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President's Report

Greetings,

Another first in APA history has occurred; APA members voted for Board of Directors terms via an electronic ballot! Thank you for participating and making your voice heard. I also thank you for placing your confidence in the current board members, as each up for election was retained. Since APA's founding, these elections have been in person at annual meetings. With all of the "back to normal" talk in nearly every industry and facet of life, this is something I hope does not become the norm. Aviation is an in-person, face-to-face, hands on type of lifestyle. Sun N Fun recently conducted a survey asking attendees what they liked most about fly ins. Overwhelmingly, meeting with other pilots was at the top. Not only is there a camaraderie and brotherhood/sisterhood with fellow aviators, but we also learn from each other in every conversation. What not to do. What to do. How to manage a particular situation. The social aspect of aviation is key and helps to keep us sharp. We are actively working to get in-person seminars started back up and are looking forward to working with you on a number of projects throughout the year.



The effects of quarantines and closures over the last year no doubt played into the increase in pilot deviations recorded in Jim's Executive Director's Report in this newsletter. They show that we need to spend more time reinforcing the safety culture that must be present among pilots and that we must spend more time with our heads in the game while flying. Attending FAAST Wings Seminars, forums at fly ins, or going up with an instructor just because are all ways to help us return the focus to safety. Fortunately, most deviations do not result in bent aircraft or injury, but occasionally they do. Please keep your head in the game when planning, executing, and debriefing a flight. Pay attention to airspace at all stages of the flight. Listen for your callsign, write down instructions, and perform a full readback of ATC instructions. While I look forward to Jim's report each month, I would love it to be a simple "nothing to report" kind of month. Let's all do our part to allow Jim to write this!

Lastly, the summer heat has returned to Arizona. Please carefully review density altitude calculations for your aircraft. Plug your most common weight/balance load values into the calculation and adjust your mindset to the additional runway length needed. With my Comanche, it means some of my favorite airstrips can only be accessed early in the morning if I want to depart the same day. That's quite alright, as the Comanche lacks air conditioning.



Blue Skies,

Brian



Executive Director's Report

Jim Timm — June 2021

Summer may be rapidly approaching, but in actuality, the flying weather hasn't been bad at all. It's been a bit windy at times, that can be particularly challenging for us taildragger pilots, but really not too bad temp-wise in the mornings. I'm bracing myself for what's to come. I sure hope we don't have a hot one like last year. I think I'm getting too old for that again. So, let's go flying and enjoy what we have while we can, and please fly safe.

Speaking of flying, I've got about a year to go, but I got to thinking about what to do about getting a bi-annual flight review next time. There are a lot of things you can do to satisfy the requirement, such as getting another rating, getting into the FAA Wings safety program, or getting a bi-annual in another type of aircraft. One time, because I hadn't been very active in flying gliders for a while, my instructor insisted I do my bi-annual in a glider because it would put me in an unfamiliar aircraft environment for the review, and the ground portion would pretty much be similar to a powered airplane. It turned out to be challenging and a lot fun. Getting a glider rating or seaplane rating could be fun, expand your flight experience, and satisfy the BFR requirements, but if you want to stick with your usual realm of flight, and your current airplane, give consideration to getting into the FAA Wings program. In the Wings program, shortly before you're due for your BFR, you can make couple of defined instructional flights with a CFI and meet the BFR requirements. It winds up being a lot more of a stress free and casual situation, and because it's more instructional, it will make you a safer pilot, and that is the primary objective. It's been determined that pilots that have used this program have had a history of not being involved in aircraft accidents. Let's face it, we all want to be safer pilots, and we don't want to have accidents. Give it some thought. The next time your BFR comes due, don't wait until the last moment, and go out with a CFI friend, and get a quick BFR "to meet the requirements." Just meeting the requirements may not be the best way, do what will make you a safer pilot. For more information on the FAA Wings program go to: <https://medium.com/faa/wings-pilot-proficiency-program-11618458ed02>



MISCELLANEOUS ITEMS



FAA

Unfortunately, a couple of potential Airworthiness Directives (ADs) have come to our attention that could impact some of our members.

The Grumman AA-1 and AA-5 aircraft have come to the FAA's attention with a horizontal stabilizer issue. A Grumman American AA-5 recently experienced an inflight loss of pitch control which result-



ed in a serious accident. The post-accident investigation of the aircraft revealed a separation, or debonding of the left-hand horizontal stabilizer upper and lower skin surfaces from the end mounting flanges had occurred. An examination of an example aircraft for a comparison was made, and a similar compromise of the structure was found. After discussions with the FAA Aircraft Certification Office (ACO), it was determined that an Airworthiness Directive (AD) should be created to address this debonding issue with the AA-5 and AA-1 horizontal

stabilizer. The quickest path to producing an Airworthiness Directive (AD) would be the pursuit of an Immediately Adopted Rule (IAR), which is in process. Because the AD is still weeks out from completion. This information is being distributed, in an effort to educate the aviation community until the AD is published.

