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December 2020

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# President's Report

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Greetings,

As I sit here recovering from a turkey coma, I'll reflect on what a remarkably different year we've had. Politics, health, politics in health.... it's all been thrown at us in one year. Not all has been bad, but it certainly hasn't all been good. I'm simply thankful for the opportunity to enjoy aviation and to share it with those I love. Circumstances dictated that I was absent from the air for far longer than I wanted to be, and for the first time, it's not a budgetary issue. The shutdowns killed most of my aviation destinations. One of my favorite passengers feared getting into a small space and risking exposure. Of course, summer hit and my Comanche lacks any type of air conditioning, making it less enjoyable. I lament the lack of time spent actually enjoying the hobby that I love.



That said, I did not stay absent from aviation. I read multiple blogs daily. I listened to several aviation podcasts weekly. I was active in my type forums. I walked through my checklists in my head. In other words, I stayed as current as I could without actually going airborne. Now, with the help of an instructor for a necessary Flight Review, and after a thorough preflight, I'll be able to enjoy the best weather in the country for flying.

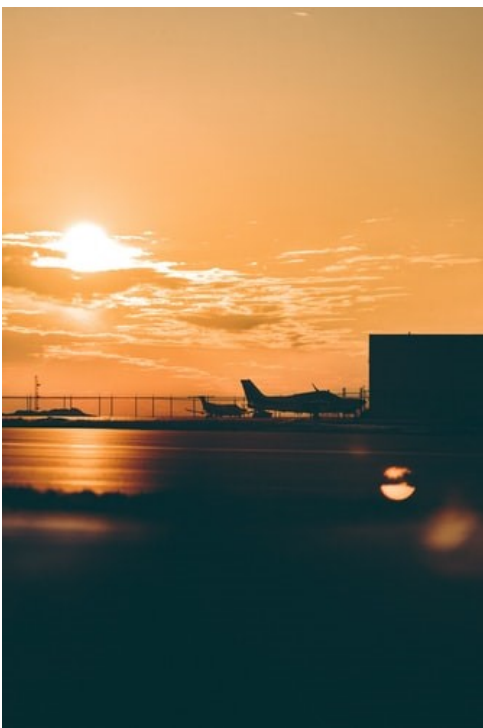
APA kicked off the Arizona flying season (finally) with our first campout at Grapevine. With 30 aircraft arriving between Friday and Sunday, we had 13 aircraft stay overnight Saturday as we held our first camping-centered dinner potluck. We saw several new faces and members and many incredibly beautiful planes. We were able to start some of the much-needed maintenance alongside the run-

way and plan the next phase of improvement. By the time this is published, we'll have spread several hundred tons of gravel alongside the runway to help with erosion and assist in aircraft exiting the runway. More gravel was delivered to support erosion control near the end of the runway. If you are looking to get your hands dirty with some fellow pilots, please consider coming out in December. The 18th-20th is our campout. We'll have more about November's event in the newsletter below, but stay tuned to our website, our Facebook, and/or our Instagram for details about December.

Please visit our Events at [azpilots.org/calendar](https://azpilots.org/calendar) for more information on other fly-ins, breakfasts, or gatherings around and near our state. I hope to meet you at an airport soon - I'll buy your coffee. Cheers!

Blue Skies,

Brian



# Executive Director's Report

Jim Timm — December 2020

December is here, and it started out a bit warm, but has finally settled into the normal cool days and evenings, fortunately. Just the right formula for enjoying some pleasant flying conditions. I wish I could take advantage of it. I'm still waiting for my engine to come back from its overhaul, which should be anytime now. I'm eager to get it broken in and going flying for fun again.

Because of the continuing pandemic, this month's report may be short. Some of the usual meetings are continuing online, and some have been discontinued for the duration of the COVID Virus threat. On a positive note, all the usual meetings that are continuing, are either as a teleconference or a video conference, which I think it is really great. No more wasting time driving to meetings, and surprisingly, the meetings are more to the point, and just as productive as before; however, perhaps some of the personal interaction is missed a bit.



## MISCELLANEOUS ITEMS

### FAA

It seems like the FAA has been busy, in spite of the virus pandemic, issuing Airworthiness Directives. They recently adopted AD 2020-21-22 for Cessna 180, 182, and 185 airplanes for reported cracks in the tail cone and horizontal stabilizer. The AD will require inspecting the tail cone and stabilizer for corrosion and cracks, and repairing as necessary. It's estimated that this AD will impact approximately 6,586 airplanes domestically, and it will go into effect December 7, 2020. More detailed information is available [on their website here](#). How many additional aircraft this will impact internationally could be interesting, because these models are often considered backcountry work planes.

If this wasn't bad enough, the FAA apparently didn't want anyone to think they were picking on them, so they also issued perhaps an even more impressive AD on Piper Aircraft. Apparently, a wing spar corrosion problem in a hard to inspect area in specific Piper PA-28 and PA-32 models that could cause a fatal failure was the basis for the issuance of the new wing spar inspection AD. The directive was published on November 23 and will be effective on December 28 with compliance required within 12 months, or 100 hours of service, whichever comes first. Both right and left main spars must be visually inspected, and corrective action must be taken if neces-





sary. Also, re-inspection will be required every seven years. It is estimated that this AD will impact approximately 11,476 aircraft. See [final rule](#) for the details of the Airworthiness Directive.

## AIRSPACE

The forest wildfire season is supposed to be over, however, still be on the watch for fire TFRs. Before every flight check for TFRs and NOTAMS, and always fly informed.

It seems the airspace world appears to be operating calmly and smoothly, and there hasn't been anything that we are aware of that would warrant your attention or impact your flying activity at the moment. Just fly carefully and be aware of the airspace you are flying in and its limitations.

## SAFETY

Aviation safety in the past reporting period may not have been the best, but it may be a bit hard to determine. Late last October the NTSB decided they were going to build a new and better aviation accident reporting website, and then shut down the old website. However, it's a bit hard to fathom why they shut down the old website now, while the new website is nowhere near completion. So, now we don't have an NTSB source of detailed information at all. We are using the Aviation Safety Network (ASN) as a source of information, but that has its issues. First is that information provided is very brief, not very detailed, and the source of information is from media reports. These TV and newspaper reports may not be a very reliable or accurate source, as you can well imagine. One has to realize, the reporters are often not knowledgeable about aviation. The second part of the problem is that the ASN reports cover the entire world and include military accidents. Some of the accidents reported may not even involve structural damage, as defined by the NTSB, but were reported by the media. Also, the reports are not easily sortable, so much time is spent reviewing all the world's aviation accidents to find the ones occurring in Arizona.

At this point I guess we would like to solicit your help. If you are aware of an aviation accident occurring here in Arizona, please advise us at [itimm@azpilots.org](mailto:itimm@azpilots.org) of the date, location, aircraft make, and type, and with as much detail as possible, so we can include the information in the monthly accident report for the aviation community's benefit.

This month's report contains nine accidents, and fortunately they apparently were all minor in nature, and there weren't any aviation injuries or fatalities. See my November Accident Summary report elsewhere in this newsletter for the details, and please continue to fly safe.



## CONSTRUCTION

Evidently, funding is being made available by the FAA and several airports around the state have construction projects planned or in progress. Unfortunately, we don't have all the latest details of these projects, so check for NOTAMS at your destination airport to see what may be oc-





curing so that when you arrive you aren't unpleasantly surprised. Always use caution and fly informed.

APA is actively working with a number of airports around the state assisting with the updating of their Airport Master Plans, thus providing the pilot and aircraft owner's perspective in the process. 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. The H. A. Clark

Memorial Field in Williams has just started their airport master plan update process.

### THINGS TO DO - PLACES TO FLY FOR BREAKFAST:

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

The fly in breakfast at Coolidge Municipal Airport (P08), is on the first Saturday of the month, and the Breakfast season is operating on schedule.

