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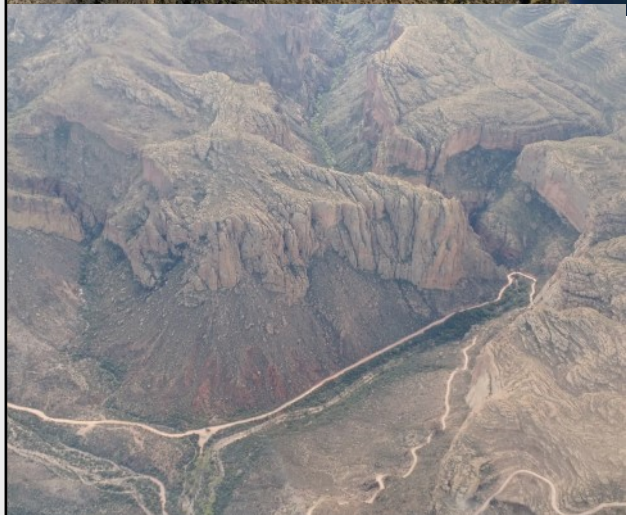
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# President's Report

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Greetings,

As I sit on the cusp of the new year and look forward to not repeating many of the things 2020 brought us, I see some dismal warnings surrounding the aviation industry. Throughout history, fear and compassion have sold papers, and they now get hits or clicks online. Once you get past the dreadful headlines and look into the data, I see a much brighter road ahead. Yes, airlines had massive furloughs and reductions in scheduled service. Yes, several flight schools were shuttered due to virus concerns. Yes, pilots tended to fly fewer hours this year. Yes, there's been a recent uptick in GA accidents nationwide, and General Aviation aircraft sales have tanked. Those are the headlines, but not the full stories. With the furloughs, many pilots have re-entered the instructor arena and are able to offer students a new perspective with actual experience.

Others have moved into the burgeoning corporate flying market. Large flight schools being closed down meant that independent flight instructors are now fully scheduled. Many of these instructors instruct for the love of teaching and flying, rather than a path to commercial careers. The uptick in accidents means responsible pilots are paying closer attention to checklists, weather conditions, and weight/balance so as not to become part of the statistic. General Aviation shipments through the 3<sup>rd</sup> quarter of 2020 were nearly \$12B with another \$2B in rotorcraft. Yes, it's down from 2019's numbers, but that is still a significant number of new aircraft entering the market. While it's certainly not all candy and roses, it's not doom and gloom for the industry, either.

Going forward into 2021, I believe the value of general aviation will shine. The reality of transporting a family across a long distance with minimum contact is more beneficial than ever before. The reduction in commercial routes makes General Aviation more useful. As natural disasters are encountered nationwide, the growing infrastructure of volunteer "airlifts" of much needed supplies will help support those in need quickly. I'm hopeful that our pilot community will continue to participate in WINGS seminars, study accident reports, and remain more than current in the aircraft they fly.



2021 will be what we make of it – let's make it fantastic!

Blue Skies,

Brian



# Executive Director's Report

Jim Timm — January 2021

I hope all of you have safely survived the Christmas and New Year celebrations and have settled down into the new year's routine. This new year, 2021, has to be better than 2020 was. With several vaccines now coming into play, I hope we will soon be able to get rid of the masks and settle back into something similar to our old normal routine. At least, here's hoping we can put 2020 into the rear-view mirror and look forward to a more promising future. I hope the new political future will be general aviation friendly. I guess we shall see.

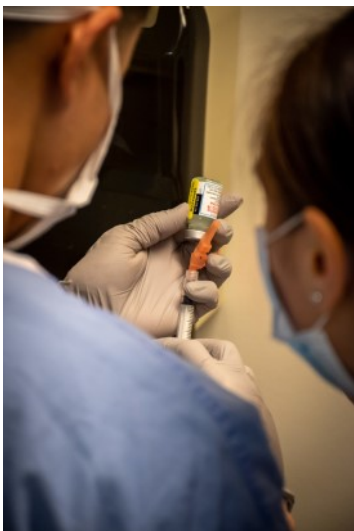


For those anticipating getting one of the new COVID-19 vaccines that are becoming available, the FAA has approved both the Pfizer-BioNTech and the Moderna vaccines for pilots and air traffic controllers with the requirement of a 48-hour wait period before conducting safety sensitive aviation activity. This waiting period applies for the administration of both doses of the vaccine, which occur 21 days apart in the case of the Pfizer vaccine.

