



**In this issue:**

**Better Late Than Never:  
Propwash Success**

**GAARMS: Flight Instruction**

**Scholarship Corner**

**Fly Out to Bar 10 Ranch**

*April 2021*

*APA NEWSLETTER*

**President's Report**

Brian Schober, APA President .....2-3

**Executive Director's Report**

Jim Timm, APA Executive Director .....4-8

**February Aviation Accident Summary** .....10-11

**GAJSC Topic of the Month**

Angle of Attack .....13

**— FEATURED —**

**Better Late Than Never: Propwash Success**

Rick Bosshardt.....14-15

**Scholarship Corner**

Chris Nugent .....16-17

**— SHORT FINAL —**

**GAARMS: Flight Instruction**

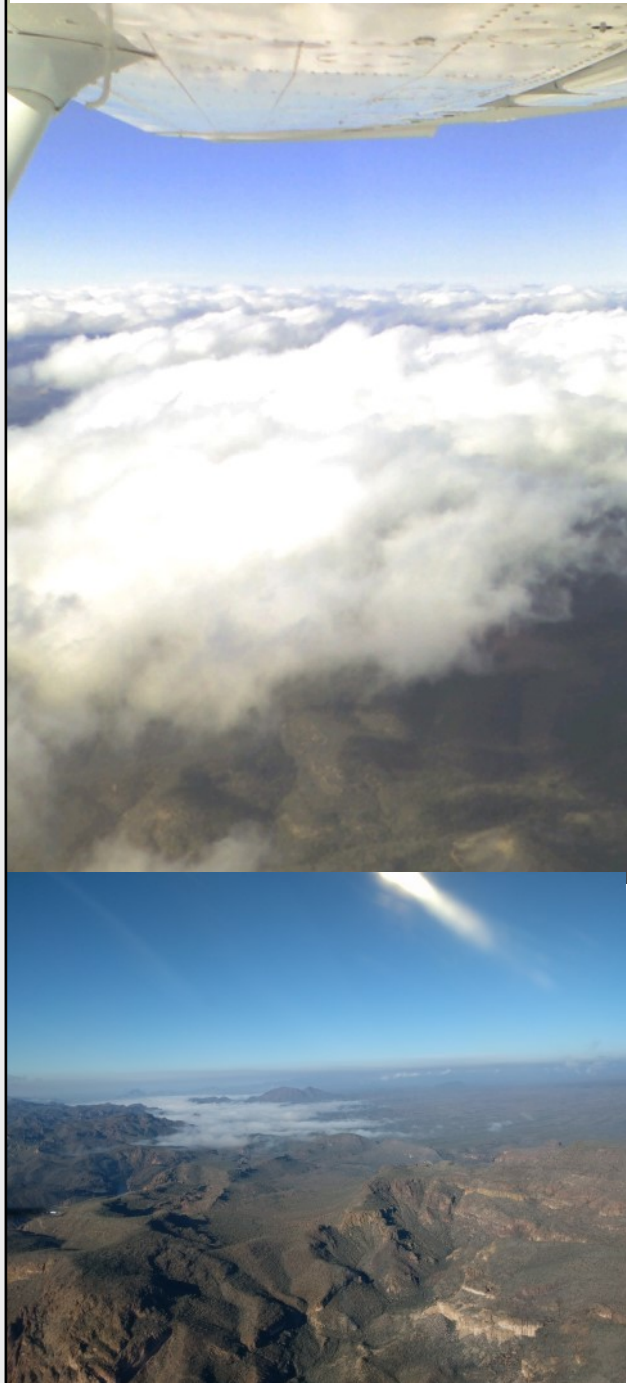
Fred Gibbs.....18-21

**Upcoming Events** .....22

**Arizona Airparks** .....23

**APA Website, Newsletter, & Merchandise**

Stefanie Spencer, Webmaster .....24-25



# President's Report

---

Greetings,

Reflecting on a recent rash of accidents involving our GA craft got me thinking again on how best to prevent more. Checklists are a basic staple of aviation, but for aircraft owners or folks who rent the same aircraft time after time, checklists tend to get ignored. Processes become routine and we become so familiar with them that we don't even need to refer to the checklists. There are several reasons the air transport realm has a tremendous safety record and requiring checklist compliance is one of the biggest. Why not apply this logic to GA flights?



Using a checklist during preflight helps catch things that can land you a trip to the FSDO, or even worse, if not caught. Is your aircraft in annual? Do you have your license with you? When was the last time your encoder was calibrated? Do you remember where your registration is? Are you sure you only flew 1.5 since the last full fueling? How sure are you? Sure enough to take a trip that may prove you wrong? Did you seriously leave the pitot cover on? Yours truly did this a few years back... How does that alternator belt really look?

How well do you know your emergency gear procedures for you folks in retractables? What are the indications of a successful deployment of manual gear? With the stresses of a failed extension taking your attention away from aviating, you don't want to misinterpret panel or other indications. Do you know what to do in the event of an engine out situation? The more complex the plane, the more complex the checklists. Smoke in the cockpit? Become intimately familiar with breaker and switch locations. These are just some of the checklists that should be memorized with and committed to muscle memory. As you walk through the checklist, your hands intuitively know where to go.

