ARIZONA Pilots Association

December 2021 *APA NEWSLETTER*

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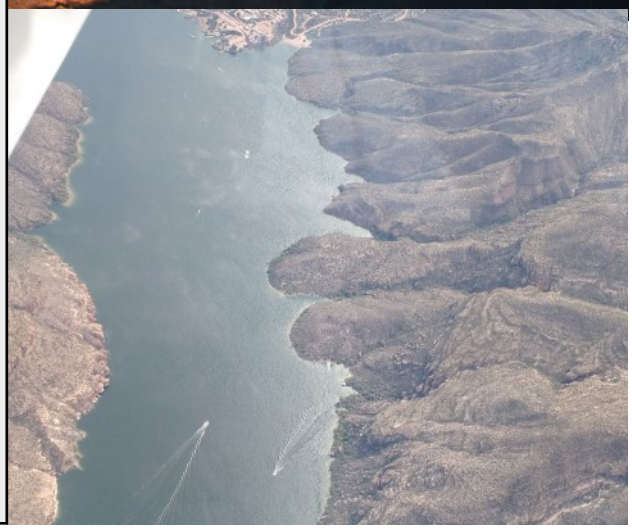

President's Report

Greetings,

About a year ago, I found myself thinking out loud that at least 2020 was almost over! The craziness and chaos that surrounded nearly every facet of life last year would be coming to an end. A big sigh of relief, and then January came along. 2021 has turned out to be equally challenging, but in entirely different ways. The supply chain issues last year seemed to be fairly limited to cleaning supplies and toilet paper. This year, it's everything! Simply getting parts for the plane has become a scavenger hunt as suppliers are either on limited staff or shut down permanently. Time to get out and fly has become a challenge as my internal supply chain of responsibilities had to pivot to keep up with the world.

As I sit here this year and reflect, I won't make the mistake and believe that 2022 will be the easy year we were hoping for. Instead, I'm certain it will bring unique difficulties and opportunities and I plan to be ready to embrace and take advantage of them. I plan to rebalance my work-life balance far better this year. I plan to spend far more time behind the yoke of the Comanche this year. I plan to treat my family to some unique experiences that only general aviation can offer this year. If anything, the challenges of the past two years has shown that we can adapt and thrive when forced. I plan to do just that.

Copperstate is just around the corner in February, and we're looking forward to meeting and chatting with members and prospective members. We're looking forward to sharing general aviation with the younger generation attracted by the Buckeye Air Fair held in conjunction with Copperstate. Check out the great article by Mark Weiss in this newsletter for more details.

We're excited to help support the First Annual Navigation Challenge on February 26 and 27, 2022. This is a team event focused on VFR navigation to designated landmarks without the use of GPS. We'll conclude the event with a barbecue and prizes will be awarded for several categories. This event will be open to all pilots and aircraft, so please pay attention to our website event calendar, Facebook, and the next newsletter for updates on this great event.

As a close to 2021, be looking for a welcome addition in the form of a new two stall vault toilet at the old Double Circle Ranch airstrip, AZ66! Funding was provided through the USFS, thanks to the efforts of the RAF and negotiations between your APA, the regional Forest Service office, and the Clifton District Ranger.

Blue Skies,

Brian

Executive Director's Report

Jim Timm — December 2021

Winter weather is here, and the days are really becoming shorter. The Saturday morning fly outs for breakfast are having to start out at dawn to get to breakfast on time. It won't be long before we will have to start at official sunrise and probably still be a bit late, unless you are authorized to fly at night, and take off before sunrise. Anyway, it sure is nice flying weather all day long for a change. While half of the country is starting to hunker down, we in Arizona are just starting to have our flying season. So, let's get out there and go flying and have fun.

While this issue may not normally directly impact our flying, it certainly could impact the business aircraft (NBAA) community and air carrier industry, which could impact our travel plans, and that is the implementation of 5G wireless networks. Apparently, there are some cell phone companies that are delaying implementation to further evaluate concerns that have been expressed by the aviation community. How this all got started is what seems to be the FCCs lack of concern of what the impact of some of their decisions may have on the aviation community. The agency (FCC) seems to be very difficult to establish a working contact and working relationship with. This became apparent when we were attempting to obtain four communication frequencies for the four flight training areas around the Phoenix area. Fortunately, the problem is being resolved by "borrowing" un-used, or under-used frequencies from another agency. After several years of effort, hopefully this will be happening sometime this next year.

MISCELLANEOUS ITEMS

FAA

The FAA is soliciting designs for future air traffic control towers. They are issuing a nationwide call, seeking a standardized tower design that will meet operational and cost requirements, maximize energy efficiency, be rapidly constructed, and could easily be modified to meet possible changes in height requirements. The FAA has more than one hundred control towers at regional and municipal airports around the country that will need replacing in the near future. Last month the FAA had an online forum to answer questions from engineering and architectural firms that may be interested in submitting design proposals.

AIRSPACE

Fortunately, in the last reporting period, we haven't heard of anything from the FAA in the way of air-

space changes or proposed changes that would impact on us. We did learn that the PHX TRACON will be pulling together a working group in year 2022 to explore the possible acquisition of the airspace between Phoenix and Tucson which would then permit “tower to tower” operations similar to what we now have between Phoenix and Flagstaff.

The following item may not have much of an impact on your flying activity, but in the way of gee whiz information, the ASR8 RADAR antenna located at Williams Gateway Airport (IWA) is being scheduled for decommissioning due to its age and location. It’s now surrounded by warehouses and the 202 Freeway, and it doesn’t provide much useful input into the STARS FUSION system which consists of 7 other ASR or CARSR RADAR systems, and ABS-B. Several years ago it was planned to move this ASR8 antenna to a location at or near Rittenhouse Airport where it was hoped that it could possibly be used to help direct the traffic using the Casa Grande ILS and also potentially be used to develop tower to tower operations between Phoenix and Tucson. APA expended a lot of effort in trying to make this happen. The biggest hurtle was the substantial cost of the relocation. With the passage of time, and the development of newer technologies, the IWA ASR8 RADAR Antenna will be decommissioned and go away. However, without the ASR8 Antenna, we may still be able to achieve tower to tower operations south, but the challenge still remains as to what can be done to make the Casa Grande ILS operation safer for everyone that uses the airport.

Be aware, the traffic pattern at Deer Valley Airport (DVT) has changed. TPA - 2500 PISTON ENGINE AIRCRAFT (Both single engine & multi engine) TPA - 3000 TURBINE ENGINE AIRCRAFT Apparently this was done because there is a wider difference in airspeeds between piston engine aircraft and turbine engine aircraft than there is between single engine and multi engine aircraft.

