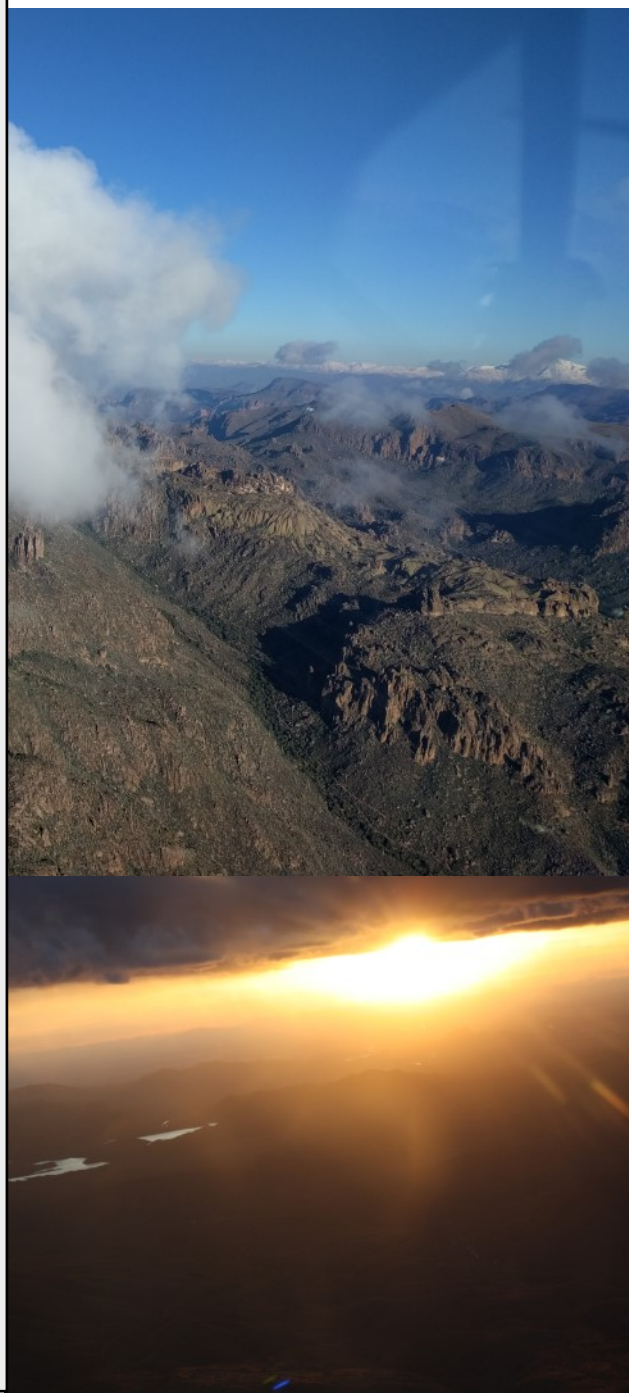
April 2022 *APA NEWSLETTER*

In this issue:

When Controllers Make Mistakes

GAARMS: Safety Pilot Requirements

The Fixer-Upper



President's Report

Greetings,

A couple of years ago while working on a program through our church to take special needs children up for an airplane ride, I encountered one such boy. This young man was about 12 at the time and suffered from Autism. He was sharp as a tack as I asked him to help me with the preflight checklist. "Why is that [pitot] tube bent like that? Why does it only have three wheels?" and several "What's this?" questions were fielded as his mind was racing. After the passenger briefing, he read off my engine start and pre-taxi checklists and we made our way out. He was genuinely intrigued with the whole process so far. He assured me he was "ok" each time I stopped to ask. I asked him to hold his arms on his chest during the takeoff until I said it was ok and he did exactly that. Once full power was applied, his face lit up with the biggest smile I'd seen in a very long time. I let him follow me through on control input once we were well clear of controlled airspace, and then let him fly with me just following him. That smile never faded throughout the flight. This young man will not likely ever be able to earn his pilot's license, but the amount of confidence he gained by actually flying an airplane is incredible. For the record, it's hard to fly when you cry. When my eyes dried up, I had him take us back to the airport where I then assumed full control through landing. He steered us back to the hangar with a straighter taxi than I can manage. While I flew that boy for his gain and his happiness, I believe it was me who got more benefit from the flight.

I've since flown dozens of special needs children. I've flown Pilots N Paws missions, and I've flown with Sky Kids and Young Eagles. Looking at my logbook, these volunteer flights are the most fun and the most memorable. I ask that if you're not already flying charitable flights that you seriously consider it. We have been blessed so much with the ability and means to fly. Sharing it with others means more than you can imagine to them. Selfishly, these flights are personally rewarding. They also force you to be a better pilot by requiring you to take your time, focus on the details, and make the passenger the priority. Think about your plane and your skills to see where you may best fit in.

Not every plane owner is willing to throw a husky in the backseat, and not every pilot will be comfortable with a special needs passenger. That's ok – find the mission that's right for your skills, comfort, and aircraft. There are dozens of organizations who can use your help. Do a quick Google search to find ones right for you.

Blue Skies,

Brian

Executive Director's Report

Jim Timm — April 2022

The flying weather has generally been pretty good, and I hope everyone has been out enjoying it. A lot of fun things have been happening, and we need to take advantage of them because the hot summer will soon be knocking on our door. A rather unique and challenging event took place near the end of last month that few people really seemed know about, and that was a flight Navigation Challenge. An article, by Trent Heidtke, described the successful event in detail in the previous newsletter. The event made you really appreciate all the navigational assistance we now fly with. Many of us, when we fly out for breakfast, or whatever, we set up our GPS, before take-off, press the direct button, and follow the magenta line to our destination, no problem. Flying with only an E6B and a plotter can be a problem. Apparently, the Challenge will be rerun next year, so look for it, and you'll really enjoy it.

If you have a Bi-Annual Flight Review coming up in your near future, give some thought to participating in the FAA Wings Pilot Proficiency Program. Proficiency training is required for most professional pilots because it does play a key role in aviation safety. Studies have shown that pilots who have participated in the FAA Proficiency Program are much less likely to be involved in an accident, and the program is one way for GA pilots to ensure they are competent, confident, and safe in their flight operations. The Wings program consists of knowledge activities, and many meetings and seminars you attend will meet the knowledge requirements, and the flight activities are selected to address the documented causal factors of aircraft accidents. As a result, the completion of a phase of the Wings program will satisfy the requirements of a Bi-Annual Flight Review. Pilots who maintain their currency and proficiency will always enjoy a safer flight experience. So, ask your favorite flight instructor about the FAA Wings Program.

Light Sport Airplanes have become relatively popular lately, and some come from Eastern Europe. The question has come up: what impact the present conflict in Ukraine will have on their availability, because a number of them, such as the Aeroprakt and the popular Flight Design airplanes, are produced in the Ukraine. The Flight Design airplane has its engineering completed in Germany, but the airframes are being produced in Kherson, Ukraine. As this is written, the factory is still in operation, but in the future it's hard to say what will happen to the Flight Design and other aircraft that are being produced in the country. Unfortunately, this conflict in the Ukraine is having an impact on all of us, and some in unusual ways.

Not many of us fly B-52s, but some did at one time, and I found this bit of recent news to be ra-

ther interesting. The B-52 bomber, which is about 60 years old, is going to be re-engined with the new Rolls-Royce F130 engines, giving it a fresh lease on life. This Stratofortress bomber has been a mainstay in the U.S. Air Force since it was introduced during the Cold War. Like Gen. McArthur once said, “Old soldiers never die, they just fade away.” While it may be a bit “shop worn,” this old soldier isn’t fading away quite yet, but will be continuing to fly in the Air Force service for a while longer.

