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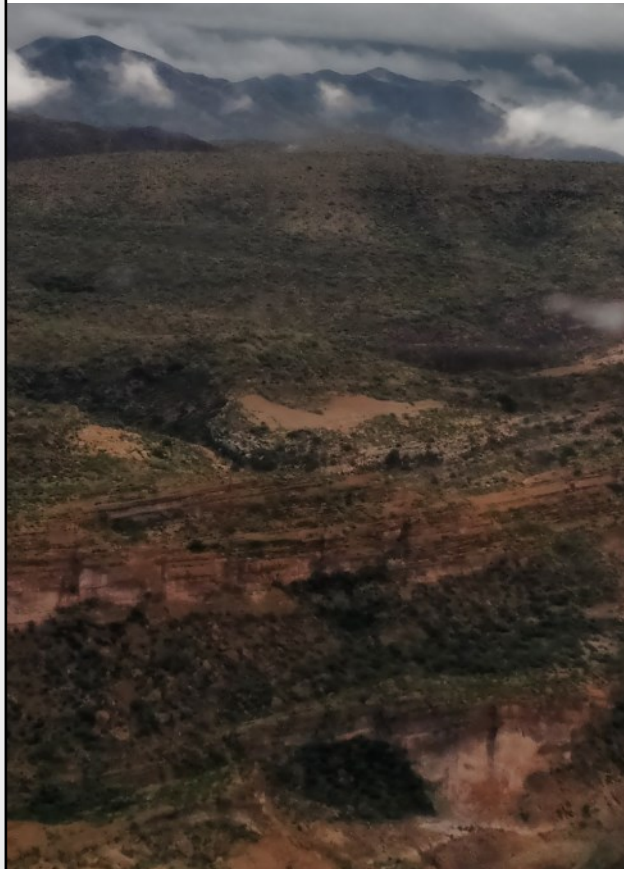
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President's Report

Fellow Aviators,

We're close. As Arizona moves forward with reopening the state and businesses respond by springing back to life, we look forward to burning 100LL and spending time with fellow aviators. After all, this is one of the main reasons we fly.

As much as I've dry run emergency procedures in my head, flipped through the FAR/AIM (not a terribly dry read, by the way), and cleaned our Comanche like it's never been cleaned, I realize I miss the camaraderie of flying the most. Spending time in the hangar, sitting on the observation deck sipping iced tea, planning a quick getaway with other pilots - that's what flying is truly about. We are a community. We are close to becoming a community that can actually visit each other again. That's what I'm most looking forward to.



continued next page



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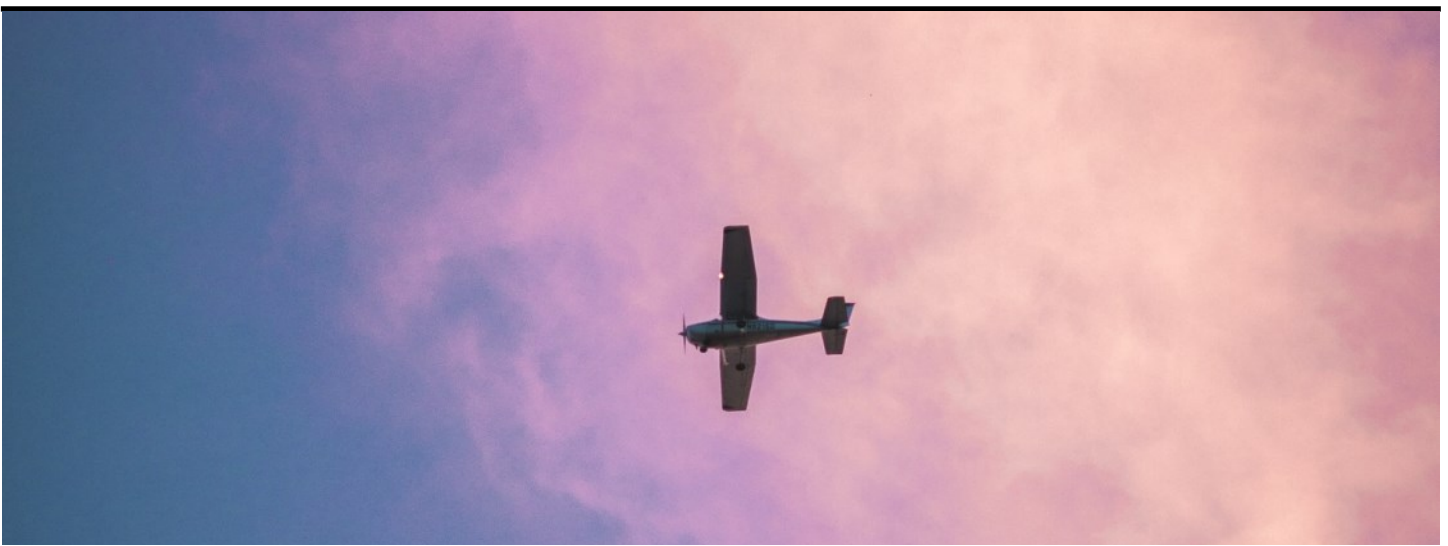
As we return to the skies, please consider proficiency. Legal currency is one thing. The three takeoffs and landings in 90 days may be doable, but if you're near 90 days and still within legal currency, are you proficient? If you are honest with yourself, are you truly confident that you are in the best shape to fly as PIC? Consider taking a proficient friend along for the flight. Even better, consider taking a proficient instructor along. Even instructors can get rusty in times like this. Get to know your plane again and how you manipulate the controls and communications to give you a flight free of unexpected events. An end to a dry spell while based at one of the Valley's busy towered airports may result in being provided a number to call upon landing. Forgetting to put flaps in on landing may surprise you. How confident are you in your pattern work? One last thing, it is now fire season and fire operation TFR's are popping up all over. Please be diligent in your pre-flight knowledge of these and all TFR's. Fire TFR's will often affect our most popular backcountry airstrips, like they are thus far at Grapevine, 88AZ.



The bottom line is simple. Stay safe and have fun. That's the primary role of your APA. From getaways and social events to safety seminars, safety and fun are how you continue to stay airborne. I'll see you at an airport soon!

Blue Skies,

Brian



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

newsletter@azpilots.org

Executive Director's Report

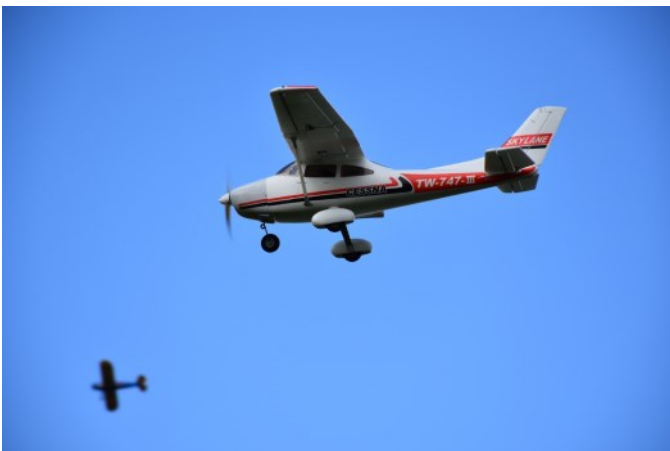
Jim Timm — June 2020

Because of the virus pandemic we are going through, it looks like this is again going to be a rather brief report from a news standpoint. It seems like everything is still in somewhat of a standby mode. There are a few aviation meetings that are becoming somewhat active again by going to virtual meetings on the web. These type of meetings are good, but they certainly are not as good as a face to face meeting for promoting open discussion of issues at hand. All the FAA offices are still closed, and it's hard to say when they will be open again. I would say we are moving into a new world, and it will be interesting to see what this new normal will be.



