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February 2022

APA NEWSLETTER

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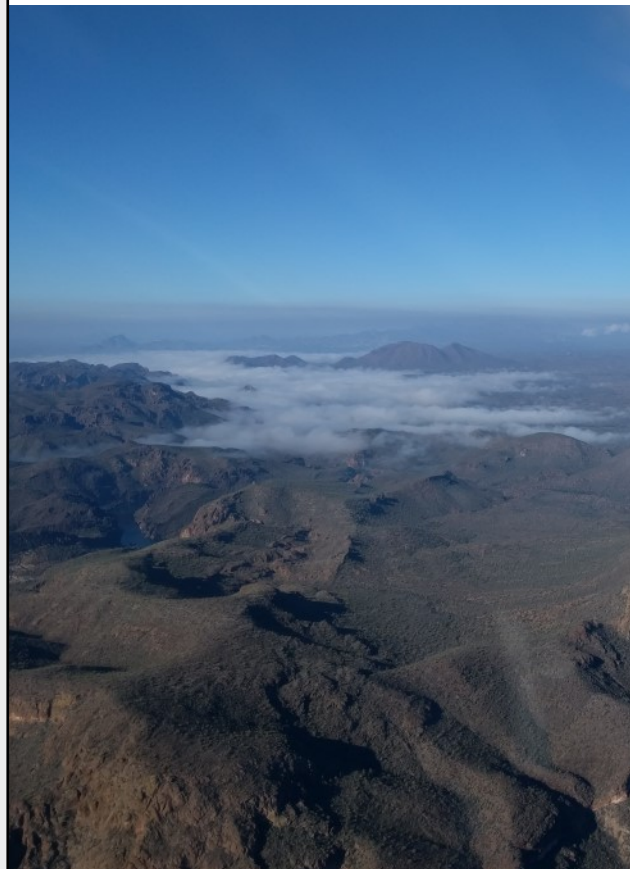
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# President's Report

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Greetings,

By the time you read this, we should be fully-prepped for the Copperstate Fly-In and the Buckeye Air Fair. Taking place February 18-20, we've secured the booth at the front of the hangar again, and we look forward to chatting with members throughout the weekend. We learn about your airplanes, your destinations, your concerns, and just talk aviation. We will also be presenting several forums and have several exciting projects and initiatives this year we know you'll love. Stop by the booth to chat and learn more.

This year, the Air Fair will host a STOL Drag competition. If you haven't yet heard of it, do a quick Google or YouTube search. You'll find videos with millions of hits each. While this type of flying may not be your cup of tea (or maybe it's what you live for!), there's something special about the precision in which the aircraft are handled, the structure of the race, and the amazing amount of energy surrounding the event. The social media interest generated by these pilots has introduced a new generation to flying. Interest in backcountry flying has increased dramatically and new private pilots are being minted nationwide.

We're also excited to announce APA is supporting the Inaugural VFR Navigation Challenge to be held on February 26 and 27. This is a team challenge to navigate using good old pilotage, clues, bearings and distances without the aid of GPS. Prizes will be awarded in several categories, and we'll host a barbeque at Falcon Field on the 27th at the conclusion. We'll send out details in a follow-up email, as well as Facebook and Instagram shortly, so keep an eye out for the announcement.

Lastly, the February Grapevine campout and hosted dinner is the weekend following Copperstate, February 25-27. We moved the dates in order to allow our board and volunteers to support Copperstate. We understand this is the same weekend as the VFR Navigation Challenge and we're working to allow pilots to enjoy both events if possible. I'd like to give a shout out to our camp host volunteers. These folks adopt a weekend, get out early to ensure the runway and camping areas are clear, and provide some ground communication and coordination throughout the weekend. They al-

so pack in a meal to support the campers, clean up and ensure the area is completely clean on Sunday before departing. It's a commitment we are very thankful for. Of course, you are not alone in this as the attending pilots are always helpful as well. If you're interested in helping out on a future weekend, please talk to us during Copperstate – we'd love to have you.

Blue Skies,

Brian



# Executive Director's Report

Jim Timm — February 2022

Well, the winter weather is on us, and the northern part of the country is hunkering down trying to keep warm and trying to survive. I got a note from a friend near Oshkosh, and they were commenting that with the wind chill that night the temperature was expected to be **-34°F**. That's enough of a reason to be living here in Arizona. So far, we've had a mild enjoyable winter permitting a lot of flying time, so let's go flying and enjoy what we have.



I do envy those that can and do own and fly light jets with some of the amazing things that you can have on them. One of those things that amaze me is the Autoland feature that is now available on some of them. Cirrus has developed an Autoland system for their Cirrus Vision Jet. Their "Safe Return Autoland" system is truly amazing in what it can do. I've heard there are rumors that they may be developing an Autoland system for their piston powered SR series of aircraft. If they do, how long will it be before the Autoland system will also be available on other aircraft we commonly fly? Think about GPS navigation and the relatively short time it has been with us, and how amazing it is with all its navigation information. Autoland would be an excellent feature. Lately, most of my landings would be better classified as arrivals rather than landings.

In one of my earlier articles, I had discussed the impact of the cell phone 5G C-band system on the aviation community, and its impact being felt by the corporate jet and air carrier aircraft. Apparently, it will also impact the light jet community also, especially those with autoland systems. With all the concerns and attention the problem is receiving from the FAA, the Business Aircraft, and Airline Industry, I hope it can be rationally resolved soon.

We have recently been made aware that CBD can be risky for pilots, and it's found in more products than you would think. CBD is the second most active ingredient in cannabis (marijuana). CBD is noted for its benefits, without the psychoactive response of THC, the main active ingredient in cannabis. CBD can be found in many hygiene, wellness, and consumable products. CBD is considered a non-psychoactive compound but can legally have trace amounts of THC that are not enough to cause a psychoactive response but would be sufficient to show up on a drug test, which



currently can't differentiate between THC and CBD. In spite of state laws, THC is still an illicit substance in the opinion of the federal government, and the FAA has a zero-tolerance policy regarding illicit substance use. Because drug tests can't tell the difference between THC and CBD, pilots who are suspected of using THC, accidentally through CBD use, can be subject to certificate revocation because of a positive drug test following an accident. The pilot could even jeopardize insurance cov-



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CBD can be risky for pilots, and it's found in more products than you would think.

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erage. The FAA's application for a medical certificate also requires pilots to report “any and all positive drug tests.” With the recent increase in CBD popularity, pilots have found CBD in everything from shampoo to water and cocktails. Avoidance is therefore recommended when it comes to any CBD products. It's helpful to become aware of common CBD terminology like “full or broad spectrum,” and read product labels carefully, including the ingredients. Use caution, because the results could be devastating.

## MISCELLANEOUS ITEMS

### FAA

Everything seemed to be a bit quiet on the FAA front this past reporting period. There was nothing from the FAA that came to my attention that would impact your flying. Being the first of the year, I hope they aren't planning on something to spring on us or our airplanes in the new year.

### AIRSPACE—Proposed MOA Changes

We just obtained a copy of a letter from the Department of the Air Force, dated January 2, 2022, with the subject: Notice of Intent to prepare Environmental Impact Statement for Special Use Airspace Optimization to Support Air Force Missions in Arizona.