We have again been reassured that control towers for Pinal/Silver Bell airport (MZJ/02AZ) and Marana Regional (AVQ) are under development. We do have to realize that this will require an NPRM process, so it won’t be happening soon.

SAFETY

Advances that have been made in the new Electronic Flight Bags and other electronic flight aids have reduced the number of Controlled Flight into Terrain (CFIT) accidents, however, there has been concern raised that pilots may also be relying to much on their electronic devices and not developing and maintaining an adequate situational awareness, and this could also be a precursor to a CFIT event. The VFR pilot has to be more observant to what is happening outside of the airplane and not have their attention buried in the electronic devices

inside the airplane.

Apparently, pilots are still not always fully aware of precisely where they are and what they are doing, or should be doing, based on the number of pilot deviations that are being made. Fortunately, the number of pilot deviations are again down a bit for this past reporting period when compared to last month, but there are still more than there should be. In the time period from October 15 through November 10, 2021, there were ten pilot deviations recorded by the FAA SDL FSDO.

There were **Three** IFR Operational Deviations.

There were **One** Class Bravo Airspace Deviation.

There were **One** Class Charlie Airspace Deviation.

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

There was **One** Runway incursion.

There was **One** Active Restricted Airspace Incursion.

Always be aware of where you are, and what you should or should not be doing. Know what the airport signs and runway and runway markings mean and obey them. Don't commit a pilot deviation. For the details of these deviations, see my Pilot Deviations Report elsewhere in the newsletter.

While aviation safety has been good this past reporting period in that we haven't experienced any severe accidents resulting in a loss of life, but, unfortunately, the number of accidents/incidents hasn't really gone down. Some of these incidents shouldn't have happened, but unfortunately they did. I really hope we can keep the number, and severity of the accidents down. For a detailed report of the accidents and incidents that have occurred, see my Accident & Incident Summary report elsewhere in this newsletter.

Members, please continue to send accident information to jtimm@azpilots.org with the date, location, aircraft make, and type, if anyone got hurt, and with as much detail as possible. Thank You.

CONSTRUCTION

With the advent of cooler fall and winter weather, some planned airport projects are being delayed until we get back into the warmer summer type temperatures. However, some projects can continue, so with funding that is still available from the FAA, and State, some airports around the state may still 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 destina-

tion airport to see what may be happening, so you don't have a surprise when you arrive. Be cautious 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 Williams, 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) 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, is on the third weekend of the month. The breakfast is put on by the Falcon Field Warbirds and the Aviation Explorer Post 352 in the Warbirds Hangar.

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.

Normally on the last Saturday of the month, the breakfast put on by the Casa Grande Masonic Lodge in the Terminal of the Casa Grande Airport has been temporally shifted to **December 18**. Time will be from 7:00 to 10:00 am. We will advise of any further changes. From observations, the terminal dining area construction is wrapping up and a new tenant should be in place shortly.

For those that had been going to the Bent Prop Restaurant at the Eloy Airport (E60) for breakfast, be advised that because of the inability to hire staff, the restaurant will no longer be serving breakfast, but will only be opening at 11:00 am for lunch.

A lot of pilots had been going there for breakfast, and it's unfortunate they had to cut back service.

Check with the APA Getaway Flights program and online calendar for fun weekend places to fly.

Jim

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AERIAL ENGAGEMENT

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GAJSC

General Aviation
Joint Steering Committee

Engine Maintenance and Performance Monitoring

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: December 2021

Topic: Engine Maintenance and Performance Monitoring (SCF-SE-49)

The FAA and industry will conduct a public education campaign emphasizing the safety benefits of Aircraft Performance Monitoring

Background:

The General Aviation Steering Committee (GAJSC) System/Component Failure work group contends that unreasonable expectations with respect to aircraft performance have contributed to fatal GA accidents.. The GAJSC also feel that flight data monitoring can help to forecast system/ component problems before they reach the point of failure.

Airlines have long been required to equip their aircraft with flight data and voice recorders. These were, in the beginning, rudimentary devices to record basic flight information. But now they have evolved to a plethora of sensors throughout the aircraft. Data from these sensors are recorded onboard or streamed to the ground where they undergo manual or auto-

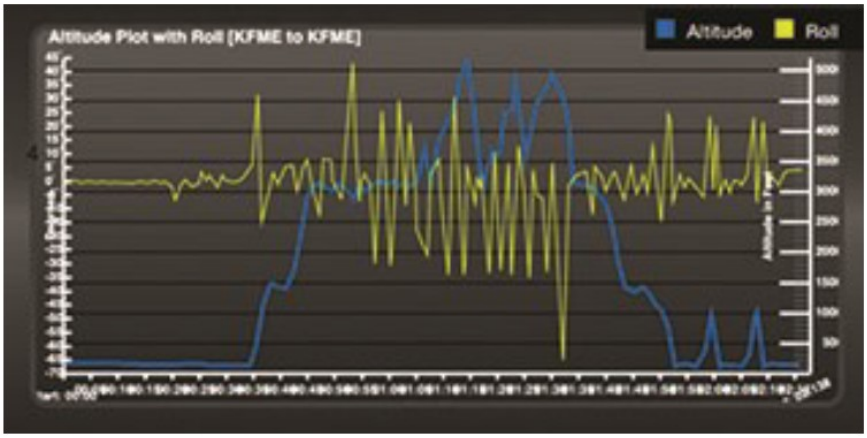

Image from NGAFID that allows users to view flight data.

mated analysis. Information derived from the data is very useful in maintenance planning and invaluable in accident investigation.

While it's true that most GA aircraft don't have dedicated automatic flight data recording devices now; we will be able to enjoy the benefits of equipage in the future. In the meantime it's often surprising to see what we already have. Manufacturers are already offering self-contained flight data and visual data recorders for GA airplanes and helicopters.

Regardless of how they monitor performance, pilots continue to hold unreasonable expectations for their aircraft and themselves. Reasonable performance expectations based on realistic data result in safer flight operations.

Teaching Points:

- Discuss the Pilot in Command responsibility for airworthiness determinations.
- Discuss the safety benefits of Flight Data Monitoring (FDM).
- Acquaint pilots with the availability of FDM hardware and software.
- Encourage pilots to adopt FDM processes.

References:

- Engine Maintenance and Performance Power Point
- FAA Safety Briefing (January/February 2016)
- Flight Data Monitoring Systems and Non-Required Safety Enhancing Equipment – GAJSC Safety Enhancements - Loss of Control

DOWNLOADS: PowerPoint Presentation Slides...

November Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents and incidents that have occurred in Arizona from late October through November. 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 for this reporting period was good because the number of accidents/Incidents was down slightly from the previous reporting period, and most importantly, none of the accidents reported were very severe and there was no loss of life. I only hope we can maintain this trend. So please continue to fly safe.

The last accident covered in last month's report was a serious accident, and there was very little information available when the APA report was written. Since then, a detailed NTSB Preliminary report has been released, and the details of that report are at the beginning of this report.

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

DATE: **October 17, 2021**
Info. Source: APA, NTSB
Location: Arivaca
Type: Rockwell 112B
Injuries: 1 Fatality

CONTROLLED FLIGHT INTO TERRAIN

Per the NTSB, on October 17, 2021, about 1402 MST, a Rockwell International, 112B airplane was destroyed when it was involved in an accident near Three Points, Arizona, and the pilot was fatally injured. The airplane was operated by the pilot as a Part 91 personal flight.

Recorded Automatic Dependent Surveillance-Broadcast (ADS-B) data provided by the Federal Aviation Administration (FAA) showed that the airplane departed from runway 24L at Ryan Field (RYN), Tucson, about 1339 MST, ascended to 4,500 ft mean sea level (msl) and traveled southwest for about 5 minutes before conducting multiple 180 degree turns over a road. The data showed the airplane continue to the southwest before making a wide right turn followed by a left turn. The data showed 2 lazy-eight type maneuvers before heading southwest. The data showed that the airplane's airspeed slowed to about 50 mph and entered a descending left turn. The airplane continued in a descending left turn until ADS-B contact was lost at 1402 MST, at an altitude of 3,250 ft msl (250 ft agl).

Concerned friends of the pilot contacted local authorities after the airplane was overdue at its planned destination. The airplane wreckage was found later that evening by local law enforcement.

A friend of the pilot reported that the pilot was preparing for an upcoming biannual flight review scheduled for the following week.

A post accident examination of the accident site revealed that the airplane impacted terrain in a flat, wings level attitude. The airplane remained mostly intact but was consumed by post- impact fire. Broken plexiglass surrounded the main wreckage. All the airplane's flight controls were found at the accident site and flight control cable continuity was established to the cabin area.

THE FOLLOWING ACCIDENTS & INCIDENTS OCURED IN THE REPORTING PERIOD

Date: **October 16, 2021**
Info. Source: NTSB, FAA
Location: Tucson
Type: Eurocopter AS350 B3
Injuries: 4 uninjured

LANDING ACCIDENT

The NTSB report only stated it was a Part 135 Air Medical flight, and 3 crew were uninjured, and 1 passenger was uninjured. The aircraft damage was determined to be substantial.

The FAA report stated the helicopter was landing at the Tucson Medical Center (A37), and experienced a tail rotor strike during landing, resulting in substantial damage.

Date: **October 22, 2021**
Info. Source: FAA
Location: Gila River Indian Reservation
Type: CESSNA 206
Injuries: 1 Uninjured

INFLIGHT ENGINE FAILURE

Subsequent to an inflight engine failure, the pilot made a landing on an Indian Reservation road. Any damage incurred was unavailable.

Date: **October 27, 2021**
Info. Source: FAA
Location: Springerville (JTC)
Type: Rockwell 112TC
Injuries: 1 Uninjured

GEAR UP LANDING

The Rockwell 112TC made a gear up landing on runway 3 at the Springerville Airport. The extent of damage was unknown.

Date: **November 10, 2021**
Info. Source: FAA
Location: Eloy (E60)
Type: Bell B-407 Helicopter
Injuries: 1 Uninjured

TETHER CAUGHT IN ROTOR

The Bell B-407 skid caught a paraglider tether which then got wound up on the rotor. The helicopter made a forced landing in the desert eight miles east-southeast of E60. There was minor damage to the skid only.

Date: **November 15, 2021**
Info. Source: ASN, APA
Location: Laveen
Type: Sonex Waiex B
Injuries: 1 Minor Injury

INFLIGHT ENGINE FAILURE

An experimental Sonex Waiex B, kit built by Lou Pappas, sustained substantial damage subsequent to a nose over during the forced landing to desert terrain following a loss of engine power over Maricopa County near Hangar Haciendas Airport (AZ90), Laveen.

The sole pilot onboard the single engine airplane received minor injuries. The aircraft had departed Glendale Airport with a destination of Hangar Haciendas Airport.

October-November Pilot Deviations

by Jim Timm

In the time period from October 15 through November 10, 2021, there were ten general aviation pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by private, commercial, and CFIs,. Of the ten deviations made, there was a need to issue six Brashers.

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

The number of pilot deviations/incursions were slightly down again this month, but some of these deviations just shouldn't have happened. Don't commit a deviation, and please fly safe.

In summary, the general aviation deviations this reporting period are:

Three IFR Operational Deviations

One Class Bravo Airspace Deviation

One Class Charlie Airspace Deviation

Three Class Delta Airspace Deviations

One Runway Incursion

One Restricted Airspace Incursion

The details of the deviations this month are as follows:

IFR OPERATIONS

10/10 IFR Route Deviation Pilot Certificate UNK Phoenix Area

The aircraft was northwest bound climbing to 5,000 feet, and it turned left off course, and climbed to avoid perceived traffic. RADAR data indicated the traffic was vertically separated prior to the aircraft's actions, and the turn and climb resulted in a loss of separation with the perceived traffic. Closest proximity: 0.74 NM and 700 feet vertical.

10/19 IFR Altitude Deviation Commercial/CFI Pilot Flagstaff Area

Albuquerque Center cleared the aircraft to descend and maintain FL340. The read back of the clearance was correct. Seven minutes later, Albuquerque Center observed the aircraft below FL340 and reiterated the FL340 assignment. The aircraft had made an unauthorized descent to 33,600 feet which resulted in a loss of separation with an air carrier, who was level at FL330. A Brasher was not issued.

10/26 IFR Altitude Deviation Commercial Pilot Phoenix Area

The aircraft was southwest bound climbing to an assigned altitude of 4,000 feet, however, it climbed to 4,400 feet before returning to 4,000 feet. The climb above 4,000 feet resulted in a loss of separation with another aircraft northbound at 5,000 feet.