Bill Nolan

MISCELLANEOUS ITEMS

FAA

Effective March 25, 2022, it was announced by the Biden Administration that Bill Nolen was named as Acting Administrator of the FAA until the White House nominates a permanent successor. Mr. Nolen had been the FAA associate administrator for aviation safety and had previously been vice president for safety, security, and quality for WestJet Airlines in Canada. The FAA also announced that Deputy FAA Administrator Bradley Mims will take on an expanded role during this interim period, focusing on the FAA’s workforce and the nation’s airports.

On February 28, 2022, the FAA decided to take a more practical approach to the instrument rating requirements. The FAA has recently issued a reinterpretation of the instrument rating experience requirements relating to the use of three different navigation *systems,* which are not always available to all applicants. Per the FAA Assistant Chief Counsel for Regulations, the regulation’s plain language requires three different types of *approaches*, not three different navigation *systems*, for satisfying the applicant’s required experience.

I realize there probably aren’t very many Thrush airplanes in our aviation community, but the FAA recently issued an AD on the Thrush wing spar because of accidents attributed to cracks developing in the lower spar caps. If you’re interested, more information is available here: Thrush Wing Spar AD 2009-26-11

Bradley Mims

AIRSPACE

In the last reporting period there haven’t been any changes, or proposed changes, that I’m aware of that could possibly impact our flying activity. Let’s only hope that it stays that way for a while.

I received some information that I found rather interesting, and that is the ranking of airports according to activity, and it was a bit eye opening. In the 2021 ranking of the top 100 airports in the United States, it was not surprising to see the top one was Atlanta Hartsfield (ATL) ATCT with 713,116 operations for the year, Phoenix Sky Harbor (PHX) ATCT was number 8 with 438,925 operations. The list continued with the listing of air carrier airports until it came to number 16, Van Nuys (VNY) ATCT with 346,670 ops. Number 18 on the list was

Mesa Falcon Field (FFZ) ATCT with 332,943 operations. Number 23 was Prescott (PRC) ATCT with 312,503 ops., and number 31 was Deer Valley (DVT) ATCT with 279,240 operations. Looking to these numbers, it's apparent the virus pandemic really hit the flight school, with the high number of foreign students at DVT really hard. While on the other hand, Embry Riddle was really ramping up their flight training at Prescott during 2021. The numbers I have for 2022 are limited, and are only for January, and they indicate Mesa FFZ had 66,993 operations, Prescott PRC had 63,014 operations, and Deer Valley DVT had 53,530 operations. Looking at these numbers, you can see why the traffic seems to be a bit high in the southeast valley and in the Prescott area. As the virus concerns seem to be easing up, it will be interesting to see what impact it will have on the year end traffic counts. In the meantime, keep your eyes open and fly safe!

SAFETY

The number of pilot deviations are up again this reporting period, and it's hard to believe some of the things pilots will do. Some of them just don't seem to know what type of airspace they are flying in, or are about to enter, and what is expected of them while they are flying in that airspace. In some cases, they seem to be oblivious to what the airport markings mean. In this past reporting period, which ran from February 11 through March 10, there were twenty-six general aviation pilot deviations recorded by the FAA Scottsdale Flight Standards District Office. These deviations were committed by the full range of airman certificate holders, from student through ATPs. In some cases, it's surprising that they didn't result in an accident. Of the twenty-six deviations, nine of them were serious enough for air traffic control to issue a Brasher notice to the pilot. When an Air Traffic Controller issues a Brasher Notification, future FAA action will be taken, and the controller is giving the airman the opportunity to make note of the occurrence and collect his thoughts for future interaction with Flight Standards. The airmen can review the circumstances while they are still fresh in his mind, and this enables the airman and Flight Standards to identify and mitigate the risk.

The summary of the general aviation deviations committed this reporting period are as follows:

Seven IFR Deviations, Three Brashers Issued

Four Class Bravo Airspace Deviations, Two Brashers Issued

Seven Class Delta Airspace Deviations, Two Brashers Issued

Five Runway Incursions, One Brasher Issued

Three Failure to Follow ATC Instructions, One Brasher Issued

Pilots always need to be aware of what they are doing, where they are, and what type of airspace they may be entering, and always establish the required radio communications. It would be helpful if pilots would take some time to review the Airman's Information Manual (AIM) and

refresh their memory on what the airport signs and runway markings mean and be prepared to recognize and comply with them. Don't be the pilot that commits a deviation. For the details of this month's deviations, see my Pilot Deviations Report elsewhere in this newsletter.

Aviation safety wasn't very good this past reporting period, because of the number of incidents and accidents that had occurred. The fatal accident in the report was reported last time; however, in the interim time additional information has become available, and the report was rerun with the added information.

Fortunately, all the accidents this reporting period either didn't result in injuries, or those injuries encountered were minor in nature. I hope we can get the number of incidents/accidents down, and those that happen would be minor in nature.

For a detailed report of the accidents and incidents that occurred, see my Accident & Incident Summary report located elsewhere in this newsletter.

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

CONSTRUCTION

The spring weather has been warming up a bit, and it won't be too long before summer will be on our doorstep. The evenings have been cool, thus keeping some airport projects on a temporary hold until we can get back into the consistent warmer summer temperatures. However, some airport projects are continuing, with funding that is available from the FAA and the state. Unfortunately, we don't have the latest details on all these projects, so always check for NOTAMs at your destination airport to determine what may be happening. Getting a surprise when you arrive isn't what you want. So be cautious and fly informed.

APA will continue to work with airports around the state assisting with the updating of their Airport Master Plans and provide the pilot and aircraft owner's perspective in the process. The FAA wants to see airports update their master plans approximately every five or so years and incorporate 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.

Casa Grande Municipal airport (CGZ) Municipal Airport is the only Arizona airport 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 hold until fall.

On the second Saturday consider flying down to Ryan Field (RYN) near Tucson for breakfast or lunch at Ritchie's Restaurant. They are open from 6 am to 2 pm to serve you.

The Falcon Field Warbirds Squadron fly-in breakfast is on hold until fall also.

Grapevine is now open full time, but the third Saturday of each month is a special time for a group camp dinner on Saturday evening. Come and camp for the weekend! The camp host will prepare the main course, and campers, please bring a side dish or dessert to share. *Grapevine, which lies within a National Forest, is heavily used by the Forest Service for fighting wildfires, and the Military for Special Training.*

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. 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

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

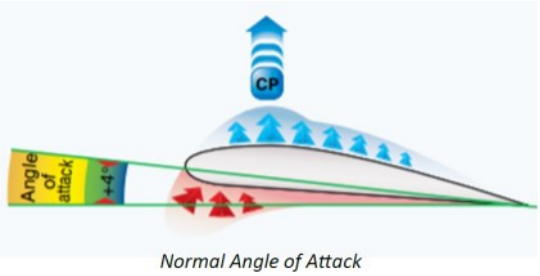
newsletter@azpilots.org

GAJSC

General Aviation
Joint Steering Committee

Angle of Attack

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.



Normal Angle of Attack

Outreach Month: April 2022

Topic: Angle of Attack

The FAA and industry will conduct a public education campaign emphasizing the value of equipage with angle of attack indicators and stall awareness training with and without angle of attack indicators.

Background:

Stalls and spins still account for many general aviation accidents. The GAJSC feels that increased stall awareness training and the use of angle of attack indicators would significantly reduce the number of stall/spin accidents.

