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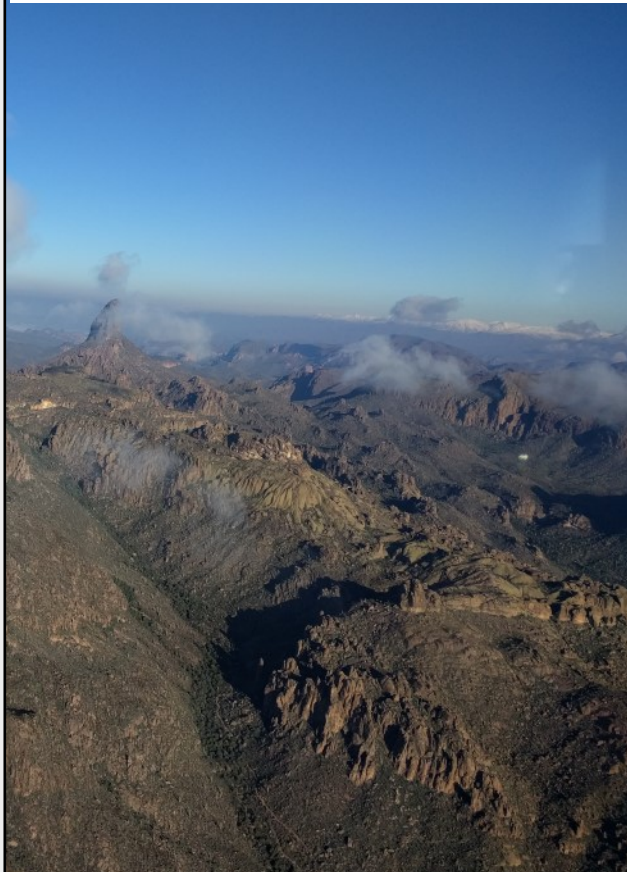
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President's Report

Greetings,

I'm writing this column after a particularly tragic weekend of Arizona flying. Two separate fatal accidents and several incidents across the state bring attention to the risks associated with flying. While the causes of these accidents are still under investigation, now is a good time to reflect on your options to reduce your risk. Fuel starvation, inadvertent flight into IMC, and weight & balance issues still seem to top the lists each year for accident causes. Each of these risks can be eliminated before even starting the engine on your plane. Proper pre-flight planning must be performed on each flight, no matter the familiarity with your plane. There will always be risks in flying, and we're trained to recognize, avoid, and manage them appropriately. The ground is always the safest place to do so.



Our annual Board of Directors election is happening this month, albeit electronically. Later this month, you'll receive an email invitation with a link to vote for officers to the APA board. We have three positions that have terms of two years remaining and three positions open for three-year terms. If you would like to join the board, or know somebody who you think would be great, please write them in. Board positions are volunteer, so personal dedication to general aviation in Arizona and a desire to serve are requirements. We look forward to your participation. Email us with any questions contact@azpilots.org.

Blue Skies,

Brian



A Few Words About Safety

Denny Granquist

“

“There is no such thing as flying VFR at night.”

“Stable approaches lead to nice landings.”

”

Executive Director's Report

Jim Timm — May 2021

The month of April really flew by faster than I wanted, but the nice cool spring mornings did produce some good flying weather. I fear the hot summer is going to be on us sooner than we want, and with the onset of warmer weather, I've noticed the bug count has also been increasing. On my last flight I think I might have killed a significant portion of the bug population based on what I had to clean off after landing. After flying for a couple of hours, I'm tired and don't really relish the task. I hope all of you have also enjoyed the past month's flying as much as I have, and most of all, fly safe.

I saw a press release the other day that really got my attention. The California Aeronautical University is opening a new campus at Falcon Field Airport. Their plan is to offer programs with flight training and aviation business courses to prepare students for careers as professional pilots and aviation business professionals. In the Bachelor of Science in Aeronautics, and the Associate of Science in Aviation Studies programs, students will earn a number of pilot ratings along with their degrees. Degrees will be offered in both aeronautics and business administration.

Initially they will be located in the top floors of the office building located on the west side of Falcon Drive as you enter Falcon Field. Later, they are planning on locating in the new hangar/office complex, currently in the final stages of construction, located on the north side of the airport on E. Mallory Circle. The California Aeronautical University main campus is located in Bakersfield, California.

Presently, it hasn't been disclosed if they will concentrate on foreign students for pilot training or if they will concentrate on domestic students. In any case, you can be assured that the south flight practice area will become even more crowded than it presently is. I think it would be nice if there would be a concentration on training domestic pilots to help ease the communication issues that we experience with the present foreign students at Falcon Field. Time will only tell how this will unfold.



