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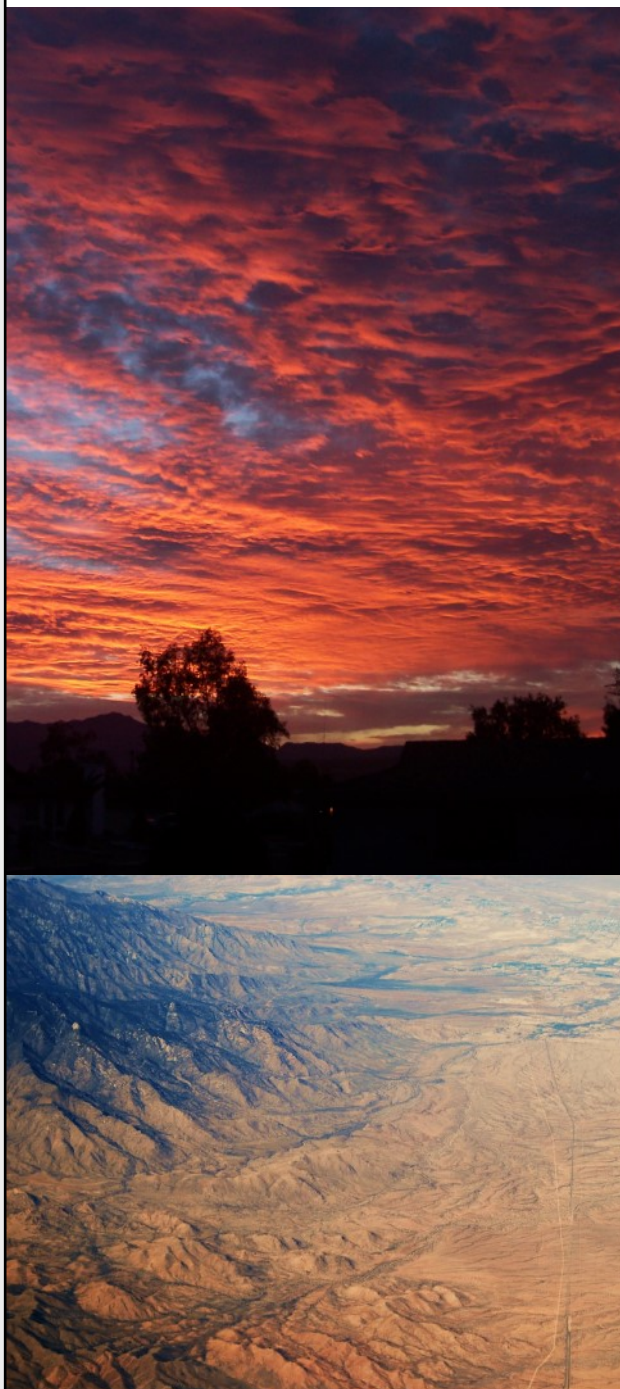
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President's Report

Greetings,

Happy New Year! After massive caloric intake between Thanksgiving and New Year, I'm going to have to update my weight and balance before I fly again. I'm thankful for lower density altitude and better performance with the cooler winter temps. That's a happy coincidence for sure! For APA, rounding out 2021 meant a banner year for our scholarship program. When Covid threw a wrench into the aviation industry, among others, many potential pilot or mechanic candidates decided to pursue other careers based on dismal media reports about the state of the industry. APA continued to churn behind the scenes supporting General Aviation in Arizona. I'm not one to brag about the success of APA, as it's typically the volunteer members who deserve credit. In this case, our volunteer members of the APA Scholarship Committee deserve a ton of credit! Led by Chris Nugent, the team implemented some new strategies to connect with candidates around the state, as well as working with potential donors throughout the year. As a result, the committee saw a record number of applications from all over the state, as well as a record number of donations from our membership that EXCEEDED any prior year. As a result, the board of directors unanimously approved an increase in the scholarship amount awarded to each of the deserving recipients. Each of these bright young stars has a promising career in aviation ahead of them and we're so proud to be part of that. Thank you to the applicants and to the members who donated to support these students! Please read Chris' column below for the details. Bravo Zulu, Chris!



On a less positive note, pilot deviations seem to remain remarkably high. Jim's Executive Director's Report each month provides details, but Arizona pilots seem to have become complacent with airspace boundaries and ATC instructions. This issue isn't limited to student or low-time pilots, as we have CFI's, ATP's, and military pilots committing these deviations as well. Many result in Brasher warnings, which can then lead to punitive action. Please, please, please pay attention to your flight path and all airspace surrounding it. If using an EFB, use old fashioned pilotage to confirm your location on the chart with the surroundings outside. Be very aware of the Class D and B airspace around your path and ensure you have permission to be there. With many towers still suffering staffing shortages, the instruction you receive may be different than what you may have spent years becoming accustomed to. Unlike the "Traffic Pattern Changed" signs that DOT puts up when a new traffic light is installed to warn local drivers of the change, ATC does not provide such warning. These sequences may have changed due to staffing conditions or local procedure agreement. Please be aware of your position and instructions and do not allow yourself to become a statistic to the FAA.

Blue Skies,

Brian



Executive Director's Report

Jim Timm — January 2022



I hope everyone enjoyed a Merry Christmas and survived the New Year's parties. We can now put 2021 in our rear-view mirror and look forward to a promising new year. The year 2021 with its virus pandemic issues was a bit trying on all of us, and I certainly hope we can move on to more fun things in the year to come. The flying weather has been a trifle changing at times around the end of the year, but we can certainly look forward to some great flying weather in the year ahead. This year's Copperstate Fly In at Buckeye is on the near horizon and it should be a great event to attend again, and see friends we haven't seen for a while. In the meantime, let's go flying and enjoy the great flying conditions. That's why we live in Arizona!

For those wishing to fly in Mexico, the government there has mandated that beginning January 1, 2022, all aircraft flying in Mexico must be equipped with a functioning ADS-B operating on 1090 MHz in all its airspace except Class E Airspace below 2,500 feet AGL. Mexico is now among the many countries that have similar ADS-B requirements in effect. The 1090 MHz requirement appears to be a worldwide, or universal requirement, with only the United States allowing the use of 978 MHz. While the ADS-B regulation in Mexico requires installed ADS-B equipment to be used at all times, there is a process in place to allow operators to request permission to fly with inoperative ADS-B equipment, and requests to fly without any ADS-B equipment installed. The requests must be submitted at least one hour before departure.

Incorporating 978 MHz ADS-B surveillance along with the 1090 MHz and harmonizing the ADS-B regulations in both countries would make it easier for pilots to cross the border in either direction. Attempts are in process to urge the Mexican government to allow the use of 978 MHz ADS-B equipment in their airspace, and harmonize its regulations with the U.S., but there is not much interest being exhibited by the Mexican government to accommodate the suggestion.



