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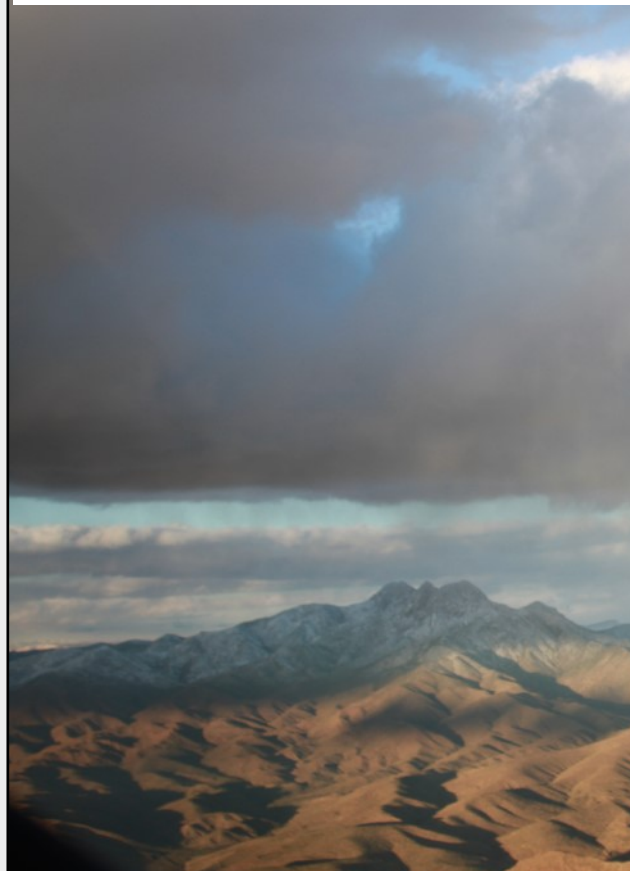
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# President's Report

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Greetings,

In last month's column, I debated with myself whether to upgrade the hodge-podge steam gauge panel in my Comanche to a glass/partial-glass solution, or to keep the steam gauges going. The math was (seemingly) a no brainer; glass can run upwards of \$130k, while keeping the legacy gear running can be a couple thousand per year. It's obviously far less expensive to just keep it going.

I was quickly surprised by the flood of emails that were completely consistent with each other - upgrade! I thought my logic was fairly sound...though, I usually do. Each of the emails I received were just as logical in support of a full upgrade. While I won't yet say I'm convinced, I am definitely convinced they did it for the right reasons that best met their use cases.

I am becoming more convinced that a glass upgrade may actually be cost-effective. Bear with me and I'll use big round numbers. Since I already own the airframe, I'm not out that cost. A glass panel upgrade of \$130k will give me pretty much every bell and whistle available. Now we have to upgrade the interior to match the panel, so another \$15k. Ugh, that paint! Another \$15k. Just to be careful, let's overhaul the O-360 while I'm at it for another \$30k. Assuming the rest of the airframe is still air-worthy, I'm now out a whopping \$190k! Well, rather than do all that, let me just find a new aircraft that will do 150mph at just over 8gph with a 900 mile range carrying adults and baggage. That's odd, that list doesn't have any airplanes on it (queue the email inbox now...). I mean, I'd have a nearly new aircraft at that point, but there's no production aircraft that can meet that performance at anywhere near that cost.

This project would be quite an undertaking, but I've been shown in the past few weeks that many of our members chose that path and are thrilled with the results. The idea of refurbishing a fantastic airframe and making it even better for the next couple of decades actually makes a pretty sound

business decision. While I'd love to see production lines cranking out affordable performance aircraft again, it seems those days are well behind us. The best option may be to restore and modify what we already have. Yikes, another dilemma. And please, keep the emails coming.

Blue Skies,

Brian



# Executive Director's Report

Jim Timm — October 2021



The fall weather is supposed to be on us, and fortunately the temperatures have come down a bit and the mornings have produced some really great cool flying. I certainly hope we are through with the really strong damaging monsoon winds that we had this year that blew in hangar doors and upset airplanes that were outside. Here is hoping that we can put this year's monsoon weather in our rear-view mirror for now and enjoy the more benign and cooler fall weather. It's nice to be able to enjoy a casual Saturday morning fly in breakfast, some casual conversation, without wanting to hurry home before it gets too hot and bumpy. Let's get out, and go flying, and take advantage of it.