The recent engine failure on a United flight out of Denver shows that the pilots were following check-



lists. ATC recordings reflect several instances where the pilot told ATC to wait as they had checklists to run through. The pilot even delayed landing sooner so he could run through the checklists. We don't always know what exactly is wrong with our plane and the checklists help ensure we either recover effectively or safely land. It may be that ATC will have to wait for your brain and body to complete an emergency checklist before you respond to a request, and that's perfectly acceptable.

If your POH can't be stored in the ready vicinity of

your hands, make copies of these checklists and put them next to your knee or on your kneeboard. Color code the emergency pages. Actually use the checklists on every flight. As an added benefit, your passengers will feel more comfortable seeing you use them, too. Please don't become a statistic. Fly safe!

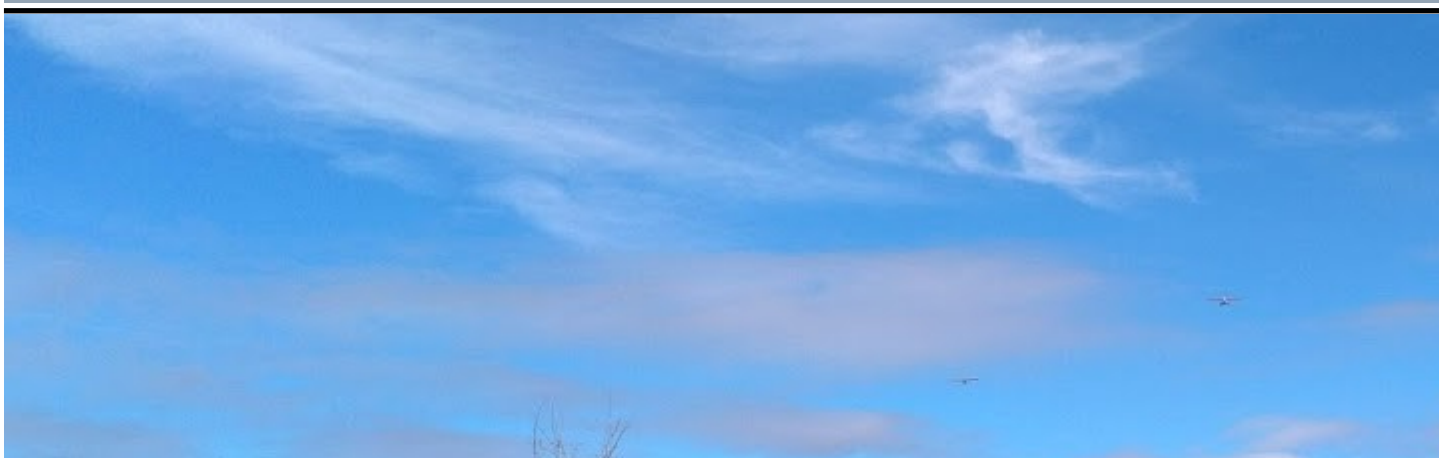
Blue Skies,

Brian



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

[newsletter@azpilots.org](mailto: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!!!***



# Executive Director's Report

Jim Timm — April 2021

March came and went pretty fast, and it seemed like I was on a treadmill in trying to get things done. We did have a little unsettling weather on a weekend or two to add to the flying challenges, but all seemed to work out ok. I have become aware that the days are getting longer and I have to get up earlier to take advantage of the smoother cool morning air. It won't be long, and the rough summer flying will be on us. So, let's go flying now to take advantage of what we have, but fly safe.



When you go flying the next time, please exercise a bit more caution, comply with the regulations applicable for the airspace you are flying in, and accurately read back and comply with the ATC instructions received. All this may sound rudimentary, but in reality, this is not what is happening all the time based on the pilot deviations that are reported to the SDL-FSDO. In the time frame from February 11 to March 11 there were twelve pilot deviations recorded. These deviations were made by student pilots, private pilots, CFIs with students, commercial pilots, and military pilots. No one class of pilot was exempt from committing a deviation.

There were three IFR altitude deviations with two of them being military pilot deviations. There were cases of pilots entering the runway or crossing a runway without permission. In one case the pilot correctly read back the hold short instruction, but subsequently taxied onto the runway in front of an aircraft on short final. There were some Class Bravo and Class Delta airspace intrusions without getting permission or contacting ATC first. There were also cases of pilots flying in controlled airspace without radio contact, not following specific flight instructions in the airport traffic pattern, and to taxiing in a controlled area without contacting ground control. It's a given, we live and fly in a very complex and busy airspace. So be careful, be aware of what you are doing, maintain a good situational awareness, and please, always fly safe. Don't commit a pilot deviation.

Because of the COVID-19 virus, much of the aviation information has been a bit difficult to gather. While some meetings are continuing online, some that were a good source of information have been discontinued for the duration, and hopefully that situation will be corrected in the near future.



## MISCELLANEOUS ITEMS

### FAA

The GPS Interference Testing is still with us. In this reporting period we have again received several last minute Flight Advisory notices of GPS testing that would be occurring that could possibly affect our GPS use while flying in Arizona. The AOPA



and the National Business Aviation Association (NBAA) are making efforts to have the military minimize the effects of its GPS jamming testing on general aviation, pointing out civil aviation's growing dependance on reliable GPS, and its impact on flight safety. If you encounter a loss of GPS signal lasting more than a couple of minutes, immediately contact ATC, and advise them of the outage, providing the time, altitude, and location when the outage was encountered.