Apparently, the FAA may also be proposing wing inspections on more Cessna 210 models, and also some Cessna 177 series aircraft that would require visual and eddy current inspections of the wing carry-through spar lower cap, and also protective measures under an airworthiness directive they proposed on May 11. The AD, which is open for public comments until June 25, was proposed in response to the May 2019 in-flight breakup of a Cessna 210M flying a low altitude aerial survey mission in Australia. Post-accident examination identified fatigue cracking that initiated at a corrosion pit. Reports of corrosion on the later Cessna 210 models and Cessna 177s, suggests that the corrosion is likely to exist or develop on other products of the same type design, prompted the new proposal. It calls for visual and eddy current inspections of the carry through spar lower cap, and corrective action if necessary, being the application of a protective coating and corrosion inhibiting compound (CIC), and also reporting the inspection results to the FAA. The inspection and application of the protective coating, and reporting inspection results to the FAA will potentially be rather expensive, estimated somewhat in the neighborhood of \$1,800.

AIRSPACE

Presently everything seems to be moving along smoothly in the airspace system, and there haven't been any issues that have cropped up that would suggest changes that could impact your flying activities. Once again as a reminder, we are entering the forest fire season, and unfortunately, this year it may be a bad one. Watch out for smoke and forest fire TFRs, and do give them a wide berth. Be aware that a fire TFR can pop up at a moment's notice. Also exercise extra caution around airports such as Prescott, Payson, Williams Gateway, and Falcon Field Mesa where there may be firefighting aircraft operating from them. Before every flight check for TFRs and NOTAMs and fly informed.



SAFETY

When you go flying it's imperative that you are aware of the type of airspace that you are going to be flying in, and that you know its requirements and limitations, and what Air Traffic Control (ATC) may expect of you, and that you can comply with them. It's apparent that some pilots don't do this and wind up with problems. As an example, in the time frame from April 16 to May 12, there were sixteen pilot deviations that occurred and were reported to the FAA SDL FSDO. These deviations were made by private pilots, commercial pilots, CFIs with students, and ATPs. They were not made by students learning to fly. Of the sixteen deviations made, there were five Brashers issued. A Brasher is a notice that is issued when further FAA action is needed. The pilot deviations in this last reporting period are as follows.



There were five IFR deviations, four were altitude deviations and one was a route deviation, and there were three Brashers issued for the altitude deviations.

There were two Class Bravo airspace deviations for entering the airspace without first getting an ATC approval.

There were six Class Delta airspace deviations. Four of the deviations were for entering without first establishing communication with ATC, and two were cases of failing to follow ATC directions. A Brasher was issued in one case for entering without authorization, and one was issued for a case of failing to follow ATC instructions.

There were three runway incursions that resulted from not following ATC instructions, and in some cases, in spite of the pilot giving a correct read back of the instructions. If you don't understand the ATC controllers' instructions, ask for a repeat of the instructions, and follow them, and if you can't, then tell the controller why you can't. It's true that we operate in a very complex, and sometimes crowded airspace, and it can only be safe if everyone operates in a safe and predictable manner.

Don't commit a pilot deviation, and please fly safe!

Aviation safety this past reporting period has improved somewhat from the last report, but it's still



not the best as it could or should be. There were only a few serious injuries and most of the accidents, or incidents didn't incur any injuries. It would appear that people are still not thinking about what they are doing. This is rather apparent based on the large number of no injury accidents and incidents.

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

Benson (E95) begins operation of its new self-serve fuel station this month.

With funding available from the FAA, many airports around the state have construction projects planned or in progress. Unfortunately, we don't have the latest details on all these projects, and 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 upon your arrival. 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:

The fly in breakfast at Coolidge Municipal Airport (P08), normally on the first weekend of the month, 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, on the third weekend of the month, is on hold because of the virus pandemic, and the coming summer. Here's hoping for an October restart.

Grapevine is closed until further notice due to its current use in firefighting operations. *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 still has 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 before the end of the year.