Where else could this happen, but in California. I'm certain that all are aware that there is a movement to find a suitable non-leaded fuel replacement for the present 100LL fuel. Two California communities are rushing toward an arbitrary and politically motivated deadline. In Santa Clara County, Reid-Hillview Santa Clara County Airport and San Martin Airport will no longer be dispensing 100LL fuel, and on January 1, 2022, they will only have an unleaded UL 94 octane formulation avgas available for piston engine aircraft. Unfortunately, this fuel will not be compatible with many higher compression piston engine aircraft. This unnecessarily hurried transition is a real aviation safety risk and is counter to the need



for a safe and smart transition to the unleaded aviation fuel solution.

MISCELLANEOUS ITEMS

FAA

The FAA is proposing a new [airworthiness directive](#) (AD) affecting Grumman American singles including the AA-5A and AA-5B models in addition to the AA-1, AA-1A, AA-1B, AA-1C, and AA-5 models already impacted by a [similar AD](#). The new AD would

require inspecting the stabilizers, wings, and fuselage for bond line corrosion and delamination. The [first AD](#) issued in July was a result of a January 19, 2021, accident in which a True Flight Holdings LLC Model AA-5 airplane, better known as a Grumman American AA-5, crashed when its “outboard elevator attach bracket on the horizontal stabilizer detached.” This caused a loss of elevator control and significantly damaged the aircraft.

AIRSPACE In this last reporting period there have not been any changes, or proposed airspace changes that would impact the general aviation community in our flying activities. We can always hope that we can move into the new year without having to deal with any airspace issues for a while.

Have you sometimes wondered how and why temporary flight restrictions (TFRs) happen? In the *FAA Safety Briefing* article “Mission Possible,” editor James Williams explores how TFRs are created, starting from a request from a security agency, to the issuance of a TFR. The article also explains how the FAA serves as the air space user’s advocate in that process. Check out the full article here: <https://medium.com/faa/mission-possible-44d99e582477>

SAFETY

The winter weather is here, with its usual colds and other bugs that many of us may tend to pick up. So, when we take over the counter medications to warrant them off, we do need to be aware of the potential for unexpected and adverse interactions certain medications may have with other prescription and over-the-counter medications, as well as supplements, herbals, and even certain foods. For example, antihistamines can adversely react with some prescription drugs used to treat high blood pressure, and grapefruit or grapefruit juice can interfere with the metabolism of statins. For more information, and see if these over the counter drugs may impact your flying, check the website: medium.com/faa/avoiding-adverse-drug-interactions-2914029f3e37

Pilots are still flying around, not fully aware of that type of airspace they are flying in, or what type of airspace they may be about to enter. This is evident by the number of pilot deviations that are being documented each



month. This past reporting period the number of deviations was up significantly when compared to the previous reporting period. In this past reporting period, which ran from November 11 through December 9, 2021, there were 18 general aviation pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by student, private, commercial, and CFIs, and of the eighteen deviations made, there was a need to issue eleven Brashers.



A summary of the deviations that were committed are as follows:

There were **Three** Class Bravo Airspace Deviations (2 Brashers issued)

There were **Seven** Class Delta Airspace Deviations (7 Brashers issued)

There were **Five** Runway Incursions (1 Brasher issued)

There was **One** Failure To Follow ATC Instructions

There was **One** Taxiing Without Authorization (1 Brasher issued)

There was **One** Unauthorized Person On Taxiway/Ramp

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

Pilots always need to be aware of where they are and what type of airspace they may be entering and timely make the proper radio communications. Take some time and review your Aeronautical Information Manual (AIM) and refresh your memory on what the airport signs and runway markings mean and be able to respond to them. Don't be the one to commit a pilot deviation. For the details of this month's deviations, see my Pilot Deviations Report elsewhere in the newsletter.

Aviation safety wasn't the best this past reporting period because near the end of December there was an accident near Show Low that claimed the lives of two people. This certainly was not the way we would have wanted to end the year. The accident/incident numbers were up slightly from the last report, but we hope pilots will be a bit more wary and make a New Year's resolution to be a safer pilot in the coming year. Let's all plan on making the coming year a safe one and enjoy the pleasures of a safe flight. For a detailed report of the accidents and incidents that have occurred, see my Accident & Incident Summary report located elsewhere in this newsletter.



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

CONSTRUCTION

Because of the winter weather, some planned airport projects are being delayed until we get back into the spring and warmer summer type temperatures. Howev-



er, some projects will continue, so with funding that is available from the FAA, and State, some airports around the state may still have construction projects in progress. Unfortunately, we don't have all the latest details on all these projects, so it would be a good idea to always check for NOTAMs at your destination airport to see what may be happening. You don't want to get 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. The H. A. Clark Memorial Field (CMR) in Williams has just completed their airport master plan update process. As soon as their city council approves of the updated plan report, prepared by the engineering firm Coffman Associates, the new Airport Layout Plan will be submitted to the FAA for their approval, and the city can then move forward with their planned update projects.

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 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 (**this month's date is January 22nd**) 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. ***Please Note: February Grapevine group event has been moved to Feb 26th because of the Copperstate Fly-In.***
- Normally on the last Saturday of the month a fly-in breakfast is put on by the Casa Grande Masonic Lodge in the Terminal of the Casa Grande Airport. The required terminal modifications are nearly completed, and it shouldn't be too long before a permanent cafe tenant will be in place.

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

Jim





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GAJSC

General Aviation
Joint Steering Committee

Startle Response

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: January 2022

Topic: Startle Response

The FAA and industry will conduct a public education campaign emphasizing training to effectively cope with unexpected events

Background:

The General Aviation Steering Committee (GAJSC) System/Component Failure work group feels that training and education in coping with events that startle pilots will help to mitigate inappropriate response to sudden onset emergencies

Teaching Points:

- Discuss the difference between reflexive and reasoned responses to stimuli.
- Discuss the safety benefits of flight risk assessment and management.
- Discuss the safety benefits of emergency procedures training.
- Encourage pilots to participate in **WINGS** Pilot Proficiency Training.

References:

- [Startle Response 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...](#)



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CLASSIFIEDS

December Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents and incidents that have occurred in Arizona from late November through December. 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 not good because two lives were lost in one of the accidents this period. Unfortunately, the number of accidents/Incidents were also up slightly from the previous reporting period. This is not the way we would have wanted to end the year. I can only hope that pilots will be a bit more careful in the coming year, and we will have fewer accidents, injuries, and fatalities. Let's put our mind to it and make it happen. Please fly safe.

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

DATE: November 14, 2021

Info. Source: FAA

Location: Phoenix (PHX)

Type: Cessna 750 Citation X

Injuries: None

BROKEN WINDSHIELD

On November 14 a Cessna 750 Citation X declared an in-flight emergency due to a broken windshield and diverted into Phoenix Sky Harbor (PHX). They did not request equipment on the ground and made a safe landing.

