



In this issue:

**A New Backcountry Strip in
Eastern Arizona
When Regulations Are Not
Enough
Scholarship Corner**

February 2021

APA NEWSLETTER

President's Report

Brian Schober, APA President2

Executive Director's Report

Jim Timm, APA Executive Director3-7

January Aviation Accident Summary9-10

GAJSC Topic of the Month

Expanding Your Horizons12-13

— FEATURED —

A New Backcountry Strip in Eastern Arizona!

Rick Bosshardt.....14-15

Scholarship Corner

-Chris Nugent16-18

Members' Photo Corner

Rick Bosshardt.....19

— SHORT FINAL —

When Regulations Are Not Enough

Howard Deevers.....20-22

GAARMS: It Is "Beautimous" Outside!

Fred Gibbs.....23-27

Arizona Airparks28

APA Website, Newsletter, & Merchandise

Stefanie Spencer, Webmaster29-30



President's Report

Greetings,

The winter flying season is in full swing here in State 48 and I've seen a ton of pilots enjoying the heck out of it. The January Grapevine campout saw many new visitors and APA members willing to get their hands dirty constructing erosion control measures, moving rocks, and doing general runway maintenance. We had a record number of Sunday morning arrivals, to boot! It was refreshing to see how far Grapevine has come and how much it means to the flying community.

The APA was fortunate to award 8 scholarships this year due ENTIRELY to volunteer donations. I can't thank you enough for funding this amazing program to help kickstart careers in aviation for some incredibly talented youth. This year's application pool was proof positive there are some wonderfully motivated folks working hard to get into commercial aviation. While membership dues help cover part of the cost of the scholarships, donations made specifically to the scholarship fund are the primary vehicle for this valuable program. Thank you for supporting it. Thank you for believing in these youth and supporting their goals of an aviation career. It would be pretty cool if one day soon, one of them is working on your annual for you or taking you across the country commercially because of your donation. Thank you.



Tina Buskirk, recipient of the Ruth Reinhold award

During the online Aviation Safety Advisory Group annual awards banquet, the APA was proud to present the Ruth Reinhold Award to Tina Buskirk of the Scottsdale FSDO for her continuous and long-term support of aviation safety in Arizona. Her support of the GAARMS and FFAST seminars for the WINGS program go hand in hand with our mission of promoting aviation safety. Please join me in congratulating Tina on earning this award.

Lastly, our annual meeting was postponed last year for obvious reasons and we are currently exploring our options for responsibly hosting one this year. In the meantime, we will be holding elections for a few of the APA Board of Director terms that are expiring. Please stay tuned to APA for an electronic election later this Spring in which we'll ask for your input to vote on Board members. If you are interested in helping to guide and lead this organization as part of the board, please email me to let me know. I will be happy to answer questions you have so your name can be added to the ballot. [Our contact info can be found here.](#)

Get out to fly, stay safe, and have fun! After all, that's why we fly.

Blue Skies,

Brian

**Photos Courtesy AVIATION
SAFETY ADVISORY
GROUP OF ARIZONA**



Executive Director's Report

Jim Timm — February 2021

The new year has gotten well underway, and I hope we all have survived the election process, but unfortunately the COVID-19 virus is still with us. This too will pass, but it won't be too soon, believe me. I'm certain everyone else feels the same way. On a positive note though, having all the meetings on Zoom or a similar venue is a positive thing in that there isn't a lot of time being wasted driving to, and from meetings and the same amount of work is accomplished in less time. But frankly, the personal interaction is missed.



In our last report we mentioned the Tucson International Airport (TUS) and the Ryan (RYN) Air Traffic Control Towers were operating intermittently or were closed because of the COVID-19 virus. The latest word is that both towers are now operating normally on their regular operating schedule. Because the virus is still with us, these operating hours could potentially change, so it might be wise to check the airport NOTAMs before departure if you don't want a surprise upon arrival.

Because of the present virus pandemic, the City of Buckeye has decided to cancel their Buckeye Air Fair for 2021 and replace it with a virtual event with aviation videos during the week February 7 thru February 13. As a result, the Copperstate fly in portion of the event, as we have known it, has also been canceled, and the Copperstate directors decided they will have a casual, one day fly-in at Buckeye on Saturday February 13th. There will not be an airshow nor any RV parking, or vendors, forums or workshops, just a casual fly-in get together. Organizers said they are planning to host an in-person Buckeye Air Fair event on February 11 through 13, in 2022.

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



MISCELLANEOUS ITEMS

FAA

The FAA has issued Notice Number: NOTC1650 entitled **FAA Air Traffic Facilities Affected By COVID-19**. This Notice is intended to alert General Aviation (GA) pilots of the conditions they may encounter while operating in terminal airspace or controlled airspace surrounding an airport tower when those ATC facilities close for COVID cleaning. Due to the COVID-19 public health emergency, the FAA



has temporarily closed certain ATC facilities, which may impact or reduce ATC services or leave the airspace uncontrolled or handled by another facility. Often these closures have been in high volume airspace with a mix of GA and Air Carrier operations.