The FAA's General Aviation and Part 135 Activity Survey is in process. This survey is the FAA's primary source of information about the size and activity of the GA, and on-demand part 135 fleet. If you received an invitation to take the survey, please take the time to complete it, even if you did not fly your aircraft in 2020. It's completely confidential, and only takes 10-15 minutes. Your response can help the FAA improve GA infrastructure and safety. If you have any questions, please call 800-826-1797, or send an email to [infoaviationsurvey@tetrattech.com](mailto:infoaviationsurvey@tetrattech.com).

## AIRSPACE

The Mobile airport located in Rainbow Valley on the west side of the Sierra Estrella mountains has been sold to Dillon Air and their plan is to use it for contract parachute operations. The ILS equipment is inoperative and is in the process of being removed. It is advised that the site be given a four- or five-mile radius of clearance to avoid a conflict with drop operations. No date was given for start of operations. The area north of the airport is intensively used by ATCA Flight School at Goodyear Airport (GYR) for German Air Force formation training. There is also an aerobatic box located in the area that is being regularly used. It would be advisable to use considerable caution when flying through the area.

Presently, the rest of 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 impact your flying activity at the moment. Just fly carefully and be aware of the airspace you are flying in, and aware of its limitations, and don't commit any pilot deviations.

As a reminder, continue to be on the watch for TFRs, so before flight, check for TFRs, and NOTAMS, and always fly informed.

## SAFETY

FAA Safety Team Notice NOTC1747

When to activate the ELT after the engine goes silent.

All pilots should be thoroughly familiar with the operation of their aircraft's ELT, whether it's the analog 121.5 and 243 MHz model, or the newer 406 MHz digital ELT. This familiarization should include knowing how and when to manually activate the



ELT during an inflight emergency. We asked Larry Bothe, Master & Gold Seal FAA Certified Flight Instructor, and seminar presenter at EAA's Air Venture, to share some insight on this important subject:

I think of early ELT activation the same way I think of (and teach) the early declaration of an emergency. If the engine quits, or some other emergency occurs requiring an immediate off-field landing, declare an emergency, and activate your ELT right away. As soon as the immediate flying tasks (pitch for best glide, set the trim, pick a place to land, and turn the airplane to go there) are done, you need to squawk 7700, declare an emergency, and activate your ELT. Don't wait until you have gone through your other checklist items, and then call at the end. By that time, you may well be too low to call (line-of-sight), and down in the ground clutter, out of sight of radar. The idea is, that since in reality you probably won't make a perfect textbook emergency landing, you need to get help on the way to take you to the hospital and tend to your injuries. If you don't summon help while you can, you may survive the crash, only to die of exposure in the wreckage because nobody knows you are there.

That's why I recommend manually activating an ELT while still in flight. If you rely on the crash to set it off, and you are injured, how will you know if it activated or not? You want to be found, **RIGHT AWAY!** If you have remote activation capability, turn the darn thing on when you are squawking 7700 and declaring the emergency. Let people know you are in trouble. Make yourself easy to find, and be rescued, for sure. All the modern 406 ELTs have panel mounted remote switches. **Just push the button.**

What if you manage to "fix" the emergency (belatedly figured out that the fuel selector was in the wrong position, and the engine really will run), or end up landing without damage or injury? You have already summoned all these people via radio and ELT. Simple. If still in the air, use that same radio you used to declare the emergency to call it off. I did that once with Memphis Center, and they were happy it worked out OK. I didn't hear a word from the FAA later. If you are on the ground, cancel the false alert by calling the U.S. Air Force Rescue Coordination Center at 1-800-851-3051.



The whole idea here is to get help coming so you and your passengers can be rescued, really fast. One of the ways to do that is to manually activate your ELT early. It's also important to register your 406 MHz ELT with NOAA so they know who the device belongs to and who to call if it's activated. Here is the website for more information and to register: <https://www.sarsat.noaa.gov/beacon.html>

For more information on ELTs see:

The Airman's Information Manual (AIM) [https://www.faa.gov/air\\_traffic/publications/atpubs/aim\\_html/chap6\\_section\\_2.html](https://www.faa.gov/air_traffic/publications/atpubs/aim_html/chap6_section_2.html)



Aviation safety in this past reporting period has been rather good based on what happened last month. Even the accidents that happened this month, they really didn't need to have happened. As a pilot, take a careful look at these accidents and make sure you don't commit the same type of errors.