Date: November 17, 2021

Info. Source: FAA

Location: Chandler

Type: Cessna 210 T

Injuries: 1 Uninjured

NOSE GEAR COLLAPSED ON LANDING

The aircraft nose gear collapsed during the landing, and the extent of aircraft damage was assessed to be minimal.

Date: December 1, 2021

Info. Source: ASN, FAA, NTSB

Location: Lake Havasu

Type: Cessna 510 Citation Mustang

Injuries: 1 Uninjured

GEAR UP LANDING

The aircraft departed Huston Executive Airport (TME), Huston, TX, with a destination of Lake Havasu City Airport (HII). At approximately 12:30 p.m. the aircraft landed at Lake Havasu and made a wheels up landing which punctured the right-side fuel tank and caught fire. The Lake Havasu City Fire Department responded to the scene and quickly extinguished the fire and the aircraft was secured. There were no reported injuries to the pilot or to firefighters. The extent of damage was undetermined, and the cause for the gear up landing is under investigation.

Date: December 19, 2021

Info. Source: APA, ASIAs

Location: TUCSON (TUS)

Type: Mooney M-20F

Injuries: 1 Uninjured

GEAR UP LANDING

Per ASIAs & APA info, it was a Part 91 personal flight, and damage was minor. Unconfirmed reports say the manual gear control lever broke, preventing lowering of the gear.

Date: **December 20, 2021**
Info. Source: NTSB Location: Phoenix
Type: Cameron Balloons A-315
Injuries: 1 Serious, 15 Uninjured

BALLOON LANDING INCIDENT

The very limited NTSB information only stated one passenger sustained serious injuries and the pilot and 14 passengers were uninjured, and that the balloon did not sustain any damage. Apparently, the accident didn't attract any media attention, and therefore it wasn't reported by the Aviation Safety Network (ASN).

Date: **December 22, 2021**
Info. Source: ASN
Location: Show Low
Type: Vans RV-6A
Injuries: 2 Fatal

CONTROLLED FLIGHT INTO TERRAIN

Per ASN, an experimental Van's RV-6A, amateur built by Hazen Dennis Willerton, was destroyed upon impact with terrain and a subsequent fire, near Long Lake, northeast of the Show Low Regional Airport (SOW). The pilot and an 11 year old passenger were fatally injured. The NTSB has been notified and will investigate.

Date: **November 22, 2021**
Info. Source: ASN
Location: Kingman
Type: Embraer ERJ-145LR
Injuries: 1 Uninjured

GROUND RUNUP ACCIDENT

Preliminary information indicates the aircraft was doing an engine run up on the Bureau of Land Management (BLM) ramp. According to an interview with a Kingman Aviation Services, Inc. (KASI) employee, the aircraft was chocked and connected to a tug, but he wasn't sure about brakes. The aircraft surged forward colliding with two KASI owned vehicles and crushing the legs of a KASI employee. Kingman Fire Department and River Medical provided emergency care.

Upon further investigation it seems that KASI was doing a full power run up on the aircraft and it was missing one wheel and possibly had reduced braking ability. It seems that under power the aircraft pivoted around the landing gear on the side with both wheels, and struck the vehicles and personnel.

The NTSB will not investigate the occurrence because the aircraft wasn't in preparation for flight. One or two mechanics were seated in the pilot seats and operating the controls.

A Few Words About Safety

Denny Granquist

“

“Sometimes it's what you don't do that has the most impact.”

“Listening to other pilots makes me a better pilot.”

”

November-December Pilot Deviations

by Jim Timm

In the time period from November 11 through December 9, 2021, there were 18 general aviation pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by Student, private, commercial, and CFIs. Of the eighteen deviations made, there was a need to issue eleven Brashers.

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

The number of pilot deviations/incursions were up significantly this month, and some of these deviations just shouldn't have happened. Always know what type of airspace you are flying in, or are about to fly in, and please fly with more care.

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

- Three Class Bravo Airspace Deviations

- Seven Class Delta Airspace Deviations

- Five Runway Incursions

- One Failure to Follow ATC Instructions

- One Taxiing Without Authorization

- One Unauthorized Person on Taxiway/Ramp

The details of the deviations this month are as follows:

BRAVO AIRSPACE DEVIATIONS

11/21 Entered PHX Bravo Airspace Without A Clearance

- Student Pilot

- The student pilot on a solo VFR cross country flight entered the PHX Bravo Airspace at 7000 feet in a 6000 - 9000 foot shelf without a clearance. There was no loss of separation.

11/24 Entered PHX Bravo Airspace Without A Clearance

- Private Pilot

- The aircraft entered the PHX Bravo Airspace without establishing contact and was tracked to Glendale (GEU), and GEU issued the **Brasher**.

11/27 Entered PHX Bravo Airspace Without A Clearance

- Private Pilot

- The pilot, flying VFR, entered the PHX Class Bravo Airspace without obtaining a clearance.

The Williams Gateway (IWA) tower issued a **Brasher** warning. There was no loss of separation.

DELTA AIRSPACE DEVIATIONS

11/7 Entering Delta Airspace Without First Establishing Radio Communications.

Private Pilot Scottsdale (SDL)

The aircraft entered the Scottsdale Airport (SDL) airspace from the northeast at approximately the traffic pattern altitude without first establishing two-way radio communications with ATC. The aircraft flew through the runway final approach path and commenced making 360-degree turns in the downwind leg of the traffic pattern. The aircraft lined up to land on runway 3, two-way radio communications were then established, the aircraft landed, and the pilot was given the **Brasher** warning.

11/11 Entering Delta Airspace Without First Establishing Radio Communications.

Private Pilot Falcon Field (FFZ)

The aircraft entered Falcon Field (FFZ) Class D Airspace without first establishing two way radio communications. There was no loss of separation.

11/11 Entering Delta Airspace Without First Establishing Radio Communications.

Certificates UNK Falcon Field (FFZ)

The aircraft called ATC south of the FFZ airspace and requested to make an overhead approach, and specified that he was a single ship. The tower controller gave instructions to enter the initial, and confirmed he was a single ship. The pilot responded yes, he was a single ship, and that the other aircraft were going to call. No other aircraft ever called. Four aircraft entered the overhead in formation without establishing radio communications. The initial single ship was told to break at the approach end, but the other three aircraft broke at the departure end, and never turned their transponders on. Random calls were made with random aircraft numbers, but no real transmissions establishing communication were made. The flight was cleared to land, and all four of the aircraft landed and were given the **Brasher** notice.

Because of this activity, An Aircraft had to circle to the south and exit the airspace due to the unknown aircraft in the airspace. Additionally, the flight conflicted with an IFR departure because the transponders were never turned on, and in addition, because there was a lack of radio communication, their precise positions could not be determined, nor could any instructions be issued to prevent a conflict.

11/12 Entering Delta Airspace Without First Establishing Radio Communications.