Please take the time to consider the following if you are planning a flight to and from airports with ATC Towers:

- * Check Notices To Airmen (NOTAMS) and thoroughly review your pre-flight briefing. NOTAMS for ATC Zero can pop up quickly.
- * If the airport is familiar to you, realize that the normal ATC procedures such as arrival routes, traffic patterns, etc. may not be in place during non-towered operations. It is now up to the pilots arriving and departing the airport to provide separation and sequence landing and takeoff operations.
- * Tune in to the Common Traffic Advisory Frequency (CTAF) well in advance to raise your situational awareness of the flow of traffic already established at the airport.
- * Whether you are VFR or IFR, announce your position and intentions prior to the Final Approach Fix (IFR) or at least ten miles prior to entering the established traffic pattern (VFR).
- * If you cannot adequately determine the flow of traffic and your position in the flow, do not hesitate to hold a safe distance from the airport until your situation is clear to you. You can always fly to an alternate until things settle down at your destination.
- * Once on the ground exercise extreme caution taxiing to and from the runway AND make sure that the runway and extended centerline in both directions is clear of traffic before crossing any runway.
- * Above all keep your eyes and ears outside the cockpit as much as possible so you can see and avoid an unintended occurrence.

Here are some online resource that may help:

<https://www.faa.gov/coronavirus/map/>

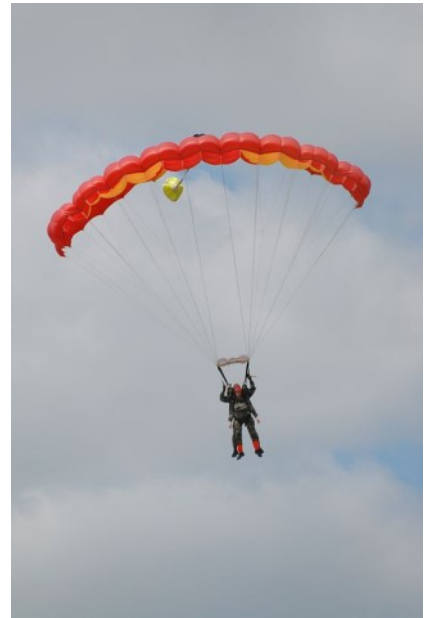
The Airmen's Information Manual - Airport Operations

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

The FAA has finalized an [airworthiness directive](#) (AD) that requires a wing spar inspection of numerous Piper PA-28 and PA-32 aircraft models. The AD resulted from a fatal accident that claimed the lives of a commercial pilot applicant and the



designated pilot examiner when a wing separated in flight. The AD will take effect on February 16, and calls for the determination of hours the airframe has been in service, and per a prescribed formula determine if an inspection is required of the lower main wing spar bolt holes for cracks, and replacement of any cracked parts. The FAA indicated they would accept some eddy current inspections of the affected area before the AD was issued as an Alternative Method Of Compliance (AMOC) per Advisory Circular AC 39-10, and after a review of the inspection data, approval on a case by case basis. The NTSB determined that the wing separation that resulted in the issuance of the AD was not the result of corrosion, as initially thought, but was metal-fatigue cracking associated with flight training maneuvers and frequent landing cycles.



AIRSPACE

Trying to avoid skydivers when flying between Tucson and Phoenix can be problematic at times. And if that isn't bad enough, it has come to our attention that there appears to be a skydive problem that has been occurring when flying into Marana Regional Airport (AVQ). They have an active skydive operation there, and pilots landing or taking off on RWY 12 have experienced close encounters with skydivers using a drop zone close to the runway between taxiways Alpha and Charlie and RWY 3/21. A drop zone normally utilized by the Marana skydivers that is located north and west of the airport runway and taxiway complex, while a bit problematic at times, is a far safer option than the drop zone between taxiways A,C, and RWY 3/21 which is being used by military skydivers. This latter option also requires skydivers to cross an active taxiway returning to their base of operations after landing. An airport committee consisting of airport users, skydive operator, and FAA FAAST team members is being formed in an effort to find a safe and equitable solution. It's a problem that needs to be addressed immediately because it's an accident about to happen, and the results would be deadly for all involved.

A potential solution to the skydive issue at Marana could be an Air Traffic Control Tower (ATCT) for the airport. Approximately a year ago the City of Marana launched into an FAA funded ATCT project. The airport has completed the request for quotes (RFQs) for the various components of the siting study, environmental assessment, architecture, and engineering services. These RFQs will be issued very soon and they are confident the FAA will issue them a grant for the siting study for an ATCT in the near future.



The airspace world appears to be continuing to operate smoothly and calmly and there hasn't been anything that has come to our attention that would warrant your attention or would impact your flying activity at the moment other than the skydive issue at the Marana Airport. Just fly carefully, and be aware of the airspace you are flying in, and be aware of its limitations.



SAFETY

Winter weather has arrived, and there may be times when you will be presented with questionable flying weather conditions, both while planning a flight, or in flight, and when you are, whether you are instrument-rated or not, use extra caution. The inadvertent transition from VFR to IMC can be very dangerous for both IFR, and non IFR rated pilots. Some IFR rated pilots may be able to handle the transition, but for a non IFR rated pilot the results are usually disastrous. Please don't push your luck.