We have recently received some bad and sad news from the Tucson Airport Authority that the Ryan Field (RYN) Tower Manager passed away from COVID-19, and the RYN Tower will be closed until further notice. The RYN Tower is not an FAA tower but a federal contract tower operated by Serco. In the meantime, flight operations in and out of RYN will be conducted per [FAA AC 90-66B - Non-Towered Airport Flight Operations](#).

Also, The Tucson Airport Authority announced, due to COVID-19 issues, Tucson International Airport (TUS) may be having intermittent Air Traffic Control Tower closures. During these closures, the Tucson TRACON will be controlling IFR (instrument flight rules) traffic into and out of TUS. Pilots should always check the NOTAMs and check the ATIS on 123.8 for the current operating status of the Tucson Tower and the procedures for flying into and out of TUS.

Always fly safe and use caution.



I apologize if this month's report may be brief, but because of COVID-19, a lot of the aviation information is a bit difficult to gather. Some of the usual meetings have been continuing online, and some that have been a good source of information have been discontinued for the duration.

## MISCELLANEOUS ITEMS

### FAA

Despite the pandemic, the FAA has kept busy with issuing Airworthiness Directives. The FAA is investigating overload failures of Cessna 120 and



140 aluminum seat belt mounting brackets. The FAA issued Special Airworthiness Information Bulletin (SAIB) CE-15-13, which recommended that owners, operators and maintenance personnel replace the aluminum seat belt brackets with steel brackets following Cessna Single Engine Service Bulletin SEB-25-03. There have been fatal accidents that have occurred where the aluminum seat belt mounting brackets have failed. See:

[faasafety.gov/files/notices/2020/Dec/SAIB\\_CE-15-13.pdf](https://faasafety.gov/files/notices/2020/Dec/SAIB_CE-15-13.pdf)

[faasafety.gov/files/notices/2020/Dec/SEB-25-03.pdf](https://faasafety.gov/files/notices/2020/Dec/SEB-25-03.pdf)

A National Transportation Safety Board (NTSB) investigation of airplane accidents experiencing loss of engine power due to loss of engine oil on certain Continental engine models attributed the power loss to a Stratus Tool Technologies oil filter adapter assembly installed under a supplemental type certificate (STC). In each case, the oil leaked from the assembly, resulting in oil starvation and a subsequent total loss of engine power. The oil loss was a result of improper installation or maintenance of the adapter. To prevent a reoccurrence of the problem, pilots and owners are urged to comply with [SB-001](#) before their next flight. The bulletin provides instructions on inspecting, then re-torquing or reinstalling the oil filter adapters to prevent the possible oil loss. The FAA is considering issuing an Airworthiness Directive (AD) on the issue.

The FAA is adopting an Airworthiness Directive (AD) for all Superior Air Parts, Inc., (SAP) Model IO-360-series and O-360-series engines and certain Lycoming Engines Model AEIO-360-, IO-360-, and O-360-series engines with the SAP crankshaft assembly installed. This SAP crankshaft is installed as original equipment on the affected SAP engines and as a replacement part under parts manufacturer approval (PMA) on the affected Lycoming engines. This AD was prompted by three crankshaft assembly failures that resulted in the loss of engine power and emergency landings. This AD requires the removal from service of all affected crankshaft assemblies. The AD is effective January 15, 2021. The link to the AD is: [https://rgl.faa.gov/Regulatory and Guidance Library/rgad.nsf/0/a075f4b8a321d68f8625863b0064921b/\\$FILE/2020-25-12.pdf](https://rgl.faa.gov/Regulatory%20and%20Guidance%20Library/rgad.nsf/0/a075f4b8a321d68f8625863b0064921b/$FILE/2020-25-12.pdf)



## AIRSPACE

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

Continue to be on the watch for TFRs, and as always, before flight, check for TFRs, and NOTAMS, always fly informed.

## SAFETY

Winter weather is here, and there may be times when you could encounter questionable flying weather conditions in flight, and when you do, whether or not you are instrument-rated, use extra caution. Inadvertent transition from VFR to IMC can be stressful, particularly if you are non-



instrument-rated or non-current, or if the aircraft is not IFR equipped. When a VFR flight enters IMC, the transition is challenging, and while some pilots may be more suited to handle VFR flight into IMC, the result for most VFR pilots are not good at all. A loss of control is most often the result with a catastrophic ending. When faced with deteriorating weather conditions, making the 180° turn may be the best option, but trying to force a flight to the destination may prove to be a very poor option. Please Be Safe!