Teaching Points:

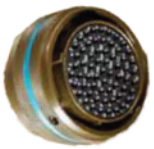
- Wings stall when the critical angle of attack is exceeded.
- Airspeed indicators and stall warning systems are useful but imprecise ways of alerting pilots to impending stall conditions.
- The use of angle of attack indicators not only gives pilots precise knowledge of impending stall conditions but also provides guidance for the most efficient approach and climb angles of attack.
- General aviation aircraft owners should consider retrofitting angle of attack indicators.
- Regular proficiency training and practice in stall awareness and stall recovery, with or without angle of attack indicators, is essential to preventing stall/spin accidents.

References:

- Pilot Proficiency and *WIGNS* Power Point
- AC 61-67C – Stall and Spin Awareness Training
- Airplane Flying Handbook
- Pilot's Handbook of Aeronautical Knowledge

DOWNLOADS: PowerPoint Presentation Slides...

VBE
WORLDWIDE DISTRIBUTOR



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Email: bob@flightskills.com

March Accident & Incident Summary

by Jim Timm

The following are the reports of aviation accidents and incidents that occurred in Arizona from mid-February through late March. We use the following detailed accident 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.

This reporting period, aviation safety was not good in that the number of reported accidents/ incidents are up, even more than last time. Unfortunately, we also had one accident that resulted in a fatality. I would like to hope pilots would fly more carefully and keep the number of accidents and incidents down.

In continuing with the expanded scope of the report, using information from the ASN, FAA, NTSB, and APA members, I hope this more all-inclusive information better suits our purposes of trying to get an idea of what is happening out there, so we can use this information to help make flying safer.

In the meantime, here are the results from the ASN, NTSB, APA Members, and FAA notes.

Date: **February 12, 2022**
Info. Source: FAA
Location: Mesa
Type: Piper PA 28
Injuries: 1 uninjured

LOSS OF CONTROL ON TAKEOFF

A student on a solo flight lost control of the aircraft on his departure. The aircraft touched down on the infield, and then the pilot made a recovery in the air, and then landed the airplane, and taxied to the ramp. No damage to the airplane was sustained.

Date: **February 13, 2022**
Info. Source: FAA
Location: El Tiro
Type: Piper PA 25 Pawnee
Injuries: 1 Uninjured

FORCED LANDING FOR UNDISCLOSED REASON

During a glider tow flight, the pilot released the glider, and made an emergency landing in the Iron Wood Forest in Pima County near El Tiro (AZ67). The aircraft was recovered and taken to El Tiro for inspection/damage assessment and cause of power loss.

Date: **February 15, 2022**
Info. Source: FAA
Location: Tucson
Type: Mooney M20P
Injuries: 2 Uninjured

FLAT TIRE ON LANDING

The aircraft landed on runway 11R at TIA and ran off the north side of the runway due to a flat tire. Other than the tire, no other damage was reported.

Date: **February 19, 2022**
Info. Source: FAA, NTSB
Location: Buckeye
Type: Rans S-7 Experimental
Injuries: 1 Uninjured

OFF RUNWAY HARD LANDING

While coming in to land, the pilot experienced issues and ultimately landed hard in a field adja-

cent to the runway and flipped over. There was no post impact fire; however, there was substantial damage to the aircraft.

Date: **February 19, 2022**
Info. Source: FAA, NTSB
Location: Tucson Ryan Field (RYN)
Type: Europa XS Experimental
Injuries: 1 Uninjured

VERY HARD LANDING

The Europa XS landed hard on runway 6R at Ryan Field. The pilot was uninjured, but the aircraft did sustain substantial damage.

Date: **February 19, 2022**
Info. Source: ASN, NTSB
Location: White Hills
Type: Van's RV-7A
Injuries: 1 Fatality

CRASH ON APPROACH TO LAND

An experimental Van's RV-7A crashed near Triangle Airpark (AZ50), near White Hills in Mohave County, on its approach to a landing at the destination, Triangle Airpark. The aircraft had departed earlier from Boulder City Municipal Airport, NV (BLD/KBVU). An FAA FSDO indicated the tail of the aircraft had come off in flight. The owner/builder pilot was fatally injured, and the aircraft was destroyed.

Date: **February 19, 2022**
Info. Source: FAA
Location: Laughlin Bullhead (IFP)
Type: TBM-700
Injuries: 1 Uninjured

PROP STRIKE ON LANDING

The aircraft landed on runway 34 at Laughlin Bullhead (IFP) and reported a prop strike. The pilot reported the prop strike to the tower 20 minutes after the landing and an examination of the runway did not disclose any FOD on the runway. The prop damage was determined to be minor.

Date: **February 20, 2022**
Info. Source: FAA, NTSB
Location: Phoenix (DVT)
Type: Kit Fox S-7
Injuries: 1 minor injury

LOSS OF CONTROL LANDING

The aircraft landed on runway 7R at Deer Valley, ran off the north side of the runway, and flipped over in the gravel. The pilot sustained a minor head laceration, and the aircraft sustained substantial damage.

Date: **February 22, 2022**
Info. Source: FAA
Location: St Johns
Type: Cessna 206
Injuries: 1 Uninjured

INFLIGHT ENGINE FAILURE

The Cessna 206, on a VFR flight, made an emergency landing 16 miles west of St Johns due to a rough running engine. The aircraft landed in a field and hit a ditch, resulting in an issue with the nose gear.

Date: **February 24, 2022**
Info. Source: ASN, FAA, NTSB
Location: Flagstaff
Type: Van's RV-8
Injuries: 1 uninjured

INFLIGHT WIRE STRIKE

The **NTSB** report only gave the date and very basic information, and it stated a report was in process.

ASN indicated the aircraft departed Prescott and struck a bird or powerlines, resulting in substan-

tial damage during a landing at Flagstaff. A full report was in process.

Per the **FAA**, the RV-8, while flying low near Flagstaff, clipped power lines with the vertical stabilizer/rudder, and proceeded to fly back to Prescott (PRC), to make a safe landing. Damage was assessed to be substantial.

Photo by Glendale Fire Department

Date: **March 3, 2022**
Info. Source: FAA
Location: Casa Grande
Type: Aeroprakt 32
Injuries: 2 Uninjured

ENGINE FAILURE

The pilot had departed Casa Grande airport (CGZ) for a local flight. Shortly after making the departure takeoff, the pilot stated he switched tanks, encountered an issue (*which was undefined*), and he attempted to return to CGZ. The pilot was unable to make it back to the airport and made an emergency landing in a field area approximately two miles north-northwest of CGZ. The Casa Grande Police Department responded and reported there were no injuries or aircraft damage.

Date: **March 3, 2022**
Info. Source: FAA
Location: Mesa
Type: Piper PA 28-181
Injuries: 1 Uninjured

LOSS OF CONTROL LANDING

The aircraft landed on runway 4L at Falcon Field (FFZ) and departed the runway into the infield and spun around. The aircraft was towed back to the ramp, and an inspection of the aircraft did not reveal any damage.

Date: **March 19, 2022**
Info. Source: ASN
Location: Glendale
Type: Paradise 1 Light Sport
Injuries: 2 Uninjured

IN FLIGHT ENGINE FAILURE

The Paradise P1 made a forced landing after an engine failure during landing practice when departing Glendale Municipal Airport (GEU). Glendale police investigated after the small plane crashed near Glendale airport, and initial reports stated that when they showed up, they found the small plane in a field just north of the airport. Police said the flight instructor told them the engine had failed, and he executed a hard landing. Fire crews on the scene stated the pilot and instructor were not injured; however, the LSA received moderate to substantial damage.