The completion of any trip can't be that important. Please fly safe.

With the present low ambient temperatures we are now encountering it is interesting to note the significantly increased aircraft/engine performance. I'm certain our own performance has also increased a bit with the lower temperatures. But use caution, don't demand a level of performance that may be greater than what the airplane or you may be capable of achieving. Fly conservatively.

Aviation safety in this past reporting period appeared to be pretty good, 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 us at jtimm@azpilots.org of the date, location, aircraft make, and type, and with as much detail as possible.

This month's safety summary contains only three aircraft incidents, and fortunately all were relatively minor in nature, and there weren't any very serious injuries or fatalities. I suspect flying activity may have been curtailed a bit because of the virus pandemic we are experiencing. I can't believe everyone is flying that much more carefully. In any event, see my January Accident Summary report elsewhere in this newsletter for the details of what we have, and please, do continue flying safely.

CONSTRUCTION

Evidently, funding is still 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 occurring so that when you arrive you don't have an unexpected surprise. 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), 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.

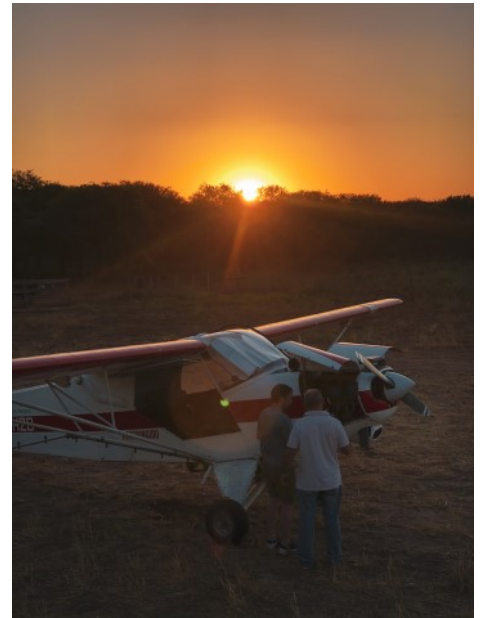
The fly in breakfast at Coolidge Municipal Airport (P08), is on the first Saturday of the month, and the breakfast season is operating on schedule.

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 to serve you. 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 for fighting wild-fires, or the Military for Special Training.

The City of Casa Grande is still planning on refurbishing the food service area in their 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

**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!



January Aviation Accident Summary

by Jim Timm

The following are the reports of aviation accidents that occurred in Arizona from late December through late January. 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.

While the actual aviation safety in Arizona may still continue to be a bit of an unknown because accident information is still unavailable from the NTSB. The information we did get from the Aviation Safety Network (ASN) indicated we only had three aircraft accidents this past month. Based on this, it would indicate we are starting the year on a really good note. One of the accidents had a minor injury and the others didn't have any injuries. A good way to start the year. The ASN did have one report on the last day of December that was not an accident, but rather, it was a report of an aircraft that was stolen here in Arizona. That report is included in this report in hopes it will assist in the recovery of the aircraft.

So, until the NTSB gets their new accident website up and running, here are the results from the ASN. Apparently, there were only three relatively minor aircraft accidents, and they are as follows.

THE FOLLOWING INFORMATION WAS PROVIDED BY THE ASN

Date: December 31, 2020
Location: Cottonwood
Aircraft: Kitfox Series 5, N153PR, S/N: ECV005

AIRCRAFT MISSING

A box trailer containing the aircraft, an experimental, amateur-built, Mike A Garramone Kitfox Series 5 Vixen, was reported stolen from Cottonwood Airport (P52).

"If you have any information regarding this crime, please contact Cottonwood Police Department at (928) 649-1397. You can also contact Yavapai Silent Witness who is offering an award up to \$450 for information leading to an arrest. Yavapai Silent Witness can be contacted at 1-800-932-3232 or www.yavapaisw.com."

Accident Date: January 1, 2021
Location: Marana
Aircraft Type: Bell 47D1
Injuries: 1 Minor Injury

LOSS OF CONTROL WHILE MANEUVERING

While maneuvering to avoid an aircraft on the

taxiway, the helicopter experienced a loss of tail rotor authority and had a subsequent impact with airport terrain at Marana Regional Airport (AVQ). The helicopter sustained substantial damage and the sole pilot onboard received minor injuries.

Accident Date: JANUARY 4, 2021
Location: Phoenix (PHX)
Aircraft Type: Pilatus PC12/24
Injuries: 3 Uninjured

DAMAGE DURING LANDING

The aircraft experienced a prop strike upon landing at Phoenix Sky Harbor International Airport (PHX). The airplane sustained damage to the fuselage underside, one wing and propeller. The three crew onboard were not injured during the incident.

Accident Date: JANUARY 22, 2021
Location: Queen Creek
Aircraft Type: McDonnell Douglas MD500E
Injuries: 2 Uninjured

IN FLIGHT LOSS OF CONTROL ON APPROACH TO LANDING

The helicopter departed Scottsdale Municipal Airport for Rittenhouse Army Heliport (AZ38),

and the aircraft sustained substantial damage subsequent to a loss of tail rotor authority while on approach at Rittenhouse Army Heliport, Queen Creek. The two occupants onboard the helicopter were not injured.