Some pilots seem to continue to have unreasonable expectations of their own personal performance, and the performance of their aircraft, which has contributed to fatal aircraft accidents. The General Aviation Joint Steering Committee (GAJSC) working group suggests that reasonable aircraft performance expectations can be based on observing data from available flight monitors which can help forecast system or component problems before reaching a point of failure. Pilots could also be more critical of their own personal performance. Are you rested, and in good physical/mental condition? When did you last fly with an instructor? Realistically evaluate your personal performance. A careful, realistic evaluation of both aircraft and personal performance will result in a much safer flight operation.

Aviation safety in this past reporting period didn't appear to be very bad, but it's hard to make an accurate assessment because aviation accident information is not presently available from the NTSB. It is still unknown when they will have their new reporting website operating. So, in the meantime information is being obtained from the Aviation Safety Network (ASN), and from individuals that submit information. One has to recognize that the ASN information is taken almost exclusively from media reports, and these reports are prepared by reporters that are often not aviation-oriented reporters. As a result, the information reported may not be entirely accurate, and the reports are brief and usually devoid of technical detail. It's much like a report that would appear on TV. Also, the reported accidents are not based on structural damage that may have occurred, as it is with NTSB reports, but rather on the media appeal of the accident.

At this point, we would like to solicit your help. If you are aware of an aviation accident occurring here in Arizona, please advise me at [jtimmm@azpilots.org](mailto:jtimmm@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 summary so the entire aviation community can benefit.



This month's report contains only four aircraft accidents, and fortunately they all were relatively minor in nature, and there were not any serious injuries or fatalities. I'm not sure, but I do suspect flying activity may be down significantly because of the virus pandemic we are experiencing. I cannot believe everyone is flying that much more cautiously than before. In any event, see my November Accident Summary report in this newsletter for the details of what we have, and please, do continue to fly safe.

## CONSTRUCTION

Evidently, funding is still being made available by the FAA, and several airports around the state have construction projects planned or in pro-

gress. 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 occurring so that when you arrive you aren't unpleasantly surprised. Always use caution, and always fly informed.

APA is actively working with numerous airports around the state assisting with updating their Airport Master Plans, thus providing the pilot and aircraft owners' perspective in the process. Lake Havasu City Municipal Airport (HII), Superior Municipal Airport (E81), Sedona Airport (SEZ), Flagstaff (FLG), Laughlin/Bullhead International Airport (IFP), Grand Canyon Airport (GCN), and H. A. Clark Memorial Field (CMR) in Williams are currently in the 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 2 pm. They will have a breakfast special for you if you mention you are an APA member.
- The Falcon Field EAA Warbirds Squadron fly in breakfast is on hold because of the virus pandemic. They will re-start awaiting approval from the City of Mesa. Here's hoping for an October 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 and the Military for Special Training.***
- The City of Casa Grande is still planning on refurbishing the food service area in the Airport terminal area formally occupied by the Foxtrot Cafe. They have issued 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

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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!



# December Aviation Accident Summary

by Jim Timm

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

Aviation safety continues to be somewhat of an unknown because accident information is still unavailable from the NTSB, and all information for this report is from the Aviation Safety Network (ASN) and individuals who have submitted information to APA. As you may know, ASN gets their information from the media, and as one would suspect, the information may be a bit inaccurate, lacking in technical detail, and rather brief. Please remember, the accidents reported by the ASN do not meet the same aircraft damage criteria as the NTSB and only meets the media interest level.

So, until the NTSB gets their new accident website up and running, here are the results from the ASN. Apparently, there were only four relatively minor aircraft accidents, and two balloon accidents that had occurred in Arizona, and they are as follows.

## THE FOLLOWING INFORMATION WAS PROVIDED BY THE ASN

Accident Date: **December 15, 2020**

Location: Phoenix

Aircraft Type: Cessna 182S

Injuries: 2 Uninjured

### LOSS OF CONTROL DURING TAXI

The aircraft experienced a loss of directional control and subsequent taxiway excursion during taxi at Phoenix Deer Valley Airport (DVT), Phoenix. The airplane sustained minor damage and the two pilots onboard were not injured during the incident.

Accident Date: **December 21, 2020**

Location: Wilcox

Aircraft Type: Mooney M20J 201

Injuries: 1 Uninjured

### GEAR UP LANDING

The aircraft experienced a gear up landing at Cochise County Airport (P33), Wilcox. The airplane sustained minor damage and the sole pilot onboard was not injured during the incident.

Accident Date: **December 22, 2020**

Location: Mesa

Aircraft Type: Piper PA28-161

Injuries: 3 Uninjured

### AIRCRAFT FIRE ON THE GROUND

The aircraft experienced an onboard fire during taxi to a non-movement area at Falcon Field Airport (FFZ), Mesa. The airplane sustained minor damage and the three occupants onboard were not injured during the incident.