Private Pilot Deer Valley (DVT)

The aircraft entered the Deer Valley (DVT) Class D Airspace without first establishing two way radio communications. There was no loss of separation.

11/18 Entering Delta Airspace Without First Establishing Radio Communications.

Private Pilot Williams Gateway (IWA)

The aircraft appeared to have departed Chandler Airport (CHD) and entered the Gateway (IWA) airspace at 2,600 feet from the southwest without contacting IWA tower for a transition. The aircraft picked up flight following from the PHX TRACON southeast of the IWA Class Delta Airspace.

12/4 Entering Delta Airspace Without First Establishing Radio Communications.

Certificates UNK Williams Gateway (IWA)

The flight of two aircraft violated the Williams Gateway (IWA) Class Delta Airspace north-bound at 2500 feet. A **Brasher** was issued by the Falcon Field (FFZ) Tower. There was no loss of separation.

12/5 Entering Delta Airspace Without First Establishing Radio Communications.

Commercial/CFI Pilot Deer Valley (DVT)

The aircraft was observed entering the Deer Valley Airport DVT Class D Airspace from the northwest without first establishing two-way radio communication with DVT. Both the north and south controller positions attempted to communicate with the aircraft, but the pilot did not respond. The aircraft continued through the airspace heading towards Glendale (GEU) Airport. DVT asked GEU Tower to issue **Brasher** warning to the pilot. There was no loss of separation or other aircraft involved.

RUNWAY INCURSIONS

10/28 Taking Off Without ATC Authorization.

Commercial/CFI Pilot Prescott (PRC)

The tower controller cleared an aircraft for takeoff on runway 3 and then instructed a second aircraft to line up and wait on the same runway. This second aircraft read back the line up and wait instruction correctly. However, this second aircraft began its takeoff roll without receiving a takeoff clearance, and before a runway separation could be established with the preceding aircraft. The controller attempted to stop the aircraft, but it continued with its departure.

11/8 Crossed Hold Short Line Without Authorization.

Private Pilot Deer Valley (DVT)

Ground Control instructed the aircraft to taxi via Taxiway Delta and Taxiway Delta 3 for a departure on Runway 7R at Taxiway Charlie 3. The read back was correct. Meanwhile, there was also an aircraft on final for Runway 7R and it was cleared to land. The offending aircraft taxied correctly but it did not stop at the hold short line of Runway 7R on Taxiway Charlie 3. The offending aircraft then informed the tower controller that they had crossed the hold short line of runway 7R. The tower controller then instructed the landing aircraft, that was on an approximate 1/2 mile final, to go around. The controller then issued instructions for the offending air-

craft to clear the runway.

11/11 Started Take Off Without ATC Authorization.

Certification UNK Tucson (TUS)

The Tower Controller instructed the aircraft to line up and wait on Runway 21 and advised them of traffic landing Runways 11L and 11R. The read back was correct, however the aircraft entered Runway 21 and began departure roll without receiving a takeoff clearance. The Controller instructed traffic on an approximate 2 mile final for 11L, a military aircraft, to go around and also instructed the offending aircraft to stop. The aircraft that was on short final to Runway 11R began a pilot initiated go around after crossing over Runway 21. The offending aircraft was stopped prior to the other aircraft crossing over Runway 21.

11/18 Crossed Hold Short Line Without Authorization.

Private Pilot Deer Valley (DVT)

Ground Control instructed the aircraft to taxi via Taxiways Delta and Delta 3 for a departure on Runway 7R at Taxiway Charlie 3. The pilot read back the taxi instructions but did not include the runway. Ground Control instructed the aircraft to read back the runway assignment again and it was read back correctly. The aircraft crossed the hold short line of Runway 7R on Taxiway Charlie 3, and stopped approximately 50 feet from the runway edge line. No other traffic was involved.

11/28 Crossed Hold Short Line Without Authorization.

Private Pilot Tucson (TUS)

The pilot was confused and passed the hold short line for runway 11L at taxiway Delta. Ground Control caught him, and stopped him. The pilot then crossed runway 11R at Delta. The Tower Controller issued a **Brasher** warning and then gave the pilot instructions to depart. The pilot turned towards the substantial under run of Runway 11L and asked how much runway was remaining. The Controller told the pilot to make a 180 to face the runway.

The pilot turned around and departed without further incident.

FALURE TO FOLLOW ATC INSTRUCTIONS

11/12 Failure to follow ATC Instructions.

Commercial Pilot Falcon Field (FFZ)

On arrival, the pilot was unable to read back the Class Delta entry instructions as well as the landing clearance. Once on the ground, the pilot ignored instructions to turn right on Taxiway Delta, but turned left instead where another aircraft was waiting faced the opposite direction. The controller had repeated himself multiple times.

TAXIING WITHOUT AUTHORIZATION

11/27 Taxied On Taxiway System Without Authorization

Private Pilot

Deer Valley (DVT)

The aircraft taxied on Taxiways Delta, Delta 3 and Charlie 3 without ATC authorization. ATC observed the aircraft taxiing to Runway 7R at Taxiway Charlie 3 without establishing communication for taxi instructions. Once the aircraft was holding short of Runway 7R on Taxiway Charlie 3, the pilot called the tower controller to cross the runway for fuel. No other traffic was involved. A **Brasher** was issued.

UNAUTHORIZED PERSON ON TAXIWAY/RAMP

12/4 Person On Taxiway/Ramp Without Authorization

Phoenix (PHX)

A male passenger on a Southwest Airlines airplane opened a rear door and jumped down to the taxiway without deploying the emergency slide while the aircraft was taxiing to the gate. The passenger walked into the Fire Department #19 station and was detained by security. There were no issues on the airplane that should have precipitated an aircraft evacuation. The aircraft taxied to its arrival gate without further incident with all the remaining passengers. The passenger was arrested for trespassing.

A Few Words About Safety

Denny Granquist

“

“When briefing the approach include the taxi to shutdown.”

“I use IFR (I follow roads) procedures in the mountains.”