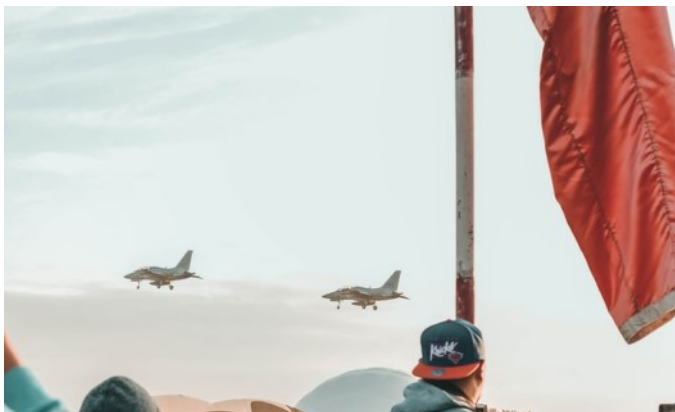
The NTSB finally launched their new accident reporting website, and unfortunately, it's not very useful in providing helpful information in the preparation of a safety summary. What it does is advise that an accident has occurred that involved structural damage to an airplane, the date of occurrence, the airplane type, if a Preliminary Report is in process and the extent of injuries incurred, if any. If a Preliminary Report is in process, it is inaccessible for accident details. NTSB forms are sometimes available with Aircraft/Operator Information, Meteorological Information and Flight Plan, and Wreckage and Impact Information with only single word responses to the form items. Unfortunately, the accident list for each month does not seem to be sortable, to list only accidents occurring in Arizona, not the entire U.S. Until something else happens, we'll continue with the limited information reports from the Aviation Safety Network (ASN), the SDL-FSDO, and APA Members. For details of accidents that have occurred this past reporting period see the March Accident Summary in the newsletter.

So, to help in the meantime, please send accident information to [jtimmm@azpilots.org](mailto:jtimmm@azpilots.org) with the date, location, aircraft make, and type, if anyone got hurt, and with as much detail as possible. Thank You.

## CONSTRUCTION

Funding is currently being made available by the FAA, and airports around the state have construction projects planned or in progress. Unfortunately, we don't have the latest details of all these projects, so it would be a good idea to check for NOTAMs at your destination airport to see what is happening, so that when you arrive, you won't have an unexpected surprise. Use caution, and always fly informed.

APA is presently 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 the Willams, H. A. Clark Memorial Field (CMR) 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 still 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 wildfires, or the Military for Special Training.*

The City of Casa Grande has refurbished the food service area in their Airport terminal area formally occupied by the Foxtrot Cafe. They are in the process of getting the myriad of paperwork signed off and they have several possible food service providers in line for consideration. Hopefully they may be able to reopen sometime this summer.

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

Jim



**CLASSIFIEDS**

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

Looking for Price:\$ 75,000

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



**Falcon Field Hangar Available**

Price:\$ 350.00

Call: Chris Tucker at (602) 722-0949

Email: [iwaflyer@cox.net](mailto:iwaflyer@cox.net)

**Redbird LD Flight Simulator Rental**

**at Chandler Air Service**

Price:\$ 70.00

Call: (480) 093-6420

Email: [fly@aerobatics.com](mailto:fly@aerobatics.com)







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

**We make an effort to:**

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

**CHECK US OUT!  
AFTW.ORG**

**On our website you can find:**

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



# March Aviation Accident Summary

by Jim Timm

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

Aviation safety was really pretty good this reporting period, especially when compared to what happened last month, but the accidents that did happen this period really shouldn't have happened, needless to say. The first accident in this report was late in getting released, and didn't make last month's deadline, so it's being included in this report. In reality, this first item really is not so much of an accident but more of an incident because of the relatively minor aircraft damage. However, it had the potential of being a serious accident if the bird had penetrated the windshield and struck the pilot causing him to lose control of the aircraft. The next to last accident in this report (a Kitfox) probably shouldn't really be included as an accident either because there wasn't any aircraft damage incurred, but it does illustrate the point that, no matter what happens in flight, you should keep a cool head and don't stop flying the airplane, even after it safely touches down on the ground, and then wait until it comes to a safe controlled stop before you then relax, not before. Fortunately, none of the six accidents listed involved any fatalities, only some bent airplanes and some injuries. Review the following limited information we have, and please, try not to make similar errors.

The NTSB finally launched their new accident reporting website. Unfortunately, it's not very useful in providing helpful information. It does advise that an accident has occurred that involved structural damage to an airplane, the date, the airplane type, and if a Preliminary Report is in process. If a Preliminary Report is in process, copies of NTSB forms are available with Aircraft/Operator Information, Meteorological Information and Flight Plan, and Wreckage and Impact Information with only single word responses to form items. No preliminary report details are provided as before. The only information really available is that a structurally damaged aircraft accident has occurred with date and location. Unfortunately, I haven't found a way to get the site to sort which accidents each month had occurred in Arizona. Unfortunately, the "New and Improved" NTSB website isn't very useful in preparing monthly informational reports for you. In the meantime we'll continue with the limited information reports from the Aviation Safety Network (ASN), and the SDL-FSDO until something else happens.

## THE FOLLOWING INFORMATION WAS PROVIDED BY THE ASN, FAA, AND APA MEMBERS

Date: **February 16, 2021**

Location: Gila Bend

Aircraft: Piper PA28-181

Injuries: 1 Uninjured

### **BIRD STRIKE ON TAKEOFF**

The aircraft experienced a bird strike to the windshield during takeoff from Gila Bend airport (E63). The pilot was uninjured, and damage extent was unknown.

Accident Date: **February 26, 2021**

Location: Tucson

Aircraft Type: Beech G35

Injuries: 1 Uninjured

### **GEAR UP LANDING**

The aircraft sustained unspecified damage, and the pilot was uninjured when the airplane made a gear up landing on runway 11L at TUS.