Next time you head out to fly somewhere for breakfast, or just fly for fun, ask yourself the question, is my aircraft safe for the flight intended? Does it comply with all applicable Airworthiness Directives (ADs) and Service Bulletins (SBs)? ADs are issued by the FAA and are usually mandatory and compliance is normally determined when the aircraft gets its annual inspection. Whenever an AD is issued it usually gets our immediate attention, because sometimes they can be very costly. However, Service Bulletins are issued by the aircraft, engine, or component manufacturer, and can be easily overlooked. Manufacturers issue Service Bulletins on their products to inform the user about critical, and useful information on safety, maintenance, or product improvement. FAA issued ADs are legally enforceable regulations to correct an unsafe condition that exists, and compliance with the AD is mandatory for continued airworthiness. However, for SBs issued by the manufacturer, compliance may not be required, depending on the type of operation, and whether or not the SB is included in an AD. While compliance with Service Bulletins may or may not be mandatory, but because they can potentially have a major impact on flight safety, they should never be ignored! While experimental aircraft may not be required to be in compliance either Airworthiness Directives, or Service Bulletins, in all cases, it would be prudent to make certain your aircraft is in compliance, same as a certified airplane, for your own safety. These directives and bulletins were generated for your safety. ADs, and SBs can often be obtained from your aircraft manufacturer,

through aircraft type clubs, or on-line aircraft user groups. Be certain you have an airworthy airplane and fly safe.



## MISCELLANEOUS ITEMS

### FAA

While this is not an item the FAA has undertaken, it will impact them; I recently heard that on September 23rd the U.S. House Of Representatives





included, and passed, an amendment to the National Defense Authorization Act (NDAA) bill that would reverse the FAA's flight training policy for experimental aircraft. This is the first step in getting the amendment into the final NDAA bill, thus reversing the FAA's policy on experimental aircraft flight

training. It is hoped that the House and Senate provide a legislative solution to the flight training problem in the final NDAA bill. Hopefully the legislative process will be a lot faster than the four years the FAA is projecting to re-write the regulations to solve the problem.

## AIRSPACE

I have not been aware of any significant airspace changes that have been made or are being considered that would impact the VFR pilot in the state. I certainly hope it stays that way for a while.

Last month I discussed a plan for the Phoenix area that would divide the two present north and south flight training areas into four training areas. I'm afraid I screwed up the description on how some of the boundaries for the four training areas would be delineated. The north and south areas would be defined by a line through the center of Sky Harbor Airport. The north practice area would be divided into east and west practice areas by interstate I-17, and the south area would be divided by I-10 / I-17. The new frequencies for the four areas have been identified, and everything seems to be on track. The Arizona Flight Training Workgroup (AFTW) is waiting for final approvals from the FCC, and FAA. The plan also calls for having the areas and frequencies depicted on the Phoenix Sectional charts.

Like a bad dream, the issue of GPS Interference Testing still seems to keep coming up. The latest one that came up at the last minute was for testing at the Yuma Proving Ground. Once again, 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.

A word of caution. Marana Regional Airport (AVQ) is a very busy airport, and to add to the problem, there may be parachutes landing close to the main runway, 12 - 30. The drop zone some parachutists use is in the center of the airport bounded by taxiways A, and C, and runway 03 - 21. Be aware and please use a bit of extra caution.

## SAFETY

It would appear that pilots are still not really being aware of what it being expected of them when they go flying based on the number of pilot deviations that are being made. Fortunately, the number of pilot deviations are down a bit this reporting period when compared to last, but they're still more than there should be. In the time period from August 13



through September 9, 2021, there were seventeen pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by the full range of certificate holders from student through ATPs. Of the seventeen pilot deviations that were recorded by the FSDO, there was a need to issue nine Brashers.

Note: A Brasher is a notice that is issued when further FAA action will be taken.

There wasn't any one specific type of deviation that was prevalent this past period where pilots were being negligent. The following are the seventeen deviations that were committed this past reporting period.

There were **Four** IFR deviations.

One was for an altitude deviation, and one was for both, an altitude and route deviation. A Brasher was issued in each of these two cases. There were also two IFR route deviations.

There were **Four** Class Bravo Airspace deviations.