A Few Words About Safety

Denny Granquist

“

“Safety is a way of life, not something you practice only when flying.”

“Reading lots of accident reports make you a better pilot.”

”



CLASSIFIEDS

CFII Accepting New Students

Email: Patrick Williams at (480) 737-5999

Email: pwilliamsaz@gmail.com



Arizona Skies Aviation

ArizonaSkiesAviation.com

"Come out and fly!"



Citabria 7GCAA \$220/Hour - Dual

Citabria 7GCAA

Tailwheel Training

Aerobatics

Spin Training

Upset Recovery

Flight Review

Enstrom F28C

Private

Commercial

Instrument

CFI/CFII

Photo Flights

Tours

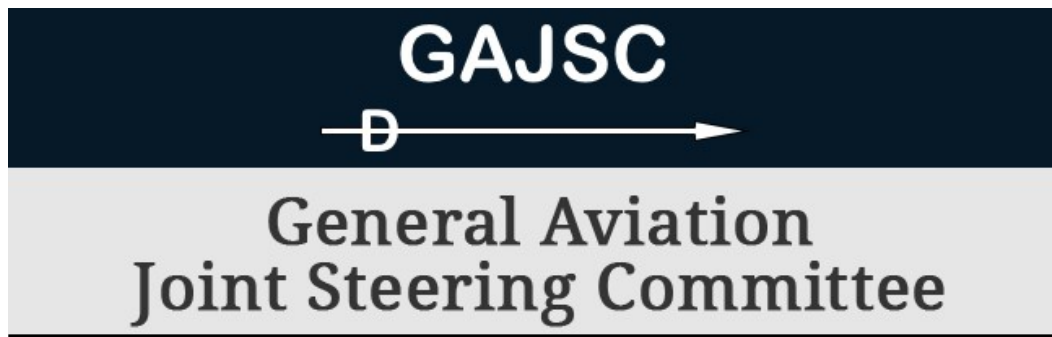


Enstrom F28C \$330/Hour - Dual

Glenn Roberts – Airplane & Helicopter CFI

602 463-5528

ArizonaSkiesAviation@gmail.com



Expanding Your Horizons

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: February 2021

Topic: Expanding Your Horizons

The FAA and industry will conduct a public education campaign emphasizing the value of training and preparation before operating in unfamiliar flight environments.

Background:

The General Aviation Joint Steering Committee feel that environmental unfamiliarity has led to a significant number of General Aviation Controlled Flight Into Terrain or Loss of Control accidents. Training and experience in diverse flight environments improves pilots' ability to recognize and successfully cope with new flight challenges.

Teaching Points:

- Studies suggest that a significant number of General Aviation accidents are caused in part with environmental unfamiliarity.
- Pilots with a wide range of experience are better able to cope with new flight situations
 - Acquiring experience in a wide range of environments improves overall pilot performance
- Pilots who want to operate in unfamiliar environments should seek instruction from CFIs who are proficient in that environment.
- Pilots should research requirements for operation in new environments.
 - Over water equipment
 - Survival gear



- Pilots should be cautious when viewing videos of flight operations. They frequently depict extreme operations and often have little instructional value
- Pilots operating in remote areas or over water should consider Personal Locator Beacon and/or Satellite telephone equipment.
- In addition to a flight plan, pilots operating in remote areas or over water should leave a detailed itinerary, including a contact schedule, with a trusted agent. If the pilot does not check in with the agent according to the itinerary schedule, the agent can notify authorities who can begin a search.

References:

- *Expanding Your Horizons PowerPoint*
- [Alaskan Off-Airport Operations Guide](#)
- [Alaskan Seaplane Operations Guide](#)
- [Alaskan Survival Guide](#)
- [Colorado Pilots Association](#)

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



Remote yet accessible ranch
 with home, airstrip, hangars,
 horse corrals, arena and much
 more... AND NO
 NEIGHBORS!



\$395,000

Contact Ron Orozco (520) 609-5026

ronorozco@energiatotal.com

More information at:

ronorozco.wordpress.com

A New Backcountry Strip in Eastern Arizona!

by Rick Bosshardt

It's not often that we can find new dirt strips to add to our backcountry playground here in Arizona, but last November I saw a post on Facebook that had me intrigued! So on the way to our normal monthly Grapevine flyout, Chris Nugent and I flew out towards Safford to check it out.

It turns out that a strong aviation family, led by their patriarch Ron Leavitt, purchased a chunk of land near Safford and put in two perpendicular dirt runways, calling the place "Propwash Ranch!" Besides the nicely graded strip (suitable for most trike planes as well) with distance markers, they have a newly built sun shade that can cover at least three planes.... or many picnic tables, as well as a porta-john and a nice domed workshop. What a cool place!

Ron's son Jordan, along with mom Sandy, brother Josh, and sister Jenny, organized their first Breakfast Fly-in that day in November, and they had a great showing with more than a dozen planes, many of them who camped out the night before and enjoyed the large stone firepit and campfire under the stars. They were all welcoming when we showed up, and I couldn't help but wonder what kind of turnout we could get to "welcome them" to the AZ Pilots Backcountry community, if we were to advertise it on the APA Website and to organize a weekend that didn't conflict with other APA events.