Thank goodness they didn't close the airports on us. From a business standpoint, it can't be good for the flight schools. There do not seem to be the numbers of school planes waiting to take off like there had been. However, once airborne, and looking at the number of airplanes on my iPad, the ADS-B tells me there are a lot of airplanes out there around me near the airport, and it doesn't look like too much has changed. One of the big things I miss is being able to fly someplace for breakfast. I'm just not comfortable with the ignoring of social distancing with a group of people at a restaurant. So, now I just go someplace I haven't seen for a long time, or just make a bunch of touch and go landings and practice some flight training maneuvers to sharpen the coordination.

The NTSB hasn't been reporting very many accidents lately, and I'm wondering if a lot of people, or at least the marginal pilots, are not flying, or is everyone just being extra cautious, or is it a combination of both. I would hope everyone is still flying. The weather has been fairly good, so why not? I would encourage everyone to at least get enough time in to maintain their proficiency and be safe. When things open up more, and everyone comes out of hiding, I would certainly hope our accident list doesn't suddenly go wild because everyone had been in hiding, and letting their flying skills deteriorate. So let's keep flying!



MISCELLANEOUS ITEMS

FAA

Perhaps you may have heard, to ensure the continued safe operation of the air traffic control system during the COVID-19 pandemic, the FAA is planning to temporarily adjust the operating hours of approximately [100 control towers nationwide](#) (PDF). Making these adjustments allows for



continued safe operations throughout the national airspace system while minimizing health risks to the ATC workforce. As far as I'm aware, in Arizona, this will only impact Grand Canyon Airport. If you are traveling, check the list and Airport NOTAMS so you don't have a surprise.

AIRSPACE

Some meetings have been happening online, but I'm not aware of any airspace issues that have come up, other than an old noise complaint issue that has again resurfaced from some of the residents in the Pinnacle Peak area north of Scottsdale. In this area just east of Pinnacle Peak, the area is slightly higher than the surrounding terrain, and planes flying over the area that get a bit low are being complained about to the SDL FSDO. If you are flying in that area, just make certain you are well over 1,000 ft. AGL. It is suspected some of the tenants are "capturing" ADS-B information from airplanes flying over the area and using it as a basis for some of their complaints. Just remember, you are not allowed to turn off your ADS-B or transponder while in flight, besides, I haven't heard of the

FAA issuing any low flying violations to anyone flying over the area as a result of these complaints. So just pay attention to your AGL altitude when traversing the area.

SAFETY

Because of the pandemic shut down, aviation safety information from the NTSB in this past reporting period has been rather meager, and as a result, aviation safety is somewhat of an unknown. In the last reporting period, while the NTSB didn't report any accidents, we did become aware of a few via the Aviation Safety Network and other sources. The NTSB did however release a couple of reports on accidents that had occurred in a previous reporting period. See my June Accident Summary for this month's details.

CONSTRUCTION

Coolidge Municipal Airport (P08) has had runway 5-23 closed for rebuilding, and it's now scheduled to reopen on June 2. However, as with major runway construction projects, there will always be a bunch of minor items that will require correction/adjustment that may require a very short term intermittent closing of the runway. The new runway will now be approximately 6,000 feet long, including blast pads at each end, and the width will now be increased to 200 feet wide. With that width of runway, does anyone want to make bets on when



someone is going to lose control landing, and run off the side of the 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 please be safe. Because minor adjustments may be in process, be sure to check NOTAM's before using P08.



There are still 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. 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. All the update program meetings are presently on hold due to the Corona Virus pandemic. 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, has stopped for the summer. The next Fly In Breakfast season is being scheduled to restart October 3, 2020.
- 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.
- Grapevine Airstrip group fly-ins are on summer break. Please check the Facebook page and NOTAMs as the airstrip is currently being used for firefighting aircraft.
- The last Saturday of the month there was a fly in breakfast at Casa Grande Municipal Airport (CGZ), but due to the Coronavirus, only take out is now available. Hours are 7:00 am to 2:00 pm



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

Jim





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

We make an effort to:

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

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On our website you can find:

