



In this issue:

The Forgotten Federal
Regulation ... 91.9

Loss of Communication

Scholarship Corner

Lake Superior Facts

September 2020

APA NEWSLETTER

President's Report

Brian Schober, APA President 2-3

Executive Director's Report

Jim Timm, APA Executive Director 4-7

September Aviation Accident Summary 9-10

GAJSC Topic of the Month

Preflight After Maintenance11

— FEATURED —

The Forgotten Federal Regulation ... 91.9

Barbara Harper..... 12-13

Scholarship Corner

Chris Nugent.....14

Members' Photo Corner

David Mersereau.....15

— SHORT FINAL —

Loss of Communication

Howard Deevers..... 16-17

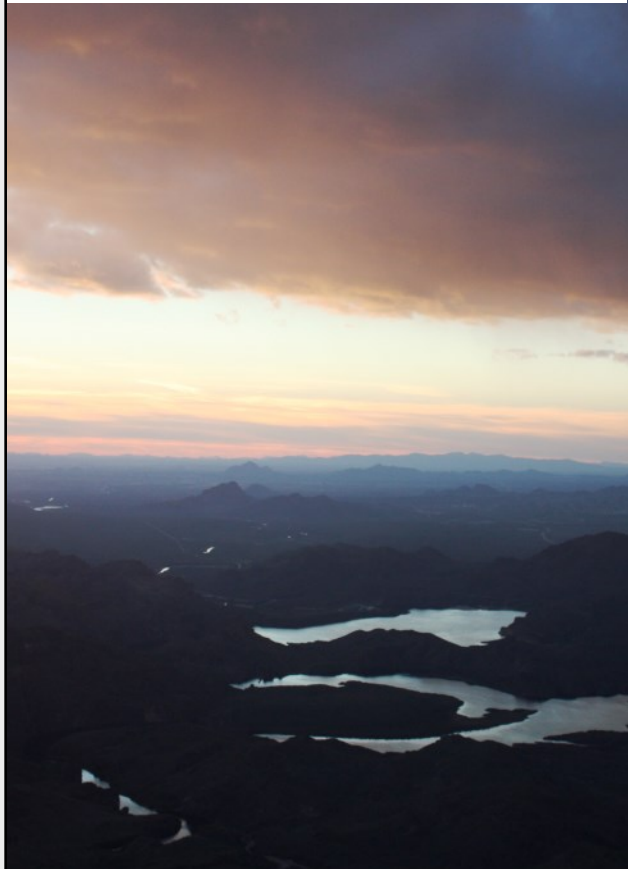
GAARMS: Lake Superior Facts

Fred Gibbs 18-22

Arizona Airparks23

APA Website, Newsletter, & Merchandise

Stefanie Spencer, Webmaster 24-25



President's Report

Greetings fellow pilots,

Monsoon Season! Fire Season! Monsoon Season! Fire Season! It's a classic argument, or so it seems. Monsoons dictate that we need to fly earlier in the day. Fires dictate where we can, or more accurately, can't fly.

Let's focus on fire season first. This is a banner year for some abnormally large fires. Many of these fires are near the busiest airports in the valley. While smoke and haze can certainly impact our visibility, the more important aspect is the near instant pop up TFRs that accompany the firefighting crews. From Cave Creek to Mesa, from Highway 87 to New River, there seems to be a new fire each week, and the aerial crews are working overtime at general aviation altitudes and through populated practice areas. Part of FAR 91.103 Preflight Action has you checking for TFRs. That's all well and good, unless one pops



continued next page



A HIGHER EDUCATION.

From the classroom to the cockpit, our program includes tuition, housing and renowned training to get you in the sky as a commercial airline pilot. Learn more at LAT-US.com.





AVIATE

Your dream of becoming an airline pilot for a major carrier could be realized in less than four years. As a qualified candidate in the Aviate program, you'll spend eighteen months as a Flight Instructor with us at Lufthansa Aviation Training and twenty-four months at a United Airlines regional partner. It's your best and most direct path to a pilot's seat at United Airlines. Your next challenge is waiting. LAT-US.com/Aviate



up 15 minutes after the briefing. Please be on the lookout for smoke, and assume that if there's smoke, there's a TFR around it. Assume there are multiple aircraft at various altitudes around the fire. Assume there's a low altitude bomber en route to or from the fire. Pay attention to your ADS-B In readout, and just stay clear.

Volunteers who participated in one of the several work parties to restore the Grapevine Airstrip can take pride knowing that your hard work is DIRECTLY helping to combat the fires in the East Valley.

Multiple firefighting aircraft are staging at Grapevine, refueling and refilling. Crews are resting and prepping for more missions. Grapevine is a perfect location for many of the fires and is well-suited to the needs of the fire crews. Without the work completed by volunteers, these teams would need to stage elsewhere and waste valuable time. Thank you for the hard work you put in – it is paying off big time! Please check our [Facebook](#) site for notices on our backcountry airstrips like Grapevine. These airstrips are charted as private, and thus NOTAM's are not available for them! We do our best to get notices up on our Facebook when we are aware of special conditions or use by firefighters.