So, we jointly chose a free weekend, and hereby announce and invite everyone to the second **Propwash Ranch Campout and Fly-in Breakfast** to be held on **March 12-13!** Come join the Leavitt family with their awesome hospitality and get to know this wonderful family and airstrip!

This event will be posted on the AZ Pilots Association website calendar (<https://azpilots.org/jcalendar/icalrepeat.detail/2021/03/12/53836/-/campout-and-b-fast-fly-in-at-propwash-ranch>), along with exact coordinates, information and recommended landing procedures.

According to the Leavitt family, any and all pilots are welcome to use the airstrip at any time, even if they are not around. Come and check it out next month!





And as a side note, a great big THANKS to the Leavitt family for stepping up and volunteering to be the APA eyes, ears, and caretakers for our prized *Double Circle Ranch Airstrip*! They recently had a camp out and clean up there, and produced a great [YouTube video that you can watch here](#).

Rick



A Few Words About Safety

Denny Granquist

“

“Exiting the runway where and when you want is your responsibility.”

“When you feel rushed, don't go faster, slow down.”

”



CLASSIFIEDS

SkyRanch Hangar C6 For Sale

Price:\$ 240,000

Call: Kevin Bennett at (480) 313-1897

Email: 9ironbennett@gmail.com



~ Scholarship Corner ~

by Chris Nugent

As I mentioned last in last month's update, we had a tremendous response in terms of interest and applications for the 2021 scholarship cycle and were able to award 8 scholarships based on your generous donations. As we go through the next few months, I will provide you a little more detail on each of our scholarship winners – I think you'll be impressed with the with the hard work and commitment each of them has shown in pursuing their aviation goals.

Chelsea Montgomery

My name is Chelsea Montgomery and I am honored to be a recipient of the Arizona Pilots Association Scholarship. I am a Minnesota native, but moved to Arizona a year ago for the great flying weather! I am attending ATP Flight School's Airline Career Pilot Program (ACPP) in Mesa, AZ, to complete my flight instructor ratings. Early last year I decided to pursue my dream of flying after connecting with pilots at a Women in Aviation event. I have worked multiple jobs the past three years and am currently paying for flight school with hourly wages and savings. This scholarship will give me the opportunity to further my education, accelerate the pace, and allow me time to focus on causes vital to the aviation community by volunteering with organizations such as EAA, the Ninety-Nines, and WAI Girls in Aviation Day. I would like to flight instruct as a CFI in the near future. Instruction will be rewarding as I will get the chance to interact with people from all walks of life, play a part in helping someone reach their goals, and often be their first impression into the world of aviation!



I am involved in the aviation community through industry organizations such as AOPA, EAA, the 99s, and WAI, but also outside the community at Midwest Food Bank and Martin Luther Senior Home. Outside of the cockpit, I enjoy cooking, biking, hiking, and spending quality time with my family and dog, Lulu! Overall, I hope to someday return the favor and be in a position to help others reach their dreams by inspiring and financially assisting those unable to afford flight training. The Arizona Pilots Association Scholarship has helped me get my future off the ground and I appreciate everything that the APA members and Board of Directors do, not only for students, but for the Arizona aviation community as a whole, and young aspiring pilots, like me!

Chelsea sent us a very thoughtful thank you note (with brownies!) for receiving a scholarship - I have included it here in its entirety.

Dear Arizona Pilots Association Board Members, Scholarship Committee and Donors,

I hope you all are doing well and staying healthy! Since I do not get to express my thanks in person, I am writing you to thank you for your generosity, kindness and for making the APA Scholarship Program possible.

I have worked multiple jobs the past three years to pay for flight school with hourly wages and savings. This scholarship will give me the opportunity to further my education at ATP Flight School in Mesa, AZ and soon receive a job as a CFI! Instruction will be rewarding as I will get the chance to interact with people from all walks of life, play a part in helping someone reach their goals, and often be the first impression in the world of aviation.

I hope to return the favor and help others reach their dreams through inspiring and financially assisting those unable to afford flight training. Just like APA, I am passionate about helping others experience the joy of flight and can't wait to continue my volunteering, outreach, as well as eventually start a nonprofit flight school!

The pilots and people that make up the Arizona Pilots Association are not only an inspiration and role model to me but have helped me get my future off the ground! I really appreciate everything you continually do, not only for students, but the aviation community as a whole, and young aspiring female pilots like myself!

Thank you very much, again, for helping me pursue my dreams! I will definitely stay in touch and keep you updated with my future aviation endeavors. I also hope to volunteer with APA in the near future once my training starts to slow down.

I hope you enjoy the yummy treats!

All the best,

Chelsea Montgomery

Frederic Hewett

Frederic is originally from San Diego, California, and has a background as an educator and linguist (he is fluent in several languages including Japanese and Chinese). Frederic began his flight training in 2018, moved to Phoenix in 2019, and completed his private pilot license and ground instructor certificate in early 2020. Aviation has transformed Frederic's life through incredible, enriching life experiences and unique career opportunities that utilize his existing experience and talents.