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

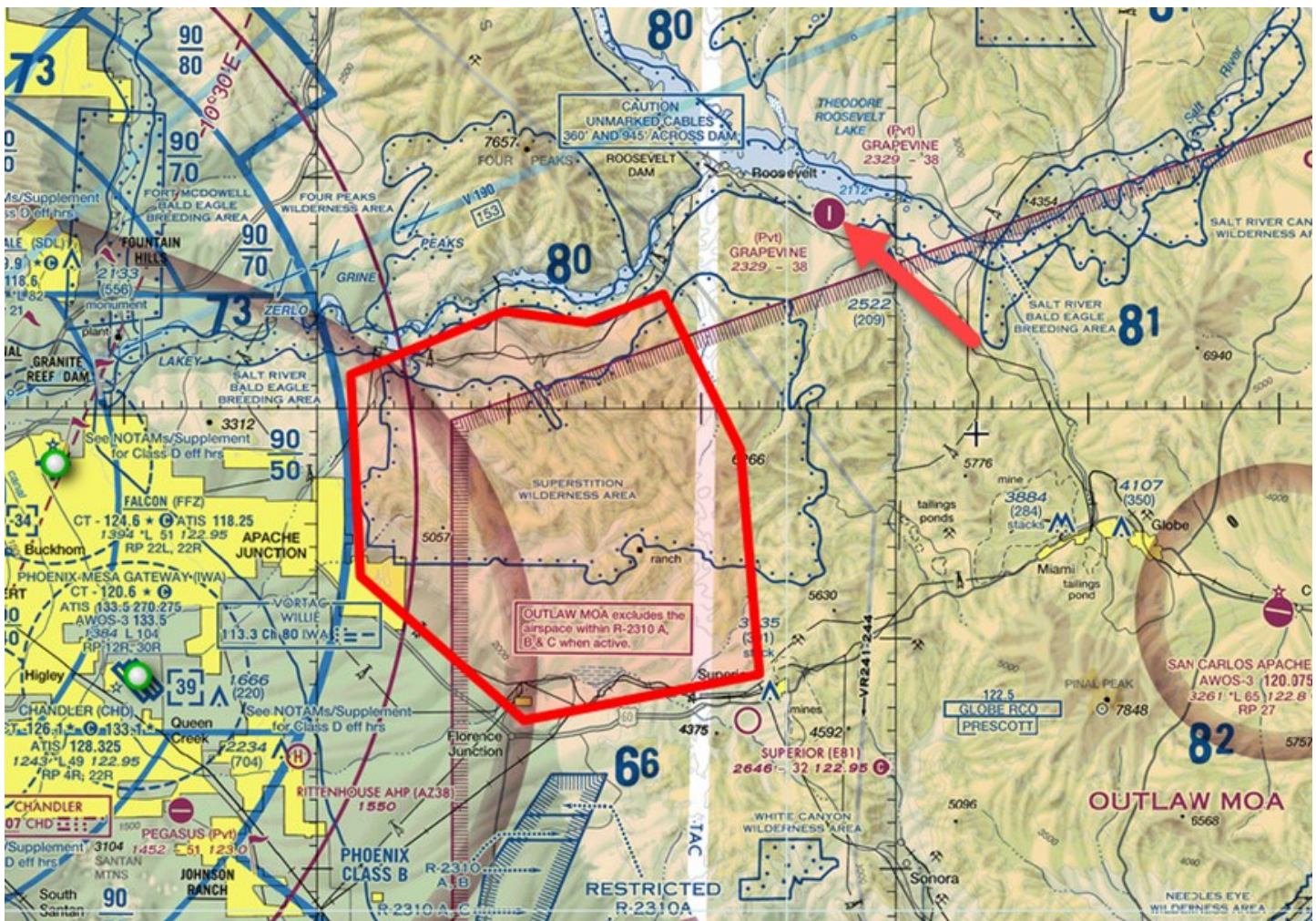




Backcountry and Fire Season

By Mark Spencer

With fire season in full swing, all pilots, but especially backcountry pilots, need to be diligent in their pre-flight awareness of fires and related TFR's. In many of the National Forests, including our USFS region 3, AZ and NM, our backcountry airstrips are being used as staging areas for firefighting efforts. You may recall a few years ago, Air Tractors made 24AZ, Pleasant Valley (Young), their home for a week or so for a local fire. This month, Grapevine (88AZ) has already served the USFS firefighting crews as a home for the Chinook with a water bucket for the Sawtooth fire. There are a few backcountry locations where the USFS type 1 aircraft can operate from, and Grapevine is a great one given its location on the shores of Roosevelt Lake. USFS Fire & Aviation officer Travis Stanfill contacted us to ask our help to get the word out to the GA community, since NOTAMS can be difficult to post for an airstrip charted as private, as all of our backcountry airstrips are here in AZ. Please like or follow the [APA Facebook](#) page and check for news on these airstrips, as we are diligent to post there as soon as we have any word from government agencies about a use of one of our backcountry airstrips.



As seen above, on 6/4 the TFR for the Sawtooth fire on the Tonto National Forest was quite large, but there is no pictorial indication that Grapevine, just to the northeast, was in fact closed and being used by the USFS aircraft. Whenever you see a TFR in the vicinity of a backcountry airstrip, it is probably a wise and safe move to avoid any nearby backcountry airstrips.

Throughout the year the Grapevine (88AZ) is utilized by various military users, such as the Davis Monthan Search and Rescue and the Air National Guard, for training, so again, please check APA's [Facebook](#) site and all available aviation information before using one of the backcountry airstrips. Feel free to even drop us an email with any questions at contact@azpilots.org.

Mark



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

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Email: pwilliamsaz@gmail.com



June Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of aviation accidents that occurred in Arizona from April through late May. APA will use this detailed accident information to develop safety programs, briefings, and posters/flyers to 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 been somewhat of an unknown. We have gotten reports of a few accidents from the Aviation Safety Network (ASN), the media, and personal contacts, but nothing from the NTSB. I know people are out there flying. I see them, as I have been one of them. However, the school activity really does seem to be down.

In the last reporting period the NTSB didn't report that any accidents occurred; however, we did become aware from a few via other sources. They did issue reports on two accidents that occurred in the previous reporting periods, and they are part of this report. The accidents that we are aware of via sources other than the NTSB are also part of this report.

THE FOLLOWING ACCIDENT REPORTS WERE RELEASED IN THE PAST REPORTING PERIOD

Accident Date: **March 13, 2020**
Factual Report Dated: May 18, 2020
Title 14 CFR Part 91
Location: Tucson
Aircraft Type: Piper PA28-180
Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

The solo student pilot reported that after touch-down the airplane veered slightly to the right. She overcorrected with the left rudder control and lost directional control of the airplane. The

airplane veered to the left and exited the runway. The right wing struck the windsock pole, crossed a ditch, and ground looped before coming to a stop upright.

The airplane sustained substantial damage to the right wing, engine mount, and the left forward side of the fuselage.

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

The following accident was reported in last month's accident summary before the following information became available.

Accident Date: **April 24, 2020**
Preliminary Report: May 20, 2020
Title 14 CFR Part 91
Location: Mesa
Aircraft Type: Bell UH-1H
Injuries: 1 Fatal 1 Serious Injury

LOSS OF TAIL ROTOR IN FLIGHT

On April 24, 2020, about 1600 MST, a Bell UH-1H helicopter was substantially damaged when it was involved in an accident in Mesa, Arizona. The pilot was fatally injured, and the passenger

was seriously injured.

While it was on a repositioning flight, witnesses reported they observed the helicopter flying low towards Falcon Field Airport (FFZ) with white smoke coming from the rear rotor area. Suddenly, the tail rotor separated from the helicopter and landed in a dirt lot below. The helicopter continued northeast as it started to spin and impact the ground.

On scene examination by a Federal Aviation Administration Inspector indicated that the debris

field was about 1/2 mile long, extending along a generally northeast direction. The first identified piece of debris were fragments of glass, which were consistent with a navigation light on the vertical stabilizer. About 200 yards further northeast was the tail rotor assembly, and the input pinion gear assembly. The rest of the helicopter came to rest about 1/2 mile further northeast in an open, slightly sloped field. The first pieces of debris in the field were the vertical stabilizer and a portion of the horizontal stabilizer followed by two long and narrow ground strikes consistent

with main rotor blade strikes. Immediately following this area was the main wreckage; the helicopter came to rest slightly nose, and left side low, along a heading of about 49 degrees. The helicopter exhibited upward crushing throughout the cabin and fuselage, most extensively on the left side of the fuselage. The mast and the main transmission were displaced forward, and the main rotor assembly was fracture separated. The main rotor blade assembly was the last major piece of debris located about 20 yards northeast of the main wreckage.

THE FOLLOWING THREE ACCIDENTS HAVE NOT YET BEEN REPORTED BY THE NTSB. THE ONLY DETAILS FROM THESE ACCIDENTS CAME FROM THE MEDIA AND THE AVIATION SAFETY NETWORK (ASN) NOTES.

Accident Date: **May 7, 2020**
Location: Phoenix (GYR)
Aircraft Type: Grob G120A
Injuries: None

GEAR UP LANDING

Media information only was available for this accident.

The student pilot and instructor were returning from a training flight and discovered they could not extend the landing gear for landing. They went into a holding pattern to troubleshoot the problem and consume excess fuel on board. Being unable to resolve the problem, a normal landing approach was executed with the landing gear retracted. A "picture perfect" landing was executed and the airplane gracefully slid down the runway centerline to a stop, and the two pilots casually exited the airplane. The airplane was picked up, carried away, and the runway was promptly released for operation.