Date: **March 27, 2022**
Info. Source: ASN, NTSB
Location: Mesa FFZ
Type: Piper PA28-181 Archer
Injuries: 1 Uninjured

NOSE GEAR COLLAPSED

The aircraft nose gear collapsed upon landing. No additional information.

The NTSB only indicated an accident had happened, and only gave the date, location of accident, and aircraft type, and that a report was in progress.

February-March Pilot Deviations

by Jim Timm

These pilot deviations need to be examined to determine if a common thread exists that should be addressed to help reduce the number of deviations and enhance aviation safety.

In the time period from February 11 through March 10 there were twenty-six general aviation pilot deviations recorded by the FAA SDL FSDO. These deviations were committed by student, private, commercial, CFIs, and ATPs. Of the twenty-six deviations made, there was a need to issue nine Brashers.

Note: When an Air Traffic Controller issues a **Brasher Notification**, future FAA action will be taken, and the controller is giving the airman the opportunity to make note of the occurrence and collect their thoughts for future interaction with Flight Standards. The airmen can review the circumstances while still fresh in their mind, and this enables the airman and Flight Standards to identify and mitigate the risk.

The number of pilot deviations/incursions are up again this month, and as usual, some of these deviations didn't have to happen. Pay attention to ATC instructions and follow them, and if you can't comply, tell ATC why you can't. Just don't do something without advising them. 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:

Seven IFR Deviations

Four Class Bravo Airspace Deviations

Seven Class Delta Airspace Deviations

Five Runway Incursions

Three Failure to Follow ATC Instructions

The details of the deviations this month are as follows:

IFR DEVIATIONS

2/8 Aircraft NORDO

Certification UNK (Plane out of Texas) Phoenix (PHX)/Denver Center

The pilot deviation was reported by the Denver Center when the Cessna Citation was NORDO for approximately 75 minutes. The Citation entered the Denver Center airspace at 2357Z. Several unsuccessful attempts were made by ATC to contact the aircraft.

2/10 Route Deviation

Commercial Pilot PHX TRACON

The Cessna twin departed Deer Valley (DVT) on the DVT 1 departure and didn't fly the published

procedure. The aircraft instead flew the runway heading until they were advised by the PHX TRACON that they should have intercepted the PXR 336 Radial. The controller turned the aircraft away from the rising terrain, and then issued them the Brasher warning.

2/11 Route Deviation

Commercial/CFI Prescott (PRC)

The aircraft was issued a 360 heading off of PRC RWY 30. The pilot turned to a 060° heading, and the controller caught the mistake and turned the aircraft back to the north. The aircraft entered a MVA of 8,800, and their altitude was approximately 7,500 at the time. Later the pilot called ATC, and he stated they knew they made a mistake, and said the auto pilot turned the aircraft to intercept V12.

2/14 Altitude Deviation

Private Pilot (Plane out of North Dakota) Phoenix Area

The aircraft was level at FL300 and had been cleared via the DINGO 5 arrival to TUS. Albuquerque Center (ZAB) observed the aircraft was below the assigned altitude and advised the aircraft to stop their descent at FL280. The aircraft had made an unauthorized descent to 28,200 feet before ATC corrected the error. The event occurred near Phoenix, and a **Brasher** was issued. The pilot called the facility and stated that he had read the charts wrong and thought he had to start his descent to properly fly the DINGO 5 arrival.

2/16 Route Deviation

Commercial/CFI Pilot (Plane out of Wisconsin) Dateland, AZ Area

The aircraft had been cleared after Imperial County Airport (IPL), to fly the J2 to Gila Bend (GBN). Later, Albuquerque Center (ZAB) observed the aircraft was south of course and turned the aircraft back to the north. When ZAB advised the aircraft that he was supposed to be on J2, the aircraft responded, “that's correct”. The aircraft had made an unauthorized turn of about 20 degrees which resulted in the aircraft violating the active restricted area R2301E, before ZAB vectored the aircraft out. The event occurred near Dateland, and a **Brasher** was issued. The pilot called the facility and stated that GBN had dropped out of the FMS, and he was reprogramming it when the controller issued the turn. He also stated he was using his iPad as a backup, and every time he was close to the border the iPad he would lose the aircraft depiction.

2/16 Route & Altitude Deviation

Commercial/CFI Pilot Prescott (PRC) Area

The aircraft had departed Prescott (PRC) on an IFR Flight Plan, and the pilot proceeded direct to DRK while climbing to 10,000 and made a 360° turn without notifying the controller. When the controller queried the pilot, the pilot told the controller that he was trying to avoid some clouds. The pilot then proceeded westbound, and advised the controller they were requesting 8,000, while making the decent on their own without controller approval. PRC was not reporting clouds in the area, and there were no PIREPS indicating clouds or icing in the area.

2/20 Altitude Deviation

Pilot Certification UNK (Plane out of Texas) Phoenix Area

At 1951Z, Albuquerque Center (ZAB) cleared the aircraft to descend and maintain FL240, and the aircraft read back the clearance correctly. At 1953z, ZAB observed the aircraft was below the assigned altitude, and re-cleared the aircraft to FL240. The aircraft had made an unauthorized descent to 23,200 feet, which resulted in a loss of separation with a G200 who was level at FL230. The event occurred near Phoenix, and Brasher was NOT issued.

CLASS BRAVO AIRSPACE DEVIATION

2/9 Entered Class Bravo Airspace Without Authorization

Commercial/CFI Pilot Phoenix PHX

The pilot deviation was reported by the Phoenix Tracon (P50) when the aircraft entered the Phoenix Class B Airspace without prior authorization.

2/12 Entered Class Bravo Airspace Without Authorization

Commercial/CFI Pilot (Plane out of Texas) Phoenix PHX

The aircraft departed Scottsdale (SDL) on a flight to Fort Worth (FTW). They departed SDL VFR, and attempted to pick up their IFR clearance in the air. In the process they entered the PHX Bravo Airspace through the 6,000 and 7,000 ft shelves VFR without first obtaining a clearance. The Phoenix TRACON issued the Brasher warning to the pilot.

2/27 Entered Class Bravo Airspace Without Authorization

Commercial Pilot Phoenix PHX

The aircraft had received flight following from the Biltmore through the West Transition route and was terminated after leaving the Phoenix Class Bravo Airspace south of Phoenix. Moments later, the aircraft had started to climb back into the Bravo Airspace with IFR traffic five miles south of their current position. The controller reached back out to the aircraft in the blind, and immediately descended the aircraft back out of the Bravo Airspace and issued a traffic warning.

2/28 Entered Class Bravo Airspace Without Authorization

Commercial Pilot (Plane out of New Mexico) Phoenix PHX

The aircraft was getting VFR advisories for a flight to Goodyear (GYR), and the controller advised the aircraft to remain outside the Class Bravo Airspace. Later the aircraft did climb into the Class Bravo Airspace without a clearance, and the controller issued the Brasher warning.

CLASS DELTA AIRSPACE DEVIATIONS

2/11 Entering Class Delta Airspace Without First Establishing Radio Communications

ATP Pilot Chandler (CHD)

The aircraft was observed entering Chandler's Class Delta Airspace for 2 to 3 miles at 2,400 ft, without authorization or establishing two-way radio communications. The pilot was asked to call the tower.

2/13 Entering Class Delta Airspace Without First Establishing Radio Communications

Commercial/CFI Pilot (Plane out of California) Williams Gateway (IWA)

The pilot deviation was reported by the Williams Gateway (IWA) tower when the aircraft was not in communication with the tower, and it entered the airspace from the northeast.