BRAVO AIRSPACE DEVIATION & RUNWAY INCURSION

10/27 Entered Bravo Airspace Without Authorization, And Other Deviations

Private Pilot Phoenix Area and DVT

Air Traffic Control indicated the pilot may have violated the Luke Air Force Base SATR, the Phoenix Class Bravo Airspace, and a hold short instruction at Deer Valley Airport (DVT). The Piper aircraft had landed on runway 25L, and the controller instructed a Cessna to line up and wait on runway 25L at taxiway Charlie 11 for an intersection takeoff. The controller instructed the Piper to turn Left and contact Ground control as it approached taxiway Charlie 7. The read back was correct and the Piper turned off at Taxiway Charlie 7 and the controller issued a takeoff clearance to the Cessna that was holding. The Piper then stopped approximately 100 feet from the runway edge, and about 50 feet short of the runway hold short line. Ground Control attempted to contact the Piper twice without success and the tower controller told the Piper to contact Ground Control. The Piper then contacted Ground Control and Ground Control instructed the Piper to taxi straight into the ramp and advised them of a possible pilot deviation because they did not completely clear the runway.

CHARLIE AIRSPACE, RUNWAY & OTHER DEVIATIONS

Private Pilot Tucson Area and TUS

10/14 Initially the Cessna had only a primary RADAR tag, and it was becoming a conflict with an inbound Regional Jet on an extended final for runway 29R at Tucson International Airport (TUS). The TUS TRACON was able to contact the Cessna and got a callsign on the RADAR primary tag. The TRACON stated the pilot was very disoriented and was looking for the area of San Manual. The TRACON asked the tower if they could keep the pilot on their frequency and issue a landing clearance relayed from the TUS Tower due to the pilot having complications, and the request was approved.

As the Cessna was on short final for runway 29R, an aircraft on taxiway A17 asked the tower what runway the Cessna was lined up for, because it appeared that he was lined up for taxiway Alpha. About the same time, the TRACON had zoomed in their RADAR scope and noticed that the Cessna appeared to be north of 29R and asked if he was lined up ok. The tower controller had binoculars and the light gun out and said the Cessna was too high to tell what surface he was landing on until he was nearer to taxiway A15. Upon recognizing that the Cessna was lined up for the wrong surface, the controller called Approach via the intercom and instructed them to send the aircraft around. The Cessna went around and didn’t overfly any aircraft. The Cessna

was less than 50 feet from landing on Taxiway Alpha before he complied. The closest taxiing aircraft on Alpha to the Cessna was a Commuter Aircraft about 2,500 feet down the taxiway closely followed by a B-737 Air Carrier.

Less than an hour later, the Cessna called TUS Ground Control for taxi instructions outbound. He was asked to call the Tower for **Brasher** information. The pilot stated he did not have a working phone, nor access to his pilot certificate number, however, he did give his name, phone number and address over the frequency. The Cessna pilot then struggled with his taxi route enough that instructor pilots from local flight schools were calling the tower with concern. The tower called the Tucson Airport Authority and asked for an escort to the runway.

After further discussion, the tower determined it wanted to validate the pilot's information, and asked him to turn off his aircraft and provide his pilot's license to the Airport Authority vehicle that was escorting him. The Tower also called dispatch and asked for Airport Police to check on the pilot's health and wellness.

At 7:15 pm, the Airport Police called and provided the pilot's pilot certificate number, and the officer also stated they were "on the fence" on his health and wellness. The pilot had told the officer that he was not comfortable flying at night, and he was considering parking the aircraft for the night. The tower told the officer that they thought it was better if the pilot did not leave that night. The officer was going to call the tower back when they had completed their assessment. Later the police called the tower and stated the pilot did not want to depart that night, and the tower arranged for the Cessna to be escorted to parking.

DELTA AIRSPACE DEVIATIONS

10/10 Entering Delta Airspace Without First Establishing Radio Communications.

Commercial/CFI Pilot

The aircraft entered the Deer Valley Airport (DVT) Class Delta Airspace from the southwest at an indicated altitude 2400 msl in a continued climb northbound, and the pilot did not establish communication with DVT. The DVT south controller attempted to establish communication without success. The aircraft was tagged on radar by the PHX TRACON. The DVT south controller called the TRACON to verify that communication with them was established and advised the TRACON to issue a **Brasher** warning due to the Class Delta violation. There were no conflicts with other aircraft or loss of separation.

10/15 Entering Delta Airspace Without First Establishing Radio Communications.

Private Pilot

The aircraft was observed entering the Deer Valley Airport (DVT) Class Delta Airspace from the northwest along the I-17 freeway southbound. The DVT south controller attempted to make contact on all control positions, and the aircraft did not provide a transponder ident. when prompted.

At 2-3 miles west of the DVT airspace, the aircraft was observed turning southwest towards Glendale Airport (GEU). PHX and GEU were informed, and GEU notified DVT that they were in contact with the aircraft and they would issue a **Brasher**. The pilot called the DVT tower and provided a name and phone number.

10/29 Entering Delta Airspace Without First Establishing Radio Communications.

Private Pilot

The westbound aircraft was overflying the US60 highway along the edge of the Chandler Airport (CHD) airspace and then began a southwesterly heading, entering the CHD Delta Airspace by two miles. Multiple aircraft in the CHD downwind had to be given instructions to avoid the aircraft. A **Brasher** was issued to the pilot by the CHD tower.

RUNWAY INCURSION

10/14 Departing Without A Clearance

Commercial/CFI Pilot Prescott (PRC)

The helicopter was instructed by ground control to hold on runway 12 for an aircraft departure to the east. The helicopter departed runway 12 without a clearance. The helicopter contacted the tower approximately 2 miles east of the field requesting a climb. The tower asked the helicopter to state their position. After the helicopter informed the controller of their position the tower controller realized what happened and issued a **Brasher** warning.

RESTRICTED AIRSPACE INCURSION

10/22 Flew Into Restricted Airspace Without Approval

Private Pilot Southern Arizona

The aircraft was westbound at 6,500 feet, VFR. At 2307z, Albuquerque Center asked the aircraft if he was aware of the restricted area at his 12 o'clock and 25 miles. The pilot responded, "we are aware and we will go around it". At 2318z, Albuquerque Center observed the aircraft entering the restricted area R2308B, and attempted to vector the aircraft away. The aircraft had violated active restricted areas R2308 B & C and a **Brasher** was issued. When the pilot called the facility, he stated that he was well aware of the restricted airspace and believed that he had programmed the autopilot to miss the area.

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Personal Minimums

By Paul Wiley

This article discusses FAA minimums for airplane pilots flying under FAR part 91 General and Operating Flight Rules. It also provides a general discussion of some of these minimums as well as recommendations for developing a personal minimums checklist. The purpose of having a personal minimums checklist is to facilitate good aeronautical decision making, including making the critical "Go/No-Go" decision. The NTSB estimates approximately 75% of all accidents can be attributed to pilot error. Undoubtedly many of these errors can be traced to poor decision making by the pilot in command. Having a personal minimums checklist and a firm commitment to following these minimums will result in better decision making and a safer pilot.