Because the landing was so smooth, most likely there was no structural damage to the airplane. No doubt, the cause of the gear malfunction will be corrected, and the significant amount of fiberglass that got ground off the belly will be replaced, and other repairs made as needed, and the airplane will be returned to service. If no structural damage had occurred, there will not be a need for an NTSB report of the occurrence.

Accident Date: **May 13, 2020**
Location: Phoenix (DVT)
Aircraft Type: Mooney M20J
Injuries: 2 Uninjured

LANDING SHORT OF THE RUNWAY

The following information is from an ASN report of the accident.

The aircraft force landed in desert terrain under unknown circumstances near Phoenix-Deer Valley Airport (DVT). The airplane sustained substantial damage (gear sheared off, wing damage), and the two occupants were not injured.


Accident Date: **May 14, 2020**
Location: Tucson
Aircraft Type: Cessna 172P
Injuries: 2 Uninjured

LANDED ON A ROAD AND HIT A TREE

The following information is from an ASN report of the accident.

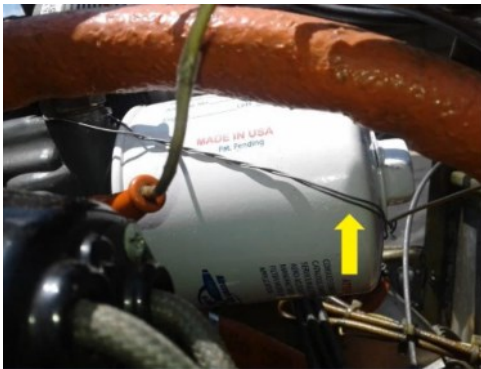
Following a loss of engine power during an aerial survey flight, the aircraft force landed in roadway terrain in Tanque Verde east-northeast of Tucson, Arizona. The airplane sustained substantial damage, and the two pilots onboard were not injured during the accident. Nose gear and right main collapsed; prop bent; tail cone kinked.

GAJSC



General Aviation Joint Steering Committee

Safety Wire



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: June 2020

Topic: Safety Wire

Failure to properly secure aircraft components has led to system and component failures. Some of those failures have compromised powerplant and control system operation resulting in crashes.

Background:

Because improper or absent aircraft component safety wiring continues to cause accidents, pilots and mechanics should carefully inspect for proper component assembly security.

Teaching Points:

- Pilots and mechanics should note component safety provisions during inspections.
- Safety wire and devices must be properly installed in order to be effective.
- Safety wire should be installed so that tension is applied in the component tightening direction.
- Castelated nuts should have cotter keys installed.
- At least 1/32 inch of bolts should protrude from fiber lock nuts.

References:

- *Safety Wire Power Point and Presentation Notes*

DOWNLOADS:

[PowerPoint Presentation Slides...](#)



Pre-Flighting Yourself

by Paul Wiley

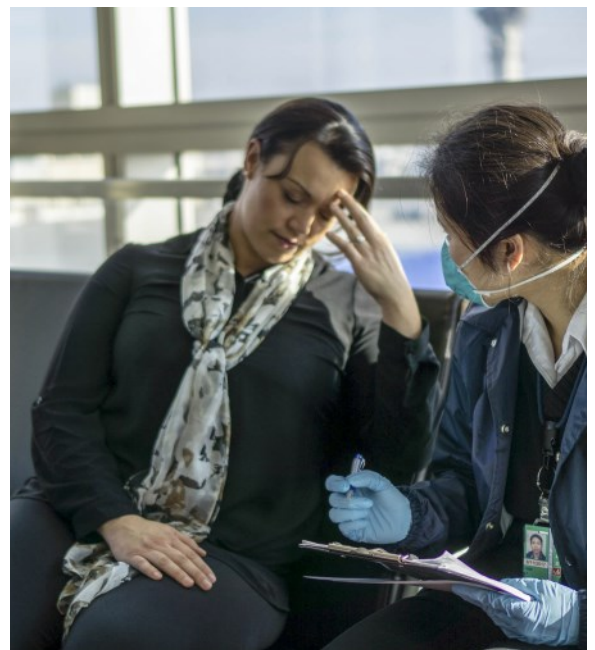


Most pilots are familiar with the process of the pre-flight inspection of the aircraft after their first few flying lessons. These pilots understand the purpose and process for ensuring the aircraft they are preparing to fly is in fact airworthy; and if it is not airworthy, then this is obviously a “No-Go” for the flight. Less obvious, but perhaps more important, is the requirement for the pilot to first determine if he or she is fit to fly. Since “pilot error” is a primary cause in many aircraft accidents, ensuring that the pilot is fit to fly is critical to safety.

To help pilots determine their fitness for flight, the FAA has developed an acronym: IM SAFE. This acronym should be used as a “personal checklist.” It is designed to be a part of good Aeronautical Decision Making to help pilots identify hazards which could negatively impact their ability to fly safely. Please refer to the Aeronautical Information Manual chapter 8 for more details in addition to the other references provided later in this article. This checklist is easily memorized and should be used prior to every flight.

Here is the **IM SAFE** acronym/checklist briefly explained:

- **I = Illness** – Any illness can affect a pilot’s ability to safely operate an aircraft. The safest thing to do, if you feel at all ill, is not to fly. Even a minor illness should be a “no-go” item. If there is any doubt, consult an Aviation Medical Examiner (AME).
- **M = Medication** – Many medications can degrade performance, especially in more demanding environments such as high altitude, night or instrument conditions. FARs prohibit pilots from performing air crew duties while using any medication that affects their ability to safely operate the aircraft. The safest thing to do is consult an AME to ensure that any medication taken will not decrease pilot performance. Other resources are also available – see references.



- **S = Stress** – Stresses resulting from everyday living can seriously impair a pilot's performance. Problems at work or home can produce enough stress to cause a pilot to be impaired to the point of being distracted and unsafe. Stress can also lead pilots to exercise poor judgement and take unnecessary risks such as flying when they are very tired or flying into poor weather conditions which are beyond the pilot's or aircraft's capability.
- **A = Alcohol** – The hazards associated with alcohol consumption and flying are well documented. FARs prohibit pilots from performing any crewmember duties within 8 hours of alcohol consumption or while under the influence of alcohol. However, 8 hours may not be enough time under certain circumstances. A better rule is to allow 12 to 24 hours between drinking alcohol and flying, depending upon the amount of alcohol consumed. A good personal rule to follow is 12 hours "bottle to throttle." Although intoxicated flying constitutes a small percentage of accidents, there is a strong correlation between flying while intoxicated and accidents, which are all too often fatal.
- **F = Fatigue** – Fatigue decreases alertness. It is a hazard which continues to be one of the main causal factors in many aircraft accidents as it decreases alertness. Fatigue can be insidious and thus may not be apparent to the pilot until it is too late and safety has been compromised. Preventing fatigue is best accomplished by adequate rest and sleep, proper nutrition and hydration, and regular exercise.
- **Eating/Emotion** – Eating: are you adequately nourished? This includes being well hydrated, which can be an issue flying for long periods at high altitude. Emotion: Strong emotions such as anger, anxiety or depression can distract a pilot and dramatically decrease their alertness. Pilots should be aware that certain life events, which can be very traumatic, may have a negative impact on a pilot's ability to fly safely. Some examples: divorce, loss of a job, serious illness or death of a family member, or serious financial difficulty. Pilots experiencing these types of life events must be aware that their emotional state may compromise their ability to fly safely. Any pilot who experiences an emotionally upsetting event should not fly until the issue is resolved, or they should fly with a CFI or trusted pilot friend.