The Department of the Air Force (DAF) is preparing an Environmental Impact Statement (EIS) to evaluate the potential environmental impacts of optimizing the special use airspace that is available to support the Air Force missions in Arizona.

In their letter they explain that they would like to plan on modifying the size and use of their MOAs and associated Air Traffic Control Assigned Airspace in Arizona. These MOAs were charted decades ago and have had minimal improvements over time to meet the evolving training requirements. The Department of the Air Force (DAF) is proposing new modifications to this special use airspace to address the training shortfalls caused by this presently insufficient airspace.

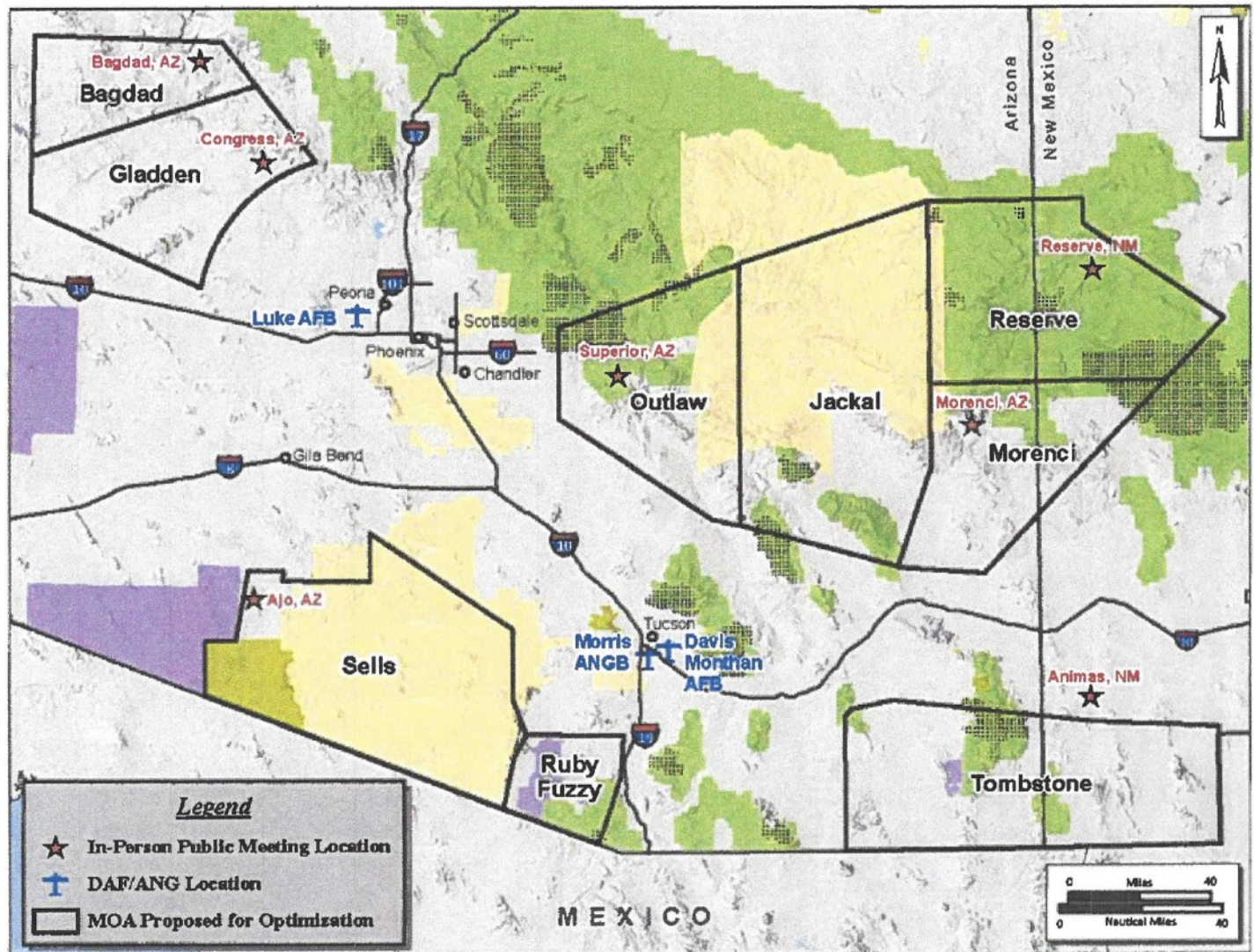
These proposed changes would include Changing the published times of use, adjusting the horizontal dimensions of one MOA, lowering the defined floor of some MOAs to allow for low-altitude training, and adjusting the attributes of some airspace to allow for supersonic flight below 30,000 feet MSL, and allow for the use chaff and flares. The proposed changes would not include ground disturbance beneath the MOAs, or weapons deployment. The special use airspace, or MOAs, addressed in the EIS includes Tombstone, Outlaw, Jackal, Morenci, Reserve, Bagdad, Gladden, Sells, Ruby, and Fuzzy.

The DAF is soliciting comments on three preliminary alter-



natives that would optimize the existing MOAs. Visit the project website ( [www.ArizonaRegionalAirspaceEIS.com](http://www.ArizonaRegionalAirspaceEIS.com) ) for detailed information on each of these alternatives. The Department of the Air Force will also be hosting several in-person public meetings around the state on the proposed action. The location, date, and time of the meetings are available on the above website.

See this chart for the location of these MOAs and the “starred” meeting locations.



## SAFETY

The winter season often brings with it the usual colds or sniffles. Before you take a medication or herbal compound to ward off the malady, read the introductory item in this report warning about taking an item for your problem that may contain a CBD, and then very potentially winding up with an even greater problem.

Based on my latest FAA report of deviations that pilots have made, it's hard to believe pilots are still flying around, apparently not aware of what type of airspace they are flying in, or what type of airspace they may be about to enter. This is continuing to be evident by the number of pilot deviations that are being documented each month. This past reporting period the number of deviations was



down slightly from the previous reporting period, and the number of serious deviations requiring the issuance of a brasher notice was also significantly down. In the past reporting period, which ran from December 10 through January 13, 2021, there were 13 general aviation pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by private, commercial, CFIs, and ATPs. Of the thirteen deviations made, there was a need to issue three Brasher notices.



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

- Two IFR Route Deviations (Two Brashers)

- One Class Bravo Airspace Deviation

- Three Class Delta Airspace Deviations (One Brasher)

- Six Runway Incursions

- One Failure to Follow ATC Instructions

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

Pilots do need to be aware of where they are and what type of airspace they may be entering and always make the required radio communications. Time also needs to be taken to review the Airman's Information Manual (AIM) and refresh the memory on what the airport signs and runway markings mean, and be prepared to respond to them. Don't be the pilot committing a deviation. For the details of this month's deviations, see my Pilot Deviations Report elsewhere in this newsletter.

Aviation safety wasn't the greatest this past reporting period because of the large number of incidents and accidents that occurred. Last year, 2021, didn't end well, in that on the last day of the year we did have an accident with one fatality. However, we did start the year 2022 well, because none of the accidents/incidents involved serious injuries. I hope we can keep that trend going for a while.

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](mailto:jtimmm@azpilots.org) with the date, location, aircraft make, and type, if anyone got hurt, and with as much detail as possible. Thank You.