Accident Date: **December 27, 2020**

Location: Glendale

Aircraft Type: Mooney M20E Super 21

Injuries: 2 Uninjured

### GEAR UP LANDING

The aircraft experienced a gear up landing to Runway 01 at Glendale Municipal Airport (GEU). The airplane sustained minor damage and the two occupants onboard were not injured during the incident.



Accident Date: **December 26, 2020**  
Location: Peoria  
Aircraft Type: Aerostar International S-90A  
Injuries: 2 Minor Injuries, 1 Uninjured

### **BALLOON ACCIDENT**

The balloon clipped power lines and impacted the terrain in Peoria, Arizona. The sightseeing balloon sustained substantial damage from terrain impact and subsequent fire. Two of the three occupants onboard the balloon received minor injuries and one was not injured.

Accident Date: **December 29, 2020**  
Location: Gilbert  
Aircraft Type: Colt Balloons 240A  
Injuries: 1 Minor Injury, 7 Uninjured

### **BALLOON WIND GUST ACCIDENT**

The tethered balloon experienced a disconnect and subsequent minor damage upon impact with multiple fencings in gusting wind conditions at Gilbert. The pilot onboard the balloon received minor injuries and the accompanying seven passengers were not injured during the incident.

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## **A Few Words About Safety**

**Denny Granquist**

“

*“Assumptions can lead to unsafe operations.”*

*“I run cockpit flows (top to bottom, left to right) for every phase of operations and then use the checklist to confirm completion of individual task.”*

”

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# Making Progress at Grapevine!

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*Photos by Rodney Tang*

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# GAJSC



## General Aviation Joint Steering Committee

### Aeronautical Decision Making

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:** January 2021

**Topic:** Aeronautical Decision Making (SCF-SE-49)

The FAA and industry will conduct a public education campaign emphasizing the safety benefits of effective ADM

**Background:**

The General Aviation Steering Committee (GAJSC) Loss of Control work groups contend that many GA accidents stem from inadequate ADM and safety resource management. The GAJSC also feel that promoting and teaching sound decision making and resource management processes will result in safer General Aviation operations.

**Teaching Points:**

- Discuss the hazards associated with poor decision making and resource management.
- Discuss the safety benefits of Safety Risk Management and Flight Risk Assessment Tools (FRATS).
- Acquaint pilots with the availability of ADM resources.
- Encourage pilots to adopt sound ADM processes.

**References:**

- *Aeronautical Decision Making PowerPoint*
- [Aviation Risk Management Handbook \(FAA-H-8083-2\) – Chapters Five and Six](#)

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

# Featured

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## Hello Fellow APAers,

APA members will appreciate the accomplishment by our own **Fred Gibbs, Director/Chief Flight Instructor at Flagstaff's Wiseman Aviation, in earning the Master Flight Instructor designation from the National Association of Flight Instructors.**

In addition to his Northern Arizona pilot-training activities, **Fred teaches the majority of FAA Pilot Safety Seminars around the State of Arizona and is widely regarded as a preeminent expert on Arizona aviation accident analyses for purposes of teaching safe piloting operations.**

The Master Flight Instructor designation is a big accomplishment in flight training circles, and we are fortunate to have a professional of this caliber teaching in our state.

Thank you for APA's continuing advocacy and coverage of Arizona aviation events and issues. Happy New Year!!

*Greg*





**For more information contact:**

John Niehaus  
Director of Program Development  
National Association of Flight Instructors  
(269) 355-6500  
[jniehaus@nafinet.org](mailto:jniehaus@nafinet.org)

FOR IMMEDIATE RELEASE

**FRED L. GIBBS EARNS NAFI MASTER INSTRUCTOR ACCREDITATION**

**KALAMAZOO, MI — 1/05/2021**

The National Association of Flight Instructors is proud to announce that NAFI member Fred L. Gibbs has earned accreditation as a NAFI Master Flight Instructor.