Accident Date: **March 11, 2021**  
Location: Arlington  
Aircraft Type: CubCrafters Carbon Cub CC11-160  
Injuries: 2 Uninjured

### **OFF AIRPORT LANDING**

The aircraft sustained substantial damage upon impact with cacti during an off-airport landing in Maricopa County at Arlington. The sole pilot onboard the tailwheel equipped airplane received serious injuries.

Accident Date: **March 16, 2021**  
Location: Phoenix  
Aircraft Type: Piper PA46-350P  
Injuries: 1 Uninjured

### **LOSS OF CONTROL LANDING**

The aircraft departed Farmington, NM (FMN) with a destination of Phoenix Deer Valley airport (DVT). Upon landing at DVT the airplane veered off the runway. Damage was unreported.

Accident Date: **March 17, 2021**  
Location: Mesa  
Aircraft Type: Denny Kitfox III  
Injuries: 1 Uninjured

### **LOSS OF CONTROL LANDING**

The aircraft, an experimental Donald F Laurence amateur built Kitfox III, experienced a loss of directional control and subsequent runway excursion during a precautionary return to the point of departure at Falcon Field Airport (FFZ), Mesa. The tailwheel equipped airplane was not damaged and the sole pilot onboard was not injured during the incident.

Accident Date: **March 28, 2021**  
Location: Avra Valley  
Aircraft Type: Cirrus SR22 GTS  
Injuries: 2 Uninjured

### **FORCED LANDING ON DESERT ROAD**

The Cirrus SR22 aircraft departed Tucson International Airport (TUS) and shortly after made a forced landing in the desert on Pump Station Road in the Avra Valley area. The extent of aircraft damage was undetermined; however, the two people onboard were uninjured.

---

---

## **A Few Words About Safety**

**Denny Granquist**

“

*“Brief every flight especially when you fly alone.”*

*“You can never cross check engines and fuel too many times.”*

”

**CLASSIFIEDS**

**CFII Accepting New Students**

Call: Patrick Williams at (480) 737-5999

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





# Arizona Skies Aviation

ArizonaSkiesAviation.com

*"Come out and fly!"*



Citabria 7GCAA \$220/Hour - Dual

Enstrom F28C

Private  
Commercial  
Instrument  
CFI/CFII  
Flight Review  
Photo Flights



Enstrom F28C \$330/Hour

Glenn Roberts – Airplane & Helicopter CFI

602 463-5528

ArizonaSkiesAviation@gmail.com

*Ask about discounts for Veterans & Seniors*



# GAJSC

→

## General Aviation Joint Steering Committee

### Angle of Attack

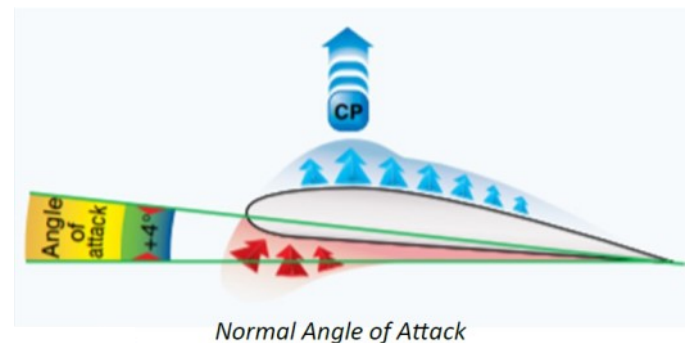
This outreach guidance is provided to all FAA and aviation industry groups that are participating in outreach efforts sponsored by the General Aviation Joint Steering Committee (GAJSC). It is important that all outreach on a given topic is coordinated and is free of conflicts. Therefore, all outreach products should be in alignment with the outline and concepts listed below for this topic.

**Outreach Month:** April 2021

**Topic:** Angle of Attack

**Background:**

The General Aviation Joint Steering Committee feel to reduce the risk of inadvertent stall/departure resulting in loss-of-control (LOC) accidents, the GA community should install and use AOA-based systems for better awareness of stall margin



**Teaching Points:**

- Studies suggest that a significant number of General Aviation accidents could have been prevented had the airman been trained how to identify stalls through both hands on visuals and AOA technology.
- 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 be more proficient should seek instruction from CFIs who are proficient in stall recognition and the look and feel associated with it.
- New technology such as an Angle of Attack Indicator or AOA require more than just an installation. Stall awareness starts with knowing how the aircraft feels and should look before adding a possible distraction or piece of additional equipment.



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

# Featured

---

## Better Late than Never: Propwash Success!

by Rick Bosshardt

The Leavitt Family and I had set a date in March for their first big fly-in and pancake breakfast at the Propwash Ranch, and it got "windied" and rained out, to all our disappointment.

Jordan Leavitt and I decided to reschedule it, and we picked April 10 for the reschedule date, and April 9 for those that wanted to camp out and enjoy the evening bonfire and stars.

The weekend came, and it was perfect! Several planes camped out the night before, and the pancake breakfast was a huge success! Ron and Sandy Leavitt, and all their kids and grandkids, were there and pitched in to make it a wonderful welcome to the pilots that flew in! Scrambled eggs, sausages, pancakes and of course coffee rounded out the breakfast feast, and they were ready for us as the planes started rolling in!