## CONSTRUCTION

Even though the winter weather has been warmer than usual, some planned airport projects are still being delayed until we get back into the spring and warmer summer type temperatures. However, some projects are continuing, 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 always check for



NOTAMs at your destination airport to see what may be happening. You don't want to have a surprise when you arrive. So 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. Working with the Coffman Associates firm, the Casa Grande Municipal Airport (CGZ) just

started their Airport Master Plan update process at the very end of this reporting period. The master plan update process for Casa Grande is anticipated to take approximately 15 to 18 months. The FAA would like to see airports update their master plans approximately every five years, incorporating a twenty year outlook in the process. Assistance with the funding for these master plans is available from the Arizona State Aeronautics and the FAA.

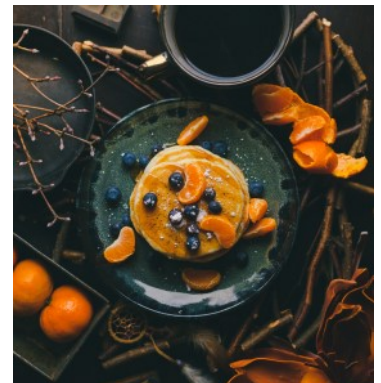
Lake Havasu City Municipal Airport (HII), Superior Municipal Airport (E81), Sedona Airport (SEZ), Flagstaff (FLG), Laughlin/Bullhead International Airport (IFP), Grand Canyon Airport (GCN), and are currently in the Master Plan update process.

## 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 is a special time for a group camp dinner on Saturday evening. This month's event will slip one week to February 26<sup>th</sup> due to the Copperstate event. Come and camp for the weekend! The camp host will prepare the evening main course, and campers, please bring a side dish or dessert to share. As always check our pilot info page for [safety briefs](#) on Grapevine and other backcountry air-strips. ***Grapevine, which lies within a National Forest, is heavily used by the Forest Service for fighting wildfires and the Military for Special Training.***
- 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 Cafe modifications are completed, and hopefully it shouldn't be much longer before a permanent cafe tenant is in place.

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

Jim







# 60TH ANNIVERSARY

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# GAJSC

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## General Aviation Joint Steering Committee

### Stall/Spin/Upset Training

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:** February 2022

**Topic:** Expanding Your Horizons—Stall/Spin/Upset Training

The FAA and industry will conduct a public education campaign emphasizing training to in Stall/Spin/Upset awareness & prevention.

**Background:**

The General Aviation Steering Committee (GAJSC) System/Component Failure work group feels that proficiency training and education in Stall, spins, and upsets including unusual attitudes will help to reduce the incidence of Loss of Control and associated accidents.

**Teaching Points:**

- Discuss the safety benefits of stall recognition and prevention training.
- Discuss the safety benefits of spin awareness and prevention training.
- Discuss the safety benefits of aircraft upset and unusual attitude training.
- If applicable, acquaint the audience with local options for the training listed above.
- Encourage pilots to participate in **WINGS** Pilot Proficiency Training.

**References:**

- [Stall/Spin/Upset Training Power Point](#)
- [14CFR 91.303 – Aerobatic Flight](#)
- [14CFR 91.307 – Parachutes and Parachuting](#)
- [AC No: 61-67C - Stall and Spin Awareness Training](#)
- [FAA-H-8083 – Airplane Flying Handbook](#)
- [Flight Data Monitoring Systems and Non-Required Safety Enhancing Equipment – GAJSC Safety Enhancements - Loss of Control](#)



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



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# January Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents and incidents that have occurred in Arizona from late December, 2021, through January, 2022. 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 was a mixed bag this reporting period because we are wrapping up the end of year 2021 and starting a new reporting year. The report starts with two accidents that wrap up last year, and one of them resulted in a fatality that occurred on the last day of the year. The start of the new year was both good and bad. The good part is that there haven't been any fatalities, only minor, or largely no injuries. The bad part is that there were far too many accidents. As we move into the new year, I hope the number of accidents and incidents will decline and remain free of fatalities. So, let's put our minds to it and try to make it happen, and most of all, please fly safe!

To provide the most information possible, the following information was obtained from the Aviation Safety Network (ASN), FAA, NTSB and from our APA members.

**DATE: December 21, 2021**

Info. Source: FAA, NTSB

Location: Strawberry

Type: Hughes 500 (H369D)

Injuries: 1 Uninjured

## **ROTOR STRIKE**

Approximately four miles east of Strawberry, the helicopter, during its approach to landing, had its main rotor strike a power line, however, it made a safe landing without further incident. The extent of damage, if any, was unreported.

**Date: December 31, 2021**

Info. Source: ASN, FAA

Location: Arizona City

Type: Mooney M-20C

Injuries: 1 Fatality

## **SUSPECTED CONTROLLED FLIGHT INTO TERRAIN**

The aircraft crashed under unknown circumstances in mountainous desert terrain on December 31, 2021, and was located on January 3rd, 2022. It appears the aircraft had an expired registration, and the registration was cancelled by the FAA effective 01/30/2021. The media stated the aircraft departed Marana Airport at approximately 11:30 am Friday December 31

and was found by Law Enforcement on Monday January 3 about 3:30 pm. Its destination was reported to be French Valley Airport, Riverside California. The aircraft had crashed on the Tohono O'odham Indian Reservation approximately 30 miles west of Arizona City. The Pinal County Sheriff's Office stated weather appeared to be a factor in the crash.

**Date: January 2, 2022**

Info. Source: APA, ASN, FAA

Location: Scottsdale

Type: Piper PA46-500TP

Injuries: 1 Uninjured

## **LOSS OF CONTROL LANDING**

The Piper Malibu Meridian was cleared for a touch and go landing on runway 21 at Scottsdale Airport. Upon touching down, the Piper veered to the right, and the pilot overcorrected to the left, and the aircraft experienced a runway excursion, coming to rest with the nose down in the rocks between runway 21 and taxiway B. The extent of aircraft damage was undetermined.

**Date: January 7, 2022**

Info. Source: FAA

Location: Williams Gateway (IWA)

Type: Piper PA28-181  
Injuries: 2 Uninjured

### **BIRD STRIKE**

The Piper experienced a bird strike on final approach for a landing on runway 30C at IWA. The training flight was about 2 NM southeast of Gateway Airport when a bird, believed to be a hawk, impacted the right wing just outboard of the landing gear. The damage did not significantly affect the flight characteristics, and the aircraft made a safe landing.

Date: **January 12, 2022**  
Info. Source: FAA Location: Phoenix (PHX)  
Type: Cessna 750  
Injuries: UNK Uninjured

### **INFLIGHT HYDRAULIC FAILURE**

The Cessna 750 Citation made a flight diversion and requested assistance due to a hydraulic failure. The aircraft landed at Phoenix Sky Harbor and landed on runway 8 and exited the runway at taxiway A8 and into the non-movement blast fence area abeam taxiway A. The pilot advised Fire Command that they had hot brakes and no hydraulics and needed to be towed to an FBO.

Date: **January 13, 2022**  
Info. Source: ASN  
Location: Mesa (IWA)  
Type: Extra EA300L  
Injuries: 2 Uninjured

### **LOSS OF CONTROL LANDING**

The aircraft sustained unreported but apparent minor damage subsequent to the collapse of the right main landing gear during landing at Phoenix-Mesa Gateway Airport (IWA). There were no reported injuries to the two occupants onboard the aerobatic tailwheel equipped airplane.