On the second Saturday consider flying down to Ryan Field (RYN) near Tucson for breakfast or lunch at Ritchie's Restaurant. They are open from 6 am to 3 pm. The owner, Richie, will offer a fly in special to pilots that mention that they are AZ Pilots Members and saw the offer in the newsletter. For more info contact Richie at 520-444-7467.

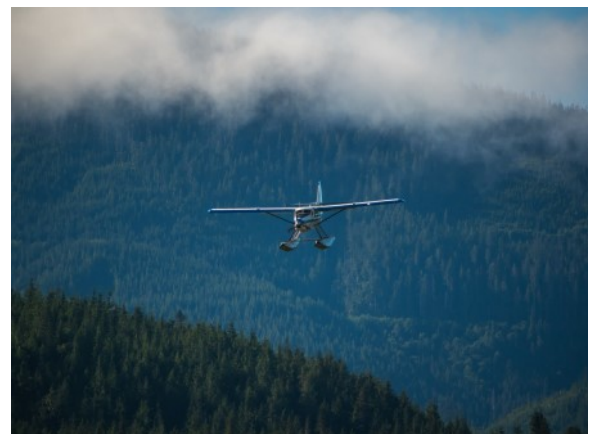
The Falcon Field EAA Warbirds Squadron fly in breakfast and car show which was on the third Saturday of the month is still on hold awaiting approval from the City of Mesa to restart.

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 or the Military for Special Training.***

The City of Casa Grande is planning on refurbishing the food service area in their Airport terminal area formally occupied by the Foxtrot Cafe and will be issuing a request for quote for someone to provide food handling services at the airport. Hopefully, the Casa Grande Airport will again have a fly in breakfast available soon on the last Saturday of the month.

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

**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!







# Grapevine Update

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By Mark Spencer

Our first monthly fly in for Grapevine went off without a hitch in November, and with additional guests from the USAF!

With severe fire conditions across the Tonto National Forest the APA decided to hold off on our usual monthly fly in the third weekend at Grapevine until last month. We launched our new potluck dinner plan at this event, and it was a hit, with overnight camping at nearly a record high of 13 aircraft overnight and 21 people around the campfire on Saturday night, 4 aircraft Friday night.

The weekend began with the USAF using the airstrip for their parachute drops on Friday, complete with parachute landings alongside the airstrip. Remember, always check our Facebook and official sites for the latest news on military use of Grapevine. We try to coordinate this use, but being charted as a private airstrip makes NOTAMS naming the airstrip impossible.

Saturday there were 30 airplanes throughout the day, spreading the workload of parking aircraft out to a safer and more manageable pace for our volunteers.

Among the 30 airplanes were Tod Dickey's Grumman Widgeon, two Lake amphibians, and two RV-10s, one of which was from California. We also had a visitor from NM.



Our APA President, Brian Schober, arrived to drop off his tractor for help in spreading the 400 tons of material we would receive the first week of December, courtesy of the USFS with annual funding secured by the Recreational Aviation Foundation through the federal budget process.

Our most senior supporters of the Grapevine efforts, Paul and Charlie Pitkin, were there to help with the material. Paul turns 86 next month and has been relentless in supporting the efforts to re-open and keep open the Grapevine. You can thank him and Charlie for the firewood and picnic supplies



that seem to magically appear each month at the site!

A huge thank you to Mike and Diana Andresen, Brian Schober, Chris Nugent, Rick Bosshardt, and our newest volunteers for the Grapevine effort including Tracy Hardy, of Tucson, for being there to receive the 20 plus loads of material and all the work in spreading and compacting. If you are interested in helping out at Grapevine, [please let us know!](#) Grapevine requires a lot of work to keep going, but is well worth it based on event attendance and the number of inquiries we receive about visiting the strip. You know the old saying, many hands make light work in this all-volunteer effort. We should be reaching out the beginning of next year for help with additional maintenance and more material arriving.

Lastly, our friend and supporter, Kelly Jardine, District Ranger, has ***started the NEPA process for getting a vault toilet placed at Grapevine in 2021*** from the annual funds coming through the RAP's budget work.

Even with the struggles in 2020, Grapevine gets better every year thanks to your support!

Mark



### **RICHIE's Cafe at Ryan airport (KRYN) Tucson, AZ,**

is a great place for Arizona Pilots Association members to fly into.

The owner, Richie, will offer a fly in special to pilots that mention that they are AZ Pilots Members and saw the offer in the newsletter, any Saturday of the month.

The Cafe is located near the self service fuel station, and is open from 6 AM to 3 PM.

For further information, contact Richie at 520-444-7467

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# December Aviation Accident Summary

by Jim Timm

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

For the past reporting period, aviation safety may once again be somewhat of an unknown, in that no accident information was available from the NTSB. Because of the virus pandemic, the head of the NTSB has taken the position that investigators will not be going to accident sites for investigation, except in special directed cases, and will be relying on the media, the FAA, and local law enforcement notes and photos for information.

However, more importantly, I am afraid we will be having a major problem with developing detailed safety reports for a while because the NTSB had also shut down their accident reporting website since October 20, 2020. I contacted a local NTSB investigator to ask what had happened, and I was told the NTSB is building a new and better website for accident information, and they shut down the old website. I was advised that I may be able to access accident information in the meantime on the NTSB CAROL website. I went to the CAROL site, and had a friend also go to the CAROL site, and neither of us were able to gain detailed information access. It's unknown when the new improved site will be up and running, but I was advised it may not be soon.

In the meantime I'll be working primarily with the Aviation Safety Network (ASN). They cover aviation accidents with information obtained from the media, which is often a bit inaccurate, and they report on accidents that are occurring ALL OVER the world. Their information doesn't seem to be sortable, so developing an Arizona report will be time consuming, and with very limited and possibly questionable information.

This lack of "official" accident reporting is more than a bit disturbing. We will continue to try to spur action to get the new and improved NTSB website up and running. So, in the meantime, I will be working with the Aviation Safety Network and notes from other various sources.

## THE FOLLOWING INFORMATION WAS PROVIDED BY THE ASN

Accident Date: **October 4, 2020**

Location: Rimrock

Aircraft Type: Cessna 150H

Injuries: 1 Uninjured

### LOSS OF CONTROL LANDING

The aircraft experienced a runway excursion after a landing attempt at Rimrock Airport (48AZ), Rimrock, Arizona. The airplane sustained substantial damage and the sole pilot onboard was not injured.

Accident Date: **October 24, 2020**

Location: Carefree

Aircraft Type: Cessna 172

Injuries: 2 Uninjured

### AIRCRAFT STALLED ON APPROACH

The aircraft experienced an approach stall and subsequent impact with airport terrain short of the intended runway at Carefree at SkyRanch (18AZ). Both occupants onboard were not injured and the airplane sustained substantial damage.

Accident Date: **October 21, 2020**

Location: Show Low

Aircraft Type: Piper PA28-180

Injuries: 1 Uninjured

### **OFF AIRPORT LANDING**

Following a loss of engine power, the aircraft force landed on US 60 near Cibecue, southwest of Show Low. The airplane sustained moderate damage to the RH wing leading edge and the sole pilot onboard was not injured during the incident.



*Photo Credit Arizona DPS*

Accident Date: **November 6, 2020**

Location: Glendale

Aircraft Type: Remos GX

Injuries: 2 Uninjured

### **LANDING GEAR STRUCTURAL FAILURE ON LANDING**

A structural member in the landing gear failed resulting in the aft portion of the aircraft becoming damaged when the main gear failed during landing.

Accident Date: **November 6, 2020**

Location: Chandler

Aircraft Type: Cessna 150F

Injuries: 2 Uninjured

### **LOSS OF DIRECTIONAL CONTROL LANDING**

The aircraft experienced a loss of directional control and subsequent runway excursion upon landing at Chandler Municipal Airport (CHD/KCHD), Chandler, Arizona. The airplane came to rest inverted, sustaining substantial damage, and the two occupants onboard were not injured.