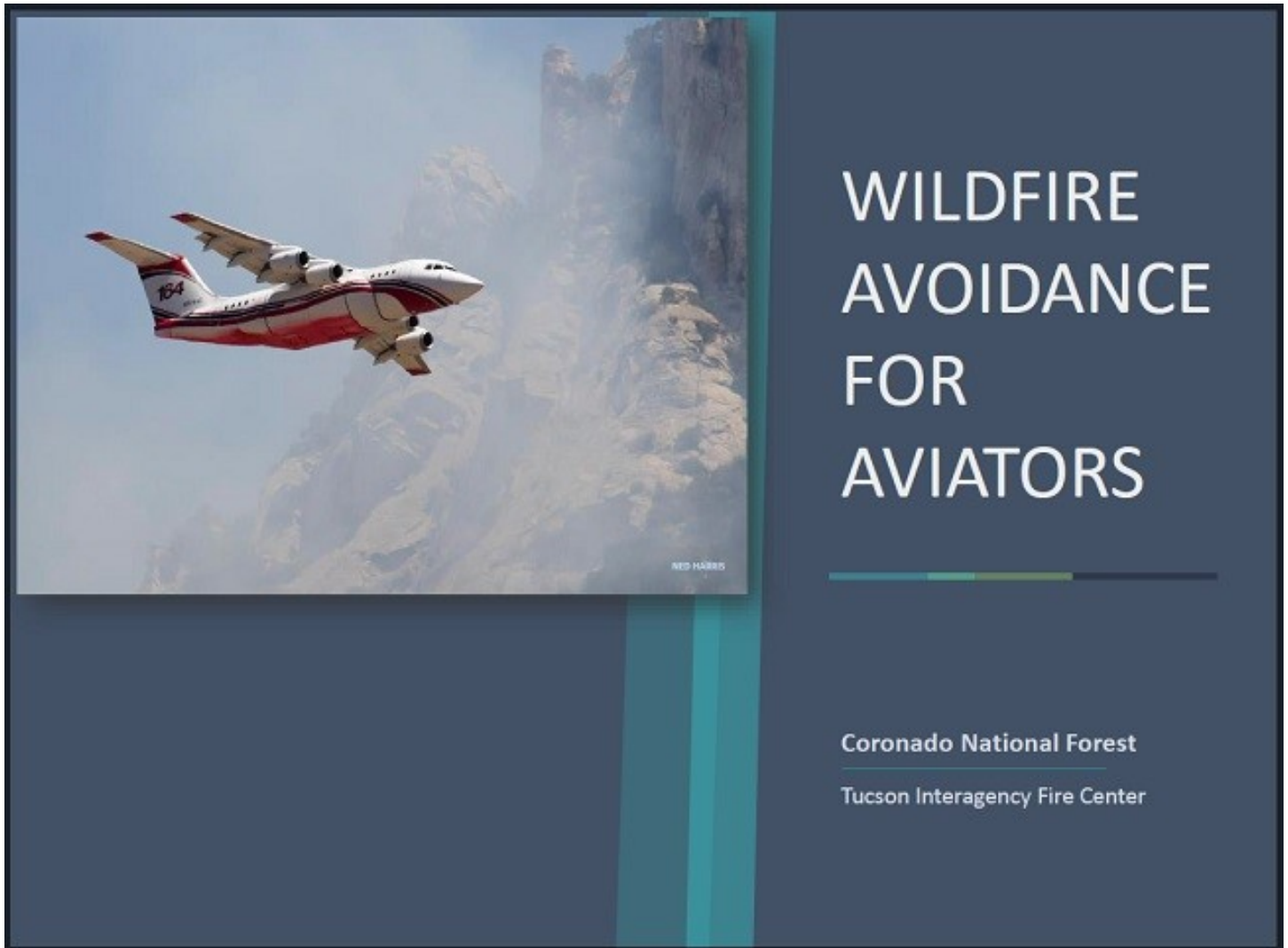
Check with the APA Getaway Flights program and online [calendar](#) for fun weekend places to fly.

Jim



Wildfire Avoidance for Aviators

Wildfire season is under way in Arizona; higher-than-normal wildfire activity and aerial firefighting activities are expected throughout the state this summer. The Tucson Interagency Dispatch Center of the USDA Forest Service has an interest in promoting a safe flying environment for all aviators who come across a wildfire. They want to share this information with student pilots and their instructors, recreational aviators, or pilots who are transiting through southern Arizona. Use the following link to [access the PDF](#), which has information about firefighting aircraft, how they are used, and aerial hazards encountered at fires.



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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!**



May Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents and incidents that occurred in Arizona from late April through late May. APA will use 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 this past reporting period has improved somewhat from the last report, but it's still not the best. It's acceptable in that there were only a few serious injuries and most of the accidents, or incidents, didn't incur any injuries. It would appear that people are still not thinking about what they are doing. This is rather apparent based on the large number of no injury accidents and incidents, and the large number of pilot deviations that also occurred in the reporting period.

We are going to continue with the expanded scope of the report using information from the NTSB, ASN, FAA, and APA Members. With this increased source of information, I think you will be getting a better idea of what is really happening out there, and help you keep from making the same mistakes. We can only hope that all this will help make flying just a little bit safer.