MISCELLANEOUS ITEMS

FAA

Believe it or not, GPS Interference Testing is still with us. In this reporting period, we are still receiving last minute Flight Advisory notices of GPS Interference testing that will be occurring that could possibly affect our GPS use while flying in Arizona. I hope the AOPA and the National Business Avia-



tion Association (NBAA) efforts are successful in having the military minimize the effects of its GPS jamming testing on general aviation. Civil aviation depends heavily 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.

AIRSPACE

In our last report we discussed the sale of Mobile airport, located west of the Estrella Mountains, to Dillon Air (which is also known as CPS) and that they are actively involved in the business of conducting contract parachute operations at the airport. They also have a similar operation at Coolidge Municipal Airport (P08). We were advised that they have made approximately 1,000 drops since the first of the year. With this very active parachute operation at Mobile, the Lufthansa formation flight training, the Estrella glider operations, and an actively used aerobatic box in the area, it would be advisable to use considerable caution when flying through that area. We also understand that there is a plan to change the name of the airport from Mobile to Bishop. The reason and timing of the name change was not given.

At the present, the airspace system seems to be moving along smoothly and we are not aware of any current or upcoming issues that would warrant your attention or seriously impact your flying activity. As usual, fly carefully, remain aware of the airspace you are flying in, and be aware of its limitations.

As a reminder, we are entering the forest fire season, so be on the watch for smoke and fire TFRs. Before every flight, check for TFRs and NOTAMS, and always fly informed.

SAFETY

When you are flying, it's imperative that you are cognizant of the limitations of the airspace that you are flying in and what Air Traffic Control (ATC) may be expecting of you. Apparently, this has not always been the case, because in the time frame of March 12 to April 15 there were nineteen pilot deviations reported to the FAA SDL FSDO, with seven of these cases reported with a Brasher issued. A Brasher is a notice that is issued when further FAA action is needed. The deviations are as follows:

There were three IFR deviations. Two were route deviations and one was an altitude deviation, with a Brasher issued.

There were three Class B Airspace deviations. The pilots had entered the Bravo airspace without an ATC clearance, and in one of the cases, the pilot was issued a Brasher.

There were three Class D Airspace deviations. The



pilots either entered or flew through the Delta airspace without first contacting ATC. In one of the cases, the pilot was issued a Brasher.

There were two cases of the pilot failing to follow ATC Instructions. In one case the pilot did not maintain an ATC assigned altitude in the controlled airspace. In the other case, the pilot did not adequately clear the runway when requested, resulting in an airplane having to go-around.

There was one case of a pilot failing to obtain either taxi or takeoff instructions at a controlled airport.

There was one case of a pilot failing to obtain taxi instructions after landing, and resulting a ground conflict. A Brasher was issued.

There were six runway incursions. One of them was a person that had wandered out on the active runway. In one case a pilot started to make an intersection takeoff while another pilot was starting a takeoff at the approach end of the same runway. (Fortunately, both were stopped). There were four cases where the pilot did not hold short of the runway hold short line as instructed, often with another plane on short final. In three of the cases a Brasher was issued.

These deviations were committed by the entire range of airmen certificate holders, ranging from private through ATP. Not one was a student pilot, something to think about. We do fly in a very complex and busy airspace system, but as you can see, a large number of the deviations were made by not complying with some relatively basic rules. You must know what the taxiway and runway markings mean and comply with them. Some pilot deviations were even made after the pilot made a correct read back of the ATC instructions. We need to comply with ATC instructions, or tell them why we can't comply. We need to continually remain alert, aware, and understand what is going on. Develop and always maintain a good situational awareness, and please fly safe. Don't commit a pilot deviation.

ACCIDENTS & INCIDENTS

Aviation safety in this reporting period has not been good based on what has happened, especially the last part of it. These accidents really didn't have to happen. Many of them were relatively minor in nature, and nobody got hurt. As a pilot, you need to take a careful look at these accidents and make sure you don't commit the same type of errors.



Starting this month, we are changing the format of the accident summary report somewhat, because we will be taking additional information from other sources. In addition to the NTSB, which only covers accidents that had incurred structural damage to the airplane, we will continue to use information from the Aviation Safety Network (ASN), which has been collected from the media, and law enforcement agencies, and we will now also be including information collected by the FAA regarding both acci-



dents, and aviation incidents that had been reported to them. Fortunately, we are now able to sort out Arizona accidents and access all the information in preliminary reports issued by the NTSB. We will also continue using accident information supplied to us by APA members.

While some of the information received may be duplicated by some of the agencies, we will combine information from all sources into a single report on each accident. I believe that by making all the information we have received available to you, it will give you a much more comprehensive awareness

of what all is happening, and therefore make you a safer pilot.

Members, please continue to send accident information to 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

With funding being made available by the FAA, many airports around the state have construction projects planned or in progress. Unfortunately, because we don't have the latest details on all these projects, it would be a good idea to always check for NOTAMs at your destination airport to see what is happening, so you won't have an unexpected surprise when you arrive. 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 virus pandemic, some of the airport restaurants may have take-out service available. Call ahead.