The FAA reported that the right brake malfunctioned on landing resulting in a ground loop.

Date: **January 16, 2022**  
Info. Source: ASN  
Location: Scottsdale

Type: Cessna 162 SkyCatcher  
Injuries: 2 Uninjured

### **NOSE GEAR COLLAPSED ON LANDING**

The report only stated the light sport Cessna SkyCatcher had its nose gear collapse on landing at Scottsdale Airport. There was no report of the extent of damage incurred.

Date: **January 18, 2022**  
Info. Source: NTSB  
Location: Scottsdale  
Type: Piper PA28  
Injuries: UNK Uninjured

The NTSB reported the accident happened and only gave the date, location, aircraft type, and that injuries had occurred. They also stated a report was in progress. We will likely have more details on this accident in next month's newsletter.

Date: **January 19, 2022**  
Info. Source: ASN  
Location: Red Lake  
Type: Ultralight Trike  
Injuries: 2 Minor Injuries

### **LOSS OF CONTROL ON TAKEOFF**

At Red Lake, a dry lakebed north of Kingman, an ultralight trike veered to the left while attempting to take off, causing the wing to strike the ground, which pitched the aircraft into the dirt nose first, injuring both occupants.

Date: **January 26, 2022**  
Info. Source: NTSB  
Location: Scottsdale  
Type: Beech F33A  
Injuries: UNK Uninjured

The NTSB reported the accident happened and only gave the date, location, aircraft type, and that injuries had occurred. They also stated a report was in progress. We will likely have more details on this accident in next month's newsletter.



# December-January Pilot Deviations

by Jim Timm

In the time period from December 10, 2021, through January 13, 2022, there were thirteen general aviation pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by private, commercial, CFIs, and ATPs. Of the thirteen deviations made, there was a need to only issue three Brashers.

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

The number of pilot deviations/incursions were down a bit this month, and some of these deviations just shouldn't have happened. Runway deviations of all kinds seemed to be the predominate issue this reporting period. Pay attention to ATC instructions and follow them, and if you can't, tell ATC why you can't.

Always know what type of airspace you are flying in, or may be about to enter, and please fly with more care and forethought.

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

- Two IFR Route Deviations
- One Class Bravo Airspace Deviation
- Three Class Delta Airspace Deviations
- Six Runway Incursions
- One Failure to Follow ATC Instructions

The details of the deviations this month are as follows:

## IFR ROUTE DEVIATIONS

12/23 Unauthorized IFR Route Deviation.

Private Pilot                      Falcon Field (FFZ)

The aircraft was departing Falcon Field (FFZ) climbing to 3000 feet on an instrument departure procedure, and they made an unauthorized turn into descending opposite direction traffic. ATC stopped the descending traffic's decent, and got the errant aircraft turned in the correct direction, and both aircraft then continued on their course of flight. The errant aircraft was issued a **Brasher** warning by the PHX TRACON.

1/6 Unauthorized IFR Route Deviation.

ATP/CFI                              Phoenix (PHX)

The aircraft departed Phoenix (PHX) on an instrument departure procedure and commenced a right-hand turn without authorization from the Tower or the TRACON. The aircraft was switched to the departure controller who stopped the aircraft's climb at 7000 feet, which was 1000 feet below an arrival aircraft who had been stopped at 8000 feet. No loss of separation had occurred. The pilot was issued a **Brasher** by the Phoenix TRACON.

## CLASS BRAVO AIRSPACE DEVIATION

12/12 Entering PHX Bravo Airspace Without A Clearance

Commercial Pilot                      Phoenix (PHX)

The aircraft entered the PHX Class B Airspace in the area of Glendale without ATC authorization. The aircraft's climb into the Bravo Airspace resulted in an inbound air carrier receiving a TCAS Resolution Alert while descending to land at Sky Harbor.

## CLASS DELTA AIRSPACE DEVIATIONS

12/16 Entering Delta Airspace Without First Establishing Radio Communications.

UNK Pilot                                  Falcon Field (FFZ)

The aircraft entered the FFZ airspace from the south without establishing radio communications and continued to fly northbound at 3000 feet. The tower controller attempted to establish communications without success, and the aircraft departed the airspace to the north. ATC was unable to contact the pilot.

12/26 Entering Delta Airspace Without First Establishing Radio Communications.

Commercial/CFI Pilot                  Williams-Gateway (IWA)

The aircraft violated the Gateway airspace northbound, and then violated the Falcon Field airspace northbound. The flight did not result in any traffic conflicts. The aircraft was tagged as a violator and a notice for identification was issued, and the Scottsdale tower called and said they were talking to the aircraft. Scottsdale was relayed instructions to issue a **Brasher** notice and have the pilot contact Falcon Field.

1/11 Entering Delta Airspace Without First Establishing Radio Communications.

UNK Pilot                                  Scottsdale (SDL)

The aircraft entered Scottsdale Class D airspace without establishing two way radio communications. There was no loss of separation.

## RUNWAY INCURSIONS

12/13 Crossed Hold Short Line Without Authorization.

ATP/CFI Pilot                              Tucson (TUS)

Ground Control (GC) instructed the aircraft to taxi via Taxiway Delta to Runway 11L, and the read back was correct. The aircraft then asked GC for progressive taxi instructions because they were unfamiliar. GC instructed the aircraft to taxi straight ahead and they would see the hold bars after passing a hump. The aircraft taxied as instructed but taxied across the hold short line. GC advised the pilot that they had crossed the hold short lines and to hold position. The pilot stated that they had



their head down. No other traffic was involved.

#### 12/16 Departed the Runway Without ATC Permission.

Commercial/CFI Pilot      Williams Gateway (IWA)

The tower had cleared the aircraft to land on Runway 12C, and the pilot read back cleared to land Runway 12C. The aircraft touched down on Runway 12C and then took off. The tower asked the aircraft if they were going around, and they replied that they were doing a touch and go.

#### 12/21 Crossed Hold Short Line Without Authorization.

Private Pilot      Chandler (CHD)

Ground Control (GC) instructed the airplane to taxi via Taxiways Alpha and Delta to Runway 22R, and the read back was correct. The aircraft had taxied correctly, but when they reached Runway 22R they announced on the tower frequency that they were taking Runway 22R. There was no response from the tower. The tower then observed the aircraft to then cross the hold short line of Runway 22R and the tower then advised the pilot that they had crossed the hold short line. No other traffic was affected.

#### 1/5 Entered the Runway Without ATC Authorization.

Commercial Pilot      Prescott ((PRC)

The airplane called the tower controller and said he was holding short of Runway 21L. The controller instructed the aircraft to hold short of Runway 21L. The pilot did not respond on the frequency, but the aircraft taxied forward onto Runway 21L. The tower instructed the aircraft to stop and issued a go around to an aircraft that was inside of a 1/4 mile final.