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

Accident Date: **May 2, 2021**
Info Source: ASN, NTSB, FAA
Location: Phoenix
Aircraft Type: Ultra Magic N500 (Balloon)
Injuries: 17 Uninjured, 1 Minor Injury, 1 Serious Injury

WIND BLEW BALLOON INTO TREE

The balloon sustained unreported damage subsequent to impact with a tree during a landing attempt in gusting wind conditions in the Phoenix area. Of the nineteen occupants onboard the sightseeing hot air balloon, one was seriously injured, one received minor injuries, and seventeen were not injured.

Accident Date: **May 4, 2021**
Info. Source: ASN
Location: Phoenix
Aircraft Type: Cessna 150H
Injuries: 1 Uninjured

INFLIGHT LOSS OF POWER

Following a loss of engine power, the aircraft made a forced landing to a roadway in Desert Ridge, east of Phoenix Deer Valley Airport (DVT). The airplane was not damaged and the pilot, only person onboard, was not injured during the incident. The owner of the plane said the plane was rented out to the pilot who was trying to build up flying hours. The owner said the plane had enough fuel for a two-hour flight but the plane ran out of fuel when the pilot was on the way back to the airport.

Accident Date: **May 5, 2021**
Info Source: NTSB, FAA
Location: Mesa
Aircraft Type: MD 369FF
Injuries: 2 Uninjured

PRECAUTIONARY OFF AIRPORT LANDING

No information was available other than substantial damage had occurred during the precautionary off airport landing.

Accident Date: **May 5, 2021**
Info. Source: FAA
Location: Mesa FFZ
Aircraft Type: H500 Helicopter
Injuries: 2 Uninjured

DAMAGE DISCOVERED POST FLIGHT

A post-flight inspection discovered a damaged tail rotor. The extent of damage was deemed to be substantial.

Accident Date: **May 5, 2021**
Info Source: FAA
Location: Chandler (P19)
Aircraft Type: Mooney M-20K
Injuries: 1 Uninjured

NOSE GEAR/PROP DAMAGE ON LANDING

The aircraft incurred a prop strike and nose gear damage during a pilot induced porpoising during landing. Pilot experience in the Mooney was low.

Date: **May 6, 2021**
Info. Source: FAA, APA Member
Location: Wilcox (P33)
Type: Northstar Trike (Ultralight)
1 Serious Injury

CRASHED DURING TAKEOFF

The unregistered ultralight Northstar trike crashed during takeoff from P33, and the pilot sustained serious injuries. Aircraft damage was undetermined.

Date: **May 8, 2021**
Info. Source: NTSB, APA Member
Location: Tucson
Type: Cessna 172P
1 Uninjured

HARD LANDING

During a Part 91 G/A local Instructional flight, the solo student pilot had a hard landing resulting in

a prop strike, and the aircraft sustained substantial damage.

Date: **May 9, 2021**
Info. Source: FAA, NTSB, APA Member
Location: Chandler (P19)
Type: Cessna 172R
1 Minor Injury

STRUCK POWER LINE AND FREEWAY FENCE

During what may have been an attempted forced landing on a freeway, the airplane clipped a power line and struck a freeway overpass fence and sustained substantial damage during the landing attempt southeast of the approach end of Runway 35 at Stellar Airpark (P19), Chandler. The aircraft departed Roswell International Air Center Airport, (ROW), with a nighttime destination of Stellar Airpark (P19).

The sole pilot onboard the airplane received unspecified but apparent minor injuries.

Accident Date: **May 13, 2021**
Info Source: ASN
Location: Mesa
Aircraft Type: Boeing CH47
Injuries: 1 Uninjured

CAUTIONARY OFF AIRPORT LANDING

The helicopter made a safe off airport cautionary landing 3 miles from the airport for an unspecified reason.

Accident Date: **May 13, 2021**
Info Source: ASN
Location: Prescott
Aircraft Type: Piper PA18-150
Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

The Piper PA18-150 Super Cub departed Calvada Meadows (74P), NV, and ground looped on

landing at Prescott regional Airport. Extent of damage was unreported.

Accident Date: **May 18, 2021**

Info Source: ASN

Location: Mesa

Aircraft Type: Piper PA28-180

Injuries: 3 Uninjured

RAN OUT OF FUEL

After experiencing an inflight loss of power shortly after takeoff, the airplane landed on a freeway, striking a median wall and a cement truck. The three persons on board were uninjured. Extent of damage was unreported.

Accident Date: **May 20, 2021**

Info Source: ASN

Location: Lake Havasu

Aircraft Type: Beech King Air B200

Injuries: 8 Uninjured

NOSE GEAR COLLAPSED ON LANDING

The airplane had departed Scottsdale Airport (SDL) with a destination of Lake Havasu Municipal Airport (HII). Following an inflight notation of a landing gear anomaly, the aircraft landed successfully sustaining some damage to the nose of the aircraft when the nose gear did not extend properly.