All were for entering the Bravo Airspace without authorization. In three of the cases, the pilot never even established radio contact with the TRACON. In one case, the deviation involved a potential conflict with an air carrier in the Bravo Airspace. Of the four deviations, a Brasher was issued in three of the cases.

There were **Four** Class Delta Airspace deviations.

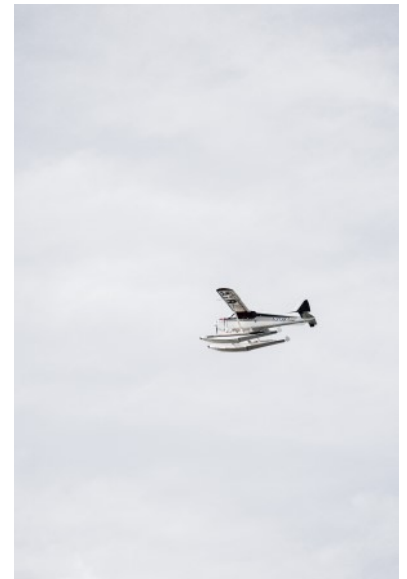
Again, all four were for entering the Delta Airspace without prior authorization. In two of the deviations, the pilot never did establish radio contact with the controlling tower, and a Brasher was issued in one of the cases. In the other two deviations, the pilot contacted the tower only after they were maneuvering well within the Delta Airspace.

There was **Two** cases of entering a taxiway without ATC instructions.

One incident was committed by a student pilot, and the other was an ATP pilot. Both incidents also resulted in the issuance of a Brasher notice for each of them.

There were **Three** runway incursions.

In two cases, the aircraft were supposed to hold short of the runway, but, instead, they entered the runway, and held on the runway. In another case the aircraft was supposed to remain holding on the runway while another aircraft was to cross the runway, but, instead of holding, he took off without instructions. A Brasher was issued for this pilot deviation.



Please, always be aware of where you are, and what you are supposed to be doing or expected to do. Be aware of what airspace you are flying in, or about to be flying in, and be prepared to comply with its requirements. 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. Just don't commit a pilot deviation, and always fly safe!

In the central part of Arizona, we fly in a very complex airspace, and at times it can be rather busy, so a pilot must operate at an elevated state of awareness. Always be aware of the type of airspace you are flying in and using all the resources available to develop a good situational awareness of what is happening around you, and who is, or will be near you. Be safe, and think about what you're doing, or are about to do. Don't be the pilot that commits a deviation.



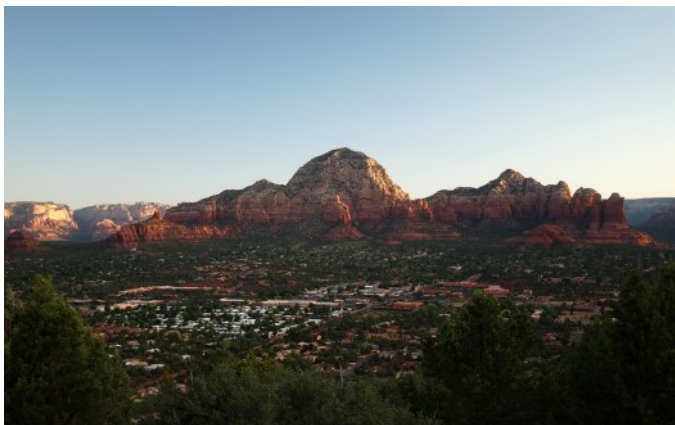
Aviation safety hasn't been as good as we would have liked in that in the latter part of the reporting period, we had two accidents that occurred, that resulted in a fatality in each. The other five accidents, or incidents, did not result in anyone getting hurt, only damaged airplanes. Given the number of pilot deviations that have occurred, I'm a bit surprised there weren't more accidents, and people getting hurt. In spite of the number of pilot deviations, I hope we can keep these accident numbers down. For a detailed report of the seven accidents and incidents that have occurred, see my Accident & Incident Summary report elsewhere in this newsletter.

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

## CONSTRUCTION

The Yuma International Airport has an apron rebuild and renovation program in progress as part of an Airport Capital Improvement Program, so be sure to check for NOTAMS for the airport if you plan on flying down there.