Accident Date: **November 9, 2020**

Location: Mesa

Aircraft Type: Diamond DA-40

Injuries: 1 Uninjured (Aircraft) 1 Minor Injury (Ground Vehicle)

### **GROUND TAXI ACCIDENT**

The aircraft sustained minor damage upon impact with a ground maintenance vehicle during taxi into the aircraft run-up area at Falcon Field Airport (FFZ/KFFZ), Mesa, Arizona. The sole pilot onboard the airplane was not injured and the sole operator of the ground maintenance skid steer vehicle received minor injuries.

Accident Date: **November 10, 2020**

Location: Prescott

Aircraft Type: Pipistrel Sinus 912

Injuries: 1 Uninjured

### **LOSS OF CONTROL ON TAKE OFF**

The aircraft experienced a ground loop and subsequent nose over during a takeoff attempt at Prescott Regional Airport/Ernest A Love Field (PRC), Prescott. The motor glider sustained minor damage and the sole pilot onboard was not injured during the incident.

Accident Date: **November 13, 2020**

Location: Benson

Aircraft Type: Air Creation Buggy

Injuries: 1 Uninjured

### **HARD LANDING**

The aircraft sustained substantial damage during a hard landing to the terrain and subsequent

nose-gear loss in Benson. The sole pilot onboard the weight-shift-control (WSC) trike was not injured.

Aircraft Type: Cessna 210C

Injuries: 1 Uninjured

### LANDING GEAR FAILURE ON LANDING

The aircraft sustained minor damage upon experiencing a nose-gear collapse subsequent to landing at Falcon Field Airport, Mesa. The sole pilot onboard the airplane was not injured during the incident.

Accident Date: **November 24, 2020**

Location: Mesa (FFZ)

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## A Few Words About Safety

Denny Granquist

“

*“Flashlights work well during the day, especially where the sun doesn't shine. Extra batteries always seem to come in handy.”*

*“Flying with pilots is harder than flying without them.”*

”



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# GAJSC



## General Aviation Joint Steering Committee

### Aircraft Performance Monitoring

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: December 2020**

**Topic: Aircraft Performance Monitoring (SCF-SE-49)**

The FAA and industry will conduct a public education campaign emphasizing the safety benefits of Aircraft Performance Monitoring

#### **Background:**

The General Aviation Steering Committee (GAJSC) System/Component Failure work group contends that unreasonable expectations with respect to aircraft performance have contributed to fatal GA accidents.. The GAJSC also feel that flight data monitoring can help to forecast system/ component problems before they reach the point of failure.



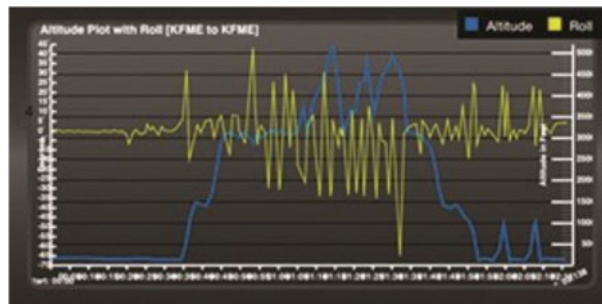
Airlines have long been required to equip their aircraft with flight data and voice recorders. These were, in the beginning, rudimentary devices to record basic flight information. But now they have evolved to a plethora of sensors throughout the aircraft. Data from these sensors are recorded onboard or streamed to the ground where they undergo manual or automated analysis. Information derived from the data is very useful in maintenance planning and invaluable in accident investigation.

While it's true that most GA aircraft don't have dedicated automatic flight data recording devices now;



we will be able to enjoy the benefits of equipage in the future. In the meantime it's often surprising to see what we already have. Manufacturers are already offering self-contained flight data and visual data recorders for GA airplanes and helicopters.

Regardless of how they monitor performance, pilots continue to hold unreasonable expectations for their aircraft and themselves. Reasonable performance expectations based on realistic data result in safer flight operations.



### **Teaching Points:**

- Discuss the hazards associated with unreasonable performance expectations
- Discuss the safety benefits of Flight Data Monitoring (FDM).
- Acquaint pilots with the availability of FDM hardware and software.
- Encourage pilots to adopt FDM processes.

### **References:**

- ***Aircraft Performance and Performance Monitoring Power Point***
- ***Flight Data Monitoring Systems and Non-Required Safety Enhancing Equipment***

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



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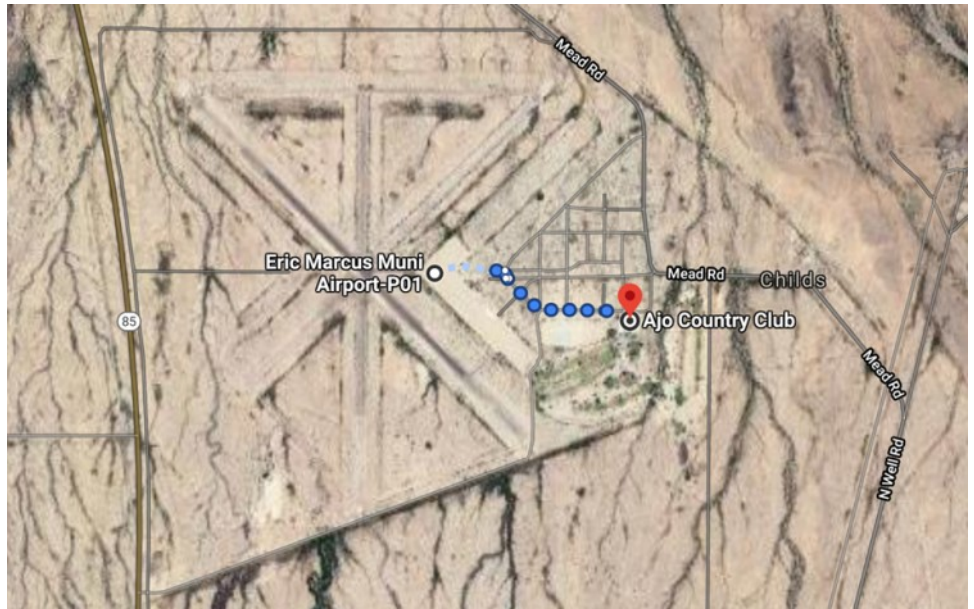
Email: [glennsroberts@icloud.com](mailto:glennsroberts@icloud.com)





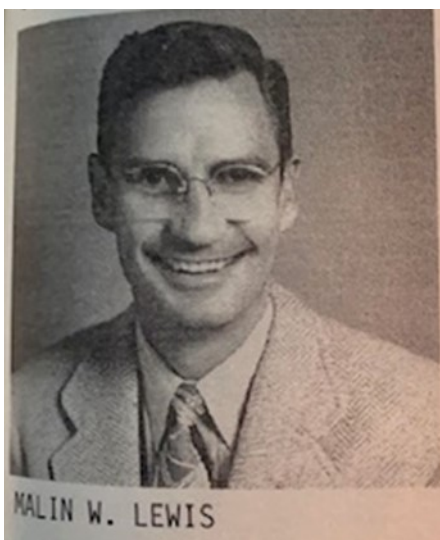
## Ajo Airport and Food Drive

Ajo, Arizona, is a perfect day trip or weekend adventure for all pilots. The Ajo Food Pantry also needs dry and canned food items. There is an opportunity to combine both flying and philanthropy. A donation box is located inside the Ajo Country Club (approximately a 10-minute walk from the Ajo Airport). The food donation box will remain at the golf course club throughout the winter (until April 2021). The box will be emptied each Saturday, and the contents will be delivered to



the community food bank for distribution. The Ajo Food Pantry serves the town of Ajo and the greater community, including the native nation. COVID-19 and the lack of summer monsoon rain has negatively impacted Arizona's rural communities (especially those dependent on native gardening practices as a source of food). Your generous food donations will help feed a community where 30% of the full-time residents are in poverty.