A key consideration in developing a personal minimums checklist is understanding your tolerance for risk and your personality type. New or low time pilots need to establish personal minimums which are more conservative than the regulatory minimums. It is recommended that these personal minimums be discussed and developed with the assistance of a flight instructor or a trusted and more experienced pilot friend. In general, as a pilot gains more experience, some of these personal minimums can be relaxed and moved closer to the regulatory minimums.

The FAA has established regulatory minimums for many (but not all) flight operations. These regulatory minimums for pilots encompass several areas including (but not limited to):

- **General Experience** minimums, e.g., number of take-offs and landings in the previous 90 days
- **Weather** minimums: These minimums are highly airspace dependent but prescribe ceiling and visibility minima necessary to conduct flight under VFR. See FAR 91.155 and 91.157 for VFR weather minimums.
- **Minimum Fuel Reserves**: Regulations stipulate minimum fuel required for flight under VFR (FAR 91.151) and IFR Conditions (FAR 91.167).
- **Physiological Minimums**: e.g., Alcohol/Drugs, Oxygen, crew rest

It is also very important to understand that just because there are no regulatory minimums for certain operations; this does not mean that a pilot does not need to think about and establish their own person-

al minimums for said operations.

The Aircraft Owners and Pilots Association's Air Safety Institute (ASI) has developed a checklist which documents some of these required minimums as well as ASI's recommendations. This checklist can be found at: www.airsafetyinstitute.org. A search for "Personal Minimums" will provide numerous references and is an excellent resource when developing your personal minimums checklist.

Here are some examples taken directly from the ASI website:

Flight Review:

FAA requires a flight review within the previous 24 months (FAR 61.56 (c))

ASI recommends: "a flight review within the previous 12 months; if instrument rated, the flight review should include an Instrument Proficiency Check (IPC), regardless of legal instrument currency."

Personally, I recommend participation in the FAA's WINGS – Pilot Proficiency Program and completion of a WINGS phase every 12 months.

General Aircraft Experience:

FAA requires no recent experience specific to make and model.

ASI recommends:

- For Single-engine fixed-gear: Three hours in any make and model within previous three months.
- For Single-engine retractable-gear: Three hours in any retractable-gear make/model within previous three months
- For Multiengine: Three hours in same or similar make/model within previous three months.

Day landings:

FAA requires: Three landings in previous 90 days when carrying passengers (FAR 61.57 (a)).

Tailwheel - Three full-stop landings in any tailwheel make/model within previous 90 days

ASI recommends:

One landing in previous 30 days, in addition to the FAA requirement

Tailwheel - Three full-stop landings in any tailwheel make/model within previous 30 days

Night landings:

FAA requires: Three full-stop landings in previous 90 days when carrying passengers (FAR 61.57 (b)).

Tailwheel - Three full-stop landings in any tailwheel make/model within previous 90 days

ASI recommends:

One full-stop landing in previous 30 days, in addition to the FAA requirement

Tailwheel - Three full-stop landings at night in any tailwheel make/model within previous 30 days

IFR:

FAA requires: Six instrument approaches, intercepting, tracking and holding in previous six calendar months (FAR 61.57(c)).

ASI recommends:

In addition to the FAA requirement, one hour of actual or simulated instrument flight and one instrument approach in previous 30 days; also, an IPC within the previous six calendar months.

Weather Conditions: Noted in terms of cloud clearance, ceiling, and flight visibility.

VFR: FAA requires: Airspace-dependent – no less than clear of clouds, one mile visibility (FAR 91.155).

ASI recommends:

- Outside traffic pattern – no less than 2,000 foot ceiling and five miles visibility
- Within traffic pattern – 1,500 foot ceiling and three miles visibility. Use caution in mountainous terrain.

IFR Departure:

FAA requires: None

ASI recommends: Local instrument approach minimums, so that an immediate return can be made. If the airport has no instrument approach, use minimums from the nearest suitable airport with an instrument approach within 15 minutes.

IFR Arrival: (FAR 91.175

FAA requires: Charted Instrument Approach Minimums – noted in

terms of DA/DH or MDA and visibility.

ASI recommends:

- Precision approach: 400 feet and one mile
- Non-precision approach: Lowest minimums applicable plus 200 feet and one-half mile. Example: if approach minimums are 450 feet and one mile, personal minimums would be 650 feet and 1.5 miles.
- Circling Approach: Published minimums or 1,000 foot ceiling and three miles, whichever is higher; not recommended at night.

Crosswind component:

FAA requires: None

ASI recommends:

- 75 percent of maximum demonstrated crosswind [as documented in the airplane flight manual]. Example: 16 (knots max demonstrated crosswind) x .75 = 12 knots recommended crosswind component
- Tailwheel – no more than 10 knots of crosswind

Fuel Reserve: [measured in minutes flying time at normal cruise power and airspeed]

FAA requires:

- Day VFR: 30 minutes (FAR 91.151)
- Night VFR: 45 minutes (FAR 91.151)
- Day or night IFR: 45 minutes. (FAR 91.151, and for flight in IFR Conditions: 91.167)

ASI recommends:

Minimum 60 minutes for all, assuming that all contingencies have been accounted for (diversions, holding, headwinds, etc.). In other words, the airplane should land with at least one hour of fuel in the tanks.

Other:

Rest (hours of sleep and relaxation in previous 24 hours)

FAA requires: None [when operating under FAR part 91]

ASI recommends: 10 hours

Alcohol

FAA requires: minimum 8 hours between consumption of any alcoholic beverage and acting as required flight crew member. This is popularly known as “bottle to throttle”. (FAR 91.17).

My personal recommendation (also the military requirement): 12 hours “bottle to throttle”.

Supplemental Oxygen (FAR 91.211)

FAA requires:

- Flight crew must use supplemental oxygen when above 12,500 feet cabin pressure altitude for more than 30 minutes
- Flight crew must use supplemental oxygen continuously when above 14,000 feet cabin pressure altitude

My personal recommendation (also the military requirement): Use supplemental oxygen continuously when above 10,000 feet cabin pressure altitude and at night when above 5,000 feet. Note: See Aeronautical Information Manual (AIM) Section 8 – Medical Facts for Pilots regarding night vision and other medical issues affecting vision.

Conclusion

AOPA’s Air Safety Institute recommends that, in addition to creating a personal minimums checklist, every pilot develop a “contract” with yourself. The VFR version of this contract is found at: www.airsafetyinstitute.org/vfrcontract .