2/15 Entering Class Delta Airspace Without First Establishing Radio Communications

Private Pilot Williams Gateway (IWA)

The aircraft entered the Williams Gateway (IWA) Delta Airspace from the northwest and was southeast bound. The ATC Controller attempted to reach out to the violator without any response. About two miles northwest of IWA, the aircraft turned southwest bound crossing the finals of runways 12 and headed towards Chandler. The local traffic was issued instructions to avoid the violating aircraft.

2/19 Entering Class Delta Airspace Without First Establishing Radio Communications

Private Pilot (Helicopter out of Alaska) Falcon Field (FFZ)

The helicopter was inbound to Williams Gateway (IWA), and flew through the Falcon Field (FFZ) Class Delta Airspace without contacting the Falcon Field tower. The helicopter pilot said they were on flight following and thought that gave them permission to go through any airspace. No other aircraft were involved.

2/21 Entering Class Delta Airspace Without First Establishing Radio Communications

ATP/CFI Pilot (Plane out of Oregon) Scottsdale(SDL) & Falcon Field(FFZ)

The aircraft entered the Scottsdale (SDL) Class Delta Airspace northeast of the airport at 2,800 feet MSL, headed north-northwest bound. The aircraft was previously tagged as an airspace violator from Falcon Field (FFZ) Airport. The Controller obtained the callsign from the ADS-B, and reached out to the aircraft on frequency, and established contact with the pilot. The aircraft was issued a Brasher warning on behalf of Falcon Field ATCT, and instructed to contact FFZ when they were on the ground.

3/1 Entering Class Delta Airspace Without First Establishing Radio Communications

Private Pilot (Plane out of California) Deer Valley (DVT)

The aircraft departed Scottsdale (SDL) heading westbound and climbing, and violated the Deer Valley (DVT) Class Delta Airspace. An arriving aircraft inbound to Deer Valley (DVT) from the south, had to climb and deviate to avoid the NORDO offending aircraft. The offending aircraft continued westbound without ever responding to Deer Valley tower calls. Luke AFB was advised and was

asked to give the pilot the Brasher warning if they came into contact with the offending aircraft.

3/1 Entering Class Delta Airspace Without First Establishing Radio Communications

ATP Pilot Chandler (CHD)

The pilot deviation was reported by the Chandler (CHD) tower when the aircraft entered the Chandler Class Delta Airspace without first establishing two way radio communications.

RUNWAY INCURSIONS

2/11 Crossing the Hold Short Line Without Authorization

Private Pilot (Plane out of California) Deer Valley (DVT)

The pilot deviation was reported by the Deer Valley (DVT) tower when the aircraft crossed the Hold Short Line of Runway 25L without ATC authorization.

2/11 Crossing the Hold Short Line Without Authorization

ATP/CFI Pilot (Plane out of Minnesota) Deer Valley (DVT)

The south ground controller was alerted that an aircraft had taxied past the runway 25L hold bars at C11 intersection. The aircraft had come to a stop approximately halfway between the hold bars and the runway edge line. An aircraft was on a 1/2 mile left base to final and was instructed to "go around" by the south controller. The aircraft on final executed a go-around maneuver over runway 25L with no direct overflight of the offending aircraft on the ground. The south controller then instructed offending aircraft to cross runway 25L and to expect a runway 25R departure at B11 intersection. No other aircraft were impacted by this event. A **Brasher** was issued by the Local North controller prior to the takeoff clearance being issued.

2/11 Crossing the Hold Short Line Without Authorization

Private Pilot (Plane out of California) Deer Valley (DVT)

The aircraft crossed the hold short line of Runway 7R without ATC authorization. Ground Control (GC) had instructed the aircraft to taxi via Taxiways Delta and Delta 3 for a Runway 7R departure at Taxiway Charlie 3. The read back was correct. The aircraft crossed the hold short line of Runway 7R on Taxiway Charlie 3. There was no other traffic involved.

2/21 Crossing the Hold Short Line Without Authorization

Private Pilot Chandler (CHD)

The aircraft crossed the hold short line of Runway 22R without ATC authorization while another aircraft was on short final. Ground Control (GC) had instructed the aircraft to taxi via Taxiways Alpha and November for a Runway 22R departure. The pilot read back the correct taxiways but did not read back the runway. The aircraft taxied via Taxiways Alpha and November but crossed the hold short line of Runway 22R. The Local Controller (LC) observed the aircraft cross the hold short line and issued a go around to the landing aircraft inside a 1/2 mile final. The go around was initiated pri-

or to reaching the threshold.

3/8 Crossing the Hold Short Line Without Authorization

Pilot Certificate UNK (Plane out of Colorado) Falcon Field (FFZ)

The pilot deviation was reported by Falcon tower when the arriving aircraft was assigned right traffic for Runway 4R. The aircraft proceeded to make a straight in to runway 22L.

FALURE TO FOLLOW ATC INSTRUCTIONS

2/10 Failure To Follow ATC Instructions

Student Pilot Falcon Field (FFZ)

The aircraft was told to fly straight out on departure but turned crosswind instead. The controller caught it and turned the aircraft back to the upwind. The controller then later gave an instruction to turn cross wind, and the aircraft continued on the crosswind leg almost out of the airspace instead of making right traffic like he should have.

2/17 Failure To Follow ATC Instructions

Student Pilot Falcon Field (FFZ)

The inbound aircraft contacted the north controller and was instructed to fly over the dam, and enter a downwind, and to follow an aircraft that was turning crosswind. The aircraft made a left 360° turn without being instructed. The controller asked what the pilot was doing, in case there was a radar misinformation issue, and the pilot started to argue that he was doing a 360 instead of entering the downwind since he did not have the other aircraft in sight. The controller instructed the aircraft to turn downwind. The pilot continued to try to argue with the tower instead of complying. The aircraft finally turned downwind, and landed, and was given the Brasher.

2/25 Failure To Follow ATC Instructions

Student Pilot Falcon Field (FFZ)

The aircraft was told to follow another aircraft in the upwind. The aircraft turned the crosswind early and cut off an aircraft in the pattern.

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When Controllers Make Mistakes

by Paul Wiley

This article discusses a very recent “incident” that occurred at Prescott (PRC) Regional airport on Sunday, April 3, 2022, while practicing instrument approach procedures. The incident was a runway incursion and could have resulted in a collision on the ground at high speed.

Before getting into the details of this incident, let me first say as a CFI that in nearly 50 years of flying, I have only experienced a handful of times where an Air Traffic Controller made a mistake which could have led to an accident. I consider FAA controllers to be highly trained, proficient in their jobs and very professional. I have the utmost respect for them and the difficulties of their job. However, being human they are susceptible to error, just as we pilots are. I think just about everyone (certificated pilots and non-pilots alike) has heard the phrase: “pilot error.” As part of their operating procedures, controllers are required to report certain pilot mistakes. Sometimes this results in disciplinary action against an offending pilot. I’m confident that this incident is currently being investigated by the FAA. So, enough said about that…

The incident: While shooting a practice approach (ILS 21 L) in a Cessna 206, we were cleared for the option by the tower when we made the requested call at five miles on final. My client acknowledged the clearance and informed the tower we would be making a touch and go and then return for the RNAV (GPS) approach to runway 21 left. We touched down in a strong, southerly crosswind at the fixed distance markers and during the rollout the flaps were reset for takeoff and pitch trim was adjusted. While still traveling about 50 to 55 knots, my client and I noticed an airplane ahead taxiing toward our runway from an intersection. We both commented that it appeared he may not stop, and we needed to keep an eye on him. Sure enough, this airplane continued to taxi onto our runway and lined up for takeoff. Note that we could not hear any transmissions from this intruding airplane or from the tower as it was apparently on Prescott’s other tower frequency. At this point, we agreed we were too close to this airplane (estimated at 100 yards or less) and we converted our touch and go to a full stop. We stopped on the runway and remained stopped for several seconds while my client expressed her incredulity that this plane had just taxied out onto “our” runway while we had been cleared for (and during) a touch and go. Subsequently, the tower instructed us to turn left at Delta 4 and contact ground.