#### 1/5 Landing On A Runway Without ATC Authorization.

ATP/CFI Pilot      Tucson (TUS)

The helicopter called the tower controller inbound to TUS requesting to go to the Atlantic Ramp. The controller advised that landing would be at their own risk and instructed the helicopter to report landing assured. The helicopter asked if they could do a long base to Runway 21 and remain short of the runway. The controller approved, however, the helicopter touched down on Runway 21 instead of on the Atlantic Ramp. No other traffic was involved.

#### 1/6 Landing on A Runway Without ATC Authorization.

ATP/CFI Pilot      Chandler (CHD)

The Aircraft was inbound from the south and the tower controller instructed them to enter a left downwind for Runway 22L. The aircraft entered downwind, and the controller cleared them to land Runway 22L. The aircraft requested Runway 22R. the controller canceled the Runway 22L landing clearance and cleared the aircraft to land on Runway 22R. The read back was correct, however, the aircraft landed on Runway 22L. No other traffic was involved.

## FALURE TO FOLLOW ATC INSTRUCTIONS

12/18 Aircraft Attempted To Land At The Wrong Airport.

ATP Pilot

Goodyear (GYR)

The aircraft was 14 miles northeast of Goodyear (GYR), and the aircraft was cleared for a visual approach to Runway 3. The aircraft at that time was also 7 miles northeast of Glendale (GEU) airport. The aircraft descended for and turned for a right base to Runway 1 at GEU instead of GYR. The tower controller at GYR noticed the aircraft was turning into the wrong airport and quickly alerted the aircraft of the error and instructed the pilot to correct to GYR. There was VFR traffic in the pattern at GEU that was in direct conflict with the aircraft, and the GEU traffic was given alternate instructions by GEU tower controller.

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## A Few Words About Safety

Denny Granquist

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*“Using ATC is better than avoiding ATC.”*

*“When you feel rushed, don't go faster, slow down.”*

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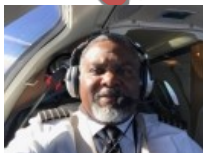
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## Pre-flight Passenger Briefing

by Paul Wiley

This article discusses the value of a good, thorough, and consistent pre-flight briefing for passengers. It also provides a scenario for a pre-flight briefing and a sample checklist. I encourage pilots to develop their own passenger briefing checklist tailored to their airplane. The important thing to remember is to conduct the briefing every time you fly with passengers.

Federal Aviation Regulations (FARs) require that the pilot in command conduct a pre-flight briefing for passengers. At a minimum, the Pilot in Command (PIC) is required to brief passengers on how to fasten and unfasten that person's safety belt and, if installed, shoulder harness (see FAR 91.103). Additionally, the PIC must notify each passenger that they are required to have their safety belt (and shoulder harness - if installed) fastened while the airplane is moving on the surface and during take-off and landing. There are exceptions for passengers involved in sport parachuting and for seaplanes or float planes.

Regarding carrying children: a child who has not yet reached their second birthday may be held in the lap of an adult provided that the child being held does not occupy or use any restraining device. A much safer alternative would be to secure the child in an approved "child restraint system," aka child safety seat, typically used in automobiles. Note that the child restraint system must be approved and properly installed. See FAR 91.107 for more details, of which there are many.

The PIC may allow passengers to unfasten their safety belt when cruising in flight. But I usually tell passengers that I require them to keep their safety belt (and shoulder harness) fastened for the entire duration of the flight. If a passenger needs to unfasten their safety belt for some reason, I tell them to let me know and I'll tell them if it is safe to do so.

That is the minimum briefing requirement (unless supplemental oxygen will be required). However, a much more detailed and complete pre-flight briefing is highly recommended. Here is where you, as PIC, can impress your passengers with your professionalism. The reasons for the briefing are mainly: 1) for the passengers and pilot's safety and protection; 2) for psychological reasons such as putting the passengers more at ease by demonstrating consideration for their safety; and 3) demonstrating your knowledge and professionalism. A sample pre-flight briefing checklist is included with this article. Note that most modern airplane flight manuals include a checklist item (usually before starting engine) that says something like:



“

Federal Aviation Regulations (FARs) require that the pilot in command conduct a pre-flight briefing for passengers.

“Passengers - Briefed”.

Let's consider a short cross-country flight from Phoenix Deer Valley (DVT) to Sedona (SEZ) in a typical 4 place General Aviation (GA) airplane. Following is a sample pre-flight briefing for passengers. This scenario presumes: 1) these passengers have never flown in a GA airplane; 2) that we will be flying to Sedona for breakfast and then returning to Deer Valley.

”

Pilot: “Good morning, it's a beautiful day for flying. I've checked the weather and completed all my calculations for take-off and landing distances,

fuel requirements, Notices to Air Missions (NOTAM's), filed the flight plan with the FAA and we are good to go. Before we get started, and before I complete my pre-flight inspection of the airplane, I want to give you a safety briefing. Please listen carefully and pay attention as this briefing is primarily for your safety. Just like when you fly on a commercial airline and you get their safety briefing, I'm required by Federal Air Regulations to provide you with a briefing before we fly.”

“You'll see I'm using a checklist for this briefing to ensure that I don't forget anything. You'll also see me use a checklist for all flight operations today including the preflight inspection of the airplane.”

“First of all, let me start with the most important item on my pre-flight briefing checklist:”

(Pilot proceeds to refer to the checklist below while explaining and demonstrating each item in sufficient detail to ensure passengers understand the importance of each item.)

### Pre-Flight Briefing Checklist

- **Propeller Safety** - Stay away from the prop - Do Not Touch the prop! This is critically important because a propeller striking you can be fatal.
- **Entering and exiting** the airplane - Watch for “no step” areas and be aware of hot brakes. This is how you open and close the doors and windows. Do not slam the doors or windows. Here are the air vents and how to use them. If you need any help, please ask me and I will assist you.
- **Safety Equipment** - Here is the fire extinguisher and how to use it. Also identify and explain the use of any other safety equipment, e.g., Survival kit, ballistic parachute, satellite phone, etc.
- **Use of safety belts** and shoulder harness - This is how you fasten and unfasten the safety belt and shoulder harness. Federal Aviation Regulations require me to notify you keep your safety belt and shoulder harness fastened during take-off, landing and when the airplane is moving on the ground.
- **Be alert when walking on the ramp.** Always yield the right





of way to aircraft that are taxiing on the ramp. Obey all signs and stay close to me so that I can make sure you stay safe. If there are small children along always keep them within arm's reach.

- **Sterile Cockpit** - This is a concept whereby the passengers can help the pilot by not distracting him with questions or talking during critical flight operations like taxiing, take-off and departure and approach and landing. I will let you know when it is OK to talk over the intercom.
- **Brief the passengers on the route of flight and approximate time in route.** It's a good practice to brief passengers on what to expect during flight and once we enter the airport traffic pattern. For example: "Unlike DVT, Sedona is a non-towered airport. So, we pilots will be communicating with each other over the radio to ensure we stay at a safe distance from each other. Today the wind is from the north favoring landing on runway 03 at Sedona. We will cross over the airport at mid-field and then turn left to start a descent to the runway for landing. The flight up to Sedona will take approximately 30 minutes." The pilot can always add other additional information such as route, cruising altitude, etc.
- **Turbulence** - The weather looks good today (or we wouldn't be flying) but in the event of any unforecast turbulence please make sure your seat belt is fastened low and tight across your lap. Think of turbulence as driving down a bumpy road - uncomfortable but safe. If you feel queasy or think you will be air sick, there is a "sick sack" in the seat back pouch.
- **Looking for other air traffic** - Brief passengers on how and where to look for other traffic and how to alert the pilot with a tap on the shoulder.
- **Any questions?** No? Please relax and enjoy the flight!



