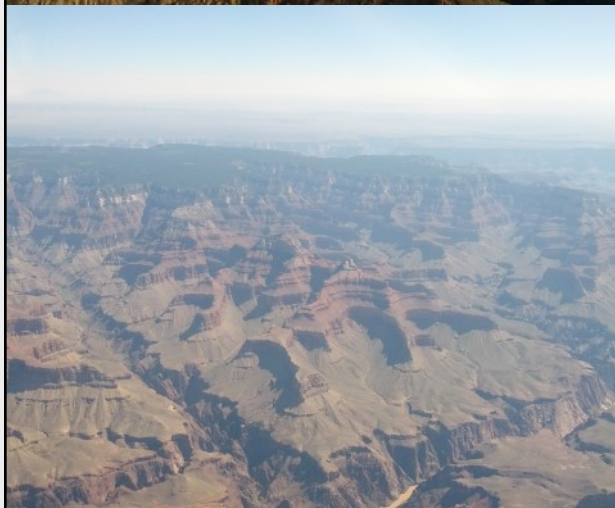
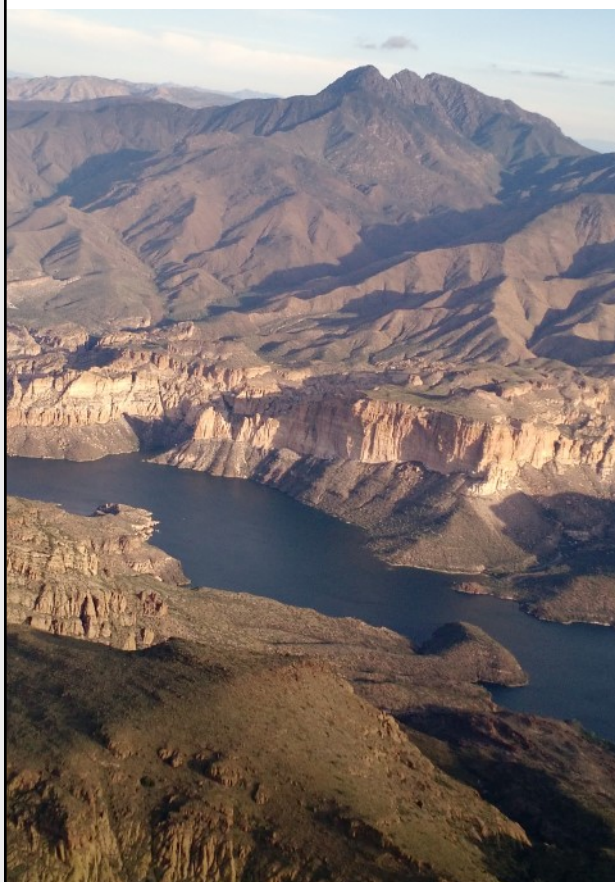
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# President's Report

Fellow Aviators,

What a difference a month makes. Nearly every facet of American life has been affected and changed due to CoVid-19. Unfortunately, it has impacted aviation. With Governor Ducey's order of Shelter-in-Place for Arizona, it has impacted us even further. As a precaution, the APA board decided to postpone our Annual Meeting. We had a great venue and guest speaker lined up, so we'll reschedule it for later this year. We've also cancelled the Grapevine camp group cookouts and the Spring events at Pleasant Valley (Young) and Double Circle Ranch, but these airfields remain open for your individual use.

While we all practice social distancing by sheltering in place, it has become more difficult to find doctors to perform medical exams, instructors to perform Flight Reviews, and Designated Pilot Examiners for checkrides. AOPA and



*continued next page*



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EAA are working closely with the FAA to establish workarounds to keep pilots and instructors current. We'll continue to monitor and update our membership as new details become available that impact the aviation community. Please monitor our APA Facebook and Instagram pages for up-to-date notifications.