Monsoon season is upon us and in full swing. While the rainfall may be sporadic and intermittent, the dust storms, lightning, hail, downdrafts, and microbursts are observed nearly daily. Last week, right near the north end of Scottsdale Airport, what appears to have been a microburst struck near sunset. Multiple trees, street signs, and light poles were downed right near the approach end of Runway 21. Had a light jet, or worse, a student pilot, been on final, the outcome would have been awful. Pay particular attention to weather briefings and the time that conditions are forecasted to change. Plan for the fact that EVERY afternoon in the desert southwest will bring turbulent conditions not optimal for flying. Please do not become a statistic that armchair pilots will talk about for years to come. Plan smart, fly safe. No flight is worth your life.

Blue Skies,

Brian



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

newsletter@azpilots.org

Executive Director's Report

Jim Timm — September 2020



Talk about a long, hot summer... this has really been one to remember. Fortunately, with the coming of September, perhaps we will start to see the temperatures begin to come down. I don't particularly care to have to get up well before dawn to go flying so it can be halfway tolerable. The type of flying I now do has undergone some rather significant changes. Because of the virus pandemic, I have given up flying someplace for breakfast, because at this point in my life, contracting the virus would probably be the end of me, and I still have a lot of flying I want to do. It's part of my DNA. Because I don't have a need to fly someplace for a specific reason, I have been flying to new places and revisiting places I haven't seen for a long time. I'm discovering that some of these long-ago landing strips no longer exist, and either the desert has reclaimed them, or something has been constructed on the site. It's an interesting and sometimes disturbing encounter.

I've heard comments that flying activity has slowed down in the past few months, but other than perhaps the foreign student training that may be winding down, there still seems to be a lot of airplanes out there when I look at the ADS-B targets on my iPad. One slow down I have noted is the sudden lack of NTSB accident reports in Arizona. I have wondered if it's because the marginal accident-prone pilots have stopped flying, or is it the pilots in general have become much more careful in their flying because of the pandemic, or maybe combination of the both. The NTSB certainly hasn't closed up shop, I'm sure. Whatever it is, I hope this present accident rate continues. It's good to be preparing short accident reports. In any case, I hope all of you out there are able to fly as much as you want, and please continue to do it safely.

Because of the present pandemic, not a lot seems to be happening, and this month's report will be short. A positive note, however, is that all the usual meetings are continuing, either as a teleconference or a video-conference meeting. No more spending a lot of time driving to meetings, and the meetings are shorter, but just as productive.



MISCELLANEOUS ITEMS

FAA

There has been a change in the traffic pattern altitude at Chandler Municipal Airport (CHD). The Fixed-wing TPA is now 2300MSL and Helicopter TPA is 1900MSL. For those of you familiar with the Taxiway Charlie helicopter ops, their normal TPA

“

Is your logbook up to speed to get you flying again? Did you miss a flight review or proficiency check over the last few months?

”

will increase by 100' up to 1900MSL, but the 180 auto-rotations will remain at/below 2000MSL, as they have in the past. Also, the CHD NDB 4R Approach will be discontinued and the NDB will be decommissioned.

AIRSPACE

As all of you are aware, with the hot and dry weather we have been having, the forest fire season is in full swing, so use extreme caution to watch for and avoid forest fire TFRs. If you

enter one of these TFRs, all aviation suppression activity is stopped, resulting in further spreading of the fire. Besides, you will most likely get a chance to discuss your flight into the TFR with the FAA.

Speaking of TFRs, with the political season in full swing, there may be Presidential or VIP TFRs that could pop up. Be aware that these Presidential TFRs are established by the Secret Service, NOT the FAA. If you penetrate one of these TFRs you can be assured of having an F16, or equivalent, on you wing tip to escort you to a landing, and a meeting with guys in dark suits, and even darker dispositions, making a bad day even worse. So be aware.

I thought this would end once we had ADS-B implemented, but last month we are still receiving last minute notices of GPS interference testing being conducted that could impact us in Arizona. Remember, if you get an unexplained interruption of GPS signal lasting for a few minutes, notify the nearest FAA controlling facility and advise of the altitude, time, and location of the interruption.

SAFETY

Aviation safety in the past reporting period was apparently very good; the NTSB didn't issue any notices of accidents that occurred, nor have I heard of any accidents. The NTSB is obviously still working, because they did release three Preliminary or Findings reports of previous accidents, and the details of these three reports are contained in my September Accident Summary. Please continue to fly safe.

Now that the FAA requires aircraft to have ADS-B, pilots may have an increased sense of security, thinking they know how many aircraft are sharing their same airspace. *This may not always be a true picture of the situation.* We must remember, many aircraft may still not have ADS-B, or may not be required to comply with the mandate. To know who is out there, you need a Traffic Advisory System (TAS) or a Traffic alert and Collision Avoidance System (TCAS). There are systems available out there, but in the meantime, always keep your eyes open and be alert. Don't bury your head in the cockpit, and don't rely solely on your ADS-B system to tell you who is out there with you.