Note that AOPA's Air Safety Institute also has a [passenger briefing checklist](#) and [associated articles](#) including a short video. Their checklist has the acronym: SAFETY. Check it out on AOPA's website.

In conclusion, there are several benefits to a good pre-flight passenger briefing including: 1) Safety for passengers and pilot; 2) Easing any anxiety the passengers may have before flight; 3) Demonstrating the pilot's knowledge and professionalism to the passengers; and of course, 4) complying with the Federal Aviation Regulations.

Paul



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# MEMBERS' PHOTO CORNER

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*Thank you to AAA Pool Services for this month's photos!*

*Where will you go next? Send your photos to [newsletter@azpilots.org](mailto:newsletter@azpilots.org)!*

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*McDonnell-Douglas AV-8B Harrier's from VMA 223  
getting ready to depart IWA on 01/15/21*





# ~ Scholarship Corner ~

by Chris Nugent

As I mentioned in last month's Scholarship Corner, we had a record response to the call for 2021 scholarship applications and the APA membership stepped up as well with record donations to the program. I'm very proud of the work that we do as an association with the scholarship program and it's always great to be able to introduce the recipients to you through the newsletter.

As we go through the next few months, I will provide you a little more detail on each of our eight 2021 scholarship award winners. I'm continually impressed by their hard work and commitment to following a career path in aviation – I think you will be as well.

## **Mattie Mitchell – Embry-Riddle Prescott**



*My name is Mattie, and I am currently a Junior at Embry-Riddle Aeronautical University in Prescott. I am currently finishing my Commercial license and will be starting CFI training soon! Upon graduation, I will be flight instructing for Embry-Riddle while getting my multi-engine rating. I would love to fly with SkyWest, and then hopefully be hired at United Airlines. This scholarship from APA means the world to me, and I am so appreciative to the APA members who donated to the fund. I would also like to thank the APA Board of Directors for continuing to support the scholarship initiative. It's the support from people like you that allows students like me to reach their goals through continued education. I will be putting the funds towards tuition and my CFI rating, and I am so excited for this next chapter in my aviation career! Thank you again, and tailwinds!*

As a side note, Mattie is President of the Granite Mountain Ninety-Nines, and Vice President of the Women in Aviation ERAU Chapter.

## **Tristan Smith – Arizona State University**

*I am currently a Sophomore at Arizona State University and have an overwhelming passion for aviation. I am a member of Air Force ROTC Detachment 025 "The Flying Devils" here at ASU and am currently competing for a pilot slot. I hope to fly the infamous A-10 in the Air Force and contribute to its ultimate mission of supporting the troops on the ground. The APA's gracious scholarship will allow me to be best prepared for the rigorous military pilot training ahead. I am now able to obtain hours toward my PPL and instrument ratings. The scholarship alleviates much of the financial stress of such an expensive undertaking, and there is no doubt that this scholar-*





ship will help make it my career. The Arizona Pilot's Association's generous donors are making it possible for myself and many others alike to achieve our aviation-related goals, and for that, I am incredibly grateful.

### **Alyssa Bodwin – Chandler-Gilbert Community College/University of North Dakota**

*Ever since I was a little girl, aviation has been fascinating to me. My mom is a flight attendant, and my dad is a Private Pilot and was a mechanic in the Air Force. Aviation is in my family. While traveling with my mom when I was 14 years old, she introduced me to a female captain with American Airlines. When it occurred to me that I could be the one in the cockpit, my heart was set. This is when it hit me that I too could be an airline pilot someday.*

*This past year I obtained my Private Pilot Certificate through the Aviation Explorers Post 352 at Falcon Field in Mesa, Arizona. I then started my instrument training through the University of North Dakota at Phoenix-Mesa Gateway Airport, receiving my Instrument Rating on January 3, 2022. This coming semester I will be starting my commercial training, and the generosity of this scholarship will help greatly in achieving my Commercial Certificate.*

*I want to love what I do for a living, and flying is what I love. The more I have become involved in aviation, the more I have realized this is so much more to me than just a job. I plan to fly for a major airline someday, but I always want to fly for fun and give back to future aviators as so many of my mentors have done for me.*



More to come next month and thank you again for your support in helping APA build the next generation of Arizona aviation professionals!

Chris



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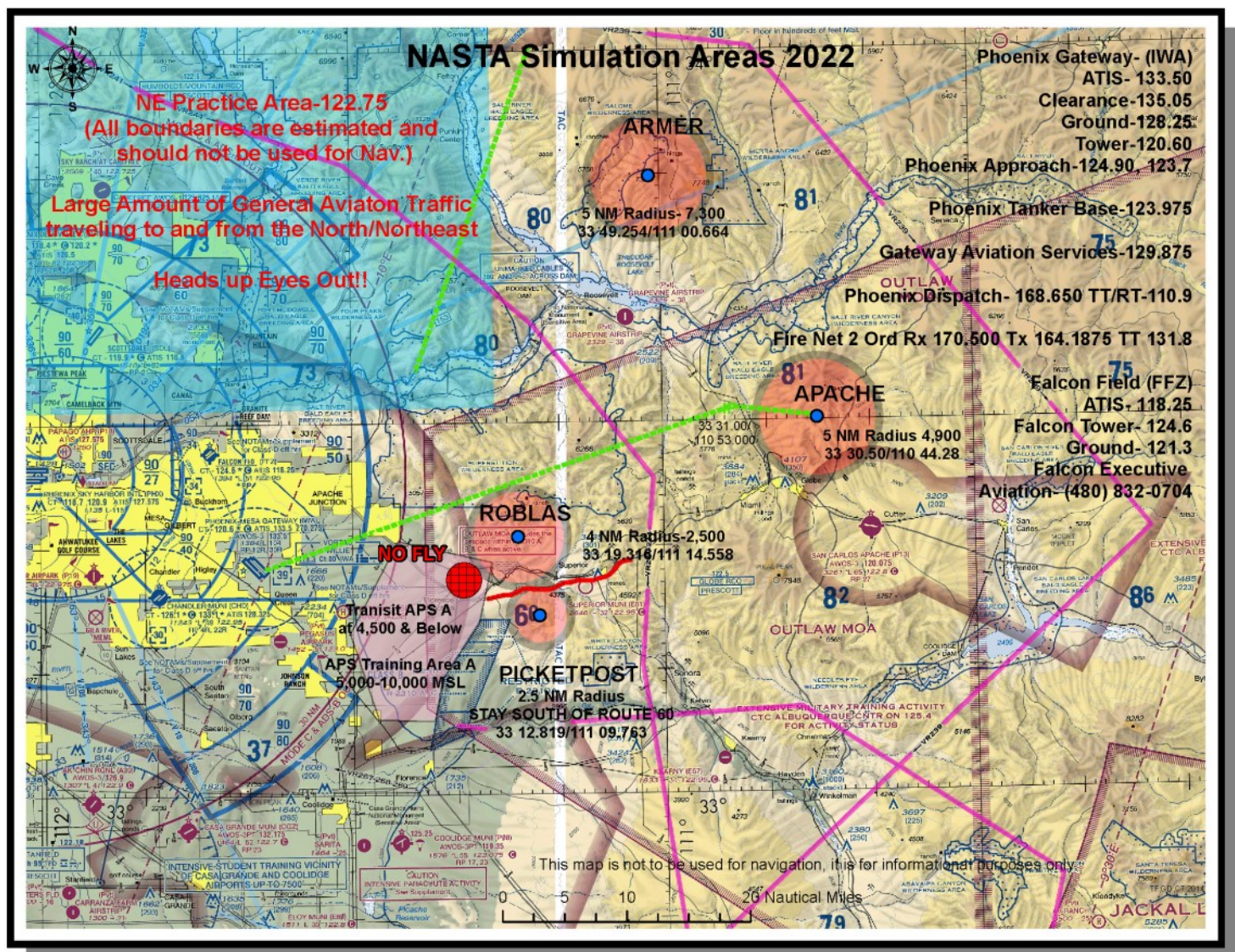
# USFS Flight Training Workshop