In the meantime, you can stay virtually current. That could mean you simply review your Pilots Operating Handbook and mentally walk through the emergency procedures. It could mean that you run through takeoff and landing distance calculations using the charts in your POH. It could be reading through NTSB accident reports to learn from others' mistakes. Honestly, these are things we could be doing all the time to keep our heads in the game.

We have yet to see the final impact this has on our pilot communities, our states, and the nation as a whole, but it will be significant. I truly look forward to returning to the air with my flying friends and enjoying everything Arizona has to offer. Stay healthy!

Blue Skies,

Brian



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

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

# Executive Director's Report

Jim Timm — April 2020



I hope everyone has been able to do a little flying in spite of what has been happening around us. The Governor hadn't closed down GA airports as of the writing of this, so hopefully you can go to the airport and go flying for a while. Practice some of the pilot training exercises to sharpen up the coordination skills and make a bunch of touch-and-go landings to keep the skills up. We all need to keep flying because maintaining the FAA minimum currency requirements are not conducive to assuring that you are a safe pilot. Only getting out there and flying will do that. Besides it will take your mind off some of the other issues that presently surround us. It will be fun, believe me.

## MISCELLANEOUS ITEMS

### FAA

Notice Number: NOTC0006 Wrong Surfaces and You

A wrong surface event occurs when an aircraft lands or departs, or tries to land or depart, on the wrong runway or on a taxiway. It also occurs when an aircraft lands or tries to land at the wrong airport. In 2019, there were 480 wrong surface events, and over 80 percent of those involved general aviation pilots. To reduce this risk, consider these best practices when flying.

- Verify correct runway alignment, like magnetic compass orientation, referencing instrument approach courses, etc.
- Be wary of over reliance on technology. Electronic Flight Bags and moving map displays are intended to increase pilot situational awareness and safety. Don't let them become a distraction.
- Make a safety check on short final to verify you have the correct runway, and no vehicles or airplanes are present on the landing surface.
- Develop a go-around policy for when there is any doubt of making a safe landing on the correct surface.



The 42nd Annual General Aviation (GA) and Part 135 Activity Survey is in process. This voluntary survey was distributed by mail to a representative sample of GA, and on-demand Part 135 owners,



and operators requesting completion of the survey online or by mail. The survey will help the FAA estimate the size, primary use, and flight hours of the 2019 GA and Part 135 fleet. If you received a questionnaire and haven't completed it yet, please do it now.

The FAA recently published Advisory Circular (AC) 61-142 to provide clarity regarding existing requirements for sharing flight expenses with passengers. This AC discusses the expense-sharing exception contained in 14 CFR section 61.113(c), which per-

mits a pilot to share the operating expenses of a flight with passengers provided the pilot pays at least his or her pro rata share of the operating expenses of that flight. Those operating expenses are limited to fuel, oil, airport expenditures, or rental fees, and it specifies that private pilots who wish to share expenses may not "hold out" to the public as willing to offer transportation services through a website or app without an operator's certificate. That guidance comes at the behest of Congress, which had asked the FAA to clarify regulations governing expense-sharing flights.

At the end of last year, the FAA also published its latest revision to Advisory Circular (AC) 90-114 (Revision B), *Automatic Dependent Surveillance-Broadcast Operations*, which provides comprehensive guidance on ADS-B operations in the National Airspace System (NAS) in accordance with ADS-B regulations (14 CFR sections 91.225 and 91.227). Of note in this revision is the clarification of certain operational policies like aircraft that are exempt from 91.225 (Section 3.2), ADS-B Out operations during formation flying activities (Section 4.3.1) and during aerobatic flight (Section 4.3.2.6.2), and inoperative ADS-B procedures (Section 4.3.4.2). The AC also provides a helpful overview of the ADS-B system architecture, the various forms of available equipment, broadcast services available to ADS-B users and operational considerations with regard to equipment performance requirements and airspace restrictions. To access AC 90-114B, go to <https://go.usa.gov/xd375>.