Ajo Airport has a unique chapter in Arizona's aviation history. The military built the airport in 1941 before entry into WWII. In 1951, Ajo residents Malin and Myreel Lewis, who represented the Ajo Chamber of Commerce, went to D.C. to ask the Civil Aeronautics Board to support commercial air



service to Ajo, AZ. Bonanza Air (merged with Air West) started service in 1952. It was not a commercial success, and passenger air service was short-lived.

The copper mine has long been tapped out, yet our Sonoran Desert town still thrives. It has emerged as an artist and snowbird destination. Ajo is known as the gateway to Mexico, and Tohono O'odham Nation, and





Organ Pipe Cactus National Monument. The historic Spanish colonial plaza and Curley School in the town center showcase the town's wealth and yesteryear population.

Eric Marcus Municipal Airport information: <https://www.airnav.com/airport/P01>

ADOT Ajo Airport information: [https://web.archive.org/web/20121013071028/http://www.azdot.gov/mpd/airport\\_development/airports/airports\\_list.asp?FAA=P01](https://web.archive.org/web/20121013071028/http://www.azdot.gov/mpd/airport_development/airports/airports_list.asp?FAA=P01)

Ajo Country Club (open to the public and has a restaurant that is volunteer run): [https://www.tripadvisor.com/Attraction\\_Review-g60924-d254275-Reviews-Ajo\\_Country\\_Club\\_Golf\\_Course-Ajo\\_Arizona.html](https://www.tripadvisor.com/Attraction_Review-g60924-d254275-Reviews-Ajo_Country_Club_Golf_Course-Ajo_Arizona.html)

Ajo Center for Sustainable Agriculture (Ajo food pantry's parent organization): <http://ajocsa.com/about/>

Visit Ajo Instagram: <https://www.instagram.com/visitajo/>

Ajo Chamber of Commerce: <http://www.ajochamber.com/>

Recommended Accommodations: <http://www.sonorancc.com/>

Ajo Contact for questions or information: Kimball Allen, KimballAllen-Media@gmail.com, (206) 516-9661

Kimball





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# MEMBERS' PHOTO CORNER

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*Thank you to Andy Durbin for this month's photos*

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

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*Taken at Red Creek*



*Taken at Superior*



# An Overview of Aerobatic Practice Areas

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by James R. Ward

November 7, 2020

Among the US pilot community, Aerobatic Practice Areas are perhaps the least-known among FAA-designated Miscellaneous Activity Areas within the National Airspace System.<sup>1</sup> This paper introduces APAs, their purpose, and how the FAA informs pilots about them. It advocates for improving pilot awareness of this airspace in order to step up safety for APA users and non-participants alike.

## **Aerobatic Practice Areas: Why and What**

Federal regulations permit aerobatic flight in most Class E and G airspace above 1,500 feet.<sup>2</sup> That's a sufficient floor for most aerobatically-inclined pilots, though not for all. Airshow pilots, for example, practice—and are tested—at the minimum altitudes they'll fly in their performances. Developing and maintaining the "sight picture" at such low altitudes is essential to flying safely.

Aerobatic competition pilots are similarly situated. Rules for sanctioned competitions permit maneuvering at heights as low as 328'.

Pilots flying aerobatics at these altitudes, or under other conditions prohibited by FAR, operate under the terms of an FAA waiver. Airspace subject to such a waiver is an Aerobatic Practice Area.<sup>3</sup>

FAA has issued waivers for dozens of Aerobatic Practice Areas throughout the United States.

## **APA Sites**

Each APA is situated at a fixed location and bounded laterally and vertically. APAs vary in shape and height. The lateral bounds of some form a circle, others, a rectangle, and a handful, irregular polygons. Low height limits range from the surface to 1,500'; high limits often run to 5,000'.<sup>4</sup>

Several considerations factor into APA placement. Safety—for people and objects on the surface as well as users—is paramount. Topography and noise figure prominently, too. Subtler factors include:

- having an underlying, surveyed and/or marked competition box
- the presence of natural surface features or man-made objects to identify boundaries meaningful to users
- proximity to an airport, to accommodate unexpected situations requiring a safe, speedy return
- surface accessibility by vehicle for ground observers

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<sup>1</sup> APA's better-known brethren, Parachute Jumping Areas and Glider Operating Areas, have been charted for many years.

<sup>2</sup> All altitudes are feet AGL except those within Chart Supplement excerpts; those are MSL unless labeled otherwise.

<sup>3</sup> Aerobatic competition boxes are distinct from APAs and omitted from this paper. Competition boxes are temporary and require issuance of a Class I NOTAM. Given their operational requirements, conflicts by non-participants are rare, monitored by multiple ground personnel and readily resolved.

<sup>4</sup> Practice areas used by jets have higher upper limits.

- distance from federal airways

APA users are responsible to see and avoid traffic, like all other VMC operators within the NAS. FAA often impose further obligations on APA users, such as requirements for weather minima in excess of basic VFR, regularly scanning the area for conflicting traffic and monitoring/announcing on CTAF if an airport is nearby.

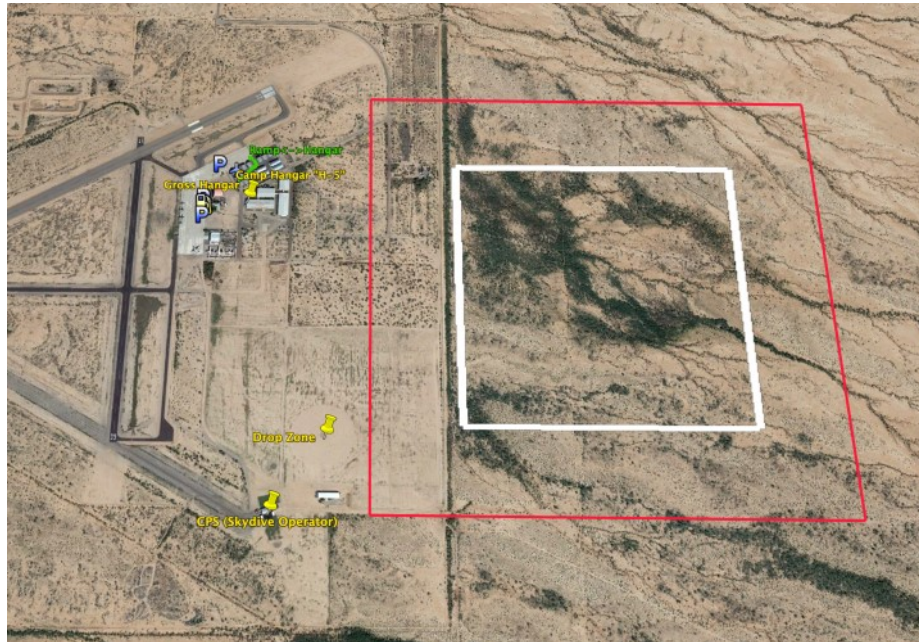
### **APAs Near Airports**

Most APAs are adjacent to airports or a short distance away. While they don't influence runway safety, they do affect pattern safety and warrant non-participating pilots' attention. A few cases illustrate why:

- At Marana, AZ, the APA is a 1 kilometer/side square centered about 2 miles SSE of the runway 30 numbers. It overlies a surveyed, permanently marked competition box. Anyone departing toward the prominent quarry south of the airport flies through. Pilots mistakenly flying left traffic for runway 30 sometimes fly through, too.



- The Coolidge, AZ APA lies over airport property east of runways 17-35. Underneath is a competition box, presently unmarked. Arrivals via a crosswind for runway 5 fly through, as do departures off any runway making an early turn east over the airport.