USFS flight training workshop at KIWA Phoenix–Mesa Gateway Airport

This will be happening starting Feb 20-March 20.

NOTAM's will be filed.

Phoenix Interagency Fire Center will be hosting the 2022 National Aerial Supervision Training Academy. Flight training is scheduled from February 20th- March 20th . Flights will be out of Phoenix-Mesa Gateway Airport to/from the simulation sites. No TFR's will be in effect, but there will be NOTAMs issued for each site. Attached is a map of the simulation sites that will be utilized (frequencies for each site coming soon). Any questions or concerns please call Phoenix Dispatch Aircraft Desk at 480-457-1552. Thank you.





Roblas Sim Site: 33 19.316 X 111 14.558, 4 NM radius  
Picketpost Sim Site: 33 12.819 X 111 09.763, 2.5 NM radius  
Apache Sim Site: 33 30.50 X 110 44.28, 5 NM radius  
Armer Leadplane site: 33 49.254 X 111 00.664, 5 NM radius

#### Elevations

	Surface	Ceiling
Roblas	2500ft msl	5500ft msl
Picketpost	3300ft msl	6300ft msl
Apache	4900ft msl	7900ft msl
Armer	7300ft msl	10300ft msl

For reference only, actual altitudes may vary per sim




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# **AFTW**

## **ARIZONA FLIGHT TRAINING WORKGROUP**

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

**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!**

**CHECK US OUT!  
AFTW.ORG**



## Spring Cleaning, Aircraft Style

By Howard Deevers

Every year, while growing up in the upper mid-west, we looked forward to Spring and warmer weather. What we did not look forward to was Spring Cleaning. Not because it wasn't a good thing, but it meant extra work helping mom doing things that we had not done in months. Maybe we had to move furniture, or carry out rugs and hang them on a line, or clean out our closets and under the bed. Mom had a routine, you could even call it a "checklist" and in the end, the house sure was cleaner than when we started. That didn't end when I got my own family years later. Maybe not exactly how mom did it, but the Spring Cleaning still existed.



Here in Arizona the winters are not as harsh as in Iowa, Wisconsin, Pennsylvania, and other northern areas, but we still get dirt. I call it Arizona dirt. That lightweight dust that accumulates on my tools, tool boxes, work benches, and desks is just Arizona dirt. Yes, it does settle on and inside of my airplane as well. If you are fortunate enough to have a hangar, you might find less Arizona dirt on your plane than one parked in a shade port or outside, but there will be dirt. Some of the hangars I've been in have not had a good Spring Cleaning in a long time.

Of all of the checklists in our POH, I have never seen one for Spring Cleaning. Our planes do have a requirement for an Annual Inspection. Many people use that time to do a good job of cleaning their airplanes. The ANNUAL inspection does not necessarily include a thorough cleaning of your plane, but some cleaning may be necessary for the AI to do a good inspection for your Annual.

In the flying club in Pittsburgh, we did two scheduled "Spring Cleanings" per year. One in the Spring and one in the Fall. We called the Fall cleaning, "Spring Cleaning #2," as no one really wanted to call it a Fall Cleaning. The dates for these cleanings were announced in the monthly newsletter, always on a Saturday morning, and the planes were not to be checked out on those dates. The Spring

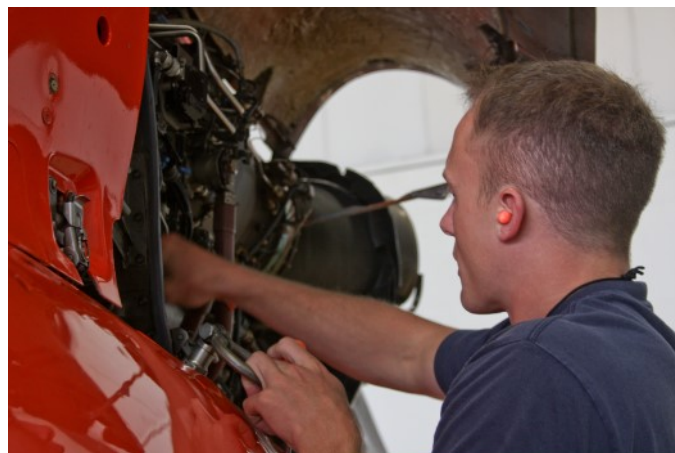
Cleaning was usually about the first part of April, when it was warm enough to enjoy being outside, and the #2 Cleaning was at the end of September, before it got too cold to enjoy being outside. We had 4 planes and 48 members. Not all 48 members would show up, but a significant number would show up, some for only a couple of hours. There was plenty of activity, and all 4 planes got a wash, wax, interior cleaning, and engine degrease. We timed this so that the Annual inspections were due for 2 of the planes for each Cleaning right after we did the work. It turned out to be a very social event



with members visiting with each other, swapping stories of flights, travel, and just about anything else.

If you don't belong to a club like that, why not just invite a few friends for a cleaning party and you can supply the pizza and drinks. Your plane will be clean in much less time than trying to do it alone, and the event will turn out to be very social and a good time with friends. Don't forget to return the favor when they need a cleaning party for their airplanes, or even make it a group effort with 2 or more planes and owners assisting each other.

While you are thinking about Spring Cleaning, don't forget to think about your flying skills, also. Time to work on that next rating, or a flight review, or your next phase of the WINGS. Schedule a flight with an instructor and keep current. Look for a Safety Seminar and attend. ARIZONA PILOTS ASSOCIATION sponsors safety seminars all over the State. Check the Web Site for times and locations. And, don't forget to "Bring your wingman."



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!!!***



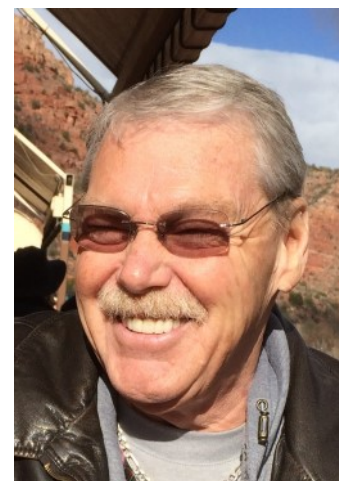


# **GAARMS**

## **REPORT**

### **FEB. 2022**

*By Fred Gibbs*



January has shown we can fly safely, but with several fender-benders documented throughout the month. I don't really have much to add this month. In retrospect, we tried to have a safety program on winter flying and its associated risks up here in Flag during the month of January, but that fell through. We ended up cancelling the program due to the very high Covid-19 Omicron infection rate county-wide. Ironically, it was on winter flying, and as I sit here typing away it is SNOWING outside!!