## AIRSPACE

At the beginning of March, I began to get notices that meetings were being cancelled because of concerns over the Coronavirus. As a result, all meetings for the month ended up getting cancelled, and I am unaware of any current or upcoming significant airspace issues. However, there is an airspace issue that I don't understand, and that is the continuing GPS testing that is occurring in the area and its impact on the operation of ADS-B systems. Testing was scheduled at Fort Huachuca, White Sands, NM and Fort Irwin, CA this past reporting period, and all of these test sites would impact operations in Arizona. My question: is this testing going to be a continuing thing for the foreseeable future, or is there an end in sight?







## SAFETY

Aviation safety in this past reporting period was very good in that we did not have any accidents reported by the NTSB, and we didn't hear of any through the media or other contacts that we have. The NTSB did release three accident reports in this period that had been on hold, and they are covered in this month's report. See my April Accident Summary for details.

## CONSTRUCTION

Coolidge Municipal Airport (P08) still has runway 5-23 closed for rebuilding, and it's still scheduled to reopen May 22. Runway 17-35 is open for use. Use extreme caution in using runway 17-35 because of skydive operations on the south side of the airport. Please keep the approach legs 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 still many airports around the state having construction projects in process or planned to start. Unfortunately we don't have all 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. 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), normally on the first Saturday of the month, is closed due to the Coronavirus crises, and the event is on indefinite hold.
- The Falcon Field EAA Warbirds Squadron fly in breakfast, and car show was on the third Saturday of the month. Due to the Coronavirus crises the event is on indefinite hold.
- The third weekend of the month APA has a camping weekend at Grapevine Airstrip. Pot-lucks and group meals are no longer served on these weekends. You are welcome to visit



Grapevine anytime.

- On the third Saturday, the fly in breakfast at Benson (E95) at Southwest Aviation is on a quarterly basis. Check the calendar for updates to see if it is or will be cancelled.
- The last Saturday of the month there was a fly in breakfast at Casa Grande Municipal Airport (CGZ). Due to the Coronavirus crises the restaurant is closed, and the event is on indefinite hold.
- At Tucson's Ryan Field Airport, Richie's Cafe is closed due to the Coronavirus crises and is on indefinite hold.

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

**Be sure to check with individual restaurants, airports and event organizers for timely updates as many are operating with unusual hours, cancellations and/or postponements.**

*Jim*



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- Improve understanding among operators

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**On our website you can find:**

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





# Copperstate 2020

By Carmine Mowbray, RAF



The RAF shared a double booth with the Arizona Pilots Association at Arizona's annual Copperstate Fly-In Expo and Buckeye Air Fair February 6-9.

Buckeye is west of Phoenix and claims to be the third fastest-growing city in the US.

The spread lining the 5,500-ft runway hosted several dozen outdoor displays, 38 indoor displays, plus four pavilions where workshops and forums took place such as AOPA's town hall, FAA FFAST forums, backcountry techniques, flying into Mexico, maintenance and many homebuilder work-

shops. The camping area was doubled in size this year and still filled completely!

RAF Arizona Liaison Mark Spencer, his wife Stefanie, Brian Schober, Tommy Thomason and other APA and RAF representatives did lengthy duty in the booth. They signed up new members and organized and presented several backcountry forums throughout the event. RAF volunteers from several nearby states, including Carmine Mowbray from Utah, helped out in the booth and explained to visitors the role the RAF plays in Arizona's backcountry. Copperstate organizers work especially hard getting young persons to participate, and field trips brought over 1,200 school children that toured the venue, including APA director's presentations about flying. The RAF thanks the Arizona Pilots Association for enhancing the RAF message and advocating the partnership that has resulted in successes like the Grapevine and Double Circle Ranch airstrips.