The fly in breakfast at Coolidge Municipal Airport (P08), has shut down for the summer and will restart in the fall.

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 through the coming summer. Here's hoping for an October restart.



Grapevine is open full time, but the 3rd Saturday group camping has paused for summer. ***Always check for TFRs because Grapevine, which lies within a National Forest, is heavily used by the Forest Service for fighting wildfires and the Military for Special Training.***

The City of Casa Grande has yet to accomplish more refurbishing of the food service area in their Airport terminal. They are also 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 by the end of the year.

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

Jim



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

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

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

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

CLASSIFIEDS

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



Grapevine Asphalt Preservation Program (GAPP)

By Mark Spencer

Who would believe it's been nearly 6 years since we embarked on the original GAPP to save the incredible Grapevine Airstrip? It's true though, and what a great 6 years it's been, but it's time to put our shoulders to the wheel again, only this time you won't have to pick up a shovel or wipe the sweat off your brow; what is needed is your [tax deductible backcountry-](#)

[try donation](#). Grapevine has become the most popular backcountry airstrip in the Arizona inventory. Aviators from all over the country have come to enjoy our little slice of heaven in the Tonto National Forest. Even with its location next to the largest body of water in central Arizona, and within some of the most quintessential Sonoran Desert terrain to be found, perhaps its most unique attribute is that Grapevine (88AZ) is an asphalt airstrip. This single attribute means that is perhaps the most accessible backcountry airstrip in this great country. Sadly, this incredible airstrip was left in ruins after 26



years of closure and abandonment, but thanks to the willing hands and open wallets of members of the Arizona Pilots Association, Recreational Aviation Foundation, and the 99's, as well as a very willing Tonto National Forest, Grapevine has been open the last 6 years!

Our original GAPP took place over two years, first with an all hands on deck volunteer crack sealing that really showed us all what we could ac-



comply. Three grueling days of picking out cracks and learning how to run equipment with scalding hot oozing tar made for a real challenge! The following year we hired a seal coating company to apply a very heavy top coat to its entire length, and with the runway markings applied by the 99's, the Grapevine airstrip entered prime time.

To say that this was worth it is an understatement. The benefits of this airstrip

reach beyond its simple use and enjoyment to the encouragement of young folks into aviation. Many a dreamer have had their first flight out of this airstrip, and the three young ones helping us crack seal have all now made their careers in aviation!

It's time again to join together in continued maintenance of the Grapevine airstrip. The APA and RAF will embark, in partnership with the USFS, to crack seal the airstrip once again. This is following the hundreds of yards of materials that were brought in and spread along the runway edges by volunteers this spring. Please join us this work through your generous tax deductible donation in the Backcountry Donation box on our [web-site!](#)



This young fellow is now a cadet in the USAF ROTC at NAU! And the next time you visit the Grapevine, take a moment to remember this fellow, Tom Kvanvig. Tom and his daughter Mason, photographed here, were at many of our backcountry events, Pleasant Valley, Double circle, and of course here at Grapevine. We lost Tom, his wife, and young son to an aircraft accident on a family trip to Idaho last year. Mason is now studying at ASU, while helping to take care of her younger sister. I'll personally never forget this family, and the time I spent on these projects was worth it!



It takes all kinds of people and sacrifice to make something great like Grapevine a reality, and while we won't need any heavy lifting this summer, your tax deductible donation to the Arizona Pilot's Association, earmarked for backcountry, will go a long way towards helping us crack seal this summer, and provide other needed backcountry airstrip maintenance.

My high school friend Tom Stetcher and his family experiencing their first seaplane ride at Grapevine, thanks to member, Tod Dickey. The little guy in this photo, Thomas, even after getting airsick, proclaimed, "This is the best day of my life!!!"



Mark



A Few Words About Safety

Denny Granquist

“

“Asking ATC to repeat the transmission when needed is your job.”

“One peak is worth a thousand cross checks.”

”