Falcon Field (FFZ) Mesa has a tenant that is continuing with the construction of new hangars on the northwest corner of the airport. Some of the hangars under construction are huge. I would suspect when these go into service, we will be seeing a substantial growth of the corporate aircraft population at Falcon Field. Falcon Field has announced they will have the south runway, RWYs 4R & 22L closed from October 18 through October 29 to put a paving overlay on the runway, and again on November 15 & 16 for paint striping on the new resurfaced runway.



Prescott still has ongoing runway, and taxiway projects under way, so check NOTAMS before arrival so you won't have any unexpected surprises.

With funding that has been available from the FAA, and State, 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 a sur-





prise when you arrive. Always use caution, and always fly informed.

APA continues to work 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), has restarted in October, and is on the first Saturday of the month.
- 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.
- The Falcon Field Warbirds Squadron fly in breakfast, on the third weekend of the month, is planning on restarting on the third Saturday in November.
- Grapevine is now open full time, but the third Saturday of each month is a special time for a group camp dinner on Saturday evening. Come and camp for the weekend! The camp host will prepare the main course, and campers, please bring a side dish or dessert to share. Grapevine, which lies within a National Forest, is heavily used by the Forest Service for fighting wildfires, and the Military for Special Training.
- There is a pancake breakfast on the last Saturday of the month at the Casa Grande Municipal Airport (CGZ). The breakfast is being put on by the Casa Grande Masonic Lodge (Pinal Lodge #30). Time is from 7:00 to 10:00 am, and the breakfast is being served in the air-conditioned terminal. This is planned to be a monthly event until the renovation of the cafe area of the terminal is completed and staffed, which should happen near the end of the year.



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

Jim





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Piper (Garmin® G1000 NXi) Seminole or Seneca multi-engine (3x 22" monitors) (AATD by FAA LOA 02/20)

Cirrus coming soon!





# September Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents, and incidents that have occurred in Arizona from late August through September. APA will be using 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 wasn't very good because at the end of the reporting period we experienced two accidents that were fatal for the pilots. In one of the accidents a passenger was also seriously injured. While there were seven accidents in this past reporting period, it was fortunate that in five of these accidents nobody got hurt. Unfortunately, when this report was prepared, there were very few details available concerning either of the two fatal accidents.

In continuing with the expanded scope of the report, using information from the ASN, FAA, NTSB, and APA members, I hope this report will help you see what's going on out there, and help you to avoid making the same mistakes others have made, and make your flying a bit safer.

**The following is the information obtained from the ASN, FAA, NTSB, and from APA members.**

Date: **August 27, 2021**

Info. Source: ASN, FAA

Location: Prescott

Type: Robinson R44 Raven II

Injuries: 3 Uninjured

## **ROTOR BLADES STRUCK AN OBSTRUCTION**

The law-enforcement aircraft sustained unspecified damage subsequent to rotor impact with trees during a rescue attempt takeoff in gusting wind conditions in the Pine Mountain Wilderness.

Date: **August 28, 2021**

Info. Source: FAA

Location: Glendale

Type: Skybolt Experimental Biplane

Injuries: 1 Uninjured

## **ENGINE FAILURE**

The engine failure on the Skybolt led to an emergency landing on a dirt road one-half mile south of Grande Avenue and 163rd street near Glendale airport.

Date: **August 28, 2021**

Info. Source: FAA

Location: Scottsdale

Type: Cessna 172

Injuries: 2 Uninjured

## **RUNWAY EXCURSION**

The Cessna 172 landed on runway 21 at Scottsdale airport and veered left off the runway at taxiway B-11, traveled through some runway lights, and rocks, and came to rest north of the taxiway B-10. The extent of aircraft damage was unknown.

Date: **August 29, 2021**

Info. Source: FAA

Location: Tucson (TUS)

Type: Piper PA28-235

Injuries: 2 Uninjured

## **PROP STRIKE**

The Piper experienced a prop strike on a fire hydrant in a non-movement area near the intersection of taxiway D and runway 21. Damage was determined to be minor.

Date: **September 4, 2021**  
Info. Source: FAA  
Location: Phoenix  
Type: Beech Bonanza V35  
Injuries: 2 Uninjured

### **LANDING GEAR MALFUNCTION**

The Beech V35 departed Prescott, and upon landing at Deer Valley (DVT) on runway 7R, the landing gear collapsed after the landing. The damage appeared to be minor in nature. The pilot was properly trained, and endorsed to fly a Bonanza, however recent experience was in a Cessna 177, and the PIC confused the flap and gear handles and retracted the gear on rollout.