Frederic currently instructs vocational English and ground theory at AeroGuard Flight Training Center at Deer Valley Airport and Chandler Airport. He has spent considerable



time in China to screen and instruct ab initio pilot candidates for Chengdu Airlines, Xiamen Airlines, and Spring Airlines. In 2020, Frederic became a certified Language Proficiency Examiner for Austro Control in Europe to assign official ICAO language ratings to pilots in EASA member states. Frederic looks forward to further developing his career in aviation education as well as promoting general aviation culture across the world.



More to come next month, and thank you again for your support and helping APA build the next generation of Arizona aviation professionals.

Chris



CLASSIFIEDS

**Redbird LD Flight Simulator Rental
at Chandler Air Service**

Price:\$ 70.00

Call: (480) 093-6420

Email: fly@aerobatics.com



Fly a Helicopter!

Price:\$ 330.00

Call: Glenn Roberts at (602) 463-5528

Email: glennsroberts@icloud.com



MEMBERS' PHOTO CORNER

Thank you to Rick Bosshardt for this month's photo

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



CLASSIFIEDS

Prescott Arizona Airstrip—14+ Acres

Price:\$ 195,000

Call: Daryl Austermiller at (928) 379-3080

Email: da737retired@gmail.com



Fly Loops and Rolls!

Price:\$ 220.00

Call: Glenn Roberts at (602) 463-5528

Email: glennsroberts@icloud.com



WHEN REGULATIONS ARE NOT ENOUGH

By Howard Deevers

While discussing “CFIT” (Controlled Flight Into Terrain) with another instructor, he told me that all CFIT accidents could be prevented. I sure do hope so, but how do you do that? His answer was to just read FAR 91.103, then he started quoting that regulation to me. (If you want to pause here and look that up, go ahead).

I know people that can quote regulations like they are verses from the Bible. When I was in the Navy, another sailor on my ship was fond of telling us “that’s against Navy ‘Regs.’” I asked him if he had a copy of the Navy Regs, but he did not. In 4 years of Navy duty, I never saw a copy of anything called “Navy Regulations.”

Aviation is different. You DO need a copy of the FAR’s to take to your checkride. The examiner may even ask questions about the FAR’s, and you can look it up, if you don’t know the answer right away. Just be sure you know where to look.

Back to 91.103, it says, in part: “Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight.” There it is. In one sentence the FAA puts the entire burden of flying an airplane on the pilot in command. And in the rule just before this, FAR 91.101, it tells us where these rules apply: “Within the United States, and within 12 nautical miles from the coast of the United States.”

91.103 goes on to give examples of what a pilot should know, such as, “Runway lengths at airports of intended use.” Other wording refers to aircraft performance. Knowing these things will help your score on the knowledge tests. It is not a long regulation, only 5 short paragraphs. If knowing that regulation will prevent CFIT, then I’m all for it. But knowing it and acting on it are two different things.



What exactly is ALL available information concerning a flight? Weather, aircraft performance, fuel requirements, weather again, route planning, weather again, fuel planning again, weight and balance, and a page full of other things to think about. Did I know all of that when I got my Private Pilots License? You can bet that I did not, but experience is a good teacher, if you can survive. What I did have was good instructors and mentors that gave me the confidence to go out and get that experience, and learn from it, without killing myself or anyone else.





To get your drivers license, you have to take a test. Remember to use your turn signals, don't go over any speed limit, come to a full stop at any stop sign. As soon as we do get that drivers license, off we go. 55 MPH speed limits? It's OK to go 60, or even 65. Complete stop? Naw, just pause, look, and go. I see it every day, on every street in every state.

So, how can I expect my newly minted Private Pilot to adhere to ALL of the regulations in that 2 pound book called the FAR/AIM, and be aware of ALL available information concerning the next flight?

Sadly CFIT accidents do happen, and they are tragic and fatal. Many of these are high profile accidents and get publicity in the media. The NTSB investigates all of them and will issue a 'probable cause' about a year after the investigation begins. For those of us that do read the NTSB reports, we end up wondering, "What was that pilot thinking?"

It is easy to be an "arm-chair quarterback" and say why did he do this or not do that? We can always go back and quote regulations like 91.103, but we were not there when the pilot makes the decisions. We don't know what emotional motivations were involved within that pilot. All we can really do is read the reports and then make our own resolve to never do that.

Flight instructors are tasked with the job of instilling good judgment into new pilots. We can quote regulations and give examples of incidents that the student may not be aware of. We can encourage them to read the NTSB report for themselves. What we cannot do is make the decisions for them.

There are some high profile accidents that took place in the southwest that have been written up in publications. One occurred in the Phoenix area over a holiday weekend, when a twin engine plane departed from Falcon Field and hit a mountain to the east at night. It is easy to read about these things and say, "What was that pilot thinking?" Another occurred in Southern California, involving a Lear departing from Brown Field at night and hit the top of a mountain while trying to pick up an IFR clearance. The NTSB investigation provided a host of things that went wrong with that flight. All we are left with is why did this happen? It should not have.