SPECIAL USE AIRSPACE

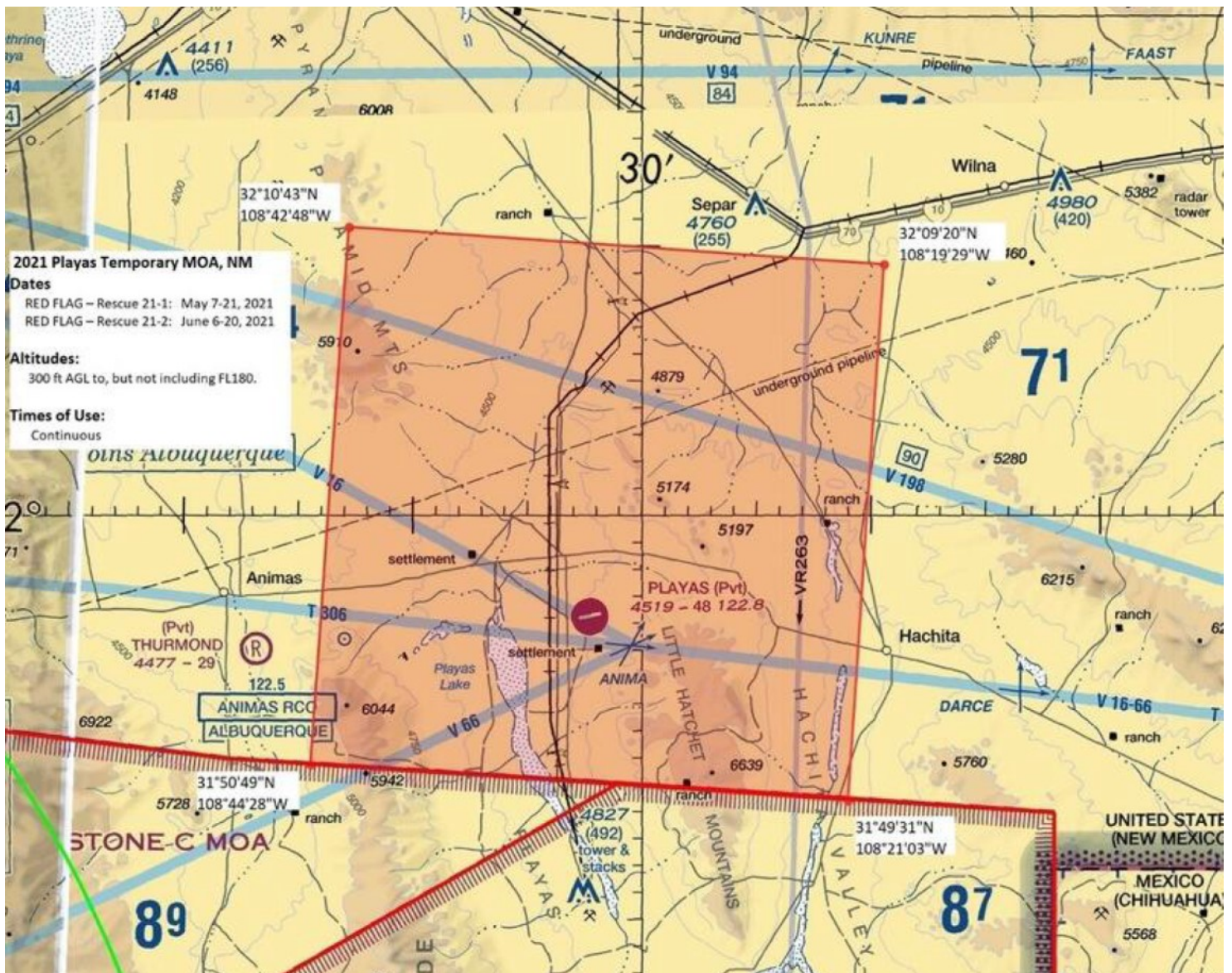
Playas Temporary Military Operations Area, NM

Effective Dates: 7-21 May, 2021, for Exercises RED FLAG- RESCUE 21-1

6-20 August, 2021, for Exercises RED FLAG- RESCUE 21-2

The USAF will use the airspace for Exercises RED FLAG-RESCUE 21-1 and 21-2. The purpose of these exercises are to allow combat air forces the opportunity to practice effective integration with ground forces, which is critical to the success of the real-world Combat Search and Rescue (CSAR) mission. It is designed to provide Personnel Recovery training for both U.S. and allied foreign combat aircrews, para-rescue teams, survival specialists, intelligence personnel, air battle managers, and Joint Personnel Recovery Center personnel.

Aeronautical activities will consist of A-10, AV-8, C-12, EC-130, F-15, F-16, F-18, HH-60G, MH-60S, HC-130J, and MQ-9 aircraft conducting high speed combat maneuvering, non-standard formation



flights, rescue escort, close air support, free-fall and static line parachute operations, and VFR aerial helicopter refueling missions. No chaff or flares will be dispensed. There will be no supersonic flights. Expect day and night operations.

Contact the Albuquerque Air Route Traffic Control Center (ARTCC) for status.

Playas Temporary MOA, NM

Boundaries – Beginning at lat. 32°10'43"N, long. 108°42'48"W,
to lat. 32°09'20"N, long. 108°19'29"W,
to lat. 31°49'31"N, long. 108°21'03"W,
to lat. 31°50'49"N, long. 108°44'28"W,
to the point of beginning.

Altitudes. 300 feet AGL to, but not including FL180.

Times of use. May 7-21, 2021 and August 6-20, 2021; Continuous

Controlling agency. FAA, Albuquerque ARTCC, Albuquerque, New Mexico

Using agency. U.S. Air Force, Det 1, 414 CTS, Davis-Monthan AFB, AZ.