In using the IMSAFE checklist, pilots should also be aware that two or more of these hazards may be present at the same time. A few examples are: 1) fatigue and stress, 2) medication and emotion or 3) fatigue and emotion. Any time a pilot self-evaluates and determines that one (and certainly 2 or more) of these physical/mental factors are present; that pilot should not fly.



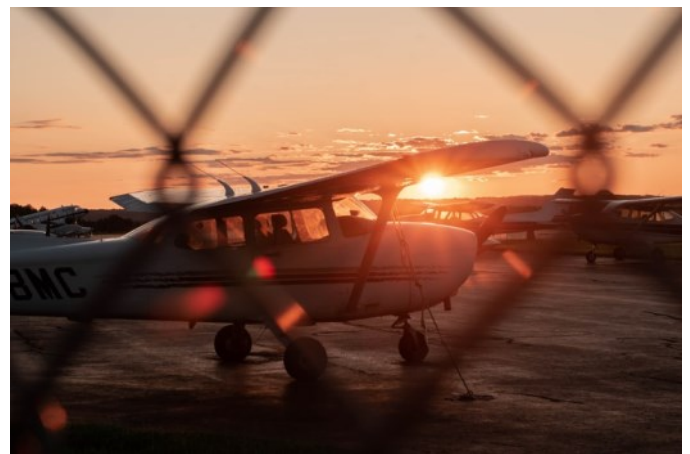
In the AIM, Section 8-1-1 sub-section i, the statement is made: “Personal Checklist. I’m physically and mentally safe to fly; not being impaired by: Illness, Medication, Stress, Alcohol, Fatigue or Emotion.” **This is a very good mantra for every pilot to follow for every flight.**

In summary, I would argue that the need for a pilot to evaluate and confirm their fitness for flying is the first thing the pilot should do prior to (and continuously during) any flight. To put it simply: the pilot should 1) pre-flight themselves first, 2) check the

weather, then 3) if they are in fact fit to fly and the weather reports and forecasts indicate the flight can reasonably be completed safely, subject to the pilot’s certifications and experience, then and only then should the pilot proceed to the airport to preflight the aircraft.

Additional References:

- Aeronautical Information Manual (AIM) chapter 8-1-1
- Aircraft Owners and Pilots Association (AOPA) web site: Pilot Resources, Training and Safety, and Air Safety Institute. Searches for “IM SAFE” on the AOPA site will provide additional information, including a short video on IM SAFE from Dr. Jonathan Sackier. Additionally, AOPA members can access the medical resources of AOPA to answer questions related a pilot’s fitness to fly.
- Experimental Aircraft Association (EAA) web site: Similar to the AOPA site, the EAA site has many resources for pilots.
- FAASafety.gov web site: This site contains a wealth of relevant safety information regarding all aspects of aviation. It is free and easily searchable; however, be aware that there is a tremendous amount of information on this site, so it can be a bit daunting until you spend some time becoming familiar with the site.
- The Pilot’s Handbook of Aeronautical Knowledge (FAA-H-8083-25): Chapter 17 Aeromedical Factors contains detailed discussions of a variety of aeromedical factors affecting safety of flight. There are also tables showing: the impairment scale with alcohol use, adverse effects of various (over the counter and common prescription) drugs including alcohol and nicotine and caffeine. This handbook is an excellent resource for all pilots.



Paul



Grand Gulch Fly/Camping Adventure

By Rick Bosshardt, AZ Pilots Association Board Member

Looking for a fun and interesting place to fly to and explore in Arizona? One of the hidden gems that we are fortunate enough to have is the fabled Grand Gulch Copper and Silver mine on the north rim of the Grand Canyon.

Situated in the northwest corner of the Grand Canyon National Park, the location actually sits on BLM land, and is thus approved for backcountry airplanes and other motorized vehicles. Its location is a long 8 hour 4WD trek south from St George, UT, and thus the use of aircraft is about the only time efficient way to explore this fascinating location.

Opened in the 1880's, and in continuous operation until around 1920, the Grand Gulch mine was at one time the richest copper producer in the State of Arizona and produced almost .5% of all the copper in the USA.

Due to the difficulty in transporting the ore out for processing (for many decades it was a 400 MILE mule team and cart odyssey!), it became uneconomical. In the 1940's during WWII, the price and need for copper caused the mine to reopen, but soon thereafter it closed for good and has been baking in the Arizona sun ever since.

There are two dirt strips that are in good shape, and around once a year volunteers from the AZ Pilots Association and the Recreational Aviation Foundation have a work party weekend to clear rocks, build up the fire pit, and do other maintenance. It would not be advisable to fly in there without removing wheel pants on trike gear and having at least 8.00x6 tires. Backcountry and high-altitude experience are a must.

Once settled in the tie down area, a short ¼ mile walk brings you to the old mine site. It's a fascinating collection of old buildings, stamp mill pieces, two old 40's vintage pickup trucks, a smelt oven, acid wash tanks, slag heaps, and even a vertical mine shaft that I estimate (thru listening to a rock falling in) to be around 1000' deep. The National Park Service has a nice metal box with sign in sheet and





a great historical account of the mine and its workings over the years, including pictures and newspaper articles. The people that lived and worked there were clearly a very hardy folk!

We camped that night out on the plateau, and the stars were just incredible, as there is very little light pollution around.

The Grand Gulch is truly a treasure for all backcountry pilots in the southwest, and definitely worthy of a visit! More information can be found at AZ-Pilots.org Backcountry Airstrips. A video showing some good detail on the location and landings can be found on YouTube at this link.

If you have any questions, please feel free to contact me at rick@suncountrycubs.com.



Rick



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MEMBERS' PHOTO CORNER

Thank you to Ned Collins Sr for this month's photo

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



base to final Colombia Gorge

~ Scholarship Corner ~

by Chris Nugent

As I mentioned in last month's update, I reached out to all of our 2019 scholarship winners to see how things are going with their studies and flight training in light of the current state of affairs with the Coronavirus. Ben Alberti is attending Chandler-Gilbert Community College/NDU Aerospace and reports that his flight training is progressing as planned, although masks are required for lessons and ground school classes are being conducted remotely as expected (more on Ben below). Victoria Johnson who is a flight attendant at Southwest has been able to focus more on her flight training based on the slowdown in air travel. While that is a mixed blessing, she views it as a positive, which is good perspective to have these days! Some of the other scholarship winners that are attending smaller flight schools have indicated their training has slowed, but they are still pressing on.

Several of them noted that while they understand that the commercial aviation landscape has certainly changed, they are committed and making progress towards their goals – which is encouraging to hear.