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Enstrom F28C \$330/Hour

Glenn Roberts – Airplane & Helicopter CFI

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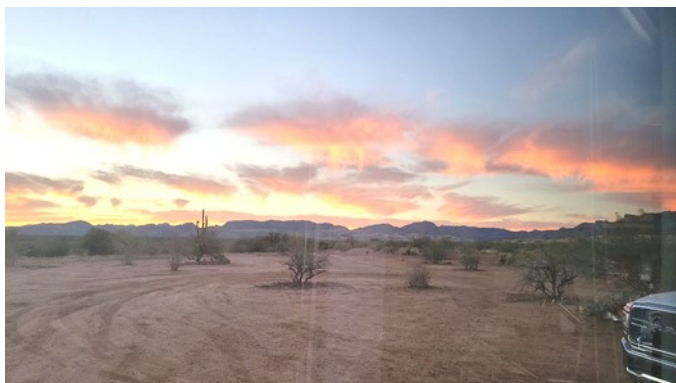
ArizonaSkiesAviation@gmail.com

Ask about discounts for Veterans & Seniors

Featured

Grapevine Crack Sealing Project

Photos by Tommy Thomason





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!**



~ Scholarship Corner ~

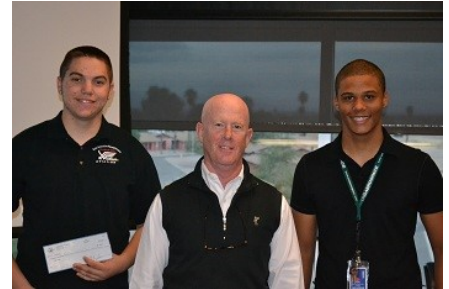
by Chris Nugent

As I reported in last month's scholarship program update, we had an overwhelming response to the 2021 call for scholarship applications with a total of forty received. This was a significant increase from the twenty-nine we received last year. The overall quality of the scholarship applications has always been impressive, and the 2021 submissions were no exception.

As you might expect, the review and selection process took some extra effort from the committee based on the number and quality of the applications we received. In the end, we awarded scholarships to eight well deserving candidates. However, based on the overwhelming generosity of our membership **we were able to increase the award amounts from \$2,500 to \$3,000**. This is a real testament to the commitment the membership has in keeping GA healthy in Arizona by supporting the next generation of aviators and aviation professionals. It is a very important part of APA's mission.

Here's a quick overview of the 2021 scholarship winners – we will be publishing a more in-depth look at each of them in upcoming editions of the newsletter:

- ❖ **Mattie Mitchell** – Mattie is currently attending Embry-Riddle Aeronautical University in Prescott majoring in Aeronautical Management Technology with the goal of becoming a professional pilot. Mattie is very active in the aviation community from a volunteer perspective and is the president of the Granite Mountain 99's and vice president of the Prescott Chapter of Women in Aviation.
- ❖ **Alyssa Bodwin** – Alyssa is an East Valley Institute of Technology (EVIT) aviation program alumni and is working on her instrument and advanced ratings at Chandler-Gilbert Community College/University of North Dakota ([CGCC/UND](#)) flight training program. Alyssa has also been an active volunteer in the aviation community and is currently the President of Aviation Explorer Post 352 at Falcon Field. Her goal is to become an airline pilot.
- ❖ **Tristan Smith** – Tristan is attending Arizona State University and is a cadet in the Air Force Junior ROTC. He is currently working on his PPL with the objective of obtaining a pilot training slot once he joins graduates ASU and joins the Air Force.



2013



2014



2015

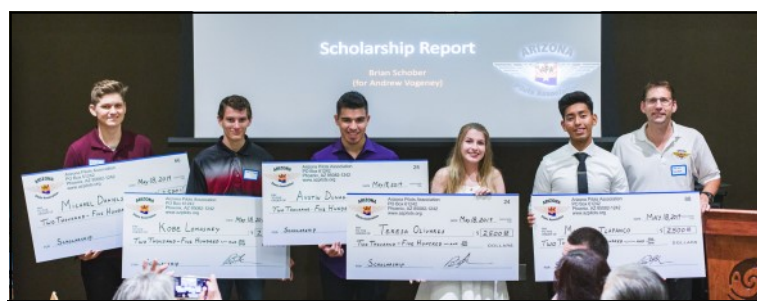


2016

- ❖ **Michelle Imondi** – Michelle is attending the CGCC/UND flight training program and will start her CFI course in the spring semester. Her career goal is to become a professional pilot and she currently works as a ground agent for an FBO/aircraft management company at KIWA.
- ❖ **Kaylah Yazzie** – Kaylah attends Chandler High School/EVIT aviation program and will transition to the CGCC/UND flight training program in the spring semester. She has been an active volunteer with the *Grounded No More* organization at KFFZ which provides flights to military veterans.
- ❖ **Justin O'Reilly** – Justin currently attends Primavera High School/EVIT aviation program and will transition to ASU where he will major in Aeronautical Management Technology. He will start his PLL training in January with the ultimate career goal of being an Air Traffic Controller.



2017



2018

- ❖ **Blake Tusynski** – Blake is also attending the EVIT aviation program and will attend the CGCC/UND flight training program. His goal is to become a professional pilot.
- ❖ **Mark Nowak** – Mark recently received his CFI certificate through UND and wants to fly for the airlines. During the COVID emergency he volunteered to fly supplies to the San Carlos Indian Reservation and is active in the Willie Composite Squadron of the Civil Air Patrol.



2019

When I wrote this same article last year, air travel was almost completely shut down with many pilots and airline staff furloughed. Fast forward 12 months and the story is completely different, with the resurgence in air travel and a strong demand for pilots and other aviation professionals. It is encouraging that the APA scholarship program will help meet this demand and allow the next generation of Arizona aviation professionals achieve their career goals.

Thank you again for your continued support and helping APA fulfill a key part of our mission.

Stay healthy and fly safe.



2020

Chris



**AVIATION SAFETY ADVISORY GROUP (ASAG) AND THE
SCOTTSDALE FSDO PRESENT**

**The 48th Annual Arizona Safety Awards
Virtual Zoom Event
Saturday January 29th, 2022**

**The Awards
Presentation**

- *AZ Flight Instructor of the year*
- *AZ Air Traffic Communicator of the year*
- *AZ FAAS Team Representative of the year*
- *AZ Maintenance Technician of the year*
- *AZ Airport Safety Award*
- *Ruth Reinhold Award (presented by the Arizona Pilots Association)*

Key Note Speaker — Richard A. Lee



Rich's career spans 51 years, over 24,000 hours in 60 types of aircraft. Flying test, commercial and scheduled airlines in 36 countries. He logged 900 combat hours as an Army aerial scout pilot in Viet Nam where he was awarded the Bronze Star and 16 air medals. He has flown for special ops and intelligence agencies in combat operations in 11 countries.

For 37 years he flew for Hughes, McDonnell Douglas and Boeing accumulating over 11,000 hours of production, engineering and developmental test that included 120 test programs in 32 aircraft, 6 first flights, classified, advanced technology, UAV and RPV programs. Rich is a Fellow of the Society of Experimental Test Pilots, a Fellow of the Royal Aeronautical Society Fellow, and a 42 year member of the Vertical Flight Society.

Rich was recognized as Arizona Flight Instructor of the Year in 1996. He received a Certificate Appreciation for exemplary support to the FAA as a Designated Pilot Examiner for 20 years in 2012.

Flight test experience includes, Handling Qualities, Flight Loads, Envelope Expansion, performance Engine Failure autorotation Landing and Height Velocity Boundary Definition. He was at the forefront of Helicopter Sensor Integration and Weapons Testing on OH/AH-6 and AH-64 Apache helicopter variants from the early tests with Enhanced Vision Systems. And is the industry expert on Extreme Maneuvering and Aerobatic Boundary Development.