The event brought more attendees than last year, around 36,000 visitors from the pilot and non-flying local community. Over one hundred vehicle campers and dozens of airplane tenters spread out and enjoyed the clear Arizona skies. Food vendors were plentiful Friday, Saturday and Sunday, and Friday's guests were treated to the Air Show rehearsal, just as breathtaking as Saturday's Air Show. A Harmon Rocket, Pitts biplane, a modified Stearman, and a "twin" Yak – made by combining two Yak 55s with an added jet engine – wove the skies with smoke and exciting maneuvers.



*Carmine*



# April Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of aviation accidents that occurred in Arizona from late February through late March. 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 has apparently been very good in that the NTSB didn't issue any reports of accidents occurring in the period, nor have we heard of any through the media or other contacts that we have. The NTSB did release three accident reports in this period that had been on hold, and they are covered in this following report.

## THE FOLLOWING ACCIDENT REPORTS WERE RELEASED IN THE PAST REPORTING PERIOD

### **Accident Date: January 24, 2020**

Preliminary Report Dated: February 26, 2020

Title 14 CFR Part 91

Location: Payson

Aircraft Type: Piper PA 28-140

Injuries: 1 Fatal 2 Serious

### **CONTROLLED FLIGHT INTO TERRAIN**

On January 24, 2020, about 0911 MST, a Piper PA28-140 airplane impacted mountainous terrain about 10 miles southwest of Payson Airport (PAN), Payson, Arizona. The private pilot and one passenger were seriously injured, another passenger was fatally injured. The airplane was destroyed, and a post-accident fire ensued. Visual meteorological conditions prevailed, and no flight plan was filed for the personal cross-country flight. The flight originated from PAN, at about 0900.

The pilot stated in an interview that after a flight earlier that morning from Falcon Field Airport (FFZ), Mesa, he landed in PAN, refueled, and departed for the return flight back to FFZ. During the return flight, the pilot decided to fly over the mountains southwest of their position. He stated that he flew about 1,000 ft above ground level (agl) over the mountains, while the passengers were spotting wildlife on the terrain below. The pilot stated the airplane was running well and doesn't remember anything else until waking up in a small creek at the accident site.

Preliminary flight track data showed the airplane departing PAN and flew to the Mazatzal Mountain Range. While maintaining an altitude of about 1,000 ft agl above the mountainous terrain, the airplane made a 280° turning maneuver, then descended over a canyon. About a half mile from the accident site, the flight track turned left and the turn radius increased before the track data ceased. The last recorded flight track data point was located about 500 ft from the accident site and about 200 ft agl.

Examination of the accident site revealed the airplane impacted steep brush covered terrain. The wreckage included all major structural airplane components, and primary flight controls were contained within the debris field that was about 145 ft long and oriented on a magnetic heading of about 35°. The propeller was found about halfway through the debris field and the blades revealed leading edge gouging and loss of blade material at the tips. The main wreckage was found on top of rocks located along a stream. The cabin and forward fuselage were mostly consumed by post impact fire. The left wing and empennage were found partially attached to the main wreckage and had post impact fire damage.

Accident Date: **January 25, 2020**

Factual Report Dated: March 4, 2020



Title 14 CFR Part 91  
Location: Prescott  
Aircraft Type: Cessna 150  
Injuries: 2 Uninjured

### VERY HARD LANDING

The pilot reported that during the descent for a touch-and-go landing, the airplane was not descending and he noticed that he was high on the approach. The pilot trimmed the airplane for a more nose down attitude and extended the flaps to 40°. Throughout the descent, the pilot had a difficult time controlling the airplane as he experienced updrafts and a tailwind. After passing the touchdown point on the runway, the airplane stalled and landed hard on the runway, bouncing several times. The airplane sustained substantial damage to the engine mount assembly.