Gibbs' actual aviation career started in 1971 when he was hired by the FAA, and started out in the flight service station in Williamsport, PA, the home of Lycoming Aircraft engines and right down the street from Lockhaven, the birthplace of Piper Aircraft. He put his flight service knowledge to work for the local FBO, trading knowledge (in ground school teaching) for flight time, and as a student pilot, "hob-knobbing" with all the Piper test pilots and gaining experience flying all over the East coast with his



instructors delivering Lycoming engine parts late at night. Gibbs actually worked with the local "GADO" offices back then, doing education programs with the same examiners he flew with for his ratings, and even flew within the FAA's internal 4040.9 flight programs, one of the very few from within the Air Traffic organization actually allowed in! Gibbs eventually qualified for the Airline Transport Pilot certificate under that internal FAA program.



certified Cirrus Factory-certified flight instructor since 2008. After retiring from the FAA, Gibbs became the assistant chief pilot at the Freeway, MD airport, a very active Part 141 flight school in Maryland. Upon relocating to Flagstaff, AZ, he assumed the role of Director/Chief Flight Instructor at the local FBO there. Gibbs has flown about every GA aircraft around, has extensive conventional gear experience, and is a very experienced instrument instructor. Gibbs credits his FAA ATC and Flight Service Station experience and knowledge for much of the success and opportunities he has enjoyed through the years. He also owns and operates his own aircraft, a restored and meticulously maintained 1973 Bellanca Super Viking. Gibbs has flown under the FAA's internal flying program, and has been an FAA safety counselor at large for the past 44 years. He is also a FAAST Team Lead Representative for the Scottsdale FSDO, active in the FAA's "Wings" programs, serve on the Board of Directors for the Arizona Pilots Association, is the Safety and Education Director for the Arizona Pilots Association, and was a Captain in the Civil Air Patrol serving as the safety officer/check pilot for the local squadron in Flagstaff.

*The **NAFI Master Flight Instructor Accreditation** is earned by aviation educators based upon a system of advanced professional standards and peer review. The accreditation identifies and publicly recognizes those teachers of flight who demonstrate an ongoing commitment to excellence, professional growth, and service to the aviation community. The NAFI Master Instructor accreditation is for two years and may be used to renew an FAA flight instructor certificate. Applicants must have been a CFI for two years and have given 1,000 hours of flight instruction. In addition, candidates must meet and document activity in four NAFI Master Instructor categories (Instructor, Educator, Service to the Aviation Community, and Professional Activity).*

*Members of the **National Association of Flight Instructors** work as independent instructors, at flight schools, universities, FBOs, corporate flight departments and in the military. Since 1967, NAFI and its members, who teach in 30 countries, are dedicated to increasing and maintaining the professionalism of flight instruction. NAFI members influence active pilots daily: students working to become pilots, current pilots training to advance their skills with new ratings or certificates and pilots who seek to improve their skills with recurrent training. NAFI also serves as an advocate with industry and government as a voice for flight instruction. NAFI helps shape the current and future direction of flight training. For more information about NAFI or the NAFI Master Instructor program call 866-806-6156 or visit [www.NAFINet.org](http://www.NAFINet.org).*

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# MEMBERS' PHOTO CORNER

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*Thank you to Kevin Vescio Sr 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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*Super Guppy N941NA doing some pattern work @ KIWA*





# FOR SALE

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**\$395,000**

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



# ~ Scholarship Corner ~

by Chris Nugent

As I reported in last month's update, we had a great response to the 2020 call for scholarship applications with a total of 29 received. The overall quality of the applications was outstanding and from my perspective they have been improving with each scholarship cycle. This makes the selection of final scholarship candidates a challenge, but that is a good problem to have!

We awarded 8 scholarships again this year, each with a value of \$2,500, thanks to the overwhelming generosity of the APA membership which fully funded the program through donations. This is a real testament to the focus and unwavering commitment the membership has in keeping GA healthy in Arizona by supporting the next generation of aviators and aviation professionals. It's a very important part of APA's mission!

Here's a quick overview of the 2020 scholarship winners – we'll be publishing a more in-depth look at each of them in the coming editions of the newsletter:

- ❖ **Chelsea Montgomery** – Chelsea is currently attending ATP Flight School's Airline Career Pilot Program (ACPP) at Mesa-Gateway. Chelsea has been very active in the aviation community from a volunteer perspective and is a member of EAA, the 99's, and Women in Aviation International (WAI).
- ❖ **Rachael Santana** – Rachael is attending Chandler-Gilbert Community College (CGCC)/University of North Dakota Flight Sciences program and is working on her CFI rating. She is also a full-time flight attendant at Southwest Airlines.
- ❖ **Jeremiah Walker** – Jeremiah is currently attending the East Valley Institute of Technology (EVIT) aviation program and will move on to CGCC/UND in the fall to start the professional pilot program. Jeremiah is currently working on his PPL at Aviation Explorers Post 352 at Falcon Field.