While on ground control frequency we asked the controller why that airplane taxied onto the active runway while we were in the process of executing our touch and go. The

controller replied that they thought this airplane was at the departure end of the runway. Had we not been aware of this airplane and taken appropriate action the most likely result would have been a nasty accident.

> “Pilots must remember that by law the pilot in command is always responsible for the safety of their flight.”

Our **Air Traffic Control (ATC) system** is predicated upon redundancy. This is one of the strengths of our system. What does this mean in terms of our current discussion? If a pilot makes a mistake, usually the controller will catch the mistake and take action to prevent an incident or accident. Example: a pilot is on final approach for a full stop landing in a plane with retractable landing gear, but the gear is not down. Normally the controller would observe this and order the pilot to execute a go-around; thus, preventing an all too common (and embarrassing) accident. Likewise, if a controller makes a mistake the pilot would normally catch the mistake and take action to prevent an incident or accident. Example: controller clears a flight to descend to an unsafe altitude. Normally the pilot would realize that terrain or other obstructions make descent to that altitude unsafe and refuse that clearance. What happens when a mistake is made and neither the pilot nor controller recognizes the mistake? This is when an incident or accident can happen. Example: many years ago, an Air Force C-141 was making an approach to McChord Air Force Base near Seattle, Washington (I believe in IMC) when the controller issued a clearance to “descend and maintain 14,000 feet.” The pilot acknowledged the clearance and descended to 14,000. Tragically the aircraft was very close to Mt. Rainer (maximum elevation 14,410 MSL) and impacted the mountain destroying the airplane and killing all on board. Obviously neither the controller nor the pilot recognized the position (relative to the mountain) or the situation. Note that this accident occurred prior to improvements in avionics technology which now provides pilots with much better terrain awareness in many of today’s cockpits. Advances in technology have also been added to the toolkit controllers can use today to help keep pilots safe and the ATC system running smoothly.

Operations at busy airports: An airport like Prescott is more complex than most airports. PRC is very busy with a mix of training aircraft, regional commuter aircraft, military aircraft, firefighting aircraft, and the normal and diverse mix of General Aviation aircraft including slow speed training aircraft and high-speed business jets. This is a perfect example of why all pilots need to be alert at all times. Additionally, Prescott has two parallel runways (3 - 21 left and right) and a third runway (12 - 30), making for a more complex situation both on the ground and in the air. Prescott also quite often experiences strong winds and is at an elevation of over 5,000 MSL (think high density altitude). Putting all these factors together means that the situation can get complicated quickly. Pilots should study the airport diagram and be thoroughly familiar with all approach and departure procedures prior to flying into an airport like Prescott where good situational awareness is required. As my friend and fellow CFI Tommy likes to say: “A good landing follows a good approach, and the approach starts on downwind.” Or in the case of instrument approaches, the approach starts at the initial ap-

proach fix. This means that the pilot should be thinking ahead and anticipating what may happen next.

Lessons Learned: Pilots must remember that by law the pilot in command is always responsible for the safety of their flight. This responsibility should never be given over to anyone else, including air traffic controllers. FAR 91.3 (a) states: "The pilot in command of an aircraft is directly responsible for, and is the final authority to, the operation of that aircraft." Except in the event of an in-flight emergency, pilots must follow ATC instructions. However, the pilot in command is still responsible for the safe operation of the aircraft. Pilots should never hesitate to ask for clarification of ATC instructions if they believe following those instructions would compromise safety.

Be ready for an unusual situation, like an aircraft cutting in front of you in the air or on the ground. This advice applies at any airport. At more complex airports it is not unusual for pilots (especially transient pilots) to be confused about their position. If you are not completely sure of the situation, then ask ATC for clarification. During this same flight we heard a pilot of a Cessna 421 Golden Eagle ask Prescott tower for clarification of his instructions. He was confused as the tower had just changed runways due to strong winds and he was heading in the wrong direction. A short discussion with ATC cleared up the confusion and the pilot was able to proceed safely with that help from ATC.

Good communications are critical for safety at busy airports. Do not "sneak up" on the tower at a busy airport. The initial call to the tower should be made at 15 to 20 miles from the airport. Get the ATIS information first, then listen on the tower frequency for a few seconds before contacting the tower. Always use your call sign in all transmissions with the tower. Communications should be clear and succinct, and your position should be stated accurately.

In conclusion, mistakes by controllers are very rare, but they do happen. It is incumbent upon pilots to always be alert to the situation at hand and to remember that the pilot in command is always responsible for the safety of that flight.

Paul

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

The Fixer-Upper

By Howard Deevers

There is a popular TV Program on the Home and Garden channel called “The Fixer-Upper.” There are several other similar programs showing people rebuilding old houses, or remodeling homes to new specs. Other programs show people restoring old cars. I enjoy all of these and have tested my skills at both endeavors with some success.

Every airport has its derelict airplane sitting somewhere on the ramp, in a hangar, or shade port. As much as we hate to see these neglected former things of beauty, they exist, just as old houses or cars do. Some of the TV programs actually tell how much the investor paid for the property, how much it cost to restore, and how much profit they made from the effort (if in fact those numbers are true.) Houses and cars seem to have a ready market for the restored property. Why not airplanes?

Unlike houses and cars, airplanes have a different perspective. Houses and cars DO have regulations that must be complied with, such as building codes, and roadworthy requirements. Airplanes, much more so. After all, we really don't want things falling out of the sky on us. Those regulations are there to protect you, the pilot, and everyone else around or under you. The regulations alone discourage many would-be restorers. Other restoration projects go on for years, or even decades. The most notable projects are usually seen at the EAA Oshkosh annual show and convention. Some of them had taken up to 25 years to restore to flying status. Some of them also require considerable financial investment to restore, such as the aging warbirds.

But, what about that older Cessna 172 or Piper Cherokee 180? If purchased for a reasonable price, the investment to restore that plane to flying condition could be satisfying. Naturally, the first thing you think about is the avionics. With all of the new electronic displays and instruments all built into one package, those are tempting to jump into. Those might not be considered “restoring” but “upgrades,” and might not be something that you will want to do yourself. More about that later.

You, as the owner of the Cessna, Cherokee, or other vintage model, can do a lot of work on your prize, if you want to. The thing to remember is that this *is not* a car, and you can't do many of the things that you would do to your car rebuild. The objective here is to make the airplane air-worthy, not to redesign the hood and taillights. Some of the same skills you used to restore that “old Ford” still will serve you in

the restoration of the airplane but remember that the plane and the car are made out of different materials. Cars are mostly steel, and planes are mostly aluminum.

Although aluminum does not rust, it does corrode, so it would be a good idea to inspect all metal parts before you go too far with the work. Find a good IA, have the plane fully inspected, and get a list of items found that will need repair, cleaning, or other service. Make friends with a good aviation mechanic, too. You will need supervision on many items needing repair, and after repair, or replacement of many parts they will have to be inspected and signed off by a certified mechanic. Even though you are doing the work, pay the mechanic for his time.

Another good place to find guidance for your restoration is your local EAA chapter. If you are not an EAA member, join early on. In your local chapter you will meet many talented home builders that will give you advice on your project.

The time, talent, and skills to do a restoration project are important. And it is also important to have a good set of quality tools. No matter how complete you think your toolbox is, you are likely to need some special tools that you had never heard of before. Be prepared for those surprises, but don't let them discourage you. We all find that out as we go.