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

Accident Date: **February 4, 2020**  
Factual Report Dated: March 4, 2020  
Title 14 CFR Part 91

Location: Mesa  
Aircraft Type: Piper PA 28-181  
Injuries: 2 Uninjured

### LOSS OF CONTROL ON TAKEOFF

The flight instructor reported that she briefed the soft-field takeoff procedure with her student while holding short for the active runway. After the flight was cleared for takeoff, the student pilot aligned the airplane with the runway center line, advanced the throttle to the full power position, and released aft pressure from the yoke. During the ground roll, the instructor briefly lost sight of the runway and when the runway reappeared, she observed the airplane rapidly veering to the left. The instructor applied full right rudder and right aileron control as they had lost directional control, but the airplane continued to the left. Unable to remediate the turn, the instructor reduced engine power, but quickly restored it with the intent of flying the airplane back to the runway as the airplane had just become airborne. However, the airplane rolled to the left, the stall horn came on and then they touched down on the taxiway, bounced, entered the ramp and impacted a parked airplane. The right wing and left aileron were substantially damaged.

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## A Few Words About Safety

Denny Granquist

“

*“Plan the flight and fly the plan.”*

*“Telling tower you don't have the traffic is very professional.”*

”

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# GAJSC



## General Aviation Joint Steering Committee

### Pilot Proficiency and WINGS

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

**Outreach Month:** April 2020

**Topic:** Pilot Proficiency and *WINGS*

The FAA and industry will conduct a public education campaign emphasizing the value of regular proficiency training.



**Background:**

Proficiency training is so beneficial to aviation safety that it is required of most professional pilots. Proficiency training is also beneficial to general aviation pilots as well. Studies have shown that pilots who participate in regular proficiency training are much less likely to experience accidents.

The FAA **WINGS** Pilot Proficiency Program is one way for general aviation pilots to ensure they are competent, confident, and safe in their flight operations.

**Note:** This program discusses **WINGSPro** activities. We suggest you invite local **WINGSPros** to attend and to assist with the presentation.

**Teaching Points:**

- **WINGS** is FAA's Pilot Proficiency Program.
- **WINGS** is most beneficial if training is not done all at once but rather spaced out throughout the year.
- The **WINGS** Topic of the Quarter is an easy way to pursue regular proficiency training.





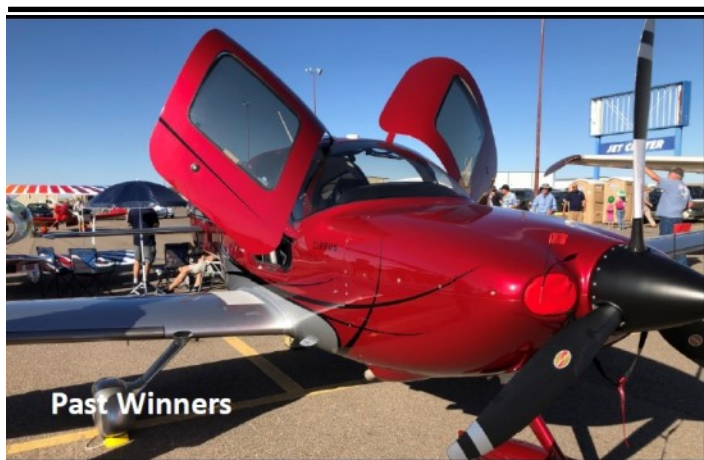
- Completion of any phase of **WINGS** satisfies the 14 CFR 61.56 requirements for Flight Reviews.
- A cadre of **WINGS**Pros is available to assist Flight Instructors and pilots with **WINGS**.

### References:

- *Pilot Proficiency and WINGS Power Point and Presentation Notes*
- AC 61-91J – WINGS – Pilot Proficiency Programs
- AC 61-98D – Currency Requirements and Guidance for the Flight Review and Instrument Proficiency Check

### DOWNLOADS:

[PowerPoint Presentation Slides...](#)



Past Winners



Aircraft Awards



Youth Activities

## Land of Enchantment Fly In September 26, 2020

Albuquerque Double Eagle II Airport (AEG)  
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Pancakes & Lunch Exhibit Hall Car Show Seminars



Aviation Exhibits



Aircraft Building



Aircraft Displays

## ~ Scholarship Corner ~

by **Chris Nugent**

I provided a quick overview of our 2019 scholarship winners in the last Scholarship Corner article. As we go through the next few months I'll provide you a little more detail on each of our scholarship winners – I think you'll be impressed with the commitment each of them have shown in pursuing their aviation goals and aspirations.