*Chelsea Montgomery*



*Rachael Santana – CFI Stage Check – SAT!*



**Sage Nelson**



**Frederic Hewett**

- ❖ **Sage Nelson** – Sage is an EVIT alumni and is continuing the Airway Sciences program at CGCC with the objective of completing her CFI and advanced ratings. You might recognize Sage from last year as she is a repeat scholarship winner – which is no small feat!
- ❖ **Frederic Hewett** – Frederic is currently an advanced ground instructor at AeroGuard Flight Training Center and is completing his instrument rating at Scottsdale Executive. He is pursuing a career as a professional CFI and aviation educator.
- ❖ **Alyssa Bodwin** – Alyssa is also attending the EVIT aviation program and working on her PPL at Aviation Explorer Post 352 at Falcon Field. Her goal is to become a professional pilot through the UND flight training program.
- ❖ **Elijah Olvera** – Elijah is currently a senior at the South Mountain High School Aerospace Academy and is currently completing his PPL. Elijah has been accepted at a number of colleges, including Embry-Riddle Prescott, with the objective of pursuing a career as a professional pilot.
- ❖ **Sabrina Bailey** – Sabrina is attending the Airway Sciences program at CGCC with the objective of becoming a professional CFI. Sabrina has experience as a backcountry guide and is a Leave No Trace Master Educator.

Despite the impact that the current pandemic has had on the aviation community, all of the applicants have shown a passion and focus on pursuing an aviation career, and it is encouraging that the APA scholarship program will help them achieve their goals.

Thank you again for your continued support and helping APA fulfill our mission of building the next generation of Arizona aviators!

Stay healthy and fly safe.

*Chris*



## Let's Talk About Weather

**By Howard Deevers**

What? Again? There are already several very good books about weather already published. You might have even read one. So, why talk about weather now?

It might be one of the most difficult subjects in aviation. Surely, we are not going to cover all of the stuff you need to know in a short article like this. When I started learning to fly, I had no idea how important the weather would become as I learned to fly. After a couple of sessions with my instructor, I asked, "Do I have to become a 'weatherman' to fly?" He said no, but it wouldn't hurt!

No other subject to new students is so daunting as weather (unless they already *are* weathermen or women). Students get involved in aerodynamics, navigation, aircraft performance, and many other subjects, but when we get to WEATHER, they kind of fade away. Don't forget that there are questions on the FAA knowledge test about weather, and when you take the knowledge test for an Instrument Rating, there are even more questions on weather.

Second only to "pilot error" or "human factors," weather is listed as a factor in most aviation accidents. Weather is what we have to fly in. My instructor, Woody, told me that "Weather is what we get, not what is forecast." Really? What does that mean? He went on to explain that a forecast is just that, a forecast. There are so many things that will affect the weather, that by the time we actually arrive in an area, the weather could be much different than what was forecast. It could be better, or it could be much worse.

That does not give us permission to go fly into a thunderstorm or heavy icing conditions, but we do have the right to "take a look." It was this "take a look" part that intrigued me, and I still am trying to find out just how much of a "look" is good. Only experience will teach you that. VFR into IMC is still one of the deadliest causes of aviation accidents. When I hear of one, I always wonder, was that pilot just "taking a look?"



Here in Southern Arizona, we are blessed with mostly great weather. But when it is not good, it is really nasty stuff to fly into. In summer we see large thunderstorms, dust storms, and turbulence. Winter presents us with ice in the clouds. If you have ever encountered ice on your airplane, you won't forget that. With the good weather we have here, it is hard to complain about a few days of no-fly weather. And, rain is always welcome in Southern Arizona, as rare as it is.





There are many ways to get weather information today. Most of my weather information before a flight came from Flight Service. There were Flight Service Stations all over the country, and it was possible to just walk into some of them and get a weather briefing directly over the counter from a specialist. Even on the phone, these experts were exceptionally good at painting a picture of what weather to expect on a flight. At times, Flight Service has been able to convince me that a flight on that day and time was not a good idea, and just to stay on the ground. You can still talk to a Flight Service specialist, but only on the phone, and you may have to wait on hold. However, to me, it is worth the wait!

Other sources for weather come from TV, local news/weather, the internet, and other services. I don't think any of them can beat actually talking to a Flight Service specialist. Be sure to read all of those weather questions you will find on knowledge test prep guides. It won't teach you everything you need to know about weather, but it will help in passing a check ride. Actually, you will never learn all that you need to know. This is a lifetime of learning, and weather is only one of the subjects that we need to take seriously.

If you do study your aviation weather, just think of the great impressions you can make on your friends when you can use weather terms like Coriolis Force, Standard Lapse Rate, Density Altitude, Wind Shear, Advection Fog, and more, and explain all of those to them. You might be a contestant on a quiz show and have a weather question pop up and win big time. Well, that is a long shot, but fun to think about.