Scholarship Winner: Ben Alberti

Ben is an EVIT alumni currently enrolled at Chandler-Gilbert Community College and is dual enrolled in the University of North Dakota (UND) flight training program. Ben has his sights set on an airline career and is well on his way to completing his commercial and instrument ratings this summer. Ben is a Young Eagle and Copperstate Fly-In volunteer and was awarded a scholarship to attend Oshkosh in 2019. As a matter of fact, Ben's first general aviation airplane flight was with Rick Bosshardt in his mighty Carbon Cub during a Young Eagles event at Falcon Field.

Ben spent some time with us in the APA booth at the last Copperstate, and I was impressed with his focus on his career goals. He will do well and I am proud of the fact that the APA has helped him get a head start on his aviation career.



Scholarship Winner: Maria Diaz

Maria is also attending Chandler-Gilbert Community College and UND for flight training with the objective of becoming a professional flight instructor and ultimately progressing to a career with the airlines or US Air Force. Maria's family came to Arizona from Mexico when she was four and she has worked hard to achieve an Associates in Applied Science from Gateway Community College which included an internship in Alaska.

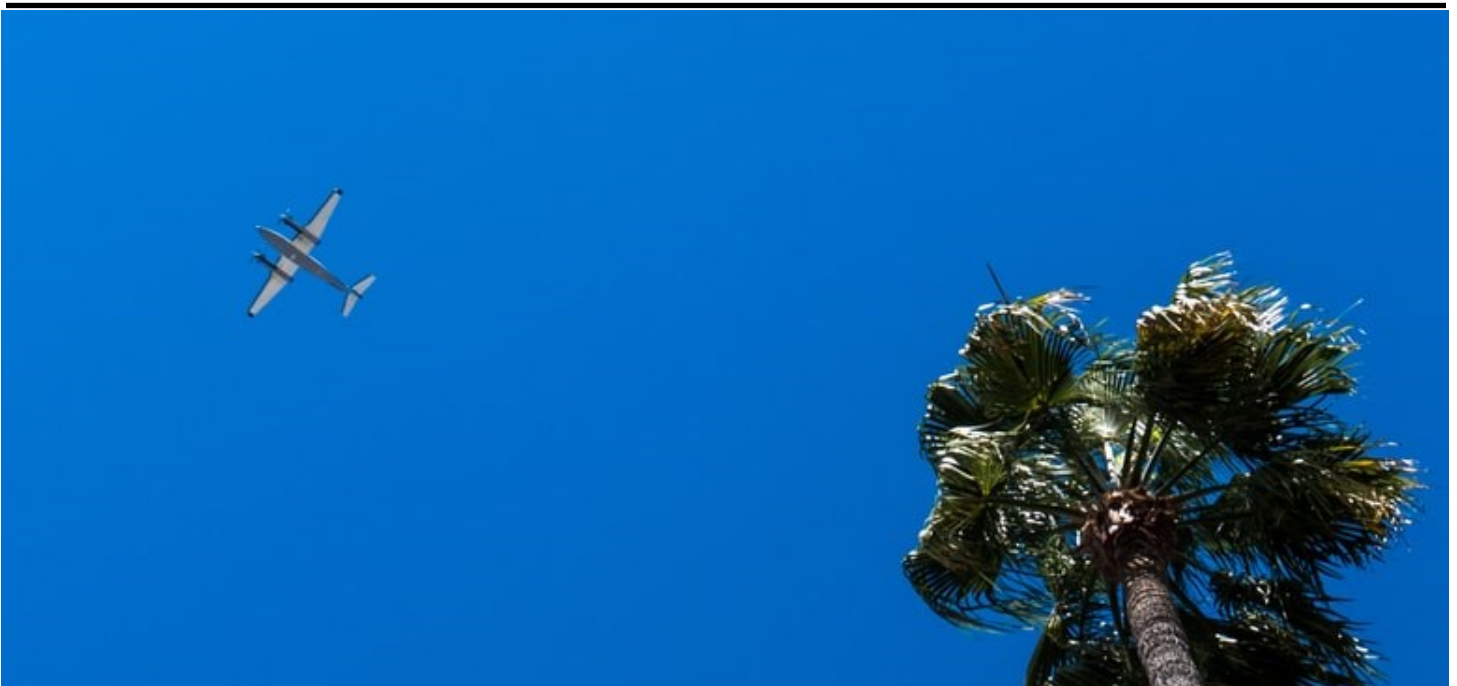
Maria has been an active volunteer in the community and is committed to her career path in aviation. I am glad that APA can be a part of helping her achieve her goals.



We are a few months away from the next scholarship cycle, and I'm hopeful that we will make enough progress on the Coronavirus front to allow things to get back to some degree of normalcy in our colleges and flight training programs.

Stay healthy and as always thank you for your generosity and support for the scholarship program.

Chris



Things Your Instructor Did Not Teach You

By Howard Deevers

Remember getting your Private Pilot License, and the examiner said: "Here is your license to learn," or something to that effect? Now, you are a pilot and can fly anywhere you want, without needing your instructor to sign off on the cross country, and you can take passengers. Congratulations!

Pilots do continue to learn as they fly. Every flight is a learning experience. Unfortunately, much of what they learn does not come from an instructor; it comes from other pilots. Things like "How to short cut the traffic pattern," or "The use of phrases that are not appropriate for aviation at all." It happens at airports all over the country.



Here are some examples: At a non-towered airport, "Cessna 123 straight in 5 mile final for runway one-two." *IF* there is no other traffic in the area, a straight in is perfectly safe and appropriate. *IF* there is other traffic in the pattern, then a straight in is a disruption to the traffic flow, and the aircraft should NOT do a straight in, but rather enter the traffic pattern in the standard way with the other traffic.

Another example: At a non-towered airport, "Mooney 321 lining up and waiting." At a tower controlled airport the tower may instruct a plane to "line up and wait" to expedite traffic flow, when there is a safe distance between traffic that just landed, and traffic that is far enough out on final. Instructors do instruct on this at a towered airport during training. I don't know of any instructors that teach that this is an approved procedure at a non-towered airport.

If the pilots did not learn those things from their instructors, where did they learn them? Probably from "Joe Pilot" after they got their pilot's license.



Another example is phraseology. On the radios at non-towered airports, "Cessna 123 departing the active. Any traffic in the area, please advise." "The active?" How about giving a runway number! "Any traffic in the area please advise." No instructors I know are teaching that phraseology. Where do you learn that? Again, from "Joe Pilot."



We do need airports that we can use to do practice approaches, and other training. At towered airports doing instructing and listening for tower instructions can complicate the learning process. Non-towered airports give us more flexibility to make a point and not interfere with other traffic, as long as we are all following the same rules.

Flying at Marana (KAVQ) a few weeks ago I heard an aircraft on the radio say, "Marana traffic, Cessna 123, 3 miles to the north. I will overfly the runway and do a tear-drop entry

to downwind for runway twelve." I could not really figure out what that pilot was going to do. First of all, I had never heard of a "tear-drop" entry to a traffic pattern. Was he going to make right turns or left turns? What altitude would I look to find this Cessna? Runway twelve? And, my last thought was, who made up this entry into a traffic pattern?

Another day, I heard a plane saying that he was going to do "A loop around entry to downwind." I have no idea what that meant, or even where to look for that plane. No instructors I know are teaching this kind of a traffic pattern entry.