I lost count at around 25+ planes, but it was well supported and appreciated by everyone that came! Many of the Leavitt grandkids were very keen on the different types of planes, and I know that I personally took up a nice young man of 11, and his 14-year-old sister for rides! How can one resist young people interested in aviation? It's the perfect way to kindle the passion, and the young lady I flew with already had her whole plan laid out in her head on how she was going to make it to the airlines. Bravo! Having a firm plan and passion at that age is remarkable, and I was happy to help. It follows right in with the AZ Pilots Association's Scholarship program, and I made sure that her mom and dad knew about it!

I believe that the Leavitt's will host another fly-in in the fall, and I would strongly urge any of you that did not come this time, to come on out this fall! What a great spot. And it sounds like we will see some upgrades and improvements that the family has planned!

See you in the fall!



Rick





*Photos by Rick Bosshardt & Stefanie Spencer*



**CLASSIFIEDS**

**Fly a Helicopter!**

Price: \$ 330.00

Call: Glenn Roberts at (602) 463-5528

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



# ~ Scholarship Corner ~

by Chris Nugent

In this month's Scholarship Corner, we will wrap up our overview of the 2021 scholarship recipients. It is always great to see the enthusiasm and commitment they have made to pursuing a career in aviation.

## Elijah Olvera

Hello, my name is Elijah Olvera and before I begin my story, I want to say thank you to those who have allowed to take part in this wonderful opportunity. I am so grateful and excited for what is to come. I am currently a senior at the Phoenix South Mountain High School Aerospace Academy, and I have started my flight training aiming to get my private pilot's license before I graduate, which is something that is very unheard of nowadays.



However, I never knew this was possible until I decided to make a leap of faith and move to a school that offered an aviation program. I knew this was the best decision because my heart's desire is to travel the world and experience new cultures. I always loved meeting people from other countries and learning their languages. I even applied to a foreign exchange program and got to speak Italian and experience the Italian culture for three weeks. It was such an amazing experience because I was able to understand the profound connections you create with people.

From this, I knew I had to find a career that would satisfy my hunger for travel and becoming a pilot would help me achieve this goal. However, not only is traveling one of the main reasons I want to become a pilot, but I also really love to go up in the sky and fly. Ever since me and my family took our first plane ride, I knew this was something that I could see myself doing. Aviation is such a fascinating world where there is not one day that is the same. There is always something to do and that is why aviation has become my main passion. There are so many encouraging people in the aviation field that being bored is unthought of. Each day is a new adventure in aviation, and I cannot wait to pursue it. Being a pilot will lead me to my goals of becoming a better person, speaking multiple languages, traveling all over the world, and making long lasting friendships. Therefore, I will do whatever I can to live my life to the fullest and live up to my dreams.

## Sabrina Bailey

My Name is Sabrina Bailey, I would like to share a little about myself. In my mid-twenties, I decided to become a professional backpacking adventure guide leading commercial tours in the Grand Can-



yon and many other unique places in Arizona. In the middle of a very cold and snowy winter, I decided to backpack thirty-two solo miles in the Canyon. On that trip, I truly learned I could do anything I set my mind to. Never being content with complacency, I set off on a new adventure in 2020. The top of that mountain had led me to become the third generation of private pilots in my family. Born to teach and believing in the benefits of experiential learning, I aspire to be a career CFI. As an instructor, I will help students achieve their goals and reach new heights they only dreamt of previously. I am blessed to find a second calling in life and one just as fulfilling as the first. Thank you, APA for helping me reach the top of my aviation mountain!



*Rainbow at the Grand Canyon*



*Lunch with Snubbins at Pleasant Valley Airstrip*

The APA Scholarship Program is a great enabler for students in achieving their goals in aviation and it is only possible through the generous support of our membership. Thank you again and fly safe!

*Chris*



**CLASSIFIEDS**

### **Looking to Become a Member of an Aircraft Partnership**

I was a member of a partnership on a Cessna 182 before moving.

Email: David Marker [bdbfive@aol.com](mailto:bdbfive@aol.com)

### **Fly Loops and Rolls!**

Price:\$ 220.00

Call: Glenn Roberts at (602) 463-5528

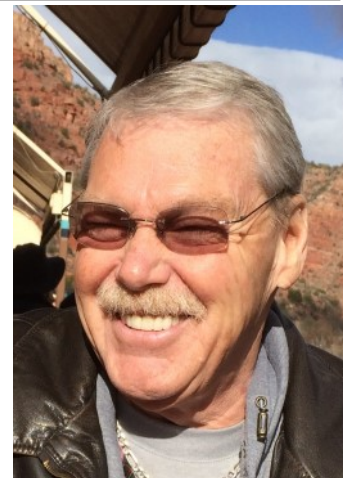
Email: [glennsroberts@icloud.com](mailto:glennsroberts@icloud.com)