Date: **September 12, 2021**  
Info. Source: ASN  
Location: Lake Havasu  
Type: Cessna 177RG  
Injuries: 1 Fatality

### **CRASHED SHORTLY AFTER TAKEOFF**

The aircraft crashed shortly after takeoff and was consumed by fire. The only known person on board at this time was the pilot. At the time this report was prepared, the only information available was from the Aviation Safety Network (ASN).

Date: **September 22, 2021**  
Info. Source: ASN  
Location: Page  
Type: Piper PA28R-200 Arrow  
Injuries: 1 Fatality, 1 Serious

### **CONTROLLED FLIGHT INTO TERRAIN**

The aircraft sustained substantial damage subsequent to impact with high desert terrain in Coconino County about 20 miles west of Page Municipal Airport (PGA), Page. The pilot was fatally injured, and the related passenger received serious injuries. The aircraft departed San Martin Airport (E16), California, with a destination of Page Airport (PGA). The only information available at this time was from the Aviation Safety Network (ASN).

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## **A Few Words About Safety**

**Denny Granquist**

“

*“When you encounter any turbulence do something and say something.”*

*“The more I trim the smoother the ride.”*

”

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# GAJSC

## General Aviation Joint Steering Committee

### Pilots and Medication

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: October 2021**

**Topic: Pilots and Medication**

The FAA and industry will conduct a public education campaign emphasizing the best practices for determining whether medications prescribed for or acquired over-the-counter (OTC) by pilots are hazardous to flight operations.

#### **Background:**

Several studies published by the FAA Toxicology Laboratory on toxicology samples of deceased pilots indicated the presence of illicit drugs, and prescription or over-the counter medications in 42% of subjects tested.

While NTSB and FAA have not necessarily cited drug or medication use as a causal factor in these accidents; the magnitude of these findings poses two questions. Have the drugs found in recent investigations, diminished pilots ability to safely conduct flight operations? Have the medical conditions requiring use of those drugs compromised pilots ability to fly

**Therapeutic substance in drug**

**Product type**

**Symptoms or diseases the drug treats**

**When not to use this drug, when to stop taking it, when to see a doctor, and possible side effects**

**Read carefully: how much to take, how often to take it, and when to stop taking it**

**More information on how to store the drug**

**Other things in the drug, such as colors or flavorings**

**Drug Facts**

**Active ingredient (in each tablet)** Chlorpheniramine maleate 2 mg

**Purpose** Antihistamine

**Uses** temporarily relieves these symptoms due to hay fever or other upper respiratory allergies:  
 ■ sneezing ■ runny nose ■ itchy, watery eyes  
 ■ itchy throat

**Warnings**  
 Ask a doctor before use if you have  
 ■ glaucoma  
 ■ a breathing problem such as emphysema or chronic bronchitis  
 ■ trouble urinating due to an enlarged prostate gland  
 Ask a doctor or pharmacist before use if you are taking tranquilizers or sedatives  
 When using this product  
 ■ You may get drowsy ■ Avoid alcoholic drinks  
 ■ Alcohol, sedatives, and tranquilizers may increase drowsiness  
 ■ Be careful when driving a motor vehicle or operating machinery  
 ■ Excitability may occur, especially in children  
 If pregnant or breastfeeding, ask a health professional before use.  
 Keep out of reach of children. In case of overdose, get medical help or contact a Poison Control Center right away.

**Directions**

Adults and children 12 years and over	Take 2 tablets every 4 to 6 hours; not more than 12 tablets in 24 hours
Children 6 years to under 12 years	Take 1 tablet every 4 to 6 hours; not more than 6 tablets in 24 hours
Children under 6 years	Ask a doctor

**Other information** Store at 20-25° C (68-77° F)  
 ■ Protect from excessive moisture

**Inactive ingredients** D&C yellow no. 10, lactose, magnesium stearate, microcrystalline cellulose, pregelatinized starch



safely? It may be impossible to say after the fact to what extent a drug compromised a pilot's capability but it's safe to say that a consultation with one's Aviation Medical Examiner (AME) is a good idea before flying while using any drug.