If the COVID-19 restrictions and the very hot summer weather have kept you close to home or work, the promise of cooler weather is in the wings, and there are many pilots out there that may be chomping at the bit to go flying again. Before you do, there is a question that you may want to ask: Is your logbook up to speed to get you flying again? Did you miss a flight review or proficiency check over the last few months? Check out this brief article to learn how to properly understand and record logbook endorsements: [https://medium.com/faa/understanding](https://medium.com/faa/understanding-logbook-endorsements-b34e74733717)

[-logbook-endorsements-b34e74733717](https://medium.com/faa/understanding-logbook-endorsements-b34e74733717)

CONSTRUCTION

Despite the hot weather, there are many airports around the state with construction projects in progress or planned to start. Unfortunately, we don't always have the latest details on all these projects, so check for NOTAMs at your destination airport to see what may be happening, and when you do get there, use caution. Always fly informed.

APA is continuing work with a number of airports around the state assisting with the updating of their Airport Master Plans, providing the pilot and aircraft owner's perspective in the process. Chandler Municipal Airport (CHD), 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 the Master Plan update process.

THINGS TO DO - PLACES TO FLY FOR BREAKFAST:

Because of the present virus pandemic, many of the airport restaurants have take-out service available. Call ahead.

- 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 scheduled to restart October 3, 2020.
- The Falcon Field EAA Warbirds Squadron fly in breakfast and car show is normally on the third Saturday of the month. The breakfast has stopped for the summer and should resume in October.
- Grapevine is open full time, but the third Saturday of each month is a special time for a group camp dinner on Saturday evening. Come and camp for the weekend! The camp host will prepare the main course, and campers, please bring a side dish or dessert to share. ***Always check for TFRs because Grapevine, which lies within a National Forest, is heavily used by the Forest Service for fighting wildfires.***



- The last Saturday of the month there was a fly in breakfast at Casa Grande Municipal Airport (CGZ). Due to the Coronavirus crises, the Foxtrot cafe was forced to close on July 18.

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

Jim



CLASSIFIEDS

WANTED

Do you have an AZ based "tired" Cessna 172/182, or Piper Cherokee of some kind, that needs TLC and someone to bring it back to good working order?

Need not be currently flying.

A&P/IA looking for a good retirement project, who has the skills and experience to enjoy the process!

Call: Rick at (602) 315-5104

CFII Accepting New Students

Email: Patrick Williams at (480) 737-5999

Email: pwilliamsaz@gmail.com



Redbird LD Flight Simulator Rental at Chandler Air Service

Price:\$ 70.00

Call: (480) 093-6420

Email: fly@aerobatics.com





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

We make an effort to:

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

**CHECK US OUT!
AFTW.ORG**

On our website you can find:

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



September Aviation Accident Summary

by Jim Timm

The following are the NTSB reports of aviation accidents that occurred in Arizona from late July through late August. APA will use this detailed accident information to develop safety programs, briefings, and posters/flyers that would help pilots learn from the mistakes being made by others and take the action necessary to prevent them from having similar accidents.

At this point, I'm not really sure what the aviation safety for the past period really was. There were no accident reports coming from the NTSB, and I'll have to admit that I haven't heard any news reports of an accident occurring either, so I hope the absence of news is good news, and therefore the report is good, with no accidents. This hasn't happened in the number of years I've been preparing these reports, but I'll take it. People are flying, I see them, I see them on my ADS-B, and I hear them. Perhaps the virus pandemic has kept the accident-prone pilots grounded, and those flying are being more cautious and careful. I hope the NTSB folks are still on the job issuing reports, and if so, this is great. I like these kinds of reports. I just hope that when all of this is over, we aren't suddenly inundated with reports of people having accidents.

In the last reporting period, there was a final report that was issued for a powered parachute accident that had occurred on January 18 at Gold Canyon. There are also two accidents that had occurred in July that had their Preliminary Report or Finding reports issued in this past period that are also part of this report.

THE FOLLOWING REPORTS WERE ISSUED IN THE LAST REPORTING PERIOD

Accident Date: **January 18, 2020**

Final Report: August 17, 2020

Title 14 CFR Part 91

Location: Gold Canyon

Aircraft Type: Powrachute (Powered Parachute)

Injuries: 1 Uninjured

DURING REJECTED TAKEOFF POWERED PARACHUTE HIT A BARRICADE

The pilot stated that, during the takeoff roll in the powered parachute, the parachute "did not come up straight but to the side," so he aborted the takeoff. He reduced the throttle, but the powered parachute didn't slow down, and it pulled to the side of the runway. He tried applying brakes, but the front brake was on gravel and got locked up and would not turn the powered parachute, which then slid forward and hit a barricade. The steering bar and frame sustained substantial damage. The pilot reported that there were no pre-accident mechanical failures or malfunctions with the powered parachute that would have precluded normal operation.

Accident Date: **July 5, 2020**

Factual Report: August 11, 2020

Title 14 CFR Part 91

Location: Sedona

Aircraft Type: Beech 23

Injuries: 2 Uninjured

CONTROLLED FLIGHT INTO TERRAIN

The pilot reported that after engine start, he listened to the automated weather observation system (AWOS) that reported the wind from 270° at 3 knots. The pilot considered the density altitude; however, it was not reported on the AWOS. The pilot taxied out to runway 03 and began the takeoff roll. About mid-field the airplane lifted off and began a slow climb. Crossing the end of the runway, the airplane yawed and then began to lose altitude. After the airplane exited the airport boundary, which was on a plateau, the airplane continued to lose altitude and descended the sloped terrain. Unable to gain airspeed or maintain altitude, the pilot initiated a forced landing to a road. During the landing, the

right main and nose landing gears collapsed. The right wing and lower fuselage were substantially damaged.