Rich plans to share with us his experience at Super Bowl XXX 1996 landing on the 50 yard line to pick up his passenger—the star of the Halftime Show—Diana Ross at Sun Devil Stadium

Silent Auction and some good old fashioned fun!

Please Join us for an exciting evening!

**Mark your calendar for Saturday, January 29th — Event begins at
6:30 pm**

Preregister for the event at

<https://www.faasafety.gov/SPANS/events/EventList.aspx>

It's 2022, Now What?

By Howard Deevers

At the beginning of any new year, we always pause to think about the last year, or last few years, and to think ahead to what may come in the next year, setting our so called "New Year Resolutions." Did you make any resolutions for this year? It's only been 12 months since I made the same resolutions that I made a year before that: lose weight, exercise more, take better care of myself, fly more, lose weight (again). Seems like a broken record.



In the last two years, I must have heard the term "get back to normal" dozens of times, and I'm sure you have, too. So many things were cancelled in total, that "getting back to normal" became a goal. The EAA was determined to hold the AirVenture in Oshkosh, and they did. I didn't go, but know of many people that did go. It became a symbol of "getting back to normal."

Our next "get back to normal" event here in Arizona will be the Copperstate Fly In and Buckeye Air Fare in February. I do plan to attend that event, at least for one day. And, like everyone else, I hope it will be our display of "getting back to normal." What will the rest of the year bring?

I'm not so good at seeing into the future. We all like to predict what we think it will be, but no one can be sure. History books tell us what DID happen, and I'm sure that books will be written about the pandemic of 2020-2021-2022..... how long will this last? Not so sure, are we?

Like a pandemic there are some things in Aviation that just don't want to go away. Let us not forget USER FEES. And don't forget about PRIVITIZING ATC. Every administration, regardless of party in power, has brought these items up, and I can't see any reason why this present administration won't do it also.

Pilot associations, like AOPA, EAA, and others, have been successful in defeating these proposals, so far. Now is not the time to think that they are gone forever. Again, I say, that I cannot predict the future, but be aware that these things will come up again, and maybe sooner than we think.

User Fees and ATC are big issues that come back every few years, but there are smaller more local issues that General Aviation faces, also. That airport that was so remote and is now surrounded by housing will come under attack from the people that live in those new neighborhoods. Every year we lose airports, many that have been in that location





for a very long time. I am not a believer that we need to save every airport, but some things just don't make sense.

We must remember that General Aviation is a very small segment of the population and is viewed with suspicion from those that don't fly.

How about making a New Year resolution to Fly Safer! That may sound like a mountain to climb, but we can do small things to improve our safety. Get a phase of the WINGS. Make a resolution to attend at least 2 safety seminars this year. They may seem

like small things, but they are things we CAN do to improve our own safety awareness. By doing that we will be here to make these same resolutions again next year. Another easy resolution is to encourage a pilot friend to join the ARIZONA PILOTS ASSOCIATION, and come to a seminar with you. I am surprised by how many pilots do not know about APA, or the WINGS program.

My resolution for 2022 is to recruit at least 2 new members for both programs. We are better together.

Howard



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.

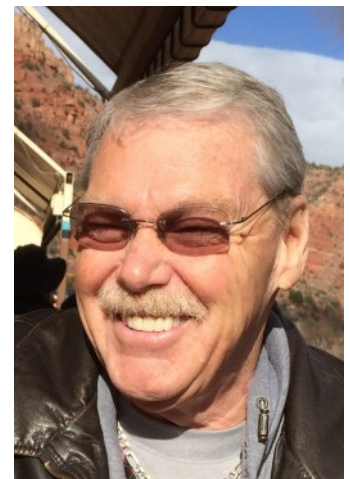
We need you to help us expand our audience, to expand our reach, and to expand that ocean of faces.

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!!!



GAARMS REPORT DEC. 2021 By Fred Gibbs



2021 TO DATE:

By the time this publishes it will be 2022, I hope you all had a wonderful holiday, and that Santa Claus was 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, NOR DOES IT LIST THE ACCIDENTS DISCRIBED BELOW.

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	PDF Prelim		Accident	Fatal	N966EZ: Borom / Long-EZ
07/10/2021	Wikieup, Arizona	PDF Prelim		Accident	Fatal	N3688P: Beech / C90
06/15/2021	Gila Bend, Arizona	PDF Prelim		Accident	Fatal	N8054Y: COVEY / Quickie
06/09/2021	Phoenix, Arizona			Accident	Fatal	N/A
04/23/2021	Winslow, Arizona	PDF Prelim		Accident	Fatal	N59EZ: Swearingen / SA226-T(B)
04/15/2021	Williams, Arizona	PDF Prelim		Accident	Fatal	N2506N: Cessna / 140

NEWS FLASH

Wednesday, Dec. 22nd, 2021

A Utah man and an 11-year-old girl from Tucson died after their small plane crashed Wednesday afternoon northeast of the Show Low Regional Airport in a remote area near Long Lake, according to fire officials.

The pilot was identified as 40-year-old David A. Gillette of Utah, and the passenger was identified as 11-year-old Lorelai Johansen of Tucson, the Timber Mesa Fire and Medical District stated on its Facebook page. Families of both the pilot and passenger were notified, officials said.

The two were aboard a Vans RV-6A aircraft when it crashed and caught fire near Show Low Regional Airport around 4:45 p.m., according to Tammy L. Jones, a spokesperson for the Federal Aviation Administration.



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

Location: Page, AZ

Accident Number: WPR21FA352

Date & Time: September 22, 2021, 16:24 Local

Registration: N3906X

Aircraft: Piper PA-28R-200

Injuries: 1 Fatal, 1 Serious

Flight Conducted Under: Part 91: General aviation - Personal

On September 22, 2021, about 1624 mountain standard time, a Piper PA-28R-200, N3906X, was substantially damaged when it was involved in an accident near Page, Arizona. The pilot was fatally injured and the passenger sustained serious injuries. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

Automatic dependent surveillance broadcast (ADS-B) data obtained from the Federal Aviation Administration captured the airplane's climb out at 1211 Pacific daylight time about 1 nm north of its departure airport in San Martin, California. The mean sea level (msl) altitudes below are reported as geometric altitudes and were obtained from the ADS-B data. The airplane slowly turned to the southeast as it continued to climb. At 1302, the airplane reached a cruise altitude of about 12,000 ft msl and subsequently turned to the south about 15 minutes later, at which time it arced around the southern base of the Sequoia National Forest. At 1528, the airplane descended to about 7,700 ft msl while passing to the north of Las Vegas, Nevada. The airplane then descended further about 1615 and 30 nm west of Page Municipal Airport (PGA), Page, Arizona near the Vermilion Cliffs National Monument to about 7,250 ft msl (1,100 ft above ground level (agl)). At 1623, the airplane descended to about 6,600 ft msl where it remained until about 1623:46 when it began its final descent from 500 ft agl. The final ADS-B data point was captured at 1624:15, when the airplane was 200 ft agl and about 0.5 nm northwest of the accident site.