Accident Date: **May 21, 2021**

Info Source: NTSB

Location: Phoenix

Aircraft Type: Cessna TU206G

Injuries: 2 Uninjured

UNKNOWN PROBLEM

The aircraft was performing a FAA Part 91 personal flight when it experienced an accident. None of the two persons onboard the aircraft were injured, and the phase of flight or accident was not described, except it was noted that the damage incurred was deemed to be substantial. An NTSB Preliminary Report is in process and was not available for review.

A Few Words About Safety

Denny Granquist

“

“Experience is what happens when you wish you would have done it differently.”

“Telling tower you don't have the traffic is very professional.”

”

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GAJSC

General Aviation
Joint Steering Committee

After-market Safety Equipment

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: June 2021

Topic: After-market Safety Equipment – GAJSC SE 2, 22, 25, 37, 48, and 49

Background:

The GAJSC feel that installation and use of after-market safety equipment can significantly reduce the likelihood of some general aviation accidents. The committee are particularly interested in angle of attack indicators, engine monitoring equipment, enhanced and synthetic vision systems. They also support reducing regulatory burdens on installation and certification of safety equipment installations.

Teaching Points:

- A number of technologies have proven useful in reducing the likelihood of general aviation accidents.
- As with all technologies, pilots must be thoroughly familiar with limitations and proper operation of the equipment.
- FAA recognizes that reducing regulatory burden can result in increased safety equipment installation and use.
- Pilot proficiency is still the most profound influence on flight safety.



References:

- [Press Release – FAA Clears Path for Installation of Angle of Attack Indicators in Small Aircraft](#)
- [GAJSC Documents and Reports](#)

DOWNLOADS:

[PowerPoint Presentation Slides...](#)

Air Traffic Control (ATC) Communications Basics for Pilots

by Paul Wiley



This article is intended for pilots flying under Visual Flight Rules (VFR). It is intended to cover important highlights and to summarize the basic communications procedures recommended by the FAA to facilitate the safe and orderly flow of air traffic to and from airports. We will also include some traps to avoid and tips to help you when communicating with ATC. The goal of this article is to promote understanding within the pilot population as to the proper communications procedures and practices ATC expects pilots to use, as well as best practices for

communicating with other pilots at non-towered airports.

Basic ATC Communications

Communications with ATC should be stated:

- ⇒ **Clearly** – state your message and intentions so there is no misunderstanding about what you are saying.
- ⇒ **Completely** – Don't force the controller to query you to understand all of what you should have told him in your initial transmission.
- ⇒ **Succinctly** – Your transmission should be to the point and not include extra or unnecessary information.
- ⇒ **Honestly** - Do not wait to ask ATC for help if you think you need it e.g., low on fuel, not sure of your present position or needing to divert due to weather. Fess up!

As a rule, each transmission should include:

- ⇒ **Who** you are (i.e., aircraft type and tail num-



ber or call sign)

- ⇒ **Where** you are - on the ground or in the air - using specific location information, preferably locations that are charted and known to ATC and other pilots.
- ⇒ **What** you want. If you have a request requiring a lengthier explanation, a good practice is to state who and where you are and then simply say: "I have a request."



Tips for better communications:

- ⇒ Study the Pilot/Controller Glossary. This excellent resource is located in an appendix of the Aeronautical Information Manual (AIM).
- ⇒ Also review AIM Chapter 4, especially sections 2, 3 and 4; Chapter 5 all sections; Chapter 6 all sections; and finally, Chapter 7 especially related to Pilot Reports (PIREPS).
- ⇒ For non-towered airports, study the table in the AIM Chapter 4 (Table 4-1-1) titled: "Summary of Recommended Communication Procedures."
- ⇒ If you are a new pilot, think about what you want to say first and listen to and **practice** with your instructor (and at home) before you key the mic and start talking. Write down common and often used phrases if you have to as this will help you learn standard phraseology.
- ⇒ Wait a few seconds and listen before transmitting to avoid transmitting when someone else is already transmitting or expecting a response. Be patient; however, if the frequency is very busy, sometimes you just have to break in at the first opportunity.
- ⇒ When receiving a clearance from ATC, follow these three steps: 1) write it down, 2) read it back, 3) dial it in (e.g., a transponder "squawk," departure heading, altitude assignment or comm frequency). Double check that you have correctly set up your avionics before transmitting.



- ⇒ With newer radios there is usually a "flip/flop" function to allow 2 comm frequencies (active and stand-by) to be displayed simultaneously. Take advantage of this to enter the new frequency into the stand-by display and then switch that to be the active frequency. This will allow you to go back to the previous frequency if contact cannot be established on the newly assigned frequency.
- ⇒ **Study and use** the airport taxi diagram, especially if you are flying into an airport for the first time. Note "hot spots" and always ask for help if there is any confusion about taxi instructions or if you are not sure of your position. You can always ask for "Progressive Taxi" and ATC will provide instructions in stages or incrementally as you taxi.
- ⇒ Read back: certain instructions from ATC must be repeated back to ATC. When reading back instructions, be sure to include your air-



craft tail number with your read back. See more on clearance read back in the AIM.