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

The elevation of the airport is 4,830 ft mean sea level. At the time of the accident, the density altitude was calculated to be 7,700 ft.

Accident Date: **July 7, 2020**

Preliminary Report: July 28, 2020

Title 14 CFR Part 133 (Rotorcraft External Load)

Location: Payson

Aircraft Type: Bell UH-1H

Injuries: 1 Fatal

LOSS OF CONTROL IN FLIGHT

On July 7, 2020, about 1213 MST, a Bell/Garlick UH-1H helicopter was destroyed when it was involved in an accident near Payson, Arizona. The pilot was fatally injured. The helicopter was operated as an FAR Part 133 external load flight, and the helicopter was operated by the United States Forest Service at the time of the accident.

According to witnesses, the helicopter was transporting supplies using a long line for a hotshot

firefighting crew that were repositioning on the ground. The pilot transported three loads to the new destination uneventfully prior to the accident and had been using an indirect route to the north to avoid a fire area. While transporting the fourth load, witnesses observed the helicopter begin to fly erratically while en route to its destination. During this time, a witness stated that he observed the helicopter enter a high nose-up pitch attitude and the external payload began to swing. The helicopter then displayed irregular movements for several seconds before the external payload settled and the helicopter appeared to stabilize. However, after about 3 seconds, multiple witnesses observed the helicopter wobble and bank erratically before it entered a steep nose up attitude and then descended rapidly. The witnesses did not observe the helicopter on fire during the accident flight, nor did the pilot report any anomalies over the helicopter crew's common air-to-ground radio frequency or any other assigned frequencies for the fire.

The helicopter wreckage came to rest about 0.5 nm north of its drop off destination, oriented on a heading of 074° magnetic, and was mostly consumed by post-crash fire. All major structural components of the helicopter were accounted for at the accident site. The helicopter's external payload was found 123 ft southeast of the main wreckage.

A Few Words About Safety

Denny Granquist

“

“Survival success starts with preflight planning and goes beyond charts or iPads.”

“Sometimes its what you don't do that has the most impact.”

GAJSC



General Aviation Joint Steering Committee

Preflight after Maintenance

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: September 2020

Topic: Preflight after Maintenance (NTSB SA-040)

The FAA and industry will conduct a public education campaign on the benefits of conducting enhanced preflight inspections of aircraft that are being returned to service after maintenance.

Background:

The GAJSC and NTSB have determined that a significant number of general aviation fatalities could be avoided if pilots were to conduct more thorough preflight inspections of aircraft that have just been returned to service.

Teaching Points:

- Discuss the consequences of inadequate preflight inspections of aircraft that are being returned to service after maintenance.
- Discuss common problems that have led to accidents.
- Encourage pilots to coordinate with mechanics before flying aircraft that have recently been maintained.
- Encourage pilots to pay particular attention to aircraft components that may have been affected by recent maintenance.

References:

- *Advanced Preflight After Maintenance Power Point and Presentation Notes*
- [NTSB Safety Alert – Advanced Preflight After Maintenance](#)

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



THE FORGOTTEN FEDERAL REGULATION... 91.9 (Operating outside of the manufacturer's tested values)

by **Barbara Harper**

Section 91 of our FAR manual lists all the regulations we are expected to fly by. When we train, we learn the most important regulations and those regulations that will actually have a question on your "knowledge" test before going for a check ride.

Looking at Part 91, Subpart A - General, you will find several parts that are actually on the knowledge test, such as: 91.3 - Responsibility and authority of the pilot in command, and 91.17 that states the rules for alcohol consumption, and 91.13 - Careless or reckless operation. Notice that all of the rules in Subpart A are numbered with odd numbers after the 91... 1,3,5,7,9,11, etc. I have no idea why.

91.9 Civil aircraft flight manual, marking, and placard requirements

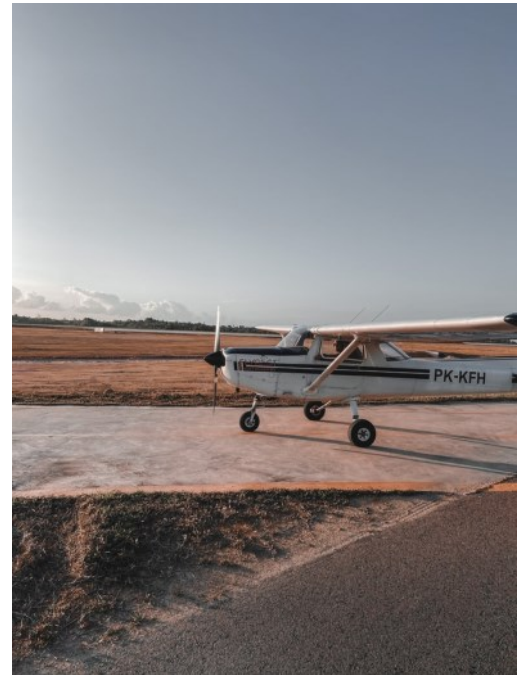
(a) Except as provided in paragraph (d) of this section, no person may operate a civil aircraft without complying with the operating limitations specified in the approved Airplane or Rotorcraft Flight Manual, markings, and placards or as otherwise prescribed by the certifying authority of the country of origin.