One of the things that always strikes me is that in almost all cases the pilot was very experienced with many ratings and flying high performance aircraft. Each rating requires a checkride with an examiner, and surely they were asked about regulations and performance during the checkride.

The "new" Airman Certification Standards, ACS (we have been using that for a few years now after replacing the PTS), has a "Risk Element" as part of every task for the rating sought. The Risk Element is there to make us think more about what could possibly go wrong while doing this?



It makes sense for us to “become familiar with ALL available information” for our next flight. Why wouldn't we? To paraphrase a famous line from a Clint Eastwood movie, where he was confronting a robbery criminal: “You just have to ask yourself one question: do you feel lucky? Well, do you?” There is another old saying to help us, “If it's bad on the ground, it only gets worse in the air.” Something to think about. Maybe that is why the FAA wrote 91.103?

Look for a Safety Seminar near you, or online. They are free and presented by your ARIZONA PILOTS ASSOCIATION. Don't forget to “Bring your wing man.”

Howard



A Few Words About Safety

Denny Granquist

“

“Flying around the weather will get you there quicker.”

“Every flight teaches me something because I need to get better.”

”



CLASSIFIEDS

Wanted: Cessna 177/182—First time Owner!

Looking for Price:\$ 75,000

Email: Jason Lewis at jason@ecospace.com



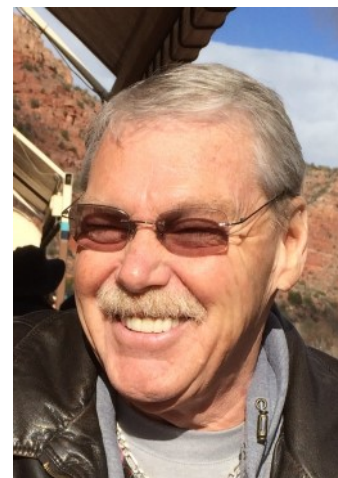


GAARMS

REPORT

FEBRUARY 2021

By Fred Gibbs



1 TO DATE:

The six accidents that occurred in 2020 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, our 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 coronavirus vaccine, only get worse as more pilots return to the sky, quite rusty from not flying very much during 2020? And please remember, WHEN, NOT IF, you get the vaccine shot, you must avoid flying for 48 hours to ensure no side effects. That is also true for the second follow-up shot, wait 48 hours before flying to ensure no side effects! And if you have not flown for a while, might I suggest you contact your local CFI and just update your flying skills and your flight review all at the same time...



January started off quite well, with NO fatal accidents, always a good sign. Now, don't get complacent; we still have 11 months to go. Like last year, there will most likely NOT be any GAARMS safety programs until at least mid-year when we start seeing this pandemic coming under control. Even with the vaccine becoming more available, it will take a while to get sufficient numbers of folks vaccinated to begin impacting the spread of the coronavirus. Even after you get your first vaccine shot, you need to keep wearing your mask, maintain social distancing and wash your hands often. So, stay and think positive, but continue testing negative!

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

1

Fred's Perspective

So, here I am, sitting at home here in lovely Flagstaff, looking out the window at the snow falling, wondering what to write about. Lots of things are running through my mind, from good to not so good. The good? Well, it is "beautimous" (sic) outside! The not so good is that soon I will not only

have to go shovel that “beautimous” stuff, but then trek down to the airport to shovel out the airplane. The good? Well, with the airplane under the shade, not much shoveling will be required. But the not so good is the repeated trips to the airplane to bust out the berm created by the continuous snow melting and falling off the roof right in front of the airplane! OMG, my wife just advised me that NOAA is forecasting 11 to 24 possible inches of the white stuff over the next several days! Ugh, that also means NO Corvette traveling! It does not do well in snow – AT ALL! It will be safely tucked away into the back of the garage so I can get the snowblower out easily.

The airport will be busy plowing to keep the runway and taxiways open throughout the event. The tower will remain open, although these may be a couple of boring days. The FBO will be busy plowing and clearing off its ramp space and parking lots. When the snow stops flying, and you decide to fly up to Flagstaff, be sure to check NOTAMs for field condition reports on runway and taxiway conditions.



The past week was a week of 3 different, umm, “adventures” as a flight instructor. First was a press-to-talk (PPT) failure on the instructor’s side with a brand new student out in the practice area. Now that is not a big deal in and of itself, but it does/did make for some interesting acrobatics in the cockpit. We simply swapped, plugging in our headsets to different sides, me into the pilot side and the student into the instructor side, and all future transmissions were made by me reaching across the student and awkwardly pressing the PPT on the student’s yoke. Just another day...