The airplane was located about 11 nm west of PGA on a mesa at a field elevation of about 6,150 ft msl. The airplane came to rest at a level attitude on a heading of 227° magnetic. The first point of impact (FPI) was identified by a 12-foot-tall Juniper tree and several broken tree branches. A debris path was marked by parallel ground scars that began about 20 ft forward of the FPI and was oriented on a heading of 155° magnetic. The outboard right stabilator was located on the left side of the debris path.

The main wreckage marked the end of the debris path and was located 62 ft beyond the FPI. The nose and main landing gear had collapsed and the fuselage was flush with the ground. Both wings remained attached to the fuselage; the left wing displayed a large compression wrinkle about midspan at the leading edge and the top skin. The inboard section of the right wing exhibited compression wrinkles about midspan. Both wings were punctured inboard above the right and left main landing gear. The ailerons and flaps were connected to their respective wings and were mostly undamaged, with exception of the right and left flaps, both of which exhibited upward bends at the inboard trailing edges. The left side of the stabilator had advanced forward several inches in a divergent path to the right stabilator, which had moved aft. Additionally, the right stabilator leading edge was crushed aft along the outboard leading edge about midspan. The vertical stabilizer and rudder were not damaged. The cowlings and engine were displaced slightly downward, and the engine had separated from some of the upper mounts. Three propeller blades remained attached to the engine at the propeller hub. One blade was bent aft about midspan, one blade was bent at the blade root beneath the engine and the last blade was straight. Two of the propeller blades did not contain any visible chordwise scratches, nicks, or gouges. The third propeller blade was observed beneath the engine and could not be inspected. All major structures were accounted for at the accident site.



Aircraft and Owner/Operator Information

Aircraft Make: Piper
Registration: N3906X
Model/Series: PA-28R-200
Aircraft Category: Airplane
Amateur Built:
Operator: On file

Operating Certificate(s) Held: None
Operator Designator Code:

Meteorological Information and Flight Plan

Conditions at Accident Site: VMC
Condition of Light: Day
Observation Facility, Elevation: KPGA, 4310 ft msl
Observation Time: 16:53 Local
Distance from Accident Site: 12 Nautical Miles
Temperature/Dew Point: 30°C / -4°C
Lowest Cloud Condition: Clear
Wind Speed/Gusts, Direction: 6 knots / , 20°
Lowest Ceiling: None
Visibility: 10 miles
Altimeter Setting: 30.13 inches Hg
Type of Flight Plan Filed: None
Departure Point: San Martin, CA (E16)
Destination: Page, AZ (PGA)

Wreckage and Impact Information

Crew Injuries: 1 Fatal
Aircraft Damage: Substantial
Passenger Injuries: 1 Serious
Aircraft Fire: None
Ground Injuries:
Aircraft Explosion: None
Total Injuries: 1 Fatal, 1 Serious
Latitude, Longitude: 36.905783, -111.68978

Fred's Perspective –

Few pilots have declared an emergency, and even fewer have actually had an incident or accident. No body I know wakes up in the morning and says to themselves "I think I will go crash today!" (I hope). However, the probability of surviving a plane crash varies with the type of crash. If your gear collapses, you'll probably survive. If you hit something while VFR in IMC, well, you might make the news and Fred's next GAARMS article!

The number of people who find out about your "holy crap" issue starts with the controller you tell. Of course, if you are out in the middle of nowhere and start to have problems it's best to let ATC know well before hand so they can monitor and send help. And, Yes, I know up here in northern Arizona,

radar coverage is not great, and flight following is often hard to get unless you are really high, BUT you can still monitor the frequency with Center and have an instant friend if “the fit hits the Shan” and declare an emergency with them and they will do everything possible to assist you. You are NOT alone!



So, I asked around - “What would you do if X happens, and Y fails?” It was a small sampling, but about half didn’t even plan to tell ATC. Of that half, 90 percent of them said they would not be on Flight Following, “but just squawking 1200.” PS – in today’s technological world, that is not a good operating procedure! The sample group believed their chances were higher by concentrating on flying the airplane and trying to get down safe. Getting down safe is one thing, but what about when you’re on the ground with your airplane in pieces, in hostile weather, far from ... anything or anywhere?

Whether pilots believe talking to ATC is important or not is a big deal when handling an emergency that could potentially turn from incident to accident. Altitude can certainly buy you time, but ATC can improve your survivability chances. When a pilot squawks 7700, lots of things happen behind the (ATC) scene and people all the way up to DC could learn of your plight. Crash statistics show that someone on the ground knowing what’s happening increases your chance of survival by decreasing response time.

Statistically speaking, the probability that something catastrophic will happen is very low. Nonetheless, anything could happen at any time. Want proof? A couple years ago a wing literally fell off a Piper Arrow, engines have been known to just quit, and mid-air’s do happen! So, yes, “stuff” happens. Despite those sad events, ATC and other aircraft provide a quick location for authorities.

ATC really perks up upon hearing the magic words “declaring” or “emergency.” Of course, in my days in the Flight Service world, I’ve also heard expletive-laced exclamations that were sufficiently informative that I actually declared an emergency for them. Back then, and yes, I know, I am dating myself here, but VFR traffic did not talk to ATC, but only to Flight Service stations. We handled all the VFR emergencies, from lost aircraft to aircraft encountering MVFR to IFR inflight conditions and looking for escape routes to aircraft going down!!! Today, with Flight Following, ADS-B out position reporting and FlightAware, locating lost aircraft or crash locations is significantly improved, and responding within the 1st – or Golden Hour – is critical to saving lives. Flight Following is highly recommended. I always use Flight Following, and I require my students to learn the procedures and necessary radio phraseology when ever we go dual cross



country and especially when they go solo cross country. And my students are taught (required) to advise ATC they are student pilots, and then the ATC guys/gals sorta take extra care of them.

A “non-event” is an emergency that has a good outcome, i.e., the aircraft lands safely and no one is hurt, and nothing is damaged. Again FYI, once an emergency starts, the controllers working the emergency are generally not relieved until the event is over. However (if staffing permits)

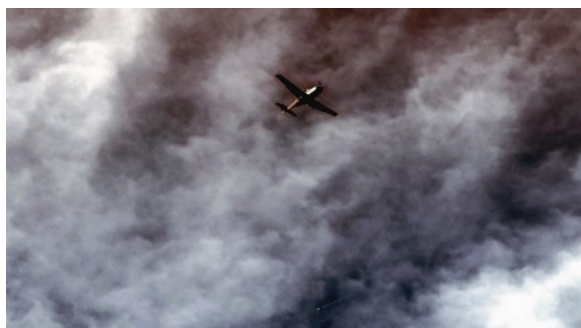
another controller will come to monitor the position. It's great to have a second pair of eyes in a higher-workload, higher-stress environment. As a side note, if an accident does occur, controllers can be held for drug testing and relieved from their position for a short period of time. This is not disciplinary; it's just standard procedure.