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

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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!



April Accident/Incident Summary

by Jim Timm

The following are the reports of aviation accidents/incidents that occurred in Arizona from late March through late April. APA uses this detailed 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 occurrences.

Aviation safety was not great this reporting period because at the very end of the reporting period we had two fatal accidents with two fatalities in each accident. We also had a rather large number of other accidents and incidents that didn't result in any serious injuries. As you will note from the title of this month's report, we will be changing the format of the report somewhat because we will be taking information from other sources, in addition to the NTSB, which only covers accidents that had involved structural damage to the aircraft. In the future we will continue, using information from the Aviation Safety Network (ASN), which has been collected from the media, and law enforcement agencies, and we will also be using information collected by the FAA regarding accidents, and aviation incidents reported to them. We will also continue using accident information reported to us by APA members. While some of the information received may be duplicated by some of the agencies, we will combine information from all these sources into a single report on each accident. I believe that by making all this information that we have received available to you, it will give you a larger, more comprehensive awareness, of what is happening out there, and hopefully make you a safer pilot, by not making the same or similar errors.

We have finally been able to make selective searches on the new NTSB website and open the preliminary reports when available, and based solely on what is available from this website; one could falsely think that all might be going rather well. I hope you find this new format more inclusive and more informative.

THE FOLLOWING INFORMATION WAS OBTAINED FROM THE ASN, FAA, NTSB, AND APA MEMBERS

Date: **March 14, 2021**
Info Source: FAA (only)
Location: Mesa
Aircraft: Piper PA28-181
Injuries: 1 Uninjured

HARD LANDING PROP STRIKE

The solo student pilot was making a landing at Falcon Field (FFZ), and made a hard landing, resulting in a prop strike. No other damage was reported.

Accident Date: **March 16, 2021**
Info Source: FAA (only)
Location: Marana
Aircraft Type: Cessna 210T

Injuries: 2 Uninjured

NOSE GEAR COLLAPSE ON LANDING

The aircraft had the nose gear collapse upon landing on runway 30 at Marana Regional Airport (AVQ), and the airplane went off the runway after the collapse. The extent of damage was unreported.

Accident Date: **March 18, 2021**
Info. Source: NTSB
Location: Phoenix
Aircraft Type: Lancair Evolution
Injuries: 1 Uninjured

INFLIGHT LOSS OF COCKPIT DOOR

On March 18, at about 1427 MST, an experimental Lancair Evolution was substantially damaged when it was involved in an accident near Phoenix. The pilot was not injured, and the airplane was operated as a Part 91 personal flight.

According to the pilot, he began a climb after he departed on an IFR flight plan from an airport in Mesa. As the airplane climbed through FL220, approximately 30 nm east of the pilot's destination airport, the cabin door departed the airplane and impacted the horizontal and vertical stabilizer. The airplane landed safely in Buckeye, Arizona. Photographs of the airplane taken by the accident pilot showed substantial damage to the left horizontal stabilizer. The cabin door has not been recovered.

Accident Date: **March 26, 2021**

Info. Source: ASN, NTSB

Location: Marana

Aircraft Type: Cessna 150L

Injuries: 1 Uninjured

HARD LANDING

The aircraft made a hard landing at Marana Regional Airport (AVQ), resulting in substantial damage. The student pilot, and sole occupant, was uninjured. The operation was a Part 91 general aviation instructional flight.

Accident Date: **March 27, 2021**

Info. Source: ASN, FAA

Location: Phoenix (GYR)

Aircraft Type: Cessna 172M

Injuries: 1 Uninjured

BIRD STRIKE

The aircraft struck a bird, resulting in a dent in the leading edge of the wing at the root. The phase of the flight when struck is unknown, and the extent of damage was unreported.

Accident Date: **March 28, 2021**

Info. Source: ASN, NTSB, APA Member

Location: Avra Valley

Aircraft Type: Cirrus SR22 GTS

Injuries: 2 Uninjured

FORCED LANDING ON DESERT ROAD - IN-FLIGHT ENGINE FAILURE

This accident was mentioned last reporting period with minimal information. The following is a more in-depth report.

On March 28, 2021, about 1428 PDT, a Cirrus SR-22 was substantially damaged when it was involved in an accident near Marana. The pilot and passenger were uninjured. The airplane was operated as a Part 91 personal flight.

The pilot reported that while enroute to the destination airport, the airplane experienced heavy vibrations and moments later a complete loss of engine power. He attempted to maneuver to a nearby airport, but determined that he did not have adequate altitude. He attempted to deploy the airplane's parachute, to no avail. He then selected a dirt road and made an off-airport landing on Pump Station Road in the Avra Valley area. The right main landing gear collapsed, and the right wing impacted the ground. According to the pilot, oil was seen streaking down both sides of the cowling.