- The Ephrata, WA APA and marked competition box lies overhead the airport. Here, the traffic pattern is moved to the west and south sides of the field for all runways each time the APA/box is in use. Transiting pilots occasionally fly through, off CTAF frequency, en route to or from the nearby VOR. Now and then, landing pilots accustomed to east-side traffic for runways 3, 11 and 21 join a 45° entry before making a radio call and learning the APA is active.



Vigilance by APA users is essential to safety. At airports like these, participants announce their APA usage on CTAF, then monitor the frequency and scan for traffic while maneuvering. If present,



ground observers—usually other pilots serving in a coaching or critiquing role—also look for traffic; they report conflicts to the pilot by radio.

APA traffic conflicts requiring a resolving action by one or both pilots are common; collisions are not. Deconfliction usually involves the APA user returning to straight-and-level flight, a radio conversation and either a course change by the non-participant or other avoidance maneuvering by one or both pilots. When an experienced ground observer is present, he or she can point out each aircraft to the other to facilitate resolution.

A missing link in the APA safety equation is the non-participating pilot. Though APA locations and altitudes are available to every NAS user, they're difficult to find, interpret, and apply. Equipping non-participants with readily accessible APA locations and altitudes would increase awareness, vigilance, and safety.

**Finding APAs Today**

Here's a synopsis of the means by which FAA disseminates APA information today.

**Where they're not visible:** APAs are not depicted on sectional or EFB charts. Due to their long-term duration, APAs don't qualify for issuance as Class I NOTAMs—meaning pilots checking NOTAMs with an electronic provider or FSS won't learn about them. APAs aren't mentioned in pilot training syllabi or on any FAA knowledge exam; it's reasonable to infer that most pilots are unaware of their existence.

**Where they are visible:** APAs do appear in the Special Notices section of Chart Supplements. Mentions of them also appear, irregularly, commingled with other data in nearby airports' Remarks sections. Here's an example from Marana, AZ (KAVQ):<sup>5</sup>

**AIRPORT REMARKS:** Attended 1400-0030Z. Fuel avbl after hrs call 520-730-4318. Call out fee applies. 100LL avbl 24 hrs. Self fuel with major credit card. Parachute Jumping. Occasional aerobatic activities 2 miles southeast of arpt surface-7000' MSL. PPR fm arpt mgr for formation flight within 0.5 NM of arpt. Occasional parachute training high and low levels northwest quadrant of arpt. Hot air balloon ops not permitted. Helos are not authorized to land at the self fuel island and terminal ramp. All helos must land at the helipad at the SE side of the field. Rwy 12 calm wind rwy. FBO 520-682-2999. Preferr

APA descriptions in Chart Supplements' Special Notices have no uniform template. Many appear in a list of the center point's fix, radial, distance, size and altitude limits. Shape is implied. An excerpt:

**AEROBATIC OPERATIONS IN ARIZONA**

The following practice and competitive aerobatic areas are in use without notice SR-SS daily.

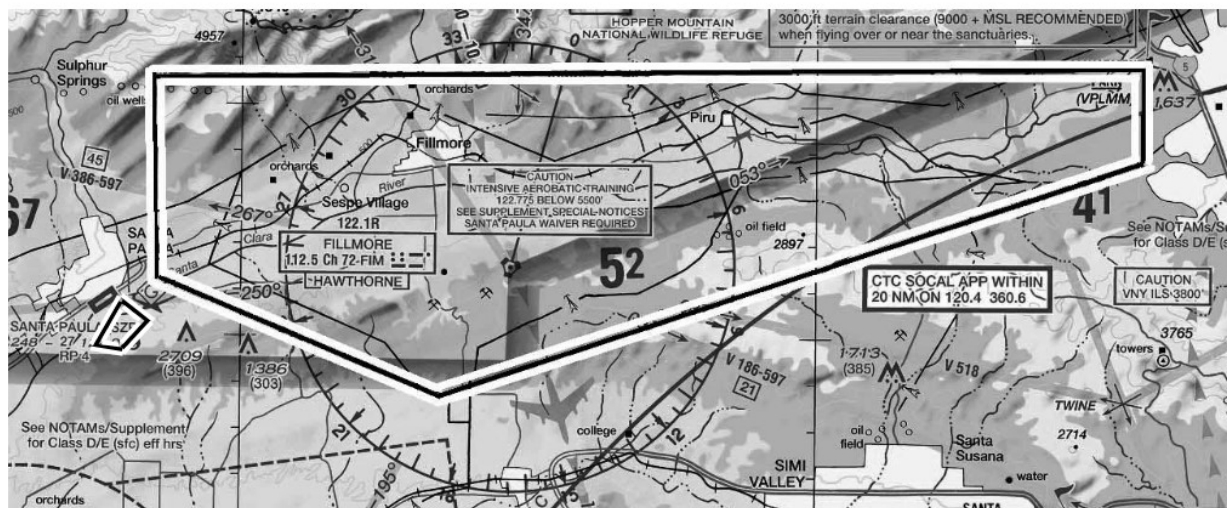
5 NMR DMA	17,500 and below
2 NMR INW195055/PAN	9,600 and below
1 NM N-S and 7 NM E-W of the PXR017022	6,500 and below
PXR019020	7,500 and below
PXR128013	5,500 and below
1 Square mile of the PXR194023	5,000 and below
1 NMR PXR129018	5,000 and below

<sup>5</sup> All excerpts are sourced from FAA's Southwest Chart Supplement.

This Special Notice for the two Aerobatic Practice Areas at Santa Paula models how best to present APAs in soft- or hard-copy print. The chart snippet together with a textual description provides the reader with instantly useful information:

### **AEROBATIC OPERATIONS NORTHEAST OF SANTA PAULA, CA**

Practice and competitive aerobatic maneuvers are regularly scheduled in the vicinity of FIM VORTAC, SR-SS, 1,500' AGL to 5,500' MSL. The main Aerobatic Area is defined by FIM 220/004, to FIM 260/008, to FIM 285/009, to FIM 360/005, to FIM 055/014, to FIM 070/013. The practice area is for waiver holders only. A second Aerobatic Area is defined as FIM 253/008.3 to FIM 245/007.8 to FIM 242/008.9 to FIM 246/009.6 to point of origin 1,500' AGL to 3,500' AGL, SR-SS. Pilots should use caution in these areas. Frequency 122.775 is provided for air-to-air communications with other pilots using or transiting these areas.



Other Special Notices, such as this one for the Marana APA, leave the reader without an immediate sense of the APA's location relative to pertinent landmarks:

### **AEROBATIC OPERATIONS NORTHWEST OF TUCSON, AZ.**

Practice and competitive aerobatic maneuvers are regularly scheduled on the Tucson VORTAC 295 radial at 25 miles and Tucson VORTAC 308 radial at 22 miles, sunrise to sunset, up to 5,000 MSL.

Such obscurity and inconsistency challenge pilots to learn if a flight may transit through or near an APA.

FAA has designated a distinct chart symbol to mark APAs on VFR Charts, Terminal Area Charts and VFR Flyway Charts:



At publication time, the symbol is not yet deployed on any visual charts spot-checked by the author.<sup>6</sup>

### **Improving APA Awareness for Non-Participating Pilots**

An opportunity to improve APA safety exists right now, by making it easier for non-participating pilots to know about and identify APAs. The effect? Greater awareness yields greater vigilance, which yields fewer conflicts between participating and non-participating aircraft, which yields a safer environment for all.

<sup>6</sup> The author checked several APAs situated in New Hampshire, Arizona and southern California. None were charted.

To seed a conversation, here are a few means of exposing APAs that publishers, regulators, and other stakeholders might consider, should the value of increasing APA safety resonate:

Deploy the APA visual chart symbol at all APA locations within the NAS.

Create map data for popular EFBs that show APA boundaries and altitude limits, similar to what some EFB providers publish for Parachute Jumping Areas.