If you really want to use that "license to learn" and increase your knowledge about flying, go to the sources of good information. For traffic at non-towered airports, read the Airman Information Manual (AIM), section 4-1-9. It is easy reading and has diagrams. You might be surprised to learn that the "Upwind" part of the traffic pattern is NOT right after takeoff. That is called the "Departure" leg: see figure 4-3-1 in the AIM.

The ARIZONA PILOTS ASSOCIATION holds safety seminars and works with the FAA Team to provide safety information to pilots all over Arizona. Check the web site for a location near you, when we are again able to hold seminars, and don't forget to bring your "wingman."

Howard



CLASSIFIEDS

Wanted: Cessna 177/182—First time Owner!

Price:\$ 75 000.00

Email: Jason Lewis at jason@ecospace.com

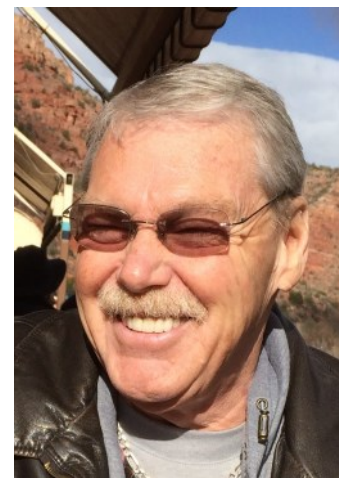




GAARMS REPORT

JUNE 2020

By Fred Gibbs



2020 CONTINUES TO LOOK REALLY GOOD, SAFETY WISE, WITH ONLY 2 ACCIDENTS SO FAR INVOLVING FATALITIES. IRONICALLY, BOTH FATALITIES WERE PASSENGERS IN THE AIRCRAFT, ALTHOUGH THE ONE PASSENGER IN THE HELICOPTER CRASH WAS A CERTIFIED PILOT, BUT NOT ARIZONA-BASED. WE DID, HOWEVER, LOSE AN ARIZONA-BASED PILOT AND HIS FAMILY IN A FATAL CRASH UP IN NEVADA IN LATE APRIL.

With the COVID-19 pandemic projected to start winding down here in Arizona over the next several months – keep your fingers crossed – we can start to ramp up our flying. But as a result of the stay-at-home recommendation, a lot of us have ended up in the “rusty pilots club,” so we all need to be extra careful getting back into the swing of things. In the upcoming months, I see a real opportunity for many of you to get into the “Wings” program. Get proficient with your local friendly flight instructor, and while doing that, complete a phase of “Wings” and get proficient and earn credit at the same time, and you help ensure our safety record stays at the current level. Remember, your safety is no accident!! And while you are at it, don’t forget about safe distancing, even though I know it is hard (Duh!) to keep 6 feet between you and your instructor, your buddy or your wife in the right seat! **USE A MASK!!** This COVID-19 is a sneaky, rat-bastard virus that does not care about who you are, how old you are, or where you live. It is out to get us all, and we need to remember that. We need to take the appropriate safety measures to avoid both getting it and spreading it until the scientists come up with the vaccine to beat it. Don’t be scared of it, don’t hide from it, don’t let it dominate your life; just adapt, take the proper precautions, and go on with your life.

Kudos Section –

Going flying, escaping into the wild blue yonder, is a great way to enjoy quarantine. But if you take your wife or a friend with you, don’t forget masks, wipe down your controls, avionics knobs, door handle and clean all of your headset mic’s...



Fred's Perspective...



Oh crap, how much is this gonna cost??

So, if you remember from last month's story, there we were, about 10 miles south of the Columbia, Missouri airport, NORDO, and with coordinated entry into the airport traffic pattern. I turned on all the lights out of habit, then remembered "I ain't got no electrics," so I turned everything back off! I don't remember the exact runway in use anymore, but it was a southwesterly orientation and we were coming from the south. It was a perfect set up for a 45 entry into the left downwind, which we did. I wagged the wings aggressively, saw the steady green light from the tower cab, and just made a nice normal no-flap landing. As we rolled down the runway towards the taxiway that the supervisor previously suggested I turn off on, Kelly looked at me and asked, "Why are all those fire trucks following us down the runway?"

A quick glance back, and sure enough, there they were, on the parallel taxiways, following us down the runway, with lots of flashing lights. Apparently they were waiting for us. Why else would they be out there? So I told Kelly, "The tower must have alerted them to our NORDO status and they went out as a precaution." I turned off on the appropriate taxiway, taxied into the ramp following the "Follow Me" cart, parked up close to the maintenance hangar, and shut down. Within a minute we were surrounded by the Crash Fire Rescue team for the airport, all decked out in their aluminum fire-proof fire fighting suits. The (apparent) team leader came up to my side after I popped open the vent window and asked, "Are you the folks with the emergency?"

Now, at no time during any of the conversations with the tower supervisor did I ever use the word "Emergency," or ever infer that there was one. We were just a coordinated NORDO arrival into a class D airport. Apparently, the tower thought otherwise...

After a funny look at Kelly and a decision to be nice, but honest, I turned to the Crash Rescue guy and in response to his "Are you the folks with the emergency?"

question, simply said, "Nope, not us!" The dejected look on his face was priceless. Kelly said, "OMG, I hope they didn't leave the football game on TV to come out here just for us!" Which is exactly what they did, somewhat dejected because of no action required, but sort of relieved, because they quietly retired back to the fire station and resumed watching the Sunday afternoon football games.

The FBO got us a good rate at one of the local hotels and gave us the keys to a nice crew car, so bright and early the next morning we were back at the FBO maintenance hangar checking on "what condition our condition was in" (sic)! A quick look-see by the IA determined the alternator was a goner. Naturally, they did not have one in stock, but advised me they could have one delivered overnight, the next morning by 10:30am or so. Bummer! So, I asked where it was coming from, and the answer



was St. Louis. Whoa, hold on a minute. St. Louis is less than 100 miles from Columbia, a shorter hop than running down to Phoenix from Flagstaff (almost a common everyday occurrence if you live in Flagstaff). We already had the crew car, so I spoke up and said, "What if I drive over there myself and get it?" "Sure," said the IA, "Let me call them and set that up." I reminded him to get GOOD directions, which he did. Armed with his directions, out of the airport and onto the interstate, Kelly and I were off on another adventure, a short road trip across the open plains of Missouri, off to find an aircraft parts distributor in the big city. St. Louis is a big city that we had never been to before, but the directions were flawless. We made great time on the interstate – don't ask me what the speed limit was! We found the distributor right off, paid for it on the spot (saving the overnight shipping charges!), threw the alternator in the car, turned around and were back at the FBO in Columbia by the time lunch hour ended. Again, don't ask, but the rental car did run really good!! By 3:00pm, the alternator was installed and tested, battery charged up, log book entries completed, bill paid, (which, by the way, was very reasonable), and we were back on our way with only a half day delay in our plans. The rest of the trip was totally uneventful, although I had one eye on the new alternator for the first hour or two. We made a quick fuel stop in the Cincinnati area, and then motored on into Frederick, MD, landing after dark, but glad to be back. And yes, we did work Potomac approach using the Washington, DC, SFAR procedures. I even refreshed myself with the AOPA course before we ever left Flagstaff.