Accident Date: **March 30, 2021**

Info. Source: ASN, FAA

Location: Marana

Aircraft Type: Sonex

Injuries: 2 Uninjured

LOSS OF CONTROL LANDING

The aircraft sustained minor damage subsequent to a loss of directional control landing, and subsequent runway excursion that collapsed the landing gear during the landing at Marana (AVQ). The two occupants onboard the aircraft were not injured during the incident.

Accident Date: **March 31, 2021**

Info. Source: ASN, FAA

Location: Phoenix

Aircraft Type: Piper PA 44-180 Seminole

Injuries: 2 Uninjured

NOSE GEAR COLLAPSE ON LANDING

The aircraft experienced a collapse of the nose gear subsequent to landing at Phoenix-Mesa

Gateway Airport (IWA). The airplane sustained minor damage and the two pilots onboard were not injured during the incident. The departure and destination was IWA.

Accident Date: **April 4, 2021**

Info. Source: FAA (Only)

Location: Show Low

Type: Skyraider (Experimental)

Injuries: 1 Uninjured

HARD AND LOSS OF CONTROL LANDING

The aircraft made a hard landing that collapsed the right landing gear resulting in a runway excursion with other minor damage.

Accident Date: **April 6, 2021**

Info. Source: FAA (Only)

Location: Phoenix

Type: Cessna 172/172

Injuries: 2 Uninjured

TAXI COLLISION

During taxi operations, the wing tip of one C172 struck the rudder of another C172. The extent of damage was unreported. Both aircraft were from the same school.

Accident Date: **April 10, 2021**

Info. Source: FAA (Only)

Location: Tucson

Type: Piper PA 28-160

Injuries: 2 Uninjured

OFF AIRPORT LANDING

The Piper PA28-160 was inbound to Ryan Field (RYN) from the west-northwest, and had to make an off airport forced landing for unreported reasons. The pilot also reported there were no injuries or aircraft damage.

Accident Date: **April 15, 2021**

Info. Source: ASN, NTSB

Location: Cottonwood

Aircraft Type: Piper PA22-160 Pacer

Injuries: 1 Minor

HARD LANDING

The aircraft sustained substantial wing damage subsequent to a hard landing at Cottonwood Airport (P52). The sole pilot onboard received unspecified but apparent minor injuries.

The aircraft is a tailwheel conversion of a Piper PA-22-160 Tri-Pacer, and retained the former model number PA-22-160.

Accident Date: **April 18, 2021**

Info. Source: ASN, NTSB

Location: Williams

Aircraft Type: Cessna 140

Injuries: 2 Fatal

CONTROLLED FLIGHT INTO TERRAIN

The missing aircraft was located Monday, April 19 around 1340 in wooded terrain near H. A. Clark Memorial Field (CMR/KCMR), Williams.

The two people onboard were fatally injured.



Photo courtesy of Coconino County Sheriff's Office

Accident Date: **April 23, 2021**

Info. Source: ASN

Location: Winslow

Aircraft Type: Swearingen SA226

Injuries: 2 Fatal

CONTROLLED FLIGHT INTO TERRAIN

A Swearingen SA226-T(B) Merlin IIIB was destroyed when it impacted the terrain under unknown circumstances near Winslow. It departed from SDL at 2:12 pm & crashed at 3:19 pm MST.

The two people onboard were fatally injured.

Accident Date: **April 23, 2021**

Info. Source: ASN

Location: Show Low

Aircraft Type: Stoddard Hamilton Glasair II RG

Injuries: 1 Uninjured

NOSE GEAR COLLAPSE ON LANDING

The aircraft, an experimental J H Sipprelle amateur-built Stoddard Hamilton Glasair II RG, departed the Chino, CA Airport (CNO), and sustained minor damage subsequent to the nose gear collapse during landing at Show Low Airport (SOW). The sole pilot onboard the airplane was not injured during the incident.

Accident Date: **April 24, 2021**

Info. Source: APA Members

Location: Marana

Aircraft Type: Cessna 182

Injuries: UNK

OFF AIRPORT LANDING IN DESERT TERRAIN

The airplane encountered an inflight loss of power, or ran out of fuel, and landed short of the runway at Marana airport in desert terrain. Aircraft damage and number of occupants are unknown at this time.



Photo courtesy of Northwest Fire Department

Accident Date: **April 25, 2021**

Info. Source: ASN

Location: Sedona

Aircraft Type: Cessna 182J

Injuries: 1 Uninjured, 2 Minor injuries

LOSS OF CONTROL LANDING

The aircraft experienced a loss of directional control and subsequent runway excursion upon landing at Sedona Airport (SEZ). The airplane clipped a stationary aircraft (Cessna 182S Skylane) and a stationary airport vehicle (Fuel Truck) before coming to rest inverted, sustaining substantial damage.