Paragraph (d) talks about helicopters and more, so we will ignore that for now.

What does that regulation 91.9 mean? The intent of 91.9(a) is that a pilot only operate an aircraft within the limitations as stated in the AFM/POH, and that 91.9(b)(1) further indicates that (if a manual is required by 21.5) the approved manual should be available to the pilot (i.e., on board and available to the pilot). This means that the entire manual, including the limitation section, performance

charts, emergency procedures, abnormal procedures, etc. are FAR 91.9. Anything in that Flight Manual is "fair game" for an examiner to ask during a check ride for a rating. You may not remember all of the numbers for any performance maneuver, but you should at least know where to look for that information.

On these hot summer days here in Arizona, the temperatures can be well over 100 degrees F. The ATIS or AWOS may report the temperature in Celsius, and your performance charts in the Manual may be





in Celsius.

There may be a conversion chart for you too. In any case, when you hear the temperature stated as 40, 41, or 42 degrees C, you already know it is hot outside.

Most single engine aircraft have performance charts that END at 40 deg C. That means that the aircraft has not been tested for anything above that temperature. If you do decide to take off with an outside temperature above those ranges, you are operating outside of the manufacturer's tested values, and per

Cessna, you are on your own. If an accident or incident were to happen, it is possible that the insurance company may not pay for damages or injuries incurred, because the aircraft was operating outside of its parameters.

On really hot summer days in Phoenix, airlines may delay a departure or arrival due to high temperatures being off the charts of their operating manuals. That will likely make it to the media, too. If a general aviation aircraft has an accident, you can bet that will make the news, too. If the airlines are paying attention to their flight manuals, maybe we should as well.

Barbara



CLASSIFIEDS

Wanted: Cessna 177/182—First time Owner!

Looking for Price:\$ 75,000

Email: Jason Lewis at jason@ecospace.com



Prescott Arizona Airstrip—14+ Acres

Price:\$ 195,000

Call: Daryl Austermler at (928) 379-3080

Email: da737retired@gmail.com



SkyRanch Hangar C6 For Sale

Price:\$ 240,000

Call: Kevin Bennett at (480) 313-1897

Email: 9ironbennett@gmail.com



43'6" T-hangar insulated, Electric bi-fold door 15' full opening, Epoxy finished floor, Mezzanine, 350 sq. ft., Well outfitted, compressor, some tools, blower

~ Scholarship Corner ~

by Chris Nugent

Well time flies as they say, and we are fast approaching another APA scholarship cycle. With the next round of applications due by October 31st the Scholarship Committee will be busy with communication and outreach activities at the schools and colleges to ensure that students are aware of what APA does through the scholarship program. As you might expect, the pandemic and social distancing will require us to conduct these sessions virtually via video conference. While we certainly enjoy doing these sessions in-person, I am excited about being able to reach a broader group of students and for perhaps the first time, their parents. In addition to the conference sessions with the schools, we are also planning to do one or two open sessions for others that may be interested in becoming involved in aviation. Look for further information on our website and Facebook page soon.

I also wanted to give you a quick update on two of our 2020 scholarship winners – Tim O'Hara and Michael Swift.

Tim recently turned 17 and successfully completed his Private Pilot check ride with Aviation Explorer Post 352 at Falcon Field. I had the opportunity to meet Tim and his mother Shannon, who flies for American, at this year's Copperstate Fly-In. Tim is a pretty squared away young man and is working to get an appointment to the US Air Force Academy. Based on his focus and commitment to an aviation career, I'm confident he'll get there!



Michael Swift, who is pursuing his PPL in Yuma, recently completed his first solo at Arizona Active Air in Yuma – after only 10 hours! He is making great progress, and I'm sure he'll be ready for his check ride in no time.

It's very encouraging to see these young aviators making great progress in spite of all the pandemically-induced challenges. It's even more encouraging to see the APA Scholarship Program at work!

Thank you for your generosity and support for scholarship program. Your donations, large and small, help APA fulfill our mission of building the next generation of Arizona aviators.

Stay healthy and fly safe.

Chris



MEMBERS' PHOTO CORNER

*Thank you to **David Mersereau** for this month's photo*

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



Taken at 8,500' altitude SE of Denali, looking up Ruth Glacier, which is 40 miles long.

CLASSIFIEDS

Fly Loops and Rolls!

Price:\$ 220.00

Call: Glen Roberts at (602) 463-5528

Email: glennsroberts@icloud.com



Loss of Communication

By Howard Deevers

Remember all of those instructions we got from our CFI when training for private pilot or instrument rating? The squawk codes: 7700 for emergencies, 7600 for communication failure, or 7500 for hijack. In over 40 years of flying, I have never had to use 7500. I guess that no one really wants to hijack a single engine airplane. You probably will fly your entire aviation career without ever needing one of those squawk codes, but if you do need one, will you remember what to squawk and what procedures you should follow after doing that?