There is also a contract for IFR at: www.airsafetyinstitute.org/ifrcontract

The contract represents your personal commitment to always fly within the minimums you have documented in your personal minimums checklist. This contract is specific to you and the airplane(s) you fly. I strongly encourage every pilot to visit the ASI web site and complete the checklist and contract. Doing this will force you to think about your current level of aeronautical knowledge, skill and how much risk you are comfortable with for each flight. ASI’s intent is that the contract be printed and kept handy i.e., in your flight bag, for quick reference. Having a contract and personal minimums checklist will better protect you, your passengers and your family.

Paul

AFTW

ARIZONA FLIGHT TRAINING WORKGROUP

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!**

Welcome Back Copperstate Fly-in!

By Mark Weiss

Since its first event in 1973, Copperstate Fly-In has been bringing together aviation enthusiasts not only from the Valley of the Sun and the state of Arizona but also from across the United States. A few have even attended from overseas. Everyone in the aviation community has heard of EAA Airventure. Many pilots and enthusiasts make the annual pilgrimage in July to Oshkosh, Wisconsin, to attend this holy grail of air shows. Live in the eastern half of the U.S. and want to attend something somewhat smaller but with the same feel as Airventure? Then Sun 'n Fun in Lakeland, Florida, has you covered. But this leaves a huge void for those living in the far western United States. The good folks that run Copperstate Fly-In are working hard to fill that void. Expansion plans are under way to continue growing Copperstate Fly-In into a regional aviation extravaganza.

What exactly is the Copperstate Fly-In? For those not familiar, Copperstate Fly-In, Inc. is an all-volunteer run, 501(c)(3) non-profit organization dedicated to promoting recreational and general aviation through events, scholarships, and public education. Proceeds from the Copperstate Fly-In help support scholarship programs for youth seeking careers in the aerospace industry. In the spring of each year, the Copperstate Scholarship Committee selects four young adults, ages 16-18, to attend EAA Air Academy in Oshkosh, Wisconsin the following summer. Selection is done through a competitive essay process which is outlined on the Coppestate Fly-In website—**copperstate.org**. Copperstate invites all young adults that are eligible to apply!

Up until 2018, Copperstate Fly-In had been held at many airports in the Phoenix area. Phoenix Regional (now Ak-Chin Regional), Williams-Gateway, Casa Grande Municipal, and Falcon Field are just some of the local airports that have hosted the fly-in. In 2018, the Copperstate Board of Directors took a leap of faith and partnered with the Buckeye Air Fair. The Buckeye Air Fair is now held annually in February at the Buckeye Municipal Airport (KBXK) and emphasizes a science/technology theme for grade school and high school students. The city added an air show in 2017 and became a bona fide

aviation event. The Copperstate Fly-In elevates the Buckeye Air Fair by adding aviation exhibitors, forums, and workshops and attracting more pilots and airplanes. The partnership has certainly raised the bar for any aviation event west of the Mississippi River. The Air Fair/Fly-In has become the third largest air show in the United States with an annual attendance of 35,000+ people!

The 2022 show will be held **February 17-20** and promises to be a fun-filled, action-packed affair for everyone. After a year off due to the pandemic, Buckeye and Copperstate wanted to introduce something new to the show to make it even more exciting. We are pleased to welcome **STOL Drag competition**! See legendary pilots and YouTube sensations race wingtip-to-wingtip. It's an intense action, high-energy show sure to be a crowd pleaser. Contestants take off from the start line side-by-side and fly low level 2000 feet down the runway to the turn-around line, land, make a 180 degree turn, take off again and fly to the finish line. Anyone can become a STOL Drag competitor by taking the required training course offered by STOL Drag Events LLC. The course has received FAA National Accreditation. For more information, check out the STOL Drag website—**stoldrag.com**. This course may be offered at Copperstate; check on **copperstate.org** and/or **stoldrag.com** for updates.

More highlights of the 2022 Copperstate Fly-In you won't want to miss:

- Air show on Saturday and Sunday, noon until 2pm featuring:
  - Jeff Overby – air show announcer
  - Jon Melby – flying aerobatics in his Pitts Bi-Plane
  - Jeff Boerboon – flying THE one-of-a-kind, jet-powered YAK 110
  - Brad Wursten – flying aerobatics in his ultra-sleek MXS-R
  - The Vanguard Squadron – a four-ship formation of RV3s burning ethanol fuel
  - Buckeye Radio-Controlled Flyers
- 12,000sq.ft. exhibit hanger with **NEW LIGHTING provided by AeroLED**!

Photo by Mark Weiss

- Expanded camping area!
  - 100+ slots
  - Hot shower
  - Campground open Mon Feb 14 thru Mon Feb 21
  - First come, first serve, $15/night
  - Airplane camping FREE

- Field trip Friday (9am-3pm)
  - 1600+ Buckeye grade school students attending
  - Pattern flight demonstration by Mike Gardner with Jeff Overby announcing
  - Walk through Air Fair/Fly-In, listen to pilots talk about their airplanes, answer questions
- Arizona Military Vehicle Collector's Club (AMVCC)
- Forums – led by the FAA, vendors, and special guests
- Workshops – get hands on experience with sheet metal, fabric, and composites
- Science/Technology displays and flight simulators
- Kid's Zone
  - Rides/playground for the little aviators
  - Wristbands can be purchased at the event for $10
- Food vendors/Beer vendors!
- A&P services available by Mike Gardner of **Buckeye A&P Service** located on the airport 623-764-6508

Admission to the event is still free. However, to help offset rising costs, Buckeye Air Fair and Copperstate Fly-In will be implementing a parking fee for the general public. Current pricing is set at $10/vehicle if purchased online in advance at **buckeyeairfair.com**. If paying at the gate, the price will be $15/vehicle (cash only). There is no parking fee for aircraft. If you would like to have your plane judged, please check in at the aircraft registration tent. The fee to have your aircraft judged is $35 and includes one banquet ticket. Where else can you get so much entertainment for so little money?

One last topic before closing. Copperstate Fly-In is an all-volunteer run event. It would not happen if it were not for the generosity of those who step up each year to donate their time and talent. Please consider volunteering and joining this group of dedicated individuals. Volunteer sign up only takes a

minute and can be done online. And yes, volunteers park for free AND get a free lunch! The Copperstate website will always have the most up-to-date information. You can always contact Copperstate with your questions through the website. You may also reach out to:

- Scott Andrews, President 602-618-0994 president@copperstate.org
- Mark Weiss, Fly-In Manager 480-528-7177 mweiss1@cox.net

FLY SAFELY AND SEE YOU FEBRUARY 17-20, 2022, AT THE COPPERSTATE FLY-IN!