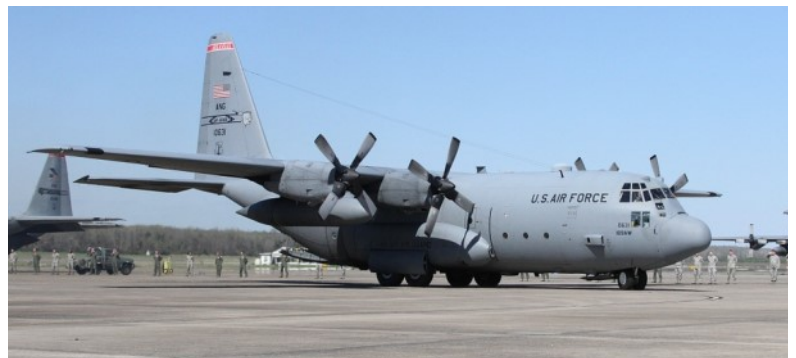
## ***GAARMS REPORT April 2021 By Fred Gibbs***



### **2021 TO DATE:**

As a group, we Arizona pilots are doing a great job of flying safe. As of the last week of March as I write this, I remain pleased to report that there have been NO fatal accidents across the state of Arizona thus far into 2021. Yes, we still have had our share of fender-benders, but nothing really serious. All I can say is keep up the good flying, but keep down the accident/incident rate!

While total flying hours are still down due to the Coronavirus pandemic, here in Flagstaff it looks almost like business as usual. Our ramp is full of high-end jet traffic, the Army helicopter traffic is almost normal, and just the other day our ramp space was loaded with two C130 Hercules from the Little Rock, Arkansas Air National Guard passing through on training missions. And, oh yeah, about mid-March we had three – yup, count ‘em, three, F-35’s out of Luke make very low approaches to the airport. I must say, they did make a lot of noise when they shoved the throttles up and went around at only 50 feet!!!



March is upon us right now, and with it came our notorious March winds. Unfortunately, we expect them to continue on through April, so if you are planning on coming up to Flag in the near future, please brush up on strong wind and cross wind landings. And always remember, whatever the weather in Phoenix, it is very possibly NOT what the weather here in Flag is. April still brings days of snow flurries, IMC conditions and snow on the ground as well as the winds, with rough rides, moderate turbulence and Low Level Wind Shear (LLWS) alerts, so always check weather closely before launching for the north country.



And as a reminder – again – when you get your Coronavirus vaccine shot, the FAA says to cool your jets for 48 hours to ensure no side effects. Fortunately, after both shots I had none; but I know several folks who did, and they reported it was not fun for a day or two...

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

---

1

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

**Flight Instruction** – To some of us, it is a profession, to others it is a hobby and to some others, it is just a rite of passage to endure until they get enough hours to move up into the airlines. All are understandable, and each has its place. I, myself, figure I fall within the first two categories. I am a professional flight Instructor, but I fly as a hobby because I do not need to make my living flying. I live to fly, not fly to live. I work hard to be a professional, and to instill professionalism in my students, because I take great pride in being a professional. I guess that's what 30 years of professional air traffic control background does to, and, for you. I try to live up to the motto "Be all you can be" and try to instill that into all my students. I do not like mediocrity: I know trying to be perfect can be debilitating. Heck, even I am not perfect, because I know that is an almost impossible task. Just ask my wife – I am still a work in progress even after being married 23 years! But I do believe constantly striving for it is the goal of a successful life and career. Flight instruction is a constant pushing of the student to get a little bit better every time you fly. Keep repeating the maneuver until it becomes almost natural, until you can fly it subconsciously. It is like being a musician/singer – if you have to think about the chords and the words, the song becomes really hard to do, but the muscle memory for the chords and the deeply embedded words in your memory just come out easily, and the song – the maneuver – just flows. That's when you know you got it! I still remember the words to multiple songs from the 60's – and please, no smart remarks about my age – as well as the checklists for landing my airplane, and I can recite them driving my Vette down I-17 while listening to 60's on 6 Sirius radio!



On an entirely different subject, I am having a hard time understanding why some examiners are so focused on how to determine, or should I say, calculate, density altitude. We deal with density altitude almost every day here in Flagstaff, as do my students. It is a way of life. A standard day here in Flagstaff is 34 degrees Fahrenheit/1 degree Centigrade with an altimeter setting of 22.92 inches of mercury. Pressure altitude is readily available from our transponders as well as by dialing in 29.92 on our altimeters. We simply multiply the difference in current temperature from the standard temperature by 120 to get a number, i.e., 20 degree difference times 120 equals 2400 which we add to the pressure altitude for our guesstimate of density altitude, then call Ground for an actual readout from the ASOS to see how close we got. This instills that density altitude awareness in the student. And, lo and behold, density altitude is but a radio call away to Ground control, who can give us the density altitude directly from the AWOS without having to calculate it! Unfortunately, our two density

altitude signs, one at each end of the runways, are inoperative due to parts unavailability, so we always recommend that transients ask ground control for a density altitude readout. I believe that being aware of density altitude and its effects on the performance of the aircraft is much more important than coming up with a number that may mean nothing to a student. Said a different way, I believe it is critical for the student's to know and understand what density altitude does to the performance of the aircraft. This includes how a higher than sea level airport is affected by temperature, how a higher than standard temperature affects performance, how to determine the standard temperature for any airport elevation, and an awareness that a higher than standard temperature exists creating a density altitude condition rather than just knowing how to determine the actual density altitude. Is there really any significance between an estimated density altitude of 9200 feet versus an ASOS readout of 9400 feet??? Or is the awareness and understanding of the impact of density altitude the ultimate end?