We now have information and learning opportunities available online. The FAA Safety Team provides some excellent one hour "webinars" on weather. Even if we cannot do seminars in person this year, the webinars are available for learning. If you have not already signed up, go to [FAASAFETY.gov](http://FAASAFETY.gov), create your account, and you will get email notices for these webinars.

Check the weather, fly safely, and come to an ARIZONA PILOTS ASSOCIATION fly in event when you can.

Howard



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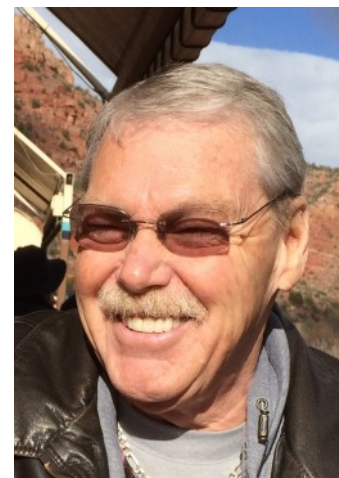
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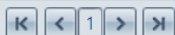
# GAARMS REPORT JANUARY 2021 By Fred Gibbs



## 2020 TO DATE:

As of late December, 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. In addition, I am aware of another accident via the newspapers and TV that occurred in October: a Lancair with 2 fatalities, 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 either of these two accidents. The NTSB report shown here is what I was able to download in October, but it 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)	



Page size: 10

5 items in 1 pages

A short summary of the 7 total fatal accidents that I know of during 2020 follows:

Two of the accidents involved helicopters, both Bell Helicopter UH-1U's. The first accident involved a helicopter being operated by the U. S. Forest Service in support of firefighting activities near Payson. The helicopter was sling-loading supplies to a hotshot crew as they relocated in their efforts to fight the fire. During his 4<sup>th</sup> run, the load began swinging, causing the helicopter to start flying erratically, eventually entering a steep nose-up attitude and descending rapidly into the ground. The pilot was fatally injured, and the helicopter was totally consumed by fire. This accident does NOT fall neatly into any specific category, although it resulted in loss of control.

The 2<sup>nd</sup> helicopter accident occurred in Mesa. Witnesses reported seeing the helicopter flying low

towards Falcon Field with white smoke emanating from the rear rotor section when suddenly the tail rotor separated from the helicopter. The helicopter subsequently started to spin and impacted the ground. The tail rotor assembly was located some 200 yards from the main debris field. The pilot was fatally injured, while the passenger survived with serious injuries. This accident falls into the structural failure leading to loss of control category.

The three remaining accidents involved 3 different types of aircraft, A Van's RV-4, a Duane B. Evans (Zenith) 601 HDS, and a Piper PA-28-140. They all fell into the category of "Controlled Flight into Terrain" (CFIT), 2 during the day and one at night. The NTSB reports offered no explanations or causal factors as to why these aircraft flew into the ground.

The six accidents within Arizona plus the one in Nevada match pretty well with the ongoing statistical analysis year-by-year, both in the total number of accidents and fatalities. In other words, even taking out the Forest Service operated helicopter, the general aviation accident rate remains essentially the same year-to-year!!! Are we doomed to keep repeating history? Will 2021, with the introduction of the Covid vaccine, only get worse as more pilots return to the sky, rusty as hell from not flying very much during 2020? And please remember, WHEN, NOT IF, you get the vaccine, you must avoid flying for 48 hours to ensure no side effects.

***This coming year is going to require all of us to give our flying due diligence. My New Year's resolution (wish) is that the accident rate will actually decrease as a result of all of us exercising due caution as we return to the sky!***

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

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## **Fred's Perspective...**

December 31<sup>st</sup> marked another milestone in my life: my 2<sup>nd</sup> career-ending retirement. On December 31<sup>st</sup>, 1999 (a long time ago in a far, far away galaxy), I retired from the FAA after 30 years of service in various and sundry functions and organizations, the flight service world, Eastern region headquarters, national headquarters in D.C. and internationally, and doing Aeronautical Information Management all over North, Central, and South America. On January 1<sup>st</sup>, 2000, I formed the Aviation Research and Consulting Group, aka The ARC Group, and continued working various contracts both within the FAA and outside with several big names in the ATC environment, i.e., Raytheon, DynCorp, AOPA, The Washington Consulting Group, Lockheed Martin Flight Services, and Boeing Air Traffic Management Systems. On December 31<sup>st</sup>, 2020, I effectively closed down my 20-year aviation consulting efforts under The ARC Group (unless, of course, any one of my previous contacts in the industry just happens to call tomorrow). I no longer go looking for work in that realm; however, my aviation services continue.