### **Teaching Points:**

- 42% of pilots in fatal crashes had some sort of drug/medication in their systems during the flight.
- Some of these medications carry very specific warnings against operating machinery or motor vehicles or performing tasks requiring alertness. Flying certainly is included, even in a glider or hot-air balloon.
- Illicit drugs always impair human performance.
- Healthcare providers may prescribe drugs that could compromise pilots' abilities – especially if the doctor is not aware that the patient is a pilot.
- Combinations of prescription and OTC medications can be particularly dangerous. Pilots should consult their AME before taking a combination of medications.
- AMEs are trained to advise pilots on negative and positive effects of drugs with respect to aviation.
- Pilots must truthfully report all medical conditions and drug use on their medical application forms and should consult their AME with respect to all medical conditions and drug use before flight.

### **References:**

- [Pilots and Medication Power Point](#)
- [Guide for Aviation Medical Examiners](#)
  - *Pharmaceuticals (Therapeutic Medications)*
  - *Do Not Issue – Do Not Fly*

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

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## ~ Scholarship Corner ~

by Chris Nugent

September shaped up to be a busy month for the Scholarship Committee with several information sessions scheduled to ensure that aviation career-oriented students were aware of the APA scholarship program. Unlike last year, we were able to conduct most of these sessions in person and it was great to be able to talk to the students directly about APA and our program.

We have always had strong interest from the students attending the aviation program at Chandler-Gilbert Community College (CGCC) and University of North Dakota (UND). We held information sessions for the Private, Aerodynamics, Instrument, Multi-Engine and CFI classes and it was very encouraging to see that the classes were full. It was also encouraging to see some of our scholarship recipients progressing through their training program and well on the way to fulfilling their aviation career goals. I was happy to see Sage Nelson, an APA 2020 scholarship recipient, during the presentation to the UND Multi-Engine students.



*Hey, that's me! Sage Nelson APA Scholarship Recipient and UND Student*

We also spent some time with the aviation students at the East Valley Institute of Technology (EVIT) who are always very engaged and happy to hear about the APA program (Sage Nelson is an EVIT alumni). I'm sure we'll see a strong application turnout from EVIT as always!



A visit to Aviation Explorers Post 352 at Falcon Field wrapped up our schedule for APA scholarship information sessions. For those of you that are not familiar with the Aviation Explorers Post, they are a volunteer organization that provides young people with practical opportunities to explore aviation for fun and as a potential career. Check them out at [aviationexplorerpost352.com](http://aviationexplorerpost352.com) if you'd like to learn more. I had the opportunity to sit in on their ground school class prior to the APA presentation and it was well done and there was no doubt that they were giving their students the tools they need to become safe and proficient aviators.



On a side note, on the day I visited the Aviation Explorers Post the Women in Aviation organization was hosting a "Girls in Aviation Event" in the Wings of Flight hangar where the Aviation Explorers meet. It was great to see all the young ladies and aviation organizations speaking to them about careers in aviation and aerospace. One of their special guests also took some time to speak to the Aviation Explorer Post students just prior to the APA presentation. You may be familiar with Jessica Cox, the worlds first licensed armless pilot. Jessica earned her Sport Pilot certificate in 2008 in a 2-axis control Ercoupe 415-C (no rudder pedals). She shared her perspective on meeting life's challenges with the student's and urged them to stick with their plans for an aviation career. It was certainly thought provoking, so the next time you are feeling challenged with your flying, remember Jessica and her unique accomplishments.

In closing, I'd thank all of you for your generous support of the APA Scholarship Program. We were able to fully fund the program through donations in 2021 and I'm confident we can do the same in 2022. It's an important part of APA's mission to ensure we support the next generation of Arizona aviation professionals.

Stay healthy and fly safe.

Chris



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

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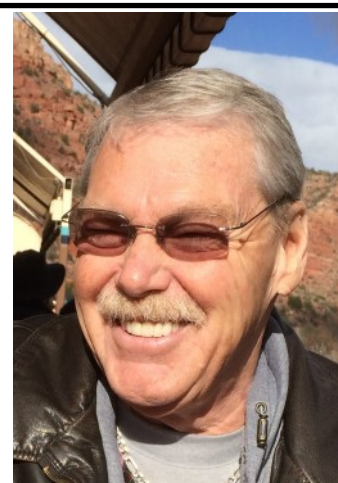
**On our website you can find:**

- 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!