- ⇒ Practice with the avionics in the aircraft you are flying so that you can enter new frequencies quickly and efficiently.
- ⇒ Think ahead and set up your radios in advance so that, when you do need to change frequencies, you can do so with one button push instead of several.
- ⇒ Thinking ahead also means getting the ATIS or ASOS/AWOS before contacting the tower or before entering the airport traffic area at a non-towered field.
- ⇒ For busy airspace: On the initial call to ATC, especially when the frequency is busy, a slight pause (say 1 second) after initial contact is helpful to the controller. This may seem contradictory, but a slight

pause will help the controller, who may be multi-tasking, get into “listening mode” and thus less likely to miss something in your transmission. **Example:** “Phoenix Approach (slight pause) Cessna 5521C two miles south of Deer Valley request Class B transition and flight following to Marana, leaving 4 thousand for 6 thousand 5 hundred.”

Common Traps to Avoid:

- ⇒ When initial contact with ATC is made (or initial call to “traffic” or unicom at a non-towered airport), use your aircraft type and full tail number. Example: Skyhawk 351 Papa Bravo. Once ATC or unicom responds, the correct response becomes: Skyhawk 1 Papa Bravo, i.e., just the last 3 numbers/letters are used for brevity.
- ⇒ Use the correct phraseology and words to state your intentions or to answer a question from ATC so that there is no misunderstanding. Example: ATC asks: “Bonanza 123TK do you have traffic in sight?” Bonanza 123TK responds: “Roger.” This response is incomplete and incorrect. Roger means you have received and understood the transmission (and compliance with any instructions is implied). The correct response would be: “Bonanza 123TK affirmative, traffic in sight,” or “Bonanza 123TK, negative looking for traffic.” If a question from ATC requires a yes or no answer, the response should be “affirmative” for yes, or “negative” for no.
- ⇒ It is critically important that certain ATC instructions be repeated back to ATC to ensure understanding and compliance. Example: ATC instructs: “Cessna 123CP hold short of runway 7 right,” the correct response: “Roger, Cessna 3CP holding short runway 7 right.” Note that the read back must include the aircraft tail number and the specific runway along with the instructions from ATC. Common and incorrect responses include (but are not limited to): “roger, Cessna 3CP,” or “roger holding short,” or “roger holding short runway 7.”



⇒ By far the most common violation for which pilots are cited by ATC involves altitude, i.e., failure to level off, climb to, descend to or maintain the correct altitude. Again, the best way to avoid a violation is to: 1) write it down, 2) read it back, and 3) dial it in (if your aircraft has an autopilot with altitude select capability or an altitude bug or alerter). There are other inexpensive ways to remind pilots of their assigned altitude, including movable devices which can be placed on the altimeter at an assigned altitude. This same advice applies to holding an assigned heading, airspeed or course.

Paul



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

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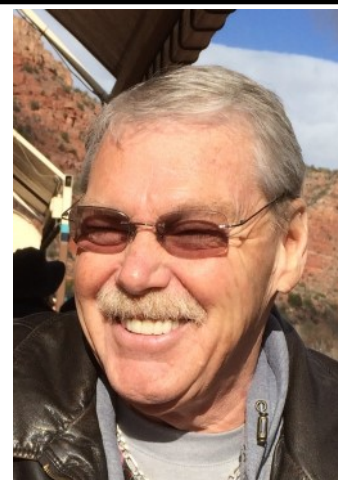
Complex, 2000 hours - former Columbia partnership

Call: Michael Hutchinson at (831) 776-2210

Email: hutchinson93922@gmail.com



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



2021 TO DATE:

So far this year, there have been 2 fatal accidents. The first fatal accident occurred out by Williams (KCMR) with 2 fatalities. The wreckage 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 5 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, and kudos go out to several pilots for making very successful off-airport emergency landings.