Now what? Let's assume that you declared an emergency. It varies by exactly where you declare, but if near a towered airport that has "Aircraft Rescue and Firefighting" (ARFF) equipment, the Tower will alert them, and they most likely will follow you down the runway all the way to where you stop. Again, a little side note here – been there, seen that, and actually met the firefighters when I shut down. Now, I did NOT declare any emergency – I actually pre-coordinated a NORDO arrival with the tower, but, apparently, they declared it for me. I apologized to the firefighters for having them miss the last 15 minutes of the football game on TV!!

If you are out in the middle of nowhere, the approach or the ARTCC controller you are talking to will run their internal emergencies checklists, and that will start alerting higher authorities. It starts with ARFF (if applicable) then moves out to the closest rescue station. If there are none, it goes to the ARTCC Ops desk, and they get in touch with Search and Rescue (sometimes a Civil Air Patrol airplane or search team) to dispatch immediately.

Keep in mind that safety comes first. If it's bad weather, they won't send another aircraft out to find a downed one; initial efforts would be ground-based only. After all is done with search and rescue, the Regional Operations Center (ROC) is notified. This adds exponential resources to assist if needed. The ROC works with many other entities such as NTSB and FSDO, who are at the top of the notification list immediately. After that, the original CIC or supervisor then notifies the Domestic Events Network (DEN).

The DEN is an interagency teleconferencing system that allows certain agencies to communicate and coordinate their response to violations of restricted airspace. It was established just after 9/11 in response to the attacks. It is basically an open line that any ATC facility and a few other agencies can call and use to coordinate and/or communicate things happening across the country in real time. One thing that will put facilities on the line is if someone squawks 7500. Not only would ATC radars make a loud buzzing noise, but it would also be heard (sic) all the way up in DC. And if ATC determines it's real, the closest fighters will be airborne.



The DEN is also used for certain VIP movements. So, from beginning with one controller who heard the pilot say something, within 10-15 minutes, up to 50 people could know about an emergency. If that emergency turns into an accident, that number goes up to the hundreds. FSDO and NTSB are at the top of that list because if the worst happens, they need to be first on scene right behind fire/



rescue. Immediately after an accident or crash is when most critical evidence is present. If the crash happened on or near the airport, the airport operations supervisor is notified, who then notifies airport authority and manager. Finally, if needed, the ATM will notify the Washington Ops Center. That call typically isn't made unless another 9/11 or anything involving Air Force 1 happens.

Final Outcome

As you can see, there are significant resources for not just emergencies, but accidents. Walking away alive is a variable highly determined by the actions of the pilot before the crash. Of course, I am a firm believer in **aviate, navigate, communicate**, but these are NOT 3 separate and distinctive activities: They should be 3 logical planned processes to follow. Don't just aviate, don't just navigate, and then NOT communicate. "Communicate" is a vital part of the process and must and should be included as soon as possible. This is also why I highly encourage filing IFR whenever possible, or at least utilizing Flight Following—you'll always have a helping hand for assistance just a push of the press-to-talk button away. ATC can't help you fly the airplane, but can offer other kind of assistance, like nearest airports, terrain, winds and weather, etc., and will immediately initiate rescue efforts.

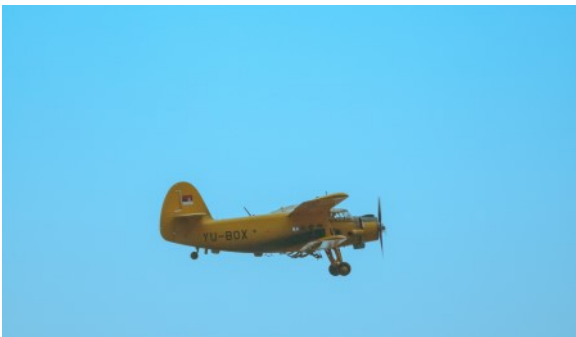
My goal here is to change the minds of some pilots who don't talk to ATC at all, or are not very helpful with exchanging information. Since most professional pilots are flying on IFR flight plans, talking to ATC is not an issue. Where does that leave the rest of us? You aren't taught "aviate, navigate, communicate" just to throw the last part out. Help ATC help you. Simply talk to them. You might even find that ATC is actually friendly and helpful.

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 [fredg-](mailto:fredg-ibbs@azpilots.org)

ibbs@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 480 888 6380 Erik@Pilotexpeditions.com
Mgr: Jack @ 1st Svc Res (480) 987-9348			
Pilot's Rest Airpark	Paulden	4/25	
Resident: Dave Mansker 818-237-0008			
Ruby Star Airpark	Green Valley	13 / 74	
Mgr: Wendy Magras (520) 477-1534			
Valley of the Eagle (Sampley's) Airpark	Aguila	30	
Mgr: Jerry Witsken (928) 685-4859			
Skyranch at Carefree	Carefree	20	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Mgr: Tommy Thomason (480) 488-3571			
Stellar Air Park	Chandler	95/105	Erik McCormick - Choice One Properties 480 888 6380 Erik@Pilotexpeditions.com
Mgr: SRUA, Inc. (480) 295-2683			
Sun Valley Airpark	Fort Mohave	55/107	
Mgr: Jim Lambert (928) 768-5096			
Thunder Ridge Airpark	Morristown	9/14 (on 160 acres)	
John Anderson janderson72j@gmail.com			
Triangle Airpark	White Hills	115 acres	
Mgr: Walt Stout (702) 202-9851			
Twin Hawks	Marana	2/40 (4 acre lots) on 155 acres	
Mgr: Tim Blowers (520) 349-7677			
Western Sky	Salome	all 200 acres for sale	
Mgr: Mr. Hauer (877) 285-0662			
Whetstone Airpark	Whetstone	5 / 12	
Mgr: Brian Ulmer (520) 456-0483			

APA Website

Please visit our website for the latest information.

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

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

Email Stefanie at:

Webmaster@AZPilots.org

Newsletter Contributors

Article Deadline

20th Editor reminds the Team to submit articles

25th Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

newsletter@AZPilots.org

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



Stefanie Spencer— Webmaster



New pilots welcomed!



Writers welcomed!



APA Clothing

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

Advertisements

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

APA Membership

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

Volunteer 501 (c) (3) Organization

The Arizona Pilots Association (APA) is an all volunteer 501 (c) (3) organization. The articles you find in our newsletter are written by volunteers and do not necessarily reflect the opinions or position of the APA, nor have they been vetted for technical accuracy.