## **GAARMS REPORT OCT. 2021 By Fred Gibbs**



### 2021 TO DATE:

So far, up through the end of September this year, the record now stands at 7 fatal accidents, with 8 fatalities, 6 pilots and 2 passengers, with 2 accidents listed as info not available, as listed below from the NTSB web site. A summary of the fatal accidents will be completed for the December issue, and with any luck, the NTSB might have more information for us on the two accidents currently listed as N/A.

EVENT DATE	LOCATION	REPORT	ORIGINAL PUBLISHED DATE	EVENT TYPE	HIGHEST INJURY	AIRCRAFT DETAILS
08/15/2021	Coolidge, Arizona			Accident	Fatal	N/A
07/27/2021	Tucson, Arizona	 <a href="#">Prelim</a>		Accident	Fatal	N966EZ: Borom / Long-EZ
07/10/2021	Wikieup, Arizona	 <a href="#">Prelim</a>		Accident	Fatal	N3688P: Beech / C90
06/15/2021	Gila Bend, Arizona	 <a href="#">Prelim</a>		Accident	Fatal	N8054Y: COVEY / Quickie
06/09/2021	Phoenix, Arizona			Accident	Fatal	N/A
04/23/2021	Winslow, Arizona	 <a href="#">Prelim</a>		Accident	Fatal	N59EZ: Swearingen / SA226-T(B)
04/15/2021	Williams, Arizona	 <a href="#">Prelim</a>		Accident	Fatal	N2506N: Cessna / 140

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



## ***Fred's Perspective –***



Ghost fire in the sky near Franklin, WV.

Fire Rainbows: A Rare Cloud phenomenon

“Fire Rainbows” or “rainbow clouds” are neither fire, nor rainbows, but are so called because of their brilliant pastel colors and flame line appearance. Technically they are known as circumhorizontal arc—an ice halo formed by hexagonal, plate-shaped ice crystals in high level cirrus clouds. The halo is so large that the arc appears parallel to the horizon, hence the name. Brightly colored circumhorizontal arc occur mostly during the summer and between particular latitudes. When the sun is very high in the sky, sunlight entering flat, hexagon shaped ice crystals gets split into individual colors just like in a prism. The conditions required to form a “fire rainbow” is very precise—the sun has to be at an elevation of  $58^\circ$  or greater, there must be high altitude cirrus clouds with plate-shaped ice crystals, and sunlight has to enter the ice crystals at a specific angle. This is why circumhorizontal arc is such a rare phenomenon.

And then there was this tough old cowboy WWII fighter pilot who told his grandson that the secret to a long life was to sprinkle a little gunpowder on his oatmeal every morning. The grandson did this religiously. He lived to be 97.

When he died he left behind 14 children, 27 grandchildren, 34 great grandchildren and a 15 foot hole in the wall of the crematorium!

*And then there is always this -*



## **Fred's Pop Quiz...**

***Interesting read, and I answer all the questions this time...***

The US standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number.

Why was that gauge used?

*Well, because that's the way they built them in England, and English engineers designed the first US railroads.*

Why did the English build them like that?

*Because the first rail lines were built by the same people who built the wagon tramways, and that's the gauge they used.*

So, why did 'they' use that gauge then?

*Because the people who built the tramways used the same jigs and tools that they had used for building wagons, which used that same wheel spacing.*

Why did the wagons have that particular odd wheel spacing?

*Well, if they tried to use any other spacing, the wagon wheels would break more often on some of the old, long distance roads in England . You see, that's the spacing of the wheel ruts.*

So who built those old rutted roads?

*Imperial Rome built the first long distance roads in Europe (including England) for their legions. Those roads have been used ever since.*

And what about the ruts in the roads?

*Roman war chariots formed the initial ruts, which everyone else had to match or run the risk of destroying their wagon wheels. Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. Therefore, the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot. Bureaucracies live forever.*

So the next time you are handed a specification/procedure/process and wonder 'What horse's ass came up with this?', you may be exactly right. Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses. (Two horses' asses.)