Then there was the flight out of Flag towards Williams for some airwork and hoodwork in a non-flight-school, privately owned aircraft recently put back together after an accident. Cruising along at 9500 feet, we suddenly lost power, not totally, but a lot. “Now what?” I wondered, and “where will I put this thing down if I can’t figure out what is wrong?” You might think 9500 feet is a long way up there and will give me a whole lot of glide distance, but you would be wrong. You see, 9500 feet is only 2500 feet above the ground up here, and this particular airplane is not exactly the most aerodynamic with respect to gliding! Since we were in clear and unlimited visibility conditions, I did not believe it was carburetor ice, but I pulled carb heat on just in case and adjusted the mixture a bit to compensate for the richening of the fuel/air ratio; and to my surprise, the engine came back to life. Conditions did not exist for carb ice to form, and I suspected something else had to be wrong, so I pushed the carb heat knob back in, anticipating the engine would lose power again. And, yup, it did, just like before! I pulled carb heat back on, and the engine came back alive again, as if nothing was wrong. All the while doing this, I had already instructed the pilot to turn back towards Flagstaff, pick up the ATIS, and have the radios all set up to communicate our potential plight. After a quick analysis of what was happening, I believed something was wrong with either the air filter, the air filter inlet or the air filter box, making the carb heat now the primary supplier of air to the engine. By now, we were only about 8 miles west of the airport, still at 9000 feet, and I was confident we could make it back into the airport. We communicated our plight to the tower, and were cleared to land on runway 21. We did so with little fanfare and parked it on the ramp at the FBO. The next day the maintenance shop opened the cowl and it only took about 1 minute to determine the problem.

The culprit was the scat tube connecting the air inlet to the air filter box. It had collapsed and choked off the air flow to the carburetor. My assessment was essentially correct. How that scat tube ever got past inspection is a story for another day. But the point I wish to make to all pilots, and especially instructors, from this real life experience is that you really need to know how things, including systems, in your airplane really work to help you understand just what might be wrong and how to handle such situations.



And then there was the cancelled IFR training flight just the other day due to a malfunctioning pitot tube heating issue discovered during the preflight. No big deal you might say, but in this particular scenario, we were planning an IFR training mission in IMC, or at least MVFR conditions consisting of 800-foot ceilings, in January, on a very cloudy, ugly and cold day, surface temperature 34 degrees. Now, on a summer day in August with clear skies and 80 degrees, perhaps not a big concern, but certainly not today! The student who preflighted the aircraft did a thorough preflight as taught and brought the issue to me. I then double-checked his report, confirmed the pitot heat INOP, and congratulated him for his thorough preflight. I grounded the aircraft on the spot. The maintenance shop later confirmed a broken wire connection on the pitot tube assembly, repaired it, and returned the aircraft to service. We finished the lesson on the ground doing an oral review of the flight we would have done, especially the potential weather-related issues we could have encountered, and how we would/could have handled them had the pitot tube heat failed during the flight. Sometimes a cancelled flight can lead to an even better lesson on the ground!! Every flight or ground lesson is an opportunity for both the student *and the instructor* to learn something new...

Fred's pop Quiz...

1. A parcel of air rising when plotted on the Skew-T can only _____ as it rises.
 - A. WARM
 - B. Cool
 - C. Remain Isothermal

2. The _____ is the pressure level of the cloud bases when surface heating results in positive buoyancy of surface-based parcels of air.
 - A. Convective condensation Level (CCL)
 - B. Level of Free Convection (LFC)
 - C. Lifted condensation Level (LCL)
 - D. Equilibrium Level (EL)

3. If the temperature is -5 degrees Centigrade and the Dew Point is -10 degrees Centigrade, then the Dew Point depression in Centigrade difference is:
 - A. 15
 - B. -5
 - C. 5
 - D. 15

4. A line of equal temperature is called a(n) _____.
 - A. Isodrosotherm
 - B. Height contour
 - C. Isogonic line
 - D. Isotherm

5. A clockwise turning of the wind with altitude is called a _____ wind.
 - A. Backing
 - B. Veering
 - C. Retrograding
 - D. Decreasing

6. Rain that freezes after hitting the ground is called _____.
 - A. Sleet
 - B. Freezing rain
 - C. Graupel
 - D. Ice Pellets

See bottom of article for the correct answers.

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 , click on “Seminars” and check them out for any Webinars you might be interested in. You might find one that really is right up your alley!! Should you desire a particular safety or educational program at your local airport or pilot meeting in the future (post COVID-19), like the BasicMed program or our “Winter Wonderland” snow season special, simply contact me directly at fredgibbs@azpilots.org, or call me at 410-206-3753. The Arizona Pilots Association provides the safety programs at no charge. We can also help you organize a program of your choice, and we can recommend programs that your pilot community might really like.

Fred



Quiz answers: 1.B 2.A 3.C 4.D 5.B 6.B

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

newsletter@azpilots.org



Don't come to a safety program by yourself, but don't just bring your old buddy who always comes with you. Bring someone new, and get your BFF to also bring someone new.

We need you to help us expand our audience, to expand our reach, and to expand that ocean of faces.

Statistics show that the folks having accidents are the ones who don't participate in the WINGS or safety programs, so help us reach out to those folks and pull them in.

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

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

APA Website

Please visit our website for the latest information.

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

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

Email Stefanie at:

Webmaster@AZPilots.org

Newsletter Contributors

Article Deadline

20th Editor reminds the Team to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

newsletter@AZPilots.org

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



Stefanie Spencer— Webmaster



New pilots welcomed!



Writers welcomed!



APA Clothing

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

Advertisements

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

APA Membership

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

Volunteer 501 (c) (3) Organization

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