Mark

A Few Words About Safety

Denny Granquist

"

"Sounds and feel are more important than numbers."

"Sometimes refusing to do what others expect maybe the best choice."

"

~ Scholarship Corner ~

by Chris Nugent

As I reported last month, we received a record number of forty applications for this year's scholarship cycle. That is up from twenty-nine last year which is really encouraging based on the general upheaval we have experienced in our lives over the last two years. The scholarship committee has been hard at work evaluating the applications, but I must admit that the overall quality of the submissions has made it a challenging task. We expect to complete our work prior to the Christmas holiday and will be awarding eight scholarships again this year, each valued at $2,500.

One of the key items that we look for in each application is a commitment to community service and in particular volunteer work within the Arizona aviation community. This includes activities such as helping EAA Young Eagle events, aviation summer camps and helping with APA specific activities such as Grapevine maintenance. We were fortunate to have a group of 11 students from the East Valley Institute of Technology (EVIT) help with maintenance work at the November Grapevine fly-in. We accomplished a lot in terms of removing the larger rocks from the aprons which all of us with wheel pants and small tires will appreciate!

The team also did a significant amount of work with Rodney Tang building gabions (wire baskets filled with rock) and putting them in place to reduce erosion at the north end of runway 35. This project is not yet completed but the hard work by both the APA and EVIT volunteers will pay off in keeping Grapevine in good shape for years to come.

I wanted to close this month by thanking those of you that have recently donated to the scholarship program. ***Thanks to your generosity we are very close to fully funding the program for this year.*** This speaks volumes to the commitment of our members to making sure that this important part of APA's mission is fulfilled. If you are considering donating, remember that they are tax-

deductible and there is no administrative overhead, each dollar you donate goes directly to the students. Donate today!

Thank you again for your continued support of the program and we will provide you an update on the scholarship winners next month.

Happy holidays and fly safe!

Chris

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

Fly a Helicopter!

Price:$ 330.00

Contact: Glenn Roberts

(602) 463-5528

Email: glennsroberts@icloud.com

ISO 2-4 Place Backcountry Airplane

I am looking to buy a 2-4 place airplane for backcountry work.

Call: Bob at (602) 228-9145

Email: bob@flightskills.com

Fly Loops and Rolls!

Price:$ 220.00

Contact: Glenn Roberts

(602) 463-5528

Email: glennsroberts@icloud.com

ISO Partnership Tucson Area

Looking for a Partnership in Columbia/Cirrus

Contact: Michael Hutchinson

(831) 776-2210

Email: hutchinson93922@gmail.com

The following articles contain content that is not necessarily the opinion of the APA.

The Language of Aviation

By Howard Deevers

Anyone with a pilot's license in the U. S. knows that English is the established language for aviation. Since 2008, all pilots' licenses issued have a statement on them: "English Proficient." English, as the official language of aviation, was established in 1944 at a Convention in Chicago, in an effort to standardize aviation in many ways. Why English?

At the time of the Convention, English speaking countries dominated the construction and certification of aircraft, and at the end of WWII, English was becoming a second language for many more countries around the world. Another thing is that English allows for easy standard communications in most of the scientific disciplines.

The ICAO standard was established for safety and ease of communications between Air Traffic Controllers and Pilots. After all, this communication is over radio, and we can't see each other. If you have worked to get a Pilot's license or Instrument Rating, you already know how formal the communications between pilot and controller are; most of the time.

English is a fairly new language in the history of civilization, with the origin going back only about 1400 years. If you have ever tried to read something in "Old English" you already know how much different the language is today. Many of us have studied the works of William Shakespeare who wrote in the late fifteen hundreds. His works are considered to be the beginning of "Modern English." The language is still evolving.

In the 1956 Science Fiction movie "Forbidden Planet" the space travelers are greeted by Robby the Robot in English. The robot says that he is fluent in 187 other languages, but the captain said that "colloquial English" would be fine. That was the first time I had ever heard that expression "colloquial English." I had to look it up when I got home. The short definition is "familiar and informal conversation."

Many English words have roots in Latin, and other languages, most notable the Anglo-Saxon, and it continues to import words even today. Accents are different in different parts of the U S and the British, Canadian, and Australian accents are quite noticeable, but regardless of accents, we understand each other just fine. When English is a second language, you can detect very distinct accents on the radio. The result is a variety of communications, all in English, and intended to promote standardization and safety. Is there room for confusion? Sure.

On very busy times and days, it may be difficult to even make a request on the radio. The controllers are listening to many requests, with many

accents and are trying to perform the best they can. If you get an instruction from ATC and don't understand it, ask for it to be repeated. This may take more time, but can be a critical issue when flying IFR.

There are many fixes on Sectional and IFR charts that are 5 letters used to identify the fix. Some of the fixes can be pronounced easily, others, not so much. In those cases, the controllers will have to spell the name of the fix with the phonetic alphabet. This may take some time but may be the only way to actually let the pilot know what fix you are to fly to.

The most structured language you will hear on the radios is from ATC. Controllers are schooled in the language to use in almost all situations, and they are tested as well. Pilots learn the language of aviation as they are training for a rating. After getting that rating, they may adopt their "own style" of communicating.

The AIM (Aeronautical Information Manual) contains a complete Pilot/Controller Glossary. It is about 75 pages long and runs through the entire alphabet. In the introduction it says: "use of the Glossary will preclude any misunderstandings concerning the (National Airspace) system's design, function, and purpose." You don't have to memorize every paragraph in the Glossary, but just reading through it will increase your communication skills, and your Controllers will appreciate that more than you will know.

Even Controllers can get relaxed and less formal, when they are not too busy, and traffic permits, such as mid-night or after mid-night when there is much less traffic. On a flight returning to Pittsburgh from Oshkosh several years ago, I was the pilot flying at about mid-night, crossing Ohio. We had stopped for fuel in Toledo. Getting flight following from Cleveland Center it was very quiet until I heard a Delta flight departing from Cleveland Airport sign in with the Center. The Center controller acknowledged the flight, then said: "When you are ready, I have a story to tell you." That got my attention, and I wanted to listen in on the "story." The Delta flight responded: "Go ahead." Actually it was not a story, joke, or pun. It was a simple route change for the flight, but since they were relaxed and not so busy, the Controller and Pilot were able to be less formal.

"The Glossary will be revised, as necessary, to maintain a common understanding of the system." With the evolution of English, we can expect changes from time to time, and it would be a good idea to refer to the Glossary at least once a year.