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



Fred's Perspective

HIGH TEMP OPERATIONS

Over the past several months I have been involved in an ongoing discussion about high temperature operations, i.e., operating aircraft beyond the temperature values as published in several aircraft POH's. This is not unusual out here in Arizona, and we often see flights – airline flights – out of Phoenix scrubbed, delayed, or modified to account for the unusually high temperatures we encounter during the summer. As I understand it, once the temperatures get way up



there, i.e., 113 degrees/45 degrees centigrade or hotter, there are NO performance figures in the POH's to work with. Our C172M model POH only shows performance figures up to 20 degrees Centigrade above standard. This raises the question as to whether operation of the aircraft is "legit" or not. Well, the same issue exists for us GA pilots. For example, fly your C172 out to Lake Havasu or Bullhead City in the dead of summer and you will have to deal with tempera-

tures close to 120 degrees. Or fly up here in Flagstaff in August, and you may have to deal with a temperature of 90 degrees/32 degrees Centigrade (*which just happens to be 31 degrees Centigrade above standard temperature for an airport at 7000 feet*). Nowhere in the POH are performance figures for those levels of temperature, which raises the questions: "Can I legally fly the airplane?" "Can I legally carry passengers?" or "Am I now in the role of a test pilot?"

Playing the FAA's game, what if that scenario leads to overheating and possible engine failure? What if that scenario leads to the inability to climb out of ground effect or causes you to run out of runway? Am I at fault for not adhering to the POH, or operating beyond the POH, or ignoring the POH? What would my insurance carrier say about operating my aircraft outside of the POH? Heaven forbid I damage the aircraft and injure any passengers while operating outside of the performance parameters of the aircraft's POH. What is my liability then?

Several other members of APA have raised this issue to me for input. We raised the issue to the FSDO, who advised us that "It is the responsibility of the PIC to ensure the POH is followed. Interpolation of the performance information above the listed high temperature operations is recommended." Unfortunately, NO GUIDANCE on how to do that interpolation was provided!

One of the interested parties contacted Cessna directly to discuss the issue. They reported that Cessna engineers said, "Absolutely do NOT fly outside the performance charts and there is NO interpolation, period!"

So, there you are – no definitive answer and/or conflicting answers, leaving you responsible for your decision. As the PIC, you will be held accountable for that decision and possibly left hanging by your insurance carrier for operating outside of the POH... Will you be Capt. "Sully" Sullenberger or the Captain of the Titanic?

WOULD I DO THAT?"

In an interesting twist of irony, the other day I watched a webinar on risk management under the NAFI education banner. It was presented by Mr. Greg Feith of the NTSB, a world-renowned accident investigator for the NTSB, an instructor pilot, and actually an old acquaintance from my FAA days. Risk management, decision making or the lack thereof, and the chain of events that lead up to an accident were the primary topics.



From an instructor's point of view, it was very enlightening and covered knowledge versus flying skills and the connection between risk management and aeronautical decision making.

Later that day, I was out at the airport. The wind was awesome, 250 degrees 32kts gusting up to 41kts with a crosswind gust component of almost 26 knots! We watched a Cirrus land and, unfortunately, it was not pretty! He banged the nose gear on the runway – hard – and literally broke the nose wheel pant to the point where it had to be removed. The pilot threw it into the baggage compartment and took off for his home airport,

without having the nose gear looked at by a mechanic. Apparently, he made it back safely, because I did not hear of any accident or incident at his home airport later that day. It does raise the question with regard to risk management, good aeronautical decision making, and common sense; the question you have to ask yourself is, *“Would I have done that?”*



Fred's pop Quiz...

NEW QUIZ –

1. We all know we need ADS-B “Out” to operate within the class C airspace, but am I required to have ADS-B “Out” when in the class C radar service area?
 - a. Yes
 - b. No
 - c. Only if above 10,000 feet
2. OK, what if I decide to remain clear of the class C airspace by just overflying the class C airspace at 9500 feet. Do I need ADS-B “Out” there?
 - a. Yes
 - b. No
 - c. Only if I want flight following
3. Your airplane has dual magnetos for redundancy. Is it possible for both magnetos to fail at the same time?
 - a. Yes
 - b. No
 - c. Only if the P-leads fail.

4. What is an isotach?
- a. A modified isotope
 - b. A line of equal speed
 - c. A new, modern digital tachometer
5. This is the Luke AFB TAF, In the first line of the TAF, what does the 9999 mean?
- TAF KLUF 211200Z 2112/2218 VRB06KT 9999 VCSH SCT060 BKN100 QNH2970INS
BECMG 2115/2116 VRB06KT 9999 NSW FEW150 QNH2978INS
BECMG 2118/2119 23015G25KT 9999 SKC QNH2987INS
BECMG 2203/2204 23012KT 9999 SKC QNH2991INS
BECMG 2205/2206 VRB06KT 9999 SKC QNH2994INS TX37/2123Z TN18/2112Z
- a. Visibility is 99 miles
 - b. Visibility is 9999 meters
 - c. Visibility is unlimited
6. If I upgrade my 1978 C182 airplane with dual G5's, dual Garmin 750's, a new Garmin Transponder and ADS-"B" In and Out, Bluetooth connectivity to Foreflight on my iPad to display weather and traffic, XM weather backup, a complete electronic engine analyzer display, an angle of attack indicator and a new 2-axis Garmin autopilot, am I now a Technically Advanced Aircraft?
- a. Yes
 - b. No
 - c. I dunno...