*Having the opportunity to run the flight school for Wiseman Aviation here in Flag certainly keeps me busy and out of trouble! Hopefully, with 2021 introducing the new vaccines, I hope to see the end of the COVID-19 pandemic by mid-2021 and the re-start of the traveling safety programs that the APA does all over the state in pursuit of reducing accidents through education. Keep your fingers crossed that we see the end of the COVID-19 scourge.*

*My next retirement will be from the aviation world, but not for a while yet – I hope! I started flying in 1972, so 2022 will be 50 years in aviation, hopefully qualifying me for the Wright Brothers award, my intended swan song, or at the least, the start of that swan song. By the end of 2022, at age 79, it may be time to start considering selling my trusty ol' meticulously cared for Bellanca Super Viking, and I might even have to trade in my Corvette for a much easier-to-get-into sedan. OMG, what a terrible thought, the end of my mid-life crisis! **BUT I AIN'T GOING OUT QUIETLY OR EASY!!!***

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### **Fred's pop Quiz...**

Well, winter is upon us, especially if you venture north, so test your knowledge of winter hazards.



1. AIRMETs are disseminated to all pilots and come in three types. Which type AIRMET describes moderate icing and provides freezing level heights?
  - A. AIRMET Sierra
  - B. AIRMET Tango
  - C. AIRMET Zulu
2. Stopping by your airplane on a chilly morning you notice gray fuzz coating the upper airframe surfaces. It wasn't there the night before. "Frost!" you mutter. No, not the long-dead New England poet, but that white fuzzy stuff all over your airplane! You know you need to remove this frost from all surfaces before flight because you know that even a small amount of frost –
  - A. Can cause radio static due to St. Elmo's fire
  - B. Can cause structural icing to form in flight
  - C. Can degrade aerodynamic properties and performance
3. Scenario: You're IFR, eastbound at 7000 feet, in a poorly heated, single-engine airplane, inside Class E airspace. You're skimming the tops of the clouds and you're picking up ice. Clear sunshine beckons above, so you request a climb to 9000 feet. "Unable," ATC replies, due to opposite-direction traffic at 8000 and same direction traffic at 9000 feet. "Well, move someone!" you want to yell, but instead you request, "VFR On-Top at 7500 feet." The controller -- impressed that you know this OTP trick -- approves your request. As a result, however, your IFR clearance is:
  - A. Cancelled
  - B. Suspended, or
  - C. Still in effect

4. Once your Bonanza ices up like an Estonian fishing trawler in the dead of winter in the north Atlantic, you'll be expected to report your condition to ATC or Flight Service, using approved phraseology. "I have a \$\*\*&#@- load of ice on this thing!" does not cut it! Instead, ATC wants to know specifically where you found the ice, what type it is and how bad it is. What are the official reportable icing values (per AIM)?
- A. Light, Moderate, Severe, Extreme
  - B. Trace, Light, Moderate, Severe
  - C. Light, Medium, Severe, Extreme

Correct answers: 1.C 2.C 3.C 4.A

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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!!!***



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# A Few Words About Safety

Denny Granquist

“

*“Quiet cockpits work well when operating on or near airports.”*

*“Not briefing the flight can lead to lots of writing and phone calls.”*

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<b>Castle Wells</b>	Morristown	5/10	
Mgr: Gerald DaFoe (810) 516-9122			
<b>Eagle Roost Airpark</b>	Aguila	85 / 115 (5 acre lots)	
Mgr: John Greissing (928) 685-3433			
<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			
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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	
Mgr: Gerry Breeyear (928) 916-0608			
<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			
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Dr. Dana Myatt (602) 888-1287			
<b>Moreton Airpark</b>	Wickenburg	2	
Mgr: Daniel Kropp (602) 315-0323			
<b>Pegasus Airpark</b>	Queen Creek	15/40	<b>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
Mgr: Jack @ 1st Svc Res (480) 987-9348			
<b>Pilot's Rest Airpark</b>	Paulden	4/25	
Resident: Dave Mansker 818-237-0008			
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<b>Valley of the Eagle (Sampley's) Airpark</b>	Aguila	30	
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Mgr: Tommy Thomason (480) 488-3571			
<b>Stellar Air Park</b>	Chandler	95/105	<b>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
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John Anderson janderson72j@gmail.com			
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Mgr: Tim Blowers (520) 349-7677			
<b>Western Sky</b>	Salome	all 200 acres for sale	
Mgr: Mr. Hauer (877) 285-0662			
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Mgr: Brian Ulmer (520) 456-0483			

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

Email Stefanie at:

[Webmaster@AZPilots.org](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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