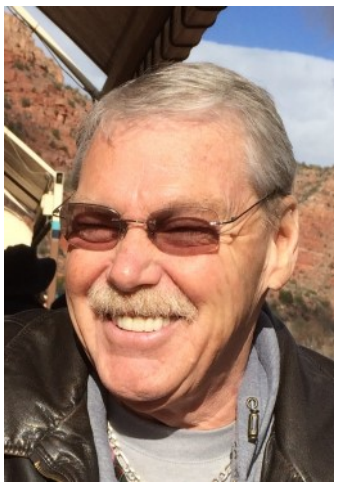
If you would like to attend a safety seminar "in Colloquial English" check out the ARIZONA PILOTS ASSOCIATION Web site for a location near you. Seminars, in association with the FAASTeam are free, and presented every month. Attendance counts toward your "WINGS" Awards as well. And don't forget to Bring Your Wingman.

Howard

GAARMS REPORT

DEC. 2021

By Fred Gibbs



2021 TO DATE:

Happy upcoming holidays to everyone; I hope Santa Claus is good to you, your family, and your airplane! Below please find the latest NTSB data on fatal crashes here in Arizona. So far, up thru the end of November of this year, the record still 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 compiled for the year and published in the January issue, and with any luck, the NTSB might have more information for us on the two accidents currently listed as N/A. I am not sure of its accuracy…

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	Prelim		Accident	Fatal	N966EZ: Borom / Long-EZ
07/10/2021	Wikieup, Arizona	Prelim		Accident	Fatal	N3688P: Beech / C90
06/15/2021	Gila Bend, Arizona	Prelim		Accident	Fatal	N8054Y: COVEY / Quickie
06/09/2021	Phoenix, Arizona			Accident	Fatal	N/A
04/23/2021	Winslow, Arizona	Prelim		Accident	Fatal	N59EZ: Swearingen / SA226-T(B)
04/15/2021	Williams, Arizona	Prelim		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 –

With 2021 drawing to a close shortly, I sit here reflecting on the past year's events and activities. Hmmm, doing a quick estimate, I reckon this is somewhere around my one hundredth GAARMS article. Just looking back at 2021, and despite the Covid pandemic, I have done 4 weekend Mooney Aircraft and Pilots Association Safety Foundation clinics all across the country and participated in and did presentations at two different conferences. So far this year I have sent 8 students for check rides, did 13 BFR's, 8 IPC's and 8 C172 checkouts, flown 3 Flights for Life missions and 5 food delivery runs to the Navajo nation. In my spare time I did over 500 hours of flight instruction up here in Flagstaff at the Wiseman flight School plus two 40-hour ground schools. And somehow, I still found some time to actually fly my own airplane, although not nearly as much as I would like to.

Scary as it may sound, at a young and spry age of 78 with almost 50 years of flying, retirement keeps creeping into many conversations. My mind is still sharp – instructing does that – and my quest for knowledge is still there (I read A LOT!!). But this old body is having more aches and pains as time marches on! I joke a lot about the problem of climbing into and out of my Corvette – especially with the roof still on – but I manage, and thusly I keep the roof off a LOT! I guess I am a throwback to the old days, me and my Corvette toolin' across Route 66 (actually through town on Route 66). I love my Corvette, but I gotta admit, it don't do good in the snow here in Flag. But so what? I drive it all through the winter, albeit carefully, bundled up in my heavy flight jacket and my Top Gun sunglasses with the top still down. I like the fresh air, the sun and the wind blowing in what hair I got left!! Some people look at me like I'm nuts, but that freedom is great.

However, as a concession to the other, smarter and better-lookin' half (AKA the Boss), I do put the top on for road trips, like when we went to the NWS's Southwest Aviation Weather Symposium over in Albuquerque in November. 340 miles at 80 – 85 MPH in an open cockpit Vette is very noisy; the wind noise makes it very hard to hear the 60's radio channel. So, with top on, A/C on and the 60's music playing, it is quite a comfy ride and quite a good road car. Now you might be thinking "Why did he not fly over to ABQ?", and that is a valid question. Cost, my dear Friends, Cost! Since we had to pay our own expenses to attend and participate in the conference, one cost saving effort was to drive - $75.00 on gas for the Vette vs $375.00 for the airplane, and then either cab or rental car expenses there were the deciding factors. In case you haven't noticed, Avgas (and everything else) is really getting expensive!!! Go check out the fuel prices on AIRNAV.com…

On a different note, there seems to be a lot of interest in learning to fly. Our flight school is really busy, and we even brought on another flight instructor, one I trained all the way from his first day as a student pilot up through his CFII. He is a welcome and great addition. Our workload is high, with our two C172's on the go every day, and we even have a program with Northern Arizona University's

Note: Not a Wiseman flight School airplane!!

USAF ROTC program. The US Air Force is giving the ROTC pilot candidates scholarships for up to 20 hours instruction to enhance their background prior to being selected for pilot training. There are many young women in that program, and when they are included in our overall count of student pilots, we are proud to say we have a very large percentage of female student pilots.

As a sign that things are starting to normalize, albeit slowly, I am also starting up our quarterly safety programs here in Flagstaff, with a winter safety program on Saturday, DEC. 11 here at Wiseman Aviation. Registration is via FAASAFETY.GOV, or you can simply show up. However, if you do decide to fly up to Flag, be doubly sure to check weather. Remember, December is winter-time, and the weather up here can be ***significantly different*** *from the Phoenix area!!! It does snow, and temperatures have been known to go down to ZERO overnight!!*

And remember,dress warm! (note picture!)

OVERKILL | ***NOT EVEN CLOSE!***

Safety Programs

There are NOT a lot of FAASTeam safety programs on the schedule over the next couple of months all around the state, but hopefully that will be changing in the near future. Log on to the Internet and go to WWW.FAASAFETY.GOV , click on “Seminars” and start checking for any upcoming seminars, and there are a lot of Webinars you might be interested in. You might find one that is really right up your alley or tickles yer fancy!!

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, our “Winter Wonderland” snow season special, or my newest one on LIFR approaches discussing the how’s and pitfalls of shooting an approach all the way down to minimums and missed approaches, 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

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: Britney Kirk (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
Mgr: Jack @ 1st Svc Res (480) 987-9348			480 888 6380 Erik@Pilotexpeditions.com
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
Mgr: Tommy Thomason (480) 488-3571			480 888 6380 Erik@Pilotexpeditions.com
Stellar Air Park	Chandler	95/105	**Erik McCormick** - Choice One Properties
Mgr: SRUA, Inc. (480) 295-2683			480 888 6380 Erik@Pilotexpeditions.com
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

Stefanie Spencer— Webmaster

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.


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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