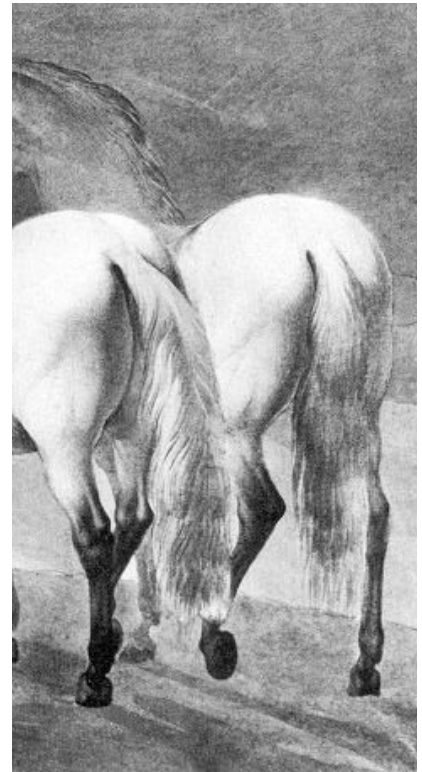
***Now, the twist to the story and its connection to aviation:***

When you saw a Space Shuttle sitting on its launch pad, there were two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs were made by Thiokol at their factory in Utah. The engineers who designed the SRBs would have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains, and the SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.

So, a major Space Shuttle design feature, of what was arguably the world's most advanced transportation system at that time, was determined over two thousand years ago by the width of two horse's asses.

And you thought being a horse's ass wasn't important?

*(My thanks to Chuck Bendixon, an old and dear friend up here in Flag, for passing this off to me)*



***Safety Programs***

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

Fred



**CLASSIFIEDS**

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

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

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

**Looking for a Partnership in Columbia/Cirrus**

Complex, 2000 hours - former Columbia partnership

Call: Michael Hutchinson at (831) 776-2210

Email: [hutchinson93922@gmail.com](mailto:hutchinson93922@gmail.com)

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***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 hav-  
ing 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**

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

Looking for Price:\$ 75,000

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



**CFII Accepting New Students**

Call: Patrick Williams at (480) 737-5999

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



# Fly Out To Bar 10 Ranch

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

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

**435-628-4010**

Arrive Bar Ten Sunday, October 17th - Depart Tuesday the 19th  
Fly out to local airstrips planned Monday morning, i.e. Grand Gulch  
Side by Side ride to North Rim on Monday afternoon.

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

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

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

Contact Sarah at Bar Ten to make your reservation: 435.628.4010

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

More information at New Mexico Pilots Association





# Pegasus Breakfast Fly-In

Supporting HopeKids <http://www.hopekids.org/>

All proceeds go to support HopeKids Saturday October 30 2021 6:00 — 10 am



**When: - Saturday 10/30/21 6:00—10:00 am.**

***Pancake breakfast on site (Donations Appreciated)***

**Where: - Pegasus Airpark — 5AZ3 (Queen Creek Az.)**

***Flyin and help us support the families of HopeKids.***

**Sponsored by: Pegasus Airpark members,  
& The Arizona Pilots Association**



# 37<sup>th</sup> Annual Arizona Navajo Christmas Airlift Donations Needed

- New and near new clothes and shoes. Boots, athletic shoes. Sturdy, closed toe
- Winter clothing, including hats, gloves, scarves, etc. are especially needed
- Bedding, blankets
- Children's Christmas gifts (if wrapped, please label with appropriate sex and age)
- School supplies. Backpacks
- Personal hygiene items

This is the 37<sup>th</sup> year for the charity airlift. The airlift was founded by Sierra Vista pilot, Dick McColley and is now led by his son, Greg. The airlift brings pilots and planes from across Arizona, but principally Phoenix and Sierra Vista. Donations go to tribal outreach organizations to help shelters and needy people and families on the reservation. Donations are especially needed for women and children.

Contact Greg McColley at [airlift2021@svaero.org](mailto:airlift2021@svaero.org), or (602) 576-3488. Donations are needed NLT November 6<sup>th</sup>. Because of growth, the Airlift will be over three days this year, 11-13 November to Gallup, NM. Local aircraft launch from Sierra Vista and Benson Municipal airports.

SE AZ POC: Larry Portouw at [airlift2021@svaero.org](mailto:airlift2021@svaero.org) or (520)249-8744



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



## APA Website

Please visit our website for the latest information.

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

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

Email Stefanie at:

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

## Newsletter Contributors

Article Deadline

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

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

Contact the newsletter editor, Cathy Paradee:

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

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



Stefanie Spencer— Webmaster



*New pilots welcomed!*



*Writers welcomed!*



## APA Clothing

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

## Advertisements

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

## APA Membership

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

## Volunteer 501 (c) (3) Organization

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