Establish and apply a uniform template—including a chart snippet—to describe APAs in Chart Supplements.

Tweak teaching and recurrency curricula to include an equivalent level of content for APAs as is done for other types of Miscellaneous Activity Areas.

Each item relies on existing methods and tools; no wheel reinvention is required.

James



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*The author is a longtime pilot, flight instructor, aerobatic competitor and APA user. He lives in Seattle and Tucson. Reach him at [james.roger.ward@gmail.com](mailto:james.roger.ward@gmail.com). Views expressed are his.*

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## A Few Words About Safety

Denny Granquist

“

*“The slower I do things the faster I get things done.”*

*“GPS direct may be the most appealing but it maybe the most dangerous especially when high terrain is in play.”*

”

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**Contact: Ron Orozco 520-609-5026**

# ~ Scholarship Corner ~

by Chris Nugent

We closed the 2020 scholarship application cycle in mid-November, and I am happy to report that we received a total of **29 applications!** This is up slightly from the 24 we received in 2019, and in looking through the submissions, it's encouraging to see that in spite of the recent turmoil in the aviation industry, there is still a strong commitment to aviation careers by high school and college age individuals.

As is generally the case, we received a significant number of applications from students enrolled in the aviation program at the East Valley Institute of Technology (EVIT) and the aviation programs at Chandler-Gilbert Community College and the University of North Dakota. However, we also saw an increase in applications for students enrolled at other universities such as Arizona State and local flight schools such as ATP. With regard to career objectives, most of the applicants are focused on becoming professional aviators (read: airline pilots), with several expressing interest in becoming career CFI's.

The scholarship committee is already hard at work evaluating the applications and we expect to complete our selection of winners before the Christmas holiday. We'll be awarding 8 scholarships again this year, each valued at \$2,500.

Thanks again to those of you that have recently donated to the scholarship program. However, as I mentioned in last month's update, we are still far behind in funding the program for the current award cycle. Please consider making a [tax-deductible donation](#) to the scholarship program as we close out this calendar and tax year. **The winners are truly appreciative, and it helps APA fulfill our mission of building the next generation of Arizona aviators!**

Thank you again for your continued support of the scholarship program and Happy Holidays!

Chris



*One picture says it all.... Tim O'Hara (2019 APA Scholarship Winner and future USAF aviator) passed his Private Pilot check ride in August*



## Flying on the Edge

**By Howard Deevers**

You might be thinking about aerobatic flying, but no, this “flying on the edge” means flying the edge of the State of Arizona, something that I have been thinking about doing for several years. I wanted to fly the complete border of the State. The trip would start in Nogales, then fly along the border between Mexico and Arizona to Yuma, then follow the Colorado River north, then the border east bound to the Four Corners, and then south and end up back in Nogales.



Sounds simple enough, right? There are a few things to consider before making such a trip. On the Arizona side of the border of Mexico is the Goldwater Range, Restricted Areas R2301W and R2301E. If the military is doing training in those areas, you cannot fly through or along the border. High altitude is a consideration in the east between Arizona and New Mexico. In the heat of the summer, the high-density altitude might be a problem as well. Like any cross-country trip, weather is always a factor.

My big break came on Thanksgiving weekend. With the weather cool, clear, and most other factors cleared, I talked to my friend, Alexander, and we agreed that Sunday and Monday, November 29-30, 2020, would be our best shot at this for the year. Early Sunday morning we departed from our base in Marana and made the short flight to Nogales. After departing Nogales, I contacted Albuquerque Center to see if the Restricted areas were open. Yes, we could fly the border from Nogales to Yuma. I had anticipated this since it is a 4 day weekend for many, including the military. Even Yuma Tower was closed, but the approach control was still on duty.

After departing Nogales, there is some higher terrain to cross, then the desert goes downhill all the way to Yuma, which is only 213 feet MSL. There are some Wildlife refuge areas that require that you fly at least 2000 feet above those areas. We flew this part at about 7000 feet so that ATC could still see us on radar, too. The border is marked most of the way by a wall, but there are some areas that



*Nice bright and full moon rising,  
first straight ahead, then off to the right*

you can't really tell the US from Mexico at that altitude. The desert is awesome to see all the way across.

After a short break in Yuma, we topped off the gas and headed north following the Colorado River. This part we flew at 2500 to 3000 feet AGL. The river has many twists and turns, and both sides of the river have many farms and the area is green, where the desert was brown. We did a touch and go at Parker (P20), then continued to Lake Havasu City (HII), and did another touch and go there. Before the airport we



*Electronics complementing the steam gauges*

got some pictures of the London Bridge that provides quite a lot of history for that area. After our touch and go, we continued to follow the river to the Laughlin Bullhead airport (KIFP) and stopped for fuel and rest.

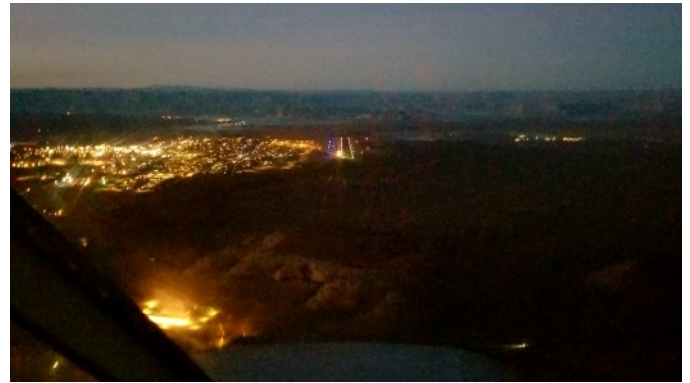
Now it was mid-afternoon, and our final goal for the day was Page, AZ. In order to make Page, we cut off the northwest corner of the state, since we had traveled that part already on other trips, and headed eastward south of the Grand Canyon and around the Special Flight Rules area into Page. We

got to see the full moon coming up in the east and landed there just before 6 PM. Watching the moon rise was the “icing on the cake” for the trip.

The objective of this trip was not to fly it as fast as possible, but to fly it as low as practical, so we could experience as much of the terrain and see as many ground features as possible. Some of the areas that we flew over could only be experienced from the air as there are no roads into those back-country areas.

The airport services were already closed in Page (KPGA), and it was cold and dark except for the bright moon light. We got a cab to our hotel for the night and ordered a pizza to be delivered. The next morning, we were able to watch the full moon setting in the west.

It was cold in Page. We got to the airport at 8 AM when things opened. Full fuel and ready we were off at 9 AM and headed east along the Arizona/Utah border. This time there was no marking to show where one state became another. The only way we knew where we were was from the iPads with ForeFlight. Everything in this part of the state is at high elevation. Page is 4317 feet MSL and only 27 miles to the east is Navajo Mountain at 10,346 feet. We passed through Monument Valley where



*Lined up for final approach into Page, AZ*

there are many features at 5 to 6 thousand feet. In about one hour and ten minutes we were over the four corners where a monument is placed to mark the boundary of Arizona, New Mexico, Colorado, and Utah. We circled the monument twice, flying through 4 different States in less than 4 minutes.

Now it was time to head south. There is much more high terrain, and we were climbing to 10,500 feet to clear the tops of some of these mountains. Many still had snow on them from the storm that passed this area just over a week before. The further south we went, the more population we saw, and that was not much. Our next stop was Springerville, AZ (KJTC).



*Moon going down the next morning*



There are not as many places to land on the east border of the state, or as many other services, such as places to stay, as on the west border.

On the west border of the state there are many more large communities with motels and services: Yuma, Lake Havasu City, Bullhead City, and further north is the Las Vegas area with more motels than you can count. On the northern border there is Kanab (KNB) that is actually in Utah, but right on the border, and then Page. Other than those, your next stop will be Springerville, and no place from there to Douglas on the southern border which has motels. Then Bisbee and Nogales will have shelter, if you can get to it. Sierra Vista has many motels, but that airport is not right on the border.