See bottom of article for the correct answers.

Safety Programs

There are NOT a lot of FAASTeam safety programs on the schedule over the next couple of months all around the state, so go to WWW.FAASAFETY.GOV , click on "Seminars" and check them out for any Webinars you might be interested in. You might find one that really is right up your alley!! Should you desire a particular safety or educational program at your local airport or pilot meeting in the future (post COVID-19), like the BasicMed program or our "Winter Wonderland" snow season special, simply contact me directly at fredgibbs@azpilots.org, or call me at 410-206-3753. The Arizona Pilots Association provides the safety programs at no charge. We can also help you organize a program of your choice, and we can recommend programs that your pilot community might really like.

Fred



Quiz answers: 1.b 2.a 3.a 4.b 5.c 6.c

Let's Go Around

By Howard Deevers

The Go Around, also called a “rejected landing,” is a required item on most check rides for a rating. It is also required training for pilots before they can be signed off for solo flight. After your Private Pilot check ride, the next time you might do a Go Around could be on your flight review, 2 years later.

Naturally, we expect to land each time we are approaching an airport of intended landing. And, if we have passengers, we want to show them our best stuff. Good landings are always impressive, even to other pilots. Why go around?

Going around should not be an embarrassment, although many people and pilots view it that way. Several years ago, a friend told me about being on an airline flight to Grand Junction, CO, and the plane went around twice before landing. The comment was: “I thought we were never going to land.” I asked if it was a windy day? “Oh, yes, and bumpy, too!” Then I told her that the pilot was a very good pilot and did the right thing, and if it was bad enough, he might have had to divert to another airport. The public never wants to hear that.

The truth is that the Go Around is a very good tool for us and available at any time, and we should practice it more often. On one of my flights into Chandler Airport, I was following a slower aircraft on the downwind leg. In order to give more spacing, I slowed to a slow flight configuration with full flaps. The tower cleared me to land, and I turned to final checking for the correct runway. Flying a Piper Arrow, the tower called and said, “Check gear down.” I had gotten busy in the pattern and had not completed the landing check list! That was enough for me to tell the tower that I would go around. They instructed me to make right traffic for the other runway. I probably could have continued the first approach and made a good landing, but after two confusing issues, I decided going around and taking proper time for everything was the best option. The tower never complained.

I have seen airliners go around at Tucson Airport on sky blue clear days, and we wonder why they did that. Not being on the flight deck of that airplane, we might never know, but we can guess. Any number of things could have caused that crew to go around: landing speed, flap settings, some instrument indications they did not like, or even another airplane on the runway and the tower asked them to go around. The Passengers on board hate this, of course, but if they understood the safety aspects of going around, they might not hate it.

It is not our job to educate the public on aviation safety, but it is our job to educate pilots to be safer



pilots. That is why the ARIZONA PILOTS ASSOCIATION does free safety seminars all over the state, in association with the FAASTeam program offered by the FAA. Look for a seminar near you and “Bring your Wingman.”

Howard



CLASSIFIEDS

Wanted: Cessna 177/182—First time Owner!

Looking for Price:\$ 75,000

Email: Jason Lewis at jason@ecospace.com



Falcon Field Hangar Available

Price:\$ 350.00

Call: Chris Tucker at (602) 722-0949

Email: iwaflyer@cox.net

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

newsletter@azpilots.org



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Email: glennsroberts@icloud.com



CLASSIFIEDS

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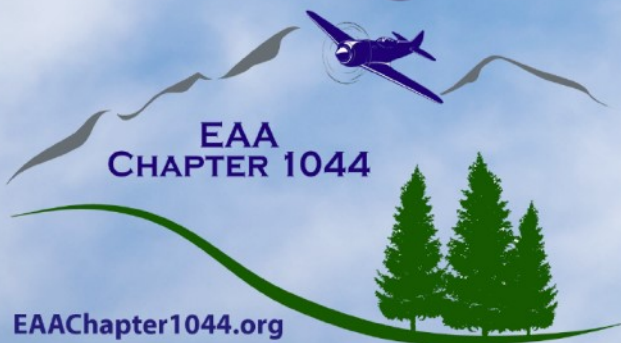
Email: glennsroberts@icloud.com



You are cleared to land...

EAA Chapter 1044 Planes & Pancakes in the Pines

**Mogollon Airpark (AZ82)
Saturday, July 17
7:00 a.m. to 11:00 a.m.**



**Elevation 6,658 MSL
Unicom 122.9
Check Density Altitude!**

**Please visit MogollonAirpark.com
for Airport Info and Guidelines.
(Prior permission to fly in
is NOT required for this event.)**

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

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APA Membership

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Volunteer 501 (c) (3) Organization

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