“

We always recommend that transients ask ground control for a density altitude readout.

”

---

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

#### ***NEW QUIZ –***

1. During a spin to the left, which wing(s) is/are stalled?
  - A. Both wings are stalled
  - B. Neither wing is stalled
  - C. Only the left wing is stalled.
  
2. What must a pilot be aware of as a result of ground effect?
  - A. Wingtip vortices increase creating wake turbulence problems for arriving and/or departing aircraft.
  - B. Induced drag decreases: therefore any excess speed at the point of flare may cause considerable floating.
  - C. A full stall landing will require less up elevator deflection than would a full stall when done free of ground effect.
  
3. What causes an airplane (except for a T-tail) to pitch nose down when power is reduced and controls are not adjusted?
  - A. The CG shifts forward when thrust and drag are reduced.
  - B. The downwash on the elevators from the propeller slipstream is reduced and elevator effectiveness is reduced.



- C. When thrust is reduced to less than weight, lift is also reduced and the wings can no longer support the weight.
4. When does P-factor cause the airplane to yaw to the left?
- A. When at low angles of attack.
  - B. When at high angles of attack.
  - C. When at high airspeeds.
5. The amount of excess load that can be imposed upon the wing of an aircraft depends on the
- A. Position of the Center of Gravity
  - B. Speed of the airplane.
  - C. Abruptness at which the load is applied.

*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](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*



**Quiz answers: 1.a 2.b 3.b 4.b 5.b**

**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](mailto:ronorozco@energiatotal.com)**

**More information at:**

**[ronorozco.wordpress.com](http://ronorozco.wordpress.com)**

# **Fly Out To Bar 10 Ranch**

Join the New Mexico Pilots Association on the North Rim this October at the Bar 10 Ranch  
Options for lodging include outdoor wagons or indoor rooms, all meals included.

**Our Block of Rooms will be Held Until April 30th**

**Reserve your room today, call Sarah to make your reservation**

**435-628-4010**

Arrive Bar Ten Sunday, October 17th - Depart Tuesday the 19th

Fly out to local airstrips planned Monday morning, i.e. Grand Gulch

Side by Side ride to North Rim on Monday afternoon.

**Optional: Tuacahn Amphitheatre St George, UT.**

**This is an incredible show, and will be The School of Rock - October 16th**

**You should purchase tickets in advance, call 435-652-3200**

Contact Sarah at Bar Ten to make your reservation: 435.628.4010

Contact Perry Null for more info: [perrydnull@gmail.com](mailto:perrydnull@gmail.com) 505.870.1233

More information at New Mexico Pilots Association





AIRPARK NAME / CONTACT	CITY	Homes / sites	REALTOR
<b>Big Springs Airpark</b>	Prescott	12	
Mgr: Peter Hartman (928) 626-7207			
<b>Castle Wells</b>	Morristown	5/10	
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			
<b>High Mesa Air Park</b>	Safford	/19 (2.5 acre lots)	
Mgr: Phil DiBartola 928-428-6811			
<b>Inde Motorsports Ranch Airport</b>	Wilcox	4/9 (1 acre lots) on 100 acres w/race track	
Mgr: John Mabry (520) 384-0796			
<b>Indian Hills Airpark</b>	Salome	75	
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			
<b>Montezuma Heights Airpark</b>	Camp Verde	43/44	
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			
<b>Ruby Star Airpark</b>	Green Valley	13 / 74	
Mgr: Wendy Magras (520) 477-1534			
<b>Valley of the Eagle (Sampley's) Airpark</b>	Aguila	30	
Mgr: Jerry Witsken (928) 685-4859			
<b>Skyranch at Carefree</b>	Carefree	20	<b>Erik McCormick</b> - Choice One Properties 480 888 6380 <a href="mailto:Erik@Pilotexpeditions.com">Erik@Pilotexpeditions.com</a>
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>
Mgr: SRUA, Inc. (480) 295-2683			
<b>Sun Valley Airpark</b>	Fort Mohave	55/107	
Mgr: Jim Lambert (928) 768-5096			
<b>Thunder Ridge Airpark</b>	Morristown	9/14 (on 160 acres)	
John Anderson janderson72j@gmail.com			
<b>Triangle Airpark</b>	White Hills	115 acres	
Mgr: Walt Stout (702) 202-9851			
<b>Twin Hawks</b>	Marana	2/40 (4 acre lots) on 155 acres	
Mgr: Tim Blowers (520) 349-7677			
<b>Western Sky</b>	Salome	all 200 acres for sale	
Mgr: Mr. Hauer (877) 285-0662			
<b>Whetstone Airpark</b>	Whetstone	5 / 12	
Mgr: Brian Ulmer (520) 456-0483			



## APA Website

Please visit our website for the latest information.

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

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

Email Stefanie at:

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

## Newsletter Contributors

Article Deadline

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

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

Contact the newsletter editor, Cathy Paradee:

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

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



Stefanie Spencer— Webmaster



*New pilots welcomed!*



*Writers welcomed!*



## 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.