We returned to Flag about two weeks later, without any problems whatsoever.

All in all, just a blip in another flying adventure, another story to add to our diary of flight. So, y'all live long and prosper, and remember, keep the shiny side up!

“

As a result of the stay-at-home recommendation, a lot of us have ended up in the 'rusty pilots club.'

”

Fred



A Few Words About Safety

Denny Granquist

“

“The more I trim, the smoother the ride.”

“When briefing the approach include the taxi to shutdown.”

FLYIN' FOOD DRIVE



Benefitting Wings of Faith

HOLBROOK MUNICIPAL AIRPORT

SATURDAY, JUNE 20TH • 7:00 A.M. - 11:00 A.M.

Join us on the newly constructed runway at the Holbrook Municipal Airport to collect donations for Wings of Faith. Donations will be used to benefit Native American Reservations and help those affected by COVID-19. Breakfast will be served from local restaurants, supporting small businesses in the community.

For more information on Wings of Faith or to make a monetary donation, visit www.flywithwings.org and click "Donate."

For more information or to RSVP, email sunlandcares@sunlandasphalt.com or visit our event page on Facebook by scanning the QR Code.



Items Needed:

- Non-Perishable Goods:
Canned Meat, Vegetables, Fruit, Dried Pinto Beans, Cooking Oil, Flour, Sugar, Paper Goods such as Cups, Plates, etc.
- Cleaning Supplies:
Bleach, Disinfectant Wipes
- Personal Protective Equipment (PPE): Face Masks, Gloves
- School Supplies



THANK YOU TO OUR PROJECT PARTNERS & SPONSORS:

ADDITIONAL PARTNERS & SPONSORS CAN BE FOUND ON OUR FACEBOOK EVENT PAGE.



STEAMBOAT FLY-IN

Location: Steamboat Springs, CO

Date: July 11-12, 2020

Hosts: Leonard Gurule



Scan the QR code to register for this event.

For registration or additional information, please visit:
<https://tinyurl.com/sspz8jg>

Legend has it that trappers noted an unusual spouting spring in the Yampa Valley, accompanied by a chugging sound that reminded them of a Steamboat. Henceforth since the early 1870's the town was known as "Steamboat Springs". Today Steamboat plays host to a multitude of outdoor activities and events including the Hot Air Balloon Festival this weekend.

Saturday morning we will fly to Steamboat Springs/Bob Adams Field (KSBS) arriving prior to 10:30 AM and shuttle to our hotel to drop our bags off before heading downtown for some shopping or simply taking in the sites before lunch. Lunch will be at noon at a restaurant downtown. After lunch, participants will have the option to participate in one or a combination of several activities as follows.



Walk, bike or e-bike along the 7 mile Yampa River Core Trail which provides access to Howelsen, Emerald, Fetcher, Rotary and Botanic Parks. Several bike rental shops are located downtown. This is a scenic trail and provides ample photo opportunities of the river, wildflowers that are in bloom this time of year and perhaps even colorful hot air balloons in the air. The Tread of Pioneers Museum is located downtown and provides insight into the history and heritage of the area.

A shuttle will be arranged after lunch to take participants to the Fish Creek Falls trail head just 4 miles from downtown. There are two hike options that provide beautiful vistas and photo opportunities of the Yampa River Valley and of Fish Creek Falls.

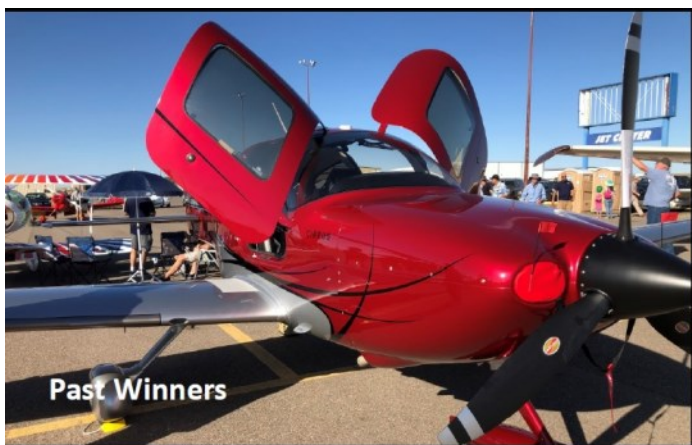
Choose One:

- 1) Lower Falls – ½ mile round trip, 100' elevation gain, 30 minutes
- 2) Upper Falls – 5 miles round trip, 1560' elevation gain, 3 hours

Take the Steamboat Shuttle to the Ski Resort base area and ride the Gondola to the top of Mt. Werner for hiking and spectacular panoramic views of the Yampa Valley or ride the Outlaw Mountain Coaster or simply explore the shops in the village.

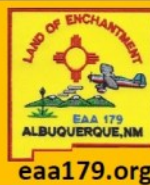
Happy hour at our hotel from 5:00 to 6:00 followed by dinner at a downtown restaurant. After dinner we will shuttle to Howelsen Hill to take in the Balloon Glow and some live music until 9:30 p.m.

Sunday morning participants will shuttle to the Hot Air Balloon launch site for additional balloon viewing and then to the Bob Adams Field for flights back home.



Land of Enchantment Fly In September 26, 2020

Albuquerque Double Eagle II Airport (AEG)
Open 7AM FREE Admission & Parking



Pancakes & Lunch Exhibit Hall Car Show Seminars



BJC FLY-IN/DRIVE-IN & BBQ

Location: Broomfield, CO

Date: August 29, 2020

Hosts: Bob and Shawn Kinney



Scan the QR code to
register for this event.

For registration or additional
information, please visit:
<https://tinyurl.com/wgkuuzs>



Saturday, August 29th

Arrive at Rocky Mountain Metro Airport (KBJC), 5:00 p.m. Tie down at the terminal building and walk feet to the BBQ in the terminal building courtyard. Enjoy the summer evening BBQ supper and conversation with your CPA friends from 5:00 - 8:00 p.m.

Questions? Call Bob Kinney 303-887-3328 or twinlake1@aol.com or flyins@coloradopilots.org

Watch your FLIGHT LINES newsletter for registration info.

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

APA Website

Please visit our website for the latest information.

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

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

Email Stefanie at:

Webmaster@AZPilots.org

Newsletter Contributors

Article Deadline

20th Editor reminds the Team to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

newsletter@AZPilots.org

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



Stefanie Spencer— Webmaster



New pilots welcomed!



Writers welcomed!



APA Clothing

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

Advertisements

As a benefit to current members, you may advertise aviation related items in the APA Newsletter and online. Classified ads for items that you own are completely free, just send those requests to our webmaster [Stefanie](#). Photographic ads range from business card size to full page. Please contact our sponsorship and advertising chairman [Rick](#) for more information on advertising.

APA Membership

If you are not a member of APA you are encouraged to join and help us keep General Aviation available, safe and fun for all. Your support is very much appreciated. Please visit our website for details and where you can [join APA](#). If you have questions, please go to our website's contacts web page where you can send an email, see our mailing address or contact us by telephone. You can also help APA by purchasing some of our logo items, Caps & T-Shirts.

Volunteer 501 (c) (3) Organization

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