I have had complete electrical failure in an airplane at least 3 times since I started flying. Usually it is the alternator, or generator, that fails, and then the battery runs down so the radios no longer work. The transponder does not work, either.

A friend of mine in Pittsburgh was telling me about a flight he had in his twin Piper from Chicago, DuPage, to Allegheny County, Pittsburgh. He said that he had filed an IFR flight plan, and before getting outside of the Chicago Departure, he lost the ability to communicate with ATC. He never really found the reason for the loss of communications, but his actions showed that training pays off. The weather was IFR part of the way, with small areas of VFR. He continued his flight, and did squawk 7600, to let ATC know that he was unable to hear or talk to them. He was able to receive VOR signals and flew his flight plan. As he approached the Pittsburgh area, and had the Allegheny VOR tuned in, he received a call from Flight Service over the VOR, with instructions for an approach to Allegheny County Airport. He could acknowledge the receipt of the instructions by pressing Ident on his transponder.

On one of my flights from Iowa to Pittsburgh I lost all electrical in the plane, a Cessna 172. I was making a planned stop in Fort Wayne, Indiana, and had turned on final for landing. It was night, and all lights just went out. I quickly grabbed a flashlight, turned it on, and handed it to my daughter sitting



in the right seat, and told her to hold the light on the instruments for landing. I looked for a light from the tower after we turned off of the runway, but did not see one, so just taxied to the FBO. I did call the tower to check with them and tell them that I had lost all electrical on final. They seemed to be okay with all of that. We stayed the night in Ft. Wayne, got the problem fixed the next morning, and continued on to Pittsburgh later in the day.

With the heat we have here in Arizona, radios can take a beating. Last month, while flying with a student, I heard a

“pop,” and saw smoke coming out of my #2 radio. I quickly reached up and turned it off. I knew that it was a capacitor that had failed. My electronics training in the Navy taught me a lot about radio circuits. This had the smell of a capacitor; you learn that from experience.

Since this was not a complete radio failure, we just continued with the flight. The next day, I was able to confirm that it was a capacitor. No need to squawk 7600 or an emergency for that one.



Another time, while flying back to Tucson, I tried to call Approach. I had received the ATIS information and was inbound to land. ATC did not respond to my call. I tried again, still no response. Then I heard ATC respond to another aircraft in my area. I tried again and got no response. Well, for some reason, they are not hearing me. I did squawk 7600 and kept heading for Tucson. About 12 miles out, near I-10 and Marana, ATC called: “Aircraft squawking 7600, if you hear this press Ident.” I did, and they must have seen that. The controller asked if we wanted to land at Tucson Airport, press Ident. We did. Then the controller asked us to change the code to 7601, and continue toward Tucson, for Runway 11L and the Tower would be expecting us. About 5 miles out I tried the Tower frequency, and it worked OK. This was in a Flight School airplane, and I did fill out a report on the problem. Mechanics could find no reason for the failure. Another mystery of electronics.

Early in my instructor experiences, I would also emphasize the Squawk codes to new students during emergency training exercises. One of my students had passed his Private Pilot’s check ride, and now we were to meet at Oshkosh. We agreed to meet at Fond Du Lac, just south of Oshkosh. When I arrived, I found their camp, but no plane. They showed up a bit later in a rented car. They explained that a cylinder had failed on their plane while heading north near Milwaukee. Even though they were talking to Milwaukee Approach Control when the engine “burped,” they switched to 121.5 and squawked 7700. He was shocked to learn that the calls he got on 121.5 asked “where he was.” He thought that everyone would know where he was.

It was then I realized that I had emphasized the emergency frequencies and squawk codes too much. If you are already talking to an ATC facility, keep talking to them. Don't change frequencies. They diverted to Watertown Airport and made a successful landing. They left the plane with a shop there and rented a car to meet me at Fond Du Lac. A cylinder had to be replaced due to a valve that had failed. Everyone was safe, and we all learned something from that experience.

Loss of communications can be an emergency, and more so if you are in IFR conditions. The most important thing to remember is to Fly the Airplane! Don't let loss of communications become a worse condition by taking your attention away from flying the airplane to try to fix a problem that you may not be able to fix anyway.



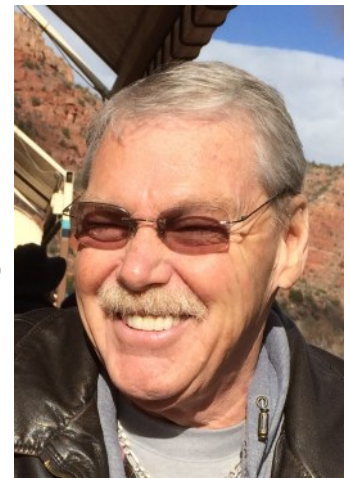
Fly safely and look for a safety seminar online, on Zoom, or in person soon. The ARIZONA PILOTS ASSOCIATION has not stopped safety efforts even though we don't meet in person so much at this time. Maybe we will have some “catch up” time in a few months.