The hardware items you will need for many repairs or replacements are not likely going to be available at your favorite local hardware store. Many nuts, bolts, and screws may look like the right size and thread, but the construction of these items will be much more important in an airplane than in a car. Use only the correct parts. No one wants an aileron to malfunction during flight because you didn't use the correct fasteners to secure it, or a flap to jam in the up or down position because the cable was not correctly installed.

What about those avionics? The advances in the panels have passed the advances in the engines long ago, but they need another skill set. This is not just turning screws and pulling wire. You will need a good avionics shop to assist you in most of these installations and get them signed off for use. Don't forget that there are regulations on how avionics should work and are used, and how often they need to be re-certified. Read your FAR/AIM for more about that subject.

Just like rebuilding an old car, or house, it will be a lot of work, some frustrations, and expenses that you didn't expect. In the end, you can admire your work, and, in this case, fly it! Check your local airport for prospects. Some may be simple repairs and service, others may require a complete tear down and reconstruction, and everything in between.

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!!!

A Few Words About Safety

Denny Granquist

"

"Flashlights work well during the day, especially where the sun doesn't shine. Extra batteries always seem to come in handy."

"Always land on a VFR flight plan with IFR reserves."

"

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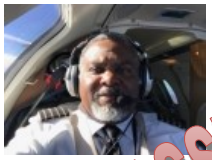

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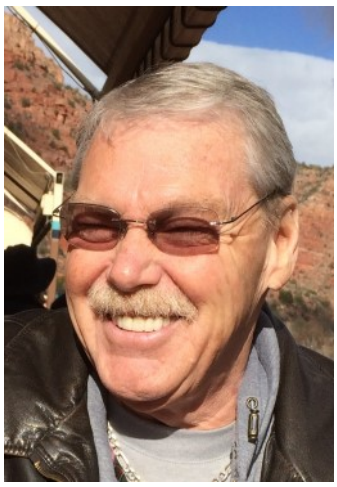
GAARMS REPORT

APR. 2022

By Fred Gibbs



According to the latest NTSB report I was able to pull down, there have been a few fender benders across the state, but only one fatal accident here in Arizona since the beginning of the year. That was a Van's RV-7A that crashed under unknown circumstances near the Triangle Airpark (AZ50), White Hills, Mohave County, Arizona. The pilot, the sole occupant, was fatally injured. No other information was available.

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

SAFETY PILOT REQUIREMENTS – Just what is a safety pilot and when is one needed?

As you all know, an instrument-rated pilot must maintain certain currency requirements to act as pilot -in-command to legally operate under Instrument Flight Rules. One of the primary requirements is to have conducted six instrument approaches during the previous 6 months. Now most of us GA pilots meet this requirement by flying approaches under simulated conditions using foggles or a hood. When doing this, there is a FAR addressing this condition, FAR 91.113(b). This rule says that any operation conducted under this rule, i.e. wearing a view limiting device, requires that vigilance be maintained by each person operating the aircraft so as to see and avoid other aircraft. So, if the person flying is wearing a view limiting device, i.e. foggles or a hood, another qualified pilot must be on board to help meet the "see and avoid" requirement. That pilot is referred to (usually affectionately) as the safety pilot.

But what are the requirements or qualifications needed to actually be a legal safety pilot? Well, FAR91.109 (c)(1) says the safety pilot must hold at least a private pilot certificate for the same category and class ratings that you are flying in.

(I believe that also includes complex and/or high-performance ratings if flying in one of those – my interpretation.)

A current medical is also required: FAR 91.109

says a safety pilot is a required crew member, and FAR61.3(c) says all required crew members need a current medical certificate. So you need, at a minimum, an FAA class III medical.

(NOTE: a basic Med apparently does NOT qualify – my interpretation.)

Now, if the flight is done under VFR conditions, the safety pilot DOES NOT need to be instrument qualified, DOES NOT need to meet the recency experience of three takeoff and landings in the previous 90 days OR EVEN A CURRENT BFR! As long as the safety pilot acts only in the role as a safety pilot (in accordance with FAR 61.3(c) and FAR 91.109), none of those requirements apply to you. If you assume the role as the PIC at any time, those rules NOW APPLY to you, so beware…

In summary, as a private pilot with a current FAA medical and the appropriate category and class ratings, you can act as a safety pilot for your friend doing practice instrument approaches under VFR conditions.

However, I am a firm believer that if you are out practicing instrument approaches under the hood/foggles, the safety pilot should be another instrument-rated pilot, who actually knows what you should be doing, what you are actually doing, and can keep you safe and legal. Just because you have a safety pilot on board while doing practice instrument approaches does not make you a proficient pilot, only a legal (sic) pilot! Making a lousy screwed up approach does not make you proficient! Imagine, how would a non-instrument-rated pilot even know you busted minimums, flew a totally wrong missed approach procedure and/or screwed up the holding pattern? The whole objective of practicing instrument approaches is to ensure proficiency, not just to be legal!

PS – if you go beyond the 6 months without the 6 approaches, the only way to get current is to do an Instrument Proficiency Check (IPC) with your local CFII. It is like an instrument check ride, but you can't fail. However, you can also not pass (like a BFR), if you are not up to snuff on your approaches and flying skills. Your CFII may want better performance from you before he/she will sign you off.

FRED'S PERSPECTIVE:

Well, I am without airplane as I write this. My trusty ol' time machine is up on jacks at the newly relocated Bellanca maintenance facility over in Sulphur, Oklahoma, close by Ardmore, Oklahoma. It is there for a bunch of repairs and modifications by the experts at Bellanca. 723 NM in 4.5 hours computes out to a ground speed of 160kts/184mph, including one stop for gas halfway – not bad at all! The flight was totally uneventful – the best kind. Even found cheap gas at Santa Rosa, NM: only $4.45 a gallon.

When I got back home, I checked my flight on Flight Aware and it looked almost perfectly straight except for the slight diversion off route to Santa Rosa. I also submitted, and received, an ADS-B performance report through the FAA website, and my ADS-B performance was perfect. I normally do one every 6 months just to check for my own satisfaction. Obviously, I used flight following all the way. The service was, as usual, very good, and they took me right under all the MOA's around Shepard AFB there by Wichita Falls, TX. Not to brag, but I greased the landing there at Sulphur, OK (F30) just to impress the folks at the factory. *(Note to self – don't break your arm patting yourself on the back!)*

The Bellanca maintenance operation there at F30 is a work in progress. It is under new ownership, and all the factory inventory is still in the moving mode. Part of it is in Sulphur, but there is still a lot of inventory – tractor trailer loads - to be moved down from Minnesota. When I taxied in, there were 4 other Super Vikings there, two just finished up and leaving, making room for me, and two in the back of the hangar being worked on. The guys there are nice friendly folks, great to work with and very knowledgeable on Bellanca Super Vikings. They pushed my airplane into the hangar and put it right up on jacks. The primary reason I took it there was to check out and fix the fuel leak coming out of the bottom of the left-wing tank. Now, it only leaked when I filled the tank up to the tippy top, so they filled it up, climbed under and it only took a minute to identify the problem – an old leaking gasket, and a simple fix. Unless of course, you consider it is up inside the wing, only accessible thru an inspection plate, and you need 2 elbow joints and 3 wrist joints to reach it!! They even allowed me to assist in some of the work while I was there.