### **Scholarship Winner: Sage Nelson**

Sage is in her second year at the East Valley Institute of Technology (EVIT) and is dual enrolled in the University of North Dakota (UND) flight training program through Chandler-Gilbert Community College. Sage soloed in early March and is making good progress towards her PPL. Her plan is to become a CFI which will allow her to gain the experience needed to obtain her ATP and a position with a major airline. Sage has been active in the local aviation community with volunteer work at the Copperstate Fly-In and with the Army Aviation Heritage Foundation.

I had the opportunity to spend some time with Sage recently and I can tell you she is energetic, organized and 100% focused on executing her plan for an aviation career.



### **Scholarship Winner: James Nebrig**

James is currently a senior at Prescott High School and plans to attend Northern Arizona University in the Fall semester as an Air Force ROTC cadet and will be commissioned in the USAF as 2<sup>nd</sup> Lieutenant upon graduation. James comes from a family of pilots and the APA scholarship will allow him to complete his Instrument and Commercial ratings.

James and his family are long time APA and RAF members, and I'm sure many of you may remember James as the Eagle Scout that lead the project to build the picnic shelter at the KPAN campground. James also counts the annual Navajo Christmas Airlift among his many volunteer activities.

I'm certainly impressed with what James has achieved in terms of his pilot credentials and his commitment to giving back to the community.





If you have a moment and are so inclined, consider visiting the AZ Pilots Website and making a donation toward our scholarship program. Your donation goes a long way for these kids, and helps ensure the sky will be filled with the “tiny planes” for years to come.



Both Sage and James are great examples of the young aviators the APA Scholarship program supports. Thank you again for your generosity and commitment to our program.

Chris



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# MEMBERS' PHOTO CORNER

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*Thank you to **Tommy Thomason** for this month's photo*  
*Where will you go next? Send your photos to [newsletter@azpilots.org](mailto:newsletter@azpilots.org)!*

---



*new wind sock at Red Creek*



## One Wild Ride!

**By Howard Deevers**

What could be wild about Sheltering-in-Place or working from home, as we have all been encouraged to do? Not much change for me, since I already work from home for the most part. However, I am sure that these changes have been shocking or confusing to many since they came about so quickly.

Flight instructing is not a “stay at home” industry. Sure, you can do a limited amount of instructing on a flight simulator, if you have one. You can stay proficient with a home simulator to a certain extent, and even learn new things, maybe that you should have known already, from a simulator. So, if you have one, I urge you to use it.

It is really hard to practice “social distancing” in the cramped confines of a small training airplane, but we do practice caution in any case: no hand shaking, covering cough or sneezes, and don't come out to fly if you have ANY symptoms. To be extra careful, I have been doing more cleaning of the airplane as well, by wiping down all surfaces that we touch with disinfecting cleaners. Some of the airplanes I have flown in needed a good cleaning anyway.

Two months ago we were planning our flights for the year. Plans to go to AOPA fly-in's, even to Oshkosh, or many other events. Only a few weeks ago, all of that changed. Any plans up to July are in doubt. After that, who knows? Keep your options open, and plan wisely.

AOPA is requesting that the FAA grant some extensions to pilots that are affected by this wild ride. They are making a case that some pilots will not be able to meet the requirements within the time allowed for recent experience, flight reviews, medical certifications, annual inspections, CFI renewals and many other things. All of the CFI renewals that I have checked on have been cancelled. I

know that a CFI can renew online, so this may be the year that I will do that.