Howard





GAARMS REPORT SEPTEMBER 2020 By Fred Gibbs



2020 TO DATE:

So far this year the NTSB is reporting five fatal accidents, with five fatalities (four pilots) and three serious injuries (one pilot and 2 passengers).

(Estimated) Report Publish Date(s)	Report(s)	Event Date	Location	Make/Model	Registration Number	NTSB No.	Event Severity	Type of Air Carrier Operation and Carrier Name (Doing Business As)
Preliminary 07/28/2020	Preliminary Report PDF HTML	07/07/2020	Payson, AZ	BELL UH1H	N623PB	WPR20LA211	Fatal(1)	
Preliminary 07/08/2020	Preliminary Report PDF HTML	06/09/2020	Safford, AZ	Vans WILSON RV4	N173CW	WPR20LA176	Fatal(1)	
Preliminary 07/08/2020	Preliminary Report PDF HTML	06/09/2020	Maricopa, AZ	Zenair CH601	N6402X	WPR20LA177	Fatal(1)	
Preliminary 05/20/2020	Preliminary Report PDF HTML	04/24/2020	Mesa, AZ	Bell UH 1H	N3276T	WPR20LA130	Fatal(1)	
Preliminary 02/26/2020	Preliminary Report PDF HTML	01/24/2020	Payson, AZ	Piper PA28	N3672K	WPR20FA079	Fatal(1)	

⏪ ⏩ 1 ⏴ ⏵

Page size: 10

5 items in 1 pages

Two of the accidents occurred during the month of June, ironically both the same day, and both were experimental home-built aircraft. A Zenair CH601 departed Deer Valley en route to Ak-Chin and struck the very top of a small mountain about 2 miles northeast of the Ak-Chin airport and was destroyed by fire. The pilot/owner was fatally injured. The second accident involved a RV-4 inbound to the Safford airport. The aircraft impacted a hillside during the approach, and the sole pilot onboard was fatally injured.

Two of the other accidents involved helicopters, one near Mesa, the other near Payson. Both were bell UH-1H's. The crash near mesa was apparently caused by the loss of the tail rotor, while the second helicopter was assisting in firefighting efforts, using a long line to lift/transport supplies to a hotshot crew. On the fourth lift, things went drastically wrong and the helicopter crashed.

The fifth crash was a Piper PA-28 on a personal cross-country flight from Falcon Field to Payson and back. The pilot stated in an interview that after a flight earlier that morning, he departed from Falcon Field Airport (FFZ), Mesa, Arizona, en route to Payson. He landed in Payson, 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.

FOR INFORMATION ON ALL ACCIDENTS/INCIDENTS THAT OCCURRED LAST MONTH, REFER TO JIM TIMM'S ACCIDENT SUMMARY.

Enjoy flying safe–

Going flying, escaping into the beautiful 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 handles, seat buckles, etc., and be sure to clean all of your headsets.

Do your good deed for the day: protect yourself and others...



Fred's Perspective...

Well, monsoon season is upon us here in Arizona, and some of those thunderstorms may be doozy's – that is technically NOT an official NWS term – but we all know what that means. They can include torrential rains, super strong winds, dust storms, lightning, and lots of turbulence, thus the 20-mile buffer recommended for going around them. However, not all thunderstorms are alike, some are just small cells that we can safely navigate around, usually referred to as isolated or scattered. We see them all the time up here in Flagstaff, one over here, another over there, etc., and we watch their movement carefully. When they exist, we normally stay in the pattern, monitor the wind, and when it starts to pick up and/or change direction, we head in. Making that judgment call takes experience. (*Experience is what you gain after surviving the wrong decision!!*) Here in Flag, it is not unusual to see the 2 windsocks and the AWOS all showing the wind from different directions. Landings



here can be, ummm, both fun and challenging! I have seen the windsocks on each end of the runway showing the winds 180 degrees different! And any time the winds approach 20KTS, there are usually Low-Level Wind Shear (LLWS) alerts. You can expect that about the time you reach just above the tree top level, you will encounter turbulence, so be prepared. And a wind right down the runway can quickly turn into a strong cross wind condition, or even a tailwind!



Airplanes don't particularly care about rain, unless it is torrential, but they do care about lightning and or turbulence. Lightning won't necessarily hurt you – you are not grounded – but believe me, it will scare the %\$&@# out of you and may well fry all of your avionics, but most likely will not kill you. (*I wonder what it would do to the wood wing on my Bellanca Viking?*)

Turbulence, however, is another story. Thunderstorms have been known to ball up and spit out airliners and fighter jets, so us little guys don't have a

chance if we tangle with a biggie! And many an airplane has been destroyed trying to beat a thunderstorm to the airport!