The other primary reason for going to the factory was to have the horizontal stabilizers and elevators recovered. Just in case you did not know this, the Bellanca Super Viking is a fabric covered aircraft, and the horizontal stabilizers and elevators are also fabric covered and needed recovering. So, I worked with the factory guy – Mike – and we removed the entire horizontal stabilizer and elevator assembly off the airplane. I was surprised at how (relatively) easy they were to remove, and none of the control cable adjustment or connections were affected. Fortunately, Mike had another set of horizontal stabilizers and elevators in stock, and he had already prepped those for me, which will save a lot of time in the shop. It is a labor-intensive task to do fabric work! And, of course, they will need to be re-painted and new heavy-duty black leading-edge tape added.

I suspect they will have had my airplane all the month of March and possibly a couple of weeks of April. The punch list is not extensive, complicated, or expected to take too long, but the fabric work is the deciding factor. The punch list includes such tasks as adjusting the fuel sensors and/or sending units so my fuel gauges read correctly (if possible!), adjusting the gear doors so they close tightly, replacing the wing leading edge protective tapes with

new heavy-duty black tape, re-connecting/replacing the fuel strainer cable, and a biggie, installing an external 14-volt power plug receptacle. The external 14-volt power plug receptacle is a project requiring cutting an opening in the fabric on the fuselage below the baggage door, welding in mounts, installing the power receptacle, re-fabricing (is that a word?), taping, re-doping and painting the fabric to make it look like it was original.

As a side note, why do some of us own airplanes?

Well, it took me a little over 5 hours total time to fly to the airport at Sulphur, Oklahoma, and for less than $300.00 dollars, with no TSA issues or lines. It cost me $363.00 dollars for my one-way return airline ticket back home, and it took me 12 hours to get back home! It involved a 2-hour drive to DFW, three different airplanes, one de-planement and unloading of all the baggage from a broke 737 at the gate at DFW, a new gate assignment with a 1 hour 30 minute delay out of Dallas, a missed connection in Phoenix, and 2 re-ticketing events to finally get home on via the airlines! DUH!!!

Lost Words from my childhood

Mergatroyd!... (or was it "Mergatroid?)

Do you remember that word? Would you believe the spell-checker did not recognize the word Mergatroyd? Heavens to Mergatroyd!

The other day a not so elderly (I say 75) lady said something to her son about driving a Jalopy. He looked at her quizzically and said "What the heck is a Jalopy?" He never heard of the word jalopy!! She knew she was old.... But not that old. Well, I hope you are Hunky Dory after you read this and chuckle.

About a month ago, I came across some old expressions that have become obsolete because of the inexorable march of technology. These phrases included:

Don't touch that dial, Carbon copy, you sound like a broken record, and hung out to dry.

Back in the olden days we had a lot of moxie. We'd put on our best bib and tucker, to straighten up and fly right.

Heavens to Betsy! Gee whillikers! Jumping Jehoshaphat! Holy moley!

We were in like Flynn and living the life of Riley; and even a regular guy couldn't accuse us of being a knucklehead, a nincompoop or a pill. Not for all

the tea in China!

Back in the olden days, life used to be swell, but when's the last time anything was swell? Swell has gone the way of beehives, pageboys and the D.A.; of spats, knickers, fedoras, poodle skirts, saddle shoes, and pedal pushers.

Oh, my aching back! Kilroy was here, but he isn't anymore.

We wake up from what surely has been just a short nap, and before we can say, "Well, I'll be a monkey's uncle!" Or, "This is a fine kettle of fish!" We discover that the words we grew up with, the words that seemed omnipresent, as oxygen, have vanished with scarcely a notice from our tongues and our pens and our keyboards.

Poof, go the words of our youth, the words we've left behind. We blink, and they're gone. Where have all those great phrases gone?

Long gone: Pshaw, the milkman did it. Hey! It's your nickel. Don't forget to pull the chain. Knee high to a grasshopper. Well, Fiddlesticks! Going like sixty. I'll see you in the funny papers. Don't take any wooden nickels. Wake up and smell the roses.

It turns out there are more of these lost words and expressions than Carter has liver pills. This can be disturbing stuff! (Carter's Little Liver Pills are gone too!)

We of a certain age have been blessed to live in changeable times. For a child each new word is like a shiny toy, a toy that has no age. We at the other end of the chronological arc have the advantage of remembering there are words that once did not exist and there were words that once strutted their hour upon the earthly stage and now are heard no more, except in our collective memory. It's one of the greatest advantages of aging. Leaves us to wonder where Superman will find a phone booth... See ya later, alligator! Oki-doki.

WE ARE THE CHILDREN OF THE FABULOUS 50'S..NO ONE WILL EVER HAVE THAT OPPORTUNITY AGAIN...WE WERE GIVEN ONE OF OUR MOST PRECIOUS GIFTS: LIVING IN PEACEFUL, COMFORTABLE TIMES, CREATED FOR US BY THE "GREATEST GENERATION!"

QUIZ TIME - *(Answers at bottom of Safety Programs)*

1. What are the three fundamental skills involved in attitude instrument flying?

a. *Instrument interpretation, trim application, and aircraft control.*
b. *Cross-check, instrument interpretation, and aircraft control.*
c. *Cross-check, emphasis, and aircraft control.*
d. *There are skills involved???*

2. What is the correct sequence in which to use the three skills involved in instrument flying?

a. *Aircraft control, cross-check, and instrument interpretation*
b. *Instrument interpretation, cross-check, and aircraft control*
c. *Cross-check, instrument interpretation, and aircraft control.*
d. *And they are supposed to be in sequence??*

3. At an altitude of 6,500 feet, the current altimeter setting is 30.42" Hg. The pressure altitude would be approximately –

a. *7,500 feet.*
b. *6,000 feet.*
c. *6,500 feet.*
d. *And I need to know this why?*

4. What is the best method for reducing speed if hydroplaning is experienced on landing?

a. *Step harder on the brakes*
b. *Apply up elevator and hold the nose up*
c. *Initiate a go-around*
d. *Don't care, it ain't ever gonna happen to me!*

5. What type of ADS-B equipment is required in Class A airspace?

a. *ADS-B Out that operates on the frequency 1090 MHz.*
b. *ADS-B Out that operates on the frequency 978 MHz.*
c. *ADS-B Out that operates on the frequency 1430 MHz.*
d. *Any type of certified ADS-B In.*

SAFETY PROGRAMS

There are NOT a lot of FAASTeam safety programs on the schedule over the next couple of months around the state, but hopefully that will change in the near future. Simply log on to the Internet and go to WWW.FAASAFETY.GOV , click on "Seminars" and start checking for any upcoming seminars, but don't expect a lot during the Covid-19 pandemic. However, there are a lot of great webinars online, each about an hour long, and worth credits towards your WINGS participation. You might find one that is really right up your alley or "tickles yer fancy"!!

Should you desire a particular safety or educational program at your local airport or pilot meeting in the future (post COVID-19), like the BasicMed program, our "Winter Wonderland" snow season special, or my newest one on LIFR approaches discussing the how's and pitfalls of shooting an approach all the way down to minimums and missed approaches, simply contact me directly at fredgibbs@azpilots.org, or call me at 410-206-3753. The Arizona Pilots Association provides the safety programs at no charge. We can also help you organize a program of your choice, and we can recommend programs that your pilot community might really like.

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

Fred

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

APA Website

Stefanie Spencer— Webmaster

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

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

Webmaster@AZPilots.org

Newsletter Contributors

Article Deadline

20th	Editor reminds the Team to submit articles
25th	Authors submit articles and advertisements

Contact the newsletter editor, Cathy Paradee:

newsletter@AZPilots.org

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


New pilots welcomed!


Writers welcomed!

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The online store is currently on the Square Market, click here.

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Volunteer 501 (c) (3) Organization

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