*Monument at the Four Corners*

I am sure that I'm not the first pilot to ever do this circuit around Arizona, and I won't be the last. The education and freedom of flying made all of this possible, and seeing the diversity of this wonderful State was worth the trip. If you go, plan carefully, and take emergency supplies with you. If you are forced to land remotely due to weather or mechanical issues, you might be there for a while. With the communications and ADS-B systems we have today, it seems likely that help would be on the way quickly, but don't count on that alone. Be prepared.



*Howard preparing for the last landing of the day*

For tips on planning and being prepared come to an ARIZONA PILOTS ASSOCIATION, safety seminar. Look for one in your area. Sponsored by the FAA Safety Team, these are free seminars, and they do count for the WINGS program.

Howard



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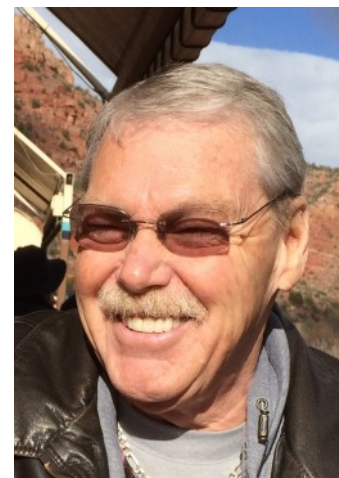
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# GAARMS REPORT DECEMBER 2020 By Fred Gibbs



## 2020 TO DATE:

As of mid-November, as I write this article, there has been no change in the NTSB's report of fatal accidents here in Arizona; in fact, I am unable to actually access the data at all. However, I am aware of another accident, a Lancair with 2 fatalities, that occurred in October, as well as a crash up in Nevada involving an Arizona-based pilot and airplane, with another two fatalities, but I have no further information or confirmation on this accident. The NTSB report, shown here, is what I was able to download in October and does not show the latest accidents.

(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	<a href="#">Preliminary Report PDF   HTML</a>	07/07/2020	Payson, AZ	BELL UH1H	N623PB	WPR20LA211	Fatal(1)	
Preliminary 07/08/2020	<a href="#">Preliminary Report PDF   HTML</a>	06/09/2020	Safford, AZ	Vans WILSON RV4	N173CW	WPR20LA176	Fatal(1)	
Preliminary 07/08/2020	<a href="#">Preliminary Report PDF   HTML</a>	06/09/2020	Maricopa, AZ	Zenair CH601	N6402X	WPR20LA177	Fatal(1)	
Preliminary 05/20/2020	<a href="#">Preliminary Report PDF   HTML</a>	04/24/2020	Mesa, AZ	Bell UH 1H	N3276T	WPR20LA130	Fatal(1)	
Preliminary 02/26/2020	<a href="#">Preliminary Report PDF   HTML</a>	01/24/2020	Payson, AZ	Piper PA28	N3672K	WPR20FA079	Fatal(1)	

CORDES LAKES, ARIZ. (AP) — Early November. Search crews found the wreckage of a small plane in a remote area in Yavapai County on Monday, but there was no immediate word on survivors. County Sheriff's officials said an Arizona Department of Public Safety helicopter located the aircraft about 5 ½ miles east southeast of Cordes Lakes shortly after noon Monday. Federal Aviation Administration officials said the single-engine Lancair 235 had been reported missing after departing Saturday from Deer Valley Airport near Phoenix for Page Municipal Airport. They said two people were believed to be aboard the plane, but it's unclear if they survived the crash. Sheriff's officials said medical personnel had a hard time accessing the crash site because of its remote location. The FAA and National Transportation Safety Board will be investigating the crash.

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



## ***A welcomed response to last month's article –***

*I'm a 39 year old pilot who went to high school in Cottonwood and traveled to Flagstaff for basketball games; I never noticed any affects from the altitude back then. Over the years I've flown gliders (I stopped climbing at 14,000' one day since I didn't have oxygen with me), plenty of time in an RV-7 (routinely traveling long distances just below the levels that require oxygen), UH-60 Blackhawks (we crossed the Grand Canyon at 14,000' just to say we went as high as possible without oxygen), and now a C-12/King Air 200. I remember having a discussion about Army oxygen requirements, which are based on pressure altitude. Given Northern AZ altimeter settings are routinely higher than standard, I claimed we could fly IFR routes at 10,000', 12,000' and 14,000' for longer than you might otherwise assume since we were technically ~20' below those limiting pressure altitudes.*

My mentality changed a few years ago when an uncle and cousin convinced me to get a Mountain High oxygen system. I flew a couple long and high flights using oxygen and still felt great after landing. That hadn't always been the case, and I thought back to flights affected by mild hypoxia. During my highest glider flight I got sick; I blamed lots of circles while thermalling and my habit of getting airsick as a kid. On more than one trip in the RV-7, I landed feeling tired, queasy, and certainly not 100%. But back then I was convinced as a physically fit 30 year old, it MUST have been something other than hypoxia.

More recently, I attended a reduced oxygen breathing device (ROBD) "altitude chamber" for recurrent training as an Army aviator. I appreciated getting to fly a simulator while hypoxic instead of just doing mental puzzles. It really struck me how I struggled to just read back my simple clearance of "turn left heading 135 and climb to FL250." I won't detail how much I overshot the turn and altitude. While I drove home, the bad habit of ignoring hypoxia in the past was certainly on my mind.

Hypoxia isn't cited as a cause in many incidents, unless it was catastrophic, like Payne Stewart's jet or the TBM that lost pressurization and flew towards Cuba on autopilot. But imagine this scenario: A new pilot from Yuma takes a trip to Colorado, complying with all regulations. The pilot doesn't recognize the effects of hypoxia, since they can be subtle. The flight generally is okay, but the pilot is behind the aircraft and ATC calls, plus the mountain flying experience is more than bargained for due to a windy day. The new pilot hears a jet cleared to land on the runway with a 12kt quartering tailwind, so the new pilot accepts the same landing clearance. After touchdown, a gust causes the airplane to veer off the runway; fortunately, the only damage is a flat tire. No one would point to hypoxia as the cause, but did it contribute? Maybe if the pilot was a little more alert in cruise, the radio calls



*Photo by Stefanie Spencer*



*Photo by Stefanie Spencer*

would have gone better, concluded with a confident request to use a different runway, and the flight would have ended as a complete success. Returning from hypothetical to history, I know a glider pilot who admitted that being fatigued after a long, high, legal flight without oxygen was a major contributor to a gear-up landing. Was it 4+ hours in the cockpit? Or the time in the sun before and during the flight resulting in a little dehydration? Or a mild case of hypoxia? I suspect it was a combination of all three.

Instead of being a “bold pilot” skirting on the edge of oxygen use regulations, I now realize the better option is to use it early and often. After having the conversation with other pilots, I’ve heard many use oxygen regularly at lower altitudes. With a pulse-demand system, oxygen use is minimal at low altitudes, automatically compensating when climbing. The consensus I’ve heard is it keeps pilots more alert during long flights and is relatively inexpensive once you have the equipment. Fortunately, I never had a significant incident with hypoxia, but if using oxygen would have prevented the use of an airsick bag in a glider, I should have started using it years ago. Happy flying.