Aviation has taken a big hit. Airlines are parking airplanes anywhere they can find space to do so, but this is not like the aftermath of 9/11 when ALL aviation was shut down. General Aviation is still flying and doing things to assist local communities. Limited flight instructing is still ongoing, and personal travel in your own airplane is still allowed. Two major airports had control tower shutdowns: Las Vegas and Midway. That affected Commercial travel, but







General Aviation can go to other airports, in most cases. Airlines must go where there are facilities that can load and unload passengers.

Thinking about this wild ride, I was wondering if there are any good things to report? There are some good things: Pinal Airpark will be getting lots of airplanes to store and will need to hire additional workers. All of that washing of hands, cleaning and distancing will reduce the cases of every other virus also. On average, we have over 40,000 deaths due to the influenza every year. By taking all of these cautions, we will reduce that number, too. Another benefit is that friends and families are checking on each other more often than ever before. Even churches have a "call a member" program to keep in touch. My aviation friends are calling more often, too. You can't say anything bad about that!

We can't see the future, but from past experiences we can guess. My guess is that we will come out of this stronger and better. Stay safe and keep in touch with family and friends.

Howard



***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.***

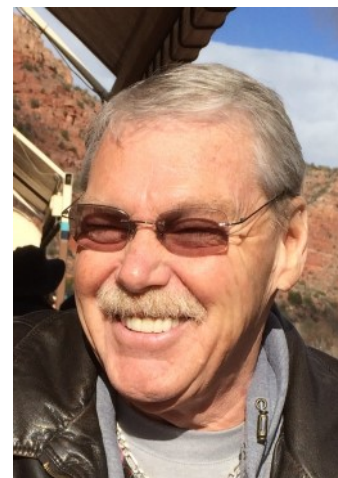
***We never complain when a program runs out of chairs!!!***



# ***GAARMS REPORT***

## ***APRIL 2020***

***By Fred Gibbs***



### **2020 To Date:**

As you know, our safety record for 2019 was the lowest it has been in the 10 years I have been tracking it. It is ironic that 2020 started off almost exactly like 2019, with a fatal crash in January in which a passenger was fatality injured, but the pilot survived.

### **Kudos Section –**

*Well, in light of the Coronavirus Pandemic, not much activity is ongoing, and the little that is, is going on at, hopefully, 6 feet of separation, UNLESS, of course, you are in the cockpit flying; then that 6 feet of separation is a little hard to do! Yes, I am still doing flight instruction, but armed with a spray bottle of Clorox and a roll of paper towels. All students were informed, and stern warnings were issued to the select group of students I will fly with about self quarantining. If any signs of possible flu-like symptoms start to appear, they are banned from the Flight School and the airport overall! The FBO, Wiseman Aviation, has instituted tight access control to our facilities, including closing from 9:00PM until 7:00AM instead of being open 24/7, and all of our folks continuously walk around cleaning all possible sources of contamination. These are strange and dangerous times, and the Coronavirus seems to be most dangerous to older folks (unflatteringly referred to as the elderly, like me and most of the pilot population), so we must be especially vigilant. Life does not have to stop, but we must adapt and remain cautious. This crisis will come to pass in its own time, and each of us must respect and help others bear the hardships to get through this.*



**Going flying, escaping into the wild blue wonder, is a great way to enjoy quarantine. But don't forget to clean your headset Mic...**



## Fred's Perspective...



### Oh crap, how much is this gonna cost??

So there we were, Kelly and I, cruising along at 11,500 feet in the Super Viking, good ol' 541, heading back east on one of our annual trips to see the kids. (PS – that is NOT Kelly in the picture.) Weather was perfect, smooth as glass, the autopilot was doing its thing, and the views were spectacular. Well, if you can call miles and miles of flat farmland spectacular, then it was: beautiful fields of lush green, some fields of straw-colored wheat, and others fallow, awaiting next spring's planting. We were up there where the eagles fly, enjoying every minute of it, with the silence occasionally punctured with some chatter on the radio as we followed the conversations while receiving Flight Following. FYI, noise cancelling headsets are terrific. Anyway, there we were, cruising along, and I noticed the radio seemed awfully quiet. I glanced

at the screen on the GPS, and as I did, it went blank. Then the number 2 radio went blank, as did the transponder, and then the autopilot dis-connected!