ADS-B “in” giving you a display of the weather is a great tool, but always remember, it is a picture of what WAS, could be as old as 15 minutes, and does not show movement. Look at the weather on your iPad and then look out the windshield at the actual weather. YES, it may look pretty close, but always try to visually stay away from the yellow and red areas, and never go under a red area! Simply use the weather display to see where the weather is/was and adjust headings to avoid those areas by a significant amount. Combining the picture with ATC's Flight Following service and weather point outs significantly improves your safety margin. The actual thunderstorm may be easy to see, as are the shafts of rain or Virga, but the wind outflows are not, so give them plenty of room as you stay clear of them. If your flight path does take you through some Virga, anticipate the possibility of very strong downdrafts, and even though it does not look too bad, also anticipate heavy precipitation. The wrong thought process is – “*Gee, it doesn't look too bad, the rain is not even hitting the ground.*”

And I leave you with this thought – Ever drive your car through heavy rain, with those great big water droplets blasting your windshield? And you never ever worried – or even gave it a thought - about your ½ inch thick solid glass windshield not holding up under that beating. Well, how well do you think that ¼ inch thick piece of plastic between you and that driving rain will stand up? And let's not even think about hail!!

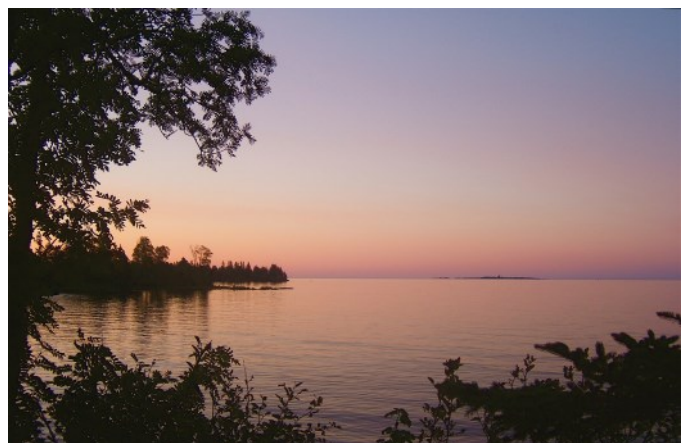
Fred's Fractured Factoid...

Why it's called Lake Superior . . .

Because it is! Do you realize just how humongously big this lake is?

LAKE SUPERIOR FACTS

- ❖ Lake Superior contains ten percent of all the fresh water on the planet Earth.
- ❖ It covers 82,000 square kilometers or 31,700 square miles. (3,000 cubic miles of water)
- ❖ The average depth is 147 meters or 483 feet.



❖ There have been about 350 shipwrecks recorded in Lake Superior (*Remember the Edmond Fitzgerald?*)

❖ Lake Superior is, by surface area, the largest lake in the world. FYI, It is almost 70 miles across open water from the Manistee VOR in Michigan to the shore line of Wisconsin on a line to Oshkosh. (*Do engines automatically know when they are over water?*)

❖ A Jesuit priest in 1668 named it Lac Tracy, but that name was never officially adopted.

❖ It contains as much water as all the other Great Lakes combined, plus 3 extra Lake Erie 's!!

❖ There is a small outflow from the lake at St. Mary's River (Sault Ste Marie) into Lake Huron, but it takes almost two centuries for the water to be completely replaced.

❖ There is enough water in Lake Superior to cover all of North and South America with water one foot deep. (*That is, if it was flat!*)

❖ Lake Superior was formed during the last glacial retreat, making it one of the earth's youngest major features at only about 10,000 years old.

❖ The deepest point in the lake is 405 meters or 1,333 feet.

❖ There are 78 different species of fish that call the big lake home. (*But NO lake Superior monster like the Loch Ness monster.*)

❖ The maximum wave ever recorded on Lake Superior was 9.45 meters or 31 feet high!

❖ If you stretched the shoreline of Lake Superior out to a straight line, it would be long enough to reach from Duluth to the Bahamas. To drive around it is a 1,300 mile drive.

❖ Over 300 streams and rivers empty into Lake Superior with the largest source being the Nipigon River (*I have no clue where that is!!*)

❖ The average underwater visibility of Lake Superior is about 8 meters or 27 feet, making it the cleanest and clearest of the Great Lakes. Underwater visibility in some spots is 30 meters.



❖ In the summer, the sun sets more than 35 minutes later on the western shore of Lake Superior than at its southeastern edge.

❖ Some of the world's oldest rocks, formed about 2.7 billion years ago, can be found on the Ontario shore of Lake Superior. (*Some of those are even older than me!*)

❖ It very rarely freezes over completely, and then usually just for a few hours. Complete freezing occurred in 1962, 1979, 2003 and 2009. (*Kinda like Hell, Michigan!!*)

AND YOU THOUGHT ALL I KNEW ABOUT WAS AIRPLANES!!!

SAFETY PROGRAMS: ONLINE WEBINARS

There are not a lot of FAASTeam safety programs on the schedule over the next couple of months all around the state, so go to -

WWW.FAASAFETY.GOV - and click on "Seminars" and check them out for any Webinars you might be interested in. You might find one that really is right up your alley!! Should you desire a particular safety or educational program at your local airport or pilot meeting in the future (post COVID-19), like the BasicMed program or our "Winter Wonderland" snow season special, simply contact me directly at

fredgibbs@azpilots.org, or call me at 410-206-3753. The Arizona Pilots Association provides the safety programs at no charge. We can also help you organize a program of your choice, and we can recommend programs that your pilot community might really like.



Fred



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!!!

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

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.