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

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### **FRED'S PERSPECTIVE:**

Attention all you Part 61 flight school/flight instructors who may have some commercial students. FAR 61.127 says the student must have 10 hours of instrument training logged in pursuit of the commercial rating, as well as 10 hours of complex training in pursuit of the commercial rating. The "Gotcha" catch here is the "in pursuit of the commercial training." Almost all student candidates for the commercial rating will have their instrument rating and can gladly show you the 40 or more hours logged for that rating. NOW, if the logbook entries for the instrument rating DO NOT address the fact that this time is also towards the commercial rating, IT DOESN'T COUNT!!! That is not my definition; it is the FAA's determination, and I got that directly from the FSDO folks!! The same interpretation applies to the complex training, it is supposed to specify that the training received is also towards any commercial rating. Again, this is the FAA's interpretation. Interestingly, I asked two different examiners and got two differing opinions, so I went to the FSDO for their interpretation, and the above was what I got.

**HYPOTHETICAL SCENARIO** – A 600+ hour private pilot, instrument and multi-engine rated with his own C310 shows up at your doorstep requesting training to get his commercial multi engine rating.

He has over 200 hours of instrument time and over 300 hours of cross-country time all over the south-western united states and up and down the Pacific coast. You would think he has met the instrument time and the complex time requirements. But, if he can't show any instrument or complex training time in his logbook that applies towards the commercial rating, the FAA interpretation is that he has to get and log 10 hours of INSTRUMENT and COMPLEX training towards the commercial rating in his log-book! That's the interpretation of the FAA with regard to FAR61.127. And they recognize the fallacy of that, but so what!!



So, for future reference, when you do complex, high performance, or instrument training, annotate the entries with a reference to the (possible future) commercial requirements of 61.127 to save the student the potential problem, not to mention the additional cost of those 20 hours of instruction towards the commercial rating.

I have no doubt there were a lot of commercial ratings given without that little "Gotcha" review of the candidates' logbooks.

## What is a MOS forecast??

*"MOS stands for Model Output Statistics. Forecast models such as the Global Forecast System (GFS) don't automatically produce a point forecast for a specific town or airport, so MOS takes the 'raw' model forecast and applies a statistical method that produces an objective, site-specific forecast for a town or airport. MOS forecasts are completely automated, therefore, no human forecaster reviews or amends them.*

KWST MOS		52m ago
0500Z TOMORROW		
	●	IFR
• Wind	160°	at 3 - 12 kts
Visibility	2	sm
Clouds (AGL)	Broken	700'
Weather	Rain	
Temperature	2°C	(35°F)
Dewpoint	-1° to 2°C	(31° to 35°F)
Expires	0900Z Tomorrow	

*MOS takes into account historical observations at forecast points such as airports. MOS downscales the model data into weather elements important to aviation. This includes, but is not limited to, cloud coverage, ceiling height, prevailing visibility, wind speed and direction, precipitation type, and the probability of precipitation or thunderstorms.*

*For example, we know that pressure drives wind. If the GFS model produces a certain pressure pattern over an airport, based on that specific forecast pressure pattern by the parent model, MOS is able to determine that the wind speed and direction will most likely be 290 degrees at 12 knots. That allows MOS to provide a very accurate forecast given that it incorporates the local environment for that airport.*

*That said, many MOS elements such as ceiling height and surface visibility are categorical. So, you might read a MOS forecast of 700-foot overcast and 2 miles visibility, but that really means a forecast with a ceiling category of 500 to less than 1000 feet and a visibility category of 1 to less than 3 miles. In other words, both ceiling height and visibility are in the IFR category.”*

---

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

**(Answers at end of article)**

1. When is the last time you checked the valid date of your aircraft registration? How long is the registration good for, and just a reminder, when does yours run out?
  - A. 3 years
  - B. 5 years
  - C. 7 years
  - D. It runs out???
  
2. A standard rate turn is always a constant angle of bank, i.e., 15 degrees, right??
  - A. TRUE
  - B. FALSE
  - C. I DUNNO! What's a standard rate turn?
  
3. Uh oh! The Area Forecast product no longer exists, and a TAF is only valid for the 5-10 mile radius around the airport it is issued for. So how do I find out the weather forecast for the 100 mile area between Flagstaff and Kingman, the only two locations between locations (KFLG and KING) with a TAF?
  - A. Call the National Weather Service
  - B. Call Flight Service
  - C. Go to the Aviation Weather Center online and look for the AFD
  - D. No big deal, just look at the Flag and Kingman forecasts, and if OK, hit the road.
  
4. A solid black line around an airport depicts what kind of airspace?
  - A. Temporarily restricted airspace
  - B. There is no such thing
  - C. A Terminal Radar Service Area, just like class C, but voluntary and not class C
  - D. Class F airspace



## 5. What is an ADIZ??

- A. Automated Directional Identification Zone
- B. Aerial Detection Identification Zone
- C. Authorized Defense and Interdiction Training area
- D. Air Defense Identification Zone.

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## SAFETY PROGRAMS

There are NOT a lot of FAASafety 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](http://WWW.FAASAFETY.GOV), click on “Seminars” and start checking for any upcoming seminars; and there are also a lot of great Webinars. 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](mailto:fredgibbs@azpilots.org), or call me at 410-206-3753. The Arizona Pilots Association provides the safety programs at no charge. We can also help you organize a program of your choice, and we can recommend programs that your pilot community might really like.

---

**QUIZ ANSWERS: 1.B 2.B 3.B or C 4.C 5.D**

### Question 5 answer and explanation:

The Air Defense Identification Zone of North America is an air defense identification zone (ADIZ) that covers the airspace surrounding the United States and Canada – in which the ready identification, location, and control of civil aircraft over land or water is required in the interest of national security.[1] This ADIZ is jointly administered by the civilian air traffic control authorities and the militaries of both nations, under the auspices of the North American Aerospace Defense Command (NORAD). The Federal Aviation Administration (FAA) handles the requests of international aircraft and Transport Canada handles Canadian requests. Any aircraft flying in these zones without authorization may be identified as a threat and treated as an enemy aircraft, potentially leading to interception by fighter aircraft.

An aircraft entering an ADIZ is required to radio its planned course, destination, and any additional details about its trip through the ADIZ to a higher authority, typically an air traffic controller. The aircraft must also be ADS-B equipped.

Fred



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



## APA Website

Please visit our website for the latest information.

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

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

Email Stefanie at:

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

## Newsletter Contributors

Article Deadline

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

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

Contact the newsletter editor, Cathy Paradee:

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

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



Stefanie Spencer— Webmaster



*New pilots welcomed!*



*Writers welcomed!*





## APA Clothing

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

## Advertisements

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

## APA Membership

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

## Volunteer 501 (c) (3) Organization

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.