Two occupants onboard the aircraft received minor injuries, and one occupant was uninjured.

CLASSIFIEDS

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Ask about discounts for Veterans & Seniors

GAJSC



General Aviation Joint Steering Committee

Owner/Mechanic Relations

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: May 2021

Topic: Understanding Owner/ Mechanic Roles and Responsibilities

Background:

This presentation is a starting point to help owners/operators/pilots understand their aircraft's maintenance needs and understand their relationship and maintenance facility.

Teaching Points:

- Who's responsible for the airworthiness of the aircraft
- What the owner should expect to see
- What mechanics should do to the aircraft during annual/condition inspection
- What the logbook entry **MUST** contain
- What the logbook **SHOULD** contain
- How the mechanic should document compliance with AD's

DOWNLOADS:

[PowerPoint Presentation Slides...](#)

AIRCRAFT MAINTENANCE RECORD		
DATE	DESCRIPTION OF WORK PERFORMED	SIGNATURE
01/21/99	Total Time 1743.8 Hours	
	I certify that this aircraft has been	
	inspected in accordance with (insert type)	
	inspection and was determined to be in	
	airworthy condition.	
		<i>Ima B. Good</i>
		Ima B. Good
		A&P 123456789

Featured

The APA would like to congratulate Marc Bretz on reaching the first milestone in his flight career by earning his Private Pilot License!

"Ever since I was a little kid, my parents would drive me to KDVT airport at night to watch airplanes take off, my dad would take me to various air shows around the valley, etc. Extremely excited to be on this journey and proud to be associated with the Arizona Pilots Association as a proud member.

Photo below is my receiving my Private Pilot Certificate on April 23, 2021 at KGEU."



CLASSIFIEDS

Fly a Helicopter!

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Email: glennsroberts@icloud.com



Fly Loops and Rolls!

Price:\$ 220.00

Call: Glenn Roberts at (602) 463-5528

Email: glennsroberts@icloud.com



MEMBERS' PHOTO CORNER

Thank you to Kevin Vescio Sr for this month's photos!

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

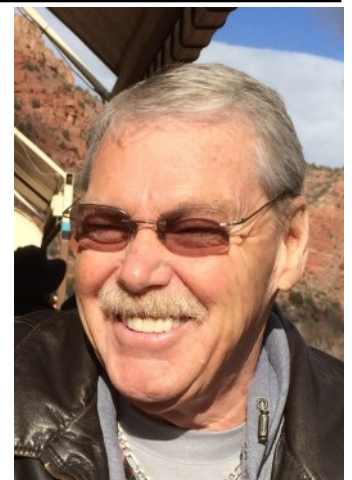


Luke AFB





GAARMS REPORT ***May 2021*** **By Fred Gibbs**



2021 TO DATE:

With only a week to go to a fatal accident-free 4 months, I went to Santa Fe with the Mooney Aircraft and Pilots Association Safety Foundation to do a weekend safety clinic for a group of Mooney owners. After 2 days of stressing safety issues, a day of classroom and a day of flight instructing, I came home to 2 fatal accident reports! The first fatal accident occurred out by Williams (KCMR), with 2 fatalities. It was found after a search for an overdue aircraft on a flight from Sedona up to the Grand Canyon airport. The 2 fatalities were both from California, not from our Arizona-based pilot community. The second fatal accident occurred out by Holbrook. As I write this, very little is known about the cause of the crash or if the 2 occupants were Arizona-based folks.

So, here we are now 4 months into 2021 with two fatal accidents. That is not the plan or results we are looking for. All I can say is please keep striving to be the safest pilot you can be. YES, we still have our share of fender-benders, but kudos go out to several pilots for making very successful off-airport emergency landings.

Our safety record, APA and state-wide, is quite outstanding when talking percentage-wise, currently running at 100% perfect or, stated a different way: 0% fatal accidents. There are about 26,000 pilots in the state, and should we have one fatal accident with one fatality, our safety "rating" would drop to

99.9996 percent. Or, heaven forbid, if we should end the year with 5 fatalities, our safety "rating" would drop to 99.9807%. Per the statistics from the AOPA, the Nall Report and the FAA, as of the end of 2019, there were an estimated 664,565 active certificated pilots in the US. This number has been declining gradually over the past several decades, down from a high of over 827,000 pilots in 1980. Data shows that 381 people (or 97 percent of all fatalities) were killed in general aviation operations in 2018, compared with 331 people in 2017. The NTSB calculated the fatal accident rate in general aviation as 1.029 accidents per 100,000 flight hours,



compared with a rate of 0.935 in 2017. Doing quick math on the number of fatalities per pilot population, as I did above for Arizona, the national average is 99.9426, a lot worse than our state-wide average. The bottom line from all of this is the fact that we, the pilot population here in Arizona, have a record much safer than the national average!