Good Grief (with apologies to Charlie Brown), just what we did not need at this time, a total electrical failure! I hit the master switch to try recycling the alternator. That did not work. I turned off the master switch then turned everything electrical off one by one, i.e., GPS, radios, transponder, lights, etc. Kelly casually turned to me and said, "Now what?" Well, at 11,500 feet over the Kansas-Missouri area you have a lot of time to ponder the problem. And remember, just because you have an electrical failure, it does not affect the engine, and you just keep motoring along, albeit incommunicado.

So in response to Kelly's "Now what?" question, I looked at my iPad – loaded up with WingXpro, now on battery power, and determined the nearest airport was – WOW – Vichy/Rolla International Airport, only about 15 or so miles away. Well great, I thought, they most certainly would have maintenance on the field; maybe not open today, since it was Sunday, but certainly open tomorrow. And luck be with me, it was a non-towered airport, so radio communication was not required, but being very vigilant inbound was required since I was NORDO!

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Now, an interesting fact about the Bellanca Super Viking landing gear system...

It is powered by an electrically-driven hydraulic pump, and it incorporates an automatic gear extension capability to lower the landing gear should a hydraulic or electrical failure occur. It actually works very well, except when practicing stalls, during which you have to turn off the master switch or make sure the throttle is NOT full in. It can be a little exciting if you forget that feature as you do a





power-on stall, because as you approach the stall (speed), the gear will suddenly lower itself, and cause extreme drag just prior to the stall, and the down pitching moment can become, umm, interesting. Then as you pitch over and start down, your speed increases, the gear automatically retracts, and your speed really increases, and the view downhill can become, umm, even more exciting!! Anyway, to extend the gear with no electrical power, you put the gear lever in the down position, and simply push down the emergency gear extension lever. The hydraulic pressure is released and the gear falls into place. The nose gear, the last gear to lock into place, does so with a solid “thump” telling you the gear is down and locked. **NO PUMPING REQUIRED!!**



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Ok, so during the descent into Rolla International Airport on the 45 entry to a left downwind for the runway I tell Kelly I am going to turn on the master switch and try putting down the gear normally. Just maybe there is still some residual juice build-up left in the battery. “What the heck, go for it,” she says, totally confident that I know what I am doing. I love her positive confidence in me, so I hit the master switch, put the gear lever into the down position, and Lo and behold, the gear goes down and I get three in the green. We are in like Flynn, so I say to myself, “Hmmm, wonder if I have enough to put down the flaps?” So I give that a shot, and ZAP, everything electrical goes out, including my gear down indicator lights. Oh well, it was worth a shot, and a no-flap landing is certainly easy to do in the Viking!!

(Just a note here from Flight Instructor Fred – perhaps you should practice this type of landing in your airplane should you ever have a total electrical failure. Remember, without flaps your approach speed could be significantly faster than normal UNLESS you adjust the power and USE TRIM to control your airspeed to the approximate same speed you use for normal landings. Your approach may be a little flatter than normal, but not excessively flat. And you will use a lot more runway...)

Circumstances notwithstanding, we landed, we taxied in, we parked right outside the big hangar and we shut down – which proved to be a BIG mistake! We climbed out of the airplane, walked into the “FBO”, and inquired about maintenance, only to find out there is NO maintenance available on the field, not even an A&P on the field!

Oh NO, are we destined to live out our life in Vichy, Missouri, with a dead battery and/or a major electrical issue?? Are we in the middle of nowhere, or close to it?? So Kelly turns to me and says, “Oh Captain, my Captain, What are we gonna do?”

Are we still in Vichy, Missouri? In a time warp? Tune in next month to find out...

Fred



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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:

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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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