*NOTE: all comments welcome, and if you do, please advise if OK to use in my articles.*

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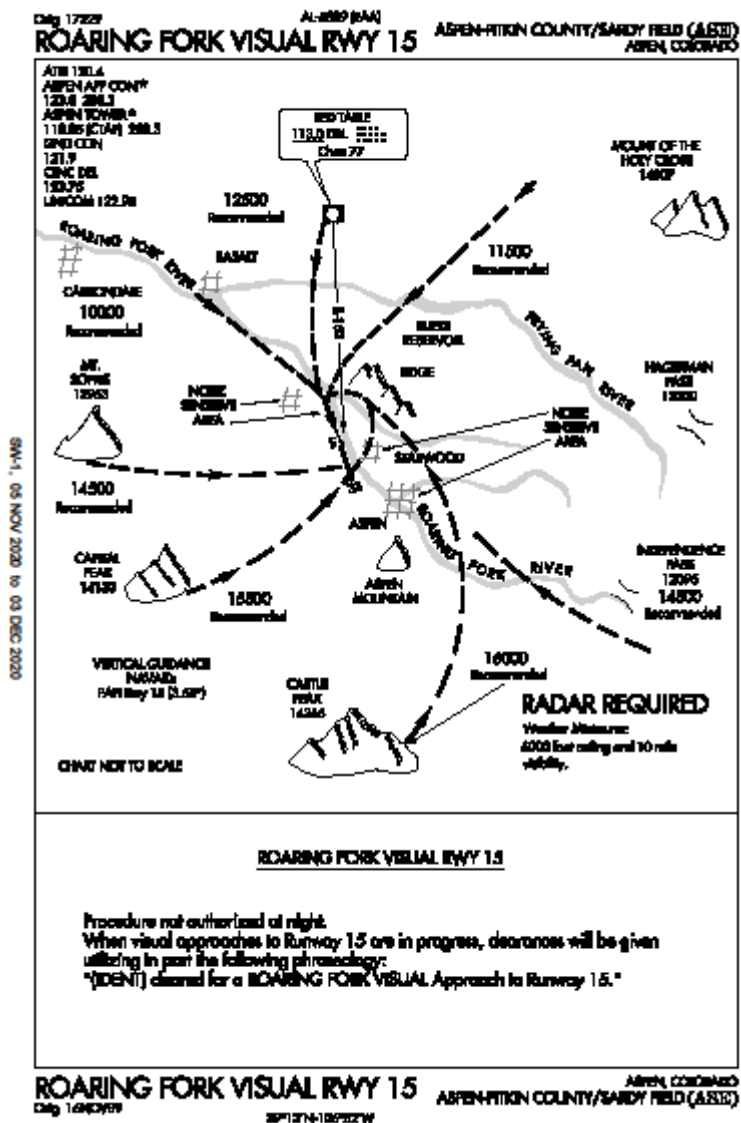
### ***Fred’s Perspective...***

Last month’s article left off with us departing Eagle, CO, enroute to Aspen, but, unbeknownst to us, there was a “fly in the ointment” that would eventually foil our plan to land at Aspen. That flaw was self-induced and introduced another “aha” moment, another “won’t do that again” teaching moment.

We had checked the weather, i.e., METARs, TAFs, Winds Aloft, the GFA product, all using the G1000 and the weather function. BUT it failed to provide any NOTAM information, and WE failed to follow up and check NOTAMs. We assumed all was well with the world! Well, guess what: ALL WAS NOT WELL WITH THE WORLD! As we approached Aspen, we tuned in the ATIS only to hear that the runway was closed! REALLY? The Aspen airport was closed? Could that really be true? A call to the tower confirmed that it was so. There was runway work being done and, YES, the airport was technically open,



but the runway was closed for the next several hours. YUP, see what can happen when you assume! Fortunately, it did not impose any danger or hazard to our flight, with still 4 hours of fuel on board and weather clear as a bell. But under other circumstances, it could have been a whole lot different! So, we just flew over the airport at pattern altitude, told the tower what we intended to do, and then departed off to the west to our next destination, Grand Junction. The approach path down the valley to runway 15 at Aspen is a real eye opener. High terrain all around, and a big hill off the end of the runway that could make any go-around ...um, interesting. I have a video of a [night approach into Aspen by a F-16](#), with one half of the screen the visual picture out the windshield and the other half the infra-red heads up display. The visual picture is a black void, with nothing to see except a very few lights and NO terrain, while the Infra-red sight picture shows the runway, the VASI, the terrain and even the car headlights on the highway leading into Aspen. When Aspen’s weather is bad, any ap-



proach into Aspen is NOT for the faint of heart!!

So off we went to Grand Junction for lunch and a pit stop. Then we launched for Telluride, where we did a full stop taxi back landing (which Doc got a bill for later!). Being turbocharged sure does make a BIG difference in performance out of Telluride. We flew direct to the Red Table VOR out of Telluride then followed the VOR radial to Montrose, did another full stop taxi back landing, and headed out for Durango with another full stop taxi back landing there. Doc's landings were improving nicely. We were now on the final leg home, with only two more landings to go before touching down at Flagstaff. Farmington, NM, proved to be a little challenging. The ATIS was saying runway 25 was the active, but with two runways almost the same heading, i.e., a runway 23 and a runway 25, approaching the airport from the north made it hard to determine the active runway. Doc turned inbound for the obvious runway (23, the big black runway), but we were cleared to land on 25! A quick check of the DG showed us lined up on 23, and then Doc finally saw the other runway and adjusted accordingly. Another "Aha" moment - run-

way diagrams for strange new airports are a must! A touch and go, and we were on our way, and I decided it was time for a slightly smaller airport now that Doc had the hang of landing. We were going to pass over the Chinle airport out there on the reservation, so a quick stop there would give Doc a taste of a much smaller airport. He pulled off that landing with no problems, and we were now inbound to Flagstaff and home.

All in all, the trip was very worthwhile, giving Doc almost 15 hours experience in his new airplane, 15 hours G1000 time, a fair amount of Rocky Mountain flying time, and lots of landings. Back home in Flag, he has added a high performance endorsement to his logbook, 15 hours of Technically Advanced Aircraft time, and we are now working on his instrument ticket. Looking back, it was a great trip, a great experience, and an enjoyable 3 days with a good friend!



## ***Fred's Factoid...***

Ever wonder how Santa makes it around the world so easily on Christmas night??

***With a little (or a lot of) help from all of his friends!!***



## **Quiz for my readers –**

- (1). It is mid-summer here in Arizona, temperatures over 40 degrees Celsius, and I want to go fly, but the POH performance charts only go to 40 degrees Celsius (104 degrees Fahrenheit), and it is hotter than that, say 116 degrees Fahrenheit. Can I still legally fly?
- (2). Applicants for which of the following certificates or ratings can take a practical examination using BasicMed in lieu of an FAA medical?
  - A. Recreational, sport private only
  - B. Recreational, sport private, instrument
  - C. Recreational, sport private, instrument, Glider
  - D. Any practical exam can be taken under BasicMed as long as the aircraft and operation fall within BasicMed limitations.
- (3). To demonstrate slow flight IAW the ACS, the aircraft should be configured
  - A. As specified by each examiner
  - B. With full flaps
  - C. With retractable landing gear extended
  - D. Both B and C.

**ALL RESPONSES WELCOME!**

Email [fredgibbs@azpilots.org](mailto:fredgibbs@azpilots.org)

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## **SAFETY PROGRAMS:**

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](http://WWW.FAASAFETY.GOV) , 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](mailto: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!!!***

**CLASSIFIEDS**

**Wanted: Cessna 177/182—First time Owner!**

Looking for Price:\$ 75,000

Email: Jason Lewis at [jason@ecospace.com](mailto:jason@ecospace.com)



**SkyRanch Hangar C6 For Sale**

Price:\$ 240,000

Call: Kevin Bennett at (480) 313-1897

Email: [gironbennett@gmail.com](mailto:gironbennett@gmail.com)





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



## APA Website

Please visit our website for the latest information.

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

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

Email Stefanie at:

[Webmaster@AZPilots.org](mailto:Webmaster@AZPilots.org)

## Newsletter Contributors

Article Deadline

20<sup>th</sup> Editor reminds the Team to submit articles

25<sup>th</sup> Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

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

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



Stefanie Spencer— Webmaster



*New pilots welcomed!*



*Writers welcomed!*



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## Volunteer 501 (c) (3) Organization

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