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

Fred's Perspective

Flight Instruction –

I just returned from a weekend in Santa Fe, New Mexico – NO, not a vacation, but a 2 ½ day Mooney Aircraft and Pilots Association (MAPA) Safety Foundation safety program for 28 Mooney pilots. Now I know most of you know I fly a Bellanca Super Viking – aka “The Speed Monster,” and I get great enjoyment parking my classic wood and fabric airplane amongst all those Mooneys. So why would a Bellanca driver be teaching at a Mooney program?

Well, I have been instructing for MAPA for almost 25 years now, and I'm quite proficient in almost all models of Mooneys, with all kinds of equipment and all levels of experience. The pilots who attend range from the retired 25,000-hr airline pilot with his/her really well-equipped high-end Mooney, to the rookie Mooney owner who just bought one and wants to get the right kind of training that the safety foundation offers. The course has 8 hours of classroom instruction on Friday on specific Mooney issues and operations, rules and regulations, and includes an inspection of all the aircraft looking for very specific items and problem areas identified by the factory from 40 years of experience. Once satisfied that the aircraft are A-OK, each pilot gets at least 4 hours of instruction on Saturday and Sunday morning, ranging from basic flying skills



to landing techniques, including crosswind practice and engine-out emergency procedures. Interestingly, every pilot in attendance was instrument rated, ranging from not so good to really good! BFR's and IPC's were part of the training. I flew with a retired airline captain with 20,000 plus hours in all kinds of big iron in his very nice, well-equipped M20J and an architect with about 3,500 hours in his turbo'd M20K. He was a very interesting guy to be around – a Vietnam helicopter pilot who had been shot down three times and never flew a helicopter after leaving the Army, but who bought a Mooney, got his fixed wing ratings, and travels the eastern half of the country. We reminisced about all the same airports

we both flew out of in the old days!! Good old Santa Fe tower did a great job of keeping us all separated and safe, but I reckon we looked like a swarm of gnats converging on the airport from every direction.

The flight from Flag to Santa Fe in the “The Speed Monster” Thursday afternoon was a... um... real treat: light to moderate turbulence all the way, with some really hard moderate turbulence, bouncing the O2 bottle right off the seat and sending stuff flying around the baggage area. And then, of course, there was the crosswind landing at Santa Fe! At 11,500 feet with the wind at my back, I was really humming along, 170 – 180 kts ground speed, and already dreading the flight back to Flag on Sunday afternoon, but Mother Nature would be kind to me. We were able to finish up all the flying Saturday afternoon (it was a long day), and because of the winds (both current and forecasted), several of the participants chose to head for home. And home for them was quite a ways off, like Houston, TX; Naples, FL; Chicago; Memphis; etc. We had a great gathering of Mooney pilots Saturday night – there must be a name for that – and lies and war stories were abundant. I was able to depart early Sunday morning before the winds picked up, blasted up to only 10,500 and made it back to Flag in 2 hours 10 minutes, landing in winds gusting to 31 knots on short final! All in all, it was a great time for all, and it really felt good to spend some time in the Viking, versus all the time I spend in Wiseman Aviation C172 trainers!

DANGER WILL ROBINSON !!!

Sedona airport is in the news again with their third crash so far this year. The C182 pictured here lost control on landing, ran off the runway and hit the fuel truck and another aircraft! Both occupants were injured, but nothing life threatening. WOW, this could have been a lot worse. The winds up here in northern Arizona have been vicious this spring, and as I write this article, there is another high wind advisory in effect all day!! If you plan to fly up north, be very, very careful regarding strong winds, Low Level Wind Shear and nasty crosswinds!! You do know the max demonstrated crosswind limitation of your airplane, right??



Photo courtesy of Sedona Fire Department

Fred's pop Quiz...

NEW QUIZ –

1. When must a pilot who deviates from a regulation during an emergency send a written report of that deviation to the Administrator?
 - a. Within 7 days
 - b. Within 10 days
 - c. Upon request

2. The minimum flight visibility required for VFR flight above 10,000 feet MSL and more than 1200 feet AGL in controlled airspace is
 - a. 1 mile.
 - b. 3 miles.
 - c. 5 miles.

3. What information is provided by the radar summary chart that is not shown on other weather charts?
 - a. Lines and cells of hazardous thunderstorms
 - b. Ceilings and precipitation between reporting stations
 - c. Types of clouds between reporting stations

4. What are the standard temperature and pressure values for sea level?
 - a. 15°C and 29.92 Hg
 - b. 59°C and 1013.2 millibars
 - c. 59°F and 29.92 millibars

5. The normal radius of the outer area of class C airspace is
 - a. 5 nautical miles.
 - b. 15 nautical miles.
 - c. 20 nautical miles.

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



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.

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 505.870.1233

More information at New Mexico Pilots Association



